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Additional comments /  
Commentaires supplémentaires:

In Sessional papers No. 5, pages 17\*-17\*\*\* are inserted between pages 16 & 18.

In Sessional papers No. 5, pages 281, 315, 323 & 360 are incorrectly numbered pages 271, 31, 223 & 60.

1891

# SESSIONAL PAPERS.

5-7

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## VOLUME 3.

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FIRST SESSION OF THE SECOND PARLIAMENT  
OF THE  
DOMINION OF CANADA.

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SESSION 1873.

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PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET, OTTAWA.

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- No. 1. MISCELLANEOUS STATISTICS OF CANADA for the year 1870-71. Part I. Municipal Returns, Ontario.

- No. 2. PUBLIC ACCOUNTS OF THE DOMINION OF CANADA :—For the fiscal year ended 30th June, 1872.

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— SUPPLEMENTARY :—For the year ending 30th June, 1873.

— For the year ending 30th June, 1874.

— For the year ending 30th June, 1874.

— For the year ending 30th June, 1874.

— Message, Recommending the appropriation out of the Consolidated Revenue Fund, of such sums, not exceeding five thousand dollars in the whole, as may be necessary to enable any party entitled to appeal to Her Majesty in Council on the subject of the New Brunswick School Acts, and desiring to institute such appeal, to defray the expenses thereof; and of such sums, not exceeding in the whole five thousand dollars, as may be necessary to defray the expense of sending skilled manufacturers from Canada to the Exhibition at Vienna.

### CONTENTS OF VOLUME No. 2.

- No. 3. TRADE AND NAVIGATION, DOMINION OF CANADA :—Tables of, for the year ended 30th June, 1872.

- No. 4. INLAND REVENUES OF DOMINION OF CANADA :—Reports, Returns and Statistics of, for the year ended 30th June, 1872.

### CONTENTS OF VOLUME No. 3.

- No. 5. POSTMASTER GENERAL :—Report of, for the year ended 30th June, 1872.

- No. 6. PUBLIC WORKS :— Report of the Minister of, for the year ended 30th June, 1872.

— Supplementary, Annual Report of the Minister of Public Works, being a Report by Samuel Keefer, Esquire, C. E., dated the 18th February, 1873, on the Baie Verte Canal, prefixed by a letter of C. S. Gzowski, Esquire, approving the same.

- No. 7. SECRETARY OF STATE FOR CANADA :—Report of, for the year ending 30th June, 1872.

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- No. 8.. MARINE AND FISHERIES :—Annual Report of the Department of, for the year ended 30th June, 1872.
- Schedule of Papers for the Department :—
- Statement of expenditure made by the Department of Marine and Fisheries, in connection with the construction and re-building of Light Houses, Light Ships and Steam Fog Whistles, during the fiscal year, ended 30th June, 1872.
- Statement of Receipts and Expenditure in connection with Harbor and River Police at Quebec and Montreal, for the fiscal year ended 30th June, 1872.
- Statement of Receipts on account of Sick Mariners' Fund, for the fiscal year ended 30th June, 1872.
- Statement of Expenditure by Trinity House, Montreal, for fiscal year ended 30th June, 1872; and Statement of Decayed Pilot Fund, for the year ended 31st December, 1872.
- Statement of monies received and paid by the Trinity House of Quebec, on account of the Quebec Decayed Pilot Fund, during the year 1872. [*Not printed.*]

## CONTENTS OF VOLUME No. 5.

- No. 9.. MILITIA :—Report of the state of the Militia of the Dominion of Canada, for the year 1872.
- No. 10.. LIBRARY OF PARLIAMENT :—Report of the Librarian on the state of.
- No. 11.. BANKS :—List of the Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vic., cap. 5, sec. 12.
- CANADA LANDED CREDIT COMPANY :—in compliance with the Act 34 Vic., cap. 7, sec. 37.
- No. 12.. BAPTISMS, MARRIAGES AND BURIALS :—General Statements of, for certain Districts in the Province of Quebec. [*Not printed.*]
- No. 13.. PACIFIC RAILWAY :—Message, communicating copy of a Charter granted to a body of Canadian capitalists, for the construction of the Pacific Railway, together with the papers and correspondence relating to that subject.
- Copy of Correspondence on the subject of Mr. William Kersteman's scheme for the construction of the Canadian Pacific Railway.
- Return (in part) to an Address of the Senate, for Copies of all Powers of Attorney used by J. A. Macdonald, J. J. C. Abbott, H. N. Nathan, jr., and D. and Wm. Smith on behalf of F. Cumberland, D. McInnes, J. B. Beaudry, jr., J. S. Helmchen and Andrew McDermot in reference to the Canada Pacific Railway. &c.
- Articles of Agreement entered into between Her Majesty Queen Victoria, of the first part, and several persons, whose hands are affixed, of the second part.
- No. 14.. CANADIAN MANUFACTURES :—Return of list of articles used as materials in Canadian Manufactories, placed on the free list, under authority of the Act 34 Vic., cap. 10, sec. 3.
- No. 15.. SUPERANNUATION :—Statement of all allowances and gratuities granted under the Act 33 Vic., cap. 4, with a statement of the cases in which additions have been made to the actual number of years service of persons employed in the Civil Service, who have been superannuated.
- No. 16.. OCEAN STEAMERS :—Agreement made on the first of February, A. D. 1873, between Sir Hugh Allan, of the City of Montreal, in the Province of Quebec, in the Dominion of Canada, shipowner, and the Hon. Alexander Campbell, Postmaster General of the said Dominion.
- No. 17.. STATUTES :—Official Return of the distribution of the Statutes of the Dominion of Canada, 35 Victoria, 5th Session of the 1st Parliament, 1872, under the provisions of the Act 31 Vic., cap. 1, sec. 14. [*Not printed.*]
- No. 18.. RECEIPTS AND PAYMENTS :—Statement of the Receipts and Payments of the Dominion of Canada, for the half-year ended 31st December, 1872.
- No. 19.. CENSUS :—Report of proceedings and expenditure, as required by the Census Act of 1870. [*Not printed.*]
- Return to Address, Statement in detail, with copies of receipts and vouchers, of the sums paid by the Dominion Government to James Oliva, Esquire, of the Village of Mont-

- magny, for his services and expenditure as Census Commissioner for 1871, and those of his Enumerators for District No. 163, Montmagny. [*Not printed.*]
- No. 20.. UNFORESEEN EXPENSES :—Return of Monies paid out of the Appropriation for Unforeseen Expenses, from 1st July to 31st December, 1872, under authority of Act 35 Vic., cap. 3, and Orders in Council.
- No. 21.. INTERCOLONIAL RAILWAY :—Report of the Commissioners of the Intercolonial Railway.
- Return to an Order of the House of Commons, for a statement shewing the quantities of materials estimated on section No. 5, according to original plans upon which tenders were asked.
- Message, transmitting Report of Commissioners and Minute of Council thereon, in reference to claims of contractors for sections Nos. 1 to 7.
- Return to Address, showing the number of special trains run on the E. & N. American Railway, and the portion of the Intercolonial extending to Amherst, &c.; also showing the names and numbers of all persons who have passed free on any portion of such railways. [*Not printed.*]
- No. 22.. MCDUGALL, HON. WM. :—Return to Address, Correspondence between the Government and the Hon. Wm. McDougall, since 1st June, 1872, relating to his appointment to any office or employment under the Government. [*Not printed.*]
- Return to Address, Statement of all sums paid to the Hon. Wm. McDougall since 1st June, 1872, in respect of any services performed, or to be performed by him for the Government, or in respect of expenses, or allowances connected with any such services. [*Not printed.*]
- No. 23.. INDIANS :—Annual Report on Indian Affairs, for the year ending 30th June, 1872.
- Return to Address, Communications from Indians and others in the Province of Manitoba with the Government on the subject of the dissatisfaction prevailing among the chiefs, headmen and Indians treated with in Manitoba and adjacent territory, in the year 1871.
- Return to Address, Report of the Superintendent of Indian Affairs for British Columbia, for 1872-73; with any subsequent correspondence concerning the Indian Affairs of the said Province.
- Return to Address, showing the number of Indians in the different counties of the Dominion to whom Letters Patent have been issued, granting a life estate in the lands allotted them, with the number of acres apportioned to each. [*Not printed.*]
- Return to Address, Correspondence between the Indian Branch of the Department of the Secretary of State, and the Crown Land Department of New Brunswick, &c., regarding that part of the Tobique Indian Reserve in Victoria, N.B., upon which white settlers are residing. [*Not printed.*]
- No. 24.. ST. PETERS CANAL :—Return to Address of the 14th ult., Correspondence with Local Engineers, relative to the enlargement of St. Peters Canal. [*Not printed.*]
- Return to Address, Orders in Council relative to the levying of tolls on vessels and boats passing through St. Peters Canal. [*Not printed.*]
- CONTENTS OF VOLUME No. 6..
25. WELLAND CANAL :—Return, in obedience to an Order of the House, for copies of tenders for work on the Welland Canal, shewing the tenders also which were withdrawn with the consent of the Department, with the names of sureties; and all correspondence regarding such tenders.
- Return to Address, Report of the late Commissioners appointed to consider the different routes for the Welland Canal enlargement; also the Report of the Chief Engineer thereon.
- No. 26.. AGRICULTURE :—Report of the Minister of Agriculture of the Dominion of Canada, for the calendar year 1872.
- No. 27.. RYLAND, G. H. :—Return to Address, for copies of all correspondence and documents relative to the claims of Mr. G. H. Ryland, which may have passed between that gentleman and the Government, since the 1st September, 1868, including the Duke of Buckingham's last despatch on the subject. [*Not printed.*]

- No. 28.. INSURANCE :—Statement made by Insurance Companies, in compliance with the Act 31 Vict., cap. 48, sec. 14.
- No. 29.. NAVIGABLE STREAMS : Return to Address, Report made by the Commission appointed to inquire into the condition of navigable streams.
- No. 30.. ST. LOUIS HYDRAULIC COMPANY :—Return to Address, Reports of the government engineers on the works which were to have been undertaken by the St. Louis Hydraulic Company, between Heron Island in the St. Lawrence, at the foot of the St. Louis Rapids, and the north shore of the said river. [*Not printed.*]
- No. 31.. CASCADES CANAL :—Return to Address, Petitions with names of petitioners on each petition, praying His Excellency the Governor General to sanction the construction of a canal on the north shore of the St. Lawrence from Cascades to Coteau Landing.
- No. 32.. DEPUTY ADJUTANTS GENERAL :—Return to Address, Statement showing the occasions on which leave of absence has been granted to Deputy Adjutant Generals of Militia, and other salaried staff officers of Militia, since the 1st October, 1868 ; and showing also the duration of absence from duty on such occasions.
- No. 33.. LAKE SUPERIOR LANDS :—Return, in obedience to the Order of The House. Showing the number of applications filed with the Government for lands in the territory claimed by the Province of Ontario, lying west and north of Lake Superior ; the names and residences of applicants ; the quantity of land applied for by each person or company ; the amount of money deposited by each person or company ; the cases in which such applications have been accompanied by plans and surveys, and an abridged description of the locations so applied for. [*Not printed.*]
- No. 34.. JUDGE BOSSÉ :—Return to Address, Correspondence between the Dominion Government and the Government of Quebec, since 10th June, 1872 ; and between the said Governments and the Honorable Joseph Noel Bossé, Judge of the Superior Court of the Province of Quebec, for the Districts of Montpagny and Beauce, in relation to the residence assigned to the said Judge in one of the said districts ; also copies of all Orders in Council of both the said Governments on that subject. [*Not printed.*]
- No. 35.. ARBITRATION :—Return to Address, Correspondence between the Government of the Dominion, or any Member thereof, and the Governments of the Provinces of Ontario and Quebec, or any Members of the said Governments, in relation to the arbitration which has taken place for the apportionment between the Province of Ontario and the Province of Quebec, of the excess of the debt of the late Province of Canada over and above \$62,500,000, assumed by the Dominion of Canada under the British North America Act (1867) ; also, in relation to any appeal to the Privy Council from the decision of the Arbitrators.
- No. 36.. PRINTING :—Return to Address, Orders in Council, Correspondence, &c., relating to the suit recently brought against the Government, with their consent, by the Parliamentary and Departmental Printer ; and also all Orders, &c., relating to advances of public money to the said contractor, prior to the late elections or since, with a statement of the security, if any, held by the Government that such advances will be repaid ; and also a statement of any sum which may have been paid by any department to the contractor for printing over and above his contract rates. [*Not printed.*]
- No. 37.. CULBUTE RAPIDS :—Return to Address, surveys, plans, and estimates of the proposed canal at the Culbute Rapids on the Ottawa River. [*Not printed.*]
- No. 38.. NORTH WEST TERRITORIES :—Message, transmitting Order in Council of the 12th February, 1873, authorizing the Lieutenant Governor of the North-West Territories in Council to make provision for the administration of justice, and establish laws, institutions, and ordinances for the peace, order, and good government of those territories. [*Not printed.*]
- 39.. GREAT WESTERN RAILWAY :—Return to Address, Correspondence to and from the Government, relative to an alleged infraction of the revenue laws by the Great Western Railroad Company ; and also all evidence taken at any investigation which may have taken place with reference to the same, with a statement of claims against said company for said duties. [*Not printed.*]
- No. 40.. RECIPROCAL TRADE, U.S. :—Return to Address, Correspondence between the Government of the Dominion and the Government of the United States on the subject of reciprocal trade between the two countries ; and other documents on that subject.
- No. 41.. DOMINION POLICE :—Return, under the Act 31 Vict., cap. 73, of the average number of men employed in the Dominion Police during each month of the year 1872 ; and the cost of pay, and travelling and general expenses expended in respect thereof. [*Not printed.*]

- No. 42. . **PORT OF ST. JOHN, COLLECTOR OF** :—Return to Address, Copy of all instructions to the Collector of the Port of St. John, New Brunswick, issued by the Minister of Customs, or by Order of the Governor General in Council, since the 1st of July, 1867; also  
 A copy of any instructions given by or through the Collector of Customs, or otherwise, to J. Sandall, clerk; S. E. Gerow, landing surveyor; and T. Bustin, locker, in the Customs Department, at the Port of St. John, N.B., or to either of them; also  
 A copy of any report respecting the state of any bonded warehouse in the City of St. John, N.B., made since July 1st, 1867, by any inspector or other officer of customs; also  
 A Return, showing the description, amount, and value of the goods in bond, said to have been illegally removed during the year 1872, or previously, from the bonded warehouse in the City of St. John, belonging to John C. Brown; also  
 Copy of any report made respecting such illegal removal of goods, made by the Hon. S. L. Tilley, then Minister of Customs; also  
 Copy of the statements of James R. Ruel, Esquire, collector; J. Sandall, clerk; S. E. Gerow, landing surveyor; and T. Bustin, locker, officers belonging to the Customs Department in the City of St. John, N.B., respecting such illegal removal of bonded goods, taken in writing by James Johnson, Esquire, Assistant Commissioner of Customs,  
 Copy of all correspondence with W. H. Tuck, Esquire, respecting the proceedings taken by J. T. Kennedy, grocer, by way of replevin, to recover possession of a quantity of sugar and molasses, said to be part of the goods in bond so illegally removed and seized on behalf of the Dominion Government, respecting the criminal prosecution of John C. Brown; also  
 Copy of the petition of J. T. Kennedy, grocer, of the City of St. John, N.B., to the Governor General in Council, praying that the amount which he was compelled to pay as Customs duties on a portion of the goods said to have been illegally removed from the bonded warehouse belonging to the said John C. Brown, be refunded to him; also  
 Copies of all correspondence addressed to the Governor General in Council, by the Minister of Customs; and of all other papers whatever relating to the alleged illegal removal of goods in bond from the bonded warehouse belonging to the said John C. Brown. [Not printed.]
- No. 43. . **JOHNSON, F. G.** :—Return to Address, for copies of the following documents :—  
 1st.—The commission appointing the Hon. F. G. Johnson as one of the Judges of the Superior Court of the Province of Quebec.  
 2nd.—The commission appointing the said Hon. F. G. Johnson, Recorder of Manitoba.  
 3rd.—The commission appointing the said Hon. F. G. Johnson to the office of Lieutenant Governor of the Province of Manitoba.  
 4th.—The document cancelling his commission, as Lieutenant Governor of Manitoba.  
 5th.—The commission appointing F. K. Ramsay, assistant Judge of the Superior Court of Quebec. [Not printed.]
- No. 44. . **NEW BRUNSWICK COMMON SCHOOLS** :—Return to Address, Correspondence had in pursuance of a Resolution adopted on 30th May last (1872), by the House of Commons of Canada, between the Government of the Dominion, the Law Officers of the Crown in England, and the Judicial Committee of the Privy Council, in relation to the Act passed in 1871 by the Local Legislature of New Brunswick, respecting Common Schools in that Province, together with all documents relating to the subject placed in the hands of the Dominion Government since the adoption of the said Resolution.  
 —Return to Address, Copies of all documents produced, records and judgements in a case *ex parte Renaud*, in which judgement was rendered by the Supreme Court of New Brunswick, on the 12th February last, respecting the constitutionality of the Act respecting Common Schools in New Brunswick, passed by the Legislature of that Province in 1871.  
 —Message transmitting copy of a despatch, dated 10th April, 1873, from Her Majesty's Secretary of State for the Colonies, enclosing a further report from the Law Officers of the Crown on the subject of the New Brunswick School Law.
- No. 45. . **MANITOBA LAND COMMISSIONERS** :—Return to Address, Reports from the Land Commissioner in Manitoba, regarding the sale or location of lands in that Province; also copies of the letter of resignation of Mr. Canavan, and correspondence with the Government of Manitoba on the subject of the complaints against the management of the Land Office in that Province.
- No. 46. . **NIAGARA RIVER** :—Return to Address, Correspondence between the Government, and the United States Government, through the British Minister at Washington; or the Common Council of the City of Buffalo, relating to the obstruction of the navigation of Niagara River, by the erection of a crib in mid-channel of said stream, for the Buffalo City Water Works. [Not printed.]
- No. 47. . **SIMCOE COUNTY, N.R., RETURNING OFFICER** :—Return (in part) to Address of the aggregate sum of money supplied to the Returning Officer for the North Riding of the County of Simcoe, during the late Elections for the Commons, for the purpose of meeting the expenses of the said election, and remunerating persons appointed as Deputy Returning Officers, the names of such Deputy Returning Officers in connection with the Sub-division in which they severally officiated, and the amount paid to each Deputy Returning Officer for said services, and all disbursements attendant upon the discharge of his official duties. [Not printed.]

- No. 48. WHARVES, BREAKWATERS, &c. :- Return to Address, Statement shewing the Wharves, Breakwaters, Landings and Piers belonging to the Dominion Government; the respective locations of these several works; the tolls and other charges paid on each of them; also the amount received by the Government on each of such works, by way of rent and otherwise, together with the names of the tenants or occupants. [Not printed.]
- No. 49. PORT STANLEY HARBOR :- Return (in part) to Address, consisting of :-  
 1st.—Copy of Order in Council relative to the transfer of Port Stanley Harbor in 1859, to Trustees to be held for the London and Port Stanley Railway Company.  
 2nd.—Copy of bond entered into by Trustees.  
 3rd.—Statement shewing vacancies that may have occurred to the said Board of Trustees, and how they have been filled up.  
 4th.—Statement of Government grants remaining unexpended at the time of the transfer, and made since that date.  
 5th.—Statement of all receipts from the said harbor, and expenditure made by the said Trustees since the date of transfer, shewing rates of tolls charged, and sums collected in each year, and the different items of expenditure, so far as these particulars can be ascertained from documents in possession of the Government.  
 6th.—Copies of all correspondence with said Trustees in reference to said Harbor. [Not printed.]
- Return to Address Correspondence, reports of Engineers, etc., relative to constituting Port Stanley a Harbor of Refuge. [Not printed.]
- Also,--Supplementary Return to Address of the 24th March, last, (on the fifth paragraph of the said Address); for statement of all receipts from said harbor, and expenditures made by the said Trustees since the date of transfer. [Not printed.]
- No. 50. QUEEN'S COUNSEL :- Return to Address, Correspondence between the Government of Canada, and the Government of any of the Provinces, relating to the appointment of Queen's Counsel; and also for any opinion expressed upon the subject by the Law Officers of the Crown in England, which may have been communicated to the Government.
- No. 51. STEAM DREDGE "CANADA" :- Return to Address, All work done during the year 1872, by the Dominion Steam Dredge *Canada*; also a statement of cost of *Canada*, amount of repairs during the year 1872, and the daily expenses of said dredge *Canada* while working and while idle. [Not printed.]
- No. 52. ST. OURS LOCK :- Return to Address, Correspondence, between Levi Larue, Superintendent of St. Ours Lock, and the Government, relating to the remuneration of the persons employed at the said Lock. [Not printed.]
- No. 53. BOIVIN, C. A., AND ROY, AIMÉ :- Return and Supplementary Return to Address, Accounts and receipts for monies paid to C. A. Boivin and Aimé Roy, Esquires, Collectors of Inland Revenue for the Districts of St. Hyacinthe and Richelieu, for contingencies each year from the date of their respective appointments up to this day, and of all vouchers in proof of such accounts. [Not printed.]
- No. 54. BRITISH COLUMBIA, INLAND REVENUE DEPARTMENT :- Return to Address, Report of the Special Agent of the Inland Revenue Department, respecting British Columbia. [Not printed.]
- No. 55. VOLUNTEER ENCAMPMENT, LEVIS :- Return to Address, Report, judgment and all proceedings of a Division Enquiry Court, which was held at Lévis, during the encampment of Volunteers there in June and July, 1872.
- No. 56. GANANOQUE WATER POWER :- Return to Address for copies of :-  
 1st.—The Petition of D. Ford Jones, and others, in relation to the Gananoque Water power as effected by the Rideau Canal.  
 2nd.—Memorandum of R. P. Colton, in relation to the said Petition.  
 3rd.—Report of Engineer, and papers connected with the Petition of certain inhabitants of the Township of Pittsburgh, asking that a mill site be leased at Brewers in 1861.  
 4th.—Report of W. Kingsford, made in 1872, in relation to the said Petition of D. Ford Jones. [Not printed.]
- No. 57. ATLANTIC STEAMSHIP :- Message, transmitting to the House of Commons, copies of Orders in Council, and minutes of the proceedings of a Court of Enquiry into the circumstances connected with the loss of the steamer *Atlantic*. [Not printed.]
- Return to Address, Correspondence, papers, evidence, and reports in any wise relating to the wreck of the steamship *Atlantic*, on the coast of Nova Scotia, and the meritorious services of the Reverend W. S. Ancient and others, on the occasion of the calamity. [Not printed.]



- No. 58.. CHICOINE, ADOLPHE J.:—Return to Address, Statement of all sums of money paid from first January, 1868, up to this day, by the Government of the Dominion, to J. Adolphe Chicoine, Esquire, Advocate of the Town of St. Hyacinthe, with all receipts and vouchers for such payments. [*Not printed.*]
- No. 59.. NEW BRUNSWICK LOCAL ACTS:—Return to Address, Copies of all Acts passed by the Local Legislature of New Brunswick during the present Session, and assented to by the Lieutenant Governor of that Province, on Tuesday, the 25th March, 1873. [*Not printed.*]
- No. 60.. ELECTION RETURNS:—Return in obedience to the Order of the House of Friday, 14th March, last, prepared from the Records of the Elections to the present House of Commons, shewing the number of votes polled for each candidate in the different Electoral Districts during the late General Election, &c.
- Return to Address, Return of all sums paid to defray expenses of the late Elections for the House in the different Electoral Divisions throughout the Dominion, shewing the Returning Officers, and Deputy Returning Officers to whom the same was paid, and distinguishing the different services for which allowance was made.
- No. 61.. NAVAL RESERVE LANDS, ONTARIO:—Return to Address, Statement of the quantity and situation of all Naval Reserve Lands in the Province of Ontario, that have been handed over to the Dominion Government by the Commissioners of Admiralty, also, shewing the amounts hitherto received by the Dominion Government by way of rental or otherwise for the use of any such Lands, &c.
- No. 62.. MADAWASKA RIVER BOOMS:—Return to Address, Copies of all claims preferred against the Government for losses sustained by the breaking of the booms at the mouth of the Madawaska River, in the Spring of 1871; and the evidence taken by the arbitration, bearing on the conduct of John Harvey, the slide-master of that place. [*Not printed.*]
- No. 63.. MANITOBA HAY PRIVILEGE:—Return to Address, Copies of all instructions given to the Commission appointed to investigate claims to the outer two miles, or hay privilege in Manitoba [*Not printed.*]
- Return to Address, Correspondence between the Dominion Government, and the Hudson's Bay Company, relative to hay privilege in Manitoba. [*Not printed.*]
- No. 64.. RED RIVER:—Return to Address, Copy of any communication made by, or under the authority of any Member of Government to Louis Riel, or any other person, touching an amnesty or pardon, or other provision in favor of the murderers of Thomas Scott, or of any of the persons concerned in the Red River troubles.
- No. 65.. COLLINGWOOD, PORT OF ENTRY:—Return to Address, Copy of a Memorial purporting to be from the Town of Collingwood, asking to have that Port made an independent Port of Entry; and correspondence, if any, in relation to said memorial. [*Not printed.*]
- No. 66.. GERMAN NATURALIZATION:—Return (in part) to Address, Correspondence between the Canadian and Imperial Governments on the subject of German naturalization; also a Return of all correspondence on the subject between the Canadian Government, and the German Societies in Canada.
- No. 67.. ROBERTSON, WILLIAM:—Return to Address, Copies of all documents, letters, reports, evidence, and papers, touching an investigation lately held, as to William Robertson, Esq., Postmaster of Lanark Village, and touching his dismissal from the said office. [*Not printed.*]
- No. 68.. PRINCE EDWARD ISLAND:—Message transmitting for the information of the House of Commons, the accompanying papers relative to a proposed union of Prince Edward Island with Canada.
- No. 69.. NORTHERN RAILWAY, CANADA:—Papers in connection with the debt of the "Northern Railway Company of Canada," to the late Province of Canada, as affecting the amount of the excess of the public debt of that Province, chargeable to the Provinces of Quebec and Ontario.
- No. 70.. TOBACCO:—Return to Address, Statement as respects each Province, shewing the quantity of Tobacco raised in Canada during the year preceding the imposition of the present duties of license and excise; as well as the quantity grown during the fiscal year, ending 30th June, 1872; with the amount collected by the Government, and the cost of the collection. [*Not printed.*]
- No. 71.. FARRAN'S POINT POSTMASTER:—Return to Address, Copies of all petitions, correspondence, reports, or other papers relating to the dismissal of the Postmaster at Farran's Point. [*Not printed.*]

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- No. 72.. MAIL SERVICE, WEST INDIES :—Return to Address, Correspondence between the Dominion Government, and the different Governments of the British and Foreign West Indies, relating to a mail service between these countries ; also for tenders or offers for performance of such service.
- No. 73.. SALMON LINE FISHING :—Return to Address, Statement of the rivers in the Province of Quebec, for which the Government has granted the exclusive right of line-fishing for salmon ; place of residence and occupation of each of the lessees, and the duration and price of each lease, &c.
- No. 74.. MINGAN, SEIGNIORY OF :—Correspondence between the Government or any member thereof, and certain purchasers of the Seigniory of Mingan, in relation to the right of fishing granted to them for the rivers running through the said Seigniory, and for the waters of the Gulf of St. Lawrence, in front of the same. [*Not printed.*]
- No. 75.. PENITENTIARIES:—Fifth annual report of the Directors of Penitentiaries of the Dominion of Canada, for the year 1872.
- No. 76.. IMMIGRATION :—Return (in part) to Address, shewing how the sum granted to the Local Governments of the Provinces of New Brunswick, Nova Scotia, Quebec, Ontario, and British Columbia, for the encouragement of immigration into these Provinces has been expended ; also, for copies of the regulations made by the Government of New Brunswick for the establishment of the settlement of Hellerup and Kincardine, and of all other regulations respecting immigration and settlement made by that Government during the year 1872 and 1873.
- No. 77.. ISLANDS, ST. LAWRENCE :—Return to Address, of all patents issued for Islands, &c., in the St. Lawrence, in front of, or forming part of the County of Leeds ; also, of all such Islands sold or leased ; also of all applicants, with dates and names of parties, and also of all correspondence within the last ten years, with parties applying to purchase or lease any of said Islands or any part thereof. [*Not printed.*]
- No. 78.. ADVERTISING, PUBLIC SERVICE :—Return, in obedience to the Order of the House, of a detailed statement of the amount expended during the last fiscal year in advertising on behalf of the Government or any Public Service in any of the Public Journals of the Dominion ; the amount paid, each Journal respectively, and the purpose for which such money was paid ; also, the amount paid in subscription, and for what papers paid.
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# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE

YEAR ENDING 30TH JUNE,

1872.

.....  
*PRINTED BY ORDER OF PARLIAMENT.*  
.....



OTTAWA :

PRINTED BY I. B. TAYLOR, 29, 31 AND 33, RIDEAU STREET.

—  
1873.



## SCHEDULE.

Accompanying this Report are the following Documents therein referred to :

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## REPORT

OF THE

## POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1872

*To His Excellency the Right Honorable Sir Frederic Temple, Earl of Dufferin, P. C., K. P., K. C. B., Governor General of the Dominion of Canada, etc., etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit to Your Excellency, to be laid before Parliament, the Report of the operations of the Post Office of the Dominion of Canada, for the year ended 30th June, 1872, with the accompanying Returns and Statements as required by the statute.

The general business of the Post Office has continued to expand during the said year, as will be seen from the following comparative statement of some of the chief items of Postal Statistics for each year, since the Confederation of the Provinces :—



Year.	Number of Post Offices.	Number of Miles of Post Route.	Number of Miles of Annual Mail Travel.	Estimated Number of Letters by Post in the year.	Gross Postal Revenue.	Postal Expenditure.
					\$ cts.	\$ cts.
1868	3,638	27,674	10,622,216	18,100,000	1,024,710 00	1,053,570 00
1869	3,756	28,745	11,261,807	21,920,000	* 923,056 00	1,079,828 00
1870	3,820	29,430	11,695,726	24,500,000	1,010,767 00	1,155,261 00
1871	3,943	30,039	11,992,898	27,050,000	1,079,767 00	1,271,006 00
1872	4,135	33,415	12,548,389	30,600,000	1,193,062 00	1,369,163 00

\* NOTE.—General reduction of Postage Rates in this year.

The year 1872, includes, for the first time, the Postal business of British Columbia and Manitoba.

631 Appointments of Postmasters and Way Office Keepers were made during the year, and 657 new mail contracts were entered into.

New Post Offices and Post Routes have been established during the year, and increased frequency given to mail service on old routes throughout the Dominion, wherever necessary for the accommodation of the growing correspondence of the country.

The section of the Intercolonial Railway, between Truro and Amherst, Nova Scotia, 77 miles, became available for the transport of the mails from the 11th November, 1872, uniting the Nova Scotia system of Railways with the Railways of New Brunswick and the United States, and giving a continuous line of Railway mail communication from Halifax to Montreal and Ottawa, and the other Cities of Quebec and Ontario.

Mails have also been carried on the section of the Intercolonial Railway, from Rivière du Loup to Trois Pistoles, since the beginning of December, 1872.

Additional sections of the Railways in progress in Quebec and Ontario have also become available for mail conveyance since last year's Report.

	Additional Miles of Railway.
In Quebec :	
The South Eastern Counties Junction, West Farnham to Richford.....	34 miles.
In Ontario :	
The Brockville & Ottawa, extended to Renfrew.....	13
The Midland Railway do to Orillia.....	21
The Toronto & Nipissing, do to Cobocank .....	23
The Northern Railway, do to Meaford.....	20

The Toronto, Grey & Bruce, extended to Mount Forest.....	38
The Wellington, Grey & Bruce do to Southampton.....	46
The Great Western, Harrisburg & Brantford.....	8

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203 miles.

An arrangement between Canada and Newfoundland, came into effect from the 1st November, 1872, establishing an uniform prepaid rate of 6 cents per  $\frac{1}{2}$  oz. on letters passing between any Post Office in the Dominion and any Post Office in Newfoundland, instead of  $12\frac{1}{2}$  cents as before, and providing that Newspapers, Books, printed matter and post cards sent from Canada to Newfoundland, prepaid the ordinary Canada rate on such matter, shall be delivered at destination in Newfoundland without further charge, and that the same class of matter coming prepaid from Newfoundland to Canada, shall in like manner be delivered in the Dominion, without additional charge.

A mail service by schooner commenced, in the summer of 1872, between Gaspé Basin and the North Shore of the Gulf of St. Lawrence, the vessel touching at the Island of Anticosti, Mingan, Esquimaux Point, Natashquan, &c., and the result is stated to have been very beneficial to the fishing and other trading interests of that part of the Gulf.

Arrangements are in progress for extending a mail communication in winter, from Bersimis, where the present mail route on the North Shore of the River St. Lawrence terminates, along the coast of the River and Gulf, as far down as Mingan and Esquimaux Point.

The Chief Post Office Inspector visited British Columbia in 1872, to complete the organization of the Post Office in that Province, and arrange for submitting the whole Mail service, as far as practicable to public competition, and for thus placing it under regular contracts as in the other sections of the Dominion.

Arrangements were at the same time made with the United States Post Office, for the transmission of closed mails between British Columbia and the other Provinces of the Dominion, twice a week, by the Railway and Stage routes from San Francisco, through California, Oregon and Washington Territory to Olympia, between which place and Victoria, a Steamer plies semi-weekly.

The Victoria B. C., and San Francisco Mail service twice a month by Steamship, has been put under regular contract after advertisement.

The Contractors, Messrs. Rosenfeldt and Bermingham, of San Francisco, made the lowest offer received—namely \$2,250, per round voyage,—which is the same amount as was paid under the previous temporary agreements.

TABLE shewing the number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business, in the Dominion of Canada, for the Year 1872.

PROVINCES.	Number of Post Offices, 1st Jan., 1873.		Extent of Mail Service.		Estimated Number of Letters Newspapers, &c., sent by Post for year 1872.						
	Number of Post Offices, 1st Jan., 1873.	Number of Miles of Post Routes, 1872.	Number of Miles annually travelled by Mail, 1872.	Number of Letters and Post Cards, 1872.	Number of Newspapers, 1872.	Number of Registered Letters, 1872.	Number of Free Letters, 1872.	Number of Parcels, 1872.			
Ontario and Quebec.....	2,716	21,483	9,732,000	25,500,000	19,300,000	1,155,000	950,000	74,000			
New Brunswick.....	586	3,643	1,176,150	2,000,000	2,150,000	50,000	65,000	7,200			
Nova Scotia.....	768	5,819	1,403,183	2,800,000	2,800,000	70,000	105,000	13,000			
Manitoba.....	27	269	41,726	80,000	150,000	5,000	5,000	1,000			
British Columbia.....	38	2,210	195,330	160,000							
Totals.....	4,135	33,415	12,548,389	30,600,000	24,400,000	1,280,000	1,125,000	95,200			
Money Order Business, year ended 30th June, 1872.											
PROVINCES.	Revenue and Expenditure.		Money Order Business, year ended 30th June, 1872.		Post Office Savings Bank, year ended 30th June, 1872.						
	Postal Revenue for the year ended 30th June, 1872	Expenditure for year ended 30th June, 1872.	Number of M.O. Offices, 30th June, 1872.	Number of Money Orders issued.	Amount.	Number of Savings Bank Post Offices, 30th June, 1872	Number of Depositors, 30th June, 1872.	Total Amount Deposited during the year.	Amount of Deposits and Interest to credit of Depositors, 30th June, 1872.		
	\$ cts.	\$ cts.			\$ cts.			\$ cts.	\$ cts.		
Ontario and Quebec.....	1,017,430 82	1,048,724 32	514	96,632	3,347,830 26	235	21,059	2,261,631 00	3,096,500 01		
New Brunswick.....	70,280 00	113,254 23	45	16,914	851,963 62						
Nova Scotia.....	92,180 00	157,046 64	72	22,934	923,757 15						
Manitoba.....	4,362 67	11,766 05	.....	.....	.....						
British Columbia.....	8,809 00	38,371 94	.....	3	21,283 28						
Totals.....	1,193,062 49	1,369,163 18	634	136,480	5,144,834 31	235	21,059	2,261,631 00	3,096,500 01		

Post Office Savings Banks are in operation: only in Ontario and Quebec.

## REVENUE.

The Postal Revenue of this year has been as follows :—

In Ontario and Quebec .....	\$1,017,430 82
New Brunswick.....	70,280 00
Nova Scotia.....	92,180 00
Manitoba .....	4,362 67
British Columbia.....	8,809 00
	\$1,193,062 49

To bring the New Brunswick and Nova Scotia postal accounts in accord for the future with the periods embraced in the General Public Accounts of the Dominion, all Postmasters' accounts belonging to Revenue paid in after the 30th June, 1872, and all accounts relating to expenditure payments made after that date have been excluded from the regular Returns of Revenue and Expenditure embodied in this Report, as was done for Ontario and Quebec last year,—consequently in this, the first year of the change, those Returns do not include a full year's transactions. But for the statistical purpose of the above statement, the excluded items have as nearly as practicable been added, and the same course has been followed with regard to Expenditure, so as to make these statements, as here given, present a complete year's results as to Revenue and Expenditure.

This difficulty only affects the year in which the change is first made, and hereafter the periods embraced in the postal accounts of New Brunswick and Nova Scotia, will correspond exactly with those of the fiscal year.

The increase in the Postal Revenue of Ontario and Quebec, New Brunswick and Nova Scotia, as compared with last year was about  $9\frac{1}{4}$  per cent and the increase of Expenditure in those Provinces about 4 per cent.

## EXPENDITURE.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.	Manitoba.	British Columbia.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>FOR MAIL SERVICE.</b>					
By stage, horseback or on foot.....	227,418 88	27,407 66	52,634 66	5,339 52	} 33,191 91
Steamboat or other craft.....	47,277 90	3,812 50	402 23		
Railway.....	255,043 65	7,456 70	8,445 12		
To and from railway stations.....	16,611 79	757 49	2,002 71		
Making and repairing mail bags.....	5,827 04	207 97	770 53	2 12	
<b>FOR SALARIES, COMMISSIONS AND ALLOWANCES.</b>					
To Postmasters and Clerks in City Post Offices, to Railway Mail Clerks, to Post Office Inspectors and their Clerks	226,675 89	23,711 11	22,130 57		
To Country Postmasters and Way Office keepers.....	214,667 78	18,055 63	28,363 01	2,453 21	4,060 14
Commissions paid city stamp vendors....	8,785 52	126 19	132 67		
<b>MISCELLANEOUS.</b>					
Printing and advertising, stamps and seals, mail locks, travelling charges, trades- men's bills, &c., &c., &c.....	46,415 87	9,364 78	8,469 30	341 50	1,119 89
Transit charges paid to United States upon closed mails.....				3,629 70	
Add to New Brunswick and Nova Scotia, to complete the full year's expenditure.....	1,048,724 32	90,900 03	123,350 80	11,766 05	38,371 94
		22,354 20	33,695 84		11,766 05
		113,254 23	157,046 64		157,046 64
					113,254 23
					1,048,724 32
					1,369,163 18

PACKET SERVICE WITH THE UNITED KINGDOM.

*Quebec and Portland weekly service with Liverpool, via Derry.*

STATEMENT shewing the number of Letters, Newspapers, Book, Patterns and samples conveyed between Canada and the United Kingdom, for the years ended November, 1871 and 1872, with the number of letters and newspapers to and from the United States by this route during the same years.

	FROM CANADA.				FROM U. S.		TO CANADA.				TO U. STATES.	
	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.	Letters.	News-papers.	Books.	Samples and Patterns.	Letters.	News-papers.
1871	669,845	587,009	10,939	3,158	206,332	117,515	671,781	819,714	16,055	5,198	2,896	1,906
1872	810,246	716,349	11,479	3,725	161,199	96,012	834,501	841,748	36,864	13,444	5,708	5,486
Increase....	140,401	129,340	540	567	.....	.....	162,720	22,034	20,809	8,246	2,812	3,580
Decrease....	.....	.....	.....	.....	45,133	21,503	.....	.....	.....	.....	.....	.....

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

STATEMENT shewing the number of Letters, Newspapers, &c., conveyed by the Halifax and Queenstown Mail Packets, to and from New Brunswick and Nova Scotia, for the years 1871 and 1872.

	TO AND FROM NEW BRUNSWICK.				TO AND FROM NOVA SCOTIA.			
	Letters.	News-papers.	Books.	Patterns and Samples.	Letters.	News-papers.	Books.	Patterns and Samples.
1871	99,697	114,413	2,366	1,885	212,414	196,924	9,928	889
1872	92,794	108,706	4,264	1,326	268,021	341,497	12,870	2,782
Increase.....	.....	.....	1,898	.....	55,607	144,573	2,942	1,893
Decrease.....	6,903	5,707	.....	559	.....	.....	.....	.....

The decrease in the correspondence of New Brunswick with England *via* Halifax, is no doubt owing to increased transmissions *via* Quebec and Portland.

A new contract has been entered with Sir Hugh Allan, subject to the approval of Parliament, for the continuance of the Quebec and Portland weekly service with Liverpool *via* Derry, for five years from the 1st April, 1873, at the reduced rate of \$126,533 33 per annum instead of \$218,000 per annum, as paid under the contract about to expire. This reduced amount of subsidy will, it is estimated, be nearly balanced by the Postages on the correspondence carried by the Steamers.

### CORRESPONDENCE WITH THE UNITED STATES.

The postage on Letters passing between Canada and the United States, for the year ended 30th June, 1872, was as follows :—

	Collected in Canada on Letters sent, Paid to the United States and on Letters received therefrom unpaid.	Collected in United States on letters sent paid to Canada and on letters received therefrom unpaid.
	\$ cts.	\$ cts.
In Mails passing between the Exchange Offices of Ontario and Quebec and the United States.....	172,965 75	185,630 57
In Mails passing between the Exchange Offices of New Brunswick and of the United States.....	32,632 73	31,408 74
In Mails passing between the Exchange Offices of Nova Scotia and of the United States.....	6,141 53	8,015 87
	211,740 01	225,055 18
		211,740 01
		436,795 19
The total correspondence with the United States amounted for the year 1871, to .....		393,082 74

The above Exchange of Mails with the United States took place at the following Offices in Canada.

	Collected in Canada.	Collected in United States.
	\$ cts.	\$ cts.
<b>ONTARIO AND QUEBEC.</b>		
Abercorn .....	24 99	21 07
Brockville .....	48 78	76 41
Buffalo and Lake Huron Railway .....	4,504 91	3,574 92
Clifton .....	873 54	846 49
Fort Erie .....	330 77	300 74
Great Western Railway .....	77,774 17	84,701 28
Hamilton .....	4,350 20	3,278 81
Hereford .....	6 45	5 24
Huntingdon .....	12 59	12 93
Island Pond .....	7,786 44	7,835 47
Kingston .....	4,953 07	4,942 72
Lennoxville .....	2,462 57	5,480 62
London .....	254 14	439 19
Montreal .....	35,281 72	43,358 99
Morrisburg .....	93 45	159 42
Niagara .....	26 38	2 10
Ottawa .....	2,056 03	1,762 11
Port Hope .....	1,025 35	681 57
Prescott .....	5,972 75	4,600 41
Quebec .....	2,431 48	2,348 38
St. Armand Station .....	452 30	240 20
St. Johns (Quebec) .....	693 04	447 83
Sarnia .....	1,753 10	2,496 84
Sombra .....	51 25	70 72
South Eastern Railway .....	117 76	65 16
Stanstead .....	128 88	127 76
Toronto .....	11,055 73	12,427 16
Vermont Junction Railway .....	1,023 04	1,452 23
Windsor .....	7,420 87	3,873 80
<b>Total .....</b>	<b>172,565 75</b>	<b>185,630 57</b>
<b>NEW BRUNSWICK.</b>		
Fredericton .....	1,229 80	1,083 68
St. John .....	27,867 66	26,607 71
Woodstock .....	773 18	670 01
St. Stephen .....	594 79	754 86
St. Andrews .....	208 38	32 80
W. E. Railway Mail Clerk .....	1,958 92	2,259 68
<b>Total .....</b>	<b>32,632 73</b>	<b>31,408 74</b>
<b>NOVA SCOTIA.</b>		
In Mails passing between Halifax and its Exchange Offices in the United States .....	5,984 94	7,8 43
In Mails passing between Yarmouth and its Exchange Offices in the United States .....	156 59	149 44
<b>Total .....</b>	<b>6,141 53</b>	<b>8,015 87</b>



## REGISTRATION.

The number of Registered Letters estimated to have passed by post in Canada in the year 1872, was,—

In Ontario and Quebec .....	1,155,000
In New Brunswick .....	50,000
In Nova Scotia .....	70,000
In Manitoba.....	2,000
	2,000
Total .....	1,277,000

This is an increase of more than 16 per cent. on the number estimated for last year, and appears to have taken place altogether in Ontario and Quebec. In those Provinces the pressure on the Post Office, from the constantly augmenting number of Registered Letters, is so severely felt, that some feasible modification of the present system must shortly be adopted, in order to simplify the Registration process for the relief, especially, of the railway travelling post offices and city post offices, through which the bulk of this class of letters passes in the course of conveyance and delivery.

It seems to be expedient also to adopt some distinctive postage stamp to be used only in prepayment of the Registration charge, both to make it clear that this charge has been duly paid and accounted for in every case, and to diminish the risk which is occasionally felt at points of distribution of omitting to carry on the Registration in cases where the ordinary Registration postmark is not as distinct and calculated to arrest attention as it should be.

It has always been the policy of the Canada Post Office to admit letters to Registration at a low rate of charge for the additional security thus given, so as to leave no adequate motive, on the score of cost, for sending valuable letters through the mails unregistered; and, doubtless, the very large proportion of such letters offered for registration demonstrates a gratifying measure of success in attaining the desired object. Nevertheless, whether from negligence or other cause, the number of letters containing remittances which are posted as ordinary letters, without the protection of registration, is unfortunately great, exposing the persons employed in the Post Office service to regrettable temptations to do wrong, which are demoralizing and very prejudicial to the general safety of correspondence.

The cases of loss or of alleged loss of Registered Letters, or of abstraction of contents or of portions of contents of such letters, were as follows:—

REGISTERED LETTERS WHICH MISCARRIED FROM VARIOUS CAUSES.

Classification of Cases.	Ontario and Quebec.	New Brunswick.	Nova Scotia.
Registered Letters contained in Mail Bags or Packages stated not to have reached the Post Offices for which they were destined ..	4	.....	.....
Cases in which responsibility for loss of Registered Letters could be ascertained, and in which the Losses were consequently made good by the Officer of the Post Office in fault or responsible.....	16	1	.....
Registered Letters stolen from Post Offices by burglars.....	9	.....	.....
do accidentally destroyed by fire .....	8	.....	.....
Total.....	37	1	.....

It was computed, last year, that the miscarriage of Registered Letters from various causes, exclusive of destruction by fire, was as one in 1,8000, and this year, from all causes, the average appears to have been only as one in 33,600.

CASES WHEREIN REGISTERED LETTERS REACHED THEIR DESTINATION WITH PROVEN OR ALLEGED LOSS OF CONTENTS OR OF PART OF CONTENTS.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.
Cases where contents or part of contents were stated to be missing without evidence to account for the discrepancy.....	32	8	4
Cases wherein proof of loss from careless treatment or exposure of Letters unduly to risk whilst in charge of the Post Office was ascertained, and loss made good by the Officer of the Post Office responsible .....	30	.....	.....
Total.....	62	8	4

The clause in the Act of 1869, respecting larceny, which made it a misdemeanor to falsely pretend or allege that money or other value had been sent in a post letter which had not been so sent, has had a beneficial effect in checking the occurrence of such attempts at fraud, which had become so numerous as to be embarrassing to the Post Office. A conviction was had for this offence, in respect to a registered letter posted at Clayton, Ontario, in August, 1872, and the offender was sentenced to six months' imprisonment with hard labor.

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**PARCEL POST.**

The number of Parcels passing by post is estimated to have been as follows for the year 1872 :--

	Number of Parcels.	Amount of Postage.
Ontario and Quebec .....	74,000	\$ 11,960
New Brunswick .....	7,100	1,240
Nova Scotia .....	13,000	2,480
<b>Total</b> .....	<b>94,100</b>	<b>15,680</b>

In 1868 the number of parcels was estimated at 24,800 ; revenue, \$ 4,960

In 1869 do do 38,740 do 6,812

In 1870 do do 51,844 do 9,529

In 1871 do do 64,220 do 12,416

In 1872 do do 94,100 do 15,680

This is a very remarkable rate of increase, for both the number of Parcels and the Revenue from this source have more than trebled in the last four years.

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**DEAD LETTERS.**

The number of Dead Letters passing through the Canada Dead Letter Office in 1872 was 380,810, being a percentage of about  $1\frac{1}{4}$  on the total number of letters carried in the mails.

Dead Letters returned from the United Kingdom and from the United States as having originated it Canada.....	70,717
Dead Letters sent in from Post Offices in Canada .....	310,093
<b>Total</b> .....	<b>380,810</b>

7,465 letters were sent to the Dead Letter Office because the addresses were unintelligible or insufficient.

2,500 Registered Letters were sent in as dead letters for various reasons which had caused the delivery to fail at the addresses given ; of these, 2,275 had originated in Canada, and were opened and returned to the writers.

STATEMENT of Receipt and Issue of Postage Stamps and Post Cards, for year ended 30th June, 1872.

Denomi- nation.	Stamps on hand from last year.	Received from Manufac- turers.	Returned by Postmasters.		Total Number of Stamps and Post Cards	Amount. cts.	Denomi- nation.	Issued to Postmas- ters during the year.	Mutilated Stamps destroyed.	Sus- pense Items.	Stamps on hand, 30th June, 1872.	Total No. of Stamps and Post Cards	Amount.
			Fit for use.	Unit for use.									
½	20,700	500,000	415	.....	521,215	2,606 07½	½	434,400	415	100	86,300	521,215	2,606 07½
1	3,820,300	3,000,000	3,090	.....	6,824,290	68,242 90	1	5,828,600	3,090	900	1,291,700	6,824,290	68,242 90
2	510,500	3,200,000	2,564	.....	3,717,464	74,349 28	2	2,947,500	2,564	4,400	763,000	3,717,464	74,349 28
3	2,233,900	15,750,000	11,767	.....	18,086,450	641,693 50	3	16,361,600	11,767	783	1,682,300	18,086,450	641,693 50
6	1,516,600	2,325,000	2,484	.....	3,844,084	230,645 04	6	3,175,200	2,484	.....	686,400	3,844,084	230,645 04
12½	1,233,650	.....	787	.....	1,234,437	154,304 62½	12½	64,050	787	.....	1,169,600	1,234,437	154,304 62½
15	337,950	.....	76	.....	338,026	50,763 90	15	63,100	76	.....	274,850	338,026	50,763 90
P. Cards	56,900	2,110,000	1,000	.....	2,167,900	21,679 00	P. Cards	1,699,600	1,000	.....	467,300	2,167,900	21,679 00
						1,144,224 32							1,144,224 32

Value of issue during the year, to 30th June, 1872 ..... \$832,235 25  
 To Ontario and Quebec.....\$720,954 25  
 To New Brunswick..... 39,400 00  
 To Nova Scotia..... 57,950 00  
 To British Columbia..... 10,465 00  
 To Manitoba..... 3,466 00  
 \$832,235 25

## MONEY ORDER OPERATIONS.--YEAR ENDED 30TH JUNE, 1872.

	Ontario and Quebec.	New Brunswick.	Nova Scotia.	British Columbia.
Number of Money Order Offices.....	514	45	72	8
Amount of Money Orders issued within the year .....	\$ cts. 3,347,830 26	\$ cts. 851,968 62	\$ cts. 923,757 15	\$ cts. 21,283 28
Net Revenue from Money Orders .....	20,104 40	2,837 62	3,310 24	492 00
Cost of Management, including Salaries of Superintending Offices at Ottawa, St. John and Halifax.....	12,591 33	2,999 69	6,837 84	.....

In addition to the cost of management above stated, there is the cost of the services of the clerks in the City Post Offices, transacting the Money Order business at those points, which cannot well be separated with precision from the general expense of providing for the City Post Office duties, but may be estimated at,—

For Ontario and Quebec .....	\$4,000
For New Brunswick.....	800
For Nova Scotia.....	800

STATEMENT of the Business of the Post Office Savings Bank, Canada, from the 1st April, 1868, to the 31st December, 1872.

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of Deposits received during period.	Total Amount of Deposits received during period.	Average Amount of each Deposit received during period.	Number of Withdrawals during period (Cheques paid).	Total Amount of Withdrawals (Cash paid) during period.	Average Amount of each Withdrawal (Cheque paid) during period.	Total Expenses of Management.	Average Cost of each Transaction.	Number of Accounts Opened during period.	Number of Accounts Closed during period.	Number of Accounts Remaining Open at close of period.	Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average Amount standing to credit of each Open Account, at close of period.
			\$ cts.	\$ c.		\$ cts.	\$ c.	\$ cts.	\$ cts.				\$ cts.	\$ cts.
Three months ended 30th June, 1868.	81	3,247	212,507 00	65 44	166	8,857 48	53 35	8,389 43	2 01	2,146	44	2,102	204,588 89	97 33
Year ended 30th June, 1869.	213	16,653	927,885 00	55 71	4,787	286,754 35	61 99	5,808 14	0 23	6,429	1,319	7,212	856,814 26	118 80
Year ended 30th June, 1870.	226	24,994	1,347,901 00	53 93	9,478	664,555 51	70 11	8,128 13	0 20	7,823	2,857	12,178	1,588,848 83	130 41
Year ended 30th June, 1871.	230	33,256	1,917,576 00	57 66	15,148	1,083,438 86	72 10	11,108 40	0 20	9,424	4,449	17,153	2,497,259 65	145 59
Year ended 30th June, 1872.	235	39,489	2,261,631 00	57 27	19,325	1,571,655 19	81 33	12,242 34	0 20	10,846	6,940	21,059	3,096,500 01	147 04
Six months ended 31st December, 1872.	236	22,681	1,181,360 00	50 76	10,283	858,783 39	83 51	7,049 84	0 21	6,148	4,204	23,003	3,203,727 84	139 27
4 years and 9 months, ended 31st December, 1872.	.....	140,320	7,818,880 00	.....	59,187	4,494,054 78	.....	.....	.....	42,816	19,813	.....	.....	.....

\* These figures exhibit a further number and amount of Withdrawals, not paid to Depositors in Cash, but paid over to the Receiver General, to be inscribed, on their behalf, in 5 per Cent. Dominion Stock.

† The preliminary expenses of organizing the Post Office Savings Bank system having been charged against the business of the first three months, makes the cost per transaction for that period to appear excessive.

The falling off, during the past six months, in the average amount to the credit of each Depositor is mainly owing to the discontinuance, as mentioned in last year's Report, of the system under which Depositors were permitted to place moneys in special Savings' Bank deposit, bearing interest at 5 per cent., in addition to their ordinary accounts at 4 per cent. The gradual withdrawal of the 5 per cent moneys, already placed and held in comparatively considerable sums, has had the effect of reducing the average balance to the credit of each Depositor, and will continue to operate in the same manner until the whole 5 per cent fund shall have been extinguished. Other natural causes, such as the increasing number of accounts with trifling balances from 1 cent upwards (which will probably never be disturbed) have a like effect of keeping down the average Balance of each open account. To check the growth in number of these small accounts, which promised to be a source of considerable and constantly recurring embarrassment, the practice was adopted in December, 1871, of suffering no account to remain open unless the balance were at least one dollar. This rule has so far worked advantageously.

Up to the 31st December, 1872, the Department had disposed of claims to the moneys of deceased depositors to the number of 318. In cases where it appeared to be necessary, the instructions of the law officers of the Government were asked as to the proper course to be pursued. In no instance, among these 318 cases, has the propriety of the course taken been disputed or questioned, nor has any subsequent claim been made.

The total cost of maintaining the Post Office Savings' Bank system, including salaries in Savings' Bank Branch at Post Office Department, Ottawa, compensation to Postmasters, and all other expenses during the year ended 30th June, 1872, was a percentage of  $\frac{4}{10}$ ths of one per cent. on the balance at the credit of depositors on that date. This, however, does not include the value of the clerical labor in the City Post Offices in attending to Savings' Bank business, nor of that in the Money Order Branch of the Department in Ottawa, on which the establishment of the Savings' Bank system has thrown additional work, for in neither case can the cost of this item be very well separated, or precisely ascertained.

The number of transactions, that is deposits and withdrawals, during the six months ended 31st December, 1872, was 32,964 against 28,441 in the corresponding period in the previous year, shewing an increase in the business of 4,523 transactions.

A. CAMPBELL,

*Postmaster General.*

POST OFFICE DEPARTMENT, }  
OTTAWA, 1st March, 1873. }

HALIFAX AND QUEENSTOWN SERVICE.

RETURN of the Passages, performed by Packets conveying Mails fortnightly between Halifax, Nova Scotia, and Queenstown, Ireland, during the year ended 31st December, 1872.

Name of Packet.	Left Queenstown 1872.	Arrived at Halifax 1872.	Name of Packet.	Left Halifax 1872.	Arrived at Queenstown 1872.
Nestorian	January 3	January 15	Caspian	January 6	January 14
Peruvian	do 17	do 26	Hibernian	do 23	February 1
Caspian	do 31	February 13	Nestorian	do 30	do 7
Austrian	February 14	do 23	Peruvian	February 13	do 22
North American	do 28	March 13	do	do 27	March 7
Caspian	March 12	do 24	Austrian	March 14	do 24
Nestorian	do 27	April 6	North American	do 2	April 12
Peruvian	April 10	do 20	Caspian	do 9	do 18
Austrian	do 24	May 3	Nestorian	do 23	do 2
Caspian	May 8	do 17	Moravian	do 7	May 17
Moravian	do 22	June 1	Caspian	May 21	do 29
Caspian	June 5	do 14	Austrian	do 4	do 12
Peruvian	do 19	do 28	Moravian	do 18	do 26
Austrian	do 2	July 9	Caspian	do 3	do 11
Caspian	do 16	do 24	Peruvian	do 17	do 26
Nestorian	do 31	August 9	Austrian	do 30	do 7
Austrian	August 14	do 23	Caspian	do 13	August 21
Caspian	do 28	September 6	Nestorian	do 27	do 6
Peruvian	September 11	do 19	Austrian	do 10	do 18
Moravian	do 25	October 6	Caspian	do 24	do 3
Hibernian	October 9	do 19	Peruvian	October 8	do 16
Peruvian	do 23	November 2	Moravian	do 22	do 29
* Austrian	November 6	do 15	Hibernian	do 5	do 13
North American	do 20	December 6	Peruvian	do 19	do 27
* Hibernian	December 4	do 21	* Austrian	December 3	do 11
Austrian	do 18	do 29	Scandinavian	do 17	do 27

Average Passage..... 10 days 12 hours. Average Passage..... 8 days 12 h. urs.

\* Via Newfoundland.





REPORT No. 1, A.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Provinces of Ontario and Quebec, within the year ended 30th June, 1872, in accordance with the Public Accounts.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters on 30th June, 1871.....		6,221 90	Report. Conveyance of Mails by Land to and from Railway Stations.....	227,418 88	
Amount of Gross Postage (Money).....	248,336 26		do do by Steamboats and Sailing Vessels.....	16,611 79	
Amount of " (Stamps).....	695,360 98½		do do by Railways.....	47,277 90	
Amount of Letter Box Rents.....	4,795 20		Making and repairing Mail Bags and Locks.....	255,043 65	
Amount of Miscellaneous Receipts.....	82 43	949,174 87½		5,827 04	552,179 26
Amount of Miscellaneous Receipts at the Post Office Department.....	205 78		A. Salaries.....	410,236 50	
Amount authorized to be applied and accounted for as the Post Office Revenue; being assessed as the equivalent of the Postage which would have been payable on the Legislative and Departmental correspondence, carried free by the Post Office Department, within the year.....	64,000 00		B. Forward Allowances.....	17,704 17	
Amount of Canadian Postage collected in Great Britain, not included in the above.....	12,777 26		C. Allowances towards Rent, Fuel and Light.....	13,403 00	
Less—Returned, refused, missent and redirected letters.....	1,026,157 91½		D. Discount to Stamp Vendors.....	8,785 52	450,129 19
Balance.....	8,727 09½	1,017,430 82	A. Travelling Expenses.....	5,283 62	
		50,878 79	B. Tradesmen's Bills.....	19,217 20	
		\$1,074,531 51	C. Rents and Taxes.....	1,786 31	
			D. Stationery, Printing & Advertising.....	7,948 14	
			E. Fuel and Light.....	6,615 08	
			F. Miscellaneous Disbursements.....	5,565 52	46,415 87
			Balances due by Postmasters, 30th June, 1872.		25,807 19
					\$1,074,531 51

H. A. WICKSTEED, Accountant. A. CAMPBELL, Postmaster General.

REPORT No. 1, B.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, within the year ended 30th June 1872, in accordance with the Public Accounts.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, on 30th June, 1871.			(Conveyance of Mails by Land, do to and from Railway Stations.....)	52,634 66	
Amount of Gross Postage (Money).....	11,519 71		do do by Steamboats and Sailing Vessels.....	2,002 71	
Amount of do (Stamps) ...	62,270 15		do do by Railways.....	402 23	
Amount of Letter Box Rents.....	555 00		Making and Repairing Mail Bags & Locks.	8,445 12	
Amount of Miscellaneous Receipts.....	96 82			770 53	64,255 25
Less—Returned, refused, missent and redirected letters.....	74,441 47		A. Salaries.....	46,881 08	
	652 66	73,788 81	B. Forward Allowances.....	112 50	
			C. Allowances towards Rent, Fuel and Light.....	3,500 00	
			D. Discount to Stamp Vendors.....	132 67	
			E. Ship Letter Gratuities paid.....	37 51	50,663 76
			A. Travelling Expenses.....	509 60	
			B. Tradesmen's Bills.....	680 24	
			C. Rents and Taxes.....	936 56	
			D. Stationery, Printing and Advertising.....	5,550 99	
			E. Fuel and Light.....	341 77	
			F. Miscellaneous Disbursements.....	412 63	
			Balances due by Postmasters, 30th June, 1872.....		8,431 79
					2,724 83
					\$126,075 63

H. A. WICKSTEED, Accountant. A. CAMPBELL, Postmaster General.

REPORT No. 1, C.

STATEMENT of the Receipts and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, within the year ended 30th June, 1872, in accordance with the Public Accounts.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, on 30th June, 1871.....			Report { Conveyance of Mails by Land .....	27,407 66	
Amount of Gross Postage (Money)....., 10,093 68			do do to and from Railway Stations .....	757 49	
Amount of do (Stamps).... 47,421 98½			do do by Steamboats and Sailing Vessels.....	3,812 50	
Amount of Letter Box Rents..... 924 03			do do by Railways .....	7,456 70	
Amount of Miscellaneous Receipts .....	58,439 69½		(Making and repairing Mail Bags & Locks.....	207 97	39,642 32
Less—Returned, refused, missent and redirected Letters.....	565 18½	57,874 51	{ A. Salaries .....	39,276 74	
			{ B. Forward Allowances.....	690 00	
			{ C. Allowances towards Rent, Fuel and Light.....	1,800 00	
			{ D. Discount to Stamp Vendors .....	126 19	
			{ E. Ship Letter Gratuities paid.....	1,797 53	43,690 46
			{ A. Travelling Expenses.....	596 65	
			{ B. Tradesmen's Bills.....	578 80	
			{ C. Rents and Taxes.....	815 00	
			{ D. Stationery, Printing and Advertising .....	4,046 59	
			{ E. Fuel and Light.....	641 17	
			{ F. Miscellaneous Disbursements.....	889 04	
Balance .....		36,640 81	Balances due by Postmasters, 30th June, 1872.....		7,567 25
		\$94,515 32			3,615 29
					\$94,515 32

H. A. WICKSTEED, Accountant. A. CAMPBELL, Postmaster General.

REPORT No. 1, D.

STATEMENT of Receipts and Expenditure of the Post Office Department of Canada, in the Province of Manitoba, within the year ended 30th June, 1872, in accordance with the Public Accounts.

N. B.—Including certain items of Receipt and Expenditure, from 16th July, 1870.

RECEIPTS.	Amount.	Total Amount.	EXPENDITURE.	Amount.	Total Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amount of Gross Postage (Money).....	839 36		Conveyance of Mails by Land.....	4,325 17	
Amount of do (Stamps).....	3,616 50		do to and from Railway Stations.....		
Amount of Letter Box Rents.....			do do by Steamboats and Sailing Vessels.....		
Amount of Miscellaneous Receipts.....			do do by Railways.....	2 12	4,327 29
	4,455 86		Making and repairing Mail Bags & Locks.....		
Less—Returned, refused, missent and redirected Letters.....	81 52	4,374 34	A. Salaries.....	2,884 92	
			B. Forward Allowances.....		
			C. Allowances towards Rent, Fuel and Light.....	508 62	
			D. Discount to Stamp Vendors.....		3,393 54
			A. Travelling Expenses.....		
			B. Tradesmen's Bills.....	225 04	
			C. Rents and Taxes.....	223 13	
			D. Stationery, Printing and Advertising.....	3,629 70	
			E. Fuel and Light.....		4,077 87
			F. Miscellaneous Disbursements.....		242 48
Balance.....		7,666 84	Balances due by Postmasters, on 30th June, 1872.....		\$12,041 18
		\$12,041 18			

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster General.

## REPORT No. 2, A.

DETAIL of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of Trips per week.		
Abbott's Corners and Frelighsburg	C. Scofield	Vehicle	6½	2	12 months	\$ 68 00
Abercorn and Glen Sutton	W. A. Brown	do	7	1	12 do	44 00
Acton and Knatchbull	W. Reed	Optional	5	2	12 do	72 00
Acton Vale and Leonard's Hill	M. Leonard	Vehicle	10	1	12 do	40 00
Acton Vale and Roxton Falls	A. Desautels	do	6	6	12 do	94 30
Acton Vale and St. Théodore	P. Decelle	do	4	3	12 do	50 00
Adamsville and Brigham	R. Goddard	do	4	6	5 do	37 50
Adamsville and Granboro'	do	do	6	3	5 do	32 50
Adderley and St. Pierre Baptiste	P. A. Drolet	Horse or vehicle.	3	3	3 do	11 25
Addison and Brockville & Ottawa Railway Station	B. F. McVagh	Vehicle	7	6	6 do	64 50
do do	A. Toplin	do	7	6	6 do	63 50
Ailsa Craig and Falkirk	J. Priestly	Optional	4	3	12 do	90 00
Aird and Clarenceville	S. O. Clark	Vehicle	6	3	12 do	60 00
Airlie and Banda	R. Dixon	Optional	4½	2	12 do	49 00
Albion and Macville	G. Taylor	Horse or vehicle.	3	3	5 ms. 22 days	31 08
Albion and Mount Hurst	do	do	6	3	9 months	36 00
Albion and Palgrave	R. Elliott	Vehicle	14	3	12 do	234 00
Albion and Sandhill	G. Taylor	Horse or vehicle.	6	3	12 ms. 8 days	67 82
Albion and Thistletoen	T. Holmes	do	14	6	½ months	191 42
Albury and Rednersville	J. Rose	Optional	4	3	12 do	18 52
Aldboro' and Rodney	G. Gordon	do	6	2	12 do	50 00
Aldershot and Waterdown	A. Baker	Horseback	2½	12	12 do	218 00
Alexandria and Athol	C. McGregor	do	20	3	12 do	175 00
Alfred and L'Original	E. Holmes	Optional	15½	3	8½ do	95 00
Algonquin and Maitland	E. McKenzie	Horse or vehicle.	6	2	12 do	52 00
Allandale Mills and Keene	T. Aitkin	Optional	2½	6	12 do	46 00
Allendale and Painswick	J. Huggard	Horse or vehicle.	3½	3	8 do	40 00
Alliston and Elm Grove	J. Berridge	do	5	6	12 do	149 00
Allou and Edmonton	W. Townsend	Optional	3	3	10 do	28 28
Allumette Island and Waltham	J. Landon	do	8	2	12 do	50 00
Alma and Creek Bank	J. Graham	Horse or vehicle.	3	6	4 do	29 34
Almonte and Clayton	J. Gemmill	Vehicle	11	3&6	12 do	235 50
Almonte and Powell	D. Egan	do	5	2	12 do	70 00
Alport and Bracebridge	W. H. Taylor	do	4	2	5½ do	45 00
Alton and Caledon	J. McQuarrie	do	7½	6	6 ms. 6 days	77 85
Alton and Cataract	do	do	3	6	5 ms. 24 days	43 04
Alvanley and Colpoys' Bay	J. Webster	Horse or vehicle.	18	1	12 months	128 00
Alvinston and Florence	J. Cummings	Optional	18	3	3 do	93 75
Alvinston and Sutherland's Corners	J. Walker	Horseback	13	2	9 do	63 75
Alvinston and Watford	J. Cummings	Optional	8	3	3 do	31 75
Amberley and Lurgan	J. P. McCrindle	do	4	3	12 do	52 00
Amherstburgh and Oxley	J. Dunbar	Horse or vehicle.	20	6	12 do	400 00
Amherstburgh and Windsor	W. McGregor	Vehicle	18	6	12 do	300 00
Amiens and Lebo	H. Monger	do	9	3	12 do	88 00
Ancaster and Hamilton	G. Fleming	do	7	6	3 do	20 00
Ancienne Lorette and Sub Office.	G. Dufresne	Foot or vehicle	2	3	12 do	70 00
Anderson and Kirkton	H. White	Optional	5	2	12 do	50 00
Angers and Buckingham	L. Mongion	do	7	2	Season 1871	36 00
Antrim and Panmure	J. Ring	Horseback	5	2	12 months	64 00
Apto and Barrie	P. McLaughlin	Horse or vehicle.	11	3	12 do	149 00
Apto and Fergusonvale	C. McLaughlin	Optional	3½	3	12 do	80 19
Apto and Phelpsston	do	Horse or vehicle.	3	2	9 do	45 00
Ardan and Tamworth	G. Boomhower	do	20	1	12 do	80 25
Ardoch and Mountain Grove	B. Watkins	Optional	16	1	12 do	78 00
Ardras and Orillia	W. Blair	do	5	2	7½ do	46 50
Arkona and Keyser	L. Eastman	do	5½	2	12 do	49 98

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Arkona and Widder Station.....	W. Davidson.....	Vehicle.....	7 $\frac{1}{2}$	6	12 months..	\$ cts. 197 00
Arkona and Wisbeach.....	G. N. Eastman.....	do.....	7	3	12 do..	97 48
Armagh and St. Raphaël.....	N. Bernard.....	do.....	15	2	12 do..	50 00
Armow and Kincardine.....	J. Reelie.....	Optional.....	9	2	12 do..	65 00
Arnprior and Fitzroy Harbor.....	J. Farrell.....	Vehicle.....	12	6	12 do..	275 00
Arnprior and White Lake.....	J. Hayry.....	do.....	20	3	12 do..	280 00
Aros and Kirkfield.....	C. McLunes.....	Optional.....	5 $\frac{1}{2}$	1	12 do..	42 00
Arthabaska and Three Rivers.....	L. Doucet and others.....	do.....			Special trips	22 50
Arthabaska Station and Pulstrode.....	B. Bergeron.....	do.....	9	1	12 months..	35 00
Arthabaska Station and St. Christophe.....	P. Beauchêne.....	Vehicle.....	3	12	12 do..	75 00
Arthabaska Station and Ste. Clothilde.....	J. B. Metivier.....	do.....	18	1	12 do..	59 00
Arthur and Fergus.....	R. B. S. V. Coulson.....	do.....	12	6	3 $\frac{1}{2}$ do..	57 60
Arthur and Menck.....	J. Malone.....	Foot or vehicle.....	9	1	12 do..	39 00
Arundel and Harrington.....	D. Dewar.....	Optional.....	12	1	12 do..	52 00
Arva and Ilderton.....	W. B. Bernard.....	Foot or horseback.....	25 $\frac{1}{2}$	2	12 do..	140 00
Arva and Union Hill.....	do.....	Optional.....	10	2	12 do..	70 53
Ashburn and Stouffville.....	M. F. Mertens.....	Horse or vehicle.....	17	6	6 do..	282 00
Ashburnham and Peterboro'.....	R. D. Rogers.....	Optional.....	4	6	12 do..	40 00
Ashdown and Rosseau.....	J. Ashdown.....	do.....	1 $\frac{1}{2}$	6	6 $\frac{1}{2}$ do..	73 20
Ashdown and Turtle Lake.....	D. Ross.....	do.....	6 $\frac{1}{2}$	1	9 do..	30 00
Ashton and Prospect.....	W. Burrows.....	do.....	11	3	12 do..	234 00
Athelstan and Powerscourt.....	D. W. Johnson.....	Vehicle.....	2	3	12 do..	32 00
Atherley and Orillia.....	C. E. Hewett.....	Optional.....	3	1	2 do..	4 80
Atherton and Delhi.....	J. A. Kemp.....	do.....	3 $\frac{1}{2}$	2	12 do..	38 00
Athlone and Bondhead.....	W. Frost.....	Horse or vehicle.....	33	6	6 do..	198 00
do..... do.....	T. Millard.....	do.....	33	6	6 do..	198 00
Athlone and Mono Mills.....	W. Frost.....	do.....	15	6	6 do..	199 90
do..... do.....	E. Tomlinson.....	do.....	15	6	6 do..	199 90
Athol and Plantagenet.....	P. O. Fisher.....	Vehicle.....	16	3	12 do..	265 00
Aubigny and St. André Avelin.....	P. G. Aubry.....	Horse or vehicle.....	7	3	12 do..	87 50
Aubigny and Seigné.....	do.....	Optional.....	25	1	12 do..	42 66
Aubrey and St. Jean Chrysti- toms.....	A. D. Lafleur.....	Horse or vehicle.....	4	2	12 do..	36 00
Aultsville and East Williamsburg.....	L. Pillar.....	Vehicle.....	2 $\frac{1}{2}$	6	9 do..	45 00
do..... do.....	H. E. Snyder.....	do.....	2 $\frac{1}{2}$	6	3 do..	15 00
Aurora and Schomberg.....	H. Hulse.....	do.....	15	6	12 do..	290 00
Aurora and White Rose.....	J. Lloyd.....	do.....	4	2	12 do..	60 00
Avignon and Matapédia.....	O. Martin.....	Optional.....	7	1	6 do..	15 00
do..... do.....	M. Blaguère.....	do.....	7	1	6 do..	17 50
Avoca and Pointe au Chêne.....	J. McCallum.....	Horse or vehicle.....	7	2	12 do..	70 00
Avon and Ingersoll.....	J. Colridge.....	Vehicle.....	11	3	12 do..	169 00
Ayer's Flat and Boynton.....	H. Libbey.....	Optional.....	4 $\frac{1}{2}$	2	12 do..	25 00
Ayer's Flat and Hatley.....	H. Pope.....	Vehicle.....	5	6	7 $\frac{1}{2}$ do..	112 50
Ayer's Flat and Waterloo.....	J. G. Cowie.....	do.....	30	6	9 do..	360 00
Aylmer and Dorchester Station.....	R. C. Wright.....	do.....	22	3	12 do..	248 00
Aylmer and Grove-end.....	R. Thompson.....	do.....	10	3	12 do..	110 00
Aylmer and Onslow.....	A. M. Holt.....	do.....			Special trip.	5 00
Aylmer and Ottawa.....	do.....	do.....	9	12	12 months..	276 00
Aylmer and Portage du Fort.....	J. Wyman.....	do.....	53	3 & 6	7 do..	530 00
Aylmer and St. Thomas.....	G. Bates.....	do.....	11 $\frac{1}{2}$	6	12 do..	94 00
Ayr and Galt.....	J. Ray.....	Optional.....	12	6	9 do..	224 25
do..... do.....	do.....	do.....	7	6	9 do..	149 25
Ayton and Orchard.....	T. Davis.....	Vehicle.....	10 $\frac{1}{2}$	3	12 do..	160 00
Baden and Wellesley.....	J. Zoeger.....	do.....	8 $\frac{1}{2}$	6	9 do..	157 50
do..... do.....	E. Harrifield.....	do.....	9	6	3 do..	99 75
Beget and Burnstown.....	J. Halliday.....	do.....	5	3	12 do..	60 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bagot and High Falls.....	T. H. Dillon.....	Optional.....	13	1	12 months..	76 83
Bagotville and Chicoutimi.....	A. Peron.....	Vehicle.....	13	1	2½ do.....	22 00
Bailleboro', Mill Brook & Bewdley	J. Lang.....	Horse or vehicle.	7 & 4	6 & 2	6 do.....	119 50
do do do.....	T. Bateson.....	do.....	7 & 4	6 & 2	6 do.....	119 50
Bala and Gravenhurst.....	T. Buyers.....	Optional.....	14	1	1 month.....	10 00
do do do.....	E. Jansac.....	do.....	14	1	5 months.....	54 00
Bala and Wharf.....	do.....	On foot.....	2	2	5 do.....	20 50
Balderson and Harper.....	F. Daron.....	Horse or vehicle.	3½	1	12 do.....	30 00
Balderson and Playfair.....	W. Smith.....	do.....	6	3	12 do.....	100 00
Ballyduff and Drum.....	D. Hunter.....	do.....	5	2	12 do.....	34 00
Bathurst and Cayuga.....	R. McDonald.....	do.....	6	3	12 do.....	85 00
Baltimore and Cobourg.....	J. Davy.....	do.....	5	3	12 do.....	75 00
Bamberg and St. Agatha.....	F. Walter.....	do.....	5½	2	12 do.....	60 00
Banda and Stayner.....	P. McSherry.....	Horseback.....	13	6	6 do.....	149 00
do do do.....	T. Grainger.....	do.....	13	6	6 do.....	236 50
Bandon and Seaforth.....	A. Campbell and H. W. Allen.....	Optional.....	12½	3	12 do.....	150 00
Bark Lake and Rockingham.....	R. Skuce, Sen.....	Horse or vehicle.	21	1 & 2	12 do.....	153 66
Barrie and Ivy.....	J. Scott.....	do.....	11	3	12 do.....	148 00
Barrie and Orillia.....	J. Morren.....	do.....	10	2	12 do.....	60 00
Barrie and Oronia.....	J. Harvie.....	Vehicle.....	23	6	1 month.....	52 50
Barrie and Penetanguishene.....	G. Sidsworth.....	do.....	32	6	9 months.....	594 75
do do do.....	C. E. Smith.....	do.....	32	6	3 do.....	198 25
Barrie and Shanty Bay.....	W. Heard.....	Horse or vehicle.	6	2	12 do.....	61 36
Barrington and Sherrington.....	H. Emerson.....	do.....	5	3	12 do.....	75 00
Bath, Emerald and Stella.....	A. McMullan.....	Optional.....	7	2	12 do.....	81 75
Batiscan and St. Narcisse.....	A. Lacourciere.....	Vehicle.....	9	3	12 do.....	72 00
Batiscan Bridge and St. Pierre les Bequets.....	A. Perrault.....	do.....	3	6	Season 1871.	15 00
Batiscan Bridge and St. Stanislas	P. Trepanier.....	do.....	14	6	9 months.....	135 00
do do do.....	N. Trugere.....	do.....	14	6	3 do.....	43 00
Battersen and Kingston.....	J. Holder.....	Optional.....	15	2 & 3	12 do.....	177 05
Bayfield and Seaforth.....	T. Johnston.....	Vehicle.....	16	6	12 do.....	349 00
Bayham and Ingersoll.....	S. Cook.....	do.....	20	3	12 do.....	435 00
Beachburg and Gower Point.....	D. Gervais.....	Horse or vehicle.	9	2	12 do.....	72 00
Beachburg and Westmeath.....	A. Acheson.....	do.....	7	3	12 do.....	117 00
Beachville and Embro.....	J. McKay.....	do.....	6	6	12 do.....	195 00
Bealtown and Hartford.....	C. B. W. Thomas.....	do.....	.....	.....	Special trip.	1 00
Beamsville and Candasville.....	J. McQueen.....	Optional.....	16	2	4 months.....	39 33
Beamsville and Rosedene.....	do.....	As required.....	10	2	8 do.....	39 33
Beauharnois and Caughnawaga.....	P. Duquette.....	Vehicle.....	15½	6	12 do.....	260 00
Beauharnois and St. Louis de Gonzague.....	B. Paré.....	do.....	10	6	12 do.....	198 00
Beauharnois and St. Timothée.....	F. X. Rapin.....	do.....	9	6	12 do.....	208 00
Beauport and Quebec.....	E. O'Brien.....	do.....	5	3	12 do.....	75 00
Beaurivage and Parkhurst.....	O. Laughrey.....	Optional.....	3	3	12 do.....	32 00
Beaverton and Newmarket, &c.....	W. Earl.....	Vehicle.....	41	6 & 3	12 do.....	974 00
Beaverton and Orillia.....	J. Harvie.....	Horse or vehicle.	22	2 & 5	12 do.....	341 10
Beaverton and Oshawa.....	W. Thomas.....	Vehicle.....	47½	6	9 do.....	712 50
Beccanour and St. Gertrude.....	B. Rivard.....	do.....	10½	2	12 do.....	72 00
Beccanour Station and Ste. Julie de Somerset.....	D. McKinnon.....	do.....	1½	12	12 do.....	42 48
Bedford and North Stanbridge.....	A. M. Stowe.....	do.....	4½	3	12 do.....	75 00
Bégon and Trois Pistoles.....	T. P. Pelletier.....	Optional.....	12	1	12 do.....	50 00
Belfast and St. Helens.....	W. Phillips.....	do.....	2½	6	12 do.....	90 00
Belfountain and Erin.....	N. Herring.....	do.....	3½	3	12 do.....	60 00
Belgrave and Marnoch.....	P. Porterfield.....	As required.....	3½	2	12 do.....	30 00
Belleville and Bridgewater.....	A. S. Reid.....	Vehicle.....	30	6	9 do.....	412 50
do do do.....	W. B. Wemp.....	do.....	30	6	3 do.....	137 50



REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in miles.	No of Trips per week.	Period.	Amount.
Belleville and Hillier	L. Taylor	Vehicle	24	3	6 months	\$ 172 67
do do	A. Phillips	do	24	3	6 do	200 00
Belleville and Madoc	S. Barnum	do	28	6	12 do	425 00
Belleville and Stirling	T. Caniff	do	16	6	12 do	195 00
Bellrock and Colebrook	E. Snider	Horse or vehicle.	12 <sup>3</sup>	2	12 do	77 36
Belmont and London	L. Olmsted.	do	13	6	12 do	142 00
Belœil Village and Ste. Hilaire Station	E. Goulet	Ferry	1	12	12 do	90 00
Benmiller and Goderich	W. Vanstow	Horseback	6	2	12 do	58 00
Bensfort and South Monaghan	J. W. McBain	Horse or vehicle	5	2	12 do	50 00
Bentley and Rondeau	T. K. Morris	Optional	8	3	9 do	150 00
Bersford and Ste. Adèle	V. Charbonneau	Horse or vehicle	12	2	12 do	96 00
Berlin and Glenallan	W. D. Ellis	Vehicle	22	6	12 do	650 00
Berlin and Mannheim	G. Peppler	do	7	2	12 do	93 32
Berlin and Millbank	W. Irwin	do	22	6	12 do	745 00
Berlin and Winterbourne	V. Gildner	do	10	6	12 do	385 00
Berne and Kippen	J. Foster	Horse or vehicle	7 <sup>1</sup>	3	12 do	112 48
Bersimis and Mille Vaches	W. S. Church	Optional	45	fifty	12 do	140 00
Berthier and Isle Dupas	J. R. Moreau	do	2 <sup>3</sup>	3	12 do	36 00
Berthier and Montreal	M. Archambeault	Vehicle	50	6	12 do	1,360 00
Berthier and Ste. Elizabeth	J. Leclair	do	10	3	12 do	92 00
Berthier and St. Norbert	H. Paul	do	12 <sup>3</sup>	6	3 do	75 00
do do	P. J. Albert	do	13 <sup>1</sup>	6	9 do	225 00
Berthier and Sorel	F. Boucher	Ferry & vehicle.	5	7	12 do	195 00
Berthier and Three Rivers	L. Duchaine	Vehicle	45	6	12 do	1,050 00
Bethany, Janetville and Lifford	W. Douglas	Horse or vehicle.	30 & 15	3	6 12 do	314 16
Bethel and South Durham	W. Bartlett	Vehicle	6	2	12 do	50 00
Billings' Bridge and Ottawa	T. Taylor	Optional	3	3	12 do	78 60
Binbrook and Stony Creek	G. Singerland	do	12	3	12 do	150 00
Binzham Road and Rainham	J. Gochringer	do	5	3	12 do	40 00
Birchton and Sawyerville	W. Paige	Horse or vehicle	6	6	12 do	200 00
Birr and Devizes	J. M. Young, (Ex- ecutor)	Optional	9 <sup>1</sup>	2	12 do	80 00
Bishop's Mills and Oxford Mills	A. W. Bishop	Horse or vehicle	8	2	12 do	65 00
Black Bank and Honeywood	W. Rusk	Horseback	3 <sup>1</sup>	1	12 do	32 00
Black Creek and Point Abino	G. Huffman	Optional	8	3	3 do	25 09
do do	B. P. Snider	do	10	3	9 do	101 25
Black Heath and York	J. Blair and S. Anderson	do	5 <sup>1</sup>	2	12 do	45 00
Blossington and Shannonville	G. R. Earle	Horse or vehicle.	11 <sup>3</sup>	2	12 do	127 00
Bloomingdale and Freiburg	F. Rombach	do	2 <sup>1</sup>	6	12 do	120 00
Bluevale and Lucknow	W. C. Stuart	Vehicle	16	3	12 (less fine)	173 00
Bluevale and Morrisbank	N. Johnston	Horse or vehicle.	4	6	12 months	108 00
Blyth and Bushfield	T. Hall	do	5	1	9 do	21 00
do do	P. Phelan	do	5	1	3 do	6 25
Blytheswood and Leamington	W. Hutchinson	Optional	5	3	6 do	24 88
do do	W. Kimball	do	5	3	6 do	40 00
Bobcaygeon and Minden	B. Gunigal	Horse or vehicle.	30	3	3 do	150 00
do do	H. Workman	do	30	3	9 do	450 75
Bobcaygeon and Peterboro	D. G. Henthorn	Vehicle	22	6	12 do	300 00
do do	H. Workman	do	22		Special Trip	10 00
Bolingbroke and Glen Tay	S. Hanna	Horse or vehicle.	17	1	12 months	75 00
Bolsover and Dartmoor	J. Dunn	do	17	1	12 do	75 48
Boisgard's Corners and Waupoos	B. Smith	do	4	2	12 do	20 00
Boisjoubert and Roxton Falls	W. Hackwell	do	8	1	12 do	30 00
Bothwell and Cashmere	G. Cruickshank	Optional	4	6	12 do	100 00
Bethwell and Florence	J. Catto	do	9	6	3 do	48 75

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in mils.	No. of Trips per week.	Period.	Amount.
Boulter and York River.....	B. H. Sweet.....	Optional.....	23	1	12 months..	\$ cts. 118 00
Bowling Green and Orangetown..	T. H. Cowdr.....	Horse or vehicle..	13	2	12 do ..	99 00
Bowmanville and Casarea.....	T. Shaw.....	Vehicle.....	18	6	12 do ..	548 00
Bowmanville and Tyrone.....	J. Maynard.....	do.....	7	6	6 do ..	59 50
do do.....	C. Waiter.....	do.....	7	6	6 do ..	74 50
Boyne and Omagh.....	G. Henderson.....	Horse or vehicle..	12½	6	12 do ..	95 00
Bracebridge and Orillia.....	J. P. Cockburn.....	As required.....	40	6	12 do ..	1,000 00
Bracebridge and Parry Sound.....	W. Beatty.....	do.....	51	2	6 do ..	287 00
Bracebridge and Port Carling.....	B. H. Johnston.....	Opti-nal.....	21	2	3¼ do ..	58 50
Bracebridge and Uffington.....	A. Thompson.....	As required.....	10	3	12 do ..	138 00
Bracebridge and Utterson.....	J. Hanes.....	Foot or vehicle ..	12	2	12 do ..	99 72
Bradford and Deerhurst.....	J. Tindall.....	do.....	5	3	12 do ..	65 00
Bradford and Newton Robinson..	S. Manning.....	Vehicle.....	10	6	12 do ..	170 00
Braemar and South Zorra.....	A. Anderson.....	Horseback.....	3½	2	12 do ..	39 75
Brampton and Claude.....	H. Manning.....	Optional.....	11	6	5½ do ..	191 30
Brampton and Orangetown.....	A. Griffin.....	Vehicle.....	25	6	6½ do ..	389 26
Brautford and Burch.....	G. Martin.....	Optional.....	7	3	12 do ..	165 00
Brautford and Hamilton.....	C. D. Moore.....	Vehicle.....	25	6	12 do ..	300 00
Brautford and Norwich.....	G. Fleming.....	Optional.....	24	6	12 do ..	400 00
Brautford and Snouco.....	A. A. Pursel.....	Stage Coach.....	24	6	3 do ..	225 00
Brewster and Zurich.....	C. Hill.....	Optional.....	11	2	12 do ..	96 00
Bridgewater and Plinton.....	J. A. Carscalien..	Foot or vehicle ..	12	1	12 do ..	70 00
Bridgewater and Madoc.....	W. B. Wemp.....	do.....	21	2	12 do ..	240 00
Brigham and Farman Centre.....	T. Hill.....	do.....	2	6	12 do ..	60 00
Bright and Plattsville.....	A. Reynolds.....	Optional.....	5	6	12 do ..	98 00
Bright and Walmer.....	R. Parker.....	Horse or vehicle ..	5	2	12 do ..	50 00
Brighton and Campbellford.....	W. Wade.....	Vehicle.....	20	6	12 do ..	488 00
Brighton and Picton.....	W. G. Curry.....	do.....	35	6	12 do ..	950 00
Bristol and Clarendon Centre, &c.	R. Hodgins.....	do.....	8	6	12 do ..	255 83
Bristol and North Bristol.....	W. Shirley.....	Horse or vehicle ..	5	1	12 do ..	23 00
Bristol and Sand Point.....	A. F. Graham.....	Vehicle.....	4½	6	Seas. '71-'72.	100 00
Britonville and Lakefield.....	G. Hamilton.....	do.....	10	2	12 months..	80 00
Brockville and Westport.....	H. Watt.....	do.....	44	6	12 do ..	1,200 00
Brockville and Morristown, U. S.	T. M. Gray.....	Ferry or vehicle ..	2	12	do ..	50 00
Brodhagen and Carronbrook.....	E. Brodhagen.....	Optional.....	7	1	12 do ..	50 00
Brompton and Brompton Falls..	H. Addison.....	Horse or vehicle ..	4	3	12 do ..	80 00
Bronte and Milton.....	C. H. Thompson.....	do.....	12	6	12 do ..	190 00
Brookbury and Robinson.....	R. Rowe.....	Vehicle.....	5	1	12 do ..	24 00
Brookdale and Embro.....	J. McKay.....	do.....	5	2	12 do ..	65 00
Brougham and Markham.....	J. Marshall.....	Optional.....	12	6	6 do ..	162 50
Brougham and Whitby.....	J. Thornton.....	do.....	12	6	6 do ..	162 50
Broughton and St. Joseph.....	C. Arcand.....	Horse or vehicle ..	12	1	12 do ..	60 00
Brunner and Lepping.....	S. Crozer.....	As required.....	4	1	12 do ..	45 00
Buckingham and Mayo.....	T. Bourke.....	Optional.....	8	1	12 do ..	32 00
Buckingham and wharf.....	N. Jelliboix.....	Vehicle.....	5	12	Season 1871.	15 00
Buckland and St. Lazare.....	L. Lortie.....	Horse or vehicle ..	15	3	12 months..	200 00
Buckland and St. Magloire.....	P. Tanguy.....	Vehicle.....	18	1	12 do ..	60 00
Burford and Fairfield Plain.....	J. Catton.....	Optional.....	3½	2	12 do ..	52 00
Burford and Fair Station.....	J. Robinson.....	Vehicle.....	11	6	12 do ..	315 00
Burnhamthorpe and Summerville	W. O'Brien.....	Horse or vehicle ..	3	3	12 do ..	80 00
Burnley and Roseneath.....	R. H. Grimshawe..	do.....	5	3	12 do ..	50 00
Burton and Cartwright.....	James McMill.....	do.....	5	3	8 do ..	40 00
Bury's Green and Fenelon Falls..	J. Fell.....	Optional.....	7	1	12 do ..	45 00
Byng Inlet and Penetanguishene.	J. Lamondin.....	do.....	1	1	Special trip.	24 00
Byron and Lambeth.....	J. Charles.....	As required.....	3	3	12 months..	69 00
Cacouna and Railway Station...N.	N. Marchand.....	Horse or vehicle ..	7½	6	3 do ..	73 00
Cantown and Mallorytown.....	J. B. Mallory.....	do.....	5	2	12 do ..	45 00
Carngorm and Stratroy.....	T. Brown.....	Vehicle.....	9	2	1 month ..	4 33
Caldor and Talbotville.....	J. Musgrav.....	Optional.....	2	2	12 months..	66 60

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Caldwell and Caledon	E. Dawson	Horse or vehicle	10	3	5 $\frac{1}{2}$ months	\$ 38 26
Caldwell and Sligo	C. J. Murphy	do	5	2	7 $\frac{1}{2}$ do	15 30
Caledon East and Lockton	W. Squier	do	4 $\frac{1}{2}$	2	12 do	38 00
Caledonia Springs and L'Orignal	Joel Koshon	Optional	9	3	Season 1871.	20 00
Calton and Vienna	A. McConnell	Horse or vehicle	4	1	6 months	12 50
do do	G. W. Cartwright	do	4	1	6 do	15 00
Calumet Island and Collfield	C. Barsalon	Boat or vehicle	1 $\frac{1}{2}$	6	12 do	64 00
Calumet Island and Dunraven	J. Letts	Vehicle	5	1	12 do	20 00
Cambray and Carden	J. Belfry	do	19	2	12 do	240 00
Camden East and Napance	H. Pinkle	do	9 $\frac{1}{2}$	6	12 do	144 00
Camden East and Tanworth	do	do	16	6	12 do	180 00
Camilla and Mono Centre	J. Wilson	Horse or vehicle	4	2	12 do	59 00
Camplachie and Erroll	G. Whiting	Optional	2	3	12 do	52 00
Campbellford and Stirling	A. Chard	Horse or vehicle	17	3	12 do	250 00
Campbell's Cross and Cheltenham	J. Caesar	do	4 $\frac{1}{2}$	6	12 do	160 00
Campbeltown, Paspébiac and Péré	D. Kerr	Vehicle	156	6 $\frac{1}{2}$	12 do	5,005 12
Campbelltown and St. Flavie	G. Fraser	do	111	6	9 do	3,375 00
do do	D. Fraser	do	111	6	3 do	1,125 00
Canard River and Sandwich	L. Drouillard	Optional	8	1	12 do	80 00
Canboro' and Winona	S. C. Greenman	Horse or vehicle	23	3	12 do	299 00
Canfield and Cayuga	J. Mason	do	6	12	12 do	370 00
Canfield and Fort Robinson	B. Sutherland	do	28	3	12 do	500 00
Cannifton and Walbridge	M. Sharp	Optional	6	3	6 do	35 00
do do	W. Moon	do	6	3	6 do	34 00
Canning and Paris Station	R. McDonald	As required	5	6	12 do	140 00
Cannington and Derryville	G. McCallister	Optional	4 $\frac{1}{2}$	2	12 do	55 00
Cannington and Manilla	S. Conway	do	5 $\frac{1}{2}$	6	3 do	37 50
Canrobert and West Farnham	S. L'Ecuyer	Vehicle	5	6	12 do	125 00
Canterbury and Robinson	R. Clark	Horse or vehicle	8	1	12 do	32 00
Canterley and Kirk's Ferry	J. Kirk	Boat or vehicle	2	6	12 do	50 00
Canterley and Lucerne	R. H. Blackburn	Optional	19	1	12 do	80 00
Cape Rich and Meaford	J. R. Cox	Stage	10	2	4 $\frac{1}{2}$ do	39 00
Cape Rich and Wharf	D. McLaren	do			Season 1871.	22 00
Cap Rouge and Quebec	C. Hough	do	9	6	12 months	156 50
Carden and Kirkfield	J. Belfry	do	7	1	12 do	45 00
Carillon and Lachute	A. Burch	Vehicle	10	6	12 do	225 00
Carillon, Montreal and St. Eustache	J. B. Binette	do	48			
Carillon and Muddy Branch	F. Naubert	do	2 $\frac{1}{2}$	6 $\frac{1}{2}$	9 do	562 50
Carillon and Ottawa (North Shore)	J. W. Campbell	do	6	2	12 do	50 00
Carillon and Ottawa (South Shore)	J. W. Campbell	do	82	6	Seas'n 70-71	1,150 00
Carillon and Point Fortune	J. Murray	do	79	6	do	1,080 00
Carillon and Vaudreuil	J. Piquette	Optional	1	6	Season 1871.	25 87
Carillon and Wharf	C. Proulx	Vehicle	24	6 $\frac{1}{2}$	12 (less fine)	323 00
Carleton Place, Cunningham's and Ottawa	W. Whitther	Optional	4	6	Season 1871.	38 00
Carleton Place and Sebringville	J. Stockdale	do			Special trips	35 00
Carlow and Westfield	R. Crawford	As required	8 $\frac{1}{2}$	2	12 months	73 00
Carlsruhe and Hanover	W. Johnston	Vehicle	10	3	12 do	148 00
Carlsruhe and Glanford	J. Kernann	Horse or vehicle	4	3	12 do	75 00
Carlsruhe and Glanford	J. Walker	Optional	5 $\frac{1}{2}$	3	12 do	119 51
Carraarvon and Midea	A. Moore	do	12	1	12 do	90 00
Carnegie and Paisley	J. McDonald	Horse or vehicle	8	1	9 do	39 00
do do	S. Ewart	do	8	1	3 do	13 00
Carp and West Huntley	E. Horan	do	12	3	12 do	160 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Carronbrook and Cromarty.....	P. Kelly.....	As required.....	6	3&6	12 (less fine)	\$ cts. 156 50
Carrville and Patterson.....	J. L. Strong.....	Horse or vehicle..	24	3	12 months..	40 00
Carsonby and North Gower.....	B. Eastman.....	Optional.....	34	2	12 do	40 00
Carthage and Morningdale Mills.	W. Henderson.....	do.....	74	3	12 do	75 00
Cashmere and Clachan.....	D. McPhail.....	do.....	24	1	12 do	20 00
Casselman and Chrysler.....	R. A. Castleman..	Horse or vehicle..	10	3	12 do	65 00
Castile and Madrid.....	E. Bennett.....	do.....	6	1	12 do	35 60
Castlemore and Coleraine.....	W. J. Adams.....	do.....	3	2	7 do	26 25
Cathcart and Princeton.....	A. Kennedy.....	Optional.....	6	3	12 do	85 00
Caughnawaga and Huntingdon..	W. Shiriff and A. McArthur.....	Vehicle.....	38	6	12 do	1,300 00
Cayuga and Seneca.....	E. Wigg.....	do.....	11	6	12 do	360 00
Cazaville and La Guerre.....	O. Quenneville.....	do.....	34	3	12 do	50 00
Cedar Hill and Pakenham.....	J. Connery.....	Horse or vehicle..	54	2	12 do	55 00
Cedars and Coteau Landing.....	B. Hurteau.....	Vehicle.....	10	6	12 do	252 80
Cedars and St. Dominique des Cédres	P. Poirier.....	do.....	74	2	12 do	60 00
Centre Augusta and Prescott.....	C. Murphy.....	Horse or vehicle..	12	2	12 do	99 72
Centreville and Enterprise.....	E. Lyons.....	do.....	10	3	12 do	80 00
Chambly Basin and St. Césaire..	L. St. Germain..	Vehicle.....	15	6	12 do	239 00
Chambly Basin and St. Hilaire Station	J. B. Penoit.....	do.....	13	6	6 do	149 00
do do	P. Scott.....	do.....	13	6	6 do	140 00
Chambly Basin and St. John's	E. St. Germain..	do.....	13	6	12 do	1 00
Chambly Canton and Montreal..	L. Robert.....	do.....	16	6	12 do	139 00
Champlain and Vincennes.....	P. Lacourcière.....	Optional.....	5	3	12 do	40 00
Chantelle and Rawdon.....	M. Granger.....	Vehicle.....	17	1	12 do	68 00
Chantry and Harlem.....	S. Chant.....	Optional.....	14	2	9 do	15 00
Charing Cross and Woodlee.....	J. F. Ruston.....	Vehicle.....	34	3	12 do	663 60
Charleston and Farmersville.....	P. F. Green.....	Horse or vehicle..	54	2	12 do	60 00
Chatboro and Cushing.....	W. Howey.....	Vehicle.....	3	1	1 do	2 16
do do	C. A. Bradford..	do.....	3	2	3 do	6 50
Chatham and Darrell.....	E. Hall.....	Optional.....	7	2	12 do	75 00
Chatham and Dover South.....	S. Gervais.....	Horseback.....	6	2	12 do	75 00
Chatham and Dresden.....	C. McCrae Atty..	Optional.....	24	6	12 do	572 14
Chatham and Morpeth.....	E. R. Gillet.....	Vehicle.....	20	6	3 do	173 50
do do	F. J. Kelly.....	do.....	20	6	9 do	450 00
Chatham and Rondeau.....	O. S. Sheldon.....	Optional.....	12	6	10 do	163 38
Chatham and Wallaceburg.....	T. Kinny.....	Vehicle.....	17	6	12 do	437 00
Chatsworth and Massie.....	W. Howey.....	do.....	6	1	12 do	40 00
Chatsworth and Orangeville.....	A. Munshaw.....	do.....	59	2	12 do	595 00
Cheltenham and Rockside.....	J. Douglas.....	Optional.....	4	2	11 do	55 00
Chepstow and Greenock.....	W. Henesey.....	Horse or vehicle..	4	2	12 do	40 00
Cherry Valley and Point Petre..	J. Scott.....	do.....	7	1	12 do	25 00
Cherrywood and Dunbarton.....	J. Williams.....	Optional.....	34	3	9 do	48 75
Chealey and Hanover.....	J. S. Schweyler..	Horse or vehicle..	27	2	12 do	170 00
Chester and East Chester.....	N. Darois.....	do.....	9	1	12 do	40 00
Chester and North Ham.....	P. Beauchène.....	Vehicle.....	10	1&2	12 do	75 00
Chester and St. Christophe.....	P. Beauchène.....	do.....	8	3	12 do	100 00
Cheviot and Riversdale.....	W. Shaw.....	Horse or vehicle..	4	2	6 do	32 50
do do	J. McLean.....	do.....	4	2	6 do	32 50
Chichester, Fort William and Pembroke	H. Jewel.....	do.....	11 &			
Chicoutimi and Jonquières.....	A. Gagnon.....	do.....	11	3&6	12 do	370 00
Chicoutimi and Labarre.....	C. Girard.....	do.....	12	2	12 do	90 00
Chicoutimi and L'Anse au Foin..	P. Potvin.....	do.....	45	2	12 do	218 00
Chicoutimi and Murray Bay.....	P. Potvin.....	do.....	10	1	12 do	70 00
Chicoutimi and Murray Bay.....	H. Brassard.....	do.....	85	1	12 do	320 00
Chicoutimi and St. Paul's Bay..	L. Verreault.....	do.....	87	3	12 do	778 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Chicoutimi and Tremblay	P. Potvin	Foot or boat	3	2	12 months	\$ 40 00
Chicoutimi and Wharf	A. Neron	Horse or vehicle	2	As req.	Season 1871.	25 80
Chippawa and Clifton	W. Clark	Vehicle	6	6	12 months	295 00
Churchville and Disgar	R. Nichols	Optional	4	2	8 do	33 33
Churchville and Walton	T. Manes	Vehicle	11	6	12 do	460 00
Clairvaux and St. Paul's Bay	J. Guay	Horse or vehicle	9	1	12 do	30 00
Clapham and Inverness	A. S. Johnston	Vehicle	10½	2	12 do	88 00
Clarence and Clarence Creek	S. G. A. Raiche	do	5	2 & 3	12 do	61 86
Clarence and Wharf	T. Wilson	Optional	2	12	12 do	72 00
Clarenceville and Des Rivières Station	S. O. Clark	Vehicle	13½	6	12 do	235 00
Clarenceville and Noyan	C. Stewart	do	3	3	12 do	40 00
Clarendon Centre and Thorne Centre	C. A. Smith	Horse or vehicle	12	1	12 do	52 00
Clarke and Kendal	J. Emerson	do	6½	3	12 do	116 00
Clarksburg and Collingwood	P. F. Le Roy	do	15	6	Season, 1871	150 00
Clarksburg and Heatcote	P. F. Le Roy	do	6	3	12 months	73 48
Clarksburg and Ravenna	P. F. Le Roy	do	7	2	12 do	60 00
Clarksburg and Thornbury	P. F. Le Roy	do	1½	6	Season 1871.	38 00
Claude and Kilmansgh	A. Lindsay	Optional	3½	3	12 months	80 00
Clayton and Tatlock	M. Guthrie	Horse or vehicle	9	1	12 do	40 00
Clearville and Duart	D. Leitch	Optional	3½	6	12 do	100 00
Clifford and Lakelet	R. Young	do	6	3	12 do	90 00
Clifford and Mount Forest	T. Smith	Horse or vehicle	14½	2	12 do	150 32
Clifford and Neustadt	D. Winkler	Optional	8	6	12 do	312 00
Clifford and Walkerton	S. V. Coulson	Stage	17	6	3½ do	61 28
Clifton and Niagara	W. Clark	Vehicle	15	6	12 do	400 00
Clinton and London	A. Jamieson, Atty	do	53	6	12 (less fine)	1,105 48
Clinton and Porter's Hill	J. Cunningham Atty	Optional	7½	3	12 months	117 00
Clinton and Wingham	W. J. Johnston	Vehicle	23	6	12 do	147 00
Clontarf and Rockingham	J. R. McDonald	Horse or vehicle	18	3	12 do	269 00
Clover Hill and Morrisvale	R. McClain	do	4	2	12 do	57 00
Cloyne and Denbigh	J. Lane	Optional	28	1	12 do	156 00
Cloyne and Erinville	B. York	Horse or vehicle	45	1	12 (less fine)	146 08
Coaticook and Drew's Mills	A. K. Fox	do	5	1	12 months	37 00
Coaticook and Hereford	G. Thomas	Vehicle	17	1	12 do	100 00
Coaticook and Paquetteville	F. Paquette	do	22	2	9 do	131 25
Coaticook and Stanstead	A. F. Bullock	do	19	6	9 do	187 50
do do	W. P. Carpenter	do	19	6	1 do	25 00
do do	G. T. Cooper	do	19	6	2 do	62 50
Cobden and Osceola	W. Graham	Horse or vehicle	17	3	3 do	39 00
Cobourg and Harwood	B. McAllister	Optional	16	3	12 do	350 00
Cobourg and Roseneath	S. Ingham	Vehicle	20	3	12 do	238 00
Colbeck and Tarbert	W. Colbeck	Horse or vehicle	6	1	12 do	33 00
Colborne and Dundonald	J. Barker	do	7	2	12 do	41 99
Colborne and Norwood	D. Simmons	Vehicle	31	6	12 do	620 00
Coldstream and Fern Hill	J. Owen	Horse or vehicle	4½	2	12 do	50 00
Coldwater and Orillia	J. Millard	do	36	3 & 6	12 do	233 33
Coldwater and Port Severn	A. R. Christie	Optional	10	3	12 do	100 00
Colbrook and Odessa	A. Lee	do	11	6	12 do	300 00
Colinville and Waubuno	T. Moore	Vehicle	6	1	3 do	9 75
Collfield and Otter Lake	D. Lunam	Horse or vehicle	20	1	9 do	93 75
Collfield and Thornby	J. Hill	do	13	1	3 do	13 00
Collingwood and Durham	C. Cameron	Vehicle	45	6	12 do	887 00
Collingwood and Owen Sound	C. Cameron	do	42	6	Season 1871.	171 00
Collin's Inlet and Killarney	F. Roque	Boat	15	3 per mth	2 Trips	7 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Collin's Inlet and Killarney	D. Cameron	Boat	15	3 per mth	11 trips	\$ 31 90
Colpoys Bay and Mar	A. White	Optional	7 <sup>1</sup> / <sub>4</sub>	1	12 months	64 00
Colpoys Bay and Owen Sound	W. H. Davis	Horse or vehicle	37	3	6 & arrears (less fines)	351 12
Combermere, Purdy and Rockingham	W. Murphy	Optional	6 & 8	1 & 2	12 months	100 00
Como and Oka	C. Charette	do	1	6	Season '70-'71	22 00
Como and Wharf	J. Hodgson	do	4	6	do 1871.	15 36
Compton and Eaton	H. Colby	Vehicle	19	2	12 months	200 00
Compton and St. Edwidge	F. Courtemanche	do	10	1	12 do	36 00
Conningsby and Hillsburgh	J. W. Burt	Foot or vehicle	3 <sup>1</sup> / <sub>2</sub>	2	12 do	30 00
Conroy and Stratford	P. Smith	As required	6 <sup>1</sup> / <sub>2</sub>	2	12 do	80 00
Contrecoeur and Montreal	J. Lavigne	Vehicle	39	6	12 do	599 00
Conway and Napanee	J. McEwen	Optional	24 <sup>1</sup> / <sub>2</sub>	3	12 (less fine)	254 00
Cookshire and Linda	S. Malloy	Vehicle	5	1	12 months	26 00
Cookshire and West Ditton	P. P. Gendreau	do	22	1	12 do	96 00
Cookstown and Gilford	A. & W. Fraser	do	8	12	12 do	450 00
Cookstown and Mulmur	S. Robinson	Horse or vehicle	19	6	3 do	125 00
do do	J. Robinson	do	19	6	9 do	375 00
Cooksville and Toronto	J. E. Schillar	Vehicle	16	6	12 do	373 00
Copleston and Petrolia	R. P. Smith	Optional	4 <sup>1</sup> / <sub>2</sub>	1	12 do	40 00
Cornwall and Monckland	P. D. McIntosh	Horse or vehicle	13	3	12 do	140 00
Cornwall and St. Regis	R. Tyre	Boat or vehicle	6	2	12 do	52 00
Coteau Landing and St. Zotique	O. F. Prieur	Vehicle	2 <sup>1</sup> / <sub>2</sub>	6	12 do	60 00
Coteau Landing and Valleyfield	C. Gauthier	Boat or vehicle	6	6	12 do	200 00
Coteau Station, Dalhousie Mills and St. Polycarpe, &c.	J. Lefevre	Vehicle	12 & 5	6 & 3	12 do	312 00
Coteau Station and Ste. Marthe	A. Gingras	do	13 <sup>1</sup> / <sub>2</sub>	6	12 do	250 00
Cote St. Paul and Montreal	A. Desève	Optional	5	6	9 do	90 00
do do	P. Chicoine	do	5	6	3 do	30 00
Coulson and Warminster	J. Coulson	Horse or vehicle	7 <sup>1</sup> / <sub>2</sub>	2	12 do	104 00
Covey Hill and Vicars	W. Orr	Optional	2	6	12 do	52 00
Cowal and Iona	J. Mills	do	5 <sup>1</sup> / <sub>2</sub>	1	12 do	52 00
Cowansville and Durham	A. Pickle	Vehicle	6	6	5 do	66 60
Craigleith and Collingwood Road	A. Fleming	Optional	1 <sup>1</sup> / <sub>2</sub>	6	12 do	20 00
Craigsholme and Garafaxa	W. Conner	do	3	3	12 do	40 00
Craig's Road Station and Leeds	R. Bain	Vehicle	30	3	12 do	360 00
Cranbourne and Frampton	J. Colgan	Optional	8	2	12 do	69 80
Cranworth and Portland	P. Jones	do	5 <sup>1</sup> / <sub>2</sub>	1	12 do	25 00
Crawford and Latona	A. Skene	Horse or vehicle	12	2	12 do	101 12
Credit and Sheridan	F. Lawrence	do	4	6	12 do	140 00
Credit and Devon	J. Balkwill & H. W. Greenway	Sureties	4	2	3 do	10 20
do do	L. Holman	do	4	2	9 do	37 41
Creekbank and Winfield	T. A. Hamby	Horse or vehicle	5	2	12 do	62 00
Creemore Mills and Lavender	J. B. Martin	do	6 <sup>1</sup> / <sub>2</sub>	1	12 do	52 00
Cressy and Picton	B. Smith	do	19	2	12 do	95 00
Crisan and Wardsville	D. McIntyre	do	7 <sup>1</sup> / <sub>2</sub>	1	12 do	50 00
Croton and Florence	G. P. Kerby	do	4	2	12 do	50 00
Crickshank and Owen Sound	C. Barfoot	Optional	6	1	12 do	30 00
Crumlin and London	R. Delaney	do	5 <sup>1</sup> / <sub>2</sub>	2	12 do	60 00
Crysler and Morewood	G. Price	Horse or vehicle	7	3	12 do	85 00
Crysler and Wales	S. Johnson	Vehicle	23	3	12 do	389 52
Cumberland and Buckingham Wharf	W. D. Waddell	Boat or Canoe	1	12	Season 1871.	50 00
Cumberland and Russell	T. Argue	Horse or vehicle	21	3	12 months	275 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cushing and Little Rideau	J. Little	Optional	3 $\frac{1}{2}$	3 & 6	Season, 1871	\$ 51 50
Dacre and Griffith	W. H. Adams	do	20	1	3 months	30 00
do do	J. Mills	do	20	2	9 do	195 00
Dacre and Matawatchesan	J. McGregor	Horse or vehicle	30	1	3 do	30 00
Dacre and Renfrew	W. Halpenny	do	14	3	12 do	190 00
Dacre and Vanbrugh	M. Quin	do	16	3	12 do	200 00
Daillebont and Joliette	P. Riberdy	Vehicle	14	3	12 do	160 00
Daillebont and Ste. Beatrix	G. Lemire	do	9	2	12 do	72 00
Dalesville and Lachute	P. McArthur	Horse or vehicle	6	2	12 do	40 00
Dalkeith and Vankleek Hill	W. Robertson	do	7 $\frac{1}{2}$	3	12 do	90 00
Dalston and Drury	W. Grey	do	5 $\frac{1}{2}$	2	11 do	67 21
Dalston and Orillia	J. Millard	do	18	3	8 do	192 00
Danforth and Kingston Road	W. P. Kirk	Foot	1	3	6 do	31 20
Danville and Kingsey Falls	S. Leith	Horse or vehicle	7	2	12 do	70 00
Danville and St. George de Windsor	J. E. Benoit	do	10	2	12 do	62 48
Danville and St. Patrick's Hill	V. Colclough	Vehicle	8	3	12 do	100 00
Danville, South Ham and Wotton	F. Turcotte	Horse or vehicle	24	1 & 3	12 do	300 00
Dashwood and Exeter	Wm. Reynolds	Vehicle	8 $\frac{1}{2}$	3	4 months	30 67
Davisville and Toronto	J. T. Hogg	do	12	3	Special Trip	1 00
Deerdock and Maberly	J. Warren	Horse or vehicle	12	1	12 do	52 00
Delaware and London	C. Allen	Vehicle	12	3	12 do	100 00
Delaware and Mount Brydges	H. Graham	As required	3	6	12 do	114 00
Delhi and Ronson	J. Wilbar	Horse or Vehicle	6 $\frac{1}{2}$	3	12 do	135 00
Delta and Morton	W. Kelly	do	12	3	12 do	135 00
Demorestville and Gilbert's Mills	J. D. Gilbert	do	9 $\frac{1}{2}$	2	12 do	80 00
Demorestville and Peterson's Ferry	E. R. Nixon	do	10	6	12 do	200 00
Denison's Mills and Richmond	J. R. Denison	do	7	1	12 do	50 00
Demiston and Glendower	R. Howes	Optional	3	2	12 do	35 00
Desert Lake and Loughboro'	J. M. Snook	do	11	1	7 do	34 41
Dewittville and Six Mile Cross	J. Anderson	Horse or vehicle	4	2	12 do	40 00
Dexter and Port Stanley	C. Ead	Optional	5 $\frac{1}{2}$	2	12 do	75 00
Diamond and Kimbura	R. Walker	Horse or vehicle	4	2	12 do	50 00
Dingle and Ethel	A. Lees	Optional	10	2	12 do	75 00
Dion's and Ste. Dorothée	E. Charron	do	2	3	12 do	32 00
Dixon's Corners and Dundela	J. E. Tuttle	do	4	2	12 do	30 00
Dixon's Corners and New Ross	T. Currie	do	6	1	12 do	30 00
Dobbinton and Invermay	W. Dobbinn	Horse or vehicle	6	1	12 do	49 00
Domaine de Gentilly and Gentilly	D. Poisson	Vehicle	9	2	12 do	50 00
Don and Toronto	J. Hogg	Horse or vehicle	8	2	12 do	80 00
Donegal and Hammond	J. Hammond	Optional	3 $\frac{1}{2}$	2	12 do	50 00
Donegal and Newry	C. Mason	do	3	3	12 do	80 00
Dorchester Station and Gladstone	L. McMurray	do	6	2	12 do	48 00
Durnoch and Thamesford	J. McLeod	do	22	3	12 (less fine)	248 60
Douglas and Eganville	J. Quealy	Horse or vehicle	10	6	12 months	238 00
Douglas and Renfrew	A. Jamieson	Optional	17	6	12 do	360 00
Downeyville and Omamee	M. O'Neill	Horse or vehicle	5 $\frac{1}{2}$	3	12 do	97 00
Drayton and Hollen	T. Mannell	Optional	5	6	4 do	51 02
Dromore and Mount Forest	R. Doyle	Horse or vehicle	15	2 & 3	12 do	135 00
Drumbo and Washington	T. Pasmore	Vehicle	9	6	12 do	160 00
Drummondville and La Baie	L. Cusson	Horse or vehicle	24	3	12 do	239 00
Drummondville and Melbourne	T. Skillen	do	24	6	12 do	399 00
Drummondville and St. Germain de Grantham	L. A. Bernard	Vehicle	4 $\frac{1}{2}$	1	3 do	6 50
do do do	G. Lamothe	do	4 $\frac{1}{2}$	6	9 do	105 00
Drummondville and St. Guillaume	P. Lamothe	do	18	2	3 do	23 75
Drumquinn, Oakville and Trafalgar	W. Martin	Optional	6 & 4	3 & 6	12 do	160 00
Dryden and Listowel	S. Davidson	do	10	6	4 do	78 26

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
			Distance in miles.	No. of Trips per week.		
Duart and Highgate	D. Teetzel	do	4	3	12 months	\$ 66 00
Dufferin and Oneida	D. Cossar	do	5	2	12 do	75 00
Dunany and Lachute	W. Smith	Horse or vehicle	8	2	12 do	52 00
Dunany and Shrewsbury	J. Chambers	do	6	2	12 do	50 00
Dunbar and Grantley	A. Drummond	Optional	5½	2	12 do	39 00
Duncan and Heathcote	A. C. McRae	do	5	1	12 do	48 00
Dundalk and Ronaldsay	J. McArdle	Horse or vehicle	10	2	3 do	20 00
Dundalk and Ventry	C. Johnson	do	6½	1	10 do	29 16
Dundas and Lynden	J. E. Orr	do	5	1	Special trip	1 50
Dundas and Mill Grove	R. Halladay	Optional	5½	2	12 months	75 00
Dundas and Sheffield	E. Moore	Vehicle	14	6	12 do	380 00
Dundee and Huntingdon	J. Ford	do	22	3	12 do	320 00
Dunham and East Dunham	L. Call	do	4½	2	12 do	50 00
Dunham and Stanbridge Station	L. Shufelt	do	13	6	12 do	165 00
Dunnville and Port Dover	L. B. Folmsbee	do	35	6	12 do	950 00
Dunnville and Port Maitland	T. Siddall	do	7	6	12 do	184 00
Durobin, March and South March	T. Smith	do	6 & 18	3	3 do	30 00
Dunsford and Lindsay	H. Ireton	Horse or vehicle	10	3	12 do	140 00
Dunsinane and Lucknow	D. Murray	Optional	6½	1	1 do	2 16
Durham and Fergus	S. V. Coulson, Ex.	Vehicle	43	6	8½ do	431 83
Durham and Mount Forest	S. V. Coulson, Ex.	do	16	6	2½ do	58 01
Durham and Traveston	T. Travers	Horse or vehicle	14½	2	12 do	145 00
Durham and Walkerton	C. Cameron	Vehicle	17	6	12 do	294 50
Eardley and Onslow	W. H. McLean	Horse or vehicle	9	2	7½ do	73 00
East Arthabaska, Larochelle and Stanfold	P. Juneau	Optional	12	3	12 do	100 00
East Bolton and South Bolton	J. McManus	Horse or vehicle	8	3	12 do	120 00
East Clifton and Sawyerville	H. E. Cairns	Vehicle	6	1	9 do	18 75
East Hereford and St. Malo	M. Roy	Horse or vehicle	12	1	3 do	13 00
East Magdala and Lyster	W. J. Smyth	Vehicle	8	1	12 do	30 00
East Templeton and Perkins	J. Freney	Horse or vehicle	9	2	12 do	64 00
East Templeton and Wharf	E. Mason	Optional	1	6	Season 1871.	45 00
Edgar and Hawkstone	Wm. Hodges	do	27	3	4 months	73 36
Edgar and Steel	J. Steel	do	4½	2	8 do	34 90
Edmonton and Mayfield	W. Knox	As required	3	3	12 do	40 00
Edmundston and Rivière du Loup	J. R. Tupper	Vehicle	79	6	12 do	4740 00
Eganville and Pembroke	D. King	Horse or vehicle	26	2	12 do	189 00
Egerton and Mount Forest	J. Hunter	do	16	1	12 do	84 00
Elder and Rosemont	C. Conn	Optional	6	2	12 do	80 00
Elgin and Philippsville	J. C. Mitchell	Vehicle	5	6	12 do	140 00
Elizabethville and Port Hope	J. Harcourt	Horse or vehicle	15½	3	9 do	170 49
Ellengowan and Vesta	A. McWilliams	do	4	2	12 do	40 00
Elmira and Flora	J. Devitt	do	4	1	12 do	34 00
Elmvale and Penetanguishene Rd	W. Harvey	do	5	2	12 do	65 00
Elora and Harriston	R. Dally	Vehicle	31	6	4 do	130 43
Elora and Hollen	R. Dally	do	25	6	8 do	335 28
Elora and Pentland	D. Cornish	Horse or vehicle	5	2	12 do	40 00
Elora and Salem	J. K. Wissler	Optional	1	6	3½ do	9 21
Elora and Walkerton	J. P. Coulson	Vehicle	52	6	8 do	469 58
Elsinore and Skipness	J. Wright	Optional	5½	1	3 do	8 87
do	P. Johnson	do	5½	1	9 do	26 61
Embrun and Grant	J. Edmonstone	Horse or vehicle	8	1	12 do	40 00
Embrun and Russel	J. Clement	Optional	5	2	12 do	50 00
Enfield and Oshawa	J. Hymers	Vehicle	12	2	3 do	28 00
do	Wm. Martyn	do	14	2	9 do	90 99
Enniakillen and Haydon	T. Shaw	Horse or vehicle	1	6	12 do	135 00
Ennismore and Frankhill	T. Frank	do	6	1	3 do	8 75



REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Erbville and Waterloo.....	J. S. Erb.....	Horse or vehicle..	5	1	12 months..	\$ 45 00
Erie and Jarvis .....	R. McBurney .....	Optional .....	5	2	12 do ..	60 00
Erin and Guelph .....	J. Crozier .....	Vehicle .....	20	3	12 do ..	270 00
Erinsville and Napanee .....	W. Gronge .....	Horse or vehicle..	25	2	12 (less fine)	218 00
Escuminac and Shoalbred.....	J. Daltons .....	Vehicle .....	15	1	3 months..	14 75
Eugenia and Flesherton .....	G. Park .....	Horse or vehicle..	5	1	12 do ..	26 00
Evelyn and Thorndale.....	G. Henshaw .....	do .....	5	1	12 do ..	52 00
Everett and West Essa.....	J. Fisher .....	do .....	3½	6	12 do ..	109 00
Exeter and Farquhar .....	S. Pollon .....	Optional .....	7½	2	12 do ..	68 00
Exeter and Lumley .....	W. Dinnin .....	do .....	7	1	12 do ..	38 00
Exeter and St. Marys.....	C. Willis .....	do .....	20	3	12 do ..	295 00
Exeter and Sarepta .....	W. Reynolds .....	Vehicle .....	7	2	8 do ..	34 66
Fafard and St. Sylvester East.....	G. McCrea .....	Horse or vehicle..	8	1	12 do ..	30 00
Fairview and Stratford.....	R. Forrest .....	Optional .....	9	2	12 do ..	100 00
Falkenburg and Port Carling.....	B. H. Johnson .....	do .....	16	2	2½ do ..	31 50
Falkenburg and Raymond.....	A. Suffera .....	do .....	7	2	7½ do ..	61 34
Falkenburg and Uford .....	W. F. Morley .....	do .....	10	1	12 do ..	25 72
Farmersville and Plum Hollow.....	V. W. O. Sherman.....	Horse or vehicle..	6	2	12 do ..	63 75
Farran's Point and Woodlands &c.....	C. C. Farran .....	do .....	6	6½	3 do ..	90 00
Father Point and Rimouski.....	P. Rouleau .....	Vehicle .....	6	6	As req. Season 1871	84 00
Father Point and Steamers.....	D. Lawson .....	Boat.....	½	1	do do ..	50 00
Fenaghvale and Riceville.....	C. Gates .....	Optional .....	8	3	12 months..	84 48
Fenelon Falls and Lindsay.....	H. Workman .....	Horse or vehicle..	32	6	12 do ..	416 66
Fenelon Falls and Norland.....	W. Perkins .....	Optional .....	19	3	12 do ..	198 00
Fergus and Garafraza .....	C. Sargent .....	Horse or vehicle..	3	6	12 do ..	347 00
Fergus and Mimosa .....	J. Gerrie .....	do .....	16	2	12 do ..	140 00
Fergus and Owen Sound.....	S. V. Coulson, Ex .....	Stage .....	77	6	8½ do ..	1206 65
Ferguson's Falls and Perth.....	R. Scott .....	Optional .....	17	3	12 do ..	258 00
Fermoy and Westport .....	T. W. Watt .....	Horse or vehicle..	8	1 & 2	12 do ..	64 16
Fershnam and Maxwell.....	A. Fisher .....	do .....	4	6	12 do ..	85 00
Fingal and West Magdala.....	D. Turner .....	Optional .....	7	2	12 do ..	52 00
Fisherville and Selkirk.....	J. Mehlanbacher.....	do .....	5	2	12 do ..	38 00
Fitzroy Harbor and Kilnaurs.....	W. Munro .....	do .....	5	2	12 do ..	48 00
Flesherton and Markdale.....	C. Reynolds .....	Horse or vehicle..	6	4	12 do ..	115 00
Flesherton and Meaford.....	J. Benson .....	do .....	27	2	12 do ..	270 00
Flesherton and Ulyatt .....	D. McEullin.....	do .....	7½	2	6 do ..	37 50
Flesherton and Vandeleur.....	T. Gilbert .....	do .....	6½	2	6 do ..	25 00
Florence and Newbury.....	T. Bobier .....	Optional .....	16	6	9 do ..	280 86
Florence and Rutherford.....	J. Johnson .....	do .....	6	1	12 do ..	40 00
Fontenoy and Melbourne.....	R. Fraser .....	Vehicle .....	5	2	12 do ..	48 00
Font Hill and St. John's.....	J. Harper .....	Optional .....	4	2	12 do ..	45 00
Fordyce and St. Helen's.....	W. Farquharson.....	do .....	5½	1	12 do ..	40 00
Forest and Hillsboro'.....	J. Hill and W. Yates .....	Vehicle .....	5	3	12 do ..	88 00
Forester's Falls and Osceola.....	W. Micharen .....	Horse or vehicle..	12	3	9 do ..	102 00
Forfar and Harlem .....	R. Hales .....	Optional .....	8	6	12 do ..	156 00
Fort Coulonge and Hargrave du .....	J. McMillan .....	Vehicle .....	16	3	6 do ..	145 00
Fort .....	J. Scott .....	Horse or vehicle..	24	3	6 do ..	180 00
Fort Coulonge and Waltham.....	J. Landon .....	do .....	13	2	4 do ..	60 00
Fox River and Grande Grève.....	C. Pacquet .....	Optional .....	23	2	12 do ..	150 00
Fox River and Ste. Anne des .....	J. B. Sassville .....	Foot or horseback	167	1	12 do ..	560 00
Monts .....	M. A. Lamontagne .....	Vehicle .....	18	6	9 do ..	373 50
Frampton and Ste. Claire Bridge.....	J. Devereux.....	do .....	13	6	3 do ..	100 00
do .....	D. Bull .....	do .....	2	3	12 do ..	36 00
Frankford and Stockdale.....	W. Kinny .....	do .....	8	6	12 do ..	184 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Franklin and Mount Horeb.....	W. Reynolds.....	Vehicle.....	6	2	12 months..	\$ cts. 56 25
Franklin Centre and Hemmingford.....	J. Scriver (Atty.).....	do.....	16	6	12 do..	375 00
Franklin Centre and Huntingdon.....	W. Sherriff.....	do.....	19	6	12 do..	449 52
Franklin Centre and Starnesboro'.....	C. Meunier.....	Optional.....	2	6	12 do..	64 00
Frankville and Irish Creek Station.....	S. Holmes.....	Vehicle.....	11	6	3 & arrears	58 75
do do.....	J. Church.....	do.....	11	6	9 months..	146 25
Freleton and Mountsberg.....	J. N. Paine.....	Horse or vehicle..	3½	3	12 do..	80 00
Freighsburg, St. Armand Station and Sweetsburg.....	C. P. McKenny.....	Vehicle.....	10 & 24	6	12 do..	690 00
Frome and St. Thomas.....	J. Cole.....	As required.....	7½	3	12 do..	100 00
Fulford and Waterloo, Quebec.....	G. England.....	Vehicle.....	4	2	12 do..	40 00
Fullarton and Mitchell.....	J. Woodley.....	Horse or vehicle..	6	6	12 do..	140 00
Galt and Paris Station.....	J. Robinson.....	Vehicle.....	21	6	3 do..	160 00
Galt and Puslinch.....	A. Bannatyne.....	do.....	14	2	12 do..	130 00
Gananoque and Willetsholme.....	D. Root.....	Horse or vehicle..	14	2	12 do..	125 00
Garafraza and Tarbert.....	W. Colmer.....	do.....	19½	2	12 do..	175 00
Garden Hill and Port Hope.....	J. Harcourt.....	do.....	12½	3	3 do..	45 83
Garden Island and Kingston.....	J. Donnelly.....	Boat or sleigh.....	2	6	12 do..	100 00
Garthby and Lake Weedon.....	F. Briere.....	Vehicle.....	6	1	12 do..	32 00
Garthby and North Ham.....	E. Grenier.....	Horse or vehicle..	13	1	12 do..	50 00
Garthby and Stornoway.....	E. Grenier.....	do.....	16	1	12 do..	80 00
Gaspé Basin and Grande Grève.....	J. Saviant.....	Optional.....	15	2 & 3	12 do..	219 99
Gaspé Basin and Percé.....	M. Kennedy.....	Vehicle.....	36	3	12 do..	796 00
Gaspé Basin and Steamers.....	J. J. Kavanagh.....	Optional.....	100	As reqd.	3 do..	20 00
Genoa and Lachute.....	J. Gordon.....	Vehicle.....	5	2	3 do..	10 00
Genoa and St. Hermas.....	J. Gordon.....	do.....	3½	2	3 do..	10 00
Georgetown and Milton.....	C. H. Thompson.....	do.....	13	6	12 do..	290 00
Georgetown and Reading.....	W. Willis.....	do.....	22	6	12 do..	284 00
Georgetown and Salmonville.....	J. Stringer.....	do.....	6	6	12 do..	129 00
Georgeville and Knowlton Landing.....	G. W. Fogg.....	do.....	3	6	12 do..	156 00
Georgeville and Magoon's Point.....	A. Magoon.....	Horse or vehicle..	5½	2	12 do..	52 00
Georgeville and Smith's Mills.....	J. F. Fullock.....	Vehicle.....	10½	6	6 do..	175 00
do do.....	W. Paige.....	do.....	10½	6	6 do..	149 50
Georgina and Vachell.....	J. Sheppard.....	Horse or vehicle..	3	2	12 do..	52 00
Glanamis, Pinkerton and Elora Road.....	W. Gormon.....	do.....	9½	6	12 do..	255 00
Glanmire and Millbridge.....	S. Armstrong.....	do.....	7	1	5 do..	13 33
Glanworth and Killerby.....	J. Hicks.....	Optional.....	5	2	5 do..	16 67
Glascott and Latona.....	R. English.....	Horse or vehicle..	7	2	12 do..	77 70
Glenallan and Listowel.....	G. Zilliox.....	Optional.....	20	3	12 do..	375 00
Glencairn and New Lowell.....	J. McBride.....	do.....	5	3	12 do..	80 00
Glencoe and Kilmartin.....	D. McKellar.....	As required.....	4½	2	12 do..	50 00
Glencoe and Strathburn.....	J. Smith.....	do.....	2½	3	12 do..	60 00
Glen Huron and Ough's Tavern.....	H. M. Frames.....	Optional.....	1	3	12 do..	30 00
Glenmeyer and Guysborough.....	G. E. Meyer.....	As required.....	3½	2	12 do..	45 00
Glen Tay and Perth.....	J. Hargrave.....	Horse or vehicle..	4	6	12 do..	150 00
Goderich and Kincardine.....	A. M. Polley.....	Vehicle.....	38	6	12 do..	975 00
Goderich and Lucknow.....	P. G. White.....	do.....	23	6	12 do..	350 00
Goodwood and Stouffville.....	M. Flint.....	Horse or vehicle..	8½	3	6 do..	65 00
Gormley and Richmond Hill.....	A. Wideman.....	do.....	13	2	7 do..	93 33
Gormley and Unionville.....	W. White.....	do.....	23	3	6 do..	150 00
Howport and Napanee.....	J. Huyck.....	do.....	13	1	12 do..	60 00
Gowanstown and Lisadel.....	J. Kerr.....	Optional.....	15	3	12 do..	150 00
Grafton and Vernonville.....	G. Johnston.....	Horse or vehicle..	14	2	12 do..	123 90
Grafton and Wicklow.....	C. E. Ewing.....	do.....	2½	3	12 do..	65 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	N. of Trips per week.	Period.	Amount.
						\$ cts.
Granby and Roxton Falls .....	A. Desautels .....	Vehicle .....	16	2	12 months..	235 00
Granby and St. Pie. ....	L. Ravenelle, At. ....	do .....	15	6	12 do ..	295 00
Granby and Savage's Mills. ....	J. Wilkins .....	do .....	10	2	12 do ..	75 00
Granby and Sweetburg. ....	A. Pickle .....	do .....	19½	3	6 do ..	84 00
Grande Baie and Wharf .....	W. Leveque. ....	Optional .....	as req.		Seas. '71.	31 50
Granton and Whalen .....	J. H. Wilson .....	do .....	3	2	12 months..	35 00
Grass Pond and Knowlton .....	P. Baron .....	Horse or vehicle. ....	9	2	12 do ..	80 00
Gravel Hill and Monckland .....	J. Crawford. ....	do .....	5	2	12 do ..	50 00
Greenbank and Wick Station. ....	I. Cragg .....	do .....	6	6	3 do ..	50 00
Green River and St. Antonin. ....	F. Queen .....	Optional .....	3	2	12 do ..	20 00
Green River and Viger .....	T. O. Michaud. ....	Horse or vehicle. ....	11	2	12 do ..	72 00
Green River and Whitby Road .....	B. Deten .....	Optional .....	12	6	3 do ..	10 00
do .....	J. Windsor .....	do .....	13	6	9 do ..	37 50
Grenville and Harrington .....	D. B. Campbell .....	Horse or vehicle. ....	16	1	12 do ..	80 00
Grenville and Pointe au Chêne .....	A. Cameron .....	Optional .....	9	2	8½ do ..	67 00
Grenville and Wharf .....	E. Pridham .....	do .....	12	12	Season 1871.	30 00
Griffith and Matawatschan. ....	J. McGregor .....	do .....	10	1	9 months..	30 00
Grimsby and Welland Port. ....	J. L. Becker .....	Vehicle .....	17	6	12 do ..	649 00
Guelph and Hamilton .....	S. V. Coulson, Ex. ....	do .....	32½	6	12 do ..	761 00
Guelph and Ponsonby. ....	J. Bunyan .....	do .....	20	3	12 do ..	272 00
Guelph and Wellington Square. ....	R. Johnston .....	do .....	37	6	12 do ..	1,197 00
Guysboro' and Straffordville. ....	R. S. Hobbs .....	Horse or vehicle. ....	4	3	12 do ..	78 00
Hagersville and Springvale. ....	J. Anderson .....	Optional .....	4	2	12 do ..	50 00
Haliburton and Minden. ....	S. Thompson .....	do .....	19	3	12 do ..	223 00
Hallerton and Hemmingford .....	A. McCrea .....	Vehicle .....	4½	2	12 do ..	35 00
Hall's Bridge and Lakehurst .....	J. Taylor .....	Optional .....	7	1	12 do ..	43 00
Hall's Bridge and North Dours. ....	do .....	Horse or vehicle. ....	12	2	12 do ..	130 00
Hamilton and Milton .....	C. Rasberry .....	Vehicle .....	28	6	12 do ..	745 00
Hamilton and Port Dover. ....	D. Almas .....	do .....	37½	6	12 do ..	325 00
Hamilton and Stony Creek. ....	J. Eden .....	do .....	7	6	12 do ..	185 00
Hamlet and Perth .....	M. Stanley .....	Horse or vehicle. ....	9	2	12 do ..	80 00
Hampton and Solina. ....	P. Allen .....	do .....	2	3	12 do ..	30 00
Harcourt and Renfrew .....	A. R. Hutton .....	do .....	9	1	12 do ..	60 00
Hargrave and Portage du Fort .....	E. Murphy .....	do .....	7	3&6	9 do ..	160 00
Harlowe and Addington Road. ....	G. Bishop .....	do .....	4	1	12 do ..	20 00
Harold and Wellman's Corners. ....	G. Empey .....	Optional .....	4	2	12 do ..	50 00
Harrington and Lakeside .....	D. McMillan .....	do .....	4½	3	12 do ..	65 00
Harrisburg and St. George, &c. ....	J. Galloway .....	Vehicle .....	11	6&3	9 do ..	187 50
do .....	C. Van Evey .....	do .....	11	6&3	3 do ..	68 25
Harriston and Listowel .....	S. Davidson .....	Horse or vehicle. ....	16	3	8 do ..	163 47
Harriston and Mount Forest .....	J. Conklin .....	do .....	10	3	8 ms. 3 days	131 41
do .....	S. V. Coulson .....	do .....	10	6	3ms. 28days	97 82
Harriston and Walkerton .....	do .....	Stage .....	23	6	21 days..	17 53
Harriston and Wroxeter .....	C. Haskin .....	Horse or vehicle. ....	16	6	6 months..	125 00
do .....	J. McLaughlin. ....	do .....	16	6	6 do ..	125 00
Harrowsmith and Kingston .....	E. Shibley .....	Vehicle .....	16	6	12 do ..	186 00
Harrowsmith, Mountain Grove and Farham .....	W. H. Kennedy. ....	Horse or vehicle. ....	32&	1&1	12 do ..	250 00
Hartford and Waterford .....	L. P. Purrel .....	do .....	9	3	12 do ..	116 00
Hartley and Woodville .....	T. Morison .....	do .....	7	1	12 do ..	32 00
Hartman and Vivian .....	W. Terry .....	do .....	23	3	12 do ..	52 00
Harwich and Thamesville. ....	D. J. Hutchison. ....	Optional .....	9½	2	12 do ..	104 00
Hatley and Massawippi Valley Railway Station. ....	D. H. Pope .....	Vehicle .....	34	6	4½ do ..	52 50
Hawkesbury and Grenville Wharf .....	A. Bergeron .....	Optional .....	2	6	2½ do ..	51 00
do .....	T. Kelly .....	do .....	2	6	5½ do ..	83 85
Hawkstone and Rugby .....	W. Hodges .....	Horse or vehicle. ....	6	3	8 do ..	66 40
Hawkstone and Wharf. ....	J. Houston .....	On foot. ....	1	6	Season 1871.	22 50

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Hawksville and Listowel.....	H. Markle .....	Vehicle .....	22	3	12 months..	\$ cts. 400 00
Haysville and New Hamburg....	J. Hays .....	Horse or vehicle.	3	6	12 do ..	124 00
Hazledean and Stittsville .....	H. Alexander .....	do .....	3 <sup>3</sup> / <sub>4</sub>	2	8 do ..	25 33
do do .....	J. Young .....	do .....	3 <sup>3</sup> / <sub>4</sub>	3	7 do ..	43 75
Heckstone and Kemptville .....	J. Dickinson .....	do .....	12 <sup>3</sup> / <sub>4</sub>	3	12 do ..	160 00
Hemison and St. Malachie .....	R. Bernard .....	do .....	2	6	12 do ..	52 00
Hemison and Standon .....	J. Nicholson .....	do .....	10 <sup>1</sup> / <sub>2</sub>	2	12 do ..	71 40
Hemmingford and Roxham .....	T. Wallis .....	Vehicle .....	5	2	12 do ..	35 00
Henry and L'Original .....	C. Flynn .....	Horse or vehicle.	4 <sup>1</sup> / <sub>2</sub>	3	12 do ..	52 00
Henrysburg and Lacolle .....	W. Cockerline .....	Vehicle .....	5 <sup>1</sup> / <sub>2</sub>	2	12 do ..	48 00
Herbert and Mansonville Potton	M. Geer .....	Optional .....	5 <sup>1</sup> / <sub>2</sub>	2	12 do ..	48 00
Hereford and Sawyerville .....	J. Cairns .....	Horse or vehicle.	30	1	12 do ..	115 00
Hereford and Canaan, U.S. ....	A. H. Workman .....	Vehicle .....	3	1	15 do ..	9 40
Hiawatha and Keene .....	H. Kent .....	Optional .....	6	1	12 do ..	40 00
Highfield and Malton .....	I. Sanders .....	Horse or vehicle.	3	2	12 do ..	47 00
Hillier and Rosehall .....	I. G. Ferguson .....	do .....	2 <sup>1</sup> / <sub>2</sub>	2	12 do ..	30 00
Hilton and Ongley .....	P. H. Maybee .....	do .....	4	1	3 do ..	5 00
do do .....	A. H. Smith .....	do .....	4	1	3 do ..	7 50
Hoasic and Morrisburg .....	J. J. Baker .....	do .....	8	2	12 do ..	52 00
Hoath Head and Owen Sound....	R. Hoath .....	do .....	8	1	12 do ..	52 00
Hockley and Loreto .....	W. Farley .....	do .....	6	1	8 do ..	16 88
Holyrood and Lisburn .....	D. McLeod .....	do .....	22 <sup>1</sup> / <sub>2</sub>	2	12 do ..	95 00
Honeywood and Singhampton....	J. Richards .....	do .....	12	2	3 do ..	25 00
Horning's Mills and Shelburne ..	J. Airth .....	do .....	6	1 & 2	12 do ..	45 00
Horning's Mills and Singhampton	J. Richards .....	do .....	17	2	9 do ..	97 50
Howe Island and Pitt's Ferry ..	T. Thompson .....	Optional .....	5	1	12 do ..	48 00
Hudson and Wharf .....	D. Reoy .....	do .....		6	Season 1871.	10 00
Humber, Tormore and Weston ..	W. W. Scott .....	Horse or vehicle.	9 & 8	3 & 6	5ms. 23 days	174 58
Humberstone and Port Colborne.	J. Thompson .....	do .....	1	6	12 months..	100 00
Hunsdon and Tottenham .....	J. T. Coope .....	do .....	10	3	12 do ..	96 98
Hunsdon P. O., and former site of said office .....	H. Fry .....	do .....	1	3	1 mo. 8 days	2 12
Hunterstown and Rivière du Loup	F. Lemay .....	Vehicle .....	17	6	12 months..	325 00
Huntingdon, La Guerre and St. Anicet .....	P. W. Higgins .....	do .....	18	3	12 do ..	174 00
Huntingville and Lennoxville ..	J. R. May .....	Optional .....	2 <sup>1</sup> / <sub>2</sub>	6	12 do ..	75 00
Huntsville and Uttersen .....	G. Hunt .....	do .....	12	1	12 do ..	78 00
Huston and Trecastle .....	D. Callaway .....	Horse or vehicle.	4	6	3mo. 23 days	45 65
Ingersoll and Port Burwell .....	J. Colridge .....	Vehicle .....	32	6	6 months..	242 50
do do .....	A. McKay .....	do .....	32	6	6 do ..	242 50
Ingersoll and Thamesford .....	J. Lee .....	Horse or vehicle.	5	6	12 do ..	190 00
Inkerman and Iroquois .....	M. Ault .....	Vehicle .....	21	3 & 6	12 do ..	337 50
Inniskip and Woodstock .....	W. C. Brown .....	As required ..	8	3	3 do ..	25 75
do do .....	A. Z. Brown .....	do .....	8	6	9 do ..	162 00
Innisfil and Lefroy .....	T. L. L. Lewis .....	Horse or vehicle.	8	6	12 do ..	273 00
Inverary and Kingston .....	G. Campbell .....	do .....	12	3	12 (less fine).	138 60
Inverary and Lake Opinicon ..	B. T. Davidson .....	Optional .....	14	2	12 do ..	98 00
Inverhuron and Tiverton .....	A. McDougall .....	Horse or vehicle.	3	3	12 months..	70 00
Inverness and Leeds .....	H. McCutcheon .....	Vehicle .....	12	3	12 do ..	158 16
Inverness and New Ireland .....	I. B. Hall .....	do .....	17	6	12 do ..	240 00
Inverness and Ste. Julie de Somer- set .....	D. McKinnon .....	do .....	9 <sup>1</sup> / <sub>2</sub>	6	12 do ..	124 00
Iona and Morpeth .....	T. Luton .....	Horse or vehicle.	30	6	12 do ..	950 00
Iona and St. Thomas .....	J. Decow .....	Vehicle .....	13	6	12 do ..	480 00
Iron Hill and Sweetsburg .....	W. Moffatt .....	do .....	8	2	12 do ..	36 00
Ile aux Coudres and St. Paul's Bay .....	A. Dufour .....	Boat or vehicle ..	12	1	12 do ..	120 00
Ile aux Grues and Montmagny ..	L. Lebel .....	do .....	6	1	12 do ..	100 00
Ile Perrot and Ste. Anne .....	T. B. Ricard .....	Horse or vehicle.	7	3	12 do ..	80 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	N. of Trips per week.	Period.	Amount.
						\$ cts.
Isle Verte and St. Eloi.....	C. Thériault .....	do .....	8	3	12 do .....	100 00
Jersey and Marlow .....	M. Cahill .....	do .....	13	3	12 do .....	230 56
Jersey and St. François, Beauce.	do .....	do .....	13½	6	12 do .....	290 00
Jerseyville and Lynden .....	M. C. Hendershot .....	Optional .....	4	3	9 do .....	75 00
do .....	C. Vansickle .....	do .....	4	3	3 do .....	25 00
Johnson and Leith .....	D. Butchart .....	do .....	7½	3	4 do .....	28 57
Johnson and Owen Sound .....	W. Buzza .....	do .....	15	3	Season 1870	150 00
do .....	D. Butchart .....	do .....	15	3	7 months .....	131 25
Joliette and L'Assomption .....	A. Fontaine .....	do .....	18	6	12 do .....	400 00
Joliette and Rawdon .....	P. O. Morin .....	Vehicle .....	18	6	3 do .....	90 00
Joliette and Ste. Elizabeth .....	J. Desilets .....	Optional .....	10	6	12 do .....	224 50
Jordan and Pelham Union .....	J. J. Bradt .....	do .....	4	2	8 do .....	28 00
Jura and Widder Station .....	J. McCordie .....	Vehicle .....	7	2	12 do .....	72 00
Kamouraska and St. Paschal .....	T. Ward .....	do .....	4½	12	12 do .....	152 00
Katevau and North Hatley .....	F. Lagorgondière .....	Horse or vehicle .....	4½	2	12 do .....	42 00
Kazubazua and Otter Lake .....	H. Heeney .....	do .....	25	1	12 do .....	100 00
Keene and Norwood .....	R. Richardson .....	Vehicle .....	18	3	12 do .....	279 00
Keene and Peterboro' .....	J. McLachlan .....	do .....	12	6	12 do .....	340 00
Keith and Wallaceburg .....	W. Judson .....	Optional .....	5	2	12 do .....	80 00
Kelso and Trout River .....	P. McFarlane .....	do .....	2½	3	12 do .....	44 00
Kemble and Owen Sound .....	G. Taylor .....	do .....	12	2	9 do .....	83 75
Kemptville and Merrickville .....	P. Dowdall .....	Vehicle .....	18	6	6 do .....	148 50
do .....	G. A. Leslie .....	do .....	18	6	6 do .....	237 50
Kenilworth and Petherton .....	T. Bunston .....	Optional .....	3	6	3½ do .....	45 00
Kenilworth and Riverstown .....	I. Hunter .....	do .....	3	6	3½ do .....	45 00
Kerrwood and Napier .....	J. Irving .....	do .....	6	6	12 do .....	134 00
Keswick and Roach's Point .....	R. McCordick .....	do .....	3	6	12 do .....	100 00
Kildare and St. Alphonse .....	A. Basinai .....	Vehicle .....	12	3	12 do .....	119 00
Kilkenny and Smith's .....	F. O. Poitras .....	do .....	3	2	12 do .....	36 00
Kilmarnock and Smith's Falls .....	J. Swan .....	Horse or vehicle .....	8½	2	3 do .....	20 80
do .....	J. Corbett .....	do .....	8½	2	9 do .....	63 75
Kilsyth and Peabody .....	T. Sloan .....	do .....	15	2	6 do .....	75 00
do .....	J. Milburn .....	do .....	15	2	6 do .....	75 00
Kincardine and Lorne .....	G. Bisset .....	do .....	5	2	9½ do .....	38 00
Kincardine and Saugeen .....	A. M. Polley .....	do .....	28	6	12 do .....	700 00
Kincardine and Walkerton .....	Elridge & Coulson .....	do .....	28	6	6 do .....	245 50
do .....	S. V. Coulson, Ex. .....	do .....	28	6	6 do .....	245 50
King and Nobleton .....	J. Weller .....	do .....	7	6	12 do .....	220 00
King and Oak Ridges .....	E. Curtis .....	do .....	8½	6	3 do .....	75 00
do .....	W. Conner .....	do .....	8½	6	9 do .....	198 75
Kinglake and Vienna .....	J. Featherston .....	Optional .....	6	2	12 do .....	42 00
Kingsbury and Melbourne .....	G. Williamson .....	Vehicle .....	6	2	12 do .....	50 00
Kingsford and Lonsdale .....	R. Carter .....	Optional .....	2	3	5 do .....	12 50
Kingston and Loughboro' .....	H. Dean .....	Vehicle .....	17	6	12 do .....	200 00
Kingston and Provincial Exhibition Grounds .....	G. G. Meagher .....	do .....	1½	4	Special trips .....	5 00
Kingston and Morton .....	W. Copeland .....	do .....	29	3	12 months .....	394 00
Kingston and Newburgh .....	H. Finkle .....	do .....	22	6	12 do .....	300 00
Kingston and Picton .....	W. Aylsworth .....	do .....	40	6	12 do .....	1,325 00
Kingston and Portsmouth .....	W. Wilson .....	Horse or vehicle .....	2	6	12 do .....	100 00
Kingston and Cape Vincent, U.S.	C. Hinckley .....	Vehicle .....	11	6	& .....	
				12	Seas. 71-72.	150 00
Kingsville and Oxley .....	A. Wigle .....	Optional .....	10	3	12 months .....	165 00
Kinkora and Sebringville .....	J. Stock .....	As required .....	8	2	12 do .....	60 00
Kinloas and Lucknow .....	J. Colclough .....	Stage coach .....	12	6	12 do .....	340 00
Kinmount and Mount Irwin .....	C. Irwin .....	Optional .....	8	1	1 do .....	4 16
Kinnear's Mills and Leeds .....	H. McCutcheon .....	Vehicle .....	9	3	12 do .....	117 00
Kirkfield and Woodville .....	A. S. Campbell .....	Horse or vehicle .....	16	3	12 do .....	186 00
Kirkwall and Rockton .....	E. Moore .....	do .....	15	6	12 do .....	180 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
Klineburg and Weston	N. Robinson	Vehicle	12	6	6 ms. 6 days	\$ 78 14
Knowlton and Sutton Junction	J. McMannis	do	7	6	3 months	47 50
Knowlton and Sweetsburg	A. Pickle	do	12	6	2 do	45 00
Knowlton and Waterloo, &c.	J. McMannis	do	39	6	12 do	876 31
Knowlton and West Farnham	A. Pickle	do	29	6	7 do	379 78
Kossuth and Preston	J. D. Groh	Optional	5 $\frac{1}{2}$	2	12 do	64 00
La Baie and Nicolet	T. Vigneau	Vehicle	9	6	12 do	240 00
La Baie and Sorel	D. Guevreumont	do	40 $\frac{1}{2}$	6	12 do	980 00
Labarre and Roberval	B. Trumbly	On foot	33	1	12 do	127 24
La Beauce and St. Bernard	M. Routier	Horse or vehicle	10	1	12 do	60 00
La Beauce and St. Elzéar	P. Landrit	do	3	2	12 do	35 00
L'Acadie and St. Jacques	J. O. Poirier	Vehicle	7	3	12 do	80 00
Lachenaie and Terrebonne	J. O. Laurier	Horse or vehicle	4 $\frac{1}{2}$	3	12 do	40 00
Lachute and Lakefield	G. Rogers	do	9	2	12 do	72 80
Lac Masson and New Glasgow	F. X. Poitras	Vehicle	21	2	12 do	190 00
Lafontaine and Penetanguishene	P. Brosseau	Horse or vehicle	9	1	12 do	30 00
Lake Aylmer and St. roway	G. Champoux	do	9	1	8 do	20 00
Lake Etchemin and Langevin	L. Vermette	do	12	2	12 do	115 00
Lake Etchemin and Standon	J. Nicholson	do	15	2	12 do	116 00
Lakefield and Mille Isles	S. Pollock	do	7	2	12 do	50 00
Lake Megantic and Stornoway	J. MacDonald	Vehicle	15	1 & 2	12 do	76 00
Lake Temiscamingue and Mattawa	C. Stuart	Optional	90	m'y & f'tly	12 do	173 33
Lake Weedon and Sherbrooke	W. Paige	Horse or vehicle	41	3	12 do	453 00
L'Amaroux and Thornhill	T. Claxton	Vehicle	7	2	6 do	35 00
do do	R. Vanhorn	do	7	2	6 do	35 00
Lambton and Robinson	I. Leonard	do	35	3	12 do	649 00
Lambton and St. François	N. Gagné	do	36	3	12 (less fine)	322 00
Lambton and Valletort	E. Côte	Horse or vehicle	8	1	9 months	17 61
do do	P. Mercier	do	8	1	3 do	7 00
Lanark and McDonald's Corners	J. Henderson	do	14	3	12 do	179 00
Lanark and Middleville	J. Affleck	do	7	1	12 do	40 00
Lanark and Perth	J. Allan	Optional	13	6	12 do	136 00
Lanark and Rosetta	R. McFarlane	do	15	2	12 do	112 00
Lancaster and Rivière Raisin	W. Gillespie	do	1	12	3 do	39 00
Lancaster and Summerstown	A. Ross, Ex.	Horse or vehicle	6	3	3 do	19 50
do do	W. Gillespie	do	6	3	9 do	58 00
Langside and Lucknow	E. Greyell	do	8 $\frac{1}{2}$	2	12 do	77 00
Langstaff and Thornhill	H. Richards	Optional	14	6	6 do	20 00
Langton and Marston	W. Mills	Horse or vehicle	4 $\frac{1}{2}$	2	12 do	50 00
Lansdown and Mount Webster	R. Webster	Optional	7	1	3 do	11 25
do do	J. Webster	do	7	1	7 do	26 25
Lansdown and Warburton	J. H. Keating	do	4 $\frac{1}{2}$	1	2 do	4 62
L'Anse St. Jean and Murray Bay	N. Gagnon	Foot or horseback	48	f'tly	3 do	37 50
do do	J. Desgagner	do	48	f'tly	9 do	112 60
La Petite Rivière St. François and St. Paul's Bay	E. Bluteau	Optional	10	3	12 do	60 00
La Pigeonnière and St. Edouard	C. Ouimet	Vehicle	4	3	7 do	35 00
do do	J. Hamelin	do	4	6	5 do	41 6
Laprairie, St. Philippe and St. Constant	A. Lamare	do	18	3	12 do	145 00
La Présentation and St. Hyacinthe	A. Millet	do	6	2	12 do	52 00
Largie and Wallacetown	A. Leitch	Optional	7	2	6 do	24 24
L'Assomption and St. Jacques	J. Guiltault	Vehicle	13	3	12 do	160 00
L'Assomption and St. Julienne	J. Renaud	do	28	3	12 do	225 00
Latimer and Wolf's Corners	N. Teeple	Optional	1	3	12 do	25 00
Lauzon and Lévis	H. Martin	Horse or vehicle	2	6	12 do	100 00
Laval and Quebec	J. Keough	Vehicle	19	2	3 do	50 00
do do	A. Simons	do	21	2	9 do	141 20
Lavant and Watson's Corners	A. Brownrigg	Horse or vehicle	13	1	12 do	60 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Lawrenceville and North Stukely	Gendron	Vehicle	4 $\frac{1}{2}$	3	12 months	\$ 63 00
Leamington and Rondeau	C. H. Fox	do	38 $\frac{1}{2}$	3	12 do	490 00
Leamington and Windsor	G. Wigle	do	38	6	12 do	500 00
Leavens and Morley	J. Lemon	Horse or vehicle	6 $\frac{3}{4}$	1	9 do	43 38
Leeds and Leeds Village	H. McCutcheon	do	1	3	6 do	15 00
Leeds and West Broughton	A. Morissette	Optional	13	3	12 do	144 00
Leinster and Napanee	W. Grange	Horse or vehicle	15	2	12 (less fine)	137 00
Leith and Owen Sound	D. Butchart	do	7 $\frac{1}{2}$	25	Trips	25 00
Leith and Wharf	J. H. Ross	On foot	4	6	Season 1871.	25 00
Lemonville, Kingwood and Stouffville	M. Flint	Horse or vehicle	4 & 2 $\frac{1}{2}$	3 & 6	6 months	60 00
Les Eboulemens and Settrington	A. Chouinard	do	8 $\frac{1}{2}$	1	12 do	40 00
Les Eboulemens and Wharf	A. Tremblay	do	3	As req.	Season 1871.	43 00
Les Ecureuils and Pointe aux Trembles	O. Auger	Vehicle	6	7	4 $\frac{1}{2}$ months	58 00
do do	N. Blais	do	6	7	2 $\frac{1}{2}$ do	35 50
Les Escoumains and Mille Vaches	R. Morin	Foot or boat	13	ftly	12 do	75 00
Les Escoumains and Tadousac	do	Horse or vehicle	27	2	12 do	300 00
Leskard and Newcastle	T. Douglas	Vehicle	10	6	12 do	269 00
Lévis and New Liverpool	C. Cauchon	do	6	12	12 do	249 60
Lévis and Quebec	H. Martin	Ferry	1	12	& 18 12 do	291 71
Lévis and St. Michel	do	Vehicle	15	6	12 do	425 00
Lévis and Sub-Office on Hill	F. Bertrand	Optional	3	12	& 18 12 do	60 99
Lévis and Three Rivers	E. Tousignant	Vehicle	91	3	4 do	393 33
do do	R. G. Lajoie	do	91	6	8 do	1,656 00
Limelake and Roblin	J. Jarvin	Optional	10	1	12 do	66 00
Lindsay and Manilla	S. Conway	Vehicle	14	6	12 do	450 00
Linton and Lloydtown	N. Lodge	Optional	3 $\frac{1}{2}$	3	12 do	69 00
Linwood and St. Jacob's	J. R. Williams	do	12	6	12 do	393 00
Lisbon and Wellesley	J. Zoeger	do	2	2	9 do	15 00
do do	J. Zurkann	do	2	2	3 do	12 50
L'Islet and St. Cyrille	J. B. Cloutier	As required	7	2	12 do	72 00
Listowel and Mitchell	J. Hicks	Vehicle	22	6	12 do	275 00
Listowel and Molesworth	S. Lougheed	Optional	11	3	12 do	69 00
Little Britain, Oakwood, Port Hoover and Valentia	W. A. Silverwood	Horse or vehicle	4, 4 & 5	6, 3 & 3	4 do	79 16
Little Britain and Valentia	H. W. Sharp	do	5	2	8 do	40 00
Little Current and Manitowaning	B. MacKay	Boat	22	3 per mth	5 do	66 50
Lochaber Bay and Thurso	A. Campbell	Vehicle	5	2	12 do	44 00
Lochiel and Mougénais	A. R. Macdonald	Horse or vehicle	12	2	12 do	100 00
London and Williams	Wm. Dempster, (Attorney)	Vehicle	25	3	12 do	294 00
Long Island Locks, Manotick and Manotick Station	J. Tyghe	Horse or vehicle	2 & 3 $\frac{1}{2}$	8 & 6	11 do	114 58
Longueuil and Montreal	P. Lespérance	Ferry or vehicle	1	6	12 do	100 00
Lonsdale and Marysville	C. Schermerhorn	Horse or vehicle	4 $\frac{1}{2}$	3	12 do	60 00
Loretto and Sheldon	V. Farley	Optional	14 $\frac{1}{2}$	2	12 do	124 88
L'Original and Rivière Raisin	D. D. McPhee	do	41	6	12 do	1,200 00
L'Original and Wharf	P. W. Lee	do	4	12	Season 1871.	39 00
Lothinière and Rivière Bois Claire	L. G. Boucher	Horse or vehicle	6 $\frac{1}{2}$	2 & 3	12 months	55 33
Loughboro' and Wilmur	A. Holden	do	7	2	12 do	52 00
Low and Venosta	John Macauley	do	8	1	9 do	39 00
Lowbanks and Stromness	H. Overholt	Optional	6	2	12 do	78 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	N. of Trips per week.	Period.	Amount.
Luther and Waldemar .....	S. Stuckey .....	Horse or vehicle.	3	2	12 months.	\$ cts. 52 00
Lynedoch and Oakland .....	R. Power .....	Vehicle	50	6	12 do	735 00
Lynedoch and Silver Hill .....	H. C. Griffith .....	Optional	4	2	12 do	60 00
Lynville and Simcoe .....	W. L. Crooker .....	do	6½	2	9 do	60 00
do do .....	J. W. McNally .....	do	6½	2	3 do	20 00
McDonald's Corners and North Lancaster .....	A. Leclair .....	Horse or vehicle.	3	6	12 do	100 00
McDonald's Corners and St. Raphaël, Ont. ....	Mary McDonell .....	do	2	6	12 do	60 00
McDonald's Corners and Vennachar .....	W. Lock .....	do	45	1	12 do	300 00
McGillivray and Offa .....	M. Coates .....	do	12½	2	12 do	69 76
McIntyre and Gravelled Road .....	D. Brown .....	Optional	2½	3	12 do	49 96
McKellar and Parry Sound .....	J. Armstrong .....	do	16	1	12 do	78 00
Maberly and Perth .....	A. McLaren .....	Horse or vehicle.	21	1	12 do	125 00
Maddington and Stanfold .....	J. Guilmette .....	Vehicle	13	2	12 do	90 00
Madoc and Thanet .....	E. Cameron .....	Horse or vehicle.	31	2	12 do	295 00
Magnetawan and Rosseau .....	J. Miller .....	Vehicle	33	1	8 do	104 00
Magog and Sherbrooke .....	W. Paige .....	do	16	6	3 do	75 00
do do .....	H. M. Fraser .....	do	19½	6	3 do	100 00
Magog and Waterloo .....	J. G. Cowie .....	do	20	6	3 do	87 25
Malakoff and North Gower .....	W. Elliott .....	Optional	4	2	12 do	35 48
Mallorytown and Rockport .....	E. Natty .....	Horse or vehicle.	11	3	12 do	180 00
Malmaison and St. Charles de Stanbridge .....	L. C. Gauvin .....	Vehicle	3	3	12 do	50 00
Malone and Marmora .....	W. Derry .....	Horse or vehicle.	13	1&2	12 do	73 66
Malton and Mono Mills .....	E. Heacock .....	do	23	6	6½ do	390 21
Malton and Richview .....	T. Trainor .....	Vehicle	3½	6	12 do	125 12
Malton and Sandhill .....	F. Heacock .....	do	12	6	5mhs. 23 dys.	191 30
Malvern and Norway .....	S. Thomson .....	Horse or vehicle.	10	3	12 months.	210 00
Manchester and Utica .....	J. Dafoe .....	do	3½	3	6 do	40 00
Manchester and Vallentyne .....	J. Speiran .....	do	2½	6	9 do	350 00
Mandamin and Oban .....	W. Canick .....	As required	4	3	12 do	64 50
Manilla and Woodville .....	T. Kinnee .....	Vehicle	8½	6	5 do	114 16
Manotick and Gloucester Station .....	J. Tyghe .....	Horse or vehicle.	9	3	1 do	8 33
Mansfield and Mulmur .....	W. Paisley .....	do	6	2&3	12 do	75 00
Mansonville—Potton and West Potton .....	M. L. Elkins .....	Vehicle	5	2	12 do	40 00
Maple and Purpleville .....	R. Rumble .....	do	13	3	12 do	125 00
Maple Grove and Sanborn .....	T. Hurley .....	Horse or vehicle.	11½	2	12 do	82 00
Maple Leaf and Sawyerville .....	W. G. Planche .....	do	3½	1	12 do	20 00
Mapleton and New Sarum .....	L. W. Learn .....	do	4	2&3	12 do	41 16
Maple Valley and Shrigley .....	G. Sandilands .....	do	6½	1	9 do	14 79
Marble Rock and Gananogue Station .....	G. Emery .....	Optional	4½	2	2 do	7 50
Marbleton and South Ham .....	G. Goodenough .....	Vehicle	19	2	12 do	65 00
March and South March .....	G. W. Monck .....	Horse or vehicle.	12	3	8 (less fine).	66 66
do do .....	Thos. Smythe .....	do	12	3	1 month	9 16
March and Wharf .....	W. & C. Berry .....	On Foot	4	6	Season 1871.	5 52
Markham and Kingston Road .....	R. H. Crew .....	Vehicle	19	6	6 months.	100 00
Markham and Milnesville .....	H. H. Reid .....	Horse or vehicle.	2½	3	6 do	20 00
Markham and Thornhill .....	J. Claxton .....	Vehicle	10	6	6 do	212 50
Markham and Whitby .....	T. & J. Thornton .....	do	40	6	6 do	275 00
Marlow and United States (Boundary Line) .....	M. Cahill .....	Horse or vehicle.	14½	3	12 do	224 00
Marmora and Norwood .....	S. Ackerman .....	do	21	3	12 do	240 00
Marmora and Stirling .....	D. Fitchett .....	Vehicle	16	6	12 do	78 00
Marshville and Wainfleet Centre .....	T. Buchanan .....	do	3½	6	12 do	110 00
Martintown and Rivière Raisin .....	M. McMartin .....	do	12	6	12 do	222 00
Mary Lake and Uterson .....	A. H. Ladell .....	Optional	3	2	6 do	20 00



REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Mascouche and Terrebonne	P. Lauzon	Horse or vehicle.	7 $\frac{1}{2}$	3	3 do	\$ 21 00
do do	L. Boimier	do	7 $\frac{1}{2}$	3	9 do	63 00
Masham and North Wakefield	E. Trempe	do	11	1	9 do	45 00
do do	H. Trempe	do	11	1	3 do	15 00
Maskinongé and St. Justin	L. St. Antoine	Vehicle	2 $\frac{1}{2}$	3	12 do	50 00
Matane and Metis	W. E. Page	do	33	3	12 do	360 00
Matane and Ste. Anne des Monts	F. Bernier	do	57	2	9 do	298 11
do do do	F. Perron	do	57	2	3 do	112 25
Matapedia and Runnymede	J. Lawlor	Optional	6 & 12	1	12 do	53 33
Matlock Wyoming	J. P. Jarman	do	4	2	12 do	40 00
Mattawa and Nipissingan	N. Timmius	Foot and canoe	64	1 & 2 per. mth	3 do	50 00
do do	J. Chapman	do	64	do	9 do	150 00
Mattawa and Rapides des Joachims	N. Timmins	Canoe or Sleigh	55	1	12 do	500 00
Maxwell and Wareham	G. Wright	Horse or vehicle.	5	2	12 do	45 00
Maynooth and Thanet	B. Sweet	do	36	1	6 do	115 00
do do	L. Payn	do	36	2	6 do	200 00
Meaford and Owen Sound	T. Speirs	do	20	3	Season 1871.	147 00
Meaford and Strathnairu	R. Foid	Vehicle	8	1	12 months	49 48
Meaford and Walter's Falls	J. H. Delevee	Horse or vehicle.	14	2	12 do	134 00
Meaford and Wharf	D. L. Layton	Optional	4	12	Season 1871.	60 00
Medonte and Penetanguishene Road	T. Craig	Horse or vehicle.	10	2	12 months	104 00
Mekinac and St. Tite	H. Ricard	Vehicle	8	1	10 do	21 66
Melbourne and Waterloo	E. Lawrence	Horse or vehicle.	33	3	12 do	560 00
Menie and Rylstone	J. Ray	do	9	1	12 do	46 00
Merivale and Ottawa	E. B. Hopper	do	8	2	12 do	52 00
Merrickville and Irish Creek Station	S. Crozier	Vehicle	9	6	12 do	200 00
Méthot's Mills and Ste. Agathe	J. Fournier	Horse or vehicle.	8	2	12 do	60 00
Méthot's Mills and St. Flavien	do	do	4	2	12 do	45 00
Metis and Riviere du Loup	F. X. Boucher	Vehicle	94 $\frac{1}{2}$	6	3 do	687 31
do do	J. B. Martin	do	94 $\frac{1}{2}$	6	9 (less fine)	2,376 00
Metis and St. Octave	N. Richard	Optional	3	2	12 months	24 72
Michipicotin River and Sault Ste. Marie	P. W. Bell	On foot	160	mly	3 do	135 00
do do do	J. C. Phipps	do	160	...	Special trip.	60 00
Milford and Picton	J. Martin	Horse or vehicle.	10	3	12 months	119 00
Milford and Point Traverse	M. Hudgin	do	12	1	12 do	52 00
Millbank and Milverton	A. Kirkland	Optional	6 $\frac{1}{2}$	3	9 do	82 11
do do	V. Kertcher & J. D. Pierson	do	6 $\frac{1}{2}$	3	3 do	27 37
Millbrook and Mount Pleasant	J. Armstrong	Horse or vehicle.	8	6	12 do	263 00
Mille Roches and Moose Creek	M. O. Winters	Vehicle	20	2	5 do	97 50
do do	J. Cleary	do	20	2	3 do	46 25
Milliken and Unionville	W. Gorvett	Optional	3	2	12 do	50 00
Milton and St. Valerien	L. Lucier	Vehicle	7 $\frac{1}{2}$	2	12 do	66 00
Milton and Scotch Block	J. Michie	Horse or vehicle.	6	3	12 do	120 00
Moffatt and Nassagiweya	D. Little	Optional	3	2	12 do	40 00
Moira and Plainfield	W. H. Deen	Horse or vehicle.	8	3	12 do	90 00
Moneymore and Roslin	J. Harigan	Optional	5	1	12 do	30 00
Mougenais and Peveril	J. Sicart	Vehicle	7 $\frac{1}{2}$	3	12 do	66 00
Moukton and Stowe	R. Ferguson	do	4	2	9 do	37 50
do do	J. McNaught	do	4	2	3 do	15 00
Mono Mills and Mono Road Station	J. Mills	Optional	9	6	5 mhs. 23 dys.	143 47
Mono Mills and Orangeville	W. R. Lloyd	Horse or vehicle.	7	2	7 months	26 66

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Monte Bello and Wharf.....	C. Major.....	Optional	3	12	Season 1871.	15 00
Montreal and New Glasgow.....	M. Tindale.....	Vehicle	36	6	12 months.	900 00
Montreal and Point St. Charles.....	T. Akin.....	do	1 $\frac{1}{2}$	12	do	125 00
Montreal and St. Fustache.....	J. B. Binette.....	do	21	6	3 do	187 50
Montreal and St. Jérôme.....	P. Labelle.....	do	33	6	12 months.	560 00
Montreal and Terrebonne.....	J. O. Villeneuve.....	do	18	6	12 do	200 00
Montreal and Wharf.....	A. Dumaine.....	do	3	12	Season 1871.	95 50
Montrose and Port Robinson.....	W. Smith.....	As required.....	4 $\frac{1}{2}$	3	9 months.	60 00
do do	O. Clark.....	do	4 $\frac{1}{2}$	3	3 do	18 75
Moose Creek and Newington.....	A. McRae.....	Horse or vehicle.	14 $\frac{1}{2}$	2	4 do	34 97
Moray and Park Hill.....	J. B. Miller.....	do	3	2	12 do	40 00
Morley and Woodford.....	J. Lemon.....	Optional	6 $\frac{3}{4}$	1	3 do	14 46
Morningsdale Mills and Stratford.....	J. Russell.....	Vehicle	19	3	12 do	265 00
Morpeth and Thamesville.....	M. McDonald.....	do	15	6	12 do	200 37
Morrisburg and West Winchester.....	C. Henderson.....	do	22	6	12 do	850 00
Morrisburg and Waddington, U.S.	S. State.....	Optional	3	6	12 do	47 49
Motherwell and St. Mary's.....	W. Roger.....	Horse or vehicle.	10	2	12 do	100 00
Mount Albert and Sharon.....	L. Lepard.....	Vehicle	7	6	12 do	195 00
Mount Albion & Ryckman's Cor's	D. F. Davis.....	Optional	7	3	12 do	112 00
Mount Brydges and Muncey.....	R. E. Whiting.....	do	7	2	12 do	48 00
Mount Forest and Owen Sound.....	S. V. Coulson, Ex.	Vehicle	47	6	3 $\frac{1}{2}$ do	297 97
Mount Hope and Strathroy.....	G. Lumon.....	Optional	8	2	9 do	37 50
Mount Irwin & Bobcaygeon Road	C. Irwin.....	do	4	1	4 do	8 33
Mount Johnson and Versailles.....	J. Marcoux.....	Horse or vehicle.	3	6	12 do	79 00
Mount Oscar and Rigaud.....	D. McDowell.....	Vehicle	4	3	3 do	13 00
Mount St. Patrick and Shamrock	G. Goodwin.....	Horse or vehicle.	5	2	12 do	50 00
Murray Bay and Cap à l'Aigle.....	J. Savard.....	Vehicle	3	8	24 do	36 00
Murray Bay and Quebec.....	H. Audet d't La- pointe.....	do	90	3	12 do	1,500 00
Murray Bay and Ste. Agnès.....	E. Gagné.....	Horse or vehicle.	10	2	12 do	36 00
Murray Bay and Tadousac.....	F. Chamberland.....	Optional	3	2	12 do	312 00
Murray Bay and Wharf.....	D. Asselin.....	do	35	As req.	Season 1871.	65 10
Musselburg and Poole.....	D. Matthews.....	Horse or vehicle.	1	3	12 months.	20 00
Myrehall and Plainfield.....	J. Harris.....	Optional	5	1	12 do	16 00
Myrtle and Stouffville.....	M. F. Mertins.....	Vehicle	18 $\frac{1}{2}$	6	6 do	306 88
Nairn and Springbank.....	J. Cummings.....	Horse or vehicle.	6	2	12 do	44 00
Napanee and Picton.....	J. Soby.....	Vehicle	24	6	12 do	847 48
Napanee and Switzerville.....	C. H. Miller.....	Horse or vehicle.	6	3	12 do	50 00
Napierville and Stottville.....	A. Guay.....	Vehicle	7	6	12 do	130 00
Napan and Cumberland Road.....	J. O'Meara.....	Optional	3	2	12 do	52 00
Nevis and Orillia Road.....	J. Greenshields.....	do	1	6	20 trips	2 00
New Aberdeen and New Dundee.....	A. Wolfe.....	Vehicle	7 $\frac{1}{2}$	6	12 months.	234 72
New Aberdeen and Preston.....	C. Kress.....	do	7	6	12 do	240 00
Newboyne and Portland.....	G. Moss.....	Optional	5	2	12 do	42 00
Newbury and Wardsville.....	A. D. Ward.....	Vehicle	3	12	12 do	249 60
New Carlisle and Wharf.....	M. Caldwell.....	Optional	3	As req.	Season 1871.	43 00
New Edinburgh and Ottawa.....	J. W. Proctor.....	do	14 $\frac{1}{2}$	6	12 months.	40 00
Newington and Northfield.....	F. Jardine.....	Horse or vehicle.	7	1	4 do	13 00
New Liverpool and St. Jean Chrysostôme.....	A. Pichet.....	do	3	6	12 do	68 00
Newmarket and Stouffville.....	A. Toaz.....	Vehicle	19	3	12 do	236 20
Niagara and St. Catharines.....	W. Chase.....	do	12	6	12 do	296 00
Niagara and Youngstown, U. S.	R. Warren.....	Foot and ferry.....	2	6	12 do	80 00
Nicolet and St. Grégoire.....	O. Hébert.....	Vehicle	8	6	12 do	99 00
Nicolet and St. Monique.....	H. Beaudry.....	do	8	3	12 do	66 00
Nicolston and Thompsonville.....	R. Somerville.....	Optional	3	2	12 do	40 00
Nithburg and Shakespeare.....	R. Armstrong.....	do	8 $\frac{1}{2}$	2	12 do	75 00
Norland and Oak Hill.....	W. Perkins.....	Horse or vehicle.	25 $\frac{1}{2}$	2	12 do	100 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Normandale and Walsh	H. Cassils	Optional	8	3	12 months	\$ 159 60
Normanton and Saugeen	W. Gilbert	Vehicle	5	As req.		
Normanton and Walkerton	A. Gilbert	do	28½	6	3 do	122 12
do do	W. Gilbert	do	28½	6	9 do	360 00
North Duro and Peterboro'	W. Hamilton	Horse or vehicle	10	6	7 do	116 66
North Gower and Osgoode Station	D. P. Brown	do	8	6	12 do	312 00
North Nation Mills and Thurso	T. Cole	Vehicle	9	3½	6 do	118 41
do do	J. Campbell	do	10	3½	6 do	185 24
North Onslow and Onslow	P. McDonough	Horse or vehicle	7	1	12 do	35 00
North Pelham and Port Robinson	W. D. McQueen	Vehicle	16½	3	12 do	160 00
North Seneca and Tyneside	E. Bayley	Optional	3	2	6 do	15 60
North Sutton and West Brome	S. Sweet	Vehicle	2	6	5 do	20 83
North Wakefield and Ottawa	W. Patterson	do	26	6	12 do	148 00
North Wakefield and River Desert	C. Brooks	Horse or vehicle	65	3	12 do	975 00
Norwood and Peterboro'	J. A. Johnson	Vehicle	20	3	12 do	150 00
Nouvelle and the Allard Settlement	A. Kerr	Horse or vehicle	6	2	12 do	40 00
Oakwood and Port Hoover	J. F. Cummings	do	9	6	3 do	31 25
do do	W. Silve wood	do	9	6	5 do	93 75
Oban and Vyrer	W. Carrick	Horseback	2	1	12 do	26 09
Olesca and Sharpton	P. S. Timmerman	Horse or vehicle	4	2	12 do	50 00
O. I. Springs and Petrolia	W. M. Cox	Optional	7	6	12 do	350 00
Old Montrose and Wheatley	H. Mills	do	4	2	12 do	36 00
Olinda and Ruthven	J. C. Fox	As required	2	3	12 do	45 00
Orangeville and Vanatter	W. H. Vanatter	Optional	5	2	12 do	60 00
Orangeville and Whitfield	F. Reburn	Horse or vehicle	19	2	12 do	160 92
Orilla and Rama	J. McPherson	Boat	9	2	5½ do	46 00
Orleans and Ottawa	H. McHarry	Horse or vehicle	9	2	Season 1871	60 00
Oxcela and Stafford	R. Childerose	do	9	2	12 months	72 50
Osgoode and West Winchester	T. Amable	do	16	3	12 do	169 00
Oshawa and Port Perry	W. Thomas	Vehicle	16	6	3 do	75 09
Ossian and Sarnia	D. W. Milliken	do	23	2	12 do	192 00
Ottawa, Chaudiere Junction and Gloucester Station	J. Stockdale	do			Special trips	20 00
Ottawa and Pakenham	J. Halliday	do	35	6	12 months	1,156 00
Ottawa Post Office and Post Office Department.	P. Batterton	do	½	6	1½ do	27 00
Ottawa and Taylorholme	C. Taylor	Horse or vehicle	8	1	12 do	60 00
Ottawa and Templeton	J. O'Hagan	Vehicle	2	3	12 do	60 00
Owen Sound and Saugeen (old road)	S. V. Coulson, Ex	do	32½	6	12 do	889 00
Owen Sound and Saugeen (new road)	S. V. Coulson, Ex	do	21	7	12 do	669 00
Paisley and Underwood	W. Meadows	Horse or vehicle	13	1	12 do	93 00
Paisley and Williscroft	G. Williscroft	do	8	1	12 do	45 00
Papineauville and St. André Avenue	J. A. Lewis	Vehicle	9	6	12 do	188 00
Papineauville and Wharf	J. Chabot	Boat	1	12	Season 1871	70 00
Paquetteville and St. Malo	M. Roy	Horse or vehicle	5	2	9 months	39 00
Paris Station and Simcoe	A. A. Pursel	Vehicle	31	6	9 (less fine)	899 00
do do	Brown & Chadwick	do	28	6	1½ months	119 00
do do	J. T. Chadwick & P. Hager	do	28	6	1 do	78 00
Park Hill and Sable	A. McDonald	do	6	2	12 do	60 00
Perry Sound and Rosseau	W. Beatty	Optional	24½	1	8½ do	82 00
Pondich and Peterboro'	T. Eastland	do	59	1	12 do	290 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Pembroke and Rapids des Joachims.	Union Forwarding & Railway Company.	Vehicle	145	6	3 months	500 00
Pembroke and Sand Point.	J. Harvey	Horse or vehicle.	49	6	12 do	985 00
Pendleton and Plantagenet.	J. Larocque	do	10	3	9 <sup>3</sup> / <sub>5</sub> do	141 00
Pendleton and Wharf.	J. Larocque	do	15	6	2 <sup>3</sup> / <sub>5</sub> do	39 00
Penetanguishene and Sault Ste. Marie	J. C. Phipps	Optional	3:8	As req.	15 <sup>1</sup> / <sub>2</sub> trips	2,012 50
Percé and Gulf Ports Steamers.	J. E. Tuzo	do	<sup>1</sup> / <sub>4</sub>	As req.	Season 1871.	64 50
Perth and Tennyson.	J. Devlin	Horse or vehicle.	10	1	12 months.	34 00
Peterboro' and Warsaw.	C. Payne	do	16	2&3	12 do	180 00
Petersburg and St. Agatha.	C. Raner	do	2	6	12 do	91 50
Phillipsburg and St. Armand Station	A. Hogel	Vehicle	2	18	12 do	165 00
Pictou and West Lake.	H. Lambert	Horse or vehicle.	9 <sup>1</sup> / <sub>2</sub>	1	12 do	30 00
Pinedale and Wick	J. Barker	Optional	4	2	6 do	20 00
Fine Grove and Woodbridge.	C. Burkholder.	do	1 <sup>1</sup> / <sub>2</sub>	6	5 <sup>3</sup> / <sub>5</sub> do	35 86
Pittston and Spencerville	W. Pitt.	Horse or vehicle.	10 <sup>3</sup> / <sub>2</sub>	2	10 do	66 66
Plantagenet and Treadwell.	J. McGauvron.	do	5.	2	4 <sup>1</sup> / <sub>2</sub> do	17 87
Pleasant Hill and Spring Arbor.	J. W. Hazen.	do	2	3	12 do	26 00
Point Abino and Port Robinson.	A. Willson	Vehicle	20	3	12 do	225 00
Point Abino and Sherston.	B. P. Snider.	do	5	2	12 do	48 00
Pointe aux Anglais and St. Benoit	A. Labrosse.	Optional	7	6	5 do	145 50
Pointe aux Pins and Sault Ste. Marie	H. Wood.	do	9	3per mo.	Season 1871.	15 00
Pointe aux Trembles and Riviere des Prairies.	L. Roi	Vehicle	6	3	12 months.	60 00
Pointe aux Trembles and St. Raymond.	W. Cayer.	do	21	3	12 do	180 00
Pointe Claire and Ste. Genevieve.	F. Lanthier.	Horse or vehicle.	5	3	12 do	110 00
Point Fortune and Vankleek Hill	J. Capron.	Vehicle	18	6	8 do	210 00
do do	R. Thistlethwaite	do	18	6	4 do	126 67
Point Fortune and Wharf.	A. F. Denis.	Optional	<sup>1</sup> / <sub>2</sub>	6	Season 1871.	14 00
Point Kaye and Port Carling.	C. Kaye.	do	5	1	5 <sup>1</sup> / <sub>2</sub> months.	16 50
Portage du Fort and Ross.	E. Murphy	Vehicle	3	6	7 <sup>1</sup> / <sub>2</sub> do	130 00
Port Bruce and Port Burwell.	G. A. Wannacott.	do	14	3	12 do	130 00
Port Bruce and Sparta.	do	do	6	6	12 do	144 00
Port Burwell and Simcoe.	H. Swan.	do	40	6	12 do	1,350 00
Port Credit and Streetsville.	R. H. Lewis.	do	9	12	12 do	646 92
Port Dover and Simcoe.	G. Huster.	do	9	6	12 do	289 00
Port Lambton and Sombra.	B. L. Stoddard.	Optional	5	6	5 do	58 33
Port Lambton and Wallaceburg.	D. McLean.	Vehicle	23	2	5 do	50 00
Port Nelson and Wellington Square.	J. Cult-r.	do	1 <sup>1</sup> / <sub>2</sub>	6	12 do	100 00
Portneuf and St. Bazile.	G. Jobin.	do	7	2&3	12 do	62 00
Port Perry and Scugog.	J. Sweetman.	do	7 <sup>1</sup> / <sub>2</sub>	1	12 do	52 00
Port Perry and Uxbridge.	J. Twohy	do	13	6	6 do	200 00
Port Perry and Whitby.	G. Robson.	do	19	6	12 do	294 00
Port Rowan and Tilsonburg.	J. Colridge.	Optional	30	3	6 do	255 50
do do	A. McKay.	do	30	3	6 do	255 50
Port Ryerse and Simcoe.	H. Hall.	Vehicle	6	6	12 do	225 00
Prescott and Godsgensburg, U. S.	C. Plumb.	Ferry and vehicle	1 <sup>1</sup> / <sub>2</sub>	18	12 do	390 00
Preston and Waterloo.	C. Kress.	Horse or vehicle.	10	12	12 do	600 00
Pricville and Ronaldsday.	J. McArdle.	do	10	2	9 do	60 00
Quebec and St. Francis, Beauce.	C. Lacroix.	Vehicle	54	6	6 do	845 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Quebec and St. Francois Beauce.	L. Burleau	do	54	6	6 do	\$ 724 50
Quebec and St. Francois d'Orleans	F. Paradis	Boat or vehicle	27	3	12 do	450 00
Quebec and St. Sauveur de Québec	W. Saucier	Foot or vehicle	1	18	12 do	281 68
Quebec and South Quebec	A. Wensley	Optional	2	As req.	Season 1871.	7 00
Quebec and Spencer Cove	A. Flanagan	Vehicle	5	12	12 months	220 00
Quebec and Stoneham	W. Carrigan	Vehicle	22	1	12 months	47 00
Quebec and Three Rivers	R. G. Lajoie	do	90	6	12 do	1,948 24
Quebec and Valcartier	C. S. Wolff	do	17	2	12 do	150 00
Quebec and Wharf	W. Reynolds	do	4	12	Season 1871.	120 00
do do	C. Hough	do	4	As req.	Season 1871.	75 00
do do	C. Hough	do	4	As req.	Seasons 70'71	666 25
Quebec Division					Special trips consequent upon stoppage of trains by snow, March 1872.	195 71
Queensville and Ravenshoe	J. W. Gordanier	Optional	6	2	12 months	52 00
Rama and Wharf	J. McPherson	do	4	6	Season 1871.	15 00
Rapides des Joachims and Rowanton	A. McDougall	Horseback	20	2	12 months	200 00
Ravenswood and Widder Station	J. P. Bogart	As required	8	3	12 do	124 80
Rawdon and St. Jacques	J. Daly	Vehicle	13	3	12 do	133 50
Raymond and Ullswater	J. Bunn	Optional	5	1	8 do	16 00
Renfrew and Sand Point	W. Mills	Horse or vehicle	15	6	12 do	497 00
Renton and Waterford	A. Dean	Vehicle	22	3	12 do	148 00
Repentigny and St. Paul Hermite	F. Archambault	Boat or vehicle	2	6	12 do	60 00
Ricards and St. Hermenegile	L. C. Dupuis	Foot or do	1	1	6 do	10 00
Richmond and Stittville Station	H. Rielly	Horse or vehicle	7	6	12 do	270 00
Richmond East and Sydenham Place	J. Millington	Vehicle	15	6	12 do	300 00
Rigaud and Ste. Marthe	C. Belanger	do	9	3	9 do	86 25
Rigaud and Wharf	E. N. Fournier	Optional	2	18	& 12 Season 1871.	136 01
Rimouski and St. Anaclet	V. Forbes	Horse or vehicle	7	2	3 months	10 40
do do	Z. Lavoie	do	7	2	9 do	37 11
River David and St. Hugues	A. Milette	Vehicle	20	3	6 12 do	400 50
Riversdale and Wingham	S. Porter	Optional	18	6	12 do	235 60
Rivière du Loup and Ste. Ursule	L. Lussier	Vehicle	5	3	12 do	60 00
Robinson and Saerbrooke	W. Paige	do	25	6	12 do	600 00
Rob Roy and Singhampton	W. Hamilton	Optional	6	1	12 do	39 00
Rochester and Woodslee	W. L. Lindsay	Vehicle	6	6	12 do	175 00
Rockland and Ottawa Road	W. C. Edwards	Optional	1/2	6	Season '71'72	25 00
Rockland and Wharf	W. C. Edwards	do	1/2	6	& 12 Season 1871.	10 00
Rockside and Salmonville	J. Douglas	Vehicle	4	2	1 month	5 00
Rodgerville and Zurich	W. Grave	do	8	6	12 months	185 00
Rosbuck and Spencerville	S. Brown	do	4	1	12 do	52 00
Ronaldsay and Ventry	C. Johnson	Horseback	6	2	2 do	5 83
Rouge Hill and Toronto	R. H. Crew	Vehicle	17	6	12 do	250 00
Round Plains and Waterford	C. Merrill	As required	4	3	12 do	68 00
Russell and Gloucester Station	J. Carson	Vehicle	24	6	12 do	600 00
Russell and Winchester	D. Campbell	do	16	3	12 do	220 00
Russeltown and Vicars	C. Turcotte	Optional	2	6	12 do	60 00
St. Adèle and St. Jérôme	P. R. de Montigny	Vehicle	16	3	6 do	90 00
do do	T. Trudelle	do	16	3	6 do	125 00
St. Aimé and Yamaska	J. Couturier	do	6	6	9 do	109 50

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Alban and Ste. Anne de la Péraie.....	P. Digué.....	Vehicle.....	15	1	12 months..	50 00
St. Alban and Ste. Anne de la Péraie and St. Casimir.....	A. Frenette.....	do.....	15	2	12 do..	64 00
St. Alexis and St. Jacques.....	L. Lebeau.....	Foot or vehicle..	3	3	12 do..	40 00
St. Alphonse and St. Côme.....	J. H. St. Jacques.....	Optional.....	12	1	12 do..	56 00
St. Angèle and Ste. Marie.....	M. H. Fourmier.....	Horse or vehicle..	6	2	12 do..	50 00
St. Anne de Beaupré and St. Férol.....	L. Lachance.....	Optional.....	9	2	12 do..	39 00
St. Anne de la Péraie and St. Prosper.....	G. Bigué.....	Horse or vehicle..	7	3	12 do..	54 00
St. Anne des Plaines and St. Lin.....	J. M. Latour.....	Vehicle.....	10	3	12 do..	120 00
St. Anne la Pocatière and St. Onésime.....	L. Ouellet.....	Optional.....	6	3	12 do..	57 50
St. Antoine and St. Denis, River Richelieu.....	J. B. Lacroix.....	do.....	1	6	12 do..	40 00
St. Athabase and St. John's.....	E. Monnette.....	Vehicle.....	1	12	12 do..	120 00
St. Aubert and Vaillancourt.....	F. W. Vaillancourt.....	do.....	31	1	12 do..	104 00
St. Augustin and St. Catharine's.....	L. Ratt.....	Horse or vehicle..	12	2	12 do..	75 00
St. Barabé and Yamachiche.....	J. B. Duhauc.....	Vehicle.....	12	3	12 do..	120 00
St. Benoit and St. Hermas.....	J. Parent.....	Optional.....	7	6	10 do..	91 99
St. Benoit and St. Placide.....	C. Chénier.....	Vehicle.....	6	3 & 2	12 do..	68 00
St. Bonaventure and St. Guillaume.....	O. Salois.....	Horse or vehicle..	7 1/2	2	12 do..	58 00
St. Brigitte and St. Zéphirin.....	O. Brisette.....	do.....	15	1	6 do..	33 00
do do.....	N. Rivet.....	do.....	15	1	6 do..	33 00
St. Bruno and Ste. Julie.....	L. Bisin.....	do.....	4 1/2	2	12 do..	52 00
St. Camille and Shebrooke.....	T. Lemay.....	do.....	2 1/2	1	12 do..	110 00
St. Charles and St. Gervais.....	E. Côté.....	do.....	5	6	12 do..	58 00
St. Charles and St. Marc.....	A. Desjournin.....	Boat or vehicle..	1	6	12 do..	40 00
St. Claire and St. Henri.....	F. Lamontagne.....	Vehicle.....	12	6	12 do..	180 00
St. Claire and St. Malachie.....	E. Vermette.....	do.....	10	6	12 do..	192 00
St. Columbin and St. Scholastique.....	M. Phelan.....	do.....	9	3	12 do..	110 00
St. Damase and St. Hyacinthe.....	G. Despart.....	do.....	7 1/2	3	5 do..	18 75
do do.....	C. Dupont.....	do.....	7 1/2	3	9 do..	75 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. B. Duperrault.....	do.....	6	1 & 2	12 do..	40 00
St. Didace, St. Gabriel de Brandon and St. Norbert.....	N. Neven.....	do.....	10 1/2	3 & 6	12 do..	313 00
St. Elizabeth and St. Félix de Valois.....	E. Aubin.....	do.....	6 1/2	6	12 do..	168 75
St. Ephrem d'Upton and Ste. Hélène de Bagot.....	J. T. Poitras.....	On Foot.....	6	3	12 do..	74 00
St. Eustache and St. Joseph.....	J. McColl.....	Horse or vehicle..	9	2	12 do..	60 00
St. Eustache and St. Scholastique.....	J. B. Binette.....	Vehicle.....	15	6	12 do..	350 00
St. Evariste de Forsyth and St. Honoré.....	P. Boucher.....	Horse or vehicle..	7	1	9 do..	22 50
St. Famille and St. Pierre d'Orleans.....	F. Paradis.....	do.....	8	3	12 do..	75 00
St. Félix de Valois and St. Jean de Matha.....	G. Maroile.....	Vehicle.....	8	3	12 do..	112 00
St. Ferdinand and Somerset.....	J. Prince.....	do.....	17	3	12 do..	116 00
St. Flore and Shawenagan.....	T. Mabeux.....	Optional.....	11	1	12 do..	36 00
St. Frédéric and St. Joseph.....	C. Arcand.....	Horse or vehicle..	6	1	12 do..	25 00
St. Gervais and St. Lazare.....	E. Roy.....	Vehicle.....	6	3	12 do..	84 22
St. Helen's and Ulster.....	G. McKay.....	Optional.....	6	1	12 do..	40 00
St. Henri and St. Lambert.....	A. Boucher.....	Vehicle.....	11	3	12 do..	92 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
St. Hilaire Station and St. Jean Baptiste.....	L. Riendeau.....	Vehicle.....	5	3	9 months..	\$ 52 50
St. Hilaire Station and St. Jean Baptiste.....	F. Lemonde.....	do.....	5	6	3 do ..	41 50
St. Hilaire Station and Sorel... ..	D. Guevremont..	do.....	33	6	12 do ..	889 00
St. Hippolyte and Lac Masson Road.....	W. Norbert.....	Optional.....	3	2	6 do ..	16 00
St. Hippolyte and Lac Masson Road.....	Mrs. R. Martin..	do.....	3	2	3 do ..	8 00
St. Hippolyte de Kilkenny and Shawbridge.....	F. X. Laberge....	Horse or vehicle..	6½	1	3 do ..	6 25
St. Hugues and St. Hyacinthe... ..	P. L. Dubaime....	Vehicle.....	14	6	3 do ..	75 00
do do.....	A. Houle.....	do.....	14	6	9 do ..	221 25
St. Hyacinthe and St. Jude.....	T. Lemieux.....	do.....	13½	6	9 do ..	243 00
St. Hyacinthe and St. Pie.....	L. Langevin.....	do.....	12½	6	12 do ..	248 00
St. Hyacinthe and Yamaska.....	J. Couturier.....	do.....	35	3	3 do ..	93 75
St. Isidore and St. Rmi.....	F. Barrette.....	do.....	4	6	12 do ..	100 00
St. Ives and Thorndale.....	R. Hobby.....	Optional.....	5	2	12 do ..	50 00
St. Jean Chrysostome and St. Rémi.....	J. B. Boyer.....	do.....	14	6	12 do ..	300 00
St. Jean de Matha and St. Michel des Saints.....	F. X. Lassalle....	Vehicle.....	45	1	12 do ..	228 00
St. John's and St. Luc.....	S. D. Hamilton... .	do.....	6	3	12 do ..	72 00
St. John's and Sabrevis.....	T. Jones.....	do.....	8	3	12 do ..	85 00
St. John's and West Farnham, &c.....	E. F. King.....	do.....	.....	.....	Special trips.	5 50
St. Louis and St. Stanislas.....	F. Cardinal.....	do.....	7	2	3 do ..	15 00
St. Martin and St. Urbain.....	J. B. Mathieu....	do.....	4½	3	12 do ..	66 00
St. Mathieu and St. Simon.....	J. B. Belage.....	Optional.....	3	2	12 do ..	30 00
St. Maurice and Three Rivers.....	F. Duchesnay....	Vehicle.....	10	3	6 do ..	58 00
do do.....	A. Descoteau....	do.....	10	3	6 do ..	58 00
St. Maurice and Valmont.....	A. Blais.....	Horse or vehicle..	9	1	9 do ..	33 75
do do.....	C. Morant.....	do.....	9	1	3 do ..	9 75
St. Ola and Thwait's Corners.....	J. Canniff.....	Optional.....	6	1	12 do ..	40 00
St. Ours and St. Roch de Richelieu.	J. B. Paquette....	do.....	5	6	12 do ..	20 00
St. Paul's Bay and Wharf.....	J. Boilev.....	do.....	3	As	req. Season 1871.	32 00
St. Paul du Buton and St. Pierre, Montmagny.....	H. Blais.....	Horse or vehicle..	17	1	12 do ..	68 00
St. Robert and Yamaska.....	L. Poirier.....	Vehicle.....	2	3	12 do ..	45 00
St. Sébastien and Venice.....	T. Hunter.....	Horse or vehicle..	3½	5	12 do ..	40 00
St. Stanislas and St. Tite.....	H. Rivard.....	Vehicle.....	14	2	12 do ..	80 00
St. Stanislas de Kostka and Valleyfield.....	F. Cardinal.....	do.....	7	3	9 do ..	67 50
St. Sylvester and St. Sylvester East.....	G. McCrea.....	Optional.....	3	3	12 do ..	56 00
St. Thomas and Sparta.....	S. Moore.....	Vehicle.....	11	6	12 do ..	190 00
St. Valentine and Stottville.....	T. Martin.....	Optional.....	2½	6	9 do ..	75 00
do do.....	F. Hétiér.....	do.....	3	6	3 do ..	20 00
Ste. Victoriè and Sorel.....	H. P. Hus.....	Vehicle.....	9	3	12 do ..	80 00
Sanborn and South Ham.....	G. Goodenough..	Horse or vehicle..	15	1	12 do ..	52 00
Sandford and Zephyr.....	W. B. Foot.....	do.....	6½	2	12 do ..	60 00
Sand point and Wharf.....	E. Derenzy.....	Optional.....	6	12	Season 1871.	52 25
Sandwich and Windsor.....	H. Askew.....	Vehicle.....	2	6	12 months.	234 75
Sarnia and Sombra.....	A. Dingman.....	do.....	21	6	12 do ..	676 00
Sarnia and Port Huron, U.S.....	W. Murphy.....	Optional.....	2	6	12 do ..	96 00
Sault Ste. Marie and United States.....	M. C. Pim.....	do.....	1	1	12	25 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Seaforth and Wroxeter	W. Armstrong.	Vehicle	23	6	6 months.	\$ 74 74
do do	J. R. Ross.	do	28	6	6 do	86 00
Shanly and Spencerville	W. Clark.	Horse or vehicle.	8	2	2 do	9 68
Shawenog and Three Rivers.	J. B. Lapolice.	Vehicle	24	3	12 do	155 00
Sierra and Green Valley Corners.	C. J. McRae.	do	3	2	2 do	50 00
Sillery Cove and Spencer Cove.	P. McNeil	Foot or vehicle.	1½	6	12 do	30 00
Silver Inlet, Pigeon River and Thunder Bay	D. M. Blackwood	Optional	22 & 40	2 per mo.	1 trip	25 00
Skye and McPhee's Corners.	D. McMillen.	Horse or vehicle.	13	3	12 months.	112 00
Smith's Falls and South Elmsley.	J. Corbett	do	7	3	12 do	100 00
Sombra and Wallaceburg	D. McLean	Vehicle	14	2	7 do	78 75
Sombra and Wilkesport	W. Kimball.	As required	8	3	12 do	74 28
Sombra and Marine City, U. S.	P. Cattanaeh.	Boat	1½	3	12 do	39 25
Sonya and Wick Station	J. McKinlay.	Horse or vehicle.	5	3	3 do	22 50
South Ely and Valcourt.	F. H. David	Vehicle	4	3	12 do	50 00
South Lake and Gananoque Station	W. Scott.	Horse or vehicle.	4	2	12 do	40 00
Springford and Woodstock	G. Bleakley	Vehicle	23	6	12 do	720 00
Stanbridge East and Stanbury.	P. Beattie.	Optional	8	2	12 do	76 00
Stanstead and Derby Line.	L. L. Bangs.	Vehicle	1½	6	9 do	93 75
do do	H. A. Channell.	do	1½	12	3 do	31 25
Stayner and Vanvlack.	J. Vanvlack.	Optional	13	1	12 do	40 00
Stayner and Vigo	D. Gallagher	do	11	2	12 do	150 00
Stirton and Treastle.	H. Williams.	Horse or vehicle.	8	6	9 do	150 00
Stoco and Tweed	F. Masterson.	do	8	2	6 do	26 83
do do	A. Dafoe.	do	8	2	6 do	38 50
Storn way and Whitton.	D. Reaton.	Vehicle.	8	1	12 do	40 00
Stouffville and Toronto.	L. Morden	do	28	6	6 do	239 50
Strathallan and Woodstock	J. Matheson	do	8	6	2 do	234 00
Strathroy and Wisbeach.	T. Thompson	do	13	6	12 do	240 00
Sweasburg and Woodstock.	W. Cody.	As required	6	3	12 do	84 00
Sweetsburg and Waterloo.	A. Pickle.	Vehicle	18	3	12 do	140 00
Sweetsburg and Richford, U. S.	A. Pickle.	As required	19	6	7 do	173 83
Sylvan and Widdier.	W. Randall	do	3	6	12 do	130 00
Thorahill and Toronto.	R. Vanhorn.	Vehicle	14	6	12 do	3 00
Thurso and Wharf	J. W. Campbell.	Optional	3	12	Season 1871.	30 00
Toronto and Yorkville.	I. Curran	Vehicle	1½	12	12 months.	90 00
Trenton and Wooler	T. Smith.	Horse or vehicle.	9	3	12 do	125 00
Tyrconnell and Wallace town	P. Cameron.	As required	4	6	12 do	72 00
Udora and Uxbridge	H. James.	Horse or vehicle.	36½	3	9 do	167 61
do do	J. W. C. Brown.	do	36½	3	3 do	55 87
Ullswater and Windermere	F. Richardson.	do	5	1	5½ do	13 20
Uttoxeter and Wanstead	J. Heron.	As required	6	3	3 do	20 00
do do	E. Jones	do	6	3	9 do	58 50
Uxbridge and Whitby	Perry and Twohy	Vehicle	22	6	7 do	262 50
Valentyne and Sunderland Station	J. Winfield	do	6	6	3 do	50 00
Yaudecar and Woodstock.	M. Gaynor	Optional	10	2	12 do	100 00
Yasey and Waverley.	J. Meyes.	Horse or vehicle.	3½	1	12 do	33 00
Violet and Odessa Road	D. W. Perry	Optional	1½	6	12 do	75 00
Walkerton and Wroxeter.	T. Chalmers.	Vehicle	24	6	6 do	195 00
do do	J. Goffon	do	22	6	6 do	137 50
Walkerville and Windsor.	G. Jackson.	Optional	1½	6	12 do	95 00
Warwick and Watford Station.	F. Restorick	Vehicle	8	6	12 do	187 80
Welland Port and Winger	J. Winger.	Optional	5	1	4 do	11 67
Wellington Square and Zimmerman	J. McKerlie.	Vehicle	8	6	6 do	99 00
Wellington Square and Zimmerman	T. Watson	do	8	6	6 do	130 00



REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Wendover and Wharf .....	W. Lamb .....	Optional .....		6	Season 1871.	\$ cts. 35 00
West Montrose and Winterbourne	J. Bomer .....	do .....	1 3/4	2	12 months.	31 80
Windsor and Detroit, U. S. ....	L. H. Wagner .....	Ferry .....	1 1/2	12	12 do ..	168 00
Windsor and Detroit, U. S. (Ferriages) .....	J. Forbes .....	do .....			9 do ..	15 00
do do .....	W. Jackson .....	do .....			3 do ..	11 80
Cross Point and Campbellton (Ferriages) .....	D. Fraser .....	do .....			3 years ..	450 00
Suspension Bridge Tolls .....	W. G. Swan .....				12 months.	40 00
					Total.....	\$227,418 88

A. CAMPBELL,  
*Postmaster General,*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Aberarder and Railway Station	D. McBean	Foot or vehicle	6	As req.	12 months.	\$ 26 00
Abercorn and do	S. Shepard	Optional	6	6	5 do	20 33
Albion and do	W. Small	do	12	12	8 days...	1 08
do do	D. Small	do	24	24	5 m. 23 dys.	38 26
Allanburg and do	J. Waters	On foot	12	12	12 months.	78 24
Allendale and do	A. Miscampbell	do	24	12	12 do	75 00
Almonte and do	E. Dowdall	Optional	12	12	12 (less fine)	81 70
Alton and do	J. McQuarrie	do	1	12	5 m. 23 dys	23 91
Angus and do	J. Mather	do	24	3	3 months.	6 00
do do	J. R. Brown	do	24	9	9 do	18 00
Appleby and do	C. Stuart	do	6	6	12 do	68 84
Appleton and do	W. Young	Horse or vehicle.	3	12	12 do	100 00
Aruprior and do	J. Havey	Vehicle	12	12	12 do	84 51
Arthur and do	C. C. Green	Optional	1	12	12 do	23 60
Ashton and do	H. Sykes	Horse or vehicle.	2	6	12 do	93 90
Aurora and do	F. Suttle	Foot or vehicle	24	12	12 do	50 00
Ayer's Flat and do	C. Ayer	On foot	45 rods	12	12 do	25 00
Barrie and do	W. H. Crosby	Horse or vehicle.	1	24	12 (less fine)	136 46
Beaverton and do	J. Cameron	Optional	1	12	8 months.	30 00
Beaconsour and do	S. Charron	Vehicle	9	6	12 do	124 80
Beebe Plain and do	J. L. House	On foot	72 rods	12	9 do	26 25
Bell Ewart and do	P. E. Drake	do	1	12	9 do	46 34
do do	E. M. Law	do	1	12	3 do	23 40
Bell's Corners and do	G. Arnold	Optional	2	6	12 do	93 90
Berthier and do	F. Beaudoin	do	2 1/2	12	12 do	83 00
Bethany and do	W. M. Graham	Horse or vehicle.	1 1/8	12	12 do	40 00
Bradford and do	S. Manning	Vehicle	1	24	12 do	75 12
Bramley and do	J. Black	Optional	1 1/8	12	12 do	24 00
Brantford and do	J. Hale	Vehicle	1	12	12 do	198 56
Brentwood and do	L. E. Dubois	Optional	1	12	12 do	30 00
Brigham and do	A. B. Foster	On foot	1	12	5 do	50 00
Bright and do	H. R. Sharp	do	1 1/8	12	9 do	19 50
do do	J. Cameron	do	1 1/8	12	3 do	6 50
Brockville and do	W. Masterson	Vehicle	1	24	12 do	248 48
Brunswick and do	S. R. Beamish	Optional	1 1/8	12	12 do	40 00
Caledon and do	E. Dawson	do	1 1/8	12	5 m. 23 dys.	23 91
Cambray and do	Robert Moffat	do	2 1/2	12	8 months.	63 33
Caufield and do	J. Mason	On foot	12	12	12 do	25 00
Cannington and do	J. Ward	Optional	12	3	3 do	12 50
Capelton and do	C. Brooks	On foot	50 rods	6	12 do	25 00
Carleton Place and do	G. A. Cornell	Vehicle	1 1/2	12	12 do	50 08
Carronbrook and do	J. Kidd	As required	1 1/8	12	12 do	78 25
Clarke and do	J. McMurtry	Vehicle	3	12	12 do	206 58
Clifton and do	W. W. Woodruff	Optional	1/2	As req.	12 do	84 00
Clifton and do	T. Fair	do	1/2	24	12 do	187 80
Collingwood and do	D. Darrock	Vehicle	1 1/2	24	12 do	212 94

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Coteau Landing and do	M. Hurteau	Vehicle	2	18	12 months	\$ 187 00
Cowansville and do	C. Brown	do	1	12	5 do	20 84
Craigvale and do	R. G. McCraw	Optional	1	12	12 do	30 00
Cushing and do	J. B. Cushing	do	1	6	8 do	48 75
Downsview and do	R. Clark	do	1	6	12 do	40 00
Drumbo and do	J. B. Rounds	Cn foot	1	As req.	7 do	29 17
do do	J. L. Burgess	do	1	do	5 do	20 83
Dunnville and do	J. McNeal	Vehicle	1	12	12 do	109 55
East Farnham and do	C H. Mansfield	do	1	6	5 do	21 66
Fairfield and do	A. Johns	Optional	1	3	12 do	25 00
Fardon and do	S. W. Ross	On foot	75			
Farran's Point and do	C. C. Farran	Optional	yds. 6	4	do	2 66
Fort Erie and E. & N. and B. & L. H. Railway Stations	G. Lewis	On foot	1 1/2	& 12	12 do	60 00
Franklin and Railway Station	W. Maguire	Optional	100	As req.	& 12 do	175 00
Franktown and do	J. Jackson	Vehicle	1 1/2	12	do	30 00
Gilford and do	W. H. Graham	Optional	1 1/2	12	do	68 86
do do	T. Macouchy	do	1 1/2	24	9 do	45 00
Glanworth and do	J. Turnbull	On foot	1 1/2	24	3 do	15 00
Goderich and do	J. Turnbull	On foot	1 1/2	12	13 do	43 68
Goodwood and do	P. G. White	Vehicle	1	24	12 do	287 96
Granby and do	M. Chapman	Optional	1	6	6 do	15 00
Hawkestone and do	A. B. Foster	do	1	12	12 do	100 00
Holland Landing and do	J. Houston	do	1	12	3m. 23dys.	19 56
Kemptville and do	H. Chapman	On foot	1	24	12 months.	100 16
do do	G. A. Leslie	Optional	1	18		
Kenilworth and do	R. Hayward	do	1	& 24	12 do	112 90
King and do	B. Lloyd	do	1	12	3 1/2 do	17 30
Klineburg and do	B. Lloyd	On foot	1	6	12 do	55 00
Lancaster and do	T. White	Optional	1 1/2	12	6 do	50 00
Lefroy and do	W. Gillespie	Vehicle	1	12	9 do	117 59
Lennoxville and do	D. Davidson	do	1	12	12 do	50 00
do do	J. P. Cushing	On foot	30			
Lévis and do	H. Martin	Optional	yds. 1	12	12 do	65 00
Lindsay and do	B. Guingle	On foot	1	18		90 00
London and do	W. Hendrie	Vehicle	1	& 24	12(less fin)	89 01
Lyn and do	J. S. Bell	Optional	1	24	12 months.	294 22
Maple and do	J. S. Bell	Optional	1	6	12 do	62 60
Markham and do	J. Gordon	On Foot	1	12	12 months	78 00
Mill Brook and do	J. J. Parker	Optional	1	24	6 m's 13 d'ys	41 76
Mille Roches and do	W. C. Fenton	Foot or vehicle	1	12	12 months	1 30 73
do do	P. H. Moss	Optional	1	12	3 do	28 00
Mitchell and do	P. H. Tait	do	1	12	9 do	56 40
Mout Forest and do	J. Hicks	As required	1	12	12 do	194 25
do do	J. Coyne	Vehicle	1	12		
New Dublin and do	J. A. Brown	Optional	3 1/2	& 24	3 1/2 do	23 60
New Edinburgh and do	J. A. Brown	Optional	3 1/2	2	12 do	40 00
New Edinburg and do	J. W. Proctor	On foot	1	12	12 do	40 00
New Lowell and do	P. Paton	Optional	1	12	12 do	24 00
New Market and do	J. Wilson	Horse or vehicle	1	24	12 do	80 00
Niagara and do	R. Warren	do	1	12	11 1/2 do	57 50
North Augusta and do	S. Mott	do	4	6	12 do	98 48
North Douro and do	W. Hamilton	Optional	1	12	5 do	26 00
North Hatley and do	S. Robinson	Foot or vehicle	1	6	12 do	30 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Cont. actor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Omenee and Railway Station	R. Grandy	Optional	1 1/2	12	12 months	\$ 164 00
Onondaga and do	W. S. Buckwell	do	1 1/2	12	12 do	234 75
Orangeville and do	J. Paisley	do	24 1/2	30	6 do	40 48
Orillia and do	A. Doolittle	do	1 1/2	12	4 m's 5 dy's	37 60
Ottawa and C. C. and St. L. & O. Railway Stations	J. Stockdale	Vehicle	1 & 1/2	30 &	12 months	1,693 00
Oxford Station and Railway Station	A. Holmes	Optional	1 1/2	3	12 do	20 00
Pakenham and Railway Station	A. C. Fowler	do	1 1/2	12	12 do	78 25
Paris and do	J. Coltart	Vehicle	1 1/2	36	12 do	338 04
Paris Station and do	M. X. Carr	Optional	1 1/2	as req.	12 do	144 00
Perch Station and do	J. Irwin	do	1 1/2	12	12 do	26 00
Perth and do	J. Allan	Vehicle	1 1/2	12	12 do	249 48
Peterboro' and do	T. Eastland	do	1 1/2	24	12 do	173 66
Point Abino and do	B. M. Disher	As required	1 1/2	12	12 do	93 92
Port Colborne and B. & L. H. and W. Railway Stations	L. G. Carter	Foot or horse	1 & 1/2	24	12 do	234 75
Port Dalhousie and Railway Station	P. Nath	Foot or boat	1 1/2	12	12 do	81 38
Port Elmely and do	A. F. Weekes	Optional	1 1/2	3	12 do	48 00
Port Hope and do	R. W. Smart	Vehicle	1 1/2	48	12 do	489 20
Port Robinson and do	J. McCoppen	On foot	1 1/2	24	12 do	125 20
Port Stanley and do	M. Payne	As required	1 1/2	24	12 do	95 00
Prescott and do	E. Leslie	Vehicle	1 1/2	36	12 do	281 70
Ratho and do	J. Williams	On foot	1 1/2	6	12 do	40 00
Reaboro' and do	J. Holbert	do	1 1/2	6	6 do	17 50
Richmond Hill and do	R. Raymond	Horse or vehicle	3 1/2	12	12 do	125 20
Richwood and do	W. Ogilvie	Optional	1 1/2	6	3 do	15 60
do do	W. Taylor	do	1 1/2	6	9 do	58 75
Rivière du Loup and do	N. Marchand	Vehicle	1 1/2	6	3 do	19 00
Rivière Ouelle and do	N. Anctil	do	5 1/2	12	12 do	149 76
St. Alexandre and do	T. Morris	do	1 1/2	12	12 do	75 00
St. André and do	P. C. Marquis	On foot	7 1/2	7	12 do	182 00
St. Angèle and do	O. Désilet	Optional	7 1/2	12	12 do	24 00
St. Apollinaire and do	F. Baron	do	7 1/2	2	12 do	50 00
St. Aubert and do	L. Poitras	Foot or vehicle	1 1/2	6	12 do	40 00
St. Brigid and do	B. McGuire	Vehicle	3 1/2	6	12 do	90 00
St. Catharines and do	W. Cooke	do	3 1/2	30	12 do	234 75
St. Denis and do	S. Dionne	do	4 1/2	12	12 do	118 56
St. Hilaire and do	T. Valiquet	Foot	3 1/2	30	8 do	40 00
St. John's and do	A. B. Foster	Optional	3 1/2	12	12 do	100 00
St. Leonard and do	N. Doucet	do	9 1/2	2 & 3	12 do	83 10
St. Nicholas and do	M. Scott	Vehicle	6 1/2	3	4 do	30 00
St. Pacôme and do	A. Hudon	Foot or vehicle	1 1/2	6	12 do	40 00
St. Philippe de Nery and do	F. Deschène	On foot	1 1/2	12	12 do	40 06
St. Raphaël and do	N. Fortier	Optional	6 1/2	6	12 do	90 00
St. Thomas and do	D. Thompson	Vehicle	2 1/2	24	9 do	84 60
do do	M. A. Bonghner	do	2 1/2	24	3 do	28 08
Sand Point and do	E. Derenzy	Optional	1 1/2	18	12 do	117 37
Seaforth and do	S. Dickson	do	1 1/2	24	12 do	110 00
Sebringville and do	J. Bennett	As required	1 1/2	12	12 do	130 03
Seneca and do	P. Yeung	do	1 1/2	12	12 do	93 90
Smith's Falls and do	J. Corbett	Optional	1 1/2	24	12 do	150 00
South Quebec and do	A. Wensley	On foot	200 1/2	24	12 do	72 00

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				Nc. of Trips per week.		
Spencerville and Railway Station	M. Imrie	Horse or vehicle	1½	6	12 do	\$ 62 40
Springville and do	W. Bidgood	do	3	12	12 do	150 24
Stayner and do	J. H. McKeggie	do	4	24	12 do	96 00
Stonefield and do	F. Owens	Optional	1	6	7 m's 24 dy's	39 00
Stouffville and do	L. Flint	do	2	24	6½ months	41 76
Stratford and do	J. Counter	Vehicle	3	30	12 (less fine)	232 75
Swanton, U. S., and do	C. A. Hulbert	do	1	12	Special trips	10 25
Sweetsburg and do	A. Pickle	do	1	12	5 months	21 66
Tavistock and do	J. Matheson	Optional	1	as req.	12 do	50 00
Thornhill and do	R. Claxton	Horse or vehicle	3	6	6 do	94 20
do do	R. Vauhorn	do	3	6	6 do	93 60
Thorold and do	D. Fitch	Vehicle	1	24	12 do	125 20
Toronto and Northern do	J. Jones	do	1	24	12 do	300 48
Toronto and T. & N. do	J. Jones	do	1	24	6 m's 13 dy's	194 40
Toronto and T. G. & B. do	J. Jones	do	1	24	6 months	183 60
Tuscarora and do	T. Logan	Optional	2	as req.	12 do	78 25
Unionville and do	W. White	do	4	12	6 m's 13 dy's	26 76
Utopia and do	F. Dawson	do	1	6	12 months	30 00
Uxbridge and do	J. A. Plank	Vehicle	1½	12	3 m's 13 dy's	21 76
do do	J. Hamilton	do	1½	12	3 months	22 50
Village des Aulnaies and do	M. Dubé	Vehicle	5	24	12 do	180 00
Wales and do	W. Baker	Optional	1	12	12 do	62 60
Waterloo, Ont., and do	D. L. Bowman	Vehicle	2	24	12 do	280 00
Waterloo, Que., and do	A. B. Foster	do	1	12	12 do	100 00
Welland and do	R. Abbott	On foot	1	24	12 (less fine)	90 90
West Farnham and do	A. B. Foster	Optional	1	12	12 months	100 00
West Osgoode and do	J. C. Bower	Horse or vehicle	2½	3	12 do	60 00
West Shefford and do	A. Clark	Vehicle	1½	6	12 do	60 00
Whitehurst and do	J. Bell	Optional	1	3	12 do	36 00
Woodbridge and do	C. Burkholder	Vehicle	1	24	6 do	44 12
Woodville and Midland do	D. C. Gulchrist	do	2	12	8 do	100 83
Woodville and Nipissing do	D. Stanton	do	2	6	3 do	19 50
Total						\$16,611 79

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments made for Mail Transportation, in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Bagotville and Quebec .....	A. Milloy .....	228	4	Season 1871.	276 00
Barrie and Orillia .....	B. Smith .....	30	6	do	285 00
Bell Ewart and Orillia .....	I. May .....	42	6	do	1,850 00
Bruce Mines and Collingwood.....	J. & W. Beatty.....	387	1	Special trip.	70 00
Iyng Inlet and Collingwood .....	F. Smith, Ex.....	120	1	Seasons '70'71	150 00
Chicoutimi and Quebec.....	St. Lawrence Tow Boat Co	236	As		
			re 1.	Season 1871.	645 00
Collingwood and Owen Sound.....	W. H. Smith .....	60	6	do	2,613 00
Collingwood and Parry Sound.....	W. Beatty .....	70	2	do	765 00
Collingwood, Fort William and Duluth, U.S.	Northern Railway Co .....	750 &			
		900	2 & 2	do	12,550 00
Colpo's Bay and Owen Sound.....	W. H. Davis .....	31	3	9 months ...	379 49
Gravenhurst and Rosseau.....	J. P. Cockburn.....	47	6	185 trips ...	1,480 00
Halifax, N.S., and Portland, U.S.	N. E. & N. S. S. S. Co. ...	340	1	Season 1872.	4,115 98
Kingston and Cape Vincent, U.S.	C. Hinckley .....	11	6 & 12	9ms.(less time)	448 00
Lachine and Ottawa .....	R. W. Shepherd .....	109	6	Season 1871.	4,000 00
Laprairie and Montreal .....	J. Brosseau .....	9	6	186 trips.....	186 00
Magdalen Islands, Percé and Pictou .....	J. B. F. Painchaud .....		3	Season 1871.	1,400 00
Montreal and Quebec .....	Richelieu Co .....	180	6	do	4,000 00
Niagara and Toronto .....	D. Milloy .....	36	6	170 trips....	680 00
Ottawa and Rapides des Joachims.....	Union Forwarding Co. ...	145	6	9 months ...	1,500 00
Pembroke and Rapides des Joachims.....	Union Forwarding Co. ...	42½	2	26 days .....	36 11
Port Hope and Rochester, U.S.	C. F. Gildersleeve.....	60	6	8 ms. 11 days	338 32
Port Stanley and Cleveland, U.S.	R. Drake .....	74	2	Season 1871	50 00
Quebec and Pictou, N.S.	Quebec and Gulf Ports				
	Steamship Co.....	1028	1	Season 1871.	8,900 00
St. John, N.B., and Portland, U.S.	Eastern Express Co .....	250	2	70 trips.....	560 00
				Total....	\$47,277 90

A. CAMPBELL,  
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H. A. WICKSTEED,  
Accountant.

REPORT NO. 2, A.—Detail of all payments made for Mail Transportation in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Allendale and Orillia .....	Northern Railway Co...	22	6	4 months ...	380 16
Brockville and Sand Point .....	B. & O. do	74½	12	12 do ...	4,199 84
Buffalo and Goderich .....	G. T. do	160½	6	9 do ...	8,037 84
Carleton Place and Ottawa .....	C. C. do	28½	12	9 do ...	1,700 38
Collingwood and Toronto .....	Northern do	97½	12	12 do ...	9,686 37
Fort Erie and Niagara .....	G. W. do	30½	6	8½ do ...	105 30
Grand Trunk Railway .....	G. T. do	1002½	As req.	12 do ...	167,417 49
Great Western Railway .....	G. W. do	362½	do	10 do ...	37,432 50
London and Port Stanley .....	L. & P. S. do	24	12	12 do ...	960 00
Massawippi Valley Railway .....	M. V. do	35	6	15 do ...	2,184 00
Midland Railway .....	Midland do	180	6	12 do ...	4,925 04
Nipissing Railway .....	Nipissing do	40	6	13 days .....	57 30
Ottawa and Prescott .....	St. L. & O. do	54	24	12 months ...	9,789 36
Port Colborne and Port Dalhousie .....	Welland do	25	12	12 do ...	1,878 00
St. John's Que. and St. Armand Station .....	M. & V. J. do	25	12	12 do ...	2,504 00
St. John's, Que. and Waterloo .....	S. S. & C. do	43	6	12 do ...	2,153 44
West Farnham and Richford, U.S. ....	S. E. do	34	6	5 do ...	718 08
Bangor, U.S., and Danville Junction, U.S. ....	M. C. do	100	6	12 do ...	913 75
				Total..	\$ 255,043 65

A. CAMPBELL,

*Postmaster General.*

H. A. WICKSTEED,

*Accountant.*

REPORT No 2, A.—Continued.

DETAIL of all payments made for making and repairing Mail Bags, Mail Locks, &c., in Ontario and Quebec, within the year ended 30th June, 1872.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
Westfield Lock Works	Mail locks and keys	417	20
Townsend Manufacturing Co.	do do	201	94
J. D. Scott	Rivet-seal dies	66	00
J. Smith	Rivet-seal punches	50	00
D. Mitchell & Co.	Brass cases for patent labels	23	46
J. Dewis	Expenses on locks	4	75
J. Bouchard	Mail locks	3	20
F. Malcom	Mail bags, seals, labels and repairs	2,466	51
W. E. Page	do and repairs	3	60
W. J. Whitehead	do	343	86
W. Sluman	do	275	35
A. Henderson	do	13	32
Young & Unsworth	do	0	50
M. Snee & Waddell	Canvas for mail bags	18	15
M. & F. Rooney	do do	15	49
W. Gordon	do do	0	48
C. Buchan	Making mail bags	15	45
M. Brown	do do	6	96
F. M. Lormann	Dyeing mail bags	0	75
J. C. McLaren	Satchels, labels, straps and repairs	886	56
A. Loughrey	do do do	65	15
T. Hill & Son	Labelling mail bags	68	50
S. Johns & Dawson	do	64	75
J. K. Clark	do	20	50
J. S. Blackburn	do	30	25
Press Printing Company	do	27	80
J. F. Barker	do	10	87
J. Neish	do	3	38
T. Keevil	do	1	76
J. Louis	Skins for labels	20	00
J. McKay	do	2	70
F. D. & Davidson	Repairing mail bags	496	48
S. H. Borbridge	do do	106	30
W. Blackburn	do do	32	80
E. V. Bishop	do do	12	98
J. Thompson	do do	7	00
C. Cornell	do do	5	25
T. Roadley	do do	5	00
M. Howard	do do	3	00
D. Campbell	do do	2	50
A. Gagnon	do do	2	30
W. Ford	do do	2	15
A. Girard	do do	1	60
C. Arnold	do do	1	50
E. McLaren	do do	1	25
C. Murphy	do do	1	25
J. Cidd	do do	1	05
G. L. Wilde	do do	1	00
R. Moir	do do	1	00
C. Griffith	do do	1	00
P. Jagan	do do	0	90
S. Hill	do do	0	80
E. Clarke	do do	0	75
J. Cumberland	do do	0	75
I. Genereux	do do	0	75
A. McLeod	do do	0	60
A. Frenette	do do	0	60



REPORT No. 2, A.—Detail of all payments made for making and repairing Mail Bags, Mail Locks, &c., in Ontario and Quebec, within the Year ended 30th June, 1872.—*Concluded.*

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
W. Sarsfield .....	Repairing mail bags .....	0	50
J. W. Roberts .....	do do .....	0	50
P. Galèse .....	do do .....	0	50
C. Bonner .....	do do .....	0	50
D. Smith .....	do do .....	0	50
H. Whitmer .....	do do .....	0	50
M. Carpenter .....	do do .....	0	40
J. Leclaire .....	do do .....	0	37
J. Allen .....	do do .....	0	35
M. Mertens .....	do do .....	0	35
H. Schlumann .....	do do .....	0	25
D. McQarrie .....	do do .....	0	25
R. Harrison .....	do do .....	0	25
B. McIntosh .....	do do .....	0	25
J. Derry .....	do do .....	0	25
P. Dandaneau .....	do do .....	0	25
F. G. Lackner .....	do do .....	0	25
J. Braendle .....	do do .....	0	25
A. Stewart .....	do do .....	0	20
G. Racrett .....	do do .....	0	12
G. Guertin .....	do do .....	0	10
J. Ingraham .....	do do .....	0	10
J. Chapman .....	do do .....	0	10
J. Barton .....	do do .....	0	10
H. C. Dixon .....	do do .....	0	05
J. Ross .....	do do .....	0	05
		\$5,827	04

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 2, B.

DETAIL of all payments for Mail Transportation, in Nova Scotia, made within the year ended 30 h June, 1872.

N.B.—Being for the nine months' service, ended 31st March, 1872.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Albert Bridge and Mira Gut....	T. Bourke.....	Vehicle.....	7	1	9 months..	\$ 37 50.
Amherst and Minudie.....	B. Wilson.....	Horse or vehicle.	25	3	9 do ..	204 00
Amherst and Nappan.....	G. S. Davison....	do	6	1	9 do ..	13 14
Amherst and Parrsborough.....	G. Smith.....	do	36	3	9 do ..	345 00
Amherst and Pictou.....	J. Blair.....	do	85	3	9 do ..	937 50
Amherst and Truro.....	Archibald&Purdy	do	67	6	9 do ..	2,007 00
Annapolis and Digby.....	G. LeCain.....	do	20	6	9 do ..	407 93
Annapolis and Granville Ferry.....	D. Inglis.....	do	1	6	9 do ..	19 74
Annapolis and Halifax, &c.....	G. E. Calkin.....				Special trips.	184 17
Annapolis and Lequille.....	G. S. Hoyt.....	do	2 $\frac{1}{2}$	1	9 do ..	9 00
Annapolis and Liverpool.....	J. Ritchie.....	Vehicle.....	68	3&6	9 months..	1,077 00
Annapolis and Saw Mill Creek.....	J. V. Gavaza.....	Horse or vehicle.	3 $\frac{1}{2}$	3	9 do ..	30 00
Annapolis and Stoddart's.....	G. E. Bishop.....	do	32	1	9 do ..	98 49
Annapolis Gut and Bridgetown.....	O. F. Ruffee.....	Vehicle.....	30	2	9 do ..	270 00
Antigonishe and Cape George.....	R. McDonald.....	do	22	2	9 do ..	142 50
Antigonishe and Lochaber.....	D. McMillan.....	do	20 $\frac{1}{2}$	2	9 do ..	140 25
Antigonishe and Sherbrooke.....	J. McCames.....	do	40	3	9 do ..	420 00
Apple River and Parrsborough.....	D. McNamara.....	do	42	2	9 do ..	300 00
Arichat and Discourse.....	S. Martell.....	do	7	3	9 do ..	75 00
Arichat and Grandique.....	G. Lafford.....	do	11	6	9 do ..	435 00
Arichat and Petite de Grat.....	M. Power.....	do	3	3	9 do ..	45 00
Arthur Gold Mines and Hamilton's Corners.....	F. W. Henry.....	do	7	2	9 do ..	72 99
Aylesford and Bridgewater.....	W. J. Balcom.....	do	54	1	9 do ..	225 00
Aylesford and Morden.....	G. Bishop.....	do	24	2	9 do ..	57 00
Aylesford and Palmer's Road.....	G. W. Eaton.....	do	2	6	9 do ..	37 50
Baddeck and Boulardarie.....	K. Matheson.....	do	12	2	9 do ..	97 50
Baddeck and Englishtown.....	D. Morrison.....	do	19	2	9 do ..	97 20
Baddeck and Grand Narrows.....	J. S. McNeil.....	do	12	1	9 do ..	36 79
Baddeck and Mabou.....	J. McNeil.....	do	44	3	9 do ..	300 00
Baddeck and Margaree.....	J. Coady.....	do	36	1	9 do ..	131 40
Baddeck and New Campbellton.....	A. Morrison.....	do	25	1	9 do ..	87 45
Baddeck and Port Hastings.....	J. McNeil.....	do	60	3	9 do ..	620 52
Baddeck and Upper Settlement Big Baddeck River.....	D. McKay.....	do	12	1	9 do ..	27 60
Baddeck and Upper Settlement Middle River.....	D. McLean.....	Horse or vehicle.	16	1	9 do ..	47 81
Bailey's Brook and Back Settle- ment, Knoydart.....	H. McGillivray..	do	5	1	9 do ..	15 00
Barney's River and Upper Settle- ment Barney's River.....	J. McDonald.....	do	7	1	9 do ..	22 50
Barrington and Port La Tour.....	A. Watson.....	do	30	3	9 do ..	123 00
Barrington and Pubnico Beach.....	A. Watson.....	do	26	3	9 do ..	210 00
Barrio's Beach and Tracadie.....	S. Boudrat.....	Boat or horse....	6	1	9 do ..	18 63
Bayfield and Little River.....	J. J. Atwater.....	Vehicle.....	2 $\frac{1}{2}$	3	9 do ..	36 00
Bay St. Lawrence and Ingonishe.....	G. McNeil.....	do	45	1	9 do ..	140 16
do do.....	J. Gwinn.....	do	45	1	6 do ..	92 00
Bear River and Deep Brook.....	W. Reardon.....	do	5	12	9 do ..	169 50
Beaver River and Cedar Lake.....	F. C. Parry.....	do	7 $\frac{1}{2}$	1	9 do ..	41 25
Bedford and English Corner.....	T. Fitzmaurice..	Horse or vehicle.	9	1	9 do ..	39 00
Bedford and Newport Station.....	G. F. Hamilton..	Vehicle.....	31	2	9 do ..	194 91
Berwick and Somersset.....	J. T. Hamilton..	Foot or horse....	6	2	9 do ..	43 04
Big Brook and Cross Roads River Dennis.....	A. McIntyre.....	Vehicle.....	11	3	9 do ..	34 50
Big Intervale and North East Margaree.....	M. McLeod.....	do	9	1	9 do ..	15 38
Big Island and Merigonishe.....	J. A. Robertson..	do	2	2	9 do ..	27 00
Big Port Hebert and Dunlap's.....	G. Harding.....	do	14	1	9 do ..	42 45

REPORT No. 2, B.—Detail of all payments made for Mail Transportation in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Bill Town and Chipman's Brook.	D. Rudolph.	do	12	1	9 months.	\$ cts. 37 50
Black Rock and Parrsborough.	M. Phinney	do	6	1	9 do	37 95
Blandford and Frail's	N. Zink.	do	8	2	9 do	37 50
Blandford and Hubbard's Cove.	B. Dorey.	Foot or horseback	18	1	9 do	45 00
Blandford and Tanook Island.	D. A. Hume.	Vehicle	4	1	9 do	54 04
Boom and Whycomah.	L. McDougall.	do	15	1	9 do	58 50
Boulardarie and Keupt Head.	C. Munro.	do	13	2	9 do	49 01
Boulardarie and Little Bras d'Or.	M. McDonald.	do	16	2&3	9 do	195 75
Boulardarie and Sydney Mines.	K. R. McKenzie.	do	23	2&3	9 do	299 07
Bridgetown and Chute's Cove.	C. Phinney.	do	35	1	9 do	105 00
Bridgetown and Lawrencetown.	A. McKenna.	do	9	1	9 do	29 85
Bridgewater and Broad Cove.	G. E. Starratt.	do	24	3	9 do	277 50
Bridgewater and Lawrencetown.	E. Phinney.	do	58	1	9 do	298 50
Bridgewater and Middlefield.	H. Wile.	do	25	1	9 do	81 00
Bridgewater and New Canada.	W. Cronin.	do	11	1	9 do	45 00
Bridgewater and Pleasant River.	W. Geldert.	do	20	1	9 do	72 00
Broad Cove and Mill Village.	Z. P. Armstrong & Son.	do	20	3	9 do	118 04
Broad Cove Intervale and East Side Lake Ainslie.	H. McKay.	do	8	1	9 do	30 00
Broad Cove Marsh and Cairney Corner.	N. McLeod.	do	5	3	9 do	88 50
Brookfield and Pleasant River.	H. A. Freeman.	do	8	2	9 do	42 36
Brookfield and Upper Stewiacke.	W. C. Kennedy.	do	16	3	9 do	146 25
Brookvale and Middle Musquodoboit.	A. T. McCabe.	do	9	1	9 do	36 75
Buckley's and Canada Creek.	H. A. Bolser.	do	19	2	9 do	55 50
Buckley's and Somerset.	A. Steadman.	do	13	2	9 do	69 00
Burncoat and Noel.	A. M. Crow.	do	4½	2	9 do	36 75
Canada and Kentville.	J. L. Bishop.	Horse or vehicle.	4½	3	9 do	123 00
Canning and Kentville.	J. L. Bishop.	do	12	6	9 do	149 25
Canning and Pereaux.	C. R. Warner.	do	15	2	9 do	135 60
Canning and Port William Station.	J. L. Bishop.	do	14	6	0 do	149 25
Canso and Guysborough.	G. W. Scott.	Horse or vehicle.	32	3	9 do	405 00
Cape George and North side Cape George.	L. McIsaac.	do	15	2	9 do	84 00
Cape Negro Island and North East Harbor.	J. Cook.	do	2	1	9 do	30 00
Cape Sable Island and Round the Island.	M. D. McGray.	do	21	3	9 do	102 00
Catalone and Mainadieu.	A. McDonald.	do	14	1&2	9 do	90 33
Catalone and Sydney.	N. H. Martin.	do	33	2&3	9 do	254 25
Centreville and Hall's Harbor.	R. D. West.	do	16	3	9 do	126 30
Chebogue and Yarmouth.	J. Hatfield.	do	8	2	9 do	60 00
Chesley's and Morton's Corners.	S. Frinzel.	do	8	1	9 do	22 50
Chester and Kentville.	B. H. Calkin.	do	45	2&1	9 do	356 25
Chester and Windsor.	H. B. Mitchell.	do	33	2	9 do	277 50
Cheticamp and Grande Anse.	A. McIntosh.	On foot.	25	1	9 do	84 00
Cheticamp and Margaree.	D. L. McDonald.	Vehicle	18	3	9 do	159 87
Cheverie and Newport.	J. C. Lake.	Horse or vehicle.	17½	3	9 do	251 90
Cheverie and Walton.	T. Parker.	Vehicle	13	2	9 do	66 75
Chezzeetcook and Dartmouth.	J. Dillman.	Horse or vehicle.	24	1	9 do	89 63
Chezzeetcook and Porter's Lake.	G. E. Orman.	Vehicle	3	3	9 do	29 25
Christmas Island and River Dennis.	J. McLean.	do	38	2	9 do	150 41
Christmas Island and Sydney.	J. Tobin.	do	42	2	9 do	303 69
Churchville and New Glasgow.	T. McDonald.	do	18	2	9 do	117 00
Clementsport and Clementsvale.	A. W. Shaw.	do	4	1	9 do	28 86
Clyde River and Gunning Cove.	S. VanNorden.	do	33	3	9 do	139 50
Cogmagun River and Kennetcook.	J. Reynolds.	do	4½	1	9 do	13 50
Concord and Glengarry Station.	J. A. Marshall.	Horse or vehicle.	22	2	9 do	93 75

## REPORT No. 2, B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Cow Bay and False Bay Beach.	R. McAulay.....	Vehicle .....	6	3	9 months..	\$ cts. 69 00
Craig's and Hawkin's.....	G. Craig.....	do .....	5½	1	9 do ..	18 00
Cross Road, Country Harbor and Goshen.....	A. Sutherland.....	Horse or vehicle.	16	1	9 do ..	30 09
Crow Harbor and Port Felix.....	C. B. Marshall.....	Vehicle .....	16	2	9 do ..	120 60
Dalhousie Settlement and Durham.	G. Adamson.....	do .....	11	1	9 do ..	37 50
Dartmouth and Entrance South-East Passage.....	J. D. Woodman.....	do .....	7	1	9 do ..	45 00
Dartmouth and Halifax.....	L. Sterns.....	Foot and ferry..	14	18	9 do ..	39 00
Dartmouth and Montague Mines.	W. L. Allison.....	Horse or vehicle.	7	6	1 do ..	6 49
do do	T. Barker.....	do .....	7	6	8 do ..	133 33
Digby and North Range Corner.	G. Stailing.....	do .....	10	1	9 do ..	39 00
Digby and Thorne's Cove Point.	C. Chute.....	Vehicle .....	8	2	9 do ..	37 50
Digby and Westport.....	J. H. Timpany.....	Horse or vehicle.	42	3	9 do ..	524 25
Digby and Yarmouth.....	G. Stailing.....	Vehicle .....	70	6	9 do ..	1,446 00
Earltown and Pictou.....	W. J. McKay.....	do .....	30	1	9 do ..	105 75
Earltown and Truro.....	H. Sutherland.....	do .....	27	2	9 do ..	135 00
East River (West Branch) and Hopewell.....	J. Urquhart.....	Horseback.....	6	2	9 do ..	37 50
Eastville and Upper Stewiacke.	J. R. Ellis.....	Vehicle .....	7	1	9 do ..	30 09
Eg Mount and Maryvale.....	C. S. McGillivray.....	Optional.....	4	1	9 do ..	9 75
Elmsdale and Gay's River.....	J. Logan.....	Vehicle .....	11	1	9 do ..	28 47
Elmsdale and Renfrew.....	W. Garden.....	do .....	12	1	9 do ..	39 00
Enfield and Aldham.....	G. Johnson.....	do .....	3½	6	9 do ..	82 50
Enfield and Renfrew.....	W. Garden.....	do .....	7	3	9 do ..	112 50
Englishtown and Ingonishe.....	M. Morison.....	do .....	32	1&2	9 do ..	215 58
Englishtown and Munro's Point.	D. McAulay.....	do .....	3	1	9 do ..	15 00
Englishtown and New Campbellton.....	D. McAskill.....	do .....	9	2	9 do ..	87 00
Englishtown and South Gut, St. Anns.....	D. Morrison.....	do .....	7	1	9 do ..	28 25
Falmouth Edge and Mortonville.	J. S. Smith.....	Optional.....	7	3	6 do ..	50 00
Five Island and Londonderry.	R. J. Akern.....	Vehicle .....	33	3	9 do ..	291 75
Five Island and Maccan.....	M. Lodge.....	do .....	22	1	9 do ..	73 50
Five Island and Parrsborough.	C. Smith.....	do .....	15	3	9 do ..	175 46
Forbes and Point Brulie.....	J. Forbes.....	Foot .....	2	1	9 do ..	18 75
Forristall's and Port Mulgrave.	E. May.....	Vehicle .....	4	3	9 do ..	63 00
Frenchvale and North West Arm.	L. LeClare.....	Optional.....	5	1	3 do ..	4 94
Gabereuse and Marion Bridge.	C. McLeod.....	do .....	13	2	9 do ..	75 93
Gaspereaux and Wolfville.....	S. Caldwell.....	do .....	2½	3	9 do ..	27 10
Gay's River and Lake Egmont.	R. Killough.....	do .....	12	1	9 do ..	28 50
Gay's River and Meagher's Grant.	J. Dowling.....	do .....	33	1	9 do ..	53 25
Goose River and Laie Verte, N. B.	K. Hunter.....	do .....	22	2	9 do ..	125 55
Gore and Kometcook.....	W. E. Casey.....	do .....	17	1	9 do ..	52 50
Gore and Midland.....	J. S. Smith.....	do .....	20	2	9 do ..	154 01
Gore and Newport.....	E. S. Dimock.....	do .....	22	2	9 do ..	182 37
Gore and St. Benacadie.....	G. W. Walker.....	do .....	28	1	9 do ..	75 00
Grande Anse and Grandique.....	B. McPherson.....	do .....	3	6	9 do ..	198 75
Grand River and Loch Lomond.	D. Morrison.....	do .....	9	1	9 do ..	20 55
Grand River and St. Peter's.	W. Bulger.....	do .....	45	2	9 do ..	150 00
Guysborough and Melrose.....	G. W. Scott.....	do .....	38	2	9 do ..	420 00
Guysborough and Port Mulgrave.	W. G. Scott, Jr.....	do .....	24	2	9 do ..	150 00
Guysborough (via shore) and Port Mulgrave.	J. Cody.....	do .....	35	1	9 do ..	101 25
Guysborough and Tor Bay.....	J. Dickey.....	do .....	28	1	9 do ..	82 50
Guysborough and Intervale and St. Andrews.....	D. McDonald.....	do .....	18	1	9 do ..	45 00
Halifax and Lower Prospect.....	D. Slaughenwhite.....	do .....	23	1	9 do ..	35 04

REPORT No. 2, B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Halifax and Marie Joseph.....	T. Archibald .....	Optional .....	112	3	9 months..	\$ cts. 1,206 85
Halifax and Prospect.....	J. Coolin.....	do .....	21	2	9 do ..	100 80
Halifax and Sambro.....	M. Neville.....	do .....	20	1	9 do ..	90 00
Halifax and Shelburne.....	A. King.....	do .....	160	6	9 do ..	4,829 98
Hantsport and Lochartville.....	W. Glenn.....	do .....	2½	3	9 do ..	60 00
Harborville and Morden.....	W. Balcom.....	do .....	9	1	9 do ..	28 32
Harborville and Somerset.....	A. Steadman.....	do .....	15	2	9 do ..	66 00
Hastings and Warren.....	R. Chapman.....	do .....	3	1	9 do ..	11 25
Head St. Margaret's Bay and Peggy's Cove.....	P. Boutillier.....	do .....	20	3	9 do ..	225 00
Indian Harbor and Wine Harbor.....	M. Robinson.....	do .....	5	3	9 do ..	29 60
Indian Point and Mahone Bay.....	P. Heyson.....	do .....	4	1	5 do ..	12 50
Ingonishe and Neil's Harbor.....	J. McDonald.....	do .....	14	9	9 do ..	86 04
Isaac's Harbor and Melrose.....	J. Stewart.....	Vehicle .....	27	3	9 do ..	330 00
Jeddore and Kent's Island.....	C. Mosher.....	Horse or vehicle.	2½	1	9 do ..	9 00
Jeddore and Musquodoboit Harbor.....	J. Gardner.....	do .....	12	1	9 do ..	36 00
Joggin's Mines and River Hebert.....	B. Wilson.....	Vehicle .....	4½	3	6 do ..	48 66
Joggin's Mines and Shulie.....	D. McKenzie.....	do .....	10	1	4 do ..	21 23
do do .....	J. McKenzie.....	do .....	5	2	5 do ..	33 34
Jordan River and Thornburne.....	E. Martin.....	do .....	5	1	9 do ..	12 00
Judique and River Dennis.....	D. McDonald.....	do .....	15	1	9 do ..	37 50
Kempton and Riversdale.....	R. J. Hingley.....	do .....	5	2	9 do ..	72 00
Kemptville and Yarmouth.....	W. Proser.....	do .....	26	1	9 do ..	84 00
Kennetook Corner and Noel.....	A. Harvey.....	do .....	8	1	9 do ..	35 04
Kentville and West Cornwallis.....	M. Kinsman.....	do .....	18	3	9 do ..	127 50
Kingston Village and Neily Road.....	N. Rutherford.....	do .....	14	1	9 do ..	27 00
Lake Ainslie and South side Lake Ainslie.....	J. McKinnon.....	Optional .....	6	1	9 do ..	15 00
Lawrencetown and Marshall's Cove.....	J. Balcom.....	Vehicle .....	21	2	9 do ..	107 25
Lawrencetown and Port George.....	G. Bruce.....	do .....	16	3	do ..	33 07
Lawrencetown and Wilnot.....	J. Woodbury.....	do .....	20	1	9 do ..	60 00
Lime Rock and West River.....	R. B. Munro.....	do .....	2½	1	9 do ..	13 50
Lurgan and Sydney.....	W. Power.....	do .....	18	3	3 do ..	37 96
do do .....	J. Curry.....	do .....	18	3	6 do ..	150 00
Little Bras d'Or and Sydney Mines.....	K. N. McKenzie.....	do .....	4	1	3 do ..	6 08
Little Glace Bay and Sydney.....	W. Power.....	do .....	17	3	9 do ..	206 25
Little Harbor and New Glasgow.....	D. McDonald.....	do .....	12	2	9 do ..	41 25
Little Narrows and McKay's Point.....	M. Morison.....	do .....	14	1	9 do ..	33 00
Little River Shore and Pomquette Forks.....	J. McKinnon.....	do .....	5	1	9 do ..	23 85
Liverpool and Milton.....	A. Ford.....	do .....	2½	6	9 do ..	120 00
Liverpool and Port Medway.....	S. Cahoun.....	do .....	10	3	9 do ..	150 00
Lochabar and St. Andrews.....	A. Sinclair.....	do .....	26	1	9 do ..	79 50
Lochside and Red Islands.....	P. Campbell.....	Horse or vehicle.	7	2	9 do ..	43 50
Locke Port and Head of Sable River.....	J. Griffin.....	do .....	14½	6	9 do ..	356 63
Londonderry and Truro.....	C. R. Pearson.....	Vehicle .....	20	2	9 do ..	105 00
Londonderry and Wallace River.....	W. A. Fletcher.....	do .....	17½	6	9 do ..	525 96
Lower Cove and River Hebert.....	B. Wilson.....	do .....	6	3	3 do ..	25 00
Lower South River and Pomquette Forks.....	J. Keily.....	do .....	14	2	9 do ..	66 00
Lower Stewiacke and Middle Stewiacke.....	T. Parker.....	do .....	13	1	9 do ..	28 32
Lower Stewiacke and Princeport.....	F. Parker.....	do .....	35	1	9 do ..	75 00
Lower Stewiacke and St. Andrews.....	F. Parker.....	do .....	25	1	9 do ..	94 92

REPORT No. 2, B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	N <sup>o</sup> . of Trips per week.	Period.	Amount.
Lunenburg and Ovens.....	W. H. Morton...	Vehicle.....	23	2	9 months..	\$ cts. 154 50
Mabou and Margaree.....	J. McNeil.....	do.....	40	3	9 do ..	324 12
Mabou and Mill River.....	A. Beaton.....	do.....	6	1	9 do ..	11 82
Mabou and Sight Point.....	R. Fynn.....	do.....	15	1	9 do ..	42 00
Mahone Bay and New Germany.....	W. Nichols.....	do.....	18	1	9 do ..	55 50
Maitland and Noel.....	D. R. Smith.....	do.....	12	3	9 do ..	117 00
Maitland and Shubenacadie.....	J. Lynch.....	do.....	20	6	9 do ..	301 15
Malagash and Wallace.....	M. B. Huestis.....	do.....	15	1&2	9 do ..	64 28
Malagawatch and River Dennis.....	A. McIntyre.....	do.....	8	1	9 do ..	45 00
Malagawatch and West Bay.....	D. McLeod.....	do.....	16	1&2	9 do ..	78 00
Malignant Cove and New Glasgow.....	A. McIsaac.....	do.....	36½	2	9 do ..	277 41
Margaree Forks and Middle Section, North-East Margaree.....	H. Fraser.....	do.....	9	1	9 do ..	18 00
Margaree Forks and Whyoccomah do do.....	L. McKay.....	do.....	30	1	6 do ..	28 72
do do.....	L. McDougall.....	do.....	30	1	4 do ..	40 00
Margaretsville and Wilmot.....	W. J. Woodbury.....	do.....	21	2	9 do ..	103 44
Marie Joseph and Sherbrooke.....	J. Davis.....	do.....	20	2	9 do ..	143 07
Marshalltown and Main Post Road.....	C. E. Marshall.....	do.....	½	3	9 do ..	20 43
Meagher's Grant and Musquodoboit Harbor.....	T. Archibald.....	do.....	14	1	9 do ..	60 00
Melrose and Shubenacadie.....	J. Tays.....	do.....	80	2	9 do ..	1,186 62
Melvern Square and Wilmot.....	H. Goucher.....	do.....	4	1	9 do ..	18 00
Merigonish and Piedmont Valley.....	J. McDonald.....	do.....	5	1	9 do ..	11 85
Mill Village and Port Medway.....	E. Bent.....	do.....	5	3	9 do ..	78 75
Morristown and Pineo Village.....	W. Bowles.....	do.....	17½	1	9 do ..	33 00
Mount Uniacke and Mount Uniacke Mines.....	R. McLearn.....	Optional.....	3	3	9 do ..	43 62
Mount Uniacke and South Rawdon.....	J. McLearn.....	Vehicle.....	9	1	9 do ..	44 95
Neily Road and Rhodes.....	A. Jacques.....	do.....	10	1	9 do ..	18 00
New Annan and Tatamagouche.....	G. Lombard.....	do.....	23	2	6 do ..	53 54
do do.....	J. Lombard.....	do.....	23	2	3 do ..	26 77
New Germany and Northfield.....	B. Turner.....	do.....	3	1	1 do ..	1 62
do do.....	S. Mackay.....	do.....	3	1	8 do ..	26 67
New Glasgow and McLennan's Mountain.....	D. McDonald.....	do.....	13	1	9 do ..	31 97
New Glasgow, Pictou and Truro.....	A. Fraser, &c.....	do.....	9&53	.....	Special trips	150 00
New Glasgow and Sherbrooke.....	J. F. Sargent.....	do.....	56	6	9 months..	1,00 00
New Glasgow and Sydney.....	T. S. Lindsay.....	do.....	190	6	9 do ..	6,279 34
Newport and Newport Landing.....	J. Simpson.....	do.....	8	6	9 do ..	150 00
Newport and Newport Station.....	D. Hunter.....	do.....	5	6	9 do ..	89 07
Newport ann South Rawdon.....	S. Harvie.....	do.....	10	1	9 do ..	30 00
Newport and Upper Newport.....	S. Harvie.....	do.....	6	1	9 do ..	24 00
Newport and Walton.....	J. Brown.....	do.....	16½	3	9 do ..	140 25
New Ross and Stoddart's.....	J. W. Boylan.....	do.....	26	1	9 do ..	89 50
New Ross and Vaughan's.....	G. Ross.....	do.....	15	2	9 do ..	109 50
New Tusket and Weymouth.....	M. Weaver.....	do.....	12	1	9 do ..	42 00
Nicholl's Corner and Willis Foster's.....	E. Phinney.....	do.....	26	1	9 do ..	71 55
Nictaux and Wilmot.....	E. Gates.....	do.....	4½	3	9 do ..	53 97
Nine Mile River and Shubenacadie.....	J. W. Densmore.....	do.....	40	1	9 do ..	58 83
Noel and Shubenacadie.....	J. W. Densmore.....	do.....	28	1	9 do ..	13 99
Noel and Walton.....	A. C. O'Brien.....	do.....	16	2&3	9 do ..	111 28
North River Bridge and St. Ann's.....	M. McDonald.....	do.....	4	1	9 do ..	19 37
North Salem and Shubenacadie.....	W. Walker.....	do.....	19½	1	9 do ..	17 80
Palmer's Road and Post Road, &c.....	G. W. Eaton.....	do.....	6½	1	9 do ..	2 50

REPORT No. 2, B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Parker's Cove and McKenzie's Road.....	M. W. Essar...	Vehicle.....	8	1	9 months..	26 25
Parrsborough and Wharf.....	J. Gillespie.....	do.....	2	1	Season 1871.	29 20
Pictou and River John.....	D. Langill.....	do.....	21	1	9 months..	51 00
Pictou and West River Station..	T. G. Anderson..	do.....	22	3	9 do.....	285 00
Pineo Village and Sharpe's Bridge.....	W. S. Sharp.....	do.....	3	3	9 do.....	37 50
Pomquette Forks and Tracadie..	D. McDougall..	do.....	14½	1	9 do.....	43 53
Port Felix and Tor Bay.....	E. Pelerin.....	do.....	14	1	9 do.....	73 50
Port Hastings and Head of West Bay.....	A. McQuarrie..	do.....	16	2	9 do.....	75 00
Port Hastings and Port Hood....	J. McNeil.....	do.....	40	6	9 do.....	795 01
Port Hawkesbury and Port Richmond.....	G. W. Henesey..	do.....	20	3	9 do.....	90 00
Port Hawkesbury and West Bay..	D. Cameron.....	do.....	14	1	Season 1871.	16 20
Port Hood and Fort Hood Island	J. Smith.....	do.....	1½	2	9 months..	22 50
Port Mulgrave and Steep Creek..	A. H. Partridge.	do.....	11	1	9 do.....	44 25
Port Mulgrave and Tracadie....	T. S. Lindsay...	do.....	15	6	7 do.....	258 62
Port Royal and West Arichat....	G. Lafford.....	do.....	3½	3	9 do.....	75 00
Princeport and Truro.....	E. Archibald...	do.....	16	2	9 do.....	123 00
Pubnico Beach and Pubnico Harbor.....	J. McComiskey..	Horse or vehicle.	15	3	9 do.....	113 88
Pugwash and River Philip.....	W. Chapman...	Vehicle.....	24	1	9 do.....	50 25
Pugwash and Truro.....	J. Blair & Son..	do.....	52	3	9 do.....	637 50
Pugwash and Wallace.....	J. Dotten.....	do.....	20	1	9 do.....	43 50
Rear Black River and West Bay..	M. Morrison....	do.....	4½	1	9 do.....	15 00
River Bourgeoise and Power's... River Philip and Shinemicas Bridge.....	J. Kyte.....	do.....	2	3	9 do.....	29 25
River Philip and West Branch...	O. Fillmore....	do.....	19	1	9 do.....	48 00
River Philip and West Chester...	M. Chapman....	do.....	5	3	9 do.....	32 31
River Philip and West End Leicester Road.....	E. J. Purdy....	do.....	29	1	9 do.....	88 50
St. Peter's and Head of West Bay.....	E. Black.....	do.....	20	1	9 do.....	58 50
Salmon River, Lake Settlement and South River Lake.....	D. Ross.....	do.....	29	1	9 do.....	96 00
Sand Point and Shelburne.....	S. McGuire....	do.....	15	1	9 do.....	37 62
Scotch Village and Anthony's Lime.....	J. Hines.....	do.....	14	1	9 do.....	47 43
Shea's River and West Side Lake Ainslie.....	H. T. Cochran..	do.....	5½	2	9 do.....	29 25
Sheffield Mills and Baxter's Harbor.....	A McDonald....	do.....	10	1	9 do.....	33 75
Shelburne and Roseway River....	E. Harris.....	do.....	7	1	9 do.....	36 00
Shelburne and Yarmouth.....	J. Hines.....	do.....	34	1	9 do.....	90 00
Sherbrooke and Sherbrooke Mines	O. Davidson....	do.....	67	6	9 do.....	1,200 00
	W. Mitchell & J. Fraser.....	do.....	2½	6	9 do.....	87 60
Sherbrooke and Wine Harbor.....	J. Gillis.....	do.....	13	6	9 do.....	225 00
Six Mile Brook and West River..	J. McKay.....	do.....	5	1	9 do.....	22 50
South Rawdon and Lower Rawdon	B. Blois.....	do.....	5	1	9 do.....	15 00
Springfield and Falkland Bridge.	B. McNayr.....	do.....	6	1	9 do.....	29 19
Stellarton and Westville.....	D. Munro.....	do.....	3	6&3	9 do.....	117 00
Sydney and Gowrie Mines.....	T. S. Lindsay...	do.....	28	3	9 do.....	423 00
Sydney and Grand Mira.....	T. Battersby...	do.....	12	2	9 do.....	119 52
Sydney and Sydney Mines.....	J. O'Callaghan.	do.....	20	6	9 do.....	441 00
Tracadie and Usher.....	E. Côté.....	do.....	4	1	9 do.....	19 50
Tusket Wedge and Yarmouth....	J. M. LeBlanc..	do.....	12	1	9 do.....	67 50
Upper Musquodoboit and Upper Stewiacke.....	F. Cox.....	do.....	7	1	9 do.....	36 40

REPORT No. 2, B.—Detail of all payments made for Mail Transportation in Nova Scotia.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		P riod.	Amount.
				No. of Trips per week.		
Upper Stewiacke and Pembroke Road.....	J. McNaught ...	Vehicle .....	18½	1	9 months..	36 00
Upper Stewiacke and South Branch Stewiacke River .....	A. Kennedy ...	do .....	7	3	3 do ..	11 56
do do .....	T. Cox .....	do .....	7	2	6 do ..	19 94
Wallace and Wallace River .....	J. Dotten .....	do .....	14½	1	9 do ..	55 33
Wallace River and West Chester .....	G. L. Purdy ...	do .....	12	2&3	9 do ..	113 59
Waverley and Scott's Crossing .....	J. Lingley .....	do .....	3	6	9 do ..	74 25
West River and Westville .....	R. B. Munro ...	do .....	9	3	9 do ..	96 00
White Point and South Harbor .....	A. McPherson ...	do .....	9	1	9 do ..	73 60
Yarmouth and Cranberry Head .....	A. Thurston ...	do .....	8	1	9 do ..	52 50
<b>FERRIAGES.</b>						
Arichat and Grandique .....	G. Lafford .....				9 do ..	87 60
Baddeck and Boulardarie .....	A. Matheson .....				9 do ..	75 93
Baddeck and Grand Narrows .....	J. S. McNeil .....				9 do ..	18 24
Baddeck and New Campbellton .....	A. Morrison .....				9 do ..	37 95
Cape Sable Island and Round the Island .....	M. D. McGray .....				9 do ..	54 75
Digby and Westport (Grand Passage) .....	J. H. Timpany .....				9 do ..	47 43
Digby and Westport (Petit Passage) .....	do .....				9 do ..	47 43
Englishtown and Ingonishe (St. Ann's Ferry) .....	M. Morrison .....				3 do ..	6 08
Englishtown and Ingonishe (South Bay Ferry) .....	do .....				3 do ..	4 87
Grand Narrows and Sydney .....	J. Tobin .....				9 do ..	10 95
Halifax and Head of Musquodoboit Harbor (Dartmouth Ferry) .....	T. Archibald .....				9 do ..	29 19
Halifax and Head of Musquodoboit Harbor (Moser's River Ferry) .....	do .....				9 do ..	12 39
Halifax and Head of Musquodoboit Harbor (Sheet Harbor Ferry) .....	do .....				9 do ..	14 61
Little Bras d'Or and Sydney Mines .....	K. R. McKenzie .....				9 do ..	29 19
Marie Joseph and Sherbrooke (Liscomb Ferry) .....	J. Davis .....				9 do ..	37 95
Marie Joseph and Sherbrooke (St. Mary's Ferry) .....	do .....				9 do ..	29 19
New Glasgow and Sydney .....	T. S. Lindsay .....				7 do ..	340 67
Total.....						\$52,634 66

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED.  
Accountant.



REPORT No. 2, B.—Details of all payments made for Mail Transportation, in Nova Scotia.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	Nc. of Trips per week.	Period.	Amount.
Amherst and Railway Station...	J. Hillson.....	On foot.....	12	12	9 months..	\$ 150 00
Annapolis and do	J. V. Gavaza...	do.....	12	9	do	37 50
Avonport and do	C. C. Rathburn..	do.....	12	3	9 do	37 50
Aylesford and do	T. R. Harris.....	do.....	12	9	do	30 00
Berwick and do	J. W. Parker.....	Vehicle.....	12	9	do	45 00
Bridgetown and do	F. Croskill.....	do.....	12	9	do	30 00
Brookfield and do	J. Graham.....	On foot.....	12	9	do	15 00
Elmsdale and do	A. Dunbar.....	do.....	60yds	24	3 do	5 00
Halifax and do	F. W. Fishwick..	do.....	2	As req.	9 do	600 00
Hantsport and do	W. Davison.....	do.....	12	9	do	15 00
Hopewell and do	J. Gunn.....	do.....	12	9	do	15 00
Kentville and do	G. E. Calkin.....	do.....	275 yds.	24	9 do	75 00
Lawrencetown and do	J. W. James.....	do.....	12	9	do	22 50
Lower Horton and do	A. Borden.....	do.....	12	9	do	52 50
Middleton and do	A. Beals.....	do.....	12	9	do	30 00
Mount Denison and do	J. Shaw.....	do.....	3	9	do	12 00
Neily Road and do	T. H. Allison....	do.....	100 yds.	12	9 do	12 00
New Glasgow and do	D. C. McDonald..	do.....	12	9	do	211 42
Paradise and do	W. H. Troop.....	Foot or horseback	12	9	do	30 00
Pictou and do	W. McDonald....	do.....	12	9	do	117 41
Pineo Village and do	J. S. Pineo.....	On foot.....	70 yds.	12	9 do	15 00
Shubenacadie and do	A. Kirkpatrick..	do.....	100 yds.	12	9 do	30 00
Stellarton and do	D. A. Coghill....	do.....	12	3	do	11 68
do do	H. McKenzie....	do.....	12	6	do	24 89
Truro and do	C. B. Archibald..	do.....	12	9	do	221 00
Tupperville and do	C. E. Spurr.....	Optional.....	3 3/4	3	do	44 80
Wilmot and do	J. A. Gibbon....	On foot.....	10yds	12	9 do	7 50
Windsor and do	P. S. Burnham....	do.....	12	9	do	45 00
Wolfville and do	G. V. Rand.....	do.....	1 1/5	12	9 do	59 91
Total....						,002

A. CAMPBELL,  
Postmaster General

H. A. WICKSTED,  
Accountant.

REPORT No. 2. B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route,	Name of Contractor.	Distance in Miles.	No of Trips per week.	Period.	Amount.
Halifax and Boston, U. S. (half the postage collected) .....	Boston & Colonial Steam-Ship Company.....	400	1	6 months.	\$ cts. 199 97
Lower Horton, Parrsborough and Windsor..	G. Newcomb .....	40	1	Season, 1871	30 00
Sydney and West Bay.....	J. Taylor .....	95	1	do	100 00
Yarmouth and Portland, U. S. (half the postage collected) .....	N. K. Clements & Co.....	.....	1	12 months.	72 26
				Total	\$402 23

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

REPORT No. 2. B.—Detail of all payments made for Mail Transportation, in Nova Scotia.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Annapolis and Halifax .....	W. & A. Railway Co....	129	6	3 months..	\$ cts. 1,609 92
Annapolis and Windsor .....	W. & A. Railway Co....	84	6	6 do ..	2,110 08
Halifax and Kentville.....	W. & A. Railway Co....	70	6	3 do ..	218 40
Halifax, Truro, Pictou and Windsor.....	Government Railway Co.	145	6	9 o ..	4,349 72
Kentville and Windsor .....	W. & A. Railway Co....	25	6	6 do ..	157 00
				Total	\$8,445 12

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2. B.—*Concluded.*

Detail of all payments made for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
R. Malcolm .....	Mail bags and repairs .....	\$ 528	99 cts.
Condon & Adams .....	Mail bags .....	188	64
R. McMillan .....	Labelling mail bags .....	29	70
R. Martin .....	Repairing mail bags .....	19	70
W. E. Peters .....	do do .....	3	50
Total		\$ 770	53

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 2, C.

DETAIL of all payments for Mail Transportation, in New Brunswick, made within the year ended 30th June, 1872.

N. B.—Being for the nine months' service, ended 31st March, 1872.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albert Mines, Curryville and Hillsborough	R. Gross	Vehicle	1&8	6&1	9 months..	112 41
Alexander's Point and Little Ship-pigan	O. Valley	do	12	1 9	do ..	48 75
Alexander's Point and Shippigan	E. Dugue	do	3	2 9	do ..	45 00
Amherst, N.S., and Truro, N.S.	C. B. Archibald	do	67	2	Special trips	270 00
Andover and Fort Fairfield	R. Scott	do	7	2	9 months..	67 29
Andover and Riley Brook	G. L. Kelly	do	62	1 9	do ..	285 00
Annagance and Corn Hill	J. N. Stockton	do	6	2 9	do ..	54 75
Annagance and Elgin	G. Killam	do	11	2 9	do ..	66 75
Archibald Settlement and River Louison	D. Black	do	3	1 9	do ..	9 72
Armstrong's Corner and Olinville	W. Tilley	do	5	1 9	do ..	26 25
Au Lac and Sackville	A. Dixon	do	2	1 9	do ..	11 25
Back Bay and St. George	A. J. Seelye	do	7	1 2	do ..	13 00
Baie Verte, Cape Tormentine and Westmoreland Point	C. Richardson	do	37	3&2	9 do ..	281 25
Baie Verte and Murray's Corner	J. T. Murray	do	15	2 9	do ..	52 50
Baie Verte and Shediac	W. Carpenter	do	30	3 9	do ..	225 00
Barnaby River and Newcastle	J. Ivory	do	10	3 9	do ..	107 76
Bath and Carlow	W. Boyd	do	11	2 9	do ..	52 50
Bath and Holmesville	W. Boyd	do	6	1 9	do ..	15 00
Bath and Wicklow	S. Drost	do	2	3 9	do ..	22 50
Bathurst and Chatham (and to Newcastle from 1st Nov.)	W. M. Kelly	do	42&7	6 9	do ..	1,245 41
Bathurst and Dalhousie	J. T. Carter	do	52	6 9	(less fine)	1,182 00
Bathurst and Dalhousie route	J. Crine	do	52	6	Special trip.	1 00
Bathurst and Shippigan	M. Reardon	Vehicle	70	3 9	9 months..	540 00
Bay Side and St. Andrews	J. Simpson	do	7	2 9	do ..	45 00
Beaver Harbor, Pennfield and St. George	J. Prescott	do	8&9	2&1	9 do ..	55 86
Belleisle Bay and Long Point	J. Coulter	do	1&3	2 9	do ..	15 00
Belleisle Creek and Norton Station	W. J. Case	do	9	1 9	do ..	21 45
Big Cove, McDonald's Point and Gagetown	D. Lawson	do	19&10	2&1	3 do ..	36 20
Black Brook and Chatham	A. Marshall	do	8	2 9	do ..	59 61
Black River and Escuminac	J. Ullock	do	30	1 9	do ..	88 50
Bloomfield and Upper Woodstock	R. Hume	do	47	1 9	do ..	104 22
Boundary Creek and Steeves' Mountain	N. Wilson	do	3&2	1 9	do ..	22 11
Buctouche and McLaughlan Road	A. Peterkin	do	18	1 9	do ..	45 00
Butternut Ridge, Forks and Petitcodiac	A. Jones	do	25&12	1&3	3 do ..	47 50
Butternut Ridge, Forks and Petitcodiac	W. Keith	do	25&12	1&3	6 do ..	95 00
Butternut Ridge and Mill Stream	C. R. Parlee	do	29	1 9	do ..	50 61
Campbellton and Dalhousie	A. Fraser	do	15	6 9	do ..	321 00
Campbellton, Flatlands and Upsalquitch	J. Cooling	do	10&3	2&1	9mo. 25 dys	98 24
Campo Belle and Wilson's Beach	J. Brown	do	8	1 9	do ..	30 00

REPORT No. 2, C.—Detail of all payments made for Mail Transportation in New Brunswick.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	N <sup>o</sup> . of Trips per week.	Period.	Amount.
Canterbury, Canterbury Station and North Lake.....	J. Scott.....	do .....	8&17	2&1	9 months..	\$ 142 50
Carleton, Indiantown and St. John, &c.....	J. Keatley.....	do .....	1	6&12	6 do ..	545 00
Central Blissville, Hart's Mills and Fredericton Junction.....	L. E. Bailey.....	do .....	4	1&6	2 do ..	5 00
do do .....	T. Colman.....	do .....	4	1&6	8 do ..	20 00
Chance Harbor and Lepreaux.....	W. Cassidy.....	do .....	17	2	6 do ..	65 57
do do .....	R. Hope.....	do .....	17	2	3 do ..	36 50
Charleston and Middle Simonds.....	G. F. Foster.....	do .....	7	1	9 do ..	22 11
Chatham and Fredericton.....	R. Orr.....	do .....	108	2	3 do ..	240 00
Chatham and Newcastle.....	J. Anderson.....	do .....	6	12	9 do ..	373 50
Chatham and Shediac.....	W. M. Kelly.....	do .....	77	6	9 (less fine).	1,630 00
Chatham and Shippigan.....	T. Barry.....	do .....	73	2	9 months..	505 05
Chatham and South Nelson.....	W. Ullock.....	do .....	9	6	9 do ..	111 75
Chipman and Gagetown.....	D. Lawson.....	do .....	40	2	6 do ..	239 50
Chipman and Young's Cove.....	A. S. Tower.....	do .....	29&1	2	3 do ..	47 41
Clarendon and Welsford.....	C. A. Ogden.....	do .....	10&1	1	9 do ..	51 75
Cocaigne and Scovil's Mills.....	W. J. Dysart.....	do .....	7	2	9 do ..	33 00
Cole's Island and Forks.....	D. Lawson.....	do .....	18	1	9 do ..	54 00
Cole's Island and Gagetown.....	G. F. Nevers.....	do .....	41&1	2	9 do ..	296 91
Cole's Island, Sussex Vale and Millstream.....	H. D. McLeod..	do .....	9 & 14	1&2	6 do ..	150 00
Collina Corner and Springfield.....	J. J. M. Scovil ..	do .....	9	1	9 do ..	24 00
Dalhousie and Dundee.....	S. McGregor.....	do .....	9	1	9 do ..	38 97
Dalhousie and Gulf Steamers.....	H. A. Johnson ..	On foot ..	1	1	Season 1871.	10 00
Dorchester and Rockland.....	R. A. Chapman..	Vehicle ..	3	3	9 months..	57 50
Dorchester and Rockport.....	J. Read.....	do .....	12	2	9 do ..	81 75
Dover and Memramcook.....	P. Bourgois.....	do .....	18	2	9 do ..	90 00
Dover and Moncton.....	W. Steves.....	do .....	12	2	3 do ..	18 75
Doyle Settlement and Riv Louison.....	D. Murchie.....	do .....	3	1	9 do ..	10 50
Dungiven and Memramcook.....	J. McVey.....	do .....	4	1	9 do ..	18 75
East Scotch Settlement and Springfield.....	C. Little.....	do .....	8	1	9 do ..	17 94
Edmundston and Grand Falls.....	J. R. Curran.....	do .....	37	6	9 do ..	1,197 00
Edmundston and Mouth of St. Francis.....	J. Hartt.....	do .....	36	2	9 do ..	187 50
Elgin and Collicut Corner.....	J. Gifford.....	do .....	12&1	1	9 do ..	37 50
Elgin and Petitediac.....	G. Johnson.....	do .....	12	1	9 do ..	29 61
Escuminac and Shoobred.....	J. Dalton.....	do .....	18	1	6 do ..	29 50
Fairhaven and Lord's Cove.....	T. H. Palmer.....	do .....	8	1	9 do ..	36 75
Florenceville and Florenceville East.....	A. Taylor.....	do .....	1&1	1	9 do ..	6 87
Florenceville and Tracey's Mills.....	E. Saunders.....	do .....	16	3	9 do ..	102 26
Florenceville and Upper Peel.....	A. Taylor.....	do .....	16	1	9 do ..	190 26
Four Corners, Point Midgie and North Lakes.....	S. Dobson.....	do .....	18	1	9 do ..	30 00
Fredericton and Letter Boxes.....	D. Tobin.....	Foot.....	1	12	9 do ..	22 50
Fredericton and Steamers.....	D. Tobin.....	do .....	12	12	Season 1871.	15 00
Fredericton and Marysville.....	D. V. Baker.....	Vehicle ..	4	6	5 months..	41 58
do do .....	T. B. Dunphy...	do .....	4	6	4 do ..	33 33
Fredericton and Newcastle.....	R. Orr.....	do .....	102	3	6 do ..	650 00
Fredericton and New Maryland.....	L. Fisher.....	do .....	5	1	9 do ..	30 00
Fredericton and Stanley.....	T. B. Dunphy...	do .....	28	1	9 do ..	130 50

REPORT No. 2, C.—Detail of all payments made for Mail Transportation, in New Brunswick—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Frederickton and Woodstock (East Side).....	T. B. Dunphy.....	Vehicle.....	76	1	months..	277 50
Frederickton and Woodstock (West Side).....	Golding & Van- wart.....	do.....	63	2	9 do ..	561 00
Frederickton and Yoho.....	J. O'Brien.....	do.....	15	1	9 do ..	72 00
Gagetown and Mouth of Nerepis.....	S. Cameron.....	do.....	38	2	9 do ..	277 50
Gagetown and Oromocto.....	A. P. True.....	do.....	24	3	9 do ..	354 35
Gagetown and Welsford.....	A. P. True.....	do.....	36	3	9 do ..	438 75
Goose Creek and Shepody Road.....	M. Prescott.....	do.....	9	1	9 do ..	22 50
Grand Falls and Undine.....	J. White.....	do.....	9	1	9 do ..	36 75
Grand Falls and Woodstock.....	W. R. Newcomb.....	do.....	74	6	9 do ..	2,343 75
Grand Harbor and Grand Manan.....	J. Wooster.....	do.....	9	1	9 do ..	37 50
Grandique and Porrier's.....	F. Léger.....	do.....	2	3	9 do ..	9 00
Hammond Vale and Sussex Corner.....	I. Brown.....	do.....	13	2	9 do ..	93 00
Hampstead and Hibernia.....	J. S. Clark.....	do.....	6	1	9 do ..	28 50
Hampstead and Wickham.....	J. H. Dougan.....	do.....	21	2	9 do ..	23 25
Hampton, Norton and Ossekeag.....	H. H. Freeze.....	do.....	7½	2&6	9 do ..	52 50
Harewood and Salisbury.....	D. Murphy.....	do.....	13	1	9 do ..	34 50
Harvey and Point Wolf.....	E. Stevens.....	do.....	23	3	9 do ..	164 64
Harvey and St. John.....	W. Fowler.....	do.....	81	1	9 do ..	366 75
Harvey and Salisbury.....	W. C. Keiver.....	do.....	42	6	9 & arrears	691 90
Harvey Station and Magaguadavic.....	W. Acheson.....	do.....	18	2	9 months..	110 42
Heron's Island and New Mills.....	P. Currie.....	do.....	4	1	9 do ..	24 00
Hillsborough, Rose Vale and Cal- donia.....	W. D. Bazley.....	do.....	33	3&1	9 do ..	120 00
Hillsborough and Salisbury.....	J. Trites.....	do.....	28	2	9 do ..	149 25
Irishtown and Moncton.....	W. Larracey.....	do.....	16	1	9 do ..	22 50
Irishtown and Shediac.....	J. Sullivan.....	do.....	20	1	9 do ..	57 00
Keswick Ridge and Upper Haynesville.....	J. Allen.....	do.....	22	1	9 do ..	75 57
Kingston, Kent, and Wolford.....	J. Harnett.....	do.....	29	3	9 do ..	333 00
Kingston, King's, and Lyon's Point.....	J. T. Appleby.....	do.....	10	1	9 do ..	60 00
Kingston, King's, Nine Mile Sta- tion and Springfield.....	J. T. Pitt.....	do.....	10&			
Knowlesville and Somerville.....	S. H. Shaw.....	do.....	15	6&2	do ..	222 00
Lake George and Lower Prince William.....	C. L. Tilley.....	do.....	27	2	do ..	150 00
Lake George and Upper Magagu- davic.....	B. Tague.....	do.....	4	2	2 do ..	9 00
do do.....	J. Moody.....	do.....	20	2&1	3½ do ..	29 07
L'Etete and St. George.....	G. Dick.....	do.....	16	2&1	5½ do ..	56 94
Little River, Coverdale, and Salis- bury.....	W. Leeman.....	do.....	17	1	9 do ..	79 68
Little River, Sunbury, and Shef- field.....	J. McGowan.....	do.....	18	1	9 do ..	46 80
Lower Southampton and Wood- stock.....	D. McElwain.....	do.....	12	1	9 do ..	39 48
Lutz Mountain and Moncton.....	M. Horsman.....	do.....	33	1	9 do ..	112 50
Lyttleton and Newcastle.....	P. Russell.....	do.....	14	1	9 do ..	29 03
do do.....	J. Tozer.....	do.....	19	1	2½ do ..	23 20
McLeod's Mills and Palmerston.....	H. Landry.....	do.....	19	1	6 do ..	54 74
Maugerville and Steamers.....	W. H. Bent.....	Foot and boat ..	4	2	9 do ..	37 50
Maugerville and Upper Mauger- ville.....	R. McFadden.....	Vehicle.....	12	3	Season 1871.	10 00
Milltown, St. Stephen and Upper Mills.....	Hardy & Bridges.....	do.....	8	3	6 months..	20 27
Millville and Upper Haynesville.....	A. J. Hoyt.....	do.....	7	6&3	9 do ..	141 00
Moncton Road and Shediac.....	W. G. Bateman.....	do.....	4	1	9 do ..	14 85
		do.....	6	1	9 do ..	25 50

REPORT No. 2, C.—Detail of all payments made for Mail Transportation, in New Brunswick.—Continued.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Monument Settlement and Richmond Corner.....	H. Graham.....	Vehicle.....	30	1	9 months..	97 50
Moore's Mills and Sussex Vale.....	F. C. Buchanan.....	do.....	21	1	9 do ..	75 00
Newcastle and Red Bank.....	P. Russell.....	do.....	14	1	do ..	3 04
Newcastle and Steamers.....	J. Johnston.....	On foot.....	1	1	Season 1871.	10 00
New River and Prescott's Mills.....	J. Chittick.....	do.....	3	6	3 months..	11 47
do do.....	J. E. Knight.....	do.....	3	6	6 do ..	22 94
Newtown and Sussex Vale.....	A. McLean.....	do.....	12	2	9 do ..	105 00
North Joggins and Sackville.....	W. McHafey.....	do.....	17	1	9 do ..	45 00
Norton Station and Springfield.....	W. Kellier.....	do.....	8	3	9 do ..	75 00
Oromocto and Waasis Station, &c. do do.....	T. A. McLean.....	do.....	6&8	12&1	9 do ..	236 25
Ossekeag and St. Martin's.....	A. McPherson.....	do.....			Spl. trips, '70	383 25
Penobsquis Station and Salmon River.....	T. Brown.....	do.....	30	1	9 months..	135 00
Pisarinco and Spruce Lake.....	A. Martin.....	do.....	31	1	9 do ..	95 25
Pleasant Ridge and St. Stephen.....	T. Dean.....	do.....	8	1	9 do ..	24 00
Richmond Corner and Watson Settlement.....	Hardy & Bridges.....	do.....	29	1	9 do ..	120 00
River de Chute and Upper Kent.....	J. Watson.....	do.....	13	1	9 do ..	39 00
St. Andrews and St. George.....	A. Hawthorne.....	do.....	2	2	9 do ..	22 50
St. George and Calais, U. S.....	C. C. Bridges.....	do.....	22	6	9 do ..	360 00
St. George and St. John.....	Cockburn & Dyer.....	do.....	35	6	do ..	488 33
do do.....	Elliott & McMahon.....	do.....	45	6	7 months..	1,181 25
St. George and Second Falls.....	Meade & Boone.....	do.....	45	6	2 do ..	228 33
St. James and St. Stephen.....	W. Bowden.....	do.....	9	2	9 do ..	59 25
St. John and Indiantown Mail Steamers.....	Hardy & Bridges.....	do.....	20	1	9 do ..	105 00
St. John, St. Martin's and Salmon River.....	J. Keatley.....	do.....	1	12	Season 1871.	99 20
St. John and Letter Boxes and Railway Station.....	W. Ingram.....	do.....	31&40	40	6&1 9 do ..	330 00
St. John and Sussex Vale.....	J. Keatley.....	do.....	17	12	3 (less fine).	284 50
St. Stephen and St. Patrick.....	G. McEwen.....	do.....	43	1	9 months..	195 00
St. Stephen and The Ledge.....	Hardy & Bridges.....	do.....	18	1	5 do ..	66 00
Sackville and Upper Sackville.....	S. McClinton.....	do.....	4	3&2	9 do ..	37 50
Salt Springs and Sussex Vale.....	Hardy & Bridges.....	do.....	1	6&	12 5 do ..	52 00
Sheffield and Steamers.....	A. Dixon.....	do.....	4	3	9 do ..	58 80
Sheffield and Upper Gaspereaux.....	G. McEwen.....	do.....	16	1	9 do ..	60 00
Sheffield Academy and Steamers.....	J. McGovran.....	Foot and boat.....		12	Season 1871.	10 00
Sprague's Point, Springfield and Tennant's Cove.....	J. E. Simmons.....	Vehicle.....	52	2	9 months..	390 00
Sussex Corner and Sussex Vale.....	W. Barker.....	Foot and boat.....		12	½ Season, '71.	5 00
Upper Gagetown and Steamers.....	J. Kellier.....	Vehicle.....	17	2&1	9 months..	60 00
Upper Sheffield and Steamers.....	H. McManagle.....	do.....	2	6	9 months..	45 00
do do.....	J. E. Coy.....	Foot and boat.....		12	Season 1871.	10 00
Woodstock and Houlton, U. S.....	S. B. Taylor.....	do.....		12	½ season '71.	5 00
Ferriages across the Mirimachi at Chatham.....	T. Wasson.....	do.....		12	do ..	5 00
	R. Orr.....	Vehicle.....	14	6	9 months..	75 00
	W. M. Kelly.....				5 years....	200 00
					Total.....	\$27,407 66

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster General.

REPORT No. 2 C.—Detail of all payments made for Mail Transportation, in New Brunswick.—Continued.

CONVEYANCE OF MAILS TO AND FROM RAILWAY STATIONS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.		Period.	Amount.
				No. of Trips per week.		
Blissville and Railway Station	J. E. Smith.....	Vehicle .....	1	3	3½ months	\$ 8 33
Bloomfield and do	N. Wetmore.....	do .....	12	9	do	22 50
Boundary Creek and do	M. D. Harris.....	On foot .....	12	9	do	15 60
Dorchester and do	S. W. Fingley....	do .....	12	9	do	37 50
Fredericton and do	J. G. Byrne.....	do .....	3	As req.	9 do	106 68
Hammond River and do	W. W. Dodge....	do .....	1	6	9 do	15 00
Moncton and do &c.	G. Ross.....	do .....	12	9	do	91 50
Patterson Settlement and do	E. Hoyt.....	do .....	3	2	9 do	23 98
St. Andrews and do	G. Coles.....	do .....	3	6	9 do	45 50
St. John and do	J. Keatley.....	do .....	1	6	Special trips	18 00
do and do	J. Howe.....	do .....	1	6	do	5 40
St. Stephen and do	W. E. Springate	do .....	1	6	9 months	24 00
Sackville and do	J. Dixon.....	do .....	1	12	9 do	75 00
Shediac Road and do	J. Rodgerison....	do .....	1½	3	9 do	19 50
Westmoreland Point and do	H. Lowerison....	Vehicle .....	1	6 & 12	14 do	104 00
Woodstock and do	Glidden and Gilman .....	do .....	½	6	9 do and arrears	145 00
					Total....	\$757 49

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 2 C.—Detail of all payments made for Mail Transportation, in New Brunswick.—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
Campo Bello and Grand Manan..	A. Ingersoll.....	Sailing vessel ...	25	1 & 2	9 months..	\$ 300 00
Campo Bello and St. Andrews ..	J. Rice.....	do .....	17	2	9 do ..	262 50
Fredericton and St. John.....	Small & Hatheway	Steamboat .....	85	3	Season 1871.	125 00
do do .....	E. Lunt & Sons..	do .....	85	3	do ...	125 00
St. John, Digby, N.S. and Anna- polis, N.S.....	Small & Hatheway	do .....	45 & 18	3	9 months...	3,000 00
					Total.	\$3,812 50

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2 C.—Detail of all payments made for Mail Transportation, in New Brunswick.—*Continued.*

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per week.	Period.	Amount.
St. Andrews, St. Stephen Woodstock and Houlton, U. S.....	N. B. & C. Railway Co...	121	6	6 months..	\$ 562 06
St. John, Fredericton and St. Croix .....	E. & N. A. Railway (West)	113	6	6 do ..	1,761 52
St. John and Shediac, and Amherst, N. S.	do (East)	149	6	9 do ..	5,133 12
				Total....	\$7,456 70

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2 C.—*Concluded.*

DETAIL of all payments made for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm .....	Mail bags .....	99	95
J. D. Scott .....	Rivet-seal dies .....	35	00
R. & T. Findlay .....	Labels and repairing mail bags .....	72	96
S. J. Shanklin.....	Repairing mail bag .....	00	12
	Total.....	\$207	97

A. CAMPBELL,  
*Postmaster General.*

H. A WICKSTED,  
*Accountant.*

REPORT No. 2, D.

DETAIL of all payments for Mail Transportation in Manitoba, made within the year ended 30th June, 1872.

N. B.—Being for the nine months' services, ended 31st March, 1872.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Eagle's Nest and Lower Fort Garry .....	J. Monkman.....	Horse or vehicle..	11	1	8 months ..	62 66
Fort Garry and Lower Fort Garry .....	G. Tait .....	do .....	19	2	11½ do ..	362 42
Fort Garry and Pembina, U. S. ....	A. G. Bannatyne	Vehicle .....	65	2	1½ do ..	102 50
do .....	do .....	do .....	65	2	5½ do ..	940 00
do .....	do .....	do .....	65	3	6½ do ..	1,720 00
Fort Garry and Point du Chene..	J. B. Desautels, dit Lapointe..	Horse or vehicle .	30	1	10½ do ..	260 44
Fort Garry and Portage La Prairie ..	A. G. Bannatyne	do .....	60	1	3½ do ..	105 00
do .....	do .....	do .....	60	1	8 do ..	400 00
Fort Garry and St. Andrews .....	A. G. Bannatyne	do .....	16	2	9 do ..	193 40
Pembina and Pembina, U. S. ....	do .....	do .....	2	3	2 do ..	28 75
Portage La Prairie and White Mud River .....	H. W. McKenzie	do .....	19	1	4 do ..	85 00
Portage La Prairie and White Mud River .....	E. Field .....	do .....	19	1	3 do ..	65 00
Total,						\$4,325 17

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

REPORT No. 2, D.—Concluded.

DETAIL of all payments made for making and repairing Mail Bags, Mail Locks &c., in Manitoba.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
A. Wright.....	Repairing Mail Bags .....	2 12
Total,		2 12

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, A.

DETAIL of all payments for Salaries, &c., in Ontario and Quebec; showing, in each case, the name of the person, the service or duty performed, and the amount paid within the year ended 30th June, 1872.

Name.	Service.	Amount.	
		\$	cts.
<b>CHIEF INSPECTOR'S OFFICE.</b>			
J. Dewé.....	Chief Post Office Inspector .....	2,400	00
J. D. Paterson.....	Assistant Post Office Inspector, promoted from 3rd class, 1st April, 1872 .....	670	00
E. H. Fletcher.....	3rd Class Clerk .....	500	00
LeF. A. Maingy.....	Temporary Draughtsman, specially employed 618 hours.....	309	00
P. B. Symes.....	do do do 66 days.....	156	00
<b>QUEBEC DIVISION.</b>			
W. G. Sheppard.....	Post Office Inspector .....	2,000	00
A. A. de Gaspé.....	Assistant to Post Office Inspector.....	1,075	00
O. Frechette.....	3rd Class Clerk (including arrears).....	1,100	00
J. Gauvin.....	3rd do to 5th December, 1871.....	344	09
C. Vohl.....	4th do .....	390	00
H. Huot.....	4th do from 1st May, 1872 (transferred from Quebec P. O.).....	73	33
J. Boivin.....	Messenger.....	300	00
<b>MONTREAL DIVISION.</b>			
E. F. King.....	Post Office Inspector .....	2,000	00
C. W. Hayden.....	1st Class Clerk.....	1,360	00
F. W. King.....	3rd do (including arrears).....	780	00
F. J. Logie.....	3rd do do .....	780	00
D. Nelligan.....	3rd do do .....	680	00
P. Nelligan.....	Messenger.....	365	01
<b>KINGSTON DIVISION.</b>			
R. W. Barker.....	Post Office Inspector .....	1,600	00
J. Meagher.....	3rd Class Clerk (including arrears).....	760	00
A. Jones.....	3rd do .....	603	34
<b>TORONTO DIVISION.</b>			
M. Sweetnam.....	Post Office Inspector.....	2,000	00
W. Cuppage.....	2nd Class Clerk (including arrears).....	1,100	00
G. J. Mason.....	2nd do .....	1,100	00
J. M. McLochlin.....	2nd do promoted from 3rd Class, 1st Oct., 1871 (less fine).....	890	00
H. W. Jackson.....	3rd do .....	600	00
W. E. Griffith.....	3rd do .....	760	00
T. S. Birchall.....	3rd do .....	700	00
J. Henderson.....	3rd do from 15th January, 1872 .....	277	41
A. B. Campbell.....	4th do promoted from Probationary, 1st Feb., 1872 .....	325	00
J. Macdougall.....	Temporary Clerk from 4th Jan, to 23rd May, 1872.....	139	34
J. Buchan.....	Messenger.....	365	00
J. Street.....	Porter from 1st Aug., 1871 (also Temporary from 1st April to 30th June, 1871).....	600	00
<b>LONDON DIVISION.</b>			
G. E. Griffin.....	Post Office Inspector.....	2,000	00
G. Cox.....	1st Class Clerk.....	1,400	00
H. A. Johnson.....	2nd do .....	1,100	00
A. Thomson.....	2nd do promoted from 3rd Class, 1st October, 1871.....	900	00
F. Cronyn.....	3rd do .....	620	00
C. J. N. Shanly.....	Probationary from 1st January, 1872 (also Temporary from 1st August to 31st October, 1871).....	225	00

REPORT NO. 3.—Detail of all payments for Salaries, &c., in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
<b>LONDON DIVISION.—Continued.</b>			
R. Mercer .....	Probationary from 18th January, 1872 .....	136	29
M. O'Meara .....	Messenger .....	365	00
J. Davis .....	Temporary Messenger from 1st July to 30th November, 1871 .....	32	78
J. Welch .....	do from 1st December, 1871 .....	45	62
<b>QUEBEC POST OFFICE.</b>			
P. G. Huot .....	Postmaster .....	2,000	00
R. G. Patton .....	Assistant Postmaster .....	1,400	00
J. E. Bolduc .....	1st Class Clerk, Supernumerary .....	1,200	00
D. Vaughan .....	1st do .....	1,000	00
J. Grey .....	2nd do .....	916	66
B. Lacasse .....	2nd do promoted from 3rd Class, 1st October, 1871 .....	958	32
C. Chamberland .....	2nd do .....	916	66
O. Biron .....	2nd do .....	916	66
W. Handford .....	3rd do promoted from 4th Class, 1st February, 1872 .....	553	34
H. Huot .....	4th do to 30th April, 1872; transferred to Inspector's Office .....	400	01
L. A. Rochette .....	4th do .....	413	34
W. Newman .....	4th do to 27th February, 1872 .....	285	07
E. Huot .....	4th do to 31st March, 1872 .....	310	00
W. B. Henchey .....	4th do from 20th May, 1872, (also Temporary from 27th June, 1871, to 20th March, 1872) .....	339	34
F. X. Labbé .....	4th do promoted from Letter Carrier, 1st April, 1872 .....	360	00
J. G. Poston .....	Probationary from 1st July, 1871 .....	275	00
W. White .....	do from 6th November, 1871 (also Temporary from 1st to 31st July, and from 1st to 30th September, 1871; temporary Letter Carrier from 1st to 31st Aug., and from 1st to 9th October, 1871) .....	271	75
F. Giasson .....	do from 1st to 31st July, 1871 .....	25	00
P. Morrisset .....	Temporary Clerk .....	291	00
F. Gaboury .....	do .....	291	00
P. Neville .....	Letter Carrier, to 30th September, 1871 .....	108	38
U. Vezina .....	do from 1st August, 1871 .....	275	00
J. McClutchy .....	do from 4th October, 1871 .....	197	41
N. Giasson .....	do from 18th April, 1872 (also Temporary for 6 days) .....	41	00
W. Anderson .....	Temporary Letter Carrier, from 10th March to 13th April, 1872 .....	35	00
O. Plamondon .....	Temporary Letter Collector .....	315	00
O. Plamondon .....	Messenger .....	399	99
J. Everts .....	do .....	300	00
F. Angers .....	Letter Carrier, at St. Roch de Québec .....	495	00
<b>MONTREAL POST OFFICE.</b>			
E. S. Freer .....	Postmaster .....	2,000	00
M. Emery .....	Acting Assistant Postmaster .....	1,400	00
McD. Simpson .....	1st Class Clerk to 30th September, 1871 .....	400	00
J. T. Wright .....	1st do .....	1,100	00
H. A. Bourret .....	1st do .....	1,000	00
H. Huddell .....	1st do .....	1,191	66
J. McKeon .....	1st do promoted from 2nd Class, 1st March, 1872 .....	990	00
V. Baillargeon .....	1st do do do .....	836	66
M. Murphy .....	2nd do .....	1,100	00
U. Benoit .....	2nd do .....	936	66
L. Malard .....	2nd do .....	936	66
J. I. Palmer .....	2nd do promoted from 3rd Class, 1st October, 1871 .....	850	00
F. Pridham .....	2nd do do do 1st March, 1872 .....	891	66
E. Johnston .....	3rd do .....	796	66

REPORT No. 3 A.—Detail of all payments for Salaries, &c., in Ontario and Quebec within the Year ended 30th June, 1872.—Continued.

Name.	Service.	Amount.	
MONTREAL POST OFFICE.—Continued.			
		\$	cts.
A. D'Amour . . . . .	3rd Class Clerk . . . . .	756	66
T. F. Larseneur . . . . .	3rd do . . . . .	756	66
F. Forsyth . . . . .	3rd do . . . . .	756	66
D. Robinson . . . . .	3rd do . . . . .	756	66
H. A. Lemieux . . . . .	3rd do . . . . .	716	66
W. Fenton . . . . .	3rd do . . . . .	716	66
J. St. Amour . . . . .	3rd do . . . . .	656	69
J. C. Simms . . . . .	3rd do . . . . .	656	69
J. O'B. Scully . . . . .	3rd do . . . . .	656	69
D. O'Connor . . . . .	3rd do . . . . .	636	66
F. X. Beauregard . . . . .	3rd do . . . . .	636	66
L. Pepin . . . . .	3rd do . . . . .	636	66
J. J. Drew . . . . .	3rd do . . . . .	636	66
O. Clement . . . . .	3rd do . . . . .	636	66
A. Loftus . . . . .	3rd do . . . . .	636	66
T. Desnoyers . . . . .	3rd do . . . . .	636	66
H. Goyette . . . . .	3rd do . . . . .	636	66
J. A. C. Macpherson . . . . .	3rd do to 31st October, 1871 . . . . .	300	00
E. Mayer . . . . .	3rd do promoted from 4th Class, 1st March, 1872 . . . . .	510	00
J. B. A. Daonst . . . . .	4th do . . . . .	376	66
J. Senez . . . . .	4th do . . . . .	396	66
F. Swift . . . . .	4th do to 30th September, 1871 . . . . .	120	00
R. Duncan . . . . .	4th do . . . . .	496	66
R. J. Arless . . . . .	4th do . . . . .	516	66
J. E. Barcelo . . . . .	4th do promoted from Probationary, 1st October, 1871 . . . . .	355	00
F. X. Lefebvre . . . . .	4th do promoted from Letter Carrier, 16th October, 1871 . . . . .	355	00
A. A. Auger . . . . .	4th do do do 1st April, 1872 . . . . .	560	00
G. Beaudoin . . . . .	4th do from 7th March, 1872 . . . . .	84	03
J. A. Aylmer . . . . .	Probationary . . . . .	300	00
H. McKenzie . . . . .	do from 1st October, 1871 . . . . .	182	20
P. O'Reilly . . . . .	Letter Carrier . . . . .	560	00
O. Filiatrault . . . . .	do . . . . .	488	34
A. Dowd . . . . .	do to 17th December, 1871 . . . . .	261	93
E. C. Dowd . . . . .	do . . . . .	318	34
T. Giroux . . . . .	do to 4th April, 1872 . . . . .	268	55
P. Lapointe . . . . .	do . . . . .	318	34
A. Dufresne . . . . .	do . . . . .	326	66
C. Lefebvre . . . . .	do . . . . .	300	00
J. B. Plante . . . . .	do promoted from Temporary, 1st August, 1871 . . . . .	300	00
J. Melançon . . . . .	do from 6th September, 1871 (less fine) . . . . .	218	85
A. S. Higgins . . . . .	do from 23rd October, 1871 . . . . .	182	20
P. R. Madden . . . . .	do do do . . . . .	182	20
J. Beaudoin . . . . .	do from 24th October, 1871 . . . . .	181	40
F. Ménard . . . . .	do from 30th October, 1871 . . . . .	176	60
P. Rottot . . . . .	do from 31st October, 1871 . . . . .	175	80
L. Lefebvre . . . . .	do from 11th November, 1871 . . . . .	166	67
De V. V. de Grand Pré . . . . .	do promoted from Night Watchman, 7th Dec., 1871 . . . . .	360	00
A. P. Giroux . . . . .	do from 31st January, 1872 . . . . .	100	81
A. A. Doray . . . . .	do from 26th April, 1872 . . . . .	29	16
J. Maher . . . . .	Letter Collector . . . . .	350	01
J. Odell . . . . .	do . . . . .	309	16
J. Brennan . . . . .	do also Letter Carrier, to 1st August, 1871 . . . . .	300	00
F. Leahy . . . . .	do from 1st Aug., 1871; temporary Letter Carrier, June, 1871; and temporary Letter Collector, July, 1871 . . . . .	300	00
J. L'Abbé . . . . .	Temporary Letter Collector, from 16th to 23rd November, 1871; from 1st to 7th January, and from 1st to 31st May, 1872 . . . . .	37	27
P. Patterson . . . . .	Office Keeper . . . . .	384	00
M. Mullin . . . . .	Messenger . . . . .	243	00
J. Thompson . . . . .	do promoted from Temporary, 1st February, 1872 . . . . .	334	00
J. St. Amour . . . . .	Night Watchman, from 8th December, 1871 . . . . .	173	22
R. Tarbutt . . . . .	Laborer and Fireman, from 1st October, 1871 . . . . .	244	04

REPORT No. 3 A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, within the Year ended 30th June, 1872.—Continued.

Name.	Service.	Amount.	
		\$	cts.
<b>OTTAWA POST OFFICE.</b>			
G. P. Baker	Postmaster	2,000	00
C. L. Stephens	Assistant Postmaster	1,200	00
H. G. Dunlevie	2nd Class Clerk	916	66
F. French	2nd do	916	66
E. Hawken	3rd do	656	67
C. S. Scott	3rd do	616	66
J. T. Bartram	3rd do to 15th November, 1871	225	00
E. B. Bates	4th do	496	66
A. S. Phillion	4th do to 31st March, 1872	410	00
J. H. Pinhey	4th do to 31st July, 1871	80	00
E. S. McDermott	4th do (less fine)	375	66
J. Bishop	4th do	360	00
E. J. O'Connor	4th do	360	00
C. Shaw	4th do	360	00
E. H. Williams	4th do promoted from Temporary, 1st February, 1872	436	50
G. W. Baker	Probationary	300	00
F. Roberge	do promoted from Temporary, 1st September, 1871	300	00
C. J. Tasker	do from 1st September, 1871, to 26th February, 1872 (also Temporary from 15th July to 31st Aug., 1871)	188	71
P. A. Maingy	do from 24th October, 1871	181	25
D. Gordon	do from 1st March, 1872	75	00
J. Smith	do do do	75	00
H. Phillion	do do do	75	00
L. Thompson	do from 1st April, 1872	50	00
L. F. Cobet	Letter Carrier	360	00
V. Dazé	do	303	34
B. Huckell	do	300	00
T. Hartney	Messenger	300	00
J. Brown	Temporary Letter Carrier, 22 days	33	00
T. Smith	do do from 4th to 7th November, 1871	4	50
P. Campbell	Temporary Messenger, from 1st to 30th September, 1871	21	00
<b>KINGSTON POST OFFICE.</b>			
R. Deacon	Postmaster	1,840	00
W. Shannon	Assistant Postmaster	1,066	68
A. Magurn	2nd Class Clerk	1,016	66
J. Kelly	2nd do (including arrears)	975	00
R. T. Burns	3rd do	756	66
R. Deacon, Jr.	4th do	396	66
H. G. Goodfellow	4th do	376	66
J. P. Carberry	Probationary from 1st April, 1872	50	00
P. Lindsay	Letter Carrier	480	00
H. Dunbar	Messenger	300	00
J. Sommerville	Temporary Clerk from 25th to 29th September, 1871	7	50
J. G. Strachan	do from 25th to 30th March, 1872	9	00
<b>TORONTO POST OFFICE.</b>			
J. Leslie	Postmaster	2,000	00
G. H. Backas	Assistant Postmaster	1,500	00
J. H. Davis	1st Class Clerk	1,200	00
J. Carruthers	1st do	1,166	67
A. Cooper	2nd do	1,083	34
A. Langley	2nd do	1,083	34
A. Corke	2nd do	1,096	68
A. Barley	2nd do	1,006	68
J. Forsyth	2nd do	900	00

REPORT No. 3 A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
<i>TORONTO POST OFFICE.—Continued.</i>			
H. Boulter	2nd Class Clerk to 31st October, 1871	375	00
P. Hynes	2nd do from 1st March, 1872 (transferred from Railway Mail Service)	225	00
A. Harstone	3rd do	788	34
H. Falkiner	3rd do	704	00
D. P. Ross	3rd do	716	66
W. Wright	3rd do	716	66
C. R. Butler	3rd do to 31st July, 1871 (less fine)	101	47
W. Loudon	3rd do	640	00
A. Webber	3rd do	640	00
J. Moerschfelder	3rd do	660	01
B. M. Armstrong	4th do	500	00
J. Monaghan	4th do	500	00
G. A. Ross	4th do to 31st October, 1871	208	33
B. Langley	4th do	500	00
J. A. Brodie	4th do	500	00
J. Egan	4th do to 30th November, 1871 (transferred to Railway Mail Service)	180	00
C. Beatty	4th do (less fine)	358	00
P. Ross	4th do	400	00
F. H. Mickleburgh	4th do to 30th June, 1871 (transferred to Railway Mail Service)	40	00
A. Beatty	4th do (less fine)	390	00
B. Bascom	4th do from 24th January, 1872	127	75
C. H. Fisher	Probationary to 31st October, 1871 (less fine)	124	00
A. T. Middleton	do	300	00
R. Winstanley	do from 11th September, 1871	215	84
C. P. Bell	do from 19th October, 1871	185	49
W. M. Bennett	do from 1st December, 1871	150	00
H. H. Crocker	do from 18th December, 1871	136	29
A. Rains	do from 16th March, 1872	62	90
R. Stephens	Superintendent Letter Carriers	500	00
J. McClosky	Letter Carrier	440	00
J. Ross	do	491	68
J. Alston	do	400	00
J. Bazeley	do	400	00
J. Clode	do	356	66
J. Hudson	do	356	66
T. Roddy	do	318	34
J. Loughead	do	318	34
J. M. Shannon	do promoted from Temporary, 23rd October, 1871	271	26
C. Henry	do from 5th February to 30th April, 1872	71	55
G. Downerd	do from 9th May, 1872	11	29
T. Crotty	Letter Collector	364	13
P. Stewart	do	300	00
J. H. Rodden	Housekeeper, to 5th June, 1871	5	27
J. Callaghan	do from 15th June, 1871	365	22
J. Hodgkinson	Messenger	400	00
E. R. Hoogs	Assistant Messenger from 6th February to 16th March, 1872; (also Letter Carrier from 1st November, 1871, to 5th February, 1872)	112	90
G. Crane	Temporary Clerk to 31st March, 1872	225	00
J. Carruthers	do from 26th June, 1871	279	17
W. F. Ross	do from 1st to 10th June, 1871	8	34
J. Kekewich	do from 9th to 23rd September, 1871	19	50
J. Loman	do from 9th to 16th September, 1871	10	50
C. Garde	do 197 days	284	50
J. Whiteside	Temporary Letter Collector	9	00
G. Waller	do from 1st July to 31st August, 1871	55	00



REPORT No. 3 A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
<b>HAMILTON POST OFFICE.</b>			
F. E. Ritchie	Postmaster	2,000	00
H. Colbeck	Assistant Postmaster	1,191	66
C. Howard	2nd Class Clerk	1,100	00
A. Crisp	2nd do	1,100	00
H. A. Eager	2nd do	936	66
J. B. Eager	2nd do	936	66
G. H. Armstrong	2nd do	936	66
T. Burns	3rd do	676	66
J. Gordon	3rd do	676	66
C. B. Ferguson	4th do to 22nd July, 1871	51	29
G. H. Mathews	4th do	376	66
G. H. Bull	Probationary from 1st August, 1871 (also Temporary from 1st to 31st July, 1871)	275	00
D. J. Macqueen	do from 7th August, 1871	244	35
W. S. Smyth	do from 10th October, 1871	192	74
A. W. Burns	Messenger	368	34
<b>LONDON POST OFFICE.</b>			
L. Lawless	Postmaster	1,840	00
R. J. C. Dawson	Assistant Postmaster	1,191	66
J. Gordon	2nd Class Clerk	936	66
J. D. Sharman	2nd do	936	66
H. D. Dalton	2nd do promoted from 3rd Class, 1st May, 1872 (including arrears)	915	00
J. Hunter	3rd do	636	66
J. McLaughlin	3rd do	636	66
R. F. Matthews	3rd do	636	66
T. J. O'Meara	4th do	355	00
E. Wilson	4th do promoted from Probationary, 1st March, 1872	350	00
<b>RAILWAY MAIL SERVICE.</b>			
<i>(Foreign.)</i>			
T. O. Butler	Foreign Mail Clerk	1,000	00
R. McGillivray	do do	1,100	00
M. Malone	do do	1,100	00
<i>(Home.)</i>			
J. L. Ancill	1st Class Mail Clerk, night duty included (promoted from 2nd Class, 1st April, 1872)	1,046	30
A. Carruthers	1st do do night duty included (promoted from 2nd Class, 1st June, 1872)	1,005	55
N. W. H. Curtis	1st do do	960	00
A. McCarthy	1st do do night duty included	1,113	31
A. G. McWhinney	1st do do	960	00
W. Matthews	1st do do	960	00
H. A. Murphy	1st do do night duty included (less fine)	1,198	00
P. Pardon	1st do do	960	00
B. D. D. Rorison	1st do do	960	00
D. A. Ross	1st do do night duty included	1,080	00
A. G. Sanders	1st do do promoted from 2nd Class, 1st Nov., 1871	906	67
W. Sheppard	1st do do	960	00
J. D. Thomson	1st do do night duty included	1,040	00
A. Walsley	1st do do do do	1,080	00
J. G. Wright	1st do do	960	00

REPORT No. 3 A.—Detail of all payments for Salaries, &c., in Ontario and Quebec, within the year ended 30th June, 1872.—Continued,

Name.	Service.		Amount.
RAILWAY MAIL SERVICE.—Continued.			
(Home.)			
J. Wynn	1st Class Mail Clerk		\$ 960 cts. 00
W. C. Ashdown	2nd do do	night duty included	724 44
J. Bayley	2nd do do	do do	979 14
W. Beatty	2nd do do	do do	990 71
N. A. Baudet	2nd do do		720 00
J. O. Bennett	2nd do do	night duty included	878 52
J. O. Benoit	2nd do do	do do	645 92
E. Blondeau	2nd do do	do do	720 00
F. Briegel	2nd do do	do do	872 59
G. A. Burnham	2nd do do	do do	975 65
W. F. Burnham	2nd do do		680 00
G. F. Burns	2nd do do	night duty included	819 20
W. Butler	2nd do do	do do	980 72
T. A. Corbett	2nd do do	do do	688 84
A. Couillard	2nd do do	do do	822 20
H. Cousins	2nd do do		693 33
W. T. Cox	2nd do do	promoted from 3rd Class, 1st Feb., 1872	563 34
J. Davidson	2nd do do	to 31st March, 1872	533 34
A. Denis	2nd do do	night duty included	877 03
J. Deslauriers	2nd do do	do do	652 58
F. C. Dettmers	2nd do do	do do Suspended from 13th Dec., 1871 to 11th Jan., 1872 (less fine)	766 47
W. Edgar	2nd do do	from 1st March, 1872	213 34
C. Ermatinger	2nd do do	night duty included (less fine)	642 67
T. J. Essex	2nd do do		720 00
J. F. Fenwick	2nd do do	night duty included	803 70
A. Findlay	2nd do do	do do	811 10
C. Fisher	2nd do do	promoted from 3rd Class, 1st Feb., 1872	570 00
W. H. Flood	2nd do do		720 00
E. Gordon	2nd do do	night duty included	773 33
P. Hynes	2nd do do	to 29th Feb., 1872, (transferred to Toronto Post Office)	480 00
W. J. Jarvis	2nd do do	promoted from 3rd Class, 1st Feb., 1872	570 00
G. Jones	2nd do do	night duty included	990 73
R. Kelly	2nd do do		640 00
A. Kerby	2nd do do		800 00
G. Lapointe	2nd do do	night duty included (promoted from 3rd Class, 1st February, 1872)	587 40
C. Lefebvre	2nd do do	night duty included	879 98
E. Lefebvre	2nd do do	do do	822 20
A. Menzies	2nd do do	do do	863 68
J. L. Mercier	2nd do do	do do	782 21
W. Murphy	2nd do do	do do	869 62
A. J. Patton	2nd do do		720 00
P. Pennock	2nd do do		800 00
J. J. Ross	2nd do do		800 00
J. F. Ruttan	2nd do do	to 31st July, 1871, (transferred to Post Office Department)	53 33
J. Sautler	2nd do do	night duty included	1,096 28
G. A. Shaw	2nd do do	do do	714 02
W. D. Smith	2nd do do	do do	682 93
A. Somerville	2nd do do	do do	800 00
P. J. Treahy	2nd do do	do do	808 90
F. Tyner	2nd do do	do do	813 27
J. Vallée	2nd do do	do do	880 00
C. Way	2nd do do		640 00
M. Wright	2nd do do		800 00
J. Yorick	2nd do do	from 1st March, 1872 (transferred from Post Office Department)	200 00
J. D. Anderson	3rd do do	night duty included, from 1st Nov., 1871	322 22
D. Blondeau	3rd do do	night duty included, from 1st Dec., 1871	301 10

REPORT No. 3 A.—Detail of all payments for Salaries, &c, in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.
RAILWAY MAIL SERVICE.— <i>Continued.</i>		
( <i>Home.</i> )		
		\$ cts.
R. Brough	3rd Class Mail Clerk, from 1st March, 1872	160 00
S. Burnham	3rd do do to 30th September, 1871	260 00
L. V. Byrne	3rd do do night duty included, from 24th Oct., 1871	338 09
J. P. Chillas	3rd do do night duty included	485 55
L. N. Dionne	3rd do do do do	556 63
J. Egan	3rd do do do do from 1st December, 1871 (transferred from Toronto Post Office)	294 43
J. Friel	3rd do do	480 00
T. Gaudry	3rd do do night duty included	482 22
C. Hurlbut	3rd do do from 3rd July, 1871	477 40
E. F. Johnson	3rd do do night duty included, from 17th Oct., 1871	353 79
Albert Jones	3rd do do night duty included	589 52
S. Jones	3rd do do night duty included, from 24th Oct., 1871	331 43
M. E. Kelly	3rd do do night duty included	483 33
H. J. Kimlin	3rd do do do do	536 66
A. Iachapelle	3rd do do	480 00
M. Lovitt	3rd do do from 1st March, 1872	160 00
S. McLean	3rd do do night duty included	503 32
N. McLellan	3rd do do do do	531 10
H. Mercer	3rd do do to 29th February, 1872	333 33
F. H. Mickleburgh	3rd do do (transferred from Toronto Post Office)	480 00
W. Mitchell	3rd do do	480 00
D. Maloney	3rd do do	480 00
W. C. Noble	3rd do do night duty included	542 19
W. D. O'Brien	3rd do do from 1st June, 1872 (transferred from Post Office Department)	43 34
R. Peden	3rd do do	480 00
W. Prest	3rd do do from 6th August, 1871	393 33
J. W. Rooney	3rd do do night duty included, from 24th July, 1871	455 87
G. V. Salter	3rd do do	480 00
L. Sewell	3rd do do	500 00
E. Webb	3rd do do night duty included	600 00
C. J. H. Winstanley	3rd do do do do	511 11
J. S. Leslie	Temporary Mail Clerk, 7 months, 25 days	352 25
H. D. Filion	do do 5 months	199 73
T. McCormick	do do 4 months	206 45
R. Pridham	do do 4 months	202 58
L. W. Herchmer	do do 3 months, 23 days	228 00
C. Plumb	do do 29 days	43 50
A. Thompson	do do 17 days	22 66
R. H. Wells	do do 9 days	18 00
W. J. Hornick	do do 8 days	8 00
		227,331 85
	LESS—Superannuation deductions from the salaries in the City Post Offices, for the month of June, 1871, paid into the Receiver General, and brought to account on 30th June, 1871	655 96
	Total	\$ 226,675 89

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, A.—Continued.

Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abbott's Corners .....	20 78	10 00		
Abbotsford .....	200 53	58 00		
Aberarder .....	63 51	26 00		
Abercorn (*discontinued) .....	100 45	32 00	*7 50	
Aberfoyle .....	134 42	54 00		
Abingdon .....	55 55	20 00		
Acacia .....	45 88	11 50		
Acton .....	550 91	171 50		
Acton Vale .....	458 63	207 50	32 00	
Adamsville .....	117 16	36 00		
Adare .....	78 05	28 50		
Adderley .....	31 46	16 50		
Addison .....	88 76	32 00		
Adelaide .....	145 65	61 50		
Admaston .....	55 56	19 00		
Adolphustown .....	98 39	46 00		
Agincourt .....	81 35	23 50		
Ailsa Craig .....	928 88	251 50		
Aird .....	19 73	10 00		
Airlie .....	30 28	10 00		
Alberton .....	58 56	28 50		
Albion (*including arrears) .....	418 36	175 00	*30 00	
Albury .....	27 74	15 50		
Aldboro' .....	225 35	77 00		
Aldershot .....	25 77	15 00		
Alderville .....	28 34	12 50		
Alexandria .....	594 50	217 00	24 00	
Alfred .....	35 18	13 00		
Algonquin .....	39 72	14 50		
Allanburg .....	167 13	67 50		
Allandale Mills .....	81 70	33 50		
Allan Park .....	78 92	30 50		
Allan's Corners .....	116 89	45 00		
Allendale .....	329 20	80 00		
Allenford .....	108 84½	45 00		
Allensville, (from 1st November, 1871.) .....	11 15	4 16		
Allisonville .....	57 93	20 00		
Alliston .....	264 66½	68 50		
Alloa (closed Sept. and Oct., 1871.) .....	28 62	11 82		
Allumette Island .....	126 64	49 50		
Alma .....	216 37	62 50		
Almira .....	44 44	17 50		
Almonte (*1 Quarter) .....	1,838 83	458 50	*10 00	*15 00
Alport .....	34 80	19 00		
Alton .....	170 41	63 50		
Altona .....	60 42	23 50		
Alvanley .....	25 09	18 00		
Alvinston .....	85 52	25 00		
Amberley .....	144 64	39 50		
Ambleside .....	32 75	10 00		
Ameliasburg .....	172 40	56 50		
Amherstburgh (*including arrears) .....	1,025 84	354 00		*90 00
Amiens .....	24 03	13 00		
Ancaster .....	508 60	195 50		
Ancienne Lorette .....	44 99	19 00		
Anderson .....	34 77	14 00		
Ango Gardien .....	80 86	14 00		

REPORT No. 3 A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Angers.....	48 43	20 00		
Angus.....	567 11	190 50		
Antrim (6 Quarters).....	48 56	21 00		
Appin.....	249 45	76 00		
Appleby.....	69 48	28 50		
Appleton.....	209 76	70 50		
Apsley.....	73 75	21 00		
Apto.....	49 47	25 50		
Arden.....	52 26 <sup>1</sup> / <sub>2</sub>	13 50		
Ardoch.....	33 10 <sup>1</sup> / <sub>2</sub>	12 00		
Ardrea.....	46 50 <sup>1</sup> / <sub>2</sub>	20 50		
Argyle.....	86 81	25 00		
Arkell.....	65 28	26 00		
Arkona.....	568 11	208 50		
Arkwright.....	138 12	43 50		
Arlington.....	94 71	34 50		
Armadale.....	30 13	10 00		
Armagh.....	38 50	16 00		
Armand.....	29 08	14 50		
Armow.....	40 02 <sup>1</sup> / <sub>2</sub>	11 50		
Arnott.....	70 82	23 50		
Arnprior, (*including arrears).....	1,574 75	515 50	60 00	*73 33
Aros.....	15 51	10 00		
Arthabaska Station.....	395 33	140 00		
Arthur.....	677 49	188 00		
Arundel.....	11 30	10 00		
Arva.....	192 76	79 50	16 00	
Ascot Corner.....	49 49	16 00		
Ashburn.....	148 18	56 50	16 00	
Ashburnham.....	163 37	58 00		
Ashdown.....	113 18	60 50		
Ashgrove.....	63 25	22 50		
Ashley.....	24 28	11 50		
Ashton.....	150 15 <sup>1</sup> / <sub>2</sub>	45 00		
Ashworth.....	55 79 <sup>1</sup> / <sub>2</sub>	14 50		
Assametquagan.....	289 44	113 86		
Aston Station.....	31 31	10 50		
Atha.....	46 61	18 00		
Athelstan.....	163 03	83 00		
Athens.....	17 42	10 00		
Atherley.....	186 34	57 50		
Atherton.....	21 13	10 00		
Athlone.....	61 43 <sup>1</sup> / <sub>2</sub>	22 00		
Athol.....	103 53	37 00		
Attercliffe.....	87 32	30 00		
Aubigny.....	43 52	16 00		
Aubrey.....	16 33	13 98		
Auburn.....	145 87	59 50		
Audley (from 1st June, 1871).....	22 36	8 33		
Aughrim.....	75 99	22 00		
Aultsville.....	276 55	97 00		
Aurora, (*including arrears).....	1,100 21	341 50		*90 00
Avening.....	155 51 <sup>1</sup> / <sub>2</sub>	37 00		
Avignon.....	8 67	10 00		
Avoca.....	40 44	16 00		
Avon.....	97 63	35 00		
Avonbank.....	29 64	14 50		
Avonmore.....	65 75	25 00		

REPORT No. 3 A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Avonton	46 94	19 50		
Ayer's Flat	129 67	30 00		
Aylmer, East	916 41	406 00	81 00	60 00
Aylmer, West (*including arrears)	1,256 38	418 00		*90 00
Aylwin	62 50	24 00		
Ayr	771 66	358 00	32 00	
Ayton	198 53	41 00		
Baby's Point	62 06½	31 00		
Baden	259 75	75 00	24 00	
Bagot	103 67	30 50	16 00	
Bagotville	79 08	52 00	10 00	
Baillargeon	17 90	13 50		
Bailleboro'	121 40	47 50		
Bala	23 13	10 00		
Balderson	61 13	25 50		
Ballantrae	71 18	24 50		
Ballinafad	108 12	38 50		
Ballycroy (3 Quarters)	49 70	15 00		
Ballyduff	42 37	19 00		
Ballymote	15 03½	11 50		
Palmer's Island	74 31	28 00		
Balmoral	86 93	28 50		
Balsam	93 28	38 00		
Baltimore	225 20	70 00		
Bamberg	45 93	17 50		
Banda	100 22	30 50		
Bandon	15 69	10 00		
Bangor	36 65½	16 50		
Bannockburn	37 05	19 50		
Barachois de Malbaie	25 15	11 00		
Bark Lake	54 58	32 00		
Barnett	43 70	18 00		
Barnston	251 90	93 00		
Barrie (*including arrears)	4,009 43	935 50	144 00	*180 00
Barrington	29 85	11 00		
Bartonville	58 38	23 50		
Bath	405 76½	152 00		
Batiscan	181 43	66 50		
Batiscan Bridge	127 02	111 00	60 00	
Battersea	96 39	34 00		
Bayfield	473 93	227 00		
Bayham	120 94	39 50		
Beachburg	169 08	90 50	16 00	
Beachville	405 26	150 00		
Bealton	44 11	20 50		
Beamsville	820 33	258 00	48 00	
Bear Brook	90 12	27 00		
Beatrice, (from 1st October, 1871.)	8 16	5 00		
Beauharnois	620 34	256 69	32 00	
Beaulac	11 84	10 00		
Beaulieu, (from 1st September, 1871.)	16 99½	5 84		
Beaumont	67 77	27 00		
Beaufort	199 55	70 50		
Beaurivage	63 88	28 50		
Beaverton	629 81	241 50	60 00	
Béancour	223 74	85 50	48 00	
Béancour Station	132 89	61 50	24 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries,	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Becher, (from 1st November, 1871.)	3 35	4 17		
Bedford	489 98	169 50		
Beebe Plain	84 94	25 50		
Bégon	4 56	10 00		
Belfast	99 21	32 50	24 00	
Belford	54 10	22 50		
Belfountain	28 62	10 50		
Belgrave	197 20	49 87		
Belhaven	65 81	26 00		
Belle Rivière	63 00	24 50		
Belleville (*including arrears)	8,781 16	1,998 50	96 00	*520 00
Bell Ewart	336 66	112 00		
Belbrock	44 27	13 00		
Bell's Corners	203 85	70 50		
Belmont	281 36	99 00		
Belmore	152 63	57 00		
Belœil, Station	36 29	17 50		
Belœil, Village	203 83½	76 00		
Benn Miller	59 39	24 00		
Bennie's Corners	46 67	19 50		
Bensfort	59 49	18 00		
Bentley	48 78	24 50		
Beresford	33 77	12 50		
Bergerville	54 29	27 00		
Berkley	48 92	16 00		
Berlin	2,597 28	726 50	200 00	120 00
Berne	102 95	59 00		
Bersimis	11 41	10 50		
Bertiner, <i>en bas</i>	140 94	56 00		
Berthier, <i>en haut</i>	634 95	319 90	108 00	
Bervie	156 24½	56 00		
Berwick	91 69	29 50		
Bethany	283 71	91 00	24 00	
Bethel	43 40	10 50		
Bewdley	46 14	21 50		
Bic	341 31	131 25		
Bienville	77 05	25 50		
Billings' Bridge	107 87	39 00		
Bimbrook	146 39	56 50		
Bingham Road	22 99	10 00		
Birchton	70 68	24 00		
Birchhall	80 19	29 00		
Birmingham	26 06	10 00		
Birr (*3 Quarters)	141 17	54 50	*9 00	
Bishop's Mills	87 25	33 50		
Bismarck, (from 1st March, 1872.)	3 66	0 83		
Black Bank	18 93	10 00		
Black Creek	93 56	34 50		
Black Heath	29 78½	12 50		
Black River Station	42 74	17 00		
Blair	104 96	38 00		
Blairton	147 42	46 50		
Blainford	29 11	12 50		
Blantyre	73 19	27 50		
Blessington	55 17	18 50		
Bloomfield	238 49	88 00		
Bloomingdale	45 63	15 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bloomington.....	60 63	14 00		
Bloomsburg.....	71 64	37 60		
Bluevale.....	252 10	85 50		
Blyth.....	324 67	119 50		
Elytheswood.....	64 40	21 50		
Bobcaygeon (*including arrears).....	791 33	365 50	*72 00	
Bogart (closed month of September, 1871).....	16 49	11 66		
Bolingbroke.....	13 30	17 50		
Bolover.....	67 87	25 00		
Bolton Centre.....	49 65	17 50		
Bolton Forest.....	64 49 <sup>1</sup> <sub>2</sub>	21 50		
Bomanton.....	49 64	16 50		
Bondhead.....	414 49	145 50	72 00	
Bongard's Corners.....	21 92	10 00		
Bookton.....	52 23	15 50		
Bord à Plouffe.....	16 11	21 50		
Borelia (3 Quarters).....	96 82	49 50		
Bornholm.....	54 88	18 50		
Boscobel.....	4 81	10 00		
Boston.....	114 83	45 50		
Bosworth.....	107 17	42 00		
Botary.....	26 14	10 50		
Bothwell (*1 Quarter).....	1,041 78	331 50		*15 00
Boucherville.....	172 58	75 00		
Boulter.....	41 47	11 50		
Bourg Louis.....	35 65	12 50		
Bowling Green.....	21 36	10 00		
Bowmanville (*including arrears).....	3,365 53	924 50	*67 00	*170 00
Box Grove.....	47 50	17 00		
Boyne.....	47 68	17 00		
Boynton.....	20 21 <sup>1</sup> <sub>2</sub>	14 50		
Bracebridge.....	835 20	209 00	32 00	
Bradford (*including arrears).....	1,257 19	381 50	24 00	*90 00
Braemar.....	59 04	21 00		
Bramley.....	60 03	21 50		
Brampton (*including arrears).....	2,221 36	615 50		*190 00
Branshton.....	162 13	54 50		
Brandy Creek.....	34 66	12 50		
Brantford (*including arrears).....	8,295 59	1,810 50	88 00	*360 00
Brechin.....	108 52	26 00		
Brentwood.....	134 71	44 00		
Breslaw.....	100 25	40 50		
Brewer's Mills.....	70 50	31 00		
Brewster.....	45 32	16 00		
Bridgenorth.....	43 28	16 50		
Bridgeport.....	121 64	39 50		
Bridgewater (*including arrears).....	253 30	93 50	*15 00	
Brigham.....	159 44	36 50		
Bright.....	271 05	84 50		
Brighton (*including arrears).....	1,099 37	353 00	240 00	*90 00
Brinkworth.....	32 88	10 50		
Brinsley.....	56 61	20 50		
Brisbane.....	61 89	24 00		
Bristol (*including arrears).....	262 27	72 00	*30 00	
Britannia.....	54 69	21 00		
Britonville.....	26 38	10 50		
Broadlands.....	62 27	11 00		
Brockton.....	45 86	12 50		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brockville .....	6,218 91	1,586 50	480 00	250 00
Brodhagen (no accounts received) .....				
Brome .....	225 15	55 50		
Bromemere .....	14 65	10 00		
Brompton .....	17 45	10 00		
Brompton Falls .....	152 59	50 50		
Bronte .....	160 10	61 00		
Brookbury .....	22 90	10 00		
Brooklin .....	532 84	233 50		
Brooksdale, (7 Quarters) .....	147 45	60 50		
Brougham .....	308 32	113 00		
Broughton .....	12 87	10 00		
Brownsburg .....	22 72	10 00		
Brownsville .....	132 71	49 00		
Brucefield .....	203 78	81 00		
Bruce Mines .....	348 96	123 00		
Brudenel .....	111 77	32 00		
Brunner .....	14 37	10 00		
Brunswick .....	10 46	10 00		
Bryanston .....	78 03	29 00		
Buckhorn .....	123 77	41 50		
Buckingham .....	809 11	289 47		
Buckland .....	33 23	10 50		
Bulstrode .....	24 14	10 00		
Bulwer .....	40 04	14 00		
Burford .....	323 36	129 50		
Burgessville .....	102 58	39 00		
Burgoyne .....	89 75	31 00		
Burleigh .....	19 30	10 00		
Burnbrae .....	73 76	23 50		
Burnhamthorpe .....	17 89	14 50		
Burnley .....	29 03	10 00		
Buras .....	24 65½	12 00		
Burnstown .....	85 55	28 50		
Burritt's Rapids .....	262 38	117 00		
Burton .....	36 58	16 00		
Burton .....	43 56	16 00		
Bury's Green .....	23 88	10 00		
Bushfield .....	19 86	10 00		
Bute .....	34 04	18 00		
Buttonville .....	74 72½	33 50		
Buxton .....	139 10	45 50		
Byng .....	63 68	20 50		
Byng Inlet .....	223 78	58 00		
Byron .....	82 34	32 00		
Cacouna .....	372 76	198 50		
Cadmus, (from 1st August, 1871) .....	11 78	7 50		
Cæsarea .....	43 25	16 00		
Cainsville .....	157 44	60 50		
Caintown .....	45 64	20 00		
Cairngorm, (from 1st March, 1872) .....	0 87	0 83		
Caistorville .....	102 42½	32 50		
Calabogie .....	16 76	10 00		
Calder .....	15 47	10 00		
Caldwell .....	21 69	10 00		
Caledon .....	225 25	85 00		
Caledon East .....	177 60	46 00	16 00	
Caledonia Springs .....	92 30	38 12		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries,	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Calton .....	18 42	10 00		
Calumet Island .....	62 45	22 00		
Cambray .....	214 09	70 50		
Camden East .....	223 85	77 60	16 00	
Cameron .....	46 31	17 50		
Camilla .....	73 22½	28 50		
Camlachie .....	194 83	63 00		
Campbellford .....	731 52	234 50		
Campbell's Cross .....	131 29	45 00		
Campbellville .....	99 99	39 00		
Campden .....	77 52	27 50		
Canard River .....	8 37	10 00		
Canboro' .....	65 54	27 00	16 00	
Candasville, (from 1st December, 1871) .....	7 05	3 33		
Canfield .....	251 72	73 00	16 00	
Cannifton .....	158 04	66 00		
Canning .....	163 57	41 60		
Cannington .....	521 77	160 50		
Canrobert .....	114 67	41 50		
Canterbury .....	12 10	10 00		
Cantley .....	53 44	21 50		
Canton .....	68 34	28 50		
Cap à l'Aigle, Sub. (Revenue included in Murray Bay) .....		20 00		
Cap Chat, (from 1st November, 1871) .....	20 29	5 60		
Cap des Rosiers .....	36 48	11 50		
Cape Cove .....	82 15	39 50		
Capelton .....	87 56	40 50		
Cape Rich .....	41 99	23 12		
Caplin, (from 1st June, 1871) .....	42 39	9 83		
Cap Madeleine .....	42 21	14 00		
Cap Rouge .....	59 84	24 00		
Cap St. Ignace .....	155 06	50 50		
Cap Santé .....	101 49	48 00		
Carden .....	60 36½	25 50		
Carillon .....	194 50	86 00		
Carleton .....	201 49	91 50	128 00	
Carleton Place (*1 Quarter) .....	1,102 67	275 50		*10 00
Carlingford .....	84 23	26 50		
Carlisle .....	149 34	52 50		
Carlow .....	80 66	30 00		
Carlsruhe .....	72 11	33 00		
Carluke (*discontinued) .....	102 44	39 00	*8 00	
Carnarvon .....	15 57	10 00		
Carnegie .....	16 36	10 00		
Carp .....	151 66	54 00	16 00	
Carronbrook .....	344 78	132 50		
Carrville .....	43 86	17 00		
Carsonby .....	14 49	10 00		
Carthage .....	52 23	20 50		
Cartwright .....	264 49	82 00		
Cashel .....	42 30	15 50		
Cashmere .....	61 07	26 50		
Casselman .....	7 04	10 00		
Castile .....	9 82	10 00		
Castlebar .....	93 71	37 50		
Castleford .....	78 63	24 00		
Castlemore .....	22 73	12 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$	cts.			
Castleton	556	46	109	50	
Cataract	53	53	26	59	
Cataragui	164	99	60	50	
Cathcart	97	94	38	60	
Caughnawaga	90	94	35	60	88 00
Causapsca	162	26	19	00	
Cayuga	786	33	193	59	16 00
Cazaville	30	63	10	00	
Cedar Grove	54	11	18	59	
Cedar Hill	77	11	19	00	
Cedar Hill	36	14	13	00	
Cedars	117	42	40	59	
Cedarville	25	32	10	00	
Centre Augusta	16	85	10	00	
Centreton	42	47	13	00	
Centreville	145	28	87	59	
Chambly Basin	334	60	123	00	
Chambly Canton	290	25	111	50	72 00
Champlain	156	54	54	50	10 00
Chandos	23	58	13	00	
Caantelle	14	72	10	00	
Chantry, (from 1st July, 1871)	17	07	7	50	
Charing Cross	128	07	39	00	72 00
Charlesbourg	63	56	23	50	
Charleston	21	40	10	00	
Charleville	13	97	10	00	
Chatboro', (from 1st December, 1871)	6	48	3	33	
Chateauguay	115	35	44	00	
Chateauguay Basin	71	76	32	00	
Chateau Richer (*including arrears)	107	22½	42	50	*51 00
Chatham	6,041	05	1,248	00	240 00
Chatillon	21	36	10	00	
Chatsworth	306	59	114	00	16 00
Chesapeake	143	24	45	50	
Chelsea	465	90½	149	50	
Cheltenham	135	65	49	50	
Chepstow	44	73	29	50	
Cherry Creek	16	85	10	00	
Cherry Valley	84	89	24	00	
Cherrywood, (from 1st July, 1871)	45	64	7	50	
Chesley	141	47	45	00	
Chester	53	08	27	00	
Chesterfield	80	25	26	50	
Cheviot	16	54	10	00	
Chichester	83	82	26	00	
Chicoutimi	487	01	157	50	32 00
Chippawa	875	16	318	50	
Chlorydormes (from 1st January, 1872)	7	88	2	50	
Churchill	61	61	27	50	
Churchville	62	59	22	50	
Chute au Blondeau	48	82	15	00	
Clacnan	31	06	10	50	
Clapham	19	53	10	00	
Claremont	312	37	103	00	
Clarence	214	12	84	50	
Clarence Creek	69	61	18	00	
Clarenceville	275	56	99	50	16 00

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clarendon Centre	267 87	70 00		
Clareview	11 01	10 00		
Clarke	265 24	85 00		
Clarksburg	332 99	169 00		
Claude	112 13	40 00		
Clavering	18 74½	10 00		
Clayton	138 80	47 50		
Clear Creek	101 52	39 00		
Clearville	201 83½	71 00		
Clifford	569 63	144 00		
Clifton	969 77	409 00	200 00	100 00
Clinton (*including arrears)	2,230 36	659 50	60 00	*180 00
Clontarf	25 96	32 50		
Clover Hill	89 84	30 00	16 00	
Cloyne	43 35	12 50		
Clyde	35 44	17 50		
Coaticook (*1 Quarter)	1,294 77	458 00		*10 00
Cobden	66 53	39 36		
Coboconk	75 47	22 00		
Cobourg	4,567 10	1,232 00	240 00	200 00
Codrington	106 94	38 50		
Colbeck	15 46	10 00		
Colborne (*including arrears)	1,049 55	349 50	56 00	*90 00
Colchester	117 16	45 00		
Coldsprings	126 83	39 50		
Coldstream	51 57	31 50		
Coldwater	333 09	87 50		
Colebrook	72 93	26 00	16 00	
Celeraine	69 45	25 50		
Coleridge	17 36	10 00		
Colinville	48 11	16 50		
Collfield	72 29	23 00		
Collingwood (*including arrears)	2,389 25	754 50	240 00	*195 00
Collin's Bay	62 07	22 50		
Collin's Inlet	56 02	14 00		
Colpo's Bay	69 43	28 50		
Columbus	275 50	105 00		
Comber	117 54	31 00		
Combermere	82 20	38 50		
Como	68 45	26 00		
Compton	784 62	323 50	48 00	
Concord	138 33	51 50		
Conestego	158 56	61 00		
Coningsby	22 96	10 00		
Connor	31 97	12 00		
Conroy	26 55	10 00		
Consecon	296 53	109 00		
Constance	130 81	52 50		
Contrecoeur	101 61	50 00		
Conway	89 86	41 50	16 00	
Cookshire	359 36	166 09		
Cookstown	415 82	136 00	48 00	
Cooksville	175 98	69 00		
Cooper	32 59	12 00		
Copenhagen	41 96½	11 00		
Copetown	167 00	58 00		
Coplastron	17 23	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Corinth .....	42 37	14 50		
Cornwall .....	2,373 36	738 00	144 00	120 00
Corunna .....	186 68	73 00		
Côteau du Lac .....	114 76	49 00		
Côteau Landing .....	273 96	126 50	48 00	
Côteau Station .....	89 98	41 00	92 00	
Côte des Neiges .....	119 74½	38 50		
Côte St. Paul .....	153 34½	62 50		
Cotswold .....	68 97	29 50		
Coulson .....	16 62	10 00		
Courtland .....	91 18	34 50		
Coventry .....	54 03	16 50		
Coverley .....	23 02	10 00		
Covey Hill .....	71 68	26 50		
Cowal .....	44 36	11 00		
Cowansville .....	520 88	191 00		
Craighurst .....	140 63	46 50		
Craigleith .....	31 21	13 00		
Craigsholme .....	51 49	12 50		
Craig's Road Station (from 1st July, 1871) .....	17 69	5 00		
Craigvale .....	198 32	60 00		
Cranbourne .....	23 46	11 50		
Cranworth .....	10 49	10 00		
Crawford .....	30 19	10 00		
Credit .....	182 30	78 50		
Crediton .....	132 14	55 50		
Creek Bank .....	39 95	14 50		
Creemore .....	204 36	83 50		
Creighton .....	36 04	12 00		
Cressy .....	48 99	22 00		
Crieff .....	29 98	14 50		
Crinan .....	49 38	17 50		
Crofton .....	21 04	10 00		
Cromarty .....	128 12	44 00		
Cross Hill .....	133 60	45 00		
Cross Point .....	96 95	29 00	24 00	
Croton .....	17 00	10 00		
Crowland .....	74 43	29 50		
Croydon .....	64 06	23 50		
Cruickshank .....	16 35	10 00		
Crumlin .....	38 36	18 00		
Crysler .....	109 72	42 00		
Culloden .....	176 54	61 50		
Cumberland .....	220 93	97 91		
Cumminsville .....	127 40	44 50		
Cumnock (3 Quarters) .....	60 45	21 00		
Curran .....	108 89½	34 00		
Cushing .....	165 63	65 00		
Dacre .....	73 11½	24 00		
Daillebout .....	76 23	31 00		
Dalesville .....	77 91	29 50		
Dalhousie Mills .....	112 28	31 50		
Dalibaire .....	12 27	10 00		
Dalkeith .....	59 51	22 50		
Dalrymple .....	26 89	10 00		
Dalston .....	87 25	30 00		
Danford Lake .....	11 84	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Danforth	26 74	21 00		
Danville (* 1 Quarter)	1,204 57	368 00	32 00	*10 00
Darrell	40 55	10 50		
Dartford	54 82	17 50		
Dartmoor	15 52	10 00		
Dashwood (from 1st December, 1871)	20 51	6 00		
Davenport	69 46	29 00		
Davisville	35 54	10 50		
Dawn Mills	155 27	52 00		
Daywood	16 50	10 00		
Dealtown	37 79	16 50		
De Cewsville	108 53	22 00		
Deerdoch	8 98	10 00		
Deerhurst	45 69	16 00		
Dee Side (from 1st August, 1871)	5 20	6 66		
Delaware	364 24	152 00		
Delhi	360 55	104 00	32 00	
Delta	205 27	85 00		
Demorestville (* 3 Quarters)	158 35	68 00	*9 00	
Denbigh	34 35	12 50		
Denfield	38 28	14 00		
Denison's Mills	30 73½	10 50		
Deniston	37 32	12 50		
De Ramsay	22 93	10 00		
Derryville	16 29	10 00		
Derry, West	41 47	18 50		
Derwent	68 01	31 00		
Desboro'	56 78	15 00		
Deschambault	166 20	60 50		
Desert Lake (from 1st September, 1871)	6 69	5 87		
Desmond	16 55	10 00		
Détour du Lac	61 20	26 50		
Deux Rivières	58 11	23 50		
Devizes	64 43	24 00		
Devon	115 08	44 50		
Dewittville	85 58	31 00		
Dexter	35 94	12 50		
Diamond	34 44	11 00		
Dickens (from 1st September, 1871)	23 32	5 83		
Dickinson's Landing	182 94	78 00		
Dingle (*including arrears)	720 81	281 50	*27 00	
Dixie	48 75	24 00		
Dixon's Corners	109 85	28 50		
Dobbinton	19 45	10 00		
Dollar	25 72	12 00		
Domaine de Gently	7 87	10 00		
Don	23 05	10 00		
Doncaster	38 93	10 50		
Donegal	33 47	14 50		
Doon	129 02	47 00		
Doran	20 79	10 00		
Dorchester Station	107 86	33 50	32 00	
Dorking (3 Quarters)	22 03	12 00		
Dornoch	38 47	15 50		
Douglas	157 90	48 50		
Douglstown	49 19	15 87		
Dever, South	26 73	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Downeyville.....	74 29	29 50		
Downsview.....	57 58	19 50		
Drayton.....	408 25	105 00		
Draxden.....	714 99	209 00		
Drew.....	11 12	9 96		
Drew's Mills.....	49 58	10 50		
Dromore.....	96 00	36 50		
Drum.....	15 04	10 00		
Drumbo.....	353 03	125 00		
Drummondville, East.....	495 09	132 00	16 00	
Drummondville, West.....	739 25	285 50		
Dramquin.....	45 14½	16 00		
Drury.....	5 47	9 17		
Dryden.....	101 45	13 00		
Duart.....	243 48	82 50		
Dudswell.....	104 10	28 50		
Dufferin.....	81 69	22 00		
Dumblane.....	36 08	13 50		
Dunany.....	18 43	10 00		
Dunbar.....	130 04	38 50		
Dunbarton.....	191 12	60 00		
Duncan.....	21 28	10 00		
Duncraif.....	64 18	23 00		
Dundalk.....	79 05	24 50		
Dundas (* including arrears).....	2,410 45	679 00	*270 00	120 00
Dundee.....	84 73½	35 50		
Dundee Centre.....	50 00	17 50		
Dundela.....	34 10	12 50		
Dundonald.....	45 35	15 00		
Dunedin.....	23 04½	11 50		
Dungannon.....	217 75	71 00		
Dunham.....	506 64	260 50	16 00	
Dunkeld.....	109 45	27 00		
Dunnville (*including arrears).....	1,360 10	375 00	72 00	*90 00
Dunraven.....	22 19	10 00		
Dunrobin.....	15 75	10 00		
Dunsford.....	55 56	20 50		
Dunsinane (closed 1st May, 1871).....	0 58	0 83		
Duntroon.....	133 41	74 00		
Dunvegan.....	72 73	34 00		
Durham.....	1,355 07	480 00	96 00	60 00
Eagle.....	221 69	63 00		
Eardley.....	48 50	17 50		
East Arthabaska.....	83 99	27 50		
East Bolton.....	61 73	19 50		
East Chester.....	23 31	10 00		
East Clifton.....	52 37	16 50		
East Dunham.....	42 57	16 00		
East Farnham.....	155 86	57 50		
East Hawkesbury.....	66 48	21 50		
East Hereford.....	13 16	10 00		
East Magdala.....	21 67	10 00		
Easton's Corners.....	285 27	85 50		
East Oro.....	58 79½	16 00		
East Templeton.....	114 88	36 50		
East Williamsburgh.....	33 75	12 00		
Eastwood.....	150 37	66 66		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Eaton	255 47½	110 50		
Eddystone	36 07	14 00		
Eden	88 65	35 50		
Eden Mills	122 18½	42 50		
Edgar	93 83	28 50		
Edgewcombe	20 53	10 00		
Edgeworth	44 36	13 00		
Edmonton	152 55	47 50	32 00	
Edwardsburgh	359 43	125 00		
Efingham	25 40	12 00		
Eganville	456 69	160 50		
Egbert	34 48	12 00		
Egerton	31 08	12 50		
Eglington (3 Quarters)	155 01	56 00		
Egmondville	229 13	79 00		
Egremont	91 93	34 50		
Egypte	10 23	10 00		
Elba, (from 1st July, 1871)	11 15	7 50		
Elder	14 42	10 00		
Eldorado	36 25½	26 00		
Elfrida	34 72	14 50		
Elgin	147 80	60 00		
Elginburg	82 34	29 00		
Elginfield	58 42	25 50		
Elmville	58 30	16 50		
Elizabethville, (closed 1st January, 1872)	20 51	10 50		
Ellengowan	77 58	20 00		
Ellesmere	68 31	28 00		
Elliott	13 43	10 00		
Elm Grove	44 88	16 50		
Elmira	609 37	190 50		
Elmvale	65 67½	25 50		
Elmwood	57 46	21 50		
Elora (including arrears)	1,808 98	580 50	*269 67	*120 00
Elphin, (from 1st October, 1871)	16 82	5 00		
Elainore	51 34	19 50		
Embro	456 27	160 00		
Embrun	57 85	20 50		
Emerald	65 69½	23 00		
Enfield	27 31	17 00		
Enniskillen	218 06	75 00		
Ennismore	73 39	25 00		
Enterprise	114 84	37 00		
Epping	48 43	18 50		
Epsom	85 88	32 50		
Framosa	59 24	20 00		
Erbsville	11 52	10 00		
Erie	18 49	10 00		
Erin	359 47	171 00		
Erinsville	77 72	30 00		
Erroll	20 65	10 00		
Escoff	84 03½	24 00		
Esquimaux, Sub., (Revenue included in Carleton)		24 00		
Esqueping	104 50	37 00		
Ethel	58 31	19 00		
Etobicoke	106 35	33 50		
Eugenia	91 79	33 00		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bevelyn	35 68	10 00		
Everett	78 02	14 50		
Eversley	69 9½	26 00		
Everton	112 96	36 50		
Exeter	777 51	273 50	24 00	
Fafard	11 34	10 00		
Fairfield	42 72	27 50		
Fairfield, East	30 94	10 50		
Fairfield Plain	39 39	17 00		
Fairview	25 93	10 00		
Falkenburg (*3 Quarters)	60 92	24 00	*12 00	
Falkirk	97 71	41 00		
Falkland	106 31	41 00		
Fallbrook	38 94	18 50		
Farmersville	444 09	147 00		
Farmington	12 76	10 00		
Farnboro'	15 44	10 00		
Fardon, (from 1st December, 1871)	7 34	3 33		
Farnham Centre	70 88	21 00		
Farquhar	48 85	18 00		
Farran's Point	127 31	42 50		
Father Point	50 28½	16 50	24 00	
Felton, (2 Quarters)	2 55	5 00		
Fenagnvale	18 54	10 00		
Fenella	41 16	20 00		
Fenelon Falls	586 33	182 50		
Fennells	37 03	14 50		
Fenwick	183 98	55 50		
Fergus (*including arrears)	1,968 18	557 00	180 00	*140 00
Ferguson's Falls	59 40	23 00		
Fergusonvale	22 30	10 50		
Fermoy	24 11½	10 00		
Fernhill	79 35	26 00		
Feversham	82 65	33 00		
Fingal	635 92	201 50		
Fintona	14 24	10 00		
Fisherville	73 56	30 50		
Fitch Bay	107 68	27 00		
Fitzroy Harbor	260 53	94 50		
Fleetwood, (from 1st February, 1872)	2 99	2 50		
Flesherton	309 80	137 50	39 00	
Flinton	34 52	14 00		
Flora	18 56	10 00		
Florence	499 62	152 50		
Foley	31 91	15 50		
Fontenoy	14 32	10 00		
Fonthill	535 98	192 00		
Fordyce	11 53	10 00		
Forest	553 85	163 00		
Forester's Falls	120 64	36 00	16 00	
Forest Mills	41 08	16 50		
Forestville	73 36	25 00		
Forfar	32 95	15 50		
Fermosa	256 03	83 00		
Fort Coulonge	156 83	45 50		
Fort Erie (*1 Quarter)	1,111 19	218 00		*10 00
Fort William, L. S.	43 31	204 00		

REPORT NO. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fort William, Pontiac .....	38 26½	16 50		
Fournier .....	36 40	14 00		
Foxboro' .....	103 39	33 50		
Fox River .....	73 73	28 50		
Frampton .....	95 16	37 00		
Frankford .....	300 43½	118 50		
Frank Hill, (from 1st January, 1872) .....	2 92	2 50		
Franklin .....	70 50	24 00		
Franklin Centre .....	141 56	59 50		
Franktown .....	140 97	54 50	96 00	
Frankville .....	150 42½	54 50		
Freelton .....	139 65	44 50		
Freeport .....	71 97	25 00		
Freiburg .....	98 14	36 50		
Freighsburg .....	567 39	213 00	16 00	
French Village .....	147 50	50 37		
Frogmore .....	38 78	10 50		
Frome .....	80 91	29 00		
Frost Village .....	118 69	60 50		
Fulford .....	44 38	14 00		
Fullarton .....	190 88	66 50		
Fulton .....	40 39	11 50		
Gad's Hill .....	39 43	14 00		
Galt .....	4,931 27	1,205 50		170 00
Galway .....	14 22	11 50		
Gamebridge .....	51 94	14 50		
Gananoque (*including arrears) .....	1,709 92	551 00		*135 00
Garafraza .....	288 93	101 00		
Garden Hill .....	52 21	10 00		
Garden Island .....	204 28	83 50		
Garden River .....	34 48	11 00		
Garneau .....	7 41	10 00		
Garthby .....	10 96	9 00		
Gaspé Basin .....	497 61	230 50	57 00	
Gemley .....	30 12	14 00		
Geneva .....	31 28	12 00		
Genoa, (from 1st October, 1871) .....	8 24	5 50		
Gentilly .....	229 85	74 75		
Georgetown (*1 Quarter) .....	1,321 10	387 00	72 00	*10 00
Georgeville .....	264 15	82 00	10 00	
Georgina .....	349 48	119 00		
Gilbert's Mills .....	15 88	10 00		
Gilford .....	130 68	59 00		
Gladstone .....	54 61½	25 50		
Glamis .....	69 13	20 50		
Glanford .....	168 90	66 50	20 00	
Glanville, (from 1st November, 1871) .....	3 66	4 17		
Glanworth .....	91 71	36 50		
Glascott .....	20 88	11 50		
Glasgow .....	36 88	13 00		
Glenallan .....	229 84	91 50		
Glenarm .....	24 84	10 00		
Glenburnie .....	19 63	10 50		
Glencairn .....	65 00	22 00		
Glencoe .....	569 98	153 50		
Glendower .....	9 53	10 00		
Glen Huron .....	63 03	15 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glenloyd	42 79	22 00		
Glenlyon, (3 Quarters)	94 81	27 00		
Glenmeyer	24 87½	10 00		
Glen Morris	192 85	66 00		
Glen Murray	57 08	12 00		
Glennevis	92 38	33 00		
Glen Sutton	9 10	10 00		
Glen Tay	93 63	44 00		
Glenvale	30 30	14 00		
Glen Williams	185 06	61 50		
Goble's Corners	103 09	36 50		
Goderich (*including arrears)	4,660 67	1,165 00	114 00	*220 00
Goldstone	72 83	24 50		
Goodwood	115 22	22 00		
Gore's Landing	149 63	40 50		
Gormley	91 96½	36 00		
Gorrie	275 87	120 50		
Gosport	12 67	10 00		
Gould	125 87	40 00		
Gourock	71 08	20 00		
Gowanstown	66 01	20 00		
Gower Point	20 96	10 00		
Grafton	482 48	176 50		
Grahamsville	71 87	33 50		
Granboro'	33 30	14 50		
Granby (*including arrears)	891 72	359 00	*34 00	
Grande Baie	50 79	33 00		
Grande Grève	62 68	21 50		
Grande Ligne	114 19	57 50		
Grand Pabos	49 36	18 00		
Grand River	123 13	42 00		
Grant	3 63	10 00		
Grantley	56 02	20 00		
Granton (3 Quarters)	194 75	67 50		
Grass Pond	33 64	10 50		
Gravel Hill	17 87	10 00		
Gravenhurst	254 84	88 00		
Graystock	20 43	10 00		
Greenbank	108 41	37 50		
Greenbush	65 26	25 50		
Greenock	49 45	22 00		
Green Point (closed 1st February, 1872)	21 02	8 50		
Green River, East	7 58	10 00		
Green River, West	65 76	11 50		
Greenville	173 19	68 50		
Greenwood	131 13	42 00		
Grenville	586 16	142 50	80 00	
Gresham	20 72	10 00		
Gretna	7 91	10 00		
Grey	92 28	42 00		
Griersville	51 64	23 00		
Griffith	119 39½	26 33		
Grimsby (*including arrears)	917 46	284 00	*46 00	
Grondines	87 52	37 00		
Grovesend	47 75	18 00		
Gualph (*including arrears)	8,603 91	2,046 50	400 00	*430 00
Guysborough	61 50½	22 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hagersville	229 70	77 50		
Haliburton	244 54	77 50		
Hallerton	21 15	10 00		
Halloway	90 33	31 50		
Hall's Bridge	67 21	24 50		
Hamburg	37 21	14 00		
Hamilton (Salaries and expenses entered elsewhere)	39,255 74			
Hamlet	34 03	12 00		
Hammond	19 91	10 00		
Hampstead	56 34½	18 00		
Hampton	212 51	87 00		
Hannon	18 21	14 00		
Hanover (3 Quarters)	276 24	129 00	24 00	
Harcourt	14 62	10 00		
Hardinge	12 88	10 00		
Hargrave	250 84	64 50		
Harlem	49 86	20 50		
Harley	87 76	29 50		
Harlowe	16 26	10 00		
Harmony	39 07	15 50		
Harold	65 04	25 50		
Harper	38 12	14 50		
Harrietsville	93 88	27 50		
Harrington, East	23 67	10 00		
Harrington, West	88 48	29 00		
Harrisburg	234 80	64 50	96 00	
Harrison's Corners (from August, 1871)	25 55	6 66		
Harriston	862 67	174 00		
Harrow	127 35½	42 50		
Harrowsmith	128 80	43 00	24 00	
Hartford	91 88	31 00		
Hartington	16 94	10 00		
Hartley	20 60	10 00		
Hartman	33 10	7 00		
Harvey Hill Mines	58 71	23 50		
Harwich	71 64	22 50		
Harwood	130 92	37 50		
Hastings	635 89	215 00		
Hatley	349 64	122 00		
Haultain	18 52	10 00		
Havelock	29 18	10 50		
Hawkesbury	559 34	226 50		
Hawkstone	72 01	27 50		
Hawkesville	256 48	84 00		
Hawtrey	73 69	23 50		
Hay	33 56	14 00		
Haydon	71 44	24 00		
Hayesland	32 34	10 50		
Hayville	160 46	56 50		
Hazledean	59 15	15 00		
Headford	35 82	14 50		
Head Lake	18 84	10 00		
Heathcote	161 95	60 00		
Heckston	103 05	42 00		
Heidelberg	110 21	31 00		
Helena	58 52	29 00		
Hamilton	23 42	12 00		

REPORT No. 3. A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hemmingford	369 89	127 50	69 00	
Henry	29 94	10 00		
Henrysburg	31 77	14 00		
Henryville	221 79 <sup>1/2</sup>	102 57		
Hepworth	27 63	10 00		
Herbert	29 05	19 00		
Herdman's Corners	28 94	12 00		
Hereford	39 62	19 50		
Hereward	46 08	14 50		
Hespeler	806 37	341 59		
Hiawatha	15 91	10 00		
High Falls	15 36	10 00		
Highfield	27 35	12 00		
Highgate	68 79	21 00		
Highland Creek	129 54	47 50		
Hillier	113 18	38 50	16 00	
Hillsborough	44 66	21 50		
Hillsburgh	235 37	107 00		
Hillsdale	107 65	39 50		
Hill's Green	44 15	16 50		
Hilton	154 40	51 50		
Hoasic	14 05	10 00		
Hoath Head	15 94	10 00		
Hochsaga	82 96	37 50		
Hockley	29 94	19 50		
Holbrook	120 07	48 00		
Holland Landing	317 35 <sup>1/2</sup>	120 00		
Hollen	159 00	80 00		
Holmesville	65 10	28 00		
Holstein	106 51	31 00		
Holt	56 52	16 50		
Holyrood	85 62 <sup>1/2</sup>	26 50		
Homer	79 55	23 50		
Honeywood	72 80	23 00		
Hopetown	48 38	16 60		
Hornby	156 22	54 00		
Horning's Mills	112 96	34 50		
Houghton	143 09	54 50		
Howe Island	13 83	10 00		
Howick	177 56	65 50		
Hubbell's Falls (no accounts received)				
Hudson	124 53	53 50		
Hull	902 60	256 50		
Hullsville	102 96	37 00		
Humber	165 48 <sup>1/2</sup>	39 50		
Humberstone	178 37	73 00		
Hunsdon	17 18	10 00		
Hunterstown	89 49	37 50		
Huntersville (From 1st December, 1871)	11 95	5 33		
Huntingden	638 13	307 50	64 00	
Huntingville	96 79	37 00		
Huntley	44 13	17 00		
Huntsville	91 62	13 00		
Huston	121 12	39 50		
Hyde Park Corner	81 94	41 60		
Ida	118 63	37 50		
Iderton	46 65	21 00		
Indiana	222 82	75 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Indian Cove .....	50 46	30 00		
Indian River (closed 1st September, 1871).....	9 31	5 00		
Ingersoll, (*including arrears) .....	4,404 06	1,121 00	*340 00	170 00
Ingoldsby .....	29 99	10 50		
Inistioge .....	60 92	23 00		
Inkerman .....	155 75	52 50		
Innerkip .....	163 77	54 00		
Innisfil .....	34 75	15 50		
Innisville .....	84 19	37 00		
Inverary .....	41 35	37 50		
Inverhuron .....	79 17	24 50		
Invermay .....	247 19	93 50		
Inverness .....	427 14	138 50	32 00	
Iona .....	309 39½	147 50		
Iron Hill .....	35 04	12 00		
Ironside .....	45 34	20 00		
Iroquois .....	744 07	324 50	72 00	
Irvine .....	21 34	10 00		
Island Brook .....	24 10	10 00		
Islay .....	19 59	12 00		
Isle aux Grues .....	21 81	10 00		
Isle Dupas .....	44 77	16 00		
Isle Perrot .....	33 07	12 00		
Isle Verte .....	269 74	139 00		
Islington .....	125 26	37 50		
Ivanhoe .....	72 18	23 50		
Ivy .....	73 88	22 50		
Jackson .....	27 34	13 25		
Janetville .....	89 19	25 00		
Jarratt's Corners .....	78 40	30 50		
Jarvis .....	485 31	144 50		
Jasper .....	107 22	38 00		
Jersey, Rivière Chaudière .....	69 11½	25 50		
Jerseyville .....	105 21½	39 50		
Johnson .....	42 86	14 50		
Johnson's Mills .....	28 92	13 50		
Johnville .....	61 85	22 00		
Joliette .....	720 35	298 00	48 00	
Jonquières .....	28 58	10 00		
Jordan .....	256 31	88 50		
Jura .....	41 69	14 50		
Kaladar .....	12 15	10 00		
Kamouraska .....	378 10A	189 00		
Kars .....	126 47	40 50		
Katevale .....	28 40	10 00		
Kazubazua .....	100 15	43 50		
Keady .....	43 90	13 50		
Keenansville .....	133 68	42 00		
Keene .....	283 24½	105 50		
Keith .....	16 58	10 60		
Kelso .....	17 60	10 00		
Kelvin .....	113 17	41 00		
Kemble .....	31 21	12 00		
Kemptville (*including arrears) .....	1,012 94	361 41	*75 00	*90 00
Kendal .....	109 49	37 50		
Kenilworth .....	80 25	27 50		
Kenmore .....	162 19	35 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kennebec Line	0 47	10 00		
Kent Bridge	88 04	34 50		
Kerrwood	142 88	50 50		
Kerry	32 91	12 50		
Kertch	32 53	12 50		
Keswick	151 41	60 00		
Kettleby	143 20	54 00		
Keyser	35 38	12 50		
Kilbride	138 72	41 00		
Kildare	93 52	33 00		
Kilkenny	33 74	11 50		
Killarney	40 60	24 50		
Killean	50 53½	12 50		
Killerby (From 1st November, 1871)	8 85	4 17		
Killmanagh	35 22	16 00		
Kilmarnock	37 03	10 50		
Kilmartin	53 31	20 50		
Kilmaurs	12 90	10 00		
Kilsyth	108 82	47 50		
Kimberley	27 63	10 00		
Kinburn	98 38	29 00		
Kincardine (*including arrears)	1,924 48	567 50	72 00	*135 00
King	308 28	109 00		
King Creek	27 93	15 50		
Kinglake	42 12	14 00		
Kingsbridge	93 05	31 50		
Kingsbury	70 52	27 00		
Kingsey	51 49	21 00		
Kingsey Falls	44 91	13 00		
Kingsford (from 1st November, 1871)	14 11	4 17		
Kingston (Salaries and expenses entered elsewhere)	14,078 36			
Kingston Mills	33 22	10 50		
Kingsville	520 55	152 00	16 00	
Kinkora	54 78	20 00		
Kinloss	97 93	39 50	16 00	
Kinlough	41 24	18 00		
Kinmount	122 06	42 00		
Kinnear's Mills	108 18	36 50		
Kinsale	52 93	31 50		
Kintail	37 51	20 50		
Kintore	81 32	26 00		
Kippen	113 92	47 00		
Kirby	48 07	18 50		
Kirkfield	125 28	36 00		
Kirkhill	55 40	21 00		
Kirk's Ferry	41 60½	14 00		
Kirkton	120 83	40 50		
Kirkwall	107 29	33 50		
Klineburg	197 87	62 50		
Knapdale (from 1st November, 1871)	2 37	3 33		
Knatchbull	20 01	10 00		
Knowlton	498 36	193 00		
Komoka	328 87½	129 00		
Kossuth	30 52	10 50		
La Baie	230 91	86 50		
Labarre	89 25	34 00		
La Beauce	283 60	121 00	16 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Québec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
L'Acadie .....	104 37	41 00		
Lachenaie .....	34 73	16 00		
Lachine .....	428 21	174 50		
Lachute .....	597 37	199 00	16 00	
Lac Masson .....	24 05	10 00		
Lac Noir .....	2 08	10 00		
Lacolle .....	503 39	161 00		
Lafontaine .....	21 63	10 00		
Laggan .....	100 70	38 00	16 00	
La Guerre .....	40 68	18 00		
Lake Aylmer .....	21 21	10 00		
Lake Beauport .....	33 69	11 00		
Lake Doré .....	15 37	10 00		
Lake Etchemin .....	16 31	10 00		
Lakesfield .....	46 69	20 00		
Lakehurst .....	13 45	10 00		
Lakelet .....	84 20	25 50		
Lake Megantic .....	34 57	10 50		
Lake Opinicon .....	16 95	10 00		
Lakeside .....	121 59	46 00		
Lake Temiscamingue .....	30 83½	30 50		
Lake Weedon .....	16 85	10 00		
L'Amable .....	24 25	10 50		
L'Amaroux .....	51 38	18 50		
Lambeth .....	74 42	65 50		
Lambton .....	93 67½	36 00		
Lanark .....	520 65	204 50	32 00	
Lancaster (including arrears) .....	188 53	86 43	*20 00	
Langevin .....	18 34	10 00		
Langford .....	56 74	19 00		
Langside .....	54 80	15 50		
Langton .....	87 79	29 50		
Lanoraie .....	127 63	64 56		
Lansdown .....	233 74	78 50		
L'Anse à Giles .....	115 61	40 00		
L'Anse au Foin .....	11 00	10 00		
L'Anse St. Jean .....	12 78	10 00		
Lansing .....	95 51	35 00		
La Pigeonnière .....	115 76	47 50		
Laprairie .....	486 42	167 00	32 00	
La Présentation .....	54 72	20 00		
Largie (closed 1st September, 1871) .....	20 76	7 50		
Larochelle .....	18 33	10 00		
Laskay .....	132 87	45 50		
L'Assomption .....	390 25	164 50	60 00	
Latterrière .....	47 09	13 50		
Latimer .....	26 98	10 00		
Latona .....	109 75	34 50	16 00	
La Tortue (from 1st November, 1871) .....	5 76	4 17		
Laurel .....	40 20½	18 50		
Lauzon .....	309 22	232 50		
Laval .....	25 81	10 00		
Lavaltrie .....	71 56	29 50		
Lavant .....	21 26	10 00		
Lavender .....	33 04	10 00		
L'Avenir .....	192 39	72 00		
Lawrenceville .....	145 85	48 00		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Leamington	347 03	118 00	60 00	
Learned Plain	8 95	10 00		
Leaskdale	82 03	27 60		
Leavens (closed 1st January, 1872)	13 80	10 00		
Leclercville	85 50	37 37		
Leeds	179 01	77 00	32 00	
Leeds Village (from 1st October, 1871)	76 79	5 00		
Lefroy	215 41	71 50		
Leinster	20 93	10 00		
Leith	93 79	27 50		
Lemesurier	34 01	14 50		
Lemonville	53 17	21 00		
Lennoxville (*including arrears)	1,233 89	458 00	60 00	*90 00
Leonard's Hill	16 06	10 00		
L'Epiphanie	73 30	28 50		
Les Eboulemens	119 61½	46 50		
Les Ecureuils	59 07	25 50		
Les Escoumains	90 84	30 00		
Leskard	104 61½	40 50		
Leslie	157 03½	54 50		
Les Petites Bergeronnes	3 00	10 00		
Lévis (*1 Quarter)	721 23	406 00		*10 00
Lieury (from 1st December, 1871)	13 38	3 33		
Lifford	55 20½	20 50		
Limehouse	83 81	33 00		
Limelake	32 22	12 00		
Linda	15 82	10 00		
Lindsay (*Including arrears)	3,485 89	984 00	*145 00	*260 00
Lineboro'	49 97	15 50		
Linton	44 45	16 00		
Linwood	168 23	57 00		
Lisadel	109 21	49 50	16 00	
Lisbon	23 99	10 00		
Lisburn	21 28	10 00		
Lisgar (from 1st August, 1871)	7 91	6 66		
L'Islet	294 14	108 50		
Listowel (*1 Quarter)	950 40	412 00	120 00	*10 00
Little Britain	181 07	64 00		
Little Current	128 26	30 50		
Little Rideau	86 21	27 00		
Lloydtown	205 06	78 50		
Lobo	137 02	53 00		
Lochaber Bay	9 75	10 00		
Loch Garry	69 76½	25 00		
Lochiel	09 10	35 00		
Lochinvar (late McNab, Glengarry)	48 30	18 50		
Locksley	11 84	10 00		
Lockton	40 78	17 00		
Logierait	43 87	16 00		
Londesborough	177 73	63 00		
London (Salaries and expenses entered elsewhere)	25,194 57			
Long Island Locks	61 65	25 50		
Long Lake (from 1st July, 1871)	10 22	7 50		
Long Point	42 20	18 50		
Longueuil	380 08	132 50		
Longwood	360 79	86 00		
Longwood Station	94 42	25 50		

REPORT No. 3. A—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lonsdale.....	130 36	49 50		
Lorette.....	95 31	28 50		
Loretto.....	34 72	20 00	16 00	
L'Original.....	574 10	252 00	48 00	
Lorne (from 1st June, 1871).....	20 13	7 50		
Lorraine.....	15 85	10 00		
Lotbinière.....	212 95	92 00		
Loughborough.....	232 26	80 50		
Louisville.....	107 72	45 00		
Lovat.....	11 12	10 00		
Low.....	38 76	18 50		
Lowbanks.....	27 81	10 00		
Lower Ireland.....	16 40	10 00		
Lowville (*including arrears).....	151 15	56 50	*20 00	
Lucan (*including arrears, +1 Quarter).....	721 95	269 00	*110 00	+10 00
Lucerne.....	7 45	10 00		
Lucknow.....	837 76	325 00		
Lumley.....	33 13	12 50		
Lunenburg.....	99 65	43 00		
Lurgan.....	18 94	10 00		
Luther.....	76 12	15 00		
Luton.....	83 04	26 50		
Lyn.....	584 58	233 50		
Lynden.....	269 64	103 00		
Lyndhurst.....	104 04½	32 50		
Lynedoch.....	269 50	97 50	32 00	
Lynnville.....	52 32	17 00		
Lyons.....	88 53	32 50		
Lyster.....	118 47	33 50		
McDonald's Corner.....	152 35	55 00		
McGillivray.....	170 80	80 50		
McIntyre.....	49 44	21 00		
McKellar.....	36 97	11 00		
Maberly.....	44 02	13 50		
Macnider.....	110 05	36 50		
Macton.....	37 45	17 50		
Macville.....	38 18½	13 00		
Maddington.....	5 80	10 00		
Madoc.....	683 51	243 50	46 00	
Madrid.....	18 36	10 00		
Magdalen Islands (Summer office).....	81 47	38 00		
Magnetawan (from 1st August, 1871).....	21 57	5 83		
Magog.....	417 64	162 50		
Magoon's Point.....	8 49	10 00		
Maidstone.....	160 54	61 00		
Maitland.....	188 70	84 50		
Malakoff.....	23 85	10 00		
Malcolm.....	70 06	23 00		
Mallorytown.....	214 13	70 50	16 00	
Malmaison.....	76 22	49 50	16 00	
Malone.....	15 42	10 00		
Milton.....	133 92	57 50		
Malvern.....	116 10	47 00		
Manchester.....	269 03	95 00	40 00	
Mandarin.....	140 93	44 50		
Manilla.....	401 15	124 50	72 00	
Manitowaning.....	85 52	20 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mannheim	56 20	18 00		
Manotick	245 48	65 50		
Mansfield	47 53½	21 50		
Mansonville-Potton	159 71	57 50		
Maple	185 00	60 50		
Maple Grove	94 70	38 50		
Maple Hill	64 64	24 00		
Maple Leaf	2 66	10 00		
Maple Valley	46 58	20 00		
Mapleton	65 42½	24 00		
Mar	11 31	10 00		
Marathon	30 37	14 00		
Marble Rock (from 1st February, 1872)	2 22	1 67		
Marbleton	138 23	45 00		
March	54 66	16 00		
Marchmont	28 77	13 50		
Marden	45 57	28 50		
Maria	120 29½	48 00		
Maritana	20 89	10 00		
Markdale	218 81	92 24		
Markham	837 28	261 50		
Marlbank	24 90	11 00		
Marlow	14 32	10 00		
Marmion	24 77	11 50		
Marmora (*2 Quarters)	320 70	104 50	*6 00	
Marnoch	46 00	16 00		
Marsh Hill	16 16	10 00		
Marshville	135 79	55 50		
Marston	13 94	10 00		
Martintown	352 62	132 00		
Martinville	60 34	21 00		
Mary Lake, (from 1st October, 1871)	40 54	5 00		
Marysville	127 11	42 00		
Mascouche	143 28	58 50		
Masham	26 49	10 50		
Maskinongé, (3 Quarters; including arrears)	61 35	30 00	*20 00	
Massawippi	203 89	86 50		
Massie	33 15½	10 50		
Matane	203 31	61 50		
Matapédia	270 65	57 50	80 00	
Matawatchan	37 07	10 00		
Mathers	27 72	11 50		
Matlook	15 31	10 00		
Mattawa	205 12	68 50		
Mawcook	45 63	12 00		
Maxwell	234 14	84 50		
Mayfield	49 77	18 50		
Maynard	16 04	10 00		
Maynooth	55 33	20 50		
Mayo	10 46	10 00		
Meadowvale	172 22	60 50		
Meaford (*including arrears)	1,427 40	407 50	32 00	*90 00
Medina	44 62	13 00		
Medonte	32 53	14 00		
Mekinac, (from 1st June, 1871)	4 09	8 33		
Melancthon	57 83	16 50		
Melbourne	772 57	276 00	39 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	cts.	\$ cts.	\$ cts.
Melbourne Ridge.....	78 60	36 50		
Melocheville.....	54 68	23 00		
Melrose.....	76 84	25 00		
Melville.....	34 00	12 00		
Menie.....	99 54	34 50		
Merivale.....	25 22	10 50		
Merlin.....	54 20	18 00		
Merrickville.....	816 83	333 50		
Meritton.....	294 05	74 50		
Metabechouan.....	38 46	16 00		
Méthot's Mills (*including arrears)	57 43	28 50	*28 00	
Métis.....	306 68	88 00	40 00	
Meyersburg.....	26 17	10 00		
Michipicoten River.....	25 17	17 50		
Middleville.....	136 98	42 00		
Midhurst.....	42 42	16 50		
Mildmay.....	253 68	67 50		
Mill End.....	146 78	53 50		
Millford.....	262 46	84 00		
Millbank.....	205 98	66 50		
Mill Bridge.....	66 97	31 50		
Mill Brook.....	693 67	316 50	16 00	
Mille Isles.....	24 34	10 00		
Mille Roches.....	263 66	90 00		
Mille Vaches, (from 1st October, 1871)	61 41	5 00		
Mill Grove.....	52 75	22 50		
Mill Haven.....	71 98	31 00		
Milliken.....	28 48	16 50		
Mill Point.....	520 48	163 00		
Milnesville.....	43 95	18 50		
Milton, East.....	107 53	39 50		
Milton, West (*including arrears)	1,230 35	369 00		*90 00
Milverton.....	154 24	46 50		
Mimico.....	60 80	22 00		
Mimosa.....	66 44	25 00		
Minden.....	280 56	142 50		
Minesing.....	68 57	23 00		
Mitchell (*including arrears)	2,104 48	507 00	*75 00	*140 00
Moe's River.....	75 53	21 50		
Moffatt.....	46 77	16 50		
Mohawk.....	243 46	99 00		
Moira.....	61 83	19 00		
Moisc, (from 1st October, 1871)	2 59	1 67		
Molesworth.....	96 08	32 00		
Monck.....	12 15	10 00		
Monckland.....	52 20	22 50		
Money more.....	4 87	10 00		
Mongenais.....	33 59	10 50		
Mongolia.....	46 22	16 50		
Monkton.....	226 51	83 50		
Mono Centre.....	41 96	15 50		
Mono Mills (*including arrears)	258 57	111 00	*20 00	
Montague.....	20 39	10 00		
Montcalm.....	29 57	10 50		
Monte Bello.....	191 67	48 00		
Mont Louis.....	47 98	17 50		
Montmagny.....	644 70	204 00	40 00	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Montreal, (Salaries and expenses entered elsewhere) . . . . .	132,944 47			
Montrose . . . . .	35 22	12 50		
Mont St. Hilaire . . . . .	41 04	17 00		
Moore . . . . .	414 38	127 50		
Moore Station . . . . .	30 77	11 00		
Moose Creek . . . . .	74 37	21 50		
Moray . . . . .	50 41	20 50		
Morewood . . . . .	60 31	24 00		
Morganston . . . . .	53 43	17 00		
Morley . . . . .	17 02	10 00		
Morningdale Mills . . . . .	26 90	14 00		
Morpeth . . . . .	632 02	211 00	16 00	
Morrisbank . . . . .	56 47	25 00	16 00	
Morrisburg (*including arrears) . . . . .	1,294 27	477 00	48 00	*95 00
Morrison . . . . .	204 36	72 50		
Mortlake . . . . .	26 52	11 00		
Morton . . . . .	94 08	29 00		
Morven . . . . .	50 72	23 00		
Moscow . . . . .	48 84	18 00		
Mossley . . . . .	53 36	22 00		
Motherwell . . . . .	69 43	24 00		
Mountain Grove . . . . .	24 17	12 00		
Mountain View . . . . .	45 87	18 00		
Mount Albert . . . . .	185 42	71 50		
Mount Albion . . . . .	31 46	18 00		
Mount Brydges . . . . .	308 17	128 00	60 00	
Mount Carmel . . . . .	24 23	10 00		
Mount Charles . . . . .	54 78	23 50		
Mount Elgin . . . . .	191 43	84 50		
Mount Forest (*including arrears) . . . . .	1,452 80	493 00		*95 00
Mount Healy . . . . .	63 25	26 00		
Mount Hope, (closed 1st December, 1871) . . . . .	8 28	6 67		
Mount Horeb . . . . .	23 67	10 00		
Mount Hurst . . . . .	43 27	16 50		
Mount Irwin, (from 1st November, 1871) . . . . .	7 20	4 17		
Mount Johnson . . . . .	88 09	31 00		
Mountjoy . . . . .	94 99	30 50		
Mount Oscar . . . . .	21 25	10 00		
Mount Pleasant . . . . .	107 05	46 50		
Mount St. Louis . . . . .	45 87	12 50		
Mount St. Patrick . . . . .	31 30	11 00		
Mount Salem . . . . .	60 99	17 00		
Mountsberg . . . . .	47 80	17 00		
Mount Vernon . . . . .	144 10	60 50		
Mount Webster, (closed 1st February, 1872) . . . . .	13 35	8 33		
Mount Wolfe . . . . .	13 72	10 00		
Muddy Branch . . . . .	59 01½	22 50		
Mulgrave . . . . .	7 59	10 00		
Mulmur . . . . .	58 52	19 50		
Muncey . . . . .	38 65	14 00		
Munster . . . . .	56 69	20 50		
Murray . . . . .	107 60	31 50		
Murray Bay . . . . .	405 64	149 50	48 00	
Murvale . . . . .	67 48	26 00		
Muskoka Falls . . . . .	96 12	32 00	16 00	
Musselburg . . . . .	28 88	12 00		
Myrehall . . . . .	10 99	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Myrtle.....	72 49	28 00		
Mystic.....	63 52	17 00		
Nairn.....	159 01	58 50		
Nanticoke.....	143 33	55 50		
Napanee (*including arrears).....	3,482 29	919 50	*270 00	*180 00
Napanee Mills.....	41 35	23 00		
Napier.....	183 88	72 50		
Napierville.....	335 99	110 00		
Napperton.....	31 64	10 00		
Nassagiweya.....	151 68	47 50		
Navan.....	20 41	10 00		
Neigette.....	55 44	24 50		
Nelson.....	135 01	47 00	16 00	
Nenagh.....	47 88	10 00		
Netherby.....	70 59	22 50		
Neustadt.....	321 14	125 50		
Nevis.....	41 32	15 00		
New Aberdeen.....	68 84	28 00		
Newark.....	53 94	19 50		
Newbliss.....	17 06	10 00		
Newborough.....	409 68	142 50		
Newboyne.....	32 28	10 50		
Newbridge.....	85 90	32 50		
Newburgh.....	408 99	199 00		
Newbury (*including arrears).....	585 31	197 00	*82 00	
New Carlisle.....	292 23	91 50		
Newcastle (*including arrears).....	1,366 99	488 50	24 00	*95 00
New Dublin.....	24 01½	10 00		
New Dundee.....	298 33	97 00		
New Durham.....	143 57	55 00		
New Edinburgh.....	356 69	126 50		
New Glasgow.....	127 68	44 00		
New Hamburg.....	818 14	272 00	24 00	
Newington.....	101 99	39 00		
New Ireland.....	21 04	11 50		
New Liverpool.....	543 21	163 00		
New Lowell.....	250 60	78 50		
New Market (*including arrears).....	2,194 42	556 50	72 00	*180 00
Newport, East, (from 1st September, 1871).....	9 26	5 83		
Newport, West, (3 Quarters).....	21 71	12 00		
Newport Point, (from 1st September, 1871).....	6 65	5 83		
New Richmond, (3 Quarters).....	126 87	63 00	37 50	
New Ross.....	19 17	10 00		
Newry.....	156 67	63 50		
New Sarum (* 1 Quarter).....	98 97	29 50	*4 00	
Newton Brook.....	136 65	57 50		
Newton Robinson.....	103 56	37 00		
Niagara.....	1,256 22	387 50	72 00	120 00
Nicolet.....	550 57½	175 00	16 00	
Nicolston.....	59 99	19 50		
Nile.....	78 70	30 50		
Nilestown.....	148 18	67 00		
Nipissingan.....	2 32	10 00		
Niasouri.....	51 28	20 00		
Nithburg.....	21 23	10 00		
Nobleton.....	193 60	63 50		
Norham.....	139 87	43 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Norland	77 29	32 50		
Normandale	51 11	19 50		
Normanton	676 14	197 50		
North Augusta	225 69	79 50		
North Bristol	52 58	14 00		
North Bruce	76 77	24 00		
North Douro	530 66	165 50		
Northfield	23 72	10 00		
North Georgetown	71 85	26 50		
North Glanford	37 10	18 00		
North Gower	172 13	66 50		
North Ham	58 92	12 50		
North Hatley	198 49	62 00		
North Keppel	57 55	22 50		
North Lancaster	121 02	40 00		
North Mountain	36 61	16 00		
North Nation Mills	139 83	39 00		
North Onslow	48 12	12 50		
North Pelham	32 01	18 50		
North Pinnacle	10 23	10 00		
North Port	136 93	42 50		
North Ridge	117 87	33 00		
North Seneca	50 45	18 00		
North Stanbridge	24 13	10 00		
North Stoke	11 94	10 00		
North Stukely	68 54	24 50		
North Sutton	37 76	16 50		
North Wakefield	158 67	66 50		
North Williamsburg	147 19	45 50		
North Winchester (from 1st June, 1871)	33 24	8 83		
Norton Creek	101 96	39 00		
Norval	211 82	75 50		
Norway	52 67	18 00		
Norwich	821 41	343 50	16 00	
Norwood	527 81	167 00		
Notfield	136 47	52 50		
Notre Dame du Portage	52 29	18 00		
Nottawa	251 20	90 00		
Nouvelle (a sub-office to 30th June, 1871)	10 08	18 00		
Noyan	30 03	10 50		
Nutt's Corners	11 98	10 00		
Oak Hill	12 38	10 00		
Oakland (*including arrears)	150 53	62 50	*78 00	
Oak Ridges	74 94	34 00		
Oakville (*including arrears)	1,373 84	423 50	32 00	*95 00
Oakwood	275 48	114 00	16 00	
Oban	38 68	19 00		
Odessa	338 84	110 00	72 00	
Offa	85 80	21 50		
Oil Springs	293 40	139 00		
Oka	34 52	14 50		
Old Montrose	6 26	10 00		
Olinda	118 87	30 00		
Omagh	66 16	25 50		
Omemece	608 93	211 00	16 00	
Ompah	29 52	12 00		
Onsida	79 67	31 00		

REPORT No. 3, A.—Detail of Services; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	cts.	\$ cts.	\$ cts.	\$ cts.
Ongley	17 35	10 00		
Onondaga (discontinued)	171 31	62 00	*4 00	
Onslow	332 36	114 00		
Orangeville (*including arrears)	1,433 99	460 00	72 00	*95 00
Orchard (*3 Quarters)	108 37	38 00	9 00	
Orillia (*including arrears)	2,274 75	547 00	80 00	*180 00
Orleans	32 71	14 00		
Ormond	52 14	17 50		
Ormstown	360 01	133 00		
Orono	535 47	189 00		
Orwell	223 29	73 50		
Osceola	61 76	21 74		
Osgoode	280 46	97 50		
Oshawa (*including arrears)	3,922 67	1,047 00	108 00	*235 00
Osprige	52 15	20 50		
Ossian	16 55	10 00		
Ottawa (Salaries and expenses entered elsewhere)	29,728 51			
Otter Creek	50 35	17 50		
Otter Lake	82 35	28 00		
Otterville	493 31	145 50		
Oungah	26 59	12 00		
Oustic	62 63	20 50		
Outram	35 12	11 50		
Overton	19 21	10 00		
Owen Sound (*including arrears)	2,996 29	875 00	160 00	*170 00
Oxenden	77 07	32 00		
Oxford Centre	30 78	10 50		
Oxford Mills	201 93	71 00		
Oxford Station	57 32	25 50		
Oxley	103 08	34 50		
Oznabrock Centre	99 33	41 00		
Painswick (from 1st August, 1871)	20 52	6 66		
Paisley (*1 Quarter)	1,053 10	314 50		*10 00
Pakenham	568 82	237 00	96 00	
Palermo	228 32	79 50	16 00	
Palgrave	10 05	10 00		
Panmure	30 46	12 50		
Papineauville	238 69	83 90		
Paquette	39 26	12 00		
Parham	47 85	19 00		
Paris	2,113 60	584 00		160 00
Paris Station	393 14	895 50		
Parker	54 44	20 00		
Park Head	20 82	10 00		
Park Hill (*1 Quarter)	1,188 14	319 00		*10 00
Parkhurst (2 Quarters)	10 70	6 00		
Parma	40 46	16 00		
Parry Sound	257 85 <sup>1</sup> / <sub>2</sub>	96 00		
Paspébiac	405 39	120 50		
Patterson	228 17	104 50		
Pandash	18 82	10 00		
Peabody	22 47	10 00		
Pearceton	19 32	10 00		
Peepabaw	24 51	10 00		
Pefferslaw	33 92	14 50		
Pelham Union (closed 1st December, 1871)	10 69	7 50		
Pembroke (*including arrears)	2,295 44	620 00	48 00	*180 00



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pendleton	85 63 <sup>4</sup>	30 60		
Penetanguishene	447 95	182 00	32 00	
Peninsula-Gaspé	15 31	10 00		
Pentland	25 57	10 00		
Penville	51 49	23 00		
Percé (*3 Quarters)	331 51	141 50	*18 00	
Perch Station	23 97	10 00		
Perkins	13 47	10 00		
Perryboro' (from 1st July, 1871)	15 66	7 50		
Perrytown	83 60	44 00		
Perth	2,585 48	793 50	60 00	120 00
Petawawa	34 64	11 00		
Peterborough	5,983 27	1,352 50	130 00	210 00
Petersburg	130 50	38 50	32 00	
Peterson	2 96	10 00		
Petersville, Sub. (1 Qar. Revenue included in London)		2 50		
Petherton	77 38	24 00		
Petit Métis	58 70	23 00		
Petrola (*including arrears)	2,699 90	606 00		*200 00
Petworth	34 96	16 00		
Peveil	50 66	22 00		
Phelpston (from 1st July, 1871)	18 89	7 50		
Philipsburg, East	223 95	84 50		
Philipsburg, West	99 68	38 00		
Phillipsville	109 91	36 50		
Pickering	324 81	133 50		
Picton (*including arrears)	2,627 97	796 50	48 00	*170 00
Pierreville	166 27	81 00		
Pierreville Mills	85 97	28 50		
Pigeon Hill	93 17	28 00		
Pike River	196 43	33 00		
Pinsdale (from 1st July, 1871)	14 41	5 00		
Pine Grove	171 90	64 50		
Pine Orchard	73 85 <sup>3</sup>	25 00		
Pine River	92 06	33 00		
Pinkerton	83 10	28 50		
Pittserry	27 95	11 50		
Pittston (from 1st June, 1871)	8 23	8 33		
Plainfield	75 98 <sup>4</sup>	28 50		
Plantagenet	272 51	118 50	32 00	
Plattsville	272 45	126 00		
Playfair	30 60 <sup>3</sup>	15 50		
Pleasant Hill	136 78	41 50		
Plum Hollow	25 54	12 50		
Point Abino	389 10	125 00	32 00	
Point Alexander	29 44	12 00		
Pointe au Bouleau	5 00	10 00		
Pointe au Chêne	12 82	10 00		
Pointe aux Pins	21 24	10 00		
Pointe à Pic, Sub. (Revenue included in Murray Bay)		30 00		
Pointe aux Trembles, Hochelaga	91 00	52 00		
Pointe aux Trembles, Portneuf	134 09	53 00	24 00	
Pointe Claire	92 12	42 50		
Pointe du Lac	60 89	22 50		
Point Edward	508 56	179 50		
Point Fortune	194 72	73 00		
Point Kaye	18 49	10 00		
Point Petre	6 28	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Point Platon (Summer office).....	7 43	5 00		
Point St. Charles.....	773 20	268 00		
Point St. Peter.....	167 73	52 00		
Point Traverse.....	29 59	10 00		
Poland.....	14 75	10 00		
Pomona.....	13 30	10 00		
Ponsonby.....	90 81	36 00		
Port Château.....	27 68	10 50		
Port de Maskinongé.....	161 57	82 00		
Port Rouge.....	35 30	11 00		
Poole.....	51 69	23 50		
Portage du Fort.....	499 04	213 50	40 00	
Port Albert.....	70 82	37 25		
Port au Persil.....	9 80	10 80		
Port Bruce.....	56 37	25 50		
Port Burwell.....	635 35	300 50	72 00	
Port Carling.....	166 18	43 00		
Port Colborne (*including arrears).....	1,167 99	333 50	60 00	*90 00
Port Credit.....	96 50	37 50		
Port Dalhousie.....	620 99	201 50		
Port Daniel.....	83 44	36 00		
Port Dover (*including arrears).....	909 12	344 50	*75 00	*90 00
Port Elmsley.....	60 72	22 00		
Porter's Hill.....	56 69	20 50		
Port Granby.....	71 66	21 00		
Port Hoover.....	13 09	10 00		
Port Hope.....	5,179 87	1,308 50	160 00	200 00
Port Lambton (from 1st November, 1871).....	64 90	22 50		
Portland.....	88 42½	31 50		
Port Lewis.....	36 39	15 50		
Port Maitland.....	67 19	17 50		
Port Nelson.....	67 38	32 00		
Portneuf.....	189 01	73 50	13 00	
Port Perry (*including arrears).....	1,249 29	345 00		*90 00
Port Robinson.....	403 18	148 00	96 00	
Port Rowan.....	594 89	208 00		
Port Royal.....	105 77	31 00		
Port Ryerse.....	164 00	54 00		
Portsmouth.....	173 18	76 00		
Port Stanley.....	542 33	207 50		
Port Union.....	18 62	12 00		
Powell.....	8 72	10 00		
Powerscourt.....	38 22	16 50		
Prescott.....	2,569 70	822 00	240 00	200 00
Preston.....	689 60	216 00	36 00	
Priceville.....	215 03	97 50		
Primrose.....	53 88	15 00		
Prince Albert.....	438 95	176 00		
Princeton.....	501 33	188 00		
Prospect.....	41 81	16 00		
Purdy.....	16 89	10 00		
Purpleville.....	36 28	12 50		
Pushinch.....	87 71	36 50		
Putnam.....	92 55	33 00		
Quebec (Salaries and expenses entered elsewhere).....	35,558 46			
Queensborough.....	56 77	26 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Queenston.....	178 92	75 00		
Queensville (*3 Quarters).....	211 47	65 50	*7 50	
Radstock (from 1st November, 1871).....	11 36	4 17		
Raglan.....	120 83	44 56		
Railton.....	31 43	12 50		
Rainham.....	69 51	26 50	8 00	
Rainham Centre.....	81 34	28 50		
Rama.....	53 73½	20 50		
Ranelagh.....	59 02	14 00		
Rankin.....	22 04	10 00		
Rapides des Joachims.....	234 14	194 00		
Ratho.....	147 42	56 50		
Ravenna.....	73 72	26 00		
Ravenshoe.....	58 55	20 00		
Ravenswood.....	64 82	27 50		
Rawdon.....	153 36	64 50		
Raymond.....	39 14	14 50		
Reaboro' (from 1st October, 1871).....	19 14	5 00		
Read.....	68 16	21 00		
Reading.....	113 03	52 50		
Rednersville.....	98 12	42 00		
Relessey.....	33 80	12 00		
Renforth (from 1st September, 1871).....	11 85	5 83		
Renfrew (*1 Quarter).....	1,279 18	358 50	32 00	*10 00
Renton.....	30 82	12 00		
Repentigny.....	88 54	35 50		
Riceburg.....	100 92	35 00		
Riceville.....	104 76	34 50	12 00	
Richby (3 Quarters).....	4 32	7 50		
Richmond, East.....	790 45½	273 00	32 00	
Richmond, West.....	265 08	93 50		
Richmond Hill.....	573 40	247 00	16 00	
Richmond Station.....	262 78	74 50		
Richview.....	35 44	20 00		
Richwood.....	153 95	55 00		
Ridgetown.....	498 11	126 50		
Ridgeville.....	94 92	49 50		
Rigaud.....	423 16½	119 50		
Rimouski (*including arrears).....	951 89	331 00		*90 00
Ringwood.....	144 68	56 50		
Ripley.....	25 25	10 00		
River Beaudette.....	115 03	47 50		
River David.....	266 57	83 00		
River Désert.....	122 96	50 50		
River Gilbert.....	67 74	25 50		
Riversdale.....	125 69	59 50		
Riverstown.....	121 39	19 00		
Rivière Bois Clair (3 Quarters).....	56 50	15 00		
Rivière des Prairies.....	34 83	14 50		
Rivière du Loup ( <i>en bas</i> ) (*1 Quarter).....	697 35	318 00	81 00	*10 00
Rivière du Loup ( <i>en haut</i> ).....	426 15	160 50	72 00	
Rivière Ouelle.....	219 43	60 50		
Rivière Raisin.....	611 30	270 00	144 00	
Rivière Trois Pistoles.....	132 88	88 50		
Roache's Point.....	101 86	39 00		
Roberval.....	77 30	25 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Robinson.....	259 97	118 50	16 00	.....
Roblin.....	60 52	19 00	.....	.....
Rob-Roy.....	9 58	10 00	.....	.....
Rochelle.....	54 19	18 50	.....	.....
Rochester.....	255 94	78 00	.....	.....
Rockburn.....	86 40	42 50	.....	.....
Rockford.....	64 11	22 50	.....	.....
Rock Forest (from 1st January, 1872).....	6 19	2 50	.....	.....
Rockingham.....	98 11	36 50	.....	.....
Rock Island.....	423 52	101 50	.....	.....
Rockland.....	102 45	23 50	.....	.....
Rockport.....	26 76	11 50	.....	.....
Rockside.....	26 87	10 00	.....	.....
Rockton.....	121 38	50 50	16 00	.....
Rock Village (from 1st July, 1871).....	15 69	7 50	.....	.....
Rockwood.....	474 25	168 00	.....	.....
Rodgerville.....	225 62	73 00	16 00	.....
Rodney.....	37 71	12 50	.....	.....
Roebuck.....	18 85	10 00	.....	.....
Rokeyby.....	14 33	10 00	.....	.....
Romney.....	49 15	20 00	.....	.....
Ronaldsay.....	67 08	24 50	.....	.....
Rondeau (*including arrears).....	595 73	174 00	*63 00	.....
Rondeau Harbor.....	60 72	18 00	.....	.....
Ronson.....	31 70	10 00	.....	.....
Rosa.....	29 81	12 00	.....	.....
Rosebank (3 Quarters).....	11 46	8 17	.....	.....
Rosedale.....	75 91	17 50	.....	.....
Rosedene.....	30 95	12 00	.....	.....
Rosehall.....	28 42	10 50	.....	.....
Rosemont.....	313 26	77 50	.....	.....
Roseneath.....	102 43	31 50	.....	.....
Rosetta.....	16 17	10 00	.....	.....
Roseville.....	81 81	26 50	.....	.....
Roslin.....	123 51	41 50	.....	.....
Ross.....	29 38	12 50	32 00	.....
Rosseau.....	99 20	24 50	.....	.....
Rothsay.....	242 40½	82 50	.....	.....
Rouge Hill.....	13 47	10 00	.....	.....
Rougmont.....	60 64	29 00	.....	.....
Round Plains.....	33 66	12 50	.....	.....
Rowanton.....	169 75	20 00	.....	.....
Roxham.....	15 49	10 00	.....	.....
Roxton Falls.....	283 89	107 00	.....	.....
Roxton Pond.....	74 16	18 50	.....	.....
Rugby.....	90 23½	27 50	16 00	.....
Ruisseau des Chênes.....	50 99	17 00	.....	.....
Runnymede.....	12 39	10 00	.....	.....
Rupert.....	23 68	10 00	.....	.....
Russell (3 Quarters).....	147 72	46 50	.....	.....
Russeltown.....	80 17	23 00	.....	.....
Rutherford.....	20 69	10 00	.....	.....
Ruthven.....	151 25	49 50	12 00	.....
Ryckman's Corners.....	63 09	28 00	.....	.....
Ryegate.....	57 01	15 00	.....	.....
Ryistone.....	17 06½	10 00	.....	.....
Ste. Adèle.....	49 85	20 50	.....	.....

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Agatha.....	123 67	44 50		
St. Agathe.....	109 08	33 00		
Ste. Agnès.....	27 57	10 00		
St. Aimé.....	132 01	48 00		
St. Alban.....	77 06	21 50		
St. Albert (10 Quarters).....	22 79	24 03		
St. Alexandre, Iberville.....	130 42	59 50		
St. Alexandre, Kamouraska.....	118 39	24 00		
St. Alexis.....	51 18	20 00		
St. Alphonse.....	72 28	25 50		
St. Anaclet.....	25 13	10 00		
St. André.....	68 08	35 50		
St. André Avelin.....	136 30	46 00		
St. Andrews, East.....	634 98	236 00	16 00	
St. Andrews, West.....	109 10	41 50		
Ste. Angèle.....	35 15	17 50		
Ste. Angèle de Laval.....	49 02	11 00		
St. Anicet.....	117 66	65 50		
Ste. Anne, Bout de l'Isle.....	138 50	51 50		
Ste. Anne de Beaupré, Sub. (Revenue included in Chateau Richer).....		16 75		
Ste. Anne de la Pérade.....	275 87	115 00	16 00	
Ste. Anne des Monts.....	82 28	31 00		
Ste. Anne des Plaines.....	82 95	32 00		
Ste. Anne la Pocatière.....	444 47	296 00	40 00	
St. Ann's Lincoln.....	100 27	32 00		
St. Anselme.....	137 88½	42 50		
St. Antoine, Lotbinière.....	68 49	26 50		
St. Antoine, River Richelieu.....	111 22	35 00		
St. Antonin.....	25 97	10 50		
St. Apollinaire.....	45 77	15 50		
St. Armand Centre.....	27 59	10 00		
St. Armand Station.....	190 11	70 50	72 00	
St. Arsène.....	92 66	43 50		
St. Athanase.....	323 03	121 50		
St. Aubert.....	52 45	16 00	8 00	
St. Augustin, Portneuf.....	44 84	18 00	16 00	
St. Augustin, Two-Mountains.....	87 94	34 50		
St. Barnabé, River Yamaska.....	85 80	31 50		
St. Barnabé, St. Maurice.....	60 19	23 50		
St. Barthélemi.....	122 49	82 00		
St. Bazile.....	46 44	16 50		
Ste. Beatrix.....	21 27	10 00		
St. Benoit.....	106 15	48 00		
St. Bernard.....	47 65	14 00		
St. Bonaventure.....	63 74	24 50		
St. Brigid.....	105 84	42 50		
Ste. Brigitte des Saults.....	13 38	10 00		
St. Bruno.....	97 50	34 50		
St. Camille.....	62 02	17 00		
St. Canute.....	23 57	10 50		
St. Casimir.....	129 72	39 00		
Ste. Catharine's, East.....	58 71	23 50		
St. Catharines, West (*including arrears).....	10,082 26	2,163 00	96 00	*510 00
St. Célestin.....	111 82	32 00		
St. Césaire.....	435 40	156 50		
St. Charles de Stanbridge.....	34 75	14 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872—  
Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Charles, River Boyer	121 77	45 50		
St. Charles, River Richelieu	168 64	73 50		
St. Christophe d'Arthabaska	662 49	246 00		
St. Claire	95 08	33 50	12 00	
St. Clements	76 87	33 00		
St. Clet	63 19	24 50		
St. Clothilde	28 66	10 00		
St. Columbin	46 33	27 50		
St. Côme	13 66	10 00		
St. Constant	86 64	34 50		
St. Croix	144 44	68 29		
St. Cuthbert	129 17	40 00		
St. Cyrille	34 09	12 50		
St. Damase	129 28	46 00		
St. Damien de Brandon	26 62	10 00		
St. Davids	139 69	48 50		
St. Denis de la Bouteillerie	71 06	29 50		
St. Denis, River Richelieu	227 09	95 00	16 00	
St. Didace	62 53	22 00		
St. Dominique	104 91	38 00		
St. Dominique des Cèdres	19 06	10 00		
St. Dorothée	14 07	10 00		
St. Edouard	79 17	28 00		
St. Edouard de Frampton, Sub. (Revenue included in Frampton)		10 00		
St. Edwige	30 02	10 00		
St. Elizabeth	129 75	41 50		
St. Eloi	29 62	14 00		
St. Elzéar	51 14	14 00		
St. Emélie de l'Energie	11 59	10 00		
St. Ephrem de Tring	45 77	15 00		
St. Ephrem d'Upton	250 85	92 00		
St. Esprit	71 54	24 50		
St. Etienne	65 96	28 00		
St. Etienne de Beauharnois	58 43	21 00		
St. Eugene	191 07	72 50		
St. Eustache (*3 Quarters)	367 51	156 00	*12 00	
St. Evariste de Forsyth	49 21	18 00		
St. Fabien	114 79	32 50		
St. Famille	28 89	13 50		
St. Felicité	20 68	10 00		
St. Félix de Valois	84 15	28 00		
St. Ferdinand (late Halifax)	187 30	72 00		
St. Féréol, Sub. (Revenue included in Chateau Richer)		12 00		
St. Fidèle	28 79	10 00		
St. Flavie	216 85	68 00	42 00	
St. Flavien	30 97	16 00		
St. Flore	22 24	10 00		
St. Foy	53 25	17 00		
St. François, Beauce	186 52	89 00	16 00	
St. François de Sales (from 1st September, 1871)	12 92	5 83		
St. François d'Orléans	23 10	10 00		
St. François du Lac	174 98	61 00		
St. Françoise	6 35	10 05		
St. François, Montmagny	113 88	39 50		
St. Frédéric	27 86	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Gabriel de Brandon	172 70	59 00		
Ste. Geneviève	192 81	38 50		
St. George, Beauce	89 24	29 50		
St. George, Brant	357 50	129 50		
St. George de Windsor	49 23	18 50		
St. Germain de Grantham	145 75	41 00		
Ste. Gertrude	60 73	21 00		
St. Gervais	163 39	54 50		
St. Giles (*including arrears)	50 00	24 00	*30 00	
St. Grégoire	236 37	83 50	32 00	
St. Guillaume d'Upton	225 32	71 50		
Ste. Hélène	74 58	23 00		
St. Hélène de Bagot	70 43	19 00		
St. Helens	160 95	51 00		
Ste. Hénédine (*including arrears)	80 23	25 50	*15 00	
St. Henri (*including arrears)	155 49	61 00	*67 00	
St. Henri Station	43 00	10 00		
St. Hermas	107 11 <sup>3</sup> / <sub>4</sub>	39 50		
St. Hermenegilde (late Evangeline)	7 96	10 00		
St. Hilaire Station	259 63	48 00	212 50	
St. Hilaire Village	193 42	37 50		
St. Hippolyte de Kilkenny	15 64	10 00		
St. Honoré (from 1st July, 1871)	11 32	7 50		
St. Hubert	131 85 <sup>1</sup> / <sub>2</sub>	50 50		
St. Hugues	219 33	86 50	44 00	
St. Hyacinthe (*including arrears)	2,443 36	664 50	*180 00	80 00
St. Irénée	46 85	19 00		
St. Isidore, Dorchester	131 62	35 50		
St. Isidore, Laprairie	105 26	33 50		
St. Ives	21 47	10 00		
St. Jacobs	249 10	89 00		
St. Jacques	141 47 <sup>1</sup> / <sub>2</sub>	51 50		
St. Jacques le Mineur	72 82	29 00		
St. Janvier	53 22	22 50		
St. Jean Baptiste de Montréal	191 12	60 00		
St. Jean Baptiste de Rouville	114 88	43 50		
St. Jean Chrysostôme, Chateauguay	314 52	129 50		
St. Jean Chrysostôme, Levis	116 56	39 00		
St. Jean de Matha	76 76	26 50		
St. Jean des Chaillons	140 58	61 00		
St. Jean d'Orléans	76 07	30 50		
St. Jean Port Joli	292 63	70 00		
St. Jérôme	281 75	96 50	16 00	
St. Joachim	42 73	18 50		
St. John's, East (*3 quarters)	2,391 01	599 50	240 00	*60 00
St. John's, West	30 88	10 50		
St. Joseph	218 47	81 50		
St. Joseph du Lac	38 63	18 00		
St. Jude	98 34	43 50		
Ste. Julie	37 21	12 50		
Ste. Julie de Somerset	160 92	66 50		
Ste. Julienne	39 02	30 50		
St. Justin	41 48	15 50		
Ste. Justine de Newton	63 07	22 00		
St. Lambert	86 71	19 00		
St. Lambert, Montreal	50 82	16 00		
St. Laurent d'Orléans	63 35	26 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

(Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Laurent, Montreal.....	309 28	143 00		
St. Lazare.....	58 56	18 00		
St. Léon.....	130 26	47 50		
St. Léonard.....	37 92	12 50		
St. Liboire.....	155 06	52 50		
St. Ligouri.....	57 90	16 00		
St. Ljn.....	110 78	45 00		
St. Louis de Gonzague.....	223 58	75 50		
St. Louise.....	62 97	22 50		
St. Luc.....	50 73	17 50		
St. Luce.....	101 46	27 00		
St. Magloire.....	6 39	10 00		
St. Malachie (2 Quarters).....	3 85	9 00		
St. Malo.....	33 43	10 00		
St. Marc.....	76 56	28 50		
St. Marcel.....	68 64	24 00		
St. Marguerite.....	70 23	24 50		
St. Marie de Monnoir.....	384 60	130 00		
St. Marthe.....	152 70½	55 00		
St. Martin.....	105 06	49 00		
St. Martine.....	179 32	62 00		
St. Mary's (*including arrears).....	3,048 73	850 50	72 00	*140 00
St. Mathias.....	92 72	30 00		
St. Mathieu.....	16 81	10 00		
St. Maurice.....	128 84	43 00		
St. Maurice, Forges (3 Quarters).....	10 27	7 50		
St. Michel.....	169 20	72 50		
St. Michel des Saints.....	34 81	10 00		
St. Modeste.....	26 09	12 00		
St. Monique.....	118 54	36 50		
St. Narcisse.....	50 83	16 00		
St. Nicholas.....	119 76	57 50	16 00	
St. Norbert.....	45 95	16 50		
St. Octave (5 Quarters).....	82 56	15 00		
St. Ola.....	12 65	10 00		
St. Onézime.....	26 18	10 00		
St. Ours.....	258 91	121 50	16 00	
St. Pacôme.....	92 85	26 00		
St. Paschal.....	145 91	47 00		
St. Patrick's Hill.....	150 65	39 00		
St. Paul de l'Industrie.....	47 55	24 00		
St. Paul du Buton.....	21 27	10 00		
St. Paulin.....	60 89	18 00		
St. Paul l'Hermite.....	126 90	50 50	16 00	
St. Paul's Bay.....	313 06	127 50	44 00	
St. Philippe.....	80 31	28 00		
St. Philippe de Néry.....	43 22	17 50		
St. Philomène.....	89 71	39 50		
St. Pie.....	262 26	111 50		
St. Pierre Baptiste.....	23 90	10 00		
St. Pierre d'Orléans.....	25 03	12 00		
St. Pierre les Becquets.....	205 50	96 50		
St. Pierre Montmagny.....	193 61	43 50		
St. Placide.....	72 71	29 00		
St. Polycarpe.....	271 73	105 50		
St. Prosper.....	35 43	21 50		
St. Raphaël, East.....	146 66	48 50		



REPORT No. 3, A.—Detail of Salaries, Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Raphaël, West	100 41	33 00		
St. Raymond	107 18	29 50		
St. Régis	24 12	10 00		
St. Rémi	319 91½	108 50	32 00	
St. Robert	65 32	21 50		
St. Roch de Québec	1,960 69	543 50		110 00
St. Roch de Richelieu	59 07	18 50		
St. Roch des Aulnaies	74 83	24 50		
St. Roch l'Achigan	79 99	30 50		
Ste. Romaine	27 10	10 00		
Ste. Rosalie	103 98	41 50		
Ste. Rose	110 40	40 50		
St. Sauveur	63 02	21 00		
St. Sauveur de Québec	695 14	196 00		
Ste. Scholastique	282 93	117 24		
St. Sébastien	170 62	67 00		
St. Sévère	26 24	10 00		
St. Simon de Rimouski	81 80	45 50		
St. Simon de Yamaska	190 11	64 50		
Ste. Sophie	111 36	32 50		
Ste. Sophie de Lacorne	49 75	23 00		
St. Stanislas	147 75	46 00		
St. Stanislas de Kostka	62 07	18 00		
St. Sulpice	59 00	25 00		
St. Sylvester	112 71	33 00		
St. Sylvester, East	163 75	54 00		
St. Théodore	66 69	26 00		
St. Théodore de Chertsey	20 29	14 50		
Ste. Thérèse de Blainville	309 00	107 50		
St. Thomas, East	46 78	18 50		
St. Thomas, West (*including arrears)	3,485 94	675 00	108 00	*170 00
St. Timothée	111 40	40 50		
St. Tite	56 25	18 50		
St. Urbain	90 89	40 50		
Ste. Ursule	79 71	28 00		
St. Valentin	108 49	39 50		
St. Valérien	48 59	16 00		
St. Vallier	110 87	36 50		
Ste. Victoire	50 01	20 00		
St. Victor de Tring	62 79	16 00		
St. Vincent de Paul	193 03	87 00		
St. Wenceslas	37 11	11 00		
St. Williams	180 11	70 50		
St. Zénon	3 38	10 00		
St. Zépherin	103 84	36 00		
St. Zotique	67 56	25 50		
Sable	41 67	12 00		
Sabrevois	76 99	32 50		
Saintfield	75 03	30 00		
Salem	223 10	87 00		
Salford	145 17	60 50		
Salmonville	42 91	12 50		
Sanborn	7 50	10 00		
Sanctfield	26 18	10 50		
Sanford	106 65	33 00		
Sanctum	164 96	57 50	16 00	
Sanctus	68 69	27 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sand Point.....	470 22	163 50	64 00	80 00
Sandwich.....	515 09	176 50	48 00	
Sandy Beach.....	29 29	12 00		
Sarawak.....	38 28	11 00		
Sarepta.....	49 13	22 00		
Sarnia (*including arrears)	3,344 15	896 50	*164 00	*176 67
Saugeen.....	539 38	235 00	16 00	
Sault au Récollet.....	175 53	120 00		
Sault Ste. Marie.....	331 92	87 09	48 00	48 00
Savage's Mills.....	44 11	13 09		
Sawyer ville.....	237 77	74 60		
Scarboro'.....	117 32	40 50		
Schomberg.....	338 09	122 00		
Scone.....	52 38	15 59		
Scotch Block.....	28 23	10 59		
Scotland.....	291 26	106 60		
Seugog.....	23 59	10 60		
Seaforth (*including arrears).....	2,609 18	705 00	*105 00	*170 00
Sebringville.....	263 93	95 50		
Seeley's Bay.....	92 40	32 50		
Segeun Falls (from 1st August, 1871).....	15 60	6 03		
Selby.....	35 89	40 09		
Selkirk.....	239 91	78 50	16 00	
Selton.....	76 37	29 00		
Selwyn.....	52 58	17 60		
Seneca (*including arrears).....	1,192 73	369 59	*34 50	*90 00
Settrington.....	20 95	9 69		
Severn Bridge.....	263 93	79 00		
Sevigné.....	5 06	10 09		
Shakespeare.....	309 64	125 50		
Shamrock.....	33 27	16 59		
Shanick.....	5 38	10 00		
Shanly.....	28 18	12 09		
Shamonsville.....	374 43	125 59		
Shanty Bay.....	42 89	12 50		
Sharon.....	174 60	69 50	16 00	
Shurpton.....	14 89	10 00		
Shawbridge.....	30 79	10 50		
Shawenegan.....	57 61	18 50		
Sheenboro'.....	28 17	19 09		
Sheffield.....	133 33	42 00		
Shefford Mountain.....	32 42	16 50		
Shelburne.....	108 27	24 09		
Sheldon.....	10 52	19 09		
Sherbrooke (*including arrears).....	4,036 86	926 50	72 00	*180 00
Sheridan.....	43 67	20 00		
Sherkston.....	60 14	21 50		
Sherrington.....	109 74½	49 00		
Shetland.....	71 80	19 50		
Shigawake.....	29 81	12 00		
Shipley.....	72 33	23 50		
Shoolbred.....	56 80	18 50		
Shrewsbury.....	12 44	10 00		
Shrigley.....	17 68	10 00		
Sierra.....	32 29	10 50		
Sihery Cove.....	148 11	49 00		
Sillsville.....	17 16	10 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Silver Hill .....	76 40	26 50		
Silver Islet .....	249 24	46 00		
Simcoe (*including arrears).....	2,708 61	764 50	144 00	*170 00
Singhampton .....	295 61	65 50	16 00	
Six Mile Cross.....	32 27	12 00		
Six Portages.....	88 81	45 50		
Skipness .....	9 23	10 00		
Skye .....	27 73	14 00		
Sleswick .....	23 45	12 00		
Sligo .....	18 24	12 50		
Smithfield .....	63 90	33 50		
Smith's Falls (*including arrears).....	1,472 17	469 50	16 00	*95 00
Smith's Mills.....	156 51	27 00		
Smithurst .....	10 25	10 00		
Smithville, Lincoln .....	431 69	155 50		
Solina .....	67 17	24 50		
Sombra .....	218 69	168 00	24 00	
Somerset .....	471 88	177 00	32 00	
Sonya .....	42 43	37 00		
Sperton (from 1st June, 1871).....	22 93	8 33		
Sorel .....	1,652 68	592 50	108 00	80 00
South Barnston .....	26 02	10 00		
South Bolton .....	67 14	24 50		
South Cayuga .....	114 67	35 00		
South Douro .....	52 05	22 00		
South Dummer .....	66 77 <sup>1</sup> / <sub>2</sub>	20 50		
South Durham .....	230 71	99 00		
South Elmsley .....	193 74	36 00		
South Ely .....	54 97	18 50		
South Finch .....	92 31	28 00		
South Gloucester .....	58 02 <sup>1</sup> / <sub>2</sub>	18 50		
South Gower .....	84 58	25 00		
South Granby .....	30 56	17 50		
South Ham. ....	42 19	14 00	24 00	
South La Grasse .....	31 18	10 00		
South Lake .....	32 36	12 50		
South March .....	81 80	35 00		
South Middleton.....	37 85	14 50		
South Monaghan .....	99 12	32 50		
South Mountain .....	188 15	65 50		
South Quebec .....	663 77	240 50		
South Zorra .....	89 77	35 50		
Spaffordton .....	16 82	10 00		
Spanish River .....	80 03	25 00		
Sparta .....	426 31	145 50		
Speedie .....	90 97	29 00		
Speedside .....	45 66 <sup>1</sup> / <sub>2</sub>	20 00		
Spencer Cove .....	121 03	79 50		
Spencerville (*3 Quarters).....	256 30	85 50	*15 00	
Spring Arbor .....	22 18	10 00		
Springbank .....	25 72	12 00		
Springfield .....	223 18	72 50		
Springford .....	221 38	84 00		
Springvale .....	44 90 <sup>1</sup> / <sub>2</sub>	16 00		
Springville .....	117 69	45 00		
Staffa .....	77 56	29 00		
Stafford .....	22 24	11 50		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stamford.....	199 24	78 00		
Stanbridge, East.....	306 69	104 50		
Stanbridge Station.....	163 37	55 50		
Stanbury.....	25 53	10 00		
Standon.....	35 84	12 60		
Stanford.....	428 09	160 50	32 00	
Stanhope.....	110 96	55 00		
Stanley's Mills.....	71 83	30 50		
Stanstead.....	477 61	226 00	160 00	
Stanton.....	39 92	15 00		
Starnesboro'.....	69 50	28 00		
Stayner (*including arrears—)1 Quarter.....	1,013 24	394 50	*39 60	10 00
Steele (3 quarters).....	19 47	9 00		
Stella.....	137 38	50 00		
Stevensville.....	150 75	50 00		
Stirling.....	737 28	241 50	32 00	
Stirton.....	82 30½	27 50		
Stisted.....	44 82	19 00		
Stittsville.....	123 52	27 00		
Stockdale.....	47 47	12 00		
Stockwell.....	25 50	15 50		
Stoco.....	80 42	22 50		
Stoke Centre.....	11 92	10 60		
Stoketon.....	13 34	10 00		
Stonefield.....	141 86	44 50		
Stoneham.....	18 06	10 00		
Stony Creek.....	133 45	58 50	32 00	
Stony Point.....	135 56	44 50		
Stornoway.....	151 21	39 50		
Stottville.....	124 41	51 00	72 00	
Stouffville.....	363 79	140 50	48 00	
Stowe.....	28 94	12 50		
Strabane.....	166 51	35 50		
Straffordville.....	157 49	61 50		
Strangford.....	26 83	10 00		
Stratford (*including arrears).....	4,645 36	1,145 00	200 00	*210 00
Strathallan.....	95 12	33 00		
Strathburn.....	59 24	27 50		
Strathnairn.....	16 75	10 00		
Strathroy (*including arrears).....	2,695 26	660 00	32 00	*130 00
Streetsville.....	529 55	207 50		
Stromness.....	112 75½	41 00		
Stukely.....	141 96	41 00		
Sullivan.....	160 11	50 00		
Summerstown.....	119 02	38 00		
Summerville.....	84 07	33 50		
Sunbury.....	65 55	23 00		
Sunderland.....	160 12	28 00		
Sunnidale.....	29 90	11 50		
Sutherland's Corners.....	77 79	26 50	16 00	
Sutton.....	314 74	96 50		
Sweaburg.....	118 59	37 50		
Sweetsburg.....	462 74	193 00	69 00	
Switzerville.....	16 73	10 00		
Sydenham Place.....	69 47	26 50		
Sylvan.....	128 31	38 50		
Tadouac (*including arrears).....	134 91	43 50	*37 50	

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Talbotville Royal.....	90 86	27 50		
Tamworth.....	405 31	153 00		
Tannery West.....	247 22	77 00		
Tapleystown.....	75 53½	25 50		
Tara.....	220 84	73 50		
Tarbert.....	20 25	10 00		
Tatlock.....	24 01	10 00		
Taunton (from 1st July, 1871).....	30 03	7 50		
Tavistock.....	389 29	123 00		
Taylorholme.....	23 50	10 00		
Tecumseth.....	201 32	50 00		
Teeswater.....	453 08	151 50		
Teeterville.....	132 01	42 00		
Telfer.....	45 80	23 00		
Temperanceville (from 1st October, 1871).....	28 23	5 00		
Templeton.....	105 45	42 00		
Tempo.....	54 97	19 00		
Tennyson.....	18 06	10 00		
Terrebonne.....	541 96	175 00		
Tessierville.....	59 90	21 00		
Teston.....	53 50	21 00		
Teviotdale.....	126 48	44 00		
Thamesford.....	251 01	107 50		
Thamesville.....	656 05	191 00	16 00	
Thanet.....	29 45	19 00		
Thistletown.....	130 57	42 00		
Thomasburg.....	109 55	37 50		
Thompsonville.....	33 42	12 00		
Thornbury.....	256 73	85 00		
Thornby.....	14 11	10 00		
Thorndale.....	193 04½	61 00	12 00	
Thorne Centre.....	34 31	13 50		
Thornhill.....	312 23½	102 00	32 00	
Thornton.....	107 71	37 00		
Thorold (*including arrears).....	1,174 78	380 50		*90 00
Three Rivers.....	2,901 42½	750 00	240 00	120 00
Thunder Bay.....	437 08	197 94		
Thurlow.....	38 28	14 00		
Thurso.....	329 49	124 75	16 00	
Tilbury East.....	82 05	32 50		
Tilsonburg.....	1,260 39	275 00		
Tiverton.....	364 53	116 00		
Toledo.....	159 99½	60 50		
Topping.....	31 96	15 50		
Tormore.....	28 87	14 50		
Toronto (Salaries and expenses entered elsewhere).....	110,744 82½			
Tottenham.....	137 14½	44 00		
Townsend Centre.....	44 72	17 50		
Trafalgar.....	136 52	52 00	16 00	
Traverston.....	20 76	10 50		
Treadwell.....	31 79	10 50		
Trecastle.....	94 29	38 00		
Tremblay.....	31 02	10 00		
Trenholm.....	32 44	18 50		
Trenton (*including arrears).....	1,525 45	493 00		*95 00
Trois Pistoles.....	281 10	147 50		
Trois Saumons.....	40 15	16 00		

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Trout Lake .....	36 87	10 50		
Trout River .....	40 96	14 50		
Trowbridge .....	74 15	27 00		
Troy .....	84 17 <sup>1</sup> / <sub>2</sub>	30 50		
Trudell .....	94 39	29 50		
Tuam .....	63 87	16 50		
Tullamore .....	91 33	44 00		
Turtle Lake (from 1st July, 1871) .....	7 39	7 50		
Tuscarora .....	83 78 <sup>1</sup> / <sub>2</sub>	35 50		
Tweed .....	290 53	95 00		
Tweedside .....	19 29	11 50		
Tyneside (from 1st October, 1871) .....	12 43	5 00		
Tyrconnell .....	89 39	48 50		
Tyrone .....	169 51	55 50		
Tyrell .....	53 09	19 00		
Udora .....	52 44	15 50		
Uffington .....	69 43	26 50		
Uford .....	9 00	10 00		
Ullswater .....	33 03	10 00		
Ulyatt (closed 1st September, 1871) .....	14 09	4 16		
Ulster .....	6 59	10 00		
Uxerton .....	298 77	92 00		
Umfraville .....	10 68	10 00		
Underwood .....	185 66	64 00		
Union .....	230 22	81 50		
Unionhill .....	12 17	10 00		
Unionville (*2 Quarters) .....	251 93 <sup>1</sup> / <sub>2</sub>	76 00	*14 00	
Upnor (closed) .....	5 32			
Uptergrove .....	127 61	30 00		
Utica .....	69 48	37 00		
Utopia .....	65 89	17 50		
Utterson .....	124 47	42 00		
Uttoxeter .....	45 73	16 50		
Uxbridge (*1 Quarter) .....	1,451 49	239 00	32 00	*10 00
Vachell .....	40 46	10 50		
Vaillancourt .....	14 08	10 00		
Valcartier .....	64 04	27 00		
Valcourt .....	48 01	17 00		
Valentia .....	37 07	12 00		
Valetta .....	102 15	31 50		
Vallentyne .....	62 16	21 00		
Valletort .....	23 68	10 00		
Valleyfield .....	405 64	131 00		
Valmont .....	29 31	10 50		
Vanattar .....	15 74	10 00		
Vanbrugh .....	88 39	24 00	20 00	
Vandecar .....	43 56	19 50		
Vandeleur .....	33 88	10 00		
Vankleek Hill .....	530 65	206 00		
Vanneck .....	40 73	11 50		
Vauvack .....	26 55	10 00		
Varennes .....	216 19 <sup>1</sup> / <sub>2</sub>	93 50		
Varna .....	135 75	51 00		
Varney .....	59 14	18 50		
Vasey .....	32 75	10 00		
Vaudreuil .....	195 68	139 50		
Veighton .....	22 24	10 00		

REPORT No. 3, A.—Detail of Salaries ; Allowances for Forward duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.		Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Vellore.....	46	74	14	50				
Venice.....	11	39	10	00				
Vennachar.....	12	26	10	00				
Venosta (from 1st July, 1871).....	12	13	7	50				
Ventnor.....	63	38	21	50				
Ventry.....	9	10	10	00				
Verchères.....	195	74	90	50				
Verdun.....	36	65	10	00				
Vereker (from 1st October, 1871).....	15	86	5	00				
Vernon.....	72	89	23	50				
Vernonville.....	75	97	26	50				
Verona.....	30	50	10	00				
Versailles.....	35	88	16	50				
Verschoyle.....	49	93	13	00				
Vesta.....	51	67	16	00				
Vicars.....	58	05	26	00				
Victoria Corners.....	23	81	10	50				
Victoria Square.....	82	95	29	00				
Vienna.....	637	41	233	00	72	00		
Viger.....	31	33	13	00				
Vigo.....	22	26	10	00				
Village des Aulnais.....	140	98	44	50				
Village Richelieu.....	96	13	37	50				
Villanova.....	47	39	18	00				
Villiers.....	29	40	10	50				
Vincennes.....	23	64	10	50				
Vine.....	28	48	12	50				
Vinoy (from 1st December, 1871).....	1	40	3	33				
Vinton.....	12	77½	10	00				
Violet.....	55	47	21	00				
Virgil.....	73	04½	29	50				
Vittoria.....	456	18	154	50				
Vivian.....	24	09	10	00				
Vroomanton.....	163	79	43	50				
Vyner.....	18	40	10	00				
Wakefield.....	220	96	72	00				
Waldemar.....	54	96	12	00				
Wales.....	185	92	56	00	48	00		
Walkerton.....	1,851	19	562	50	200	00	80	00
Walkerville.....	322	43	105	00				
Wallace.....	37	98	15	50				
Wallaceburg.....	643	93	198	50	16	00		
Wallacetown.....	306	69	118	00	18	00		
Wallbridge.....	62	75	19	50				
Wallenstein.....	11	44	10	00				
Walmer.....	27	09	10	50				
Walpole Island (from 1st November, 1871).....	5	59	4	17				
Walsh.....	83	64	31	50				
Walter's Falls.....	65	99	34	00				
Waltham.....	27	09	13	00				
Walton.....	203	94	67	00				
Wanstead (3 Quarters).....	64	96	27	00	12	00		
Warburton (from 1st February, 1872).....	3	33	1	67				
Warden.....	61	81	22	50				
Wardsville.....	599	26	204	00	16	00		
Wareham.....	30	61	10	00				
Warkworth.....	627	47	180	00				

REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Warminster	50 00	16 00		
Warner	29 97	11 50		
Warsaw	169 91	54 50		
Wartburg	58 21	32 50		
Warwick, East (3 Quarters)	210 87	99 00		
Warwick, West	161 95	73 00		
Washago	55 72	18 50		
Washington	137 77	57 00		
Waterdown	522 21	180 50		
Waterford	635 73	248 00	32 00	
Waterloo, East (*including arrears)	876 24	422 50	48 00	*90 00
Waterloo, West (*including arrears)	1,673 83	628 50	16 00	*180 00
Waterville	203 98	75 50		
Watford	733 54	215 50		
Watson's Corners	91 95	28 00		
Waubamik (from 1st August, 1871)	20 48	6 67		
Waubuno (from 1st January, 1872)	7 97	2 50		
Waupoos	48 12	13 50		
Waverley	91 40	24 50		
Way's Mills	37 02	10 00		
Weedon	59 65	20 50		
Welcome	81 28	21 50		
Welland	1,076 94	346 00		60 00
Welland Port	195 42	73 00		
Wellesley	242 98	84 00	24 00	
Wellington	365 63½	129 00		
Wellington Square	556 40	211 00	50 00	
Wellman's Corners	45 25	16 50		
Wendover	81 86	25 00		
Wesley (closed 1st July, 1871)	8 50	3 50	6 00	
West Arran	35 41	16 50		
West Bolton	9 54	10 00		
West Brome	122 84	34 00		
West Brook	121 28	38 00		
West Broughton	71 99	17 00		
Westbury	32 45	16 00		
West Ditton	35 05	10 50		
West Essa	66 72	25 00		
West Farnham	709 38	209 50	24 00	
Westfield	48 59	18 50		
West Flamboro'	198 37	82 00		
West Huntingdon	44 80	16 50		
West Huntley	25 29	10 00		
West Lake	19 71	10 00		
West McGillivray	73 93	29 50		
West Magdala	31 05	10 50		
Westmeath	188 79	65 50		
West Montrose	40 54	17 50		
Weston	593 75	231 50	16 00	
West Osgoode	71 15	21 50		
Westover	94 71	32 50		
Westport	241 06½	96 00		
West Pottton	8 87	10 00		
West Shefford	210 45½	66 50		
West Winchester	337 47	98 50		
Westwood	120 77	40 00		
Wexford	95 57	31 00		



REPORT No. 3, A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—  
*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Whalen.....	37 41½	14 00		
Wheatland.....	68 38	17 00		
Wheatley.....	126 94	42 50		
Whitby.....	2,994 66	910 50	200 00	120 00
Whitehurst.....	29 90	10 00		
White Lake.....	145 21	26 50		
White Rose.....	28 85	11 50		
Whitevale.....	187 42	65 50		
Whitfield.....	32 49	13 50		
Whittington.....	47 10	16 00		
Whiton.....	10 27	10 00		
Warton.....	82 44	25 00		
Wick.....	150 22	43 50		
Wicklow.....	79 95	33 50		
Widder.....	116 28	37 50		
Widder Station.....	547 85	167 50		
Wilfrid.....	82 07	29 50		
Wilkesport.....	132 68	34 50		
Willetsholme.....	16 65	10 00		
Williamstown.....	266 70	132 00		
Willisicroft.....	14 31	10 00		
Willowdale.....	89 36	29 00		
Willowgrove.....	37 14	15 00		
Wilmur.....	32 68	13 50		
Wilton.....	115 95	41 50		
Winchelsea.....	51 81	23 50		
Winchester.....	331 52	93 50		
Winchester Springs.....	93 03½	22 00		
Windermere.....	25 01	11 50		
Windham Centre (3 Quarters).....	48 29	15 00		
Windsor.....	3,029 88	1,057 50	462 50	200 00
Windsor Mills.....	432 24	148 50		
Winfield.....	48 86	22 00		
Winger (from 1st December, 1871).....	7 94	3 33		
Wingham (*1 Quarter).....	691 11	270 50	*12 50	
Winona.....	90 73	36 50		
Winterbourne.....	130 90½	59 00		
Winthrop.....	79 41	26 00		
Wisbeach.....	83 03	35 00	32 00	
Woburn.....	76 95	29 50		
Wolfe Island.....	293 38	123 00		
Wolfstown.....	71 14½	18 50		
Wolverton.....	78 98½	30 00		
Woodbridge.....	710 17	233 00		
Woodburn.....	47 19½	18 50		
Woodbury.....	25 22	10 00		
Woodford.....	101 04	29 50		
Woodham.....	128 66	29 50		
Woodhill.....	45 03	12 00		
Woodlands.....	37 29	20 00		
Woodside.....	48 84	23 00		
Woodslee.....	139 37	35 50	24 00	
Woodstock (*including arrears).....	4,832 27	1,287 00	60 00	*250 00
Woodville.....	431 67	123 00	32 00	
Wooler.....	90 73	32 50		
Wotton.....	167 63	56 50		
Wright.....	167 82	70 00		

REPORT No. , A.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Ontario and Quebec, within the Year ended 30th June, 1872.—*Concluded.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wroxeter (*including arrears).....	587 88	243 50	*54 50	
Wyandott.....	29 16	10 00		
Wyebridge (3 Quarters).....	93 67	34 50		
Wyoming.....	653 71	264 50	60 00	
Yamachiche.....	263 47	83 00	16 00	
Yamaska.....	175 54	53 00	48 00	
Yarker.....	139 75	39 00		
Yarm (from 1st September, 1871).....	6 01½	5 83		
Yarmouth Centre.....	73 31	32 00		
Yelverton.....	23 93	8 33		
Yeovil (from 1st January, 1872).....	9 02	2 50		
York.....	363 39½	121 50		
York Mills.....	162 13	51 50		
York River.....	34 86	18 00		
Yorkville (*including arrears).....	1,323 74	350 50		*95 00
Young's Point.....	32 75	13 00		
Zealand (from 1st July, 1871).....	9 57	8 00		
Zephyr.....	43 67	10 50		
Zetland.....	14 63	10 00		
Zimmerman.....	92 98	34 50		
Zurich.....	277 16	96 50		
<b>Totals.....</b>	<b>\$949,174 87½</b>	<b>\$183,560 61</b>	<b>\$17,704 17</b>	<b>\$13,403 00</b>

N.B.—Instead of \$61.41 at Mille Vaches, page 107, read \$6.41.

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.

DETAIL of all payments for Salaries, &c., in Nova Scotia; showing, in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1872.

Name.	Service.	Amount.
<b>INSPECTOR'S OFFICE.</b>		
(12 MONTHS.)		
		\$ cts.
A. Woodgate .....	Post Office Inspector and Postmaster, Halifax, to 31st January, 1872; and Post Office Inspector from 1st February, 1872 .....	2,400 00
F. M. Passow .....	Assistant Post Office Inspector .....	1,600 00
T. Southall .....	2nd Class Clerk .....	940 00
A. Burnham .....	3rd do promoted from 4th Class, 1st March, 1872 (transferred from Halifax Post Office, 1st October, 1871) .....	408 34
W. M. Blanchard .....	4th do to 31st December, 1871, (transferred to Post Office Department) .....	250 00
J. B. Butler .....	4th do .....	90 00
R. R. McMillan .....	Messenger .....	400 00
<b>NOVA SCOTIA MONEY ORDER OFFICE.</b>		
J. H. Thorne .....	Superintendent .....	1,600 00
F. W. Creighton .....	2nd Class Clerk .....	920 00
J. B. Gray .....	3rd do .....	186 66
S. S. Thorne .....	4th do .....	400 00
T. Conran .....	Messenger .....	500 00
<b>HALIFAX POST OFFICE.</b>		
B. W. Cochran .....	Postmaster, promoted from 1st Class Clerk, 1st February, 1872 .....	1,416 66
W. M. Small .....	1st Class Clerk .....	1,100 00
F. V. Tremain .....	2nd do from 1st June, 1872, (transferred from Railway Mail Service.) .....	75 00
J. C. Campbell .....	2nd do to 30th September, 1871 .....	225 00
J. B. Gray .....	3rd do .....	600 00
W. de Wolfe .....	3rd do .....	600 00
A. Cunningham .....	3rd do promoted from 4th Class, 1st March, 1872 .....	533 34
J. D. Story .....	3rd do do do .....	466 66
A. Burhan .....	4th do to 30th Sept., 1871 (transferred to Inspector's Office) .....	125 00
W. H. Chamberlain .....	4th do .....	380 00
W. H. Donovan .....	4th do .....	380 00
I. Le Vesconte .....	4th do from 1st January, 1872, (transferred from Railway Mail Service.) .....	240 00
J. Flowers .....	4th do promoted from Probationary, 1st April, 1872 .....	330 00
C. Smith .....	Letter Carrier .....	400 00
M. Collins .....	do .....	400 00
J. Fitzgerald .....	do .....	400 00
J. S. Wilson .....	do .....	400 00
S. Saunders .....	do .....	300 00
J. Wilson .....	do .....	299 38
E. Carroll .....	do from 1st April, 1872 .....	75 00
W. Craig .....	do .....	250 00
H. S. Laurilliard .....	do to 29th February, 1872 .....	161 30
N. McLaughlin .....	do from 17th to 31st July, 1871 .....	12 10
C. H. Hamilton .....	Temporary Clerk, from 18th December, 1871 .....	161 12
J. King .....	do from 19th December, 1871 .....	160 50

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Nova Scotia; showing, in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.	
<b>HALIFAX POST OFFICE.—Continued.</b>			
		\$	cts.
W. Bashford .....	Temporary Clerk, from 19th December, 1871, to 29th February, 1872 .....	60	50
C. Legg .....	do from 26th December, 1871 .....	154	84
D. Silverthorne .....	do from 1st February, 1872, (also Temporary Letter Carrier from 14th December, 1871 to 31st January, 1872.) .....	164	50
T. Southall .....	Temporary Clerk, from 1st March, 1872 .....	100	00
<b>RAILWAY MAIL SERVICE.</b>			
F. V. Tremain .....	2nd Class Mail Clerk to 31st May, 1872, (transferred to Halifax Post Office) .....	640	00
J. L. Barnhill .....	2nd do promoted from 3rd Class, 1st April, 1872 .....	506	66
L. Parker .....	3rd do .....	120	00
F. Huntingdon .....	3rd do (less fine) .....	478	00
I. Le Vesconte .....	3rd do to 31st December, 1871, (transferred to Halifax Post Office) .....	240	00
E. A. Bent .....	3rd do from 1st November, 1871 .....	320	00
A. Brown .....	3rd do from 1st March, 1872 .....	160	00
	Total .....	\$22,130	57

A. CAMPBELL,

*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.—Continued.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1872.

N. B.—Being the Salaries, Allowances and Revenue, for the nine months, ended 31st March, 1872.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines .....	187 47	51 00		
Advocate Harbor .....	105 34	31 50		
Amherst (*including arrears).....	2,327 03	637 00	112 50	*270 00
Annapolis (*including arrears).....	827 80	352 00		*135 00
Antigonishe (*including arrears).....	969 63	337 50		*90 00
Arichat .....	573 87	223 50		
Aylesford .....	338 07	122 50		
Baddeck .....	406 42½	194 00		
Barrington (*including arrears) .....	794 12	271 00		*90 00
Bear River (west side) .....	409 67	134 50		
Beaver River Corner (2 Quarters) .....	50 14	27 75		
Berwick .....	439 89	130 50		
Boulardarie .....	127 00	65 25		
Bridgetown (*including arrears) .....	696 80	272 00		*90 00
Bridgewater (*including arrears).....	839 56	304 00		*90 00
Brookfield .....	114 64	40 50		
Caledonia Corner .....	216 28	28 00		
Canning .....	598 83	225 00		
Canso .....	226 77	87 00		
Cape George .....	20 95	25 50		
Chester .....	424 13	116 00		
Christmas Island (from 1st January 1872).....	12 23	3 50		
Clementsport .....	215 23	103 50		
Cow Bay .....	256 83	131 00		
Cross Roads, Country Harbor .....	112 22	48 00		
Dartmouth (*including arrears).....	828 49	351 00		*60 00
Digby (*including arrears) .....	961 11	391 50		*135 00
Durham .....	113 49½	71 00		
Economy .....	228 24	127 50		
Elmsdale .....	81 96	29 50		
Enfield .....	91 36	48 50		
English Town .....	162 63	76 00		
Five Islands .....	118 02	55 50		
Glanelg .....	32 27	47 25		
Glengarry Station .....	120 74	45 50		
Goldenville .....	225 60	87 00		
Goose River .....	148 88½	39 50		
Granville Ferry .....	357 01	107 50		
Great Village .....	255 00	148 00		
Guysborough .....	513 61	271 50		
Halifax (Salaries and expenses entered elsewhere) .....	25,586 78			
Hantsport .....	404 06	132 00		
Hebron .....	151 69	48 50		
Kentville (*including arrears).....	1,352 42	366 50		*180 00
Lawrencetown (*including arrears).....	540 50	221 50		*90 00
Lingan .....	114 65	48 00		
Little Glace Bay .....	308 75	106 50		
Liverpool (*including arrears).....	1,511 70	410 50		*180 00
Locke Port .....	268 46	91 50		
Londonderry (*including arrears).....	1,013 15½	427 50		*270 00
Long Island .....	89 55	40 00		
Lower Horton .....	222 58	95 00		
Lower Stewiacke .....	178 72	68 50		
Lunenburg .....	384 45	158 25		
Mabou .....	298 33	133 00		
Mahone Bay .....	220 51	84 00		

REPORT No. 3, B.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia.—Continued.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maitland .....	522 13	203 50		
Margaree (Forks) .....	246 72	91 50		
Malrose .....	117 07	73 50		
Middle Musquodoboit .....	162 94	58 50		
Middleton .....	127 01	51 00		
Mills Village .....	208 65½	73 00		
Milton .....	373 47	117 00		
Mount Uniacke .....	373 55	142 50		
Neily Road .....	194 56½	40 50		
New Campbellton .....	25 02½	32 25		
New Glasgow (*including arrears) .....	1,470 32	530 00		*270 00
Newport (*including arrears) .....	674 68	265 00		*90 00
Newport Landing .....	93 75	37 50		
Newport Station .....	33 10	13 00		
North Sydney .....	561 64	205 50		
Parrsborough .....	417 89	229 50		30 00
Pictou .....	2,139 19	608 00		90 00
Pirate Harbor .....	68 15	32 25		
Port Hastings .....	598 81	334 50		
Port Hawkesbury .....	220 08	89 50		
Port Hood .....	253 30	202 50		
Port Medway .....	185 87	81 50		
Port Mulgrave .....	296 21	160 00		
Port Williams .....	97 90	42 00		
Port Williams Station .....	205 69	128 25		
Pugwash .....	424 70	238 50		
Renfrew .....	33 40	43 50		
River John .....	280 76	111 00		
River Philip .....	297 22½	102 50		
St. Andrews .....	107 20½	55 50		
St. Margaret's Bay .....	130 75	36 00		
St. Peter's .....	420 33	181 50		
Sandy Cove .....	171 48	102 50		
Shelburne .....	550 35	241 50		
Sherbrooke (*including arrears) .....	541 39	318 00		*90 00
Shinemicas Bridge .....	32 62	15 75		
Shubenacadie .....	350 56	130 00		
Stellarton .....	505 33	158 00		
Sydney (*including arrears) .....	944 09½	373 50		*90 00
Sydney Mines .....	254 41	95 50		
Tangier .....	377 54	115 00		
Tatamagouche .....	451 26	184 00		
Tracadie .....	163 20	98 25		
Truro (*including arrears) .....	2,144 82	548 00		*260 00
Tusket .....	198 91	81 75		
Upper Musquodoboit .....	76 29	59 75		
Upper Stewiacke .....	200 24	65 50		
Wallace .....	471 95	185 00		
Walton .....	143 23	64 50		
Waverly .....	75 98	42 00		
West Bay .....	111 17	39 00		
Westport .....	95 26	66 75		
West River .....	160 79	115 50		
West River Station .....	126 37	46 00		
Westville .....	397 03	107 50		
Weymouth (*including arrears) .....	897 38	369 50		*135 00
Weymouth Bridge (from 1st August 1871) .....	62 32	30 83		
Whycomagh .....	165 79	90 00		

REPORT No. 3, B.—Detail of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wilmot .....	299 97	101 25	.....	.....
Windsor (*including arrears) .....	1,466 10	508 50	.....	*270 00
Wolfville (*including arrears) .....	826 01	375 00	.....	*135 00
Yarmouth (*including arrears) .....	2,676 88	775 50	.....	*360 00
TOTALS .....	\$74,441 47	\$18,345 08	\$112 50	\$3,500 00

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, B.—Continued.

DETAIL of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia, within the Year ended 30th June, 1872.

N. B.—Being the Salaries and Revenue for the nine months, ended 31st March, 1872.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Addington Forks	8	82	7	50
Albert Bridge	7	31	7	50
Alma	24	56	22	50
Amherst Point	3	39	7	50
Antrim	7	50	7	50
Apple River	12	31	7	50
Argyle	17	28	21	00
Arisaig	10	21	9	00
Arthur Gold Mines	6	97	7	50
Athol (late Spring Hill Road)	94	27	16	50
Avonport	17	36	7	50
Baddeck Bay (from 1st September, 1871)	7	58	5	84
Baddeck bridge	1	77	7	50
Bailey's Brook	23	61	11	00
Barney's River	66	67	38	25
Barrington Passage			7	50
Barrio's Beach		75	7	50
Bass River	20	62	7	50
Bayfield	38	78	15	00
Bay St. Lawrence	5	33	7	50
Bear Point	8	50	7	50
Beaver Bank	14	62	7	50
Beaver River	25	67	9	00
Bedford Basin	77	71	24	00
Beech Hill	4	40	7	50
Belliveau's Cove	20	66	7	50
Big Bank	5	22	7	50
Big Bras d'Or	22	08	12	00
Big Brook	3	48	7	50
Big Harbor	2	09	7	50
Big Intervale, Grand Narrows	4	77	7	50
Big Intervale, Margaree	3	57	7	50
Big Island	4	97	7	50
Big Lorraine	3	55	7	50
Big Pond	11	01½	7	50
Big Port le Bear	1	82	7	50
Big Tracadie	5	51	7	50
Billtown	14	61	7	50
Black Lands	5	27	7	50
Black Point	7	52	7	50
Black River	3	21	7	50
Black Rock	1	22	7	50
Blandford	8	70	7	50
Blue Mountain	18	67	8	00
Blug's Mill	2	50	7	50
Boisdale	13	55	7	50
Boom	3	87	7	50
Bridgeport	33	11	9	50
Bridgeville	17	79	7	50
Briley's Brook	4	85	7	50
Broad Cove Chapel	10	14	7	50
Broad Cove Intervale	34	96	12	00
Broad Cove Lunenburg	7	52	7	50
Broad Cove Marsh	18	93	13	50
Brookfield	54	49	17	00



REPORT No. 3; B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Brooklyn	52	62	15	75
Brookvale	16	14	7	50
Brookville, Cumberland	4	01	7	50
Brookville, Pictou	5	13	7	50
Buckley's	19	73	12	00
Burlington	9	10	7	50
Burtoncoat	3	70	7	50
Caledonia Mills	3	52	7	50
Caledonia, St. Mary's	10	76	7	50
Cambridge	7	90	7	50
Cansan	7	41	7	50
Canaan Road	7	67	7	50
Canada Creek	24	54	9	50
Canard	65	04	26	00
Canuonville	15	83	15	00
Cape George, North Side	11	26	7	50
Cape John	6	55	7	50
Cape Mabou	7	40	7	50
Cape Negro	17	03	9	00
Cape North	23	53	7	50
Cape Sable Island	50	76	12	50
Carlton	29	78	7	50
Carriboo Cove	10	66	9	50
Carroll's Corner	0	90	7	50
Catalone	15	70½	12	00
Cedar Lake	7	01	7	50
Central Chebogue	18	26	8	25
Central Onslow	8	05.	7	50
Centreville	15	71	12	00
Charlo's Cove	4	97	7	50
Chebogue	70	84	21	75
Chelsea	5	44	7	50
Chesley's Corner	18	51	7	50
Chester Basin	19	75	12	00
Cheticamp	38	39	9	00
Cheverie	61	84	22	50
Chezzecook	0	75	7	50
Chigonais River	36	65	9	00
Chimney Corner (from 1st September, 1871.)	12	96	5	84
Chipman Brook (from 1st January, 1872)	2	50	2	50
Chipman's Corner	5	22	7	50
Christmas Island (made a regular P. O. 1st January, 1872.)	15	69½	6	00
Church Street	38	52	16	50
Churchville	5	79	9	00
Chute's Cove	5	58	7	50
Clare	22	97	10	00
Claremont	8	65	7	50
Clarke's Harbor	46	46	10	50
Clementsvale	5	58	7	50
Clyde River	63	94	30	75
Cozmagun River	0	35	7	50
Coldbrook Station	16	28	7	50
Cole Harbor	5	38	7	50
Concord	3	31	7	50
Conquerall Bank	19	30	7	50
Cook's Brook	3	40	7	50
Cornwallis East	53	29	19	00
Coxheath	4	19	7	50
Cross Roads, Lake Ainslie	1	80	7	50
Cross Roads, Middle Medford	14	18	7	50

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—Continued.

Name of Office.	Gross Revenue		Salaries.	
	\$	cts.	\$	cts.
Cross Roads, Ohio.....	6	70	7	50
Cross Roads, St. George's Channel.....	5	50	7	50
Crow Harbor.....	12	19	10	50
Dalhousie Road.....	1	00	7	50
Dalhousie Settlement.....	5	43	7	50
Deep Brook.....	13	60½	7	50
Deerfield.....	17	06	9	00
Dempsey's Corner.....	2	93	7	50
Densmore's.....	51	21	10	50
Densmore's Mills.....	10	20	7	50
Dickson's Store.....	45	17	19	50
Discoose.....	40	93	20	50
Dublin Shore.....	12	66	7	50
Earlton.....	14	14	15	00
East Bay.....	19	82	9	00
East Bay, North Side.....	4	53	7	50
Eastern Harbor.....	13	54	7	50
East Jeddore.....	6	65	7	50
East Port, Medway.....	29	30	9	50
East River, St. Mary's, Guysborough.....	2	24	7	50
East River, St. Mary's, Pictou.....	15	50	15	00
East Side, Chezzetcook.....	7	81	7	50
East Side, Pubnico Harbour.....	34	16	9	50
East Side, Ragged Islands.....	6	02	7	50
East Side, West Branch East River, Pictou.....	6	49	7	50
Eastville.....	13	23	9	00
Eel Brook.....	4	60	7	50
Eig Mountain.....	1	12	7	50
Ellershansen.....	63	58	18	00
Elmsville.....	1	61	7	50
Emerald (late Cameron, from 1st August, 1871).....	4	56	6	68
English Corners.....	7	08	7	50
Ernville.....	4	15	7	50
Eskasoni (late Channel Islands, from 1st August, 1871).....	0	83½	6	68
Falmouth.....	2	86	9	00
Falmouth, Windsor Bridge.....	11	91	36	00
False Bay Beach.....	2	79	7	50
Fenwick.....	4	53	7	50
Five Mile River.....	9	74	7	50
Fletcher Station.....	8	30	7	50
Folly Lake.....	35	94	27	00
Folly Mountain.....	122	63	57	00
Forbes.....	10	57	7	50
Forks, Baddeck.....	8	14	7	50
Forristall's.....	16	11	24	00
Foster's.....	0	99	7	50
Fouchie.....	13	70	8	00
Fox Harbor.....	6	34	7	50
Framboise.....	6	86	7	50
Fraser's Grant.....	0	65	7	50
Fraser's Mills.....	27	56	12	00
French River.....	14	81	7	50
French Vale (from 1st January, 1872).....	1	59½	2	50
Gabarouse.....	31	94½	14	50
Garden of Eden.....	9	29	7	50
Gaspereaux.....	31	66	12	00
Gay's River.....	26	22	12	00
Gay's River Road.....	11	50	7	50
Getson's Point.....	17	92	7	50
Giant's Lake.....	0	15	7	50

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Gilbert's Cove .....	12	04	7	50
Glen .....	3	90	7	50
Glenedale .....	6	60	7	50
Glen Road .....	3	05	7	50
Gold Fields .....	0	70	7	50
Gold Mines, Mount Uniacke .....	29	35	26	25
Gold River .....	8	55	7	50
Gore .....	21	62	13	50
Goshen .....	5	06	7	50
Grand Anse .....	5	19	7	50
Grand Etang (from 1st August, 1871) .....	1	53	6	68
Grandigne Ferry .....	8	77	19	50
Grand Narrows .....	5	29	7	50
Grand River .....	21	60	9	00
Granville Centre .....	7	50	7	50
Great Bridge, River Phillip .....	25	98	8	50
Greenfield .....	6	28	7	50
Green Hill .....	22	83	7	50
Green's Creek .....	3	48	7	50
Greenville .....	66	28	20	00
Grosvenor .....	5	02	7	50
Grove's Point .....	8	83	7	50
Gulf Shore .....	3	27	9	00
Gunning Cove .....	9	89	15	00
Guysborough Intervale .....	21	78	18	00
Hackett's Cove (from 1st August, 1871.) .....	7	08	6	68
Half Island Cove .....	6	24	7	50
Half-way Brook .....	6	90	7	50
Half-way River .....	12	65	12	00
Hall's Harbor .....	31	09	14	50
Harbor A'Bouchet .....	62	67	16	00
Harbor Road .....	7	93	7	50
Harborville .....	31	58	12	00
Hardwood Lands .....	7	7	7	50
Harrigan's Cove .....	7	50	7	50
Hastings .....	1	95	7	50
Hay's River .....	0	37	7	50
Head of Amherst .....	11	44	7	50
Head of Jordan River .....	20	35	13	50
Head of St. Margaret's Bay .....	37	42	8	50
Head of St. Margaret's Bay, Middle District .....	22	39	8	00
Head of St. Mary's Bay .....	9	45	7	50
Head of South River Lake .....	6	90	7	50
Head of Tatamagouche Bay .....	19	88	7	50
Head of Wallace Bay, North Side .....	4	82	7	50
Head of Wallace Bay, South Side .....	20	33	9	00
Highfield .....	6	43	7	50
Hillsborough .....	21	19	12	00
Hopewell .....	119	85	22	00
Hornsey (from 1st January, 1872.) .....	1	83	2	50
Horton Landing .....	77	22	7	50
Hubbard's Cove .....	12	73	18	00
Indian Harbor, Guysborough .....	8	39	9	00
Indian Harbor, Halifax .....	22	12	7	50
Indian Point (from 1st November, 1871.) .....	2	39	4	16
Indian Road .....	5	58	12	00
Ingonishe .....	22	74	9	50
Irish Cove .....	6	08	7	50
Isaac's Harbor .....	57	96	23	50
Jeddore .....	4	09	4	00

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Joggins Mines.....	61	83	18	00
Jordan Bay.....	31	65	7	50
Judique.....	15	91	15	00
Kempt, Queen's.....	16	06	10	50
Kempt, Yarmouth.....	10	95	9	00
Kempt Bridge.....	4	94	7	50
Kempt Head.....	7	13	7	50
Kempt Road.....	12	00	7	50
Kempt Town.....	4	32	7	50
Kennetcook.....	52	30	17	50
Kennetcook Corner.....	2	32	7	50
Kent's Island.....	3	16	7	50
Ketch Harbor.....	2	57	7	50
Kingston Village.....	7	72	10	50
Kinsman's Corners.....	21	66	7	50
Kirk Hill.....	1	70	7	50
Knoydart.....	1	27	7	50
La Have Cross Roads.....	0	48	9	00
La Have River, West Side.....	14	99	7	50
Lake Ainslie.....	3	48	7	50
Lake Ainslie, East Side.....	1	85	10	50
Lake Ainslie, South Side.....	1	70	7	50
Lake George.....	5	00	7	50
Lake Lands.....	1	92	7	50
Lake Law.....	4	51	7	50
Lakeville.....	27	94	9	00
Lantz's.....	2	71	7	50
L'Ardoise.....	6	13	9	00
Larry's River.....	5	70	7	50
Lawrencetown, Halifax.....	7	42	7	50
Leicester.....	8	39	7	50
Leitch's Creek.....	10	26	7	50
Lennox Ferry.....	6	00	7	50
Lequille.....	9	81	7	50
Lewis Bay.....	4	03	7	50
Lewis Head.....	24	93	9	00
Lime Rock.....	2	80	7	50
Liscomb.....	10	38	7	50
Little Bras d'Or.....	17	08	16	50
Little Harbor.....	21	62	7	50
Little Judique.....	7	62	7	50
Little Lorraine.....	5	76	7	50
Little Narrows.....	0	32	7	50
Little River, Antigonish.....	10	84	10	50
Little River, Cumberland.....	6	27	7	50
Little River, Digby.....	18	68	8	50
Little River, Middle Musquodoboit.....	30	00	12	00
Little Tracadie.....	17	35	15	00
Livingston's Cove.....	1	50	7	50
Lochaber.....	28	78	12	00
Lochartville.....	44	95	15	50
Loch Lomond.....	11	44	7	50
Lochside.....	27	48	8	00
Loganville.....	21	06	16	50
Long Point, Inverness.....	7	05	13	50
Long Point, King's.....	1	40	7	50
Louisburg.....	32	75½	18	00
Low Point.....	7	08	12	00
Lower Argyle.....	29	72	8	50
Lower Barney's River.....	34	16	10	00

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—Continued.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Lower Cove .....	34	83	10	50
Lower Granville .....	20	12	9	00
Lower La Have .....	2	34	9	00
Lower L'Ardoise .....	49	72	14	50
Lower Maccan .....	18	96	9	00
Lower Pereaux .....	6	33	7	50
Lower Prospect .....	7	84	7	50
Lower River Inhabitants .....	6	58	7	50
Lower Selmah .....	34	26	15	00
Lower Settlement, Middle River .....	0	98	7	50
Lower South River .....	7	97	7	50
Lower Ward, St. Margaret's Bay .....	1	04	9	00
Lyle's Bridge .....			7	50
McKay's Point .....	0	43	7	50
McLellan's Brook .....	6	86	7	50
McPherson's Ferry .....	3	70	7	50
Mabou Coal Mines .....	1	65	7	50
Mabou Harbor .....	1	29	7	50
Maccan .....	5	27	12	00
Maccan Intervale .....	31	53	15	00
Maccan Mountain .....	9	51	7	50
Mainadieu .....	29	23	16	50
Maitland, Annapolis .....	12	10	7	50
Maitland, Yarmouth .....	85	28	20	50
Malagash .....	4	67	7	50
Malagawatch .....	7	43	9	00
Malignant Cove .....	2	89	8	50
Manchester .....	19	37	10	50
Marble Mountain .....	8	07	7	50
Margaree .....	28	54	14	00
Margaretsville .....	43	32	15	50
Marie Joseph .....	15	41	12	00
Marion Bridge .....	6	37	7	50
Marriotts' Cove .....	4	81	7	50
Marshall's Cove .....	25	20	8	50
Marshalltown .....	5	93	9	00
Marsh Settlement .....	11	47	7	50
Marshy Hope .....	9	33	7	50
Martin's River .....	7	52	7	50
Marydale .....	1	76	7	50
Maryvale .....	5	59	7	50
Mast Town .....	11	18	9	00
Meagher's Grant .....	5	01	7	50
Medford .....	11	20	7	50
Melvorn Square .....	19	24	9	00
Merigonishe .....	48	29	19	0
Meteghan .....	52	42	21	00
Meteghan River .....	19	60	7	50
Middlefield .....	5	10	7	50
Middle La Have Ferry .....	1	42	7	50
Middle River, Cape Breton .....	15	02	9	00
Middle River, Durham .....	5	17	7	50
Middle Section, North East Margaree .....	15	01	7	50
Middle Settlement, River Inhabitants .....	4	80	7	50
Middle Settlement, South River .....	2	60	7	50
Middle Stewiacke .....	6	83	7	50
Milford .....	6	93	7	50
Milford Haven Bridge .....	8	48	7	50
Mill Brook .....	13	71	10	50
Mill Cove .....	3	25	7	50

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Miller's Creek .....	8	93	9	00
Millsville .....	11	30	7	50
Minudie .....	76	11	22	00
Mira Gut .....	10	94	7	50
Moidart .....	8	53	7	50
Montague Gold Mines .....	36	24	8	00
Moose Brook .....	9	70	7	50
Morden .....	34	27	9	50
Morristown .....	7	20	7	50
Morristown, King's .....	1	66	7	50
Morton's Corner .....	0	12	7	50
Mortonville (from 1st October, 1871.) .....	0	55	5	00
Mosherville .....	12	50	7	50
Mount Denison .....	3	50	7	50
Mount Hanley .....	20	27	8	00
Mount Pleasant .....	4	10	7	50
Mount Thorne .....	51	29	45	75
Mill River .....	8	79	7	50
Munro's .....			7	50
Musquodoboit Harbor .....	48	47	17	00
Nappan .....	21	56	9	50
Necum Tench .....	17	55	7	50
Neil's Harbor .....	8	82	7	50
New Albany .....	23	27	7	50
New Annan .....	33	17	12	50
New Bridge .....	17	75	7	50
New Caledonia .....	4	32	7	50
New Canada .....	2	55	7	50
Newcomb's Corner .....	11	68	7	50
New Cornwall .....	5	13	7	50
New Gairloch .....	4	58	7	50
New Germany .....	27	07	12	00
New Harbor .....	11	57	7	50
New Larig .....	6	66	9	00
New Minas .....	15	48	10	50
Newport Corner .....			18	00
New Ross .....	12	99	12	00
New Town .....	0	41	7	50
New Tusket .....	5	82	7	50
Nicholl's Corner .....			7	50
Nictaux Falls .....	39	90	18	00
Nine Mile River .....	1	20	9	00
Noel .....	60	06	23	25
Noel Shore .....	7	34	7	50
North Brookfield .....	7	50	7	50
North East Branch, Margaree .....	7	83	9	00
North East Harbor .....	35	39	14	50
Northfield .....	1	62	7	50
North Mountain .....	0	92	7	50
North Range Corner .....	5	91	7	50
North River .....	11	55	8	00
North River Bridge, Colchester .....	13	32	13	50
North River Bridge, Victoria .....	1	14	7	50
North Salem .....	1	85	7	50
North Section, Earltown .....	9	51	7	50
North Shore, Victoria .....	8	19	7	50
North Shore, Wallace .....	11	23	9	00
North Side of Basin, River Dennis .....	3	57	7	50
North West Arm, Cape Breton .....	14	85	7	50
North West Cove .....	0	82	7	50

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued*.

Name of Office.	Gross Reven		Salaries.	
	\$	cts.	\$	cts.
Oakfield.....	7	18	7	50
Ogilvie (4 Quarters).....	3	02	10	00
Ohio.....	8	78	7	50
Old Barns.....	11	35	15	00
Oldham.....	6	75	12	00
Onslow.....	19	43	13	50
Oxford.....	37	57½	10	50
Oyster Ponds.....	2	63½	7	50
Palmer's Road.....	48	29	11	00
Paradise Lane.....	12	29	26	00
Parker's Cove.....	5	04	7	50
Parrsborough Shore.....	1	77	7	50
Peggy's Cove.....	14	91	7	50
Pereaux.....	11	51	7	50
Petit de Grat.....	24	51	7	50
Petit Passage.....	25	58	9	75
Petit Riviere Bridge.....	30	31	18	00
Piedmont Valley.....	11	60	7	50
Pineo Village.....	13	72	21	50
Plainfield.....	16	30	7	50
Pleasant Bay.....	7	14	7	50
Pleasant River.....	9	50	7	50
Pleasant Valley.....	1	58	7	50
Plymouth.....	12	83	7	50
Point Brulie.....	38	63	17	50
Point Clear (from 1st August, 1871).....	2	42	6	68
Point of Cape.....	1	10	7	50
Pomquette Chapel.....	10	57	7	50
Pomquette Forks.....	29	97	12	00
Ponds.....	22	50	7	50
Port Acadie.....	54	61	16	50
Port au Pique.....	45	51	14	00
Port au Pique Mountain.....	8	21	7	50
Port Caledonia.....	40	14	7	50
Porter's Lake.....	10	96	9	00
Port Felix.....	9	39	9	00
Port George.....	40	33	18	00
Port Grenville.....	46	14	22	50
Port Hood Island.....	44	98	38	25
Port Jolly.....	12	29	7	50
Port La Tour.....	83	74	20	00
Port Matoon.....	41	85	13	00
Port Richmond.....	3	56	15	00
Port Royal.....	21	70	7	50
Portuguese Cove.....	2	50	7	50
Prinsepport.....	10	71	7	50
Prospect.....	29	01	18	75
Pubnico Beach.....	25	63	7	50
Pubnico Harbor.....	17	03	22	50
Pugwash River.....	5	75	7	50
Queensville.....	6	00	7	50
Ragged Head.....	9	62	7	50
Ragged Island.....	19	72	7	50
Rawdon.....	23	85	10	50
Rear Lands, Sporting Mountain.....	6	67	7	50
Rear of Black River.....	1	49	7	50
Red Island.....	15	59	8	00
Rhodes.....	1	55	9	00
Richmond Terminus.....	108	34	37	50
River Bourgeoise.....	9	00	9	00

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—Continued.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
River Debert.....	12	77	9	00
River Dennis.....	10	38	12	00
River Hebert.....	43	05	18	00
Riversdale.....	7	49	9	00
Robert's Island.....	7	65	7	50
Rocklin.....	41	86	7	50
Rockville.....	23	43	9	50
Rockwell Settlement.....	22	56	7	50
Roger's Hill.....	16	03	7	50
Roseway.....	10	30	8	50
Roslin.....	6	22	7	50
Ross' Corner (from 1st January, 1872).....	2	04	2	50
Rossway.....	8	24	9	00
Round Hill.....	59	22	17	50
St. Andrews.....	4	71	7	50
St. Ann's.....	4	90	7	50
St. Croix.....			13	50
St. Esprit.....	12	55	7	50
St. George's Channel.....	5	55	7	50
St. Mary's Bay.....	11	15	14	50
St. Patrick's Channel.....	0	88	7	50
St. Paul's.....	5	81	7	50
Sable River.....	30	55	28	50
Salem.....	6	68	7	50
Salmon Hole.....	4	53	7	50
Salmon River, Cape Breton.....	8	77	7	50
Salmon River, Digby.....	15	48	8	00
Salmon River, Guysborough.....	4	96	9	00
Salmon River, Halifax.....	13	62	9	00
Salmon River, Lake Settlement.....	6	92	7	50
Sambro.....	8	44	7	50
Sand Beach (from 1st November, 1871).....	5	68	4	16
Sand Point.....	1	46	10	50
Sandy Beaches.....	3	23	7	50
Sandy Point.....	1	40	7	50
Saulmerville.....	26	69	9	50
Saw Mill Creek.....	10	49	9	00
Scotch Village.....	32	69	15	00
Scott's Bay.....	26	16	9	00
Section 7.....	230	60	61	50
Selmah.....	41	70	9	50
Shag Harbor.....	21	13	7	50
Sharp's Bridge.....	1	25	7	50
Shea's River.....	10	63	7	50
Sheet Harbor.....	112	19	31	50
Sheffield Mills.....	68	49	22	00
Ship Harbor.....	33	29	9	00
Short Beach.....	18	55	8	00
Shulie.....	18	17	7	50
Sight Point.....	2	97	7	50
Six Mile Brook.....	10	80	7	50
Six Mile Road.....	5	31	7	50
Sky Glen.....	0	50	7	50
Smith's Cove.....	8	19	15	00
Somerset.....	89	71	17	50
Senora.....	12	91	7	50
South Bar of Sydney River (from 1st August, 1871).....	4	27½	6	68
South Bay.....	8	16	7	50
South Branch, Colchester.....	12	60	7	50
South East Passage.....	3	26	7	50



REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia.—*Continued.*

Name of Office,	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
South Gut of St. Ann's .....	22	17	9	00
South McLellan's Mountain .....	2	88	7	50
South Rawdon .....	243	13	30	50
South Side of Basin, River Dennis .....	4	50	7	50
South Side of Boulardarie .....	6	30	7	50
South Side of Whyccomah .....	2	45	7	50
South Side, West Margaree .....	4	18	7	50
South West Mabou .....	9	73	7	50
Spa Springs .....	15	62	7	50
Speitche's Cove .....	16	12	19	50
Spencer's Island .....	3	92	7	50
Springfield .....	3	52	7	50
Springhill .....	6	11	7	50
Springville .....	51	47	20	50
Spry Bay .....	22	01	7	50
Steam Mill Village .....	8	98	9	50
Steep Creek .....	41	79	22	50
Stewiacke Cross Roads .....	28	00	9	00
Stillwater .....	3	01	7	50
Stoddart's .....	5	63	12	00
Stormont .....	8	84	7	50
Stronach Mountain .....	8	95	7	50
Summerville .....	103	14	28	50
Sutherland's Mills .....	19	38	7	50
Sutherland's River .....	25	86	8	00
Tancook Island .....	2	70	7	50
Tatamagouche Mountain .....	11	23	7	50
Tenecafe .....	15	95	7	50
Three Mile Plains .....	2	06	7	50
Tidnish .....	11	22	7	50
Toney River .....	16	93	7	50
Tor Bay .....	3	16	7	50
Trafalgar .....	7	50	7	50
Trout Cove .....	3	48	7	50
Tupperville .....	8	55	7	50
Turns Bay .....	1	64	7	50
Tusket Wedge .....	7	80	7	50
Upper Branch .....	0	29	7	50
Upper Caledonia .....	1	30	7	50
Upper Cross Roads, St. Mary's .....	1	09	15	00
Upper Dyke Village .....	5	88	9	00
Upper Economy .....	63	09	24	00
Upper Kennetcook .....	3	26	7	50
Upper La Have .....	6	75	7	50
Upper Margaree .....	6	10	7	50
Upper Newport .....	46	83	13	00
Upper Rawdon .....	25	63	9	00
Upper Settlement of Baddeck River .....	2	46	7	50
Upper Settlement of Barney's River .....	3	77	7	50
Upper Settlement of Dennis River .....	12	78	12	00
Upper Settlement of Middle River .....	8	49	7	50
Upper Settlement of South River .....	8	70	7	50
Upper Settlement of West River .....	3	40	7	50
Upper Washabeck .....	1	71	7	50
Urbana .....	6	55	7	50
Usher .....	5	10	7	50
Vaughan's .....	2	02	7	50
Vernal .....	3	53	7	50
Victoria, Cumberland .....	5	27	7	50
Victoria Harbor .....	0	30	7	50

REPORT No. 3, B.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in Nova Scotia—*Concluded.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Victoria Mines .....	48	63	18	00
Vogler's Cove .....	17	85	8	50
Wallace Bridge .....	30	69	36	50
Wallace Ridge .....	14	07	8	00
Wallace River .....	20	47	19	50
Warren's .....	1	67	7	50
Waterville .....	4	52	7	50
Waugh's River .....	28	42	9	50
Wayside (from 1st August, 1871) .....	8	66	6	68
Weaver Settlement .....	25	40	7	50
Webber's .....			7	50
Wentworth .....	13	20	7	50
West Arichat .....	55	32	20	50
West Branch, East River, Pictou .....	10	91	9	00
West Branch River John .....	16	54	9	00
West Branch River Philip .....	4	10	7	50
West Chester .....	15	70	13	50
West Chester Lake .....	2	90	7	50
West Dublin .....	16	25	12	00
West Gore .....	16	08	7	50
West Side of Lochabar .....	1	90	7	50
Weymouth Bridge (to 31st July, 1871) .....	5	50	4	17
White Head .....	16	30	9	00
White Point .....	5	94	7	50
Wickwire Station .....	21	96	9	00
Williamsdale .....	2	42	7	50
Windham Hill .....	0	81	7	50
Windsor Junction .....	2	12	7	50
Wine Harbor .....	68	00	30	75
Wood's Harbor .....	6	72	7	50
Wreck Cove .....	7	70	7	50
Eight Receiving Boxes, Halifax City .....			56	00
Total .....			\$6,405	43

N. B.—The above Revenue is included, at pages 132, 133, 134, in that collected at the several Post Offices, to which the said Way Offices are subordinate.

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.

## REPORT No. 3.—C.

DETAIL of all payments for Salaries, &c., in New Brunswick, showing in each case the name of the person, the service or duty performed, and the amount paid, within the year ended 30th June, 1872.

Name.	Service.	Amount.
<b>INSPECTOR'S OFFICE.</b>		
(12 MONTHS.)		
J. McMillan	Post Office Inspector, St. John	2,000 00
W. Paisley	Assistant to Post Office Inspector	1,200 00
W. C. Whittaker	2nd class clerk	940 00
J. A. M. Hunter	4th do	480 00
W. R. Avery	4th do	400 00
W. F. Campbell	Probationary	298 01
R. Parker	Temporary Clerk 20 days	30 00
T. McNutt	do from 27th November to 9th December, 1871	18 60
A. B. McLean	do from 1st December, 1871, to 14th May, 1872	136 29
E. T. Barbarie	do from 5th to 17th June, 1872, (also four days during January, 1872)	21 75
T. H. McMillan	do from 2nd to 17th June, 1872	20 25
W. Bannister	Messenger	460 01
<b>NEW BRUNSWICK MONEY ORDER OFFICE.</b>		
J. Hale	Superintendent	1,600 00
T. B. Smith	3rd class Clerk	620 00
<b>FREDERICTON POST OFFICE.</b>		
A. S. Phair	Postmaster	1,500 00
H. J. Thorne	2nd class Clerk	940 01
J. Cameron	4th do	559 99
W. B. Phair, Jun.	4th do from 1st January, 1872	180 00
<b>ST. JOHN POST OFFICE.</b>		
John Howe	Postmaster	2,000 00
J. Woodrow	Assistant Postmaster	1,500 00
M. J. Potter	2nd class Clerk	940 00
W. A. Black	3rd do	800 00
H. P. Otty	3rd do	740 00
R. C. McIntyre	4th do	460 00
J. A. Armstrong	4th do to 31st July, 1871	36 67
A. McNichol	4th do	460 00
D. H. Waterbury	4th do	380 00
J. S. Flagler	4th do from and Temporary to 1st Feb., 1872	341 67
A. W. Reed	4th do do do	341 67
J. W. Beattay	Temporary Clerk, from 21st September, 1871	233 15
G. W. Jenkins	do to 31st July, 1871	25 00
A. B. McLean	do from 11th July to 30th November, 1871	116 93
J. W. Ring	do from 26th July, 1871	279 84
Joseph Howe	do from 24th October, 1871	206 45
W. Forsyth	do from 25th to 27th January, and from 26th to 29th February, 1872	10 50
W. Starkie	do from 29th January, 1872	127 42
J. Hamlin	do one day	1 50
A. J. Woodrow	do from 1st June, 1872, (also one day during April and nine days during May, 1872)	30 00
G. Bell	Office Keeper	400 00

REPORT No. 3 C.—Detail of all payments for Salaries, &c., in New Brunswick, showing in each case the name of the person, the service or duty performed, and the amount paid within the year ended 30th June, 1872.—*Continued.*

Name.	Service.	Amount.	
		\$	cts.
RAILWAY MAIL SERVICE.			
F. W. Blizard .....	2nd Class Mail Clerk .....	640	00
F. A. Estey .....	3rd do .....	600	00
G. M. Ryan .....	3rd do .....	590	66
C. Ward .....	3rd do from 1st August, 1871.....	440	00
J. Thompson .....	3rd do from 7th August, 1871.....	432	26
C. S. McPherson .....	3rd do from 1st May, 1872.....	80	00
	Total .....	\$23,711	11

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, C.—Continued.

DETAIL of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the year ended 30th June, 1872.

N. B.—Being the Salaries, Allowances and Revenue, for the nine months, ended 31st March, 1872.

Name of Post Office,	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Andover.....	279 82	99 50		
Annagance.....	103 69	45 00		
Apohaqui.....	222 81	67 50		
Basé Verte.....	341 66	120 50		
Bathurst (*including arrears).....	1,486 79	371 50		*105 00
Buctouche.....	251 01	126 75		
Campbellton.....	539 08	186 75		
Campo Bello.....	90 72	46 50		
Canterbury (2 Quarters).....	76 66	71 50		
Canterbury Station.....	166 87	69 00		
Caraget.....	151 97½	63 75		
Carleton (*including arrears).....	651 71	215 50		*90 00
Chatham (*including arrears).....	1,817 96½	573 75	270 00	*270 00
Dalhousie (*including arrears).....	753 97½	320 25		*80 00
Dorchester (*including arrears).....	605 36	238 50		*90 00
Edmundston.....	189 98	94 50		
Elgin.....	100 20½	61 50		
Fairville.....	598 86	199 50		
Flatlands.....	38 27	30 75		
Florenceville.....	363 23	140 00		
Fredericton (Salaries and expenses entered elsewhere).....	7,135 50			
Fredericton Junction, (2 Quarters).....	76 30	19 50		
Gagetown.....	714 83	260 00		
Grand Falls.....	353 91½	139 50		
Grand Manan.....	77 40	46 50		
Hammondvale.....	56 02½	30 75		
Harvey.....	333 38	183 75		
Harvey Station.....	100 05	33 00		
Hillsborough.....	468 80	231 75		
Hopewell Cape (2 Quarters).....	261 97	84 50		
Indian Town (*including arrears).....	685 50	235 50		*40 00
Kingston, Kent.....	549 78	164 50		
Kingston, King's.....	140 76	93 00		
Kouchibouguac.....	106 75	33 00		
Lepreau.....	51 64	80 50		
Mace's Bay (from 1st August, 1871).....	211 83	20 00		
Memramcook.....	288 83	101 50		
Milltown.....	80 79	77 25		
Moncton (*including arrears).....	1,145 08	471 00		*135 00
Mouth of Nerepis.....	290 05	128 25		
Newcastle.....	1,448 81	400 50		75 00
New Mills.....	79 98	36 50		
Norton Station.....	111 14	42 00		
Oromocto (1 Quarter).....	63 96	61 25		
Ossekeag.....	291 81	123 00		
Pemobesquis.....	236 66	48 50		
Petitcodiac.....	502 95	175 50		
Richibucto (*including arrears).....	537 81	319 50		*90 00
St. Andrews.....	955 61	556 50		75 00
St. George (*including arrears).....	638 19½	253 50		*90 00
St. John (Salaries and expenses entered elsewhere).....	24,373 37			
St. Martin's.....	219 68	87 50		
St. Stephen (*including arrears).....	1,382 74	481 50	*270 00	75 00
Sackville (*including arrears).....	995 85	518 25		*135 00

REPORT No. 3, C.—Detail of Salaries; Allowances for Forward duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick.—*Continued.*

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salisbury.....	340 43	116 25		
Shediac (*including arrears).....	794 07½	324 75		*90 00
Sheffield.....	307 67	105 50		
Shippigan.....	139 20	38 25		
Springfield.....	195 36	65 00		
Sussex Vale (*including arrears).....	455 77	260 50		*90 00
Upper Mills.....	27 60	30 75		
Welsford.....	132 75	39 75		
Woodstock (*including arrears).....	2,221 81½	641 25	150 00	*270 00
West Quaco (from 1st February, 1872).....	26 64	9 00		
Totals.....	\$58,439 69½	\$10,311 25	\$690 00	\$1,800 00

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, C.—Continued.

DETAIL of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick, within the year ended 30th June, 1872.

N.B.—Being the Salaries and Revenue, for the nine months, ended 31st March, 1872.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Aboushagan Road	1	53	7	50
Albert Mines	70	92	36	00
Alexander's Point	3	48	17	50
Archibald Settlement	2	68	7	50
Armstrong's Brook	49	80	19	50
Armstrong's Corner	30	94	11	00
Aroostook	4	97	9	00
Arturette	12	27	7	50
Au Lac	3	17	7	50
Back Bay (from 1st February, 1872)	0	86	.....	.....
Baie Verte Road	6	21	9	00
Baillie Settlement	16	76	7	50
Bairdville	9	61	18	00
Baker's Creek	16	87	7	50
Barachois	5	48	7	50
Barnaby River	13	78½	7	50
Barnesville	33	76	9	00
Bartibog	8	07	7	50
Bass River	42	13	13	50
Basswood Ridge	1	69	7	50
Bath	81	16	16	00
Bathurst Village	273	01	84	00
Bay du Vin	11	93	7	50
Bayfield	25	31	9	50
Bayside	9	67	7	50
Bear Island	35	79½	12	50
Beaver Brook	6	66	7	50
Beaver Harbor	12	52½	7	50
Belledune	39	74	19	25
Belledune River	37	60	19	00
Belleisle Bay	5	88	7	50
Belleisle Creek	8	33	7	50
Belleville	4	21	7	50
Bellevous Village	10	92	7	50
Belyen's Cove	8	58	7	50
Berryton	5	89	7	50
Big Cove	4	97	7	50
Birdton (from 1st February, 1872)	0	67	.....	.....
Black Brook	8	12	7	50
Black Lands	79	47	28	50
Black Point (from 1st October, 1871)	15	59	5	00
Black River, Northumberland	10	76	7	00
Black River, St. John	14	86	8	00
Black River Bridge	8	11	7	50
Blackville	57	89	18	50
Blaney Ridge	8	89	7	50
Blissfield	5	82	7	50
Blissville (2 Quarters)	30	77	12	50
Bloomfield, Carleton	13	29	7	00
Bloomfield, King's	8	55	18	00
Bocabec	19	66	24	75
Boiestown	59	32	21	50
Botsford Portage	4	92	7	50
Boudreau Village	6	40	7	00
Boundary Creek	28	34	19	00

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Boundary Presqu'isle	1	45	7	50
Bridgedale	2	26	7	50
Brigg's Corner	14	76	12	00
Brookvale	4	83	7	50
Burnt Church	25	22	7	50
Burton (1 Quarter)	3	64	2	50
Butternut Ridge	96	89	25	00
Caledonia Settlement	4	56	7	50
Cambridge	23	32	7	50
Campbell Settlement, King's	6	30	7	50
Campbell Settlement, York	14	51	7	50
Canning	4	58	7	50
Cape Spear	1	75	7	50
Carlow	9	54	7	50
Case Settlement	2	24	7	50
Central Blissville (2 Quarters)	6	02	5	00
Central Cambridge	6	82	7	50
Central Kingsclear	7	85	7	50
Central Norton	13	62	7	50
Centreville, Albert	93	88½	35	00
Centreville, Carleton	73	82	19	00
Chamcook	11	48	7	50
Chance Harbor	4	08	7	50
Charleston	3	40	7	50
Chipman	34	66	8	50
Chockfish	1	25	18	00
Church Hill	3	92	7	50
Clarendon Settlement	3	42	7	50
Clifton, Gloucester	40	01	10	00
Clifton, Kings	69	77½	21	00
Clones	26	12	7	50
Coal Branch	11	11	8	00
Coal Mines	24	98	8	00
Coates' Mills	4	62	7	50
Cocaigne	48	08	26	25
Cocaigne River	3	91	7	50
Coldstream	28	68	8	00
Cole's Island	13	91	7	50
Collina	21	53	7	50
Cork Station (2 Quarters)	7	60	5	00
Corn Hill	13	63	7	50
Coverdale	5	73	7	50
Cromwell	6	73	7	50
Cumberland Bay	17	79	7	50
Cumberland Point	7	03	7	50
Curryville	5	33	7	50
Dawson Settlement	13	60	7	50
Debeck Station	27	89	7	50
Derby	103	11	24	50
Digdeguash	0	22	2	50
Dipper Harbor	0	63	7	50
Doaktown	38	42	14	00
Doherty's Mills			7	50
Donegal	6	74	7	50
Douglas	12	88	7	50
Douglas Harbor	13	54	7	50
Douglastown	157	95	88	50
Dover	18	60	7	50
Doyle Settlement	5	88	7	50
Dumbarton Railroad Station	19	29	9	75
Dumfries	12	35½	10	50



REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—Continued.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Dundee	4	77	7	50
Dungiven	3	85	7	50
Dunphy	16	81	9	00
East Glassville	8	00	7	50
East Scotch Settlement	3	56	7	50
Edgett's Landing	28	47	21	00
Eel River	11	59	13	50
Emigrant Road	4	77	7	50
Emigrant Settlement	16	05	9	00
English Settlement	10	47	7	50
Enniskillen Station	25	77	8	50
Escuminac	18	84	7	50
Fairfield	11	16	7	50
Fairhaven	19	20	7	50
Farley's Mills	3	65	7	50
Farmerston	4	45	7	50
Fenwick	2	39	7	50
Ferris	3	74	7	50
Ferryville	2	92	7	50
Florenceville, East	15	36	15	00
Foreston	8	70	7	50
Forks	7	14	7	50
Foster's Cove	3	62	7	50
Fox Creek	7	99	7	50
Fredericton Road	5	78	7	50
French Village	6	48	7	50
Gardener's Creek	10	97	7	50
Gaspereaux	27	46	13	50
Gaspereaux Station	9	67	7	50
Geary (1 Quarter)	1	30	2	50
Germantown	8	38	7	50
Girvan Settlement	5	80	7	50
Glassville	60	56	14	00
Golden Grove	2	15	7	50
Good Corner	7	65	7	50
Goose Creek	20	76	7	50
Gordonville	6	20	7	50
Goshen	12	22	7	50
Gowland Mountain	4	86	7	50
Grand Aunce	19	20	8	50
Grand Bay	7	69	7	50
Grand Falls Portage	1	17	7	50
Grand Harbor	34	41	7	50
Grandique	12	02	7	25
Grand River	14	49	11	50
Great Shemogue	22	42	11	50
Greenfield	4	77	7	50
Green River	14	00	12	75
Greenwich Hill	21	82	8	50
Hammond River	28	69	17	50
Hampstead	26	00	11	25
Hampton	73	09	22	50
Hamptown	3	94	7	50
Hanford Brook	2	35	7	50
Hanwell	7	72	7	50
Hardwicke	0	75	7	50
Harewood	3	58	7	50
Hartland	58	55	16	00
Hart's Mills (2 Quarters)	5	00	5	00
Hastings	2	60	7	50

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.--*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Head of Millstream.....	12	14	7	50
Head of Ridge.....	1	38	7	50
Head of Tide.....	17	61	7	50
Hebron.....	5	45	7	50
Heron's Island.....	6	45	7	50
Hibernia.....	0	75	7	50
Hillsdale.....	2	61	7	50
Hillside.....	4	81	7	50
Holmesville.....	5	18	7	50
Hopewell (2 Quarters).....	12	30	13	50
Hopewell Corner (2 Quarters).....	78	94	20	50
Hopewell Hill (2 Quarters).....	49	94	35	00
Indian Island.....	2	83	7	50
Intervale.....	4	63	7	50
Irishtown.....	6	39	7	50
Irving Settlement.....	12	93	7	50
Jacksontown.....	16	12	7	50
Jacksonville.....	61	45	17	50
Janeville.....	9	10	7	50
Jemseg.....	18	04	7	50
Jenkins.....	13	14	7	50
Johnson's Mills, (from 1st November, 1871).....	2	35	4	16
Johnston.....	5	22	7	50
Johnville.....	9	23	7	50
Jolicure.....	21	94	10	50
Kars.....	4	33	7	50
Kay Settlement.....	2	38	7	50
Keswick Ridge.....	21	85	21	00
Kingsclear.....	39	93	16	00
Kingsley (from 1st February, 1872).....	0	51		
Knowlesville.....	21	03	7	50
Knoxford.....	4	88	7	50
Lakefield.....	19	96	9	50
Lake George.....	42	93	11	50
Lake Settlement.....	3	36	13	50
Lakeville.....	7	79	7	50
Lakeville Corner.....	18	33	7	50
Lawrence Station.....	27	63	7	50
Ledge.....	9	41	7	50
L'Etete.....	18	14	8	50
Lewis Mountain.....	3	37	7	50
Lewisville.....	13	00	7	50
Lincoln (1 Quarter).....	2	49	2	50
Lindsay.....	7	43 <sup>4</sup>	7	50
Linton's.....	3	64	7	50
Little Branch (from 1st November, 1871).....	3	36	4	16
Little Lepreaux (from 1st November, 1871).....	0	29	5	00
Little River, Coverdale.....	2	66	7	50
Little River, Elgin.....	13	60	7	50
Little River, Sunbury.....	9	40	7	50
Little Rocher.....	18	70	8	00
Little Shemogue.....	17	73	8	00
Little Shippigan.....	1	34	7	50
Loch Lomond.....	4	34	7	50
Londonderry.....	5	04	7	50
Long Creek.....	17	19	7	50
Long Point.....	5	86	7	50
Long Reach.....	3	24	7	50
Long Settlement.....	7	52	7	50
Lord's Cove.....	9	17	7	50
Lower Brighton.....	7	61	7	50

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Lower Canterbury (2 Quarters) .....	23	03	8	00
Lower Cape (2 Quarters) .....	23	23½	13	50
Lower Coverdale .....	4	26	7	50
Lower French Village .....	5	51	7	50
Lower Hayneville .....	0	28	7	50
Lower Hillsborough (closed 1st February, 1872) .....	5	23	14	58
Lower Line Queensbury .....	1	56	7	50
Lower Newcastle .....	12	75	7	50
Lower Pocmouche .....	3	16	7	50
Lower Prince William .....	21	31	18	00
Lower Queensbury .....	4	54	7	50
Lower Southampton .....	26	76	7	50
Lower Turtle Creek .....	2	64	7	50
Lower Wakefield .....	13	95	18	75
Lower Woodstock .....	15	47	9	00
Ludlow .....	9	25	9	00
Lutz Mountain .....	10	72	7	50
Lynnfield .....	4	11	7	50
Lyttleton .....	1	52	7	50
McAdam Junction .....	55	61	52	50
McDonald's Corner .....	10	54	7	50
McDonald's Point .....	11	77	7	50
McDougall Settlement .....	1	92	7	50
McKenzie's Corner .....	7	69	11	00
McLaughlan Road .....	4	79	7	50
McLeod's Mills .....	9	32	7	50
Mactaquack .....	2	65	7	50
Matisco .....	177	30½	34	50
Maguadavic .....	10	14	7	50
Magundy .....	9	40	7	50
Manners Sutton .....	10	98	7	50
Maple Green .....	5	20	11	50
Mapleton .....	4	71	7	50
Maquapit Lake .....	7	64	7	50
Markhamville .....	21	54	8	50
Marysville .....	62	60½	23	00
Maugerville .....	23	39	15	00
Mechanic's Settlement .....	17	04	7	50
Middle Coverdale .....	6	71	7	50
Middle St. Francis .....	12	88	8	50
Middle Simonds .....	57	68	22	50
Middle Southampton .....	9	92	7	50
Midgie .....	3	67	7	50
Mill Creek .....				
Milledgeville .....	71	19	32	00
Millstream .....	16	20	8	50
Millville .....	0	90	7	50
Mispec .....	9	89	7	50
Moncton Road .....	3	82	7	50
Monument Settlement .....	23	68	7	50
Moore's Mills .....	8	76	7	50
Moulie's River .....	6	33	7	50
Mount Whatley .....	69	89	28	50
Mouth of Jemseg .....	14	00	7	50
Mouth of Keswick .....	8	48	9	00
Murray's Corner .....	21	67	44	25
Musquash .....	56	72	7	50
Nackawick .....	10	49	7	16
Napan (from 1st November, 1871) .....	0	06	4	50
Narrows .....	9	87	7	

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—*Continued.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Nashwaak .....	35	26	9	50
Nashwaaksis .....	12	93½	7	50
Nashwaak Village .....	4	51	7	50
Neguacr .....	21	59	7	50
New Bandon .....	27	37	16	00
Newbugh .....	6	67	7	50
New Canaan .....	13	89	7	50
Newcastle Bridge .....	18	02	8	00
Newcastle Creek .....	26	99	9	50
New Horton .....	5	30	7	50
New Ireland .....	3	40	7	50
New Ireland Road .....	4	18	7	50
New Jerusalem .....	31	49	13	00
New Maryland .....	4	33	7	50
New River .....	3	66	7	50
Newtown .....	31	91	11	50
New Zealand .....	5	11	7	50
Northampton .....	11	05	7	50
North Esk Boom .....	14	10½	7	50
Northfield .....	12	73	7	50
North Joggins .....	3	36	7	50
North Lake, Westmoreland .....	5	54	7	50
North Lake, York .....	26	14	7	50
North Rives .....	2	05	7	50
North River Platform .....	11	94	11	25
North West Bridge (from 1st May, 1872) .....	3	76	.....	.....
Norton .....	21	57½	7	50
Norton Dale .....	3	44	7	50
Oak Bay .....	17	28	24	75
Oak Hill .....	5	11	7	50
Oak Point, Kings .....	11	73	7	50
Oak Point, Northumberland .....	3	80	7	50
Olinville .....	5	62	7	50
Otnabog .....	13	71	7	50
Palmerston .....	25	66	7	50
Patterson Settlement (2 Quarters) .....	5	30	5	00
Peel .....	8	96	7	50
Pennfield .....	29	05½	10	50
Pennfield Ridge .....	11	69	7	50
Perry Settlement .....	2	71	7	50
Perth .....	4	70	7	50
Petersville .....	20	42	10	50
Petersville Church .....	12	77	7	50
Pisarinco .....	6	58	7	50
Pleasant Ridge .....	10	51	7	50
Pockmouche .....	18	97	7	50
Pockshaw .....	15	80	7	50
Point du Chêne .....	62	84	32	50
Point La Nim .....	9	34	7	50
Point Wolf .....	4	07	7	50
Follet River .....	4	03	7	50
Pomeroy Ridge .....	5	36	7	50
Poodiac .....	4	05	7	50
Poplar Grove .....	10	11	7	50
Poquoick .....	6	76	14	25
Portage River .....	5	84	7	50
Port Edgin .....	37	98	20	00
Prince of Wales .....	12	72	9	75
Prince William .....	18	26	11	25
Quaco Road .....	5	24	7	50

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—Continued.

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Rankin's Mills.....	54	46	18	50
Ratter's Corner.....	2	92	7	50
Red Bank.....	11	22	8	50
Renous Bridge.....	10	76	8	00
Richmond Corner.....	42	64	14	00
Riley Brook.....	6	82	7	50
River Charles.....	43	34	19	00
River de Chute.....	23	68	10	00
River Louison.....	50	43	24	00
Riverside.....	12	27	28	00
Rockland.....	24	97	11	00
Rockport.....	17	57	8	00
Rockville.....	2	54	7	50
Rolling Dam.....	19	13	7	50
Rosevale.....	8	83	8	50
Rothsay.....	128	09	63	57
Round Hill.....	77	83	26	25
Roxburgh.....	10	18	7	50
Royal Road.....	2	49	7	50
Rusagornois (1 Quarter).....	4	05	2	50
St. Croix.....	156	73	43	48
St. Joseph.....	46	33	11	50
St. Leonard's.....	5	43	7	50
St. Martin's.....	8	67	7	50
St. Mary's Ferry.....	47	54	15	50
St. Patrick.....	20	71	7	50
Salmon.....	5	54	7	50
Salmon Beach.....	10	94	9	50
Salmon Creek.....	8	83	7	50
Salmon River, Albert.....	76	49	12	50
Salmon River, St. John.....	9	00	7	50
Salt Springs.....	17	41	7	50
Scotch Settlement.....	1	99	7	50
Scotch Town.....	11	66	7	50
Scovil's Mills.....	9	03	7	50
Second Falls.....	30	14	12	50
Seeley's Mills.....	9	84	7	50
Shanklin.....	6	53	7	50
Salmon Vale (from 1st August, 1871).....	0	26	6	67
Shediac Bridge.....	5	42	7	50
Shediac Road.....	6	82	7	50
Sheffield Academy.....	15	18	.....	.....
Shepody.....	1	64	7	50
Shiktehawk.....	12	82	7	50
Silverstream.....	3	65	7	50
Smith Creek.....	15	41	8	00
Smith's.....	32	38	28	00
Smith Town.....	9	50	7	50
Somerville.....	13	19	31	50
Southampton.....	24	17½	7	50
South Bay.....	44	92	7	50
South Branch, Kennebecasis.....	6	22	7	50
South Nelson.....	80	35	27	00
Sprague's Point.....	35	58	12	00
Springfield.....	13	06	7	50
Springhill.....	8	43½	7	50
Spruce Lake.....	0	81	7	50
Stanley.....	33	06	14	00
Starkey's.....	16	76½	9	00
Steeve's Mountain.....	2	47	7	50

REPORT No. 3, C,—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—*Continued.*

Name of Office.	Gross Revenue.		Salaries	
	\$	cts.	\$	cts.
Stony Creek.....	4	97	7	50
Summer Hill.....	10	78	7	50
Sussex Corner.....	137	86	58	00
Sussex Portage.....	11	06	7	50
Swan Creek.....	5	62	7	50
Sypher's Cove.....	3	82	7	50
Tabusintac.....	27	84	11	50
Tabusintac River (from 15th July, 1871).....	19	05	7	10
Taylor Village.....	55	31½	18	00
Tay Mills.....	5	25	7	50
Tay Settlement.....	15	93	7	50
Tedish.....	24	58	8	50
Temperance Vale.....	7	70½	7	50
Ten Mile Creek.....	15	93	7	50
Tennant's Cove.....	5	76	7	50
The Range.....	9	31	7	50
Thorne Brook.....	1	11	7	50
Thorne Town.....	13	16	7	50
Three Brooks (from 1st October, 1871).....	16	65	5	00
Tidnish Bridge.....	7	59	7	50
Titusville.....	13	13½	7	50
Tower Hill.....	8	42	7	50
Tracadie.....	43	27	17	50
Tracey's Mills.....	30	98	10	00
Tracey Station (2 Quarters).....	18	66	12	00
Turtle Creek.....	5	39	7	50
Tweedside.....	11	31	7	50
Undine.....	1	54	7	50
Union Corner.....	1	63	7	50
Uplam.....	40	88½	15	00
Upper Bay du Vin.....	6	08	8	25
Upper Buctouche.....	3	80	7	50
Upper Cape.....	6	66	7	50
Upper Caraquet.....	7	50	10	50
Upper Caverhill.....	6	79	7	50
Upper Gagetown.....	45	47	16	00
Upper Gaspereaux.....	36	42	7	50
Upper Greenwich.....	4	31	7	50
Upper Haynesville.....	12	91	7	50
Upper Kent.....	11	79	7	50
Upper Keswick.....	32	69	9	00
Upper Keswick Ridge.....	6	31	7	50
Upper Loch Lomond.....	6	93	7	50
Upper Magaguadavic.....	9	89	7	50
Upper Mougerville.....	16	92	8	00
Upper Neguac.....	10	24	7	50
Upper New Horton.....	5	83	7	50
Upper Peel.....	13	29	7	50
Upper Queensbury.....	6	94	7	50
Upper St. Basil.....	31	23	14	00
Upper St. Francis (from 1st January, 1872).....	0	27	2	50
Upper Sackville.....	54	51	18	50
Upper Sheffield.....	37	16	27	00
Upper Southampton.....	1	63	7	50
Upper Wicklow.....	20	80	8	00
Upper Woodstock.....	98	92	45	50
Upsalquitch.....	4	41	7	50
Victoria.....	61	99½	22	00
Waasis Station (1 Quarter).....	3	09	2	50
Ward's Creek Road.....	3	95	7	50

REPORT No. 3, C.—Detail of the Salaries allowed and of the Revenue collected at the several Way Offices in New Brunswick.—*Concluded.*

Name of Office.	Gross Revenue.		Salaries.	
	\$	cts.	\$	cts.
Washademoak .....	7	53	7	50
Waterborough .....	11	62	7	50
Waterville .....	35	51	8	00
Watson Settlement .....	4	95	7	50
Waweig .....	2	41	7	50
Webster's Creek .....	14	05	7	50
Weldford .....	74	43	7	50
West Branch Nicholas River .....	7	02	7	50
Westcock .....	4	60	7	50
Westfield .....	7	47	7	50
West Glassville .....	11	37	7	50
Westmoreland Point .....	161	06	42	00
Wheaton Settlement .....	3	45	7	50
White's Cove .....	29	00	10	50
Wickham .....	23	78	8	00
Wicklow .....	27	27	31	50
Williamstown .....	6	15	7	50
Willow Grove .....	14	46	7	50
Wilson's Beach .....	0	50	7	50
Windsor .....	8	36	7	50
Wood Point .....	9	70	7	50
Woodstock Road Station .....	74	18	19	50
Yoho .....	0	19	7	50
Young's Cove .....	13	43½	11	50
Total .....			\$5,254	38

N. B. —The above Revenue is included, at pages 148, 149, in that collected at the several Post Offices which the said Way Offices are subordinate.

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## (D. IN REPORT NO. 3, A.)

DETAIL of all payments for Commission on Sale of Postage Stamps by Vendors in Cities in Ontario and Quebec, made within the year ended 30th June, 1872.

Post Office.	Amount.	
	\$	cts.
Hamilton.....	954	72
Kingston.....	197	97
London.....	577	26
Montreal.....	3,330	64
Ottawa.....	303	45
Quebec.....	735	16
Toronto.....	2,686	32
Total.....	\$8,785	52

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*



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

DETAIL of all payments for Commission on Sale of Postage Stamps by Vendors in Cities in Nova Scotia, made within the year ended 30th June, 1872.

Post Office.	Amount.	
Halifax .....	\$ 132	cts. 67
Total .....	8132	67

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

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

DETAIL of all payments for Commission on Sale of Postage Stamps by Vendors in Cities in New Brunswick, made within the year ended 30th June, 1872.

Post Office.	Amount.	
Fredericton .....	19	95
St. Andrews .....	2	60
St. John.....	103	64
Total .....	\$126	19

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## (E. IN REPORT No. 3, B.)

DETAIL of all payments for Ship Letter Gratuities in Nova Scotia, made within the year ended 30th June, 1872.

Post Office.	Amount.	
	\$	cts.
Halifax .....	20	19
Liverpool .....	0	76
Lockport .....	2	80
Lunenburg .....	0	98
Port Medway .....	0	90
Yarmouth .....	11	88
Total .....	\$37	51

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## (E. IN REPORT No. 3, C.)

DETAIL of all payments for Ship Letter Gratuities in New Brunswick, made within the year ended 30th June, 1872.

Post Office.	Amount.	
	\$	cts.
St. Andrews .....	31	41
St. John (including payments for conveyance of certain letters, by steamers from United States) .....	1,766	12
Total .....	\$1,797	53

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

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

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department in Ontario and Quebec, within the year ended 30th June, 1872.

Name.	Service.	Amount.	
		\$	cts.
<b>CHIEF INSPECTOR'S OFFICE.</b>			
J. Dewé, Chief Inspector.	Travelling allowance and mileage .....	446	46
J. D. Paterson .....	do do do .....	90	22
G. W. Baker .....	Expenses as acting Railway Mail Clerk .....	63	00
E. S. McDermott .....	do do do do .....	32	85
F. Hawken .....	do do do do .....	39	50
E. H. Fletcher .....	do do do do .....	12	00
<b>QUEBEC DIVISION.</b>			
W. G. Sheppard, P. O. I.	Travelling allowance and mileage .....	520	46
A. A. de Gaspè .....	do do do .....	54	10
<b>MONTREAL DIVISION.</b>			
E. F. King, P. O. I. ....	Travelling allowance and mileage .....	580	72
C. W. Hayden .....	do do do .....	83	00
F. W. King .....	do do do .....	265	70
do .....	Expenses as acting Railway Mail Clerk .....	33	50
D. Nelligan .....	do do do do .....	74	00
J. Aylmer .....	do whilst in charge of English Mails .....	11	25
<b>KINGSTON DIVISION.</b>			
R. W. Barker, P. O. I. ....	Travelling allowance and mileage .....	447	82
G. W. Baker .....	Expenses as acting Railway Mail Clerk .....	12	00
H. G. Goodfellow .....	do do do do .....	3	00
<b>TORONTO DIVISION.</b>			
M. Sweetnam, P. O. I. ....	Travelling allowance and mileage .....	497	70
W. Cuppage .....	do do do .....	141	10
T. S. Birchall .....	Expenses as acting Railway Mail Clerk .....	64	50
J. O. Bennett .....	do do do do .....	3	00
J. M. McLochlin .....	do do do do .....	3	00
<b>LONDON DIVISION.</b>			
G. E. Griffin, P. O. I. ....	Travelling allowance and mileage .....	376	44
G. E. Cox .....	do do do .....	417	16
T. Cronyn .....	Expenses as acting Railway Mail Clerk .....	4	50
M. Edgar .....	do do do do .....	23	80
C. J. Shanley .....	do do do do .....	6	00
British Mails Clerks .....	Expenses whilst in charge of British Mails .....	969	34
Postmaster of Durham .....	Expenses to Hanover on Post Office business .....	3	00
“ Listowell .....	do Gowanstown do do .....	2	00
“ Stanstead .....	do Sherbrooke do do .....	1	50
“ West Arran .....	do Burgoyne do do .....	1	00
Total .....		\$5,283	62

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

## (A. IN REPORT No. 4, B.)

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department in Nova Scotia, made within the year ended 30th June, 1872.

Name.	Service.	Amount.	
		\$	cts.
A. Woodgate.....	Travelling allowance and mileage.....	469	10
A. Burnham.....	Expenses as Acting Railway Mail Clerk .....	22	50
J. D. Story.....	do do do .....	18	00
Total .....		\$509	60

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

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

AN ACCOUNT of all payments for Travelling Expenses incurred in the service of the Post Office Department in New Brunswick, made within the year ended 30th June, 1872.

Name.	Service.	Amount.	
		\$	cts.
J. McMillan.....	Travelling allowance and mileage.....	566	12
J. Woodrow.....	Expenses as Acting Railway Mail Clerk .....	1	25
R. C. McIntyre.....	do do do .....	7	00
J. S. Flaglor.....	do do do .....	4	70
A. W. Reed.....	do do do .....	12	45
J. W. Ring.....	do do do .....	2	13
A. B. McLean.....	do do do .....	1	80
W. Starkie.....	do do do .....	1	20
Total .....		\$596	65

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.
B. A. Bank Note Co...	Engraving and printing Postage Stamps for Post Office Department.	\$ 13,566 25
D. G. Berri .....	Office stamps and seals for..... do do .....	1,807 02
De Grave, Short & Co	Scales and weights for .. do .. do ..	334 94
L. R. Smith .....	Stamping pads, &c., for Chief Inspector .....	33 52
Sinclair, Stitt & Co.....	Sheeting for maps do do .....	12 06
W. H. Sparrow .....	Railway Mail Clerk's box, &c., do .....	6 00
S. M. Coons .....	Office chair for .. do .....	4 00
Quebec Gas Co.....	Gas lamp for street letter box for P. O. I., Quebec .....	45 81
A. Kane .....	Stoves and stove pipes for .. do .. do .....	26 76
E. Roussel .....	Carpenter's work .. do .. do .....	26 54
T. Andrews .....	Plumber's work .. do .. do .....	18 05
F. Vézina .....	Painting, &c., .. do .. do .....	9 50
F. Letourneau.....	Repairing street letter box for .. do .. do .....	5 60
F. Porter .....	Repairing letter stamps, &c., for .. do .. do .....	4 35
L. Lefebvre .....	Stove pipes, &c., for .. do .. do .....	4 04
A. Thora .....	Repairing gas-fixtures, &c., for .. do .. do .....	3 12
F. H. Fitch .....	Ladder for .. do .. do .....	3 00
R. Bouchard .....	Repairing office chair and cushions for .. do .. do .....	1 75
A. Paillon .....	Making keys for .. do .. do .....	1 60
J. M. Tardwell .....	Door label, &c., for .. do .. do .....	0 50
J. Gillard .....	Carpenter's work for .. do .. Montreal .....	18 00
S. A. Hicks .....	Stencils for .. do .. do .....	5 50
A. Belanger .....	Office chair for .. do .. do .....	3 50
C. H. Whitcheer .....	Coloring walls of Post Office, for .. do .. Kingston .....	58 50
Macnee & Waddell.....	Carpet for office of .. do .. do .....	54 27
N. McNeil .....	Repairing roof of Post Office for .. do .. do .....	16 95
J. Holden .....	Repairing mail catching post at Morrisburg do .. do .....	1 00
W. Hartley .....	do do do Matilda do .. do .....	0 50
E. G. Gurney .....	Repairing street letter boxes for .. do .. Toronto .....	54 61
Younglove & Co .....	Mail bag catchers for .. do .. do .....	48 35
J. Webster .....	Mail truck for .. do .. do .....	40 00
Withrow & Hillock .....	Carpenter's work, &c., for..... do .. do .....	26 78
W. H. Sparrow .....	Repairing Mail Clerk's boxes, &c., for .. do .. do .....	14 70
Caldwell & Anundson.....	Stamping pads, repairs, &c., for .. do .. do .....	14 50
J. O. Bennett .....	Repairing mail catching post at Trenton for do .. do .....	6 25
W. Hornshaw .....	Handles for bag catchers for .. do .. do .....	4 20
J. E. Ellis .....	Attendance on clocks for .. do .. do .....	4 00
J. Foster & Sons .....	Hardware, &c., for .. do .. do .....	3 15
A. Jennings .....	Repairing mail catching post at Brentwood do .. do .....	2 50
D. P. Ross .....	Corks for obliterators for .. do .. do .....	1 50
A. W. Brain .....	Repairing date stamp type for .. do .. do .....	0 30
W. Hewitt & Co .....	Door handle for .. do .. do .....	0 30
J. Stewart & Co .....	Street Letter Boxes for .. do .. London .....	102 00
S. & A. McBride.....	Fixing stoves, &c., for .. do .. do .....	40 57
do .....	Repairing Mail Clerk's boxes, &c., for .. do .. do .....	6 98
W. Joanes .....	Carpenter's work, &c., for .. do .. do .....	28 70
C. Anundson .....	Repairing Mail Clerk's boxes, for .. do .. do .....	40 00
Smith, Chapman & Co.	Platform scales for London P. O. for .. do .. do .....	20 00
J. M. Cousins .....	Repairing Post Office pump for .. do .. do .....	10 00
W. Farmer .....	Plumber's work for .. P. O., Hamilton .....	104 80
W. Allan .....	Grading yard, repairing chimney, &c., for do .. do .....	68 00
T. Tindill .....	Carpenter's work for .. do .. do .....	32 56
J. Anderson .....	do do for .. do .. do .....	28 75
C. McRae.....	Furniture for Clerk's room .. do .. do .....	16 21

(B. IN REPORT No. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.—Continued.

Name.	Particulars.		Amount.	
			\$	cts.
A. Main	Twine for	P. O., Hamilton	13	60
T. Freeborn	Glazier's work for	do do	13	45
L. McPherson	Whitewashing for	do do	12	00
Williamson & Welsh	Fixing window sashes for	P. O., Kingston	5	35
T. McMahon	Paper and papering for	do do	3	75
Kingston Gas Co.	Repairs to gas fittings for	do do	2	66
W. Robinson	Glazier's work for	do do	1	50
R. M. Horsey	Tinsmith's work for	do do	14	20
N. McNeil	Fixing gas pipes for	do do	0	78
G. M. Wilkinson	Soap for	do do	0	75
W. Joanes	Carpenter's work for	P. O., London	37	24
R. Puddicombe	Lamp black, &c., for	do do	5	07
S. & A. McBride	Fitting stove pipes, &c., for	do do	3	33
Prouse Bros	Tinsmith's and Plumber's work, &c., for	P. O., Montreal	462	31
J. Gillard	Carpenter's do do	do do	405	82
J. Boyd	Locksmith's do do	do do	188	60
H. Grant	Attendance on clocks at	do do	91	50
J. O'Connor	Stamping pads for	do do	58	50
J. L. Bangs & Co.	Repairs to roof of	do do	27	75
E. Chanteloup	Lamp, &c., and repairing clock for	do do	24	65
J. Kimber	Painting and glazing for	do do	13	13
S. Boon	Plastering, &c., for	do do	5	65
A. Ramsay & Son	Glass for	do do	2	31
C. P. Dorion	Tinsmith's work for	P. O., Ottawa	41	24
Birch & Kerr	Repairing gas pipes, &c., for	do do	28	73
Geo. Hay	Gong, spring balance, &c., for	do do	14	61
J. & N. Moore	Zinc box for	do do	6	50
Russell & Watson	Sheeting, towelling, &c., for	do do	5	80
W. Porter	Repairs to side door, &c., for	do do	4	50
J. Burden	Wash basin, soap tray, &c., for	do do	4	15
A. B. Macdonald	Office stool for	do do	2	50
T. Floyd	Repairing pump for	do do	2	25
T. Frederick	Repairs to vault lock for	do do	2	00
E. Roussel	Joiner's work, &c., for	P. O., Quebec	331	36
Z. Vaudry	Fitting stoves and pipes in	do do	111	00
T. Andrews	Hardware for	do do	7	29
E. Vézina	Repairing P. O. stamp for	do do	6	00
W. McDonald	Repairing windows in	do do	5	75
C. J. Shaw	Latch keys, &c., for	do do	4	75
D. Dubien	Baskets for use of	do do	4	70
F. O. Vallerand	Lamps, &c., for	do do	3	10
Glover, Fry & Co.	Towels for use of	do do	2	80
Garant & Trudel	Waste paper baskets, &c. for	do do	2	00
Fisher & Blovin	Leather for stamping table for	do do	0	50
J. Ritchie & Sons	Carpenter's work for	P. O., Toronto	214	03
J. E. Ellis	Plumber's do	do do	87	00
Geo. Booth	Attendance on clocks at	do do	20	00
W. W. Moses	Painting and glass for	do do	33	10
N. L. Piper & Sons	Baskets, &c., for	do do	21	75
R. Malcolm	Office furniture for	do do	21	05
T. Bryan	do do	do do	14	80
L. Cohn	Locksmith's work for	do do	11	15
Hues & Co.	Leaf binders for	do do	9	50
J. Cumming	Towelling for	do do	7	32
	Oiling hose, &c., for	do do	5	00

(B. IN REPORT No. 4 A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.—*Concluded.*

Name.	Particulars.	Amount.	
Brimstin & Bros .....	Repairing G. W. Letter Box for P. O., Toronto .....	\$	cts.
L. Smith .....	do bag catcher Post at Oshawa .....	1	50
J. M. Jones .....	Making and fitting types for P. O., Louisville .....	1	00
Total .....		\$19,217	20

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Nova Scotia, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
D. G. Berri .....	Stamp and seals for Post Office Department.....	14	80
D. Murray & Co.....	Carpet for P. O. I., Halifax.....	78	69
W. C. Silver .....	do P. O. and M. O. Office, Halifax .....	91	90
T. G. Elliott .....	Carpenter's work for P O., do .....	127	18
J. Irander .....	do do do do .....	47	52
Sargeant & Greenfield...	Drawer locks for do do .....	54	83
M. Downey .....	Painter's work for do do .....	50	00
H. H. Fuller & Co.....	Twine for do do .....	77	70
R. Conroy.....	Office furniture for do do .....	29	75
A. Stephen & Son .....	do do do do .....	27	25
S. W. Marvin .....	Tin label cases for do do .....	15	78
J. Albro & Son .....	Hardware for do do .....	14	78
C. Phelon & Son.....	Tinware for do do .....	13	45
R. T. Muir .....	Letter balance for do do .....	10	00
Baldwin & Co.....	Water filter and tumblers for do do .....	7	60
Gordon & Keith.....	Pillows, &c., for do do .....	5	25
G. Rent, Jun.....	Tin Post Card Box for do do .....	3	00
Walsh & Co .....	Glazier's work for do do .....	2	67
Watson & Meyers.....	Repairing gas fittings, &c., for do do .....	2	54
D. Starr & Sons.....	Twine boxes for do do .....	1	30
De Chezeau & Crow.....	Cash box for Money Order Office, do .....	4	25
	Total.....	\$680	24

A. CAMPBELL,  
Postmaster General

H. A. WICKSTEED,  
Accountant.



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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in New Brunswick, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.
A. H. Brown	Carpenter's work for P. O. I., St. John	\$ 31 cts. 00
E. Evans	Postage stamp boxes for do do	16 50
C. E. Burnham & Co.	Office chair for do do	9 00
Fleming & Macreadie	Plumber's work for do do	8 55
A. B. Duncan	do for do do	5 40
Lewis & Allingham	Twine for do do	6 10
A. B. Duncan	Gas fixtures for P. O., Fredericton	7 47
J. Tibbitts, Jun.	Blacksmith's work for do do	6 75
S. Corbitt	Making and repairing street letter boxes for P. O., St. John	146 86
A. Young	do do do do	123 45
A. H. Brown	Carpenter's work for do do	100 48
A. G. Bowes	Tinsmith's work for do do	59 49
J. Roberts	Safe lock for do do	15 50
M. A. Whittaker	Painter's work for do do	12 00
G. Hutchison, Jun.	Attendence on clock for do do	10 00
H. G. Hunt	Window blinds for do do	9 75
M. Lemont, Jun.	Basket for do do	5 50
J. Howe	Changing letter boxes for do do	5 00
	Total	\$578 80

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Manitoba, made within the year ended 30th, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. Bannatyne.....	Carpenter's work for P. O., Fort Garry.....	181	04
do .....	Stove and pipes for do .. do .....	30	00
do .....	Scales and weights for do .. do .....	14	00
Total .....		\$225	04

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of the expenditure of the Post Office Department for Rents and Taxes in Ontario and Quebec, within the year ended 30th June, 1872.

Name.	Service.	Amount.	
		\$	cts.
Seminary of St. Sulpice ..	Ground rent Montreal Post Office .....	800	00
G. P. Baker.....	Rent of Ottawa Post Office .....	500	00
R. T. Matthews .....	Rent of temporary building used as Quebec Post Office ..	56	43
Hamilton Water Works Co .....	Water rate, Hamilton Post Office.....	39	20
Kingston Waterworks Co.	do Kingston do .....	58	43
Montreal do ..	do Montreal do .....	172	20
Quebec do ..	do Quebec do .....	80	00
Toronto do ..	do Toronto do .....	80	00
Total... ..		\$1,786	31

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of the expenditure of the Post Office Department for Rents and Taxes in Nova Scotia, within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
Dalhousie College .....	Rent of Halifax Post Office .....	778	66
T. Power .....	do Nova Scotia Money Order Office.. ..	131	10
City Treasurer.....	Taxes do do .. do .. ..	21	80
Halifax Waterworks Co.	Water rate.. do .. do .. ..	5	00
Total .....		\$936	56

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of the expenditure of the Post Office Department for Rents and Taxes in New Brunswick, within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
M. Gregg .....	Rent of Fredericton Post Office .....	180	00
J. Walker. ....	do St. John do .. ..	600	00
St. John Waterworks Co.	Water rate, P. O. I's. Office, St. John .....	15	00
do do	do Post Office, do .. ..	20	00
Total .....		\$815	00

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1872.

Name.	Particulars.	Amount.	
			ct
E. Holiwell & Co.....	Stationery for P. O. I's Office, Quebec.....	14	50
Middleton & Dawson.....	do do do do.....	3	68
J. Lovell.....	do do do Montreal.....	62	26
Angus Logan & Co.....	do do do do.....	20	40
Dawson Bros.....	do do do do.....	2	52
E. Stacey.....	do do do Kingston.....	1	90
A. S. Irving.....	do do do Toronto.....	31	65
George Nesbitt & Co.....	do do do do.....	19	75
E. A. Taylor & Co.....	do do do London.....	104	62
J. Lovell.....	Printing and Advertising for P. O. I's Office, Montreal.....	178	34
E. Barker.....	do do do Kingston.....	10	12
J. Neish.....	do do do do.....	4	81
T. Hill & Son.....	do do do Toronto.....	28	25
Robertson Cook & Co.....	do do do do.....	18	00
London "Free Press" Co.....	do do do London.....	35	80
Hamilton.....	Stationery.....	19	30
Kingston.....	do.....	7	90
London.....	do.....	3	30
Montreal.....	do.....	76	35
Quebec.....	do.....	10	40
Toronto.....	do.....	98	97
Hamilton.....	Advertising Unclaimed Letters, &c.....	515	56
Kingston.....	do do.....	163	11
London.....	do do.....	271	32
Montreal.....	do do.....	1,638	48
Ottawa.....	do do.....	201	56
Quebec.....	do do.....	502	50
Toronto.....	do do.....	1,495	41
Arthabaska "Free Press".....	Advertising Mail Tenders, &c.....	10	80
Belleville "Chronicle".....	do do do do.....	8	04
do "Intelligencer".....	do do do do.....	9	72
Brantford "Courier".....	do do do do.....	25	76
do "News".....	do do do do.....	4	95
Caledonia "Sachem".....	do do do do.....	6	00
Cayuga "Sentinel".....	do do do do.....	3	90
Chatham "Planet".....	do do do do.....	15	60
Clinton "New Era".....	do do do do.....	21	60
Goderich "Star".....	do do do do.....	4	90
Hamilton "Spectator".....	do do do do.....	6	08
Ingersoll "News".....	do do do do.....	9	60
Joliette "Gazette".....	do do do do.....	3	50
Kingston "News".....	do do do do.....	10	16
do "Whig".....	do do do do.....	8	41
Levis "L'Echo".....	do do do do.....	37	68
London "Free Press".....	do do do do.....	4	80
do "Herald".....	do do do do.....	17	16
Merrickville "Chronicle".....	do do do do.....	3	60
Mitchell "Advocate".....	do do do do.....	3	96
Morrisburg "Courier".....	do do do do.....	5	52
Napanee "Express".....	do do do do.....	5	25
Ottawa "Citizen".....	do do do do.....	8	10
do "Daily News".....	do do do do.....	7	20
do "Free Press".....	do do do do.....	5	12
Petrolas "Advertiser".....	do do do do.....	6	88

(D. IN REPORT No. 4, A.)—Detail of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the year ended 30th June, 1872.—*Continued.*

Name.	Particulars.	Amount.
Quebec "Budget".....	Advertising Mail Tenders, &c.....	\$ 67 cts. 44
do "Canadien".....	do do do.....	6 02
do "Chronicle".....	do do do.....	45 96
do "Courier".....	do do do.....	23 66
do "Gazette".....	do do do.....	13 20
do "Journal".....	do do do.....	33 36
do "L'Evenement".....	do do do.....	30 20
do "Mercury".....	do do do.....	57 60
do "Rural Free Press".....	do do do.....	11 04
Rimouski "Courier".....	do do do.....	5 76
do "La Voix du Golfe".....	do do do.....	13 08
St. Catherines "Journal".....	do do do.....	13 40
St. Thomas "Despatch".....	do do do.....	3 36
Sarnia "Canadian".....	do do do.....	9 18
Strathroy "Despatch".....	do do do.....	20 20
Stratford "Herald".....	do do do.....	28 20
Three Rivers "Journal".....	do do do.....	12 36
do "Le Constitutionnel".....	do do do.....	21 56
Welland "Telegraph".....	do do do.....	6 72
Woodstock "Times".....	do do do.....	27 84
Acton Vale.....	Advertising Unclaimed Letters, &c.....	2 90
Ancaster.....	do do do.....	8 94
Arkona.....	do do do.....	4 68
Aurora.....	do do do.....	9 42
Aylmer, East.....	do do do.....	10 22
Aylmer, West.....	do do do.....	10 40
Bamberg.....	do do do.....	1 24
Barrie.....	do do do.....	32 00
Beaverton.....	do do do.....	1 94
Belleville.....	do do do.....	40 44
Berlin.....	do do do.....	20 16
Blair.....	do do do.....	1 26
Bobcaygeon.....	do do do.....	7 78
Bowmanville.....	do do do.....	5 90
Bracebridge.....	do do do.....	4 52
Bradford.....	do do do.....	9 40
Brampton.....	do do do.....	26 34
Brantford.....	do do do.....	29 56
Brighton.....	do do do.....	10 54
Brockville.....	do do do.....	23 98
Carleton Place.....	do do do.....	16 56
Castleton.....	do do do.....	1 66
Cayuga.....	do do do.....	18 32
Chatham.....	do do do.....	30 50
Chippawa.....	do do do.....	3 40
Clarksburg.....	do do do.....	4 42
Clifton.....	do do do.....	4 70
Clinton.....	do do do.....	4 06
Cobourg.....	do do do.....	4 60
Colborne.....	do do do.....	47 46
Collingwood.....	do do do.....	14 92
Cornwall.....	do do do.....	30 00
Cowansville.....	do do do.....	9 00
Dixon's Corners.....	do do do.....	4 00
Drummondville, West.....	do do do.....	4 72
Dundas.....	do do do.....	4 12
Dunnville.....	do do do.....	4 94
Durham.....	do do do.....	14 30
		11 30
		24 30

(D. IN REPORT No. 4, A.)—Detail of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Ontario and Quebec, within the Year ended 30th June, 1872.—*Continued.*

Name.	Particulars.	Amount.	
Elora	Advertising Unclaimed Letters	\$	cts.
Enniskillen	do	5	08
Fergus	do	0	66
Fort Erie	do	10	38
Friedburg	do	3	42
Galt	do	2	18
Gananoque	do	23	14
Georgetown	do	8	10
Goderich	do	3	02
Granby	do	14	94
Grenville	do	2	64
Guelph	do	0	50
Hastings	do	47	78
Hawksville	do	0	30
Hull	do	0	34
Ingersoll	do	19	18
Iroquois	do	11	90
Kincardine	do	6	32
Kingsville	do	10	06
Levis	do	0	74
Lindsay	do	11	28
Listowel	do	13	76
Mesford	do	20	02
Merrickville	do	4	24
Millbrook	do	1	42
Milton, West	do	6	81
Morrisburg	do	3	78
Mount Forest	do	18	32
Napanee	do	10	12
Newcastle	do	15	90
New Hamburg	do	3	84
New Market	do	9	78
Niagara	do	9	90
Norwood	do	1	28
Oakville	do	7	72
Orangeville	do	2	78
Orillia	do	63	18
Oshawa	do	18	32
Owen Sound	do	14	24
Paris	do	15	90
Park Hill	do	10	36
Pembroke	do	13	12
Perth	do	7	68
Peterborough	do	9	82
Petersburgh	do	22	22
Petrolia	do	0	94
Pictou	do	20	62
Port Hope	do	29	86
Port Perry	do	60	92
Prescott	do	10	26
Preston	do	12	24
Richmond Hill	do	3	38
Rimouski	do	9	52
Rondeau	do	15	24
St. Agatha	do	7	66
St. Catherines	do	2	56
St. Clements	do	43	40
St. Hyacinthe	do	0	76
		46	30

(D, IN REPORT No. 4, A.)—Detail of the Expenditure of the Post Office Department, for Stationery, Printing, and Advertising in Ontario and Quebec, within the Year ended 30th June, 1872.—*Concluded.*

Name.	Particulars.	Amount.	
St. John's, East . . . . .	Advertising Unclaimed Letters . . . . .	\$	cts.
St. Mary's . . . . .	do . . . . . do . . . . .	9	50
St. Thomas, West . . . . .	do . . . . . do . . . . .	21	64
Sandwich . . . . .	do . . . . . do . . . . .	12	12
Sarnia . . . . .	do . . . . . do . . . . .	30	50
Seaforth . . . . .	do . . . . . do . . . . .	4	58
Seneca . . . . .	do . . . . . do . . . . .	12	00
Sherbrooke . . . . .	do . . . . . do . . . . .	26	48
Simcoe . . . . .	do . . . . . do . . . . .	19	98
Sorel . . . . .	do . . . . . do . . . . .	12	18
Stratford . . . . .	do . . . . . do . . . . .	56	38
Strathroy . . . . .	do . . . . . do . . . . .	23	88
Thornbury . . . . .	do . . . . . do . . . . .	4	50
Thorold . . . . .	do . . . . . do . . . . .	14	22
Three Rivers . . . . .	do . . . . . do . . . . .	92	44
Tilsonburgh . . . . .	do . . . . . do . . . . .	10	88
Trenton . . . . .	do . . . . . do . . . . .	7	76
Uxbridge . . . . .	do . . . . . do . . . . .	8	72
Wallacetown . . . . .	do . . . . . do . . . . .	1	00
Waterloo, West . . . . .	do . . . . . do . . . . .	10	40
Wellesley . . . . .	do . . . . . do . . . . .	2	98
Whitby . . . . .	do . . . . . do . . . . .	14	38
Windsor . . . . .	do . . . . . do . . . . .	20	56
Woodstock . . . . .	do . . . . . do . . . . .	13	74
	Total . . . . .	\$7,948	14

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.

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

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, within the Year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
A. & H. Creighton.....	Stationery for P. O. I's Office, Halifax .....	117	02
A. & W. Mackinlay.....	do do .....	78	65
J. C. Croskill.....	Printing and Advertising for P. O. I's Office, Halifax .....	3,126	52
do .....	do do for N. S. Money Order Office.....	1,199	28
Compton & Co .....	Advertising for P. O. I's Office, Halifax .....	48	50
Cahill, O'Toole & Co.....	do do .....	25	25
S. Selden.....	do do .....	24	00
C. B. Bullock.....	do do .....	15	13
J. Barnes.....	do do .....	10	75
A. Boyd .....	do do .....		00
Halifax.....	Stationery .....	280	42
do .....	Advertising Unclaimed Letters, &c.....	497	25
Amherst.....	do do .....	46	66
Pictou.....	do do .....	41	65
Windsor.....	do do .....	15	25
Yarmouth.....	do do .....	17	66
	Total.. .....	\$5,550	90

A CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*



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

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising in New Brunswick, within the Year ended 30th June, 1872.

Name.	Particulars.	Amount.
		\$ cts.
J. & A. McMillan .....	Stationery and Printing for P. O. I's Office, St. John .....	690 48
J. B. Gregory .....	do do do do .....	25 17
J. & A. McMillan .....	do do for N. B. Money Order Office .....	706 05
Willis & Davis .....	Printing for P. O. I's Office, St. John .....	726 53
W. Elder .....	do .... do .....	395 00
G. W. Day .....	do .... do .....	150 00
Lugrin & Son .....	do .... do .....	47 50
Fredericton .....	Stationery, Printing and Advertising Unclaimed Letters, &c. .	261 59
St. John .....	do .... do do .....	844 77
Newcastle "Union Advocate" .....	Advertising for Mail Tenders, &c. ....	52 98
St. Andrew's "Standard" .....	do .... do .....	29 18
Shediac "Le M. Acadien" .....	do .... do .....	14 64
Moncton .....	do Unclaimed Letters, &c. ....	31 50
St. Stephen .....	do do .....	52 95
Woodstock .....	do do .....	18 25
	Total .....	\$4,046 59

A. CAMPBELL,  
Postmaster General.

H. A WICKSTEED,  
Accountant.

(D. IN REPORT No. 4 D.)

DETAIL of the Expenditure of the Post Office Department, for Stationery, Printing and Advertising in Manitoba, within the Year ended 30th June, 1872.

Name.	Particulars.	Amount.
		\$ cts.
Fort Garry .....	Stationery, Printing, Advertising Unclaimed Letters, &c. ....	223 13

H. A. WICKSTEED,  
Accountant.

A. CAMPBELL,  
Postmaster General

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

DETAIL of all payments for Fuel and Light for the use of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
Hamilton Gas Co. ....	Gas supplied Hamilton Post Office .....	478	20
E. Brown .....	Coal supplied do do .....	105	00
E. Merkle .....	Wood do do .....	390	00
Kingston Gas Co. ....	Gas do Kingston Post Office .....	272	40
do do .....	Coal do do .....	134	10
J. Molloy .....	Wood do do .....	120	00
T. Hipkiss .....	Cutting wood for do .....	22	50
London Gas Co. ....	Gas supplied London Post Office .....	271	90
T. A. Hall .....	Coal do do .....	52	50
C. B. Hunt .....	Coal do do .....	30	50
Geo. Wilson .....	Wood do do .....	131	00
Rodger Dart .....	Wood do do .....	93	75
John Maitland .....	Cutting wood for do .....	68	25
W. McDonough .....	Candles for do .....	1	71
Montreal Gas Co. ....	Gas supplied Montreal Post Office .....	653	88
W. B. Hamilton .....	Wood do do .....	795	00
R. Tarbutt .....	Cutting wood for do .....	7	00
Ottawa Gas Co. ....	Gas supplied Ottawa Post Office .....	373	20
Chalmers & Co. ....	Coal oil do do .....	3	60
Thos. Garity .....	Wood do do .....	135	00
J. Heney .....	Wood do do .....	92	00
Quebec Gas Co. ....	Gas supplied Quebec Post Office and street letter box .....	186	55
J. Bailie .....	Coal do do .....	8	50
R. Burland .....	Coal do do .....	9	00
Crawford & Son .....	Coal do do .....	4	50
C. Martle .....	Wood do do .....	318	00
G. Lemelin .....	Wood do do .....	148	75
J. Bureau .....	Wood do do .....	10	60
J. Masson .....	Cutting wood for do .....	78	00
Toronto Gas Co. ....	Gas supplied Toronto Post Office .....	1,259	06
P. D. Conger .....	Coal do do .....	347	50
Tinning Bros. ....	Wood do do .....	5	00
C. Stewart .....	Cutting wood for do .....	8	13
Total.....		\$6,615	08

A. CAMPBELL,  
Postmaster General.

H. A. WICKSTEED,  
Accountant.

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

DETAIL of all payments for Fuel and Light for the use of the Post Office Department in Nova Scotia, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
Halifax Gas Co. ....	Gas for Halifax Post Office. ....	334	52
W. Roche, Jun. ....	Coal for do do .....	7	25
	Total .....	\$341	77

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

## (E. IN REPORT No. 4 C.)

DETAIL of all payments for Fuel and Light for the use of the Post Office Department in New Brunswick, made within the year ended 30th June, 1872,

Name.	Particulars.	Amount.	
		\$	cts.
St. John Gas Co. ....	Gas for P. O.'s Office, St. John .....	49	60
R. P. & W. F. Starr ....	Coal for do do .....	68	56
R. R. McGivern .....	do do do .....	9	21
D. Currier .....	do Fredericton Post Office .....	85	50
St. John Gas Co. ....	Gas for St. John do .....	288	00
A. Crawford .....	Wood for do do .....	84	80
L. H. Waterhouse .....	Coal for do do .....	30	00
J. Lloyd .....	do do do .....	25	50
	Total .....	\$641	17

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé.....	Incidental Expenses, Chief P. O. I's Office, Ottawa.....	25	70
W. G. Sheppard.....	do do do do Quebec.....	48	41
E. F. King.....	do do do do Montreal.....	39	10
R. W. Barker.....	do do do do Kingston.....	20	50
M. Sweetnam.....	do do do do Toronto.....	155	31
G. E. Griffin.....	do do do do London.....	43	75
P. G. Huot.....	do do do do Post Office, Quebec.....	181	57
E. S. Freer.....	do do do do Montreal.....	453	68
G. P. Baker.....	do do do do Ottawa.....	98	88
R. Deacon.....	do do do do Kingston.....	33	83
J. Leslie.....	do do do do Toronto.....	238	23
F. E. Ritchie.....	do do do do Hamilton.....	45	44
L. Lawless.....	do do do do London.....	56	39
L. P. Huot.....	do do do do St. Roch de Québec.....	1	50
A. H. Wagner.....	do do do do Windsor.....	2	75
Montreal Telegraph Co.	Messages to and from Chief P. O. I's Office, Ottawa.....	63	51
do do	do do do do Quebec.....	118	87
do do	do do do do Montreal.....	36	24
do do	do do do do Kingston.....	23	79
do do	do do do do Toronto.....	90	96
do do	do do do do London.....	64	38
do do	do do do do Postmaster of Alton.....	0	25
do do	do do do do Beauharnois.....	0	25
do do	do do do do Durham.....	4	21
do do	do do do do Fergus.....	0	50
do do	do do do do Hamilton.....	49	65
do do	do do do do Hargrave.....	0	30
do do	do do do do Isle Verte.....	0	55
do do	do do do do Laprairie.....	0	30
do do	do do do do Lucan.....	0	66
do do	do do do do Meadowvale.....	0	56
do do	do do do do Montreal.....	64	81
do do	do do do do Norwich.....	0	35
do do	do do do do Ottawa.....	37	35
do do	do do do do Simcoe.....	0	63
do do	do do do do Three Rivers.....	17	37
do do	do do do do Toronto.....	53	85
do do	do do do do Windsor.....	0	30
North Western Telegraph Co.	do do do do Thunder Bay.....	4	30
British American Insurance Co.	Insurance on Montreal Post Office.....	20	00
Royal Insurance Co.	do do do do do.....	75	00
do do	do do do do Kingston.....	80	00
do do	do do do do Toronto.....	101	25
do do	do do do do Hamilton.....	80	00
do do	do do do do London.....	62	50
Control Department	Military Official Postage, paid within the Dominion and refunded.	547	47
United States Post Office Department	Postages collected in Canada, on behalf of the United States, on letters and papers for China, Japan, New Zealand, West Indies, &c.....	1,555	92
United States Post Office Department	United States' Transit Rates on Mail matter passing between Windsor, Ont., and Victoria, B. C.....	708	80

(F. IN REPORT No. 4, A.)—Detail of all payment for Miscellaneous Disbursements on account of the Post Office Department in Ontario and Quebec, made within the year ended 30th June, 1872.—*Concluded.*

Name.	Particulars.	Amount.
P. B. Kirkham.....	Furnishing telegraphic reports of Railway Mail Trains, to Montreal Post Office.....	\$ 120 00
J. B. Pelletier.....	Legal Services, "Bradley vs. P. M. St. Luce.....	8 00
J. Richardson.....	Detective services in Cobourg Post Office.....	6 00
P. E. Flanders.....	Contents of a registered dead letter, transferred to Post Office revenue and reclaimed.....	5 00
.....	Gratuities paid for charge of Night Mails at principal Railway Stations, to Night Watchmen, and for extra services, &c..	116 00
	Total.....	\$5,565 52

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Nova Scotia, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.
A. Woodgate.....	Incidental Expenses, P. O. I's Office, Halifax.....	\$ 25 75
B. W. Cochran.....	do do Post Office, do.....	63 66
Western Union Telegraph Co.....	Messages to and from Post Office Inspector and Postmaster, Halifax.....	125 60
Western Union Telegraph Co.....	do do Postmaster of Amherst.....	2 54
Western Union Telegraph Co.....	do do do New Glasgow.....	1 00
Control Department.....	Military Official Postage paid within the Dominion and refunded..	178 00
Mrs B. McPherson.....	Taking charge of the Mails at the Ferry, Grand Anse.....	15 53
	Total.....	\$412 60

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

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

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in New Brunswick, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount
		\$ cts.
J. McMillan.....	Incidental Expenses, P. O. I's. Office, St. John .....	28 50
J. Howe.....	do do Post Office, St. John .....	104 14
Railway Mail Clerks.....	do do during snow blockade .....	207 05
Western Union Telegraph Co.....	Messages to and from P. O. I's. Office, St. John .....	301 86
Western Union Telegraph Co.....	do do Postmaster of St. John .....	98 46
Control Department.....	Military Official Postage, paid within the Dominion and refunded.....	19 03
A. J. Miles.....	Gratuity for Charge of Mails on Railway Trains .....	40 00
C. A. Wood.....	do do do do .....	40 00
T. Hoben.....	do do do do .....	40 00
H. Craster.....	Detective Services.....	10 00
	Total .....	\$889 04

H. A. WICKSTEED,  
*Accountant.*

A. CAMPBELL,  
*Postmaster General.*

## (F. IN REPORT No. 4 D.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in Manitoba, made within the year ended 30th June, 1872.

Name.	Particulars.	Amount.
		\$ cts.
United States Post Office Department .....	United States' Transit Rates on Mail matter passing between Windsor, Ont., and Fort Garry, Manitoba.....	3,629 70
	Total .....	\$3,629 70

A. CAMPBELL,  
*Postmaster General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT

REPORT of all Contracts made for the Transportation of Mails in Canada, during intended duration, the name of the Contractor, the Routes embraced in the each Route, the mode of Transportation Contracted for, and the price

LONDON

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Ailsa Craig	Falkirk	Thomas Hey	4	3	Tri-Weekly	
Alberton	Lynden	Luke Lawrence	7	3	In connection with mail trains, west Tues., Thurs., Sat., connecting E. and W.	
Alvinston	Florence	John Cummings	18	3	Tues., Thurs., Sat.	7 a.m.
do	Watford	do	8	3	do do	1 p.m.
Ancaster	Hamilton	Thomas Hunter	7	12	Tri-Weekly, connecting with Mail	
Appin	Mayfair	James Dalton	3 $\frac{1}{2}$	2	Twice daily in connection with Mon., Wed. and Fri., come Appin	
Arva	Ilderton	W. B. Bernard	25 $\frac{1}{2}$	2	R <sup>nd</sup> trp. Wednesday, Saturday	9 a.m.
Avon	Ingersoll	Wm. Douglas	11	3	do do	2.45 p.m.
Ayr	Galt	George Ray	12	6	Tues., Thurs., Sat	3.30 p.m.
	Paris Station	do	7	6	do do	1 p.m.
Bayham	Ingersoll	Charles Cook	20	3	Daily in connection with mail	
Beamsville	Rosedene	James A. McQueen	10	2	Tues., Thurs., Sat	6 a.m.
Bentley	Rondeau	Thos. R. Morris	19	3	do do	1 p.m.
Birr	Devizes	J. M. Young	10	2	Wednesday, Saturday	11.30 a.m.
Black Creek	Point Abino	B. P. Snider	10	3	do do	8.30 a.m.
Blytheswood	Leamington	Warren Kimball	5	3	Tues., Thurs., Sat	2 p.m.
Boylston	Florence	John Catto	9	6	do do	11 a.m.
Braemar	South Zorra	Alex. Anderson	3 $\frac{1}{2}$	2	do do	12 noon
Brantford	Langford	Hiram Langs	8	3	do do	8.30 a.m.
do	Norwich	James Sealy	24	6	do do	10 a.m.
Bright	Railway Station	John Cameron	4	D <sup>ly</sup> as req.	do	do
Brodhagen	Carronbrook	Ernest Brodhagen	7	1	Saturday	8 a.m.
Bushfield	Blyth	Patrick Phelan	4	1	do	11 a.m.
Cairngorm	Strathroy	Francis Brown	9	2	do	8 a.m.
Calton	Vienna	George W. Cartwright	5	1	Tuesday, Friday	10 a.m.
Canard River	Sandwich	Louis Drouillard	8	1	do	12 noon
					Saturday	3 p.m.
					do	7 p.m.
					do	9 p.m.
					do	9 a.m.
					do	4 p.m.

No. 5.

the year ended 30th June, 1872, stating in each case of Contract, its date and Contract, with the length of each, the time of arrival and departure at the end of stipulated to be paid by the Department.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
		Horseback or otherwise	88 00	1st April, 1872..	Four years.....
at Princeton with mail trains.		do do	150 00	do do	do .....
Tues., Thurs., Sat	5.30 p.m.	do do	375 00	1st January, 1872	One year .....
do do	11.30 a.m.	do do	127 00	do do	do .....
trains at Watford		do do	250 00	1st April, 1872..	do .....
mail trains.		Passenger conveyance.	62 50	1st June, 1872...	Four years.....
cing with mail train West at		Horseback or otherwise	140 00	1st April, 1872..	do .....
Wednesday, Saturday	3.45 p.m.	do do	150 00	do .....	One year .....
do do	2.30 p.m.	do do	299 00	1st July, 1871...	Four years .....
Tues., Thurs., Sat	2.12 p.m.	do do	199 00	do .....	do .....
do do	4.52 p.m.	do do	325 00	1st April, 1872..	do .....
trains		Passenger conveyance.	68 00	1st October, 1871	do .....
do		do do	200 00	1st July, 1871..	do .....
Tues., Thurs., Sat	5 p.m.	do do	80 00	1st July, 1871...	do .....
do do	10 a.m.	do do	135 00	do .....	do .....
Wednesday, Saturday	10.30 a.m.	do do	80 00	1st October, 1871	do .....
do do	12.30 p.m.	do do	195 00	1st January, 1872	do .....
Tues., Thurs., Sat	1 p.m.	do do	45 00	do .....	do .....
do do	4 p.m.	do do	164 00	1st April, 1872..	do .....
Wednesday, Saturday	3 p.m.	do do	400 00	do .....	30th Sept., 1874...
do do	12 noon.	do do	26 00	1st January, 1872	Postmaster General's pleasure...
Tues., Thurs., Sat	10.30 a.m.	do do	50 00	1st October, 1871	One year .....
do do	2 p.m.	do do	25 00	1st January, 1872	Four years.....
do do	9.15 a.m.	do do	52 00	1st Feby., 1872.	Postmaster General's pleasure....
do do	11.15 a.m.	do do	30 00	1st October, 1871	Four years.....
do do	7 p.m.	do do	80 00	1st July, 1871....	do .....
do do	12 noon.	do do			



REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Canboro	Winona	Nelson W. White	23	3	Tues., Thurs., Sat	3.30 p.m. 10.30 a.m.
Cashmere	Clachan	George Everingham	21	1	Saturday	5 p.m. 4 p.m.
Cayuga	Seneca	Edmund Wigg	21	6	Daily connecting	with mail
Chatham	Dresden	Charles McCrae	22	6	Daily	3 p.m. 6 a.m.
do	Morpeth	F. J. Kelly	20	6	do	8 a.m. 2 p.m.
Clifton	Chippawa	Wm. Clark	6	6	do	11 a.m. 2.15 p.m.
do	Niagara	do	15	6	do	6 a.m. 11 a.m.
Clinton	London	Alex. Jamieson	53	6	Connecting daily	with mail
Colinville	Waubuno	Thomas Moore	6	1	Saturday	10 a.m. 8 a.m.
Crediton	Devon	Lewis Holman	4	2	Tuesday, Friday	6.15 p.m. 5 p.m.
Crinan	Wardsville	Duncan McIntyre	8	1	Saturday	12 noon 2.30 p.m.
Delaware	Mount Brydges	Simon Waggoner	3	6	Daily	10.30 a.m. 2.30 p.m.
Dingle	Ethel	Nathaniel Smaldon	10	2	Wednesday, Saturday	8 a.m. 11.30 a.m.
Dornoch	Thamesford	Joel McLeod	Rnd tr'p 29	3	Mon., Wed., Fri.	3.15 p.m. 2 p.m.
Drumbo	Railway Station	Joseph L. Burgess	3	as req.	Dly	Daily connecting with mail trains
Edgumbe	Milverton	Uriah McFadden	23	2	Wednesday, Saturday	6.30 p.m. 7.15 p.m.
Evelyn	London	John Burns	12	2	do do	7.30 a.m. 2 p.m.
Font Hill	St. John's	John Harper	4	2	do do	1 p.m. 10.30 a.m.
Fort Erie	E. & O. R'wy. Stn.	George Lewis	3	12	Connecting with Mail Train	
do	B. L. H.R'wy. Stn.	do	13	12	do do do	
Glanworth	Kellerby	John Hicks	5	2	Wednesday, Saturday	11 a.m. 9 a.m.
Glencoe	Strathburn	John Smith	23	3	Tues., Thur., Sat	8 a.m. 9 a.m.
Goderich	Kincardine	A. M. Polley	35	6	Daily in connection	with mail
Grand Bend	Moray	James B. Gamble	10	2	Wednesday, Saturday	7 a.m. 2 p.m.
Granton	Whalen	John H. Milson	3	2	Tuesday, Saturday	1.30 p.m. 11.45 p.m.
Harrisburg	St. George, &c	Charles Van Every	11	6	In connection with mail trains	
Harriston	Wroxeter	John McLaughlin	16	6	In connection with mail trains	on
Ingersoll	Port Burwell	Angus McKay	32	6	Connecting at Ingersoll	with mail
do	Thamesford	John Lee	5	6	do do	do
Innerkip	Woodstock	Enoch Brown	Rnd tr'p 24	6	Daily	7.30 a.m. 1 p.m.

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Saturday	3 p.m.	One-horse conveyance.	299 00	1st April, 1872.	30th June, 1873...
do	8 p.m.				
Saturday	4.45 p.m.	Hand, &c.	20 00	do	Four years.
do	5.45 p.m.				
trains		Passenger conveyance.	360 00	1st Jan., 1872.	do
Daily	10.30 a.m.	do	550 00	do	do
do	7.30 p.m.				
do	6 p.m.	do	600 00	1st July, 1871.	do
do	12 noon				
do	3.30 p.m.	do	295 00	1st April, 1872.	do
do	12.15 p.m.				
do	2 p.m.	do	400 00	do	do
do	9 a.m.				
trains at Clinton and London		do	1139 00	do	do
Saturday	9.30 a.m.	One-horse conveyance.	39 00	1st Jan., 1872.	One year
do	11.30 a.m.				
Tuesday, Friday	6 p.m.	do	49 88	1st July, 1871.	Four years
do	7.15 p.m.				
Saturday	4.30 p.m.	do	52 00	1st April, 1872.	do
do	2 p.m.				
Daily	3.15 p.m.	do	145 00	do	do
do	11.15 a.m.				
Wednesday, Saturday	10.30 p.m.	do	95 00	do	do
do	10.50 a.m.				
Mon., Wed., Fri.	3 p.m.	One horse or other conveyance	250 00	1st Oct., 1871.	Two years
do	8.15 p.m.				
		By hand	50 90	1st Nov., 1871	Postmaster General's pleasure.
Wednesday, Saturday	7.45 p.m.	Horseback or otherwise	39 00	1st May, 1872.	Four years
do	7 p.m.				
do	5 p.m.	do do	130 00	1st April, 1872.	do
do	10.30 a.m.				
do	11.30 a.m.	do do	45 00	1st July, 1871.	do
do	2 p.m.				
		By hand	50 00	1st Oct., 1871.	Postmaster General's pleasure.
		One horse conveyance.	200 00	1st Jan., 1872.	Two years
Wednesday, Saturday	10 a.m.	do do	40 00	1st Nov., 1871.	Four years
do	12 p.m.				
Tues., Thur., Sat.	9.36 a.m.	do do	60 00	1st July, 1871.	do
do	8.36 a.m.				
trains		Passenger conveyance.	975 00	1st April, 1872.	do
Wednesday, Saturday	4.50 p.m.	do do	70 00	do do	One year
do	9.50 a.m.				
Tuesday, Saturday	12.15 p.m.	Horseback or otherwise	35 00	1st Jan., 1872.	Four years
do	2 p.m.				
Daily		Passenger or other conveyance	273 00	do do	do
W. G. & B. R. R.		do do	250 00	1st July, 1871.	One year
do		do do	485 00	1st October, 1871	do
trains East and West		do do	190 00	do do	Four years
do		do do	380 00	1st April, 1872.	do
Daily	5.30 p.m.				
do	9.15 a.m.				

REPORT NO. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Iona	Morpeth	Thomas Luton	30	6	Daily	6 a.m.
do	St. Thomas	John Deacon	13	6	do	2 p.m.
Jerseyville	Lynden	M. C. Hendershott	4	3	Tues., Thur., Sat.	5 a.m.
Johnson's Mills	Zurich	Caspar Hill	4	2	do do do	5 p.m.
Knapdale	Newbury	Hector McLean	6	1	do do do	10 a.m.
Lilley's Corners	London	Charles Lilley	1	12	do do do	11.30 a.m.
London	Nairn	Angus Fraser	21	3	In connection with mail trains on Tues., Thur., Sat.	7.30 a.m.
Lowbank	Stromness	Isaac Michener	6	2	do do do	1.30 p.m.
Lynnville	Simcoe	John W. McNalley	6½	2	Wednesday, Saturday.	9 a.m.
Mandamin	Oban	Wm. Carrick	3	3	do do do	10.45 a.m.
Milverton	Poole	Valentine Kertcher	4	6	Thursday, Saturday	9 a.m.
Mitchell	Railway Station	John Hicks	½	12	do do do	11 a.m.
Monkton	Stowe	Robert Ferguson	4	2	Tues., Thur., Sat.	8 a.m.
do	do	John McNaught	4	2	do do do	7 a.m.
Montrose	Port Robinson	Oliver Clark	4½	3	do do do	4 p.m.
Musselburg	Poole	David Matthews	½	3	do do do	5.30 p.m.
Niagara	Railway Station	Robt. Warren	½	12	Tues., Thur., Sat.	1 p.m.
Nithburg	Shakespeare	Robert Armstrong	8½	2	do do do	3 p.m.
North Pelham	Port Robinson	Wm. D. McQueen	16	3	Tuesday, Friday	12 noon
North Seneca	Tyneside	Edwd. Bayley	3	2	do do do	3 p.m.
Oban	Vyner	Wm. Carrick	2	1	Tues., Thur., Sat.	4 p.m.
Oil Springs	Petrolia	John Keating	2½	1	do do do	4 p.m.
Paris Station	Simcoe	Jas. Chadwick & Co.	28	6	Wednesday, Saturday.	1.15 p.m.
Point Abino	Railway Station	B. M. Disher	½	12	do do do	12 noon
do	Port Robinson	Alex. Willson	20	3	Tues., Thur., Sat.	9 a.m.
Port Bruce	Port Burwell	G. A. Wannacott	14	3	do do do	3 p.m.
do	Sparta	do	6	6	do do do	4.30 p.m.
Port Lambton	Sombra	E. L. Stoddard	5	6	do do do	12.30 p.m.
Port Rowan	Tilsonburg	Angus McKay	28	3	do do do	11 a.m.
Port Ryerse	Simcoe	Harrison Hall	6	6	do do do	12.30 p.m.
Port Stanley	Railway Station	Manuel Payne	½	24	Mon., Wed., Fri.	12 noon
					Tues., Thur., Sat.	4.00 p.m.
					Daily	12.00 noon
					do	8 a.m.
					In connection with train	noon L. &

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	8 p.m.	Passenger or other conveyance	980 00	1st July, 1871	Four years
do	12 noon	do do	480 00	do do	do
do	7.36 p.m.	do do	480 00	do do	do
do	7.36 a.m.	do do	480 00	do do	do
Tues., Thur., Sat.	12.30 p.m.	Horseback, &c.	100 00	do do	do
do do	11 a.m.	do do	48 00	1st May, 1872	do
Wednesday, Saturday	3.30 p.m.	do do	48 00	1st May, 1872	do
do do	2 p.m.	do do	48 00	1st May, 1872	do
Friday	4 p.m.	do do	22 00	1st Nov., 1871	do
do	10 a.m.	do do	50 cts.	1st April, 1872	do
G. W. R.		One horse conveyance	per diem		
Tues., Thur., Sat.	6 p.m.	do do	259 00	do do	do
do do	12 a.m.	do do	259 00	do do	do
Wednesday, Saturday	12.15 noon	do do	78 00	do do	Sep. 30th, 1874
do do	10.30 a.m.	do do	78 00	do do	do
Thursday, Saturday	12.30 p.m.	Horseback or otherwise	80 00	1st Oct., 1871	One year
do do	10.30 a.m.	do do	80 00	1st Oct., 1871	do
Tues., Thur., Sat.	7.45 a.m.	do do	78 00	1st Jan., 1872	Four years
do do	8.45 a.m.	do do	78 00	1st Jan., 1872	do
Daily	6.46 p.m.	Passenger Conveyance	200 00	1st May, 1872	do
do	5.12 p.m.	do do	D'ubl trp. 0 40	1st July, 1871	do
East and West		do do	0 40	1st July, 1871	do
Wednesday, Saturday	4.30 p.m.	Horseback &c.	50 00	1st Oct., 1871	Postmaster General's pleasure.
do do	6 p.m.	do do	60 00	1st Jan., 1872	Four years
do do	4.30 p.m.	do do	60 00	1st Jan., 1872	do
do do	6 p.m.	do do	60 00	1st Jan., 1872	do
Tues., Thur., Sat.	4 p.m.	do do	75 00	do do	do
do do	3 p.m.	do do	75 00	do do	do
Mon., Wed., Fri.	6.10 p.m.	By hand, &c.	20 30	do do	do
do do	6.40 p.m.	do or otherwise	60 00	1st Oct., 1871	Postmaster General's pleasure.
O. R.		do do	75 00	do do	Four years
Tuesday, Friday	5 p.m.	Horseback or otherwise	75 00	do do	do
do do	2 p.m.	do do	75 00	do do	do
Tues., Thur., Sat.	7.15 p.m.	One horse conveyance	160 00	1st July, 1871	do
do do	3.15 p.m.	do do	160 00	1st July, 1871	do
Wednesday, Saturday	12.45 p.m.	do do	31 20	1st Oct., 1871	do
do do	2 p.m.	do do	31 20	1st Oct., 1871	do
Saturday	12.15 p.m.	do do	26 00	1st Jan., 1872	do
do	11.30 a.m.	do do	26 00	1st Jan., 1872	do
Victoria branch of G. W. R.		Passenger conveyance	391 00	1st April, 1872	Four years.
G. W. R., E. & W.		do do	per day. 1 00	15th Aug., 1871	Postmaster General's pleasure.
B. & L. H., E. & W.		By hand	Dbl. trip 16	1st July, 1871	Four years.
Tues., Thurs., Sat.	7 p.m.	Horseback or otherwise	225 00	do do	do
do do	1 p.m.	do do	225 00	do do	do
do do	3.18 p.m.	do do	190 00	1st April, 1872	do
do do	7.18 p.m.	do do	190 00	1st April, 1872	do
do do	8.12 p.m.	do do	170 00	do do	do
do do	5.42 p.m.	do do	170 00	do do	do
do do	1.30 p.m.	do do	140 00	1st Nov., 1871	31st Dec., 1873.
do do	12 noon	One horse conveyance	140 00	1st Nov., 1871	do
Tues., Thurs., Sat.	9.36 p.m.	Passenger conveyance	511 00	1st Oct., 1871	Four years.
Mon., Wed., Fri.	5.36 p.m.	do do	511 00	1st Oct., 1871	do
Daily	9.15 a.m.	do do	225 00	do do	do
do	1.15 p.m.	do do	225 00	do do	do
P. S. R.		By hand	100 00	1st July, 1871	do

REPORT No. 5.—Report of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Richwood	Railway Station	Wm. Taylor	1/4	6	In connection with mail	trains....
Round Plains	Waterford	Chas. Merrill	4	3	Tues., Thurs., Sat	9.30 a.m.
Sebringville	Railway Station	Isaac Bennett	3/4	12	do do	8 a.m.
Seaforth	Wroxeter	J. R. Ross	28	6	In connection with mail	trains on B. &
Seneca	Railway Station	Peter Young	1/4	12	do do	train E. &
Sombra	Wilkesport	Wm. Kimball	7	3	Tues., Thurs., Sat	do do
Sparta	St. Thomas	Silas Moore	11	6	do do	12.30 p.m.
Uttoxeter	Wanstead	Ephraim A. Jones	6	3	Daily	10 a.m.
Welland	Winger	Jacob Winger	5	1	do	4 p.m.
Windsor	Detroit, U. S.	A. H. Wagner	1 1/4	Daily	Saturday	7 a.m.
					as required in connecti	9.30 a.m.
						11.30 a.m.
						3.15 p.m.
						2 p.m.
Cleveland	Port Stanley	R. J. Drake	2	74	Twice per week service.	on with ar

TORONTO

Albion	Macville	Geo. Taylor	3	3	Tues. Thurs. Sat	11.45 a.m.
do	Mount Hurst	George Taylor	6	3	do do	10 a.m.
do	Station	Daniel Small	1/2	12	Mon. Wed. Fri.	8 a.m.
					do do	9.35 a.m.
Allendale	Painswick	John Huggard	3 1/2	3	Twice daily, in connection with	trains
Alloa	Edmonton	Wm. Townsend	3	3	Mon., Wed., Fri., in connection	with
Alma	Creek Bank	Jas. Graham	3	6	do do	trains
Alton	Cataract	John McQuarrie	3	6	Daily, in connection	with
do	Station	John McQuarrie	1	12	Daily, in connection	with
					Twice daily, in connection	with

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat.	9 a.m.	By hand.....	{ Dbl. trip 25	do do ...	Four years
do do	10.36 a.m.	Horseback, &c.....	68 00	do do ...	do
L. H.		By hand or otherwise..	130 00	1st April, 1872..	do
W. on B. & L. H.		Passenger conveyance..	172 00	1st Oct., 1871...	do
do		By hand, &c.....	{ Dbl. trip 15	1st July, 1871 ..	do
Tues., Thurs., Sat.	11.45 a.m.	Horseback, &c.....	74 28	do do ..	do
do do	2.15 p.m.	Horseback, &c.....	74 28	do do ..	do
Daily	9.15 p.m.	Passenger conveyance..	190 00	1st Jan., 1872...	do
do	6.15 p.m.	Passenger conveyance..	190 00	1st Jan., 1872...	do
Tues., Thurs., Sat.	1 p.m.	Horseback, &c.....	78 00	1st July, 1872...	do
do do	11 a.m.	Horseback, &c.....	78 00	1st July, 1872...	do
Saturday	3 p.m.	do	35 00	1st Dec., 1871...	do
do	4.15 p.m.	do	35 00	1st Dec., 1871...	do
arrival and departure of mail trains		By ferry, &c.....	{ per m'th 20 00	1st Jan., 1872...	do
		By steamboat <i>Lady Franklin</i> .....	50 00	15th July, 1872..	{ To close of navigation.....

DIVISION.

Tues., Thurs., Sat.	10.45 a.m.	Horseback or vehicle..	65 00	9th October....	Two years.
do do	12 noon...	Horseback or vehicle..	65 00	9th October....	Two years.
Mon., Wed., Fri.	11 a.m.	do do ..	48 00	1st July.....	2 years & 9 month
do do	9.15 a.m.	do do ..	48 00	1st July.....	2 years & 9 month
mail trains.		Vehicle.....	50 00	1st October....	Postmaster General's pleasure.
with mail trains.		Vehicle.....	50 00	1st October....	Postmaster General's pleasure.
do		Vehicle.....	50 00	1st October....	Postmaster General's pleasure.
Mon., Wed., Fri.	7 a.m.	Horseback or vehicle..	60 00	1st August.....	
do do	8.30 a.m.	On foot or otherwise...	39 00	1st November...	do do
do		On foot or otherwise...	39 00	1st November...	do do
trains.		Vehicle.....	90 00	4th December...	Six months.
do		do	90 00	9th October....	Postmaster General's pleasure.
mail trains.		do	90 00	9th October....	Postmaster General's pleasure.
do		do	50 00	1st October....	One year.

REPORT NO. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Apto	Phelpston	C. McLaughlin	3	2	Tues., Fri., in connection with	
Arthur	Fergus	R. B. & S. V. Coulson	12	6	Daily	7 a.m.
					do	5.15 p.m.
Arthur	Monck	John Malone	10	1	Saturday	1 p.m.
do	Station	G. C. Green	1	24	do	9.30 a.m.
					Four times daily, in connection	
Ashdown	Turtle Lake	Donald Ross	6½	1	Tuesday	1 p.m.
					do	9 a.m.
Atherley	Rathburn	T. Cuddahee	6	1	Sat., on arr. of mail from Orillia	
Baden	Wellesley	Ernst Harrifield	9	6	Saturday	1 p.m.
					Daily, in connection with mail	
Bala	Gravenhurst	Ezra Jenack	14	1	Monday	8 a.m.
do	Wharf	Ezra Jenack	2	2	Tuesday	8 a.m.
					Thursday, Saturday	11 a.m.
Bamberg	St. Agatha	Ferdinand Walter	5½	2	do do	12 noon
					do do	2.30 p.m.
Banda	Stayner	Thomas Grainger	13	6	Daily, in connection with train	
Barrie	Phelpston	W. H. Crosby	14	3	do	1 p.m.
					Tues., Thurs., Sat.	1.30 p.m.
Beaverton	Station	James Cameron	½	12	do do	7.30 a.m.
					Twice daily, in connection with	
Bobcaygeon	Minden	Hugh Workman	30	6	Daily	7 a.m.
					do	7 a.m.
Bowmanville	Tyrone	Chas. Walker	7	6	Daily	11 a.m.
					do	9 a.m.
Bracebridge	Huntsville	Allan Shay	26	2	Tuesday, Friday	9 a.m.
do					Wednesday, Saturday	8 a.m.
					Wednesday, Saturday	9 a.m.
Bradford	Port Carling	B. H. Johnstone	21	2	Tuesday, Friday	9 a.m.
	Deerhurst	James Tindall	5	3	Mon., Wed., Fri	9.30 a.m.
					do do	7.30 a.m.
Brampton	Claude	Henry Manning	11	6	Daily, in connection with mail	
Brougham	Markham	John Marshall	12	6	Daily	1.30 p.m.
					do in connection with mails	
Brooklin	Station	Robert Darlington	3	12	Twice daily, in connection with	
Brougham	Whitby	James Thornton	12	6	Daily	2.30 p.m.
					do	10 a.m.
Burton	Cartwright	James McGill	5	3	Mon., Wed., Fri	2.30 p.m.
					do do	3.40 p.m.
Bury's Green	Fenelon Falls	James Fell	7	1	Saturdays	11 a.m.
					do	2 p.m.
Caledon	Caldwell	Edward Dawson	10	3	Mon., Wed., Fri., in connection	
do	Station	Edward Dawson	½	12	Twice daily, in connection with	

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
mail from Barrie.		Foot, horse'bk or vehicle	60 00	1st July	Nine months.
Daily.	7.30 p.m.	Vehicle	200 00	18th December	Postmaster General's pleasure.
do	9.15 a.m.				
Saturday	12 noon	Horseback or Vehicle	44 00	1st April	Four years.
do	3.30 p.m.	Vehicle	90 00	18th December	Nine months.
with mail trains.					
Tuesday	11 a.m.	Foot, horse'bk or vehicle	40 00	1st July	Postmaster General's pleasure.
do	3 p.m.	Horseback or otherwise	35 00	1st May	do do
Saturday	2.30 p.m.				
do	1½ hours afterwards.	Vehicle	399 00	1st January, '72.	Four years.
trains.					
Tuesday	4 p.m.	On foot or otherwise	Per trip 3 00		One season.
Monday	4 p.m.				
Thursday, Saturday	3 p.m.	On foot	Per trip 0 50	1st July	Postmaster General's pleasure.
do do	1 p.m.				
Tuesday, Friday	4 p.m.	Horseback or vehicle	60 00	1st July	Four years.
do do	1.30 p.m.				
Daily, within three hours afterwards		Vehicle	473 00	1st October	do
do in time to exchange mails.					
Tues., Thurs., Sat.	11 a.m.	Passgr or other vehicle.	280 00	1st April	do
do do	5 p.m.				
mail trains.		Vehicle	45 00	1st August	Postmaster General's pleasure.
Daily	1 p.m.	Passenger Stage	601 00	1st July	Four years.
do	1 p.m.				
Daily	10.30 a.m.	Vehicle	149 00	1st October	do
do	12.30 p.m.				
Tuesday, Friday	3 p.m.	Horseback or vehicle	295 00	1st April	do
do do	4 p.m.				
Tuesday, Friday	5 p.m.	On foot or otherwise	Per trip 2 25	1st January	do
Wednesday, Saturday	5 p.m.				
Mon., Wed., Fri	8.30 a.m.	Horseback or vehicle	74 50	1st April	do
Mon., Wed., Fri., one hour after arrival of mail trains.					
		Passenger Stage	400 00	9th October	One year.
Daily	12 noon				
do	4.15 p.m.	Wagon or otherwise	325 00	1st October	do
mail trains.					
Daily		On foot	60 00	5th January	do
do	12.45 p.m.	Wagon or otherwise	325 00	1st October	do
do	5.15 p.m.				
Mon., Wed., Fri	4.40 p.m.	Horseback or vehicle	60 00	1st August	Postmaster General's pleasure.
do do	3.30 p.m.				
Saturdays	4 p.m.	On foot or horseback	45 00	1st October	Four years.
do	1 p.m.				
with mail trains.		Vehicle	80 00	9th October	One year.
mail trains.					
do		do	50 00	1st October	do
mail trains.					



REPORT No. 5—Report of New Contracts, entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Cambray	Station	Robert Moffatt	2 1/2	12	Twice daily, in connection with	
Cannington	Lindsay	Joseph Thornhill	20	6	Daily	12.30 p.m.
do	Manilla	S. Conway	5 1/2	6	do	7 a.m.
do	Pefferlaw	John H. Reekie	10	3	Daily, in connection with mail	
do	Station	John Ward	2 1/2	12	Mon., Wed., Fri.	12.30 p.m.
					do do	8.45 a.m.
					Twice daily, in connection with	
Carnegie	Paisley	S. Ewart	8	1	Monday	9 a.m.
Cherrywood	Dunbarton	John Williams	33 1/2	3	do	1 p.m.
Churchill	Lennox	Henry Sloan	3	2	Mon., Wed., Fri.	11 a.m.
Churchville	Lisgar	Richard Nicholls	4	2	do do	1 p.m.
Collins Inlet					Wed., Sat., in connection with	
					Tuesday, Friday	2 p.m.
					do	12 noon
					In connection with mails from	
					per mo	
Collingwood	Killarney	D. Cameron	15	3	Daily, in connection with train.	
	Owen Sound	Chas. Cameron	42	6	Daily	5 a.m.
Colpoy's Bay	Owen Sound	Jas Grier	27	3	Mon., Wed., Fri.	8 a.m.
Coldwater	Victoria Harbor	Chas. A. Boulton	40	3	Tues., Thurs., Sat.	8 a.m.
					Daily between Coldwater and	
					Victoria Harbor and Wabashene.	
					Rnd trip	
Craigvale	Station	Robt. G. McCraw	1 1/2	12	Twice daily in connection with	
Danforth	Kingston Road	Wm. Kirk	1	3	Mon., Wed., Thurs., in con. with	
					mails from Toronto & Rouge Hill	
Dorking	Hawksville	M. P. Empey	10	3	Tues., Thurs., Sat.	7.30 p.m.
Drayton	Hollen	Thos. Mannell	5	6	do do	5 p.m.
Dryden	Listowel	Samuel Davidson	10	6	Daily, in connection with mail	
Dundalk	Ronaldsny	J. McArdle	10	2	Daily, in connection with mail	
					Wednesday, Saturday	12.30 p.m.
					do do	8 a.m.
Durham	Mount Forest	S. V. Coulson	16	6	Daily	2 a.m.
Edgar	Hawkstone	Wm. Hodges	27	3	do	10 a.m.
					Mon., Wed., Fri., in connection	
Elora	Harriston	Robt. Dalby	31	6	Daily	1 p.m.
					do	5.30 a.m.
do	Harriston	John Daw	31	6	do	1.30 p.m.
do	Salem	John R. Weisler	1	6	do	5.30 a.m.
					do	8.05 a.m.
					do	7.45 a.m.

Division during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
mail trains.		Vehicle	95 00	1st August	One year.
Daily	11 a.m.	do	490 00	1st April	Four years.
do in connection with mail trains.		do	150 00	1st January	Three months.
Mon., Wed., Fri.	11 a.m.	Passenger Stage	150 00	1st April	Six months.
do do 2½ hours after arrival of mails from Toronto.		Vehicle	50 00	1st January	Postmaster General's pleasure.
Monday, after arrival of mail.		Horseback or vehicle	52 00	1st January	Four years.
Monday	11 a.m.				
Mon., Wed., Fri.	2 p.m.	Foot, horse'bk or vehicle	65 00	1st July	One year.
do do	12 noon				
mail trains from Lefroy.		Horseback or vehicle	52 00	1st April	Six months.
Tuesday, Friday	1 p.m.	Foot, horse'bk or vehicle	50 00	1st August	Eleven months.
do do	3 p.m.				
Penetanguishene.		Boat or otherwise	2 90	Close navigation.	Four years.
Daily	1.30 p.m.	Passenger or other vehicle	Per seas.	Close navigation.	One season.
do Eight and a half hours afterwards			3 50		
Mon., Wed., Fri.	3.30 p.m.	Horseback or vehicle	440 00	1st May	Four years.
do do	3.30 p.m.				
Wabashene, and tri-weekly between		Boat, vehicle or otherwise	300 00	1st May	Postmaster General's pleasure.
trains.		On foot	30 00	1st July	do do
Mon., Wed., Fri, in connection with mails from Toronto and Rouge Hill		On foot	62 40	1st October	Six months.
Tues., Thurs., Sat	7 p.m.	Horseback or vehicle	156 00	1st April	Four years.
do do	9.30 p.m.	do	156 50	4th December	Six months.
trains.		Vehicle	240 00	do	
Wednesday, Saturday	11 a.m.	On foot or otherwise	80 00	1st January	Postmaster General's pleasure.
do do	3.30 p.m.				
Daily	1 a.m.	Vehicle	251 85	18th December	
do	5 a.m.				
with mail trains.		Horseback or vehicle	225 00	4th December	Four years.
Daily	11.42 a.m.	Passenger or other vehicle	400 00	do	Postmaster General's pleasure.
do	7.42 p.m.				
do	11.42 a.m.	do	795 00	1st April	Four years.
do	7.42 p.m.				
do	8 a.m.	On foot or otherwise	30 00	11th December	Postmaster General's pleasure.
do	8.20 a.m.				

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Day	Hour.
Elsinore.....	Skipness.....	James Johnston.....	5½	1	Monday.....	8 a.m....
Enfield.....		Oshawa.....	Wm. Martyn.....	14	2	do do.....
Eunismore.....	Frank Hill.....	Thos. Franks.....	6	1	Tuesday, Friday.....	8 a.m....
Erbville.....		Waterloo.....	John L. Erb.....	5	1	do do.....
Falkenburg.....	Ullswater.....	Thos. W. Gaffney.....	14	2	Friday.....	5 p.m....
Fergus.....		Metz.....	John Mitchell.....	8	1	do.....
Flesherton.....	Van Zeleur.....	Thos. Gilbert.....	6½	2	Tuesday, Friday.....	12 noon...
Franklin.....		Mount Horeb.....	Wm. Reynolds.....	6	2	do do.....
Galt.....	Puslinch.....	Alex. Eannatynne.....	14	2	Tuesday, Saturday.....	7 a.m....
Goodwood.....		Station.....	Michael Chapman.....	1½	6	do do.....
Gormley.....	Unionville.....	Wm. White.....	23	3	Tuesday, Friday.....	12 noon...
do.....		Frederick Eckhardt.....			22	3
Green River.....	Whitby Road.....	John Windsor.....	1½	6	Monday, Wednesday, Friday.....	9.45 a.m.
do.....		Whitby Road.....	John Windsor.....	1½	6	Daily, in connection with mail from Markham to Whitby.....
Greenbank.....	Wick Station.....	Isaac Cragg.....	6	6	Daily, in connection with mail from Markham to Whitby.....	7 a.m....
Harriston.....		Mount Forest.....	Susan V. Coulson.....	10	6	Daily.....
Hepworth.....	Park Head.....	Wm. Simpson.....	3	2	do do.....	6 a.m....
Hockley.....		Lorretto.....	Wm. Farley.....	6	1	Tuesday, Saturday.....
Hawkston.....	Station.....	Jas. Houston.....	8	12	do do.....	1.30 p.m.
Humber.....		Weston.....	Wm. W. Scott.....	9	3	Wed., as soon as possible after arrival of mail from Bondhead.....
do.....	Tormore.....	Jas. Sharp.....	8	1	Daily, as may be required in connection with mail from Bondhead.....	Twice daily, in connection with
Huntsville.....	Ravenscliff.....	Jas. Sharp.....	8	1	Mon., Wed., Fri., do.....	do do
Huston.....	Trecastle.....	D. Callaway.....	4	6	Wednesday.....	1 p.m....
Innisfil.....		Lefroy.....	John Black.....	8½	6	do do.....
Johnson.....	Owen Sound.....	David Butchart.....	15	3	Tues., Thurs., Sat.....	1 p.m....
Kenilworth.....	Petherton.....	Thos. Bunston.....	3	6	do do.....	8 a.m....
do.....		Station.....	Robt. Hayward.....	1	12	Daily in connection with mail from Bondhead.....

Division, during the year ended 30th June 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Monday	11.45 a.m.	Foot, horseb'k or vehicle	35 50	1st July.	Postmaster General's pleasure.
do	9.45 a.m.				
Tuesday, Friday	3 p.m.	Horseback or vehicle..	121 13	do	Four years.
do	11 a.m.				
Friday	4.12 p.m.	do	35 00	1st January, 1872	Postmaster General's pleasure.
do	6.12 p.m.				
do	4 p.m.	do	45 00	1st July.	Four years.
do	2 p.m.				
Tuesday, Friday	10.30 a.m.	do	Per trip.	1st April.	do
do after arrival of mails from Bracebridge.					
Friday	2.30 p.m.	Horseback or otherwise	50 00	do	Six months.
do	5.30 p.m.				
Wednesday, Saturday	8.35 a.m.	Horseback or vehicle..	50 00	1st October	Four years.
do	11.35 a.m.				
Tuesday, Saturday	10.30 a.m.	Vehicle	60 00	1st January	do
do do after arrival of mail.					
Tuesday, Friday	10 a.m.	Horseback or vehicle..	130 00	do	do
do do trains.	3 p.m.				
		On foot	30 00	1st October	Postmaster General's pleasure.
		Vehicle	300 00	do	Six months.
Mon., Wed., Fri., intime to connect with the mails.		Horseback or vehicle..	237 00	1st April.	Four years.
Daily, after exchange of mail.		On foot or otherwise	60 00	do	do
Daily, after exchange of mail.		do	50 00	1st July.	Nine months.
trains.		Vehicle	200 00	1st January	Three months.
Daily	8 a.m.	Passenger Stage	300 00	4th December	Postmaster General's pleasure.
do	6 p.m.				
Tuesday, Saturday	2.30 p.m.	On foot or otherwise	55 00	1st May.	Four years.
do	1 p.m.				
Wed., 1½ hours afterwards in time to connect with mail.		Horseback or vehicle..	25 00	1st August.	Two yrs. and 11 mo.
mail trains.		On foot	60 00	4th December.	Six months.
connection with trains	}	Horseback or vehicle..	365 00	9th October.	One year.
do					
Wednesday	12 noon.	On foot or otherwise	52 00	1st April.	Postmaster General's pleasure.
do	5 p.m.				
trains.		Vehicle	140 00	4th December	Six months.
Daily	12.15 p.m.	Horseback or vehicle..	290 00	1st April.	Four years.
do	9.30 a.m.				
Tues., Thur., Sat.	11.45 a.m.	do do	225 00	1st September	do
do	4.45 p.m.				
trains.		Horseb'k or otherwise.	156 00	18th December.	Nine months.
mail trains.		On foot	60 00	do	do

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE	
From	To				Days.	Hours.
King						Daily, (Sundays' excepted) leaving ble mail to reach King Station, train going north. Leave King arrive at Oak Ridges one and
Kirkwall	Oak Ridges	W. Connor	7½	6		Daily, after arrival of mail from to Kirkwall, and thence to Rockton
Klineburg	Rockton	Wesley Stockwell	15	6		Twice daily, in connection with
do	Station	Thos. White	1¼	12		Twice daily, in connection with
Langstaff	Station	Joseph Dennis	1¼	12		Daily in connection with mail
	Thornhill	Henry Richards	1¼	6		
Lemonville	Ringwood	} Matthew Flint {	4	3	Mon., Wed., Fri.,	in connection
Ringwood	Stouffville		2¼	6	Daily	in connection with trains
Leskard					Daily	in connection with trains
	Newcastle	} Wm A. Silverwood {	10	6	Daily	in connection with mails
	Oakwood		4	3	do	do
	Port Hoover		5	3	Mon., Wed., Fri.,	in connection
Little Britain	Valentia				Tues., Fri.,	in connection with
Lisbon	Wellesley	John Zinkam	2	2		
Magnetawan	Rosseau	Jas. Miller	33	1	Monday	8 a.m.
					do	8 a.m.
Malton			23		Daily	in connection with mail
do	Mono Mills	S. Heacock		6	Daily	4.30 p.m.
	Sandhill	E. Heacock	12	6	do	9.15 p.m.
Manchester	Vallentyne	Jas. Speiran	20	6	do	1 p.m.
do	Station	Wm. Davis	1	12	Twice daily,	in connection with
Markham					Daily	in connection with mail
do	Kingston Road	Rich. & Henry Crew	10	6	Mon., Wed., Fri.,	11 a.m.
do	Milnesville	Henry H. Reid	2½	3	do do	10 a.m.
	Station	Jas. J. Barker	¾	12	Twice daily,	in connection with
Mary Lake	Utterson	H. G. Ladell	3	2	Tues., Fri.,	in connection with
Meaford					Saturday,	in connection with the
Mono Mills	Strathnairn	Richard Ford	8	1	Daily	in connection with the mail
Mount Forest	Mono Road Station	John Mills	9	6	Daily	7 a.m.
do	Owen Sound	R. B. & S. V. Coulson	47	6	do	2 a.m.
	Station	J. Coyne	½	24	Four times	daily, in connection
Myrtle					Twice daily,	in connection with
Normantun	Station	Reuben Hurlburt	¼	12	Daily	6.30 a.m.
	Walkerton	Wm. Gilbert	31	6	do	7 a.m.
North Keppel	Owen Sound	Wm. Cuddie	2	2	Tuesday, Friday	8 a.m.
Oakwood					Wednesday, Saturday	8 a.m.
	Port Hoover	Wm. A. Silverwood	9	6	Daily	9 a.m.
Orangeville	Station	John Paisley	¾	12	do	11.30 a.m.
					Twice daily,	in connection with

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Oak Ridges at such an hour as to enable time to be forwarded by morning P.O., after arrival of train, and a half hours afterwards.		Vehicle .....	265 00	1st July .....	Four years.
Dundas, thence to Westover thence		Horseback or vehicle ..	160 00	1st April .....	do
mail trains.		Vehicle .....	100 00	1st October .....	Six months.
mail trains.		Vehicle or otherwise ..	95 00	1st April .....	Four years.
from Toronto.		On foot .....	40 00	1st October .....	Postmaster General's pleasure.
with trains from Stouffville.		Vehicle .....	120 00	do	do do
from Cannington.		do .....	244 00	do	Four years.
do		do .....	237 50	1st December ..	
with mails from Oakville.		Horseback or vehicle ..	50 00	1st January .....	Four years .....
mail.		Vehicle .....	156 00	1st August .....	Postmaster General's pleasure.
Monday		do .....	800 00	1st July .....	Three months.
do		Passenger stage .....	400 00	9th October .....	Four years.
trains.		Horseback or vehicle ..	500 00	1st July .....	Six months.
Daily		On foot, or in a vehicle.	80 00	5th June .....	One year.
do		Vehicle .....	200 00	1st October .....	Nine months.
do		On foot or otherwise ..	40 60	do	One year.
do		Vehicle .....	50 00	18th September.	do
do		On foot or otherwise ..	40 00	1st October .....	Postmaster General's pleasure.
mail trains.		Horseback or vehicle ..	49 50	do	Four years.
From Rouge Hill and Toronto.		Pass. or other vehicle.	300 00	9th October .....	One year.
Mon., Wed., Fri		Vehicle .....	1,034 51	18th December ..	
do		On foot .....	90 00	do	Six months.
do		do .....	50 00	5th June .....	One year.
do		Passenger stage .....	480 00	1st July .....	Four years.
do		Horseback or vehicle ..	282 00	1st May .....	do
do		do do .....	225 00	1st July .....	do
do		Vehicle .....	50 00	1st October .....	One year.

REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From.	To				Days.	Hours.
Orillia	Station	Alvah Doolittle	3	12	Twice daily, in connection with	
do	Station	A. W. B. McMullen	1	12	Twice daily, in connection with	
Petersburg	St. Agatha	Conrad Baeur	2	6	Daily	11 a.m.
Pinedale	Wick	John Barker	4	2	do	10 a.m.
Pine Grove	Woodbridge	Chas. Burkholder	1 1/2	6	Tuesday, Friday	4 p.m.
do	Woodbridge	Wm. A. Sloan	1 1/2	6	do	5.30 p.m.
Port Perry	Station	Henry Miller	1/2	12	Daily	7.30 a.m.
do	Uxbridge	Jerome Twohy	13	6	do	9.10 a.m.
Prince Albert	Station	H. H. McCaw	4	12	do	7.30 a.m.
Reaboro	Station	John Holbert	1/2	6	do	9.10 a.m.
Rockside	Salmonville	John Douglas	4	2	Twice daily, in connection with	
Shanty Bay	Station	Thompson White	1/2	6	Daily	7 a.m.
Siloam	Uxbridge	Aaron Dayton	5	2	do	11.30 a.m.
Sonya	Wick Station	Lewis Harper	5	3	do	11.30 a.m.
do	Wick Station	James W. Crawford	5	3	do	11.30 a.m.
Stouffville	Station	Mutthew Flint	1/2	12	do	11.30 a.m.
Thunder Bay	Pigeon River	J. W. Cousens	40	2 per month	do	12 noon
Toronto	Silver Islet				do	do
do	T. & N. Rly. St'n	Jas. Jones	1	24	do	9.30 a.m.
do	T. G. & B. Ry. St'n	James Jones	3	12	do	9.30 a.m.
do	T. & N. Station	Jas. Jones	1	12	do	9.30 a.m.
do	Yorkshire	Jas. Peacock	1 1/2	12	do	9.30 a.m.
Unionville	Station	Wm. White	1/2	12	do	9.30 a.m.
Uxbridge	Station	John A. Plank	1-5	12	do	9.30 a.m.
do	Station	John Hamilton	1-5	12	do	9.30 a.m.
Vallentyne	Station	John Hamilton	24	24	do	9.30 a.m.
	Sunderland Station	Jas. Winfield	6	6	do	9.30 a.m.

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
mail trains.		On foot.....	80 00	27th November	Three months.
mail trains.		Vehicle.....	Per trip 0 25	1st April.....	Four years.
Daily.....	10.30 a.m.	Horseback or vehicle..	90 00	1st July.....	do
do.....	11.30 a.m.				
Tuesday, Friday.....	6.30 a.m.	On foot or otherwise...	40 00	1st October.....	Postmaster General's pleasure.
do do.....	5 p.m.				
Daily connection with trains.		do do	75 00	9th do	Six months.
do.....	8 a.m.	do do	50 00	1st April.....	Four years.
Daily.....	2.30 p.m.	Vehicle.....	55 00	5th June.....	One year.
do.....	10 a.m.	Passenger stage.....	400 00	1st October.....	do
mail trains.		Vehicle.....	55 00	5th June.....	do
mail trains.		On foot.....	35 00	1st October.....	Postmaster General's pleasure.
Tuesday, Friday.....	1.30 p.m.	Vehicle.....	60 00	1st March.....	
do do.....	12 noon				
trains.		On foot or otherwise..	35 00	1st April.....	do do
Tuesday, Friday.....	1.15 p.m.	Horseback or vehicle..	55 00	do	Six months.
do do.....	10.15 a.m.				
Mon., Wed., Fri., after exchange mails		do do	90 00	1st June.....	Three months.
do do do do		do do	90 00	1st April.....	Four years.
Mon., Wed., Fri., after exchange mails		do do	90 00	18th September.	One year.
do do connection with trains		Vehicle.....	50 00		
mail trains.		Boat or Snow Shoes, &c.....	Per trip 37 00	Close navigation.	Four years.
Duluth.....		Vehicle.....	Per trip 0 30	1st October.....	One year.
with mail trains.		do.....	Per trip 0 30	do	do
trains.		do.....	Per trip 0 30	18th September.	do
mail trains.		Wagon or other vehicle.	100 00	1st April.....	Four year.
Twice daily.....	8.50 a.m.	On foot, or in a vehicle.	50 00	18th September.	One year.
do.....	6.50 p.m.	do do	50 00	do	Three months.
do.....	6.20 p.m.	Vehicle.....	90 00	1st January.....	Four years.
mail trains.	8.20 a.m.	do.....	200 00	do	Six months.



REPORT No. 5.—Report of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Walkerton.....	Wroxeter.....	John Gofton.....	22	6	Daily.....	1 p.m....
					do.....	6.30 p.m.
Whitby.....	Station.....	Geo. Robson.....	1	12	Twice daily, in connection with	
Woodbridge.....	Station.....	Chris. Burkholder.....	1	12	Twice daily, in connection with	
do.....	Station.....	Wm. A. Sloan.....	1	24	Four times daily, in connection	
Woodville.....	Nipissing Station.....	John C. Gilchrist.....	1	6	Daily in connection with mail	
do.....	Nipissing Station.....	D. Stanton.....	1	6	Daily in connection with mail	
do.....	Station.....	J. C. Gilchrist.....	2	12	Twice daily, in connection with	

KINGSTON

Addison.....	Bellamy's Station.....	Augustus Taplin.....	7	6	Daily, to connect with train.	
Albury.....	Rednersville.....	John Rose.....	4	3	Tues., Thurs., Sat.....	9.40 a.m....
					do do.....	8.30 a.m.
Algonquin.....	Maitland.....	Mrs. E. McKenzie.....	6	2	Wednesday, Saturday.....	3.30 p.m....
					do do.....	5.15 p.m....
Almonte.....	Clayton.....	John Gemmill.....	11	3	Mon., Wed., Fri.....	4 p.m....
do.....	do.....	do.....	11	6	Daily.....	12 noon....
					do.....	4 p.m....
Arden.....	Tamworth.....	G. Boomhower.....	21	1	Saturday.....	12 noon....
					do.....	7 a.m....
Aultsville.....	East Williamsburg.....	Herbert E. Snyder.....	2	6	Daily.....	1 p.m....
					do.....	7 p.m....
Bath.....	Stella.....	Æneas McMullen.....	7	2	Wednesday, Saturday.....	5 p.m....
					do do.....	11 a.m....
Belleville.....	Bridgewater.....	Wm. B. Wemp.....	30	6	Daily.....	8 a.m....
					do.....	2 p.m....
do.....	Hillier.....	Abraham Phillips.....	24	3	Tues., Thurs., Sat.....	6 a.m....
					do do.....	7 a.m....
					do do.....	12 noon....
Bellrock.....	Colebrook.....	Elonson Snider.....	12	2	Tuesday, Saturday.....	11.30 a.m....
					do do.....	8 a.m....
Bishop's Mills.....	Oxford Mills.....	Asa W. Bishop.....	8	2	Tuesday, Friday.....	2.30 p.m....
					do do.....	5 p.m....
Bridgewater.....	Madoc.....	Wm. B. Wemp.....	12	2	Wednesday, Saturday.....	7 a.m....
					do do.....	2 p.m....
Brighton.....	Campbellford.....	William Wade.....	20	6	Daily.....	1.30 p.m....
					do.....	6.30 a.m....
Campbellford.....	Stirling.....	Peter J. Weaver.....	17	3	Mon., Wed., Fri.....	7 a.m....
					do do.....	1.30 p.m....
Cannifton.....	Wallbridge.....	William Moon.....	6	3	Tues., Thurs., Sat.....	10.15 a.m....
					do do.....	8.30 a.m....
Carleton Place.....	Railway Station.....	George A. Cornell.....	1	12	Twice daily to connect with trains	

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Daily	11 a.m.	Passenger stage or other vehicle	275 00	1st October	Four years,
do	5.30 p.m.				
mail trains.		Vehicle	Per trip 0 12½	5th June	One year.
do					
do		do	50 00	1st October	Six months.
do		Vehicle or otherwise	70 00	1st April	Four years.
do		Vehicle	100 00	do	do
do		do	78 25	1st January	Three months.
do		do	95 00	1st August	Two months.

DIVISION.

do		Horseback or vehicle	127 00	1st Oct., 1871	Four years.
Tues., Thurs., Sat.	9.20 a.m.	do do	48 52	1st Jan., 1872	Postmaster General's pleasure.
do do	10.30 a.m.				
Wednesday, Saturday	6.30 p.m.	do do	52 00	1st Feb., 1872	Four years.
do do	4.45 p.m.				
Mon., Wed., Fri.	2.30 p.m.	do do	156 00	1st July, 1871	31st Aug., 1871.
do do	6.30 p.m.				
Daily	2.30 p.m.	do do	312 00	1st Sept., 1871	Four years.
do	6.30 p.m.				
Saturday	6 p.m.	do do	99 00	1st Jan., 1872	do
do	12 noon				
Daily	5.30 p.m.	Horseback or otherwise	60 00	do do	do
do	7.30 p.m.				
Wednesday, Saturday	9.45 a.m.	Boat or otherwise	90 00	do do	do
do do	12.45 p.m.				
Daily	12 noon	Public or other vehicle	550 00	do do	30th June, 1874.
do	8 p.m.				
Tues., Thurs., Sat.	6 p.m.	Horseback vehicle or stage	400 00	1st Oct., 1871	Four years.
do do	11 a.m.				
Tuesday, Saturday	11 a.m.	Horseback or vehicle	95 00	1st Jan., 1872	do
do do	2 p.m.				
Tuesday, Friday	6.45 p.m.	do do	65 00	1st Oct., 1871	do
do do	4.15 p.m.				
Wednesday, Saturday	7 p.m.	do do	240 00	1st Jan., 1872	do
do do	12 noon				
Daily	10.30 a.m.	Public or other vehicle	488 00	1st April, 1872	do
do	5.30 p.m.				
Mon., Wed., Fri.	5.30 p.m.	Horseback or vehicle	275 00	do do	do
do do	11 a.m.				
Tues., Thurs., Sat.	10 a.m.	Horseback or otherwise	68 00	1st Oct., 1871	do
do do	11.45 a.m.				
do		Public vehicle or otherwise	Per trip 0 08	do do	do

## REPORT No. 5.—Report of New Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Chantry.....	Harlem.....	Samuel Chant.....	1 <sup>1/2</sup>	2	Wednesday, Saturday do do	3.15 p.m. 4.30 p.m.
Colborne.....	Dundonald.....	John Barker.....	7	2	Tuesday, Friday do do	3 p.m. 12.30 p.m.
do.....	do.....	do.....	7	2	do do	12 noon.....
do.....	Norwood.....	David Simmons.....	31	6	do	9 a.m.....
Cobourg.....	Roseneath.....	David McRoberts.....	20	3	Tues., Thurs., Sat. do do	1.30 p.m. 6 a.m.
Desert Lake.....	Loughboro'.....	John M. Snook.....	11	1	Saturday do	7.30 a.m. 12 noon.....
Farmersville.....	Phum Hollow.....	T. W. O. Sherman.....	6	2	Tuesday, Friday do do	11.30 a.m. 9.30 a.m.
Franktown.....					Twice daily to connect with trains	
Frankville.....	B. & O. Ry. Stn.	James Jackson.....	4	12	Daily to connect with trains on B.	
Gemley.....	Irish Creek Stn.	Joel Church.....	11	6	Tuesday Monday	10 a.m. 3 p.m.
Glanmire.....	Mountain Grove.	W. H. Kennedy.....	27	1	Monday	9.15 a.m.
	Millbridge.....	Samuel Armstrong.....	7	1	do	11.30 a.m.
Glen Tay.....	Perth.....	John Hargrave.....	4	6	Daily do	6 p.m. 7.15 p.m.
Haliburton.....	Minden.....	S. Thompson.....	19	3	Tues., Thurs., Sat. do do	7 a.m. 1 p.m.
Hawkesbury.....	Grenville Wharf— Summer.....	Thomas Kelly.....	2	12	Daily or as required Wednesday, Saturday	to connect 11.45 a.m. 10.30 a.m.
Hillier.....	Roschall.....	Isaac G. Ferguson.....	2 <sup>3/4</sup>	2	do do	3 p.m.
Hilton.....	Onguey.....	Albert H. Smith.....	4	1	Friday do	1.30 p.m. 12.30 p.m.
Inkerman.....	Iroquois.....	Michael Ault.....	21	6	Daily do	6 a.m. 11 a.m.
Inverary.....	Lake Opinicon.....	B. S. Davidson.....	14	2	Monday, Friday do do	7 a.m. 5 p.m.
Keene.....	Norwood.....	Robt. Richardson.....	18	3	Tues., Thurs., Sat. do do	5 p.m. 5 a.m.
Kemptville.....	Merrickville.....	George A. Leslie.....	18	6	Daily to connect with train	As required to connect with trains
do.....						
Kilmarnock.....	St. L. & O. R. Stn.	do.....	1	18	Tuesday, Saturday do do	10.15 a.m. 8 a.m.
	Smith's Falls.....	James Corbett.....	8 <sup>1/2</sup>	2		
Kingsford.....	Lonsdale.....	Robert Carteer.....	2	3	Tues., Thurs., Sat. do do	3 p.m. 4 p.m.
do.....					do do	9 a.m.
do.....	Marysville.....	John Schermerhorn.....	6 <sup>1/2</sup>	3	do do	12 noon.....
Lanark.....	McDonald's Cor's.	James Bowes.....	14	3	do do	7 a.m.
do.....					do do	12 noon.....
do.....	Perth.....	James Allan.....	12	6	Daily do	4.30 a.m. 6.30 p.m.
Lancaster.....					Twice daily as may be required to	
	G. T. R. Stn.....	Wm. Gillespie.....	1	12		

Division, during the year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	5.15 p.m.	On foot or otherwise...	20 00	1st July, 1871...	Postmaster General's pleasure.
do do	1 p.m.				
Tuesday, Friday	2.15 p.m.	Horseback or vehicle	44 80	1st Nov., 1871...	31st Mar., 1872.
do do	4.45 p.m.				
do do	2.15 p.m.	do do	50 00	1st April, 1872..	Four years.
do do	4.45 p.m.				
Daily	2.30 p.m.	Public or other vehicle.	620 00	do do	do
do	6.30 p.m.				
Tues., Thurs., Sat.	10 a.m.	do do	295 00	do do	do
do do	5.30 p.m.				
Saturday	3 p.m.	Horseback or otherwise	59 00	1st Sept., 1871...	Postmaster General's pleasure.
do	10.30 a.m.				
Tuesday, Friday	10.45 a.m.	Horseback or vehicle..	65 00	1st July, 1871...	Four years.
do do	12.45 p.m.				
do do	8 a.m.	Pub'c or other vehicle }	Per trip 0 11	1st Jan., 1872...	do
do do	5 p.m.				
O. Ry.	1.10 p.m.	do do	195 00	1st July, 1871...	do
do	11 a.m.				
Tuesday	8 a.m.	Horseback or vehicle..	140 00	1st June, 1872...	31st Dec., 1873.
do	5 p.m.				
Monday	1.10 p.m.	Horseback or otherwise	32 00	1st Nov., 1871...	Postmaster General's pleasure.
do	11 a.m.				
Daily	7.05 p.m.	Horseback or vehicle..	150 00	1st Jan., 1872...	Four years.
do	6.50 p.m.				
Tues., Thurs., Sat.	5 p.m.	Foot or otherwise ....	223 00	1st July, 1871...	30th June, 1872.
do do	11 a.m.				
with steamers.		Boat .....	Per trip 0 65	do do	Four years.
do					
Wednesday, Saturday	11.15 a.m.	Horseback or otherwise	50 00	1st April, 1872..	do
do do	12.30 p.m.				
Friday	2.30 p.m.	do do	30 00	1st Jan., 1872. .	do
do	4 p.m.				
Daily	10.30 a.m.	Public or other vehicle.	450 00	1st Oct., 1871...	do
do	5 p.m.				
Monday, Friday	10 a.m.	Horseback or otherwise	163 00	1st April, 1872..	30th June, 1872...
do do	2 p.m.				
Tues., Thurs., Sat.	9 a.m.	Public or other vehicle.	279 00	1st Oct., 1871...	Postmaster General's pleasure.
do do	9 p.m.				
do do	9 p.m.	do do	475 00	do do	Two years.
do do	9 p.m.				
do do	9 p.m.	Horseb'k or otherwise }	Per trip 0 10	1st Jan., 1872...	Four years.
do do	9 p.m.				
Tuesday, Saturday	9.45 p.m.	Horseback or vehicle..	85 00	1st July, 1871...	Postmaster General's pleasure.
do do	12 noon.				
Tues., Thurs., Sat.	4.45 p.m.	Foot or otherwise ....	30 00	1st Nov., 1871...	31st March, 1872..
do do	3.45 p.m.				
do do	1.30 p.m.	Horseback or vehicle..	100 00	1st April, 1872..	Four years.
do do	10.30 a.m.				
do do	3 p.m.	do do	234 00	do do	do
do do	10 a.m.				
Daily	9 p.m.	Pub vehicle or otherwise	136 00	1st Oct., 1871...	do
do	7 a.m.				
connect with trains.		do do	Per trip 0 25	1st July, 1871...	31st March, 1874..
do					

## REPORT No 5.—Report of New Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE	
From	To				Days.	Hours.
Lancaster	Summerstown	W. Gillespie	6	3	Tues., Thurs., Sat.	2 p.m.
do	do	do	6	3	do do	3.45 p.m.
Lansdown	Warburton	Jas. H. Keating	4½	1	Saturday	2 p.m.
Latimer	Woolf's Corners	Thos. Reynolds	1	3	do do	3.45 p.m.
Malone	Marmora	William Derry	13	1	Saturday	4.30 p.m.
Marble Rock	Gananoque Stn.	George Emery	4½	2	do do	1.30 p.m.
Martintown	Riviere Raisin	Angus McVean	12	6	Daily	to connect between Inverary and Kingston.
Maynooth	Thanet	Luke Fayn	36	2	do	12 noon
Merrickville	Irish Creek Stn.	Mrs. S. Crozier	9	6	Monday, Thursday	12 noon
Mille Roches	G. T. R. Stn.	Peter N. Tait	¾	12	Tuesday, Friday	6 a.m.
do	Moose Creek	Oscar Winters	20	2	do do	6 a.m.
do	do	James Cleary	20	2	Wednesday, Saturday	7 a.m.
Morrisburg					do do	1 p.m.
					Daily	1 p.m.
North Douro	Waddington, N.Y.	S. S. Stata	3	6	do	Twice daily to connect with trains
North Lancaster	Railway Station	Wm. Hamilton	¼	12		2.30 p.m.
Perth	Macdonald's Cor's.	Alexander Leclair	3	6	Daily to connect with	Courier
Peterboro'	Tennyson	John Devlin	10	1	Saturday	11 a.m.
do	Railway Station	Thomas Eastland	1	24	do	8 a.m.
do	Warsaw	Charles Payne	16	3	As may be required to	connect
Point Fortune	Vankleek Hill	R. Thistlethwaite	18	6	Tues., Thurs., Sat.	2 p.m.
Prescott	Ogdensburg, N.Y.	Charles Plumb	2	18	do do	7.30 a.m.
St. Raphael W.	Macdonald's Cor's.	Mrs. M. McDonell	2	6	Daily	1 p.m.
Spencerville	St. L. & O. R. Stn.	Mrs. Mary Imrie	½	6	do	6.30 a.m.
Stoco	Tweed	Allan Dafoe	8	2	Three times daily as may be	
					Daily to connect with	Courier
					Daily to connect with	trains.
					Tuesday, Friday	4 p.m.
					do do	6.45 p.m.

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat.	5 p.m.	Horseback or vehicle..	\$ 78 00	1st July, 1871...	31st March, 1872.
do do	3.15 p.m.				
do do	5 p.m.				
do do	3.15 p.m.	do do	117 00	1st April, 1872..	Four years.
Saturday	2.30 p.m.	Horseback or otherwise	27 75	1st Feb., 1872...	Postmaster General's pleasure.
do	5.30 p.m.				
with Courier, passing each way					
		On foot or otherwise..	30 00	1st April, 1872..	do do
Saturday	7 p.m.	Horseback or otherwise	52 00	1st Oct., 1871...	Four years.
do	3 p.m.				
with Courier from Gananogue		do do	45 00	1st Feb., 1872...	Two years.
Daily	2.30 p.m.	Horseback or vehicle..	288 00	1st April, 1872..	Four years.
do	8.15 p.m.				
Tuesday, Friday	5 p.m.				
Monday, Thursday	5 p.m.	do do	400 00	1st Oct., 1871...	do
		Public or other vehicle.	200 00	1st July, 1871...	do
		On foot or otherwise. {	Per trip 0 12	do do	Postmaster General's pleasure.
Tuesday, Friday	5 p.m.	Public or other vehicle.	234 00	1st Aug., 1871...	
do do	11 a.m.	do do	185 00	1st Jan., 1872...	Four years.
Wednesday, Saturday	5 p.m.				
do do	11 a.m.				
Daily	3.45 p.m.	Boat and on foot... {	Paid by U. S. P. O. Dept. 95 00	1st Oct., 1871...	Postmaster General's pleasure.
do	2.15 p.m.				
from Riviere Raisin		Vehicle or otherwise {	Per trip 0 10	1st Nov., 1871..	do do
Saturday	16 a.m.	Horseback or vehicle..	100 00	1st April, 1872..	Four years.
do	1 p.m.	do do	34 00	1st Oct., 1871...	do
with trains		Pub'c or other vehicle {	Per trip 0 12½	1st July, 1871...	do
Tues., Thurs., Sat	11 a.m.	do do	200 00	1st July, 1871...	do
do do	5.30 p.m.	Horseback or vehicle..	380 00	1st Dec., 1871...	do
Daily	10.30 a.m.				
do	5 p.m.				
required.		Boat or sleigh.....	400 00	1st July, 1871...	do
passing to L'Original		On foot or otherwise..	70 00	1st April, 1872..	do
		do do	62 40	1st Jan., 1872..	Four years.
Tuesday, Friday	8.45 p.m.	Horseback or vehicle..	77 00	1st Oct., 1871...	do
do do	6 p.m.				

## REPORT No. 5.—Report of New Contracts entered into in the Chief Post Office

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Aubigny	Sevigné	P. G. Aubrey	25	1	Friday	9 a.m.
					do	9 a.m.
Aylmer	Eardley	Richd. Fogarty	17	2	Wednesday, Saturday	5 a.m.
					do do	9.30 a.m.
Bagot	High Falls	Thos. Dillon	13	1	Monday	11.30 a.m.
					do	7 a.m.
Bell's Corners	Fallowfield	Patrick Hays	4	3	Tues., Thurs., Sat.	11.10 a.m.
					do do do	9 a.m.
Bristol	Clarendon Centre	Geo. Hodgins	8	6	Daily in connection with mails to	
do	Clarendon Front	N. McKillop	3	6	do	do
do	Clarendon Front	N. McKillop	3	6	do	do
	Sand Point	A. F. Graham	4½	6	Daily	12.30 p.m.
					do	1.45 p.m.
Calumet Island					Mon., Wed., Fri., in connection with	
	Collfield	C. Barsalou	1½	6	Daily	5 p.m.
Carillon	Ottawa (North Shore)	J. W. Campbell	82	6	do	7 p.m.
do	Ottawa (South Shore)	Jas. Murray, Jun.	79	6	do	7 a.m.
			5	3	Tues., Thurs., Sat.	6.30 p.m.
Cobden	Forester's Falls, (Osceola)	Wm. Graham	12		do do do	4 p.m.
Collfield	Otter Lake	D. Lunam	20	1	Thursday	7 a.m.
					Friday	5 a.m.
Cumberland	Buckingham Wharf	G. G. Dunning	1	12	Twice daily in connection with	
Dacre	Griffith	Jas. Mills	20	2	Tuesday, Saturday	6 a.m.
do					do do	2 p.m.
do	Renfrew	Alex. Jamieson	14	3	Mon., Wed., Fri.	11.30 a.m.
					do do do	6 a.m.
Dunbarbin	March	Thos. Smythe	18	3	Tues., Thurs., Sat., in connection	
do	South March		6	3		
Eastman's Springs	Ottawa	D. H. Eastman	13	1	Saturday	8 a.m.
					do	2 p.m.
Fort Coulonge	Hargrave	Jno. McMullen	16	3	Tues., Thurs., Sat.	2 p.m.
					do do do	7 a.m.
do	Waltham	John Landon	13	2	Tuesday, Saturday	1 p.m.
					do do	8 a.m.
Griffith	Matawachan	John McGregor	10	1	Tuesday	12.30 p.m.
					do	7 a.m.
Hargrave	Portage du Fort	E. Murphy	7	3	Daily in connection with mails to	
do	Portage du Fort	E. Murphy	7	6	do	do
Hazeldean	Stittsville	John Young	3½	3	Tues., Thurs., Sat., in connection	
Low	Venosta	John Macauley	8	1	Saturday	6 p.m.
					do	3 p.m.
March	South March	Thos. Smythe	12	3	Tues., Thurs., Sat., in connection	

Inspector's Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.	
Days.	Hours.					
Friday.....	4 p.m.	Vehicle.....	64 00	1st Dec., 1871...	Postmaster (General's pleasure.	
do.....	4 p.m.					
Wednesday, Saturday.....	9 a.m.	Horseback or vehicle	Per trip 2 00	Opening of navigation.....	Four years.	
do do.....	1.30 p.m.					
Monday.....	10 a.m.	do	do	80 00	1st January, 1872	do
do.....	2.30 p.m.	do	do	72 00	1st June, 1872...	do
Tues., Thurs., Sat.....	9.50 a.m.	do	do	295 00	1st April, 1872..	do
do do do.....	12 noon.	do	do	45 00	1st August, 1871.	Season of navigation
and from Sand Point.....		do	do	60 00	Opening of navigation, 1872...	Four years.....
do do.....		do	do	100 00	25th Dec., 1871.	During close of navigation.....
Daily.....	2.45 p.m.	do	do	64 00	1st July, 1871...	Four years.....
do.....	1.30 p.m.	do	do	1150 00	Close of navigation, 1871.....	do.....
the mails to and from Portage du Fort		Vehicle or boat.....		1080 00	do	do.....
Daily.....	12 m.	do	do	156 00	1st January, 1872	do.....
do.....	10 a.m.	Vehicle.....		125 00	1st July, 1871..	do.....
do.....	12 m.	do	do	60 00	Opening of navigation.....	do.....
do.....	10 a.m.	do	do	260 00	1st July, 1871...	do.....
Tues., Thurs., Sat.....	5.30 p.m.	Horseback or vehicle..		190 00	1st April, 1872..	do
do do do.....	7.45 p.m.	do	do	120 00	1st January, 1872	do
Friday.....	12 night.	do	do	100 00	1st June, 1872...	do
Thursday.....	2 p.m.	do	do	290 00	1st October, 1871	do
mail steamers to and from Ottawa.....		Boat.....		180 00	1st Dec., 1871...	do
Tuesday, Saturday.....	7 p.m.	Horseback or vehicle..		200 00	do	Postmaster General's pleasure.
do do.....	11 a.m.	do	do	220 00	1st October, 1871	Four years.
Mon., Wed., Fri.....	9 a.m.	do	do	75 00	1st Sept., 1871..	do
do do do.....	2.30 p.m.	do	do	52 00	1st July, 1871...	do
with mails to and from Ottawa.....		do	do	110 00	1st Dec., 1871,....	One month.
Saturday.....	5 p.m.	do	do			
do.....	8 p.m.	do	do			
with mails to and from Ottawa.....		do	do			



REPORT No. 5—Report of New Contracts entered into in the Chief Post Office

ROUTE,		Name of Contractor,	Distance,	Times per week.	DEPARTURE.	
From					Days.	Hours.
March	Wharf	W. H. Berry	4	6	Daily in connection with mail ste	
Mattawa			1 & 2	per		
North Nation Mills	Nipissingan	Jas Chapman	65	1 mth	In connection with mails from Ra	
	Thurso	Thos. Cole	9	6	Daily in connection with mail ste	
do	Thurso	J. W. Campbell	10	3 W	Daily in connection with mail ste	
North Wakefield					Daily	
	Ottawa	Wm. Patterson	26	6	do	
Osceola	Stafford	R. Childerhose	9	2	Tuesday, Saturday	
Ottawa					Daily	
	P. O. Department	P. Batterton	5	6	do	
do	Taylorholme	Chas. Taylor	8	1	Saturday	
Portage du Fort					do	
	Ross	E. Murphy	3	6	Daily in connection with mails at	
Rapides des Joachims					Tues. and Fri., in connection wi	
	Rowanton	Alex. McDougall	20	2	Wednesday, Saturday to and fro	
Renfrew					Daily	
	Sand Point	Alex. Jamieson	14	3	do	

MONTREAL

Abercorn	Railway Station	George Shepard	3	6	In connection with mail trains.	
Adamsville	Brigham	R. Goddard	4	6	In connection with mail trains.	
	Granboro'	R. Goddard	6	3	Tues., Thurs., Sat.	
Beresford					do do	
	Ste. Adèle	V. Charbonneau	12	2	Tuesday, Saturday	
Berthier					do do	
	Ste. Elizabeth	Jos. Leclaire	9	3	Mon., Wed., Fri.	
do	St. Norbert	P. Jalbert	15	6	do do	
do	Sorel	Frs. Boucher	5	6	do varying according to season.	
do	Ile Dupas	J. Bte. Moreau	2½	3	Tues., Thurs., Sat.	
					do do	
Brigham	Railway Station	Hon. A. B. Foster	½	12	In connection with mail trains.	
Sutton	Railway Station					
West Brome	Railway Station					
Carillon	Lachute	A. Burch	10	6	Daily in connection with mail from	

Inspector's Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
amer to and from Aymer		On foot .....	10 00	1st August, 1871.	Postmaster General's pleasure.
rides des Joachims		On foot or in a canoe..	200 00	1st July, 1871...	Four years.
amer at Thurso		Horseback or vehicle..	370 50	1st August, 1871.	Two months.
amer at Thurso		do do ..	370 50	do do ..	One year.
Daily do	2 p.m.	Vehicle.....	148 00	1st October, 1871.	Four years.
do	5 p.m.				
Tuesday, Saturday	10 a.m.	Horseback or vehicle..	80 00	1st January, 1872	do
do do	2 p.m.				
Daily	4.05 p.m.	Vehicle .....	Per day 1 00	12th April, 1872.	Until June 30, 1872
do	8.50 a.m.				
Saturday	8 a.m.	Horseback or vehicle..	65 00	1st July, 1871...	Six months.
do	2 p.m.				
Sand Point		On foot or otherwise ..	100 00	Close of navigation, 1871.....	Four years.....
th mails to Pembroke		Horseback or vehicle..	200 00	1st July, 1871...	do
Daily do	5.30 p.m.	Vehicle .....	497 00	1st April, 1872..	do
do	12 night.				

DIVISION.

		On foot or otherwise ..	50 00	1st Nov., 1871...	Postmaster General's pleasure.
		Vehicle.....	90 00	do do .....	Four years.
Tues., Thurs., Sat.	10.15 a.m.	do .....	78 00	do do .....	do
do do	8.45 a.m.				
Tuesday, Saturday	3 p.m.	do .....	125 00	1st April, 1872..	do
do do	11 a.m.				
Mon., Wed., Fri.	1 p.m.	do .....	92 00	1st July, 1871...	do
do do	10 a.m.				
Daily do	3 p.m.	do .....	300 00	1st July, 1871...	do
do	10.45 a.m.				
		Steamer or boat.....	200 00	1st Oct., 1871...	Postmaster General's pleasure.
Tues., Thurs, Sat.	9.30 a.m.	Canoe .....	48 00	1st Jan., 1872...	do do
do do	8.30 a.m.				
		On foot.....	120 00	1st Nov., 1871..	do do
Montreal.		Vehicle.....	250 00	1st July, 1871...	Four years.

REPORT NO. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Carillon	Vaudreuil Station.	Chas. Proulx	25½	6	In connect'n with mail from Ottawa On arrival of train from Montreal.	
Cedars	Coteau Landing	B. Hurteau	10	6	In connection with mail trains.	
Chambly Basin	St. Cesaire	L. St. Germain	15	6	In connection with mail stage to	
Chambly Canton	Montreal	Leandre Robert	16	6	In connection with railway.	
Chambly Basin	St. Hilaire Station.	Pierre Scott	13	6	In connection with mail trains.	
Chatboro'	Cushing	C. A. Bradford	3	2	Wed., Sat., in connection with	
Coaticook	Paquetteville	F. Paquette	22	2	Tuesday, Saturday	8 a.m.
do	Stanstead	S. C. Burns	19	6	Monday, Friday	8 a.m.
do	Stanstead	Geo. T. Cooper	19	6	Daily	1.30 p.m.
do	Drew's Mills	A. K. Fox	5	1	do	8 a.m.
Cote St. Paul	Montreal	P. Chicoine	4	6	Daily	10 a.m.
Cote des Saints	St. Monique des deux Montagnes.	Felix Brien	1	6	do	8.30 a.m.
Cowansville	Dunham	A. Pickle	6	6	do	11 a.m.
do	Railway Station	Chas. Brown	¼	12	In connection with stage between	
Daillebout	Joliette	F. Riberdy	14	6	In connection with trains.	
Derby Line	Stanstead	H. A. Channell	1½	12	In connection with trains.	
Stanstead	Railway Station.	H. A. Channell	1½	12	In connection with trains.	
Drummondville	La Baie	Louis Cusson, jr.	24	3	Tues., Thurs., Sat.	6.30 a.m.
do	St. Germain	George Lamethe	4½	6	In connection with mail from	
East Farnham	Railway Station	C. H. Mansfield	1	6	In connection with mail from	
Egypte	St. Ephrem d'Upton	V. Laperche	8½	3	In connection with trains.	
Farnboro'	West Shefford	W. S. Scott	2½	3	In connection with trains.	
Fardon	Haseville	Thos. Hase	7	2	Tues., Thurs., Sat., in connection	
do	Railway Station	S. W. Ross	14	6	Tues., Thurs., Sat., in connection	
Genoa	St. Hermas	James Gordon	3	2	Wed., Sat., in connection with	
Georgeville	Smith's Mills	W. Paige	10½	6	In connection with mail trains.	

Division, during the Year ended 30th June, 1872.—*Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
In five hours.....		Vehicle.....	\$ 325 00	Close of navigation, 1871.....	Four years.
do do.....			312 00		
and from Montreal.....		do.....	239 00	1st April, 1872..	do
.....		do.....	139 00	do do..	do
.....		do.....	280 00	1st October, 1871.	do
arrival of mails at Cushing.....		do.....	26 00	1st Dec., 1871..	Postmaster General's pleasure.
Monday, Friday.....	4 p.m.	do.....	175 00	1st July, 1871...	Four years.
Tuesday, Saturday.....	4 p.m.				
Daily.....	Noon.....	do.....	400 00	25th April, 1872.	30th June, 1873,
do.....	5.30 p.m.				
do.....	Noon.....	do.....	375 00	1st Feb., 1872..	24th April, 1872.
do.....	5.30 p.m.				
Saturday.....	11 a.m.	do.....	37 00	1st Jan., 1872..	Four years.
do.....	10 a.m.	do.....	120 00	1st October, 1871.	Postmaster General's pleasure.
Daily.....	12.10 p.m.	do.....	46 00	1st June, 1872...	30th June, 1876.
do.....	9.40 a.m.				
St. Eustache and St. Scholastique.....		do.....	160 00	1st Nov., 1871..	Four years.
.....		do.....	50 00	30th Oct., 1871.	do
Daily.....	4 p.m.	do.....	310 00	1st April, 1872..	do
do.....	Noon.....	do.....	125 00	1st Jan., 1872...	do
.....		do.....	234 00	1st October, 1871.	do
Mon., Wed., Fri., in five hours... Melbourne.		do.....	150 00	1st July, 1871...	Four years.
Tues., Thurs., Sat., in five hours... Melbourne.		do.....	52 00	1st Nov., 1871..	Postmaster General's pleasure.
.....		do.....	117 00	1st April, 1872..	One year.
with mail trains.		do.....	52 00	do do..	Postmaster General's pleasure.
with mail trains.		do.....	50 00	1st June, 1872...	do do
mail trains.		do.....	8 00	1st Dec., 1871...	do do
at St. Hermas to and from Montreal.		On foot.....	40 00	1st October, 1871	do do
.....		Vehicle.....	299 00	do do..	Four years.

## REPORT No. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Granby	Roxton Pond <i>via</i> Savage's Mills	John Wilkins	25	3	Tues., Thurs, Sat.	8 a.m.
do	St. Pie.	John J. Doherty	15	6	Returning to Granby Daily	4.30 p.m. 8 a.m.
Grenville	Steamboat Wharf.	G. Shepherd	3	12	In connection with	steamboat
Hatley	Mass. Valley Ry.	D. H. Pope	3½	6	In connection with mail	trains.
Hemmingford.	Huntingdon.	J. H. Vosburgh	32	6	In connection with mail	trains.
Joliette	Rawdon	P. O. Morin	18	6	Daily	1 p.m. 7.30 a.m.
do	St. Elizabeth	Josh. Desilets	9	6	do	8 a.m. 10.30 a.m.
Kelso	Trout River	P. McFarlane	2½	3	Mon., Wed., Fri., in connection	
Knowlton	Sutton Junction	John McMannus	7	6	In connection with mail	trains.
Lachenaie	Terrebonne	J. Laurier	4½	3	Tues., Thurs., Sat., in connection	mail to and from Montreal.
Lac Masson	New Glasgow	F. X. Poitras	21	2	Wednesday, Saturday.	1 p.m. 6 a.m.
Lac Masson Road.	St. Hippolyte de Kilkenny	R. Martin	3	2	Wed., Sat., in connection with	
Lake Megantic	Stornoway	J. McDonald	15	2	Tuesday, Friday	8 a.m. 1 p.m.
do	Piopolis	Rev. P. B. Champagne	7	1	Saturday	10 a.m.
L'Assomption	St. Julienne	J. Renaud	23	6	Daily	8 a.m. 12.30 p.m.
Lapigeonniere.	St. Edouard	Josiah Hamelin	1	6	do (Summer)	6 p.m. 8 p.m. 8 a.m.
Lawrenceville	North Stukely	Chas. Gendron	4	3	do (Winter)	10 a.m.
Magog	Sherbrooke	H. N. Traver	19½	6	Tues., Turs., Sat., in connection	
Montreal P. O.	Richelieu Steam- boat Wharf.	A. Dumaine	½	12	Daily	2 p.m. 8.30 a.m.
Mount Johnson	Versailles	J. Marcoux	3	6	In connection with	Richelieu
Napierville	Stottville	A. Guay	7	6	In connection with mail	trains.
North Sutton	West Brome	S. Sweet	2	6	In connection with mail	trains.
Paquetteville.	St. Malo	M. Roy	5	2	Tuesday, Saturday	5 p.m. 3 p.m.
Pearceton	Riceburg	James Briggs	2½	2	Wed., Sat., in connection with	way Station.
Pte aux Trembles.	River des Prairies.	P. Roi	6	3	Tues., Thurs., Sat.	6.30 p.m. 5 p.m.

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
.....	.....	.....	\$ cts.	.....	.....
Daily	2.30 p.m.	Vehicle	175 00	1st April, 1872..	Four years.
do	10.30 a.m.	do	400 00	do do..	do
mail.					
.....	.....	On foot	44 90	Spring 1872.....	do
.....	.....	Vehicle	140 00	16th Nov., 1871.	30th June, 1875.
.....	.....	do	950 00	1st April, 1872..	Four years.
Daily	11 a.m.	do	360 00	1st Jan., 1872..	do
do	4.30 p.m.	do	216 00	1st July, 1871..	do
do	12.30 p.m.	do	48 00	1st October, 1871	Postmaster General's pleasure.
do	10 a.m.	do	190 00	1st Jan., 1872..	do do
with mail from Huntingdon to Dundee					
.....	.....	do	52 00	do do	
with the mail at Terrebonne with the					
Wednesday, Saturday	11 a.m.	do	190 00	1st July, 1871..	Four years.
do do	7 p.m.	do	32 00	do do..	Postmaster General's pleasure.
courier from New Glasgow					
.....	.....	do	120 00	1st Feby., 1872..	do do
Tuesday, Friday	5 p.m.	do	40 00	1st April, 1872..	do do
do do	11 a.m.	do	450 00	do do..	30th Sept., 1874.
Saturday	9.30 a.m.	do	100 00	1st Nov., 1871..	Postmaster General's pleasure.
do	11.30 a.m.	do	63 00	1st April, 1872..	Four years.
Daily	6 p.m.	do	400 00	1st Jan., 1872..	do
do	11 a.m.	do	0 70	Spring 1872.....	Postmaster General's pleasure.
do (Summer)	9 p.m.	do	79 00	1st October, 1871	Four years.
do (Winter)	7 p.m.	do	130 00	1st April, 1872..	do
do	11 a.m.	do	50 00	30th Oct., 1871..	Postmaster General's pleasure.
with stage from Waterloo					
Daily	Noon	do	30 00	1st June, 1872..	
do	5.30 p.m.	do	75 00	1st April, 1872..	do do
Company's steamers.					
.....	.....	do	0 70	Spring 1872.....	Postmaster General's pleasure.
.....	.....	do	79 00	1st October, 1871	Four years.
.....	.....	do	130 00	1st April, 1872..	do
.....	.....	do	50 00	30th Oct., 1871..	Postmaster General's pleasure.
Tuesday, Saturday	4.30 p.m.	do	52 00	1st July, 1871..	do do
do do	6.30 p.m.	do	30 00	1st June, 1872..	
arrival of mail at Riceburg from Rail-					
.....	.....	do	30 00	1st June, 1872..	
Tues., Thurs., Sat	6 p.m.	do	75 00	1st April, 1872..	do do
do do do	7.30 p.m.	do			

## REPORT NO. 5.—Report of New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Ricard's	St. Hermenegilde	C. Dupuis	1	1	Friday, in connection with courier	
Rigaud	Ste. Marthe	C. Belanger	9½	3	Tues., Thurs., Sat., in connection	
River David	St. Hugues	A. Milette	20	6	In connection with mail from	
River du Loup	Ste. Ursule	L. Lupien	5½	6	Daily	4 p.m.
Roxton Falls	Waterloo	J. L. Bombardier	18	2	Monday, Friday	8 a.m.
St. Adèle	Ste. Jérôme	T. Trudelle	16	3	do do	1.30 p.m.
St. Aimé	Yamaska	Josh. Couturier	6½	6	Tues., Thurs., Sat.	1 p.m.
St. Angèle	Ste. Marie	F. X. J. Ponton	6	2	do do	6 p.m.
St. Bazile le Grand	St. Bruno R.y. St'n	E. Lalumière	4	6	In connection with mail	trains.
St. Bonaventure	St. Guillaume	O. Salois	7½	3	Tues., Thurs., Sat	2.30 p.m.
St. Damase	St. Hyacinthe	C. Dupont	7½	3	do do	4.30 p.m.
St. Damien de B.	St. Gabriel de B.	J. B. Duperreault	6½	2	do do	9 a.m.
St. Didace	St. Gabriel de B.	N. Neven	6	3	Monday, Thursday	Noon
St. Gabriel de B.	St. Norbert				do	do
St. Elizabeth	St. Felix de Valois	Eph. Aubin	10½	6	Tues., Thurs., Sat	4.15 p.m.
St. Felix de Valois	St. Jean de Matha	G. Marcil	8	3	do do	2 p.m.
St. Hilaire Station	St. Jean Bte. de R.	F. Lemonde	5	6	Daily	8 a.m.
St. Hugues	St. Hyacinthe	Alf. Houle	14	6	do	11 a.m.
St. Henri de Mascouche	Terrebonne	L. Boimier	5½	3	do	10.30 a.m.
St. Hyacinthe	St. Jude	Thos. Lemieux	13½	6	do	8.30 a.m.
St. Stanislas de K.	Valleyfield	F. Cardinal	7	3	Mon., Wed., Fri.	12.15 p.m.
St. Valentin	Stottville	Frs. Hétier	3	6	do do	6 a.m.
Sweetsburg	Railway Station	A. Pickle	¾	12	In connection with mail	trains.

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
from Paquetteville to Coaticook.		Vehicle.....	\$ cts. 20 00	1st October, 1871.	Postmaster General's pleasure.
with steamboat mails from Montreal.		do .....	115 00	1st July, 1871...	Four years.
Sorel and St. Hyacinthe.		do .....	460 00	do do ...	do
Daily .....	11.30 a.m.	do .....	120 00	1st April, 1871..	Postmaster General's pleasure.
do .....	5.30 p.m.	do .....			
Monday, Friday .....	5 p.m.	do .....	124 00	do do ..	Four years.
do do .....	11.30 a.m.	do .....			
Tues., Thurs., Sat.	10 a.m.	do .....	250 00	1st October, 1871.	do
do do .....	5 p.m.	do .....			
Sorel.		do .....	146 00	1st July, 1871...	do
Wednesday, Saturday .....	10.30 a.m.	do .....			
do do .....	9 a.m.	do .....	50 00	1st April, 1872..	Postmaster General's pleasure.
do .....		do .....	52 00	do do ..	do do
Tues., Thurs., Sat.	6 p.m.	do .....	83 00	do do ..	do do
do do .....	4 p.m.	do .....			
do do .....	1 p.m.	do .....			
do do .....	10.30 a.m.	do .....	100 00	1st July, 1871...	
Monday, Thursday .....	3.30 p.m.	do .....			
do do .....	1.30 p.m.	do .....	64 00	1st Jan., 1872...	Postmaster General's pleasure.
Tues., Thurs., Sat.	3.15 p.m.	} do .....	313 00	1st July, 1871...	Four years.
do do .....	5.30 p.m.				
Daily .....	1 p.m.				
do .....	10 a.m.				
do .....	10 a.m.	do .....	175 00	do do ...	do
do .....	Noon.	do .....	112 00	do do ...	do
Mon., Wed., Fri.	8 a.m.	do .....	166 00	1st Jan., 1872...	do
do do .....	2.15 p.m.	do .....	295 00	1st July, 1871...	do
with Montreal mail stage.		do .....	84 00	do do ...	Postmaster General's pleasure.
do .....		do .....	324 00	do do ...	Four years.
with mail from Coteau Landing.		do .....	90 00	do do ...	One year.
do .....		do .....	80 00	1st Jan., 1872...	Four years.....
do .....		do .....	52 00	1st Nov., 1871..	do .....



## QUEBEC

## REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Adlerley .....	St. Pierre Baptiste.	Pierre Augustin Drolet	3	3	Tues., Thurs., Sat. .... do do .....	Noon.... Noon....
Avignon.....	Matapedia.	Maurice Blaquière	7	1	Thursday .....	8 a.m....
Batiscan.....	St. Narcisse .....	Adrien Lacourcière	9	3	do do .....	10 a.m.... 9.30 a.m.
Batiscan Bridge.	St. Pierre les Becquets .....	Landry Lesage.....	3	6	do do .....	1.30 p.m.
do do .....	St. Stanislas .....	Narcisse Fugère .....	13	6	Daily, in connection with Richelieu	
Beaurivage .....	Parkhurst .....	Owen Loughrey .....	3	3	Daily .....	6 a.m....
Broughton .....	East Broughton.	C. H. J. Hall.....	6	1	do do .....	1 a.m....
Buckland.....	St. Magloire .....	Pierre Tanguay .....	18	1	Mon., Wed., Fri. ....	6 a.m.... 7 a.m....
Cacouna.....	R. R. Station....	Nazaire Marchand...	7½	6	do do .....	11 a.m.... 2 p.m....
Cap à l'Aigle....	Murray Bay .....	Joseph Savard .....	3	8	Fridays .....	11 a.m.... 6 a.m....
Cap Santé.....	Les Ecureuils....	Pierre Pagé.....	3	7	Daily, in connection with trains.	
Chester.....	North Ham .....	Pierre Beauchéne...	10	2	Daily .....	5 a.m....
do .....	St. Christopher...	do do .....	8	3	do do .....	9 p.m.... 10 a.m.... 10 a.m....
Chicoutimi .....	Quebec .....	St. Lawrence Tow Boat Company .....	236		Tues., Thurs., Sat. ....	11 a.m.... 8 a.m....
do .....	St'mboat Landing.	Auguste Néron .....	3		do do .....	8 a.m.... 10 a.m....
Clapham .....	Inverness .....	Andrew S. Johnson...	10	2	As required .....	7 a.m.... 7 a.m....
Danville .....	St. George de Windsor .....	E. Marcotte .....	10	2	As required in connection with	
East Broughton..	West Broughton.	Cyrille Vallée.....	18	1	As required .....	7 a.m.... 7 a.m....
Father Point....	Gulf Ports Str's. & Ocean Mail Str's	David Lawson .....	½		As required .....	7 a.m.... 7 a.m....
do .....	Rimouski .....	Pierre D. Rouleau .....	6		As required .....	7 a.m.... 7 a.m....
Fox River.....	St. Anne des Monts.	Jean Lepage .....	107	1	As required .....	7 a.m.... 7 a.m....
Frampton .....	St. Claire Bridge.	James Devereux .....	18	6	As required .....	7 a.m.... 7 a.m....
Garthby.....	Stornoway.....	Edouard Grenier.....	16	1	As required .....	7 a.m.... 7 a.m....

DIVISION.

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues., Thurs., Sat.	1 p.m.	Horseback or vehicle..	45 00	1st Jan., 1872...	Postmaster General's pleasure.
do do	1 p.m.				
Thursday	11.30 a.m.	Foot, horseb'k or vehicle	35 00	1st Oct., 1871...	30th Sept., 1875.
do	9.30 a.m.				
Tues., Thurs., Sat.	3 p.m.	Vehicle.....	72 00	1st July, 1871...	30th June, 1875.
do do	11 a.m.				
steamers.		Boat or on foot.....	12 00	14th June, 1872.	Season 1872.
Daily	1 p.m.	Vehicle.....	172 00	1st Jan., 1872..	31st Dec., 1875.
do	9 a.m.				
Mon., Wed., Fri.	8 a.m.	Foot, horseb'k or vehicle	32 00	1st April, 1872..	31st March, 1876.
do do	7 a.m.				
Fridays	1 p.m.	Horseback or vehicle..	30 00	1st June, 1872...	Postmaster General's pleasure.
do	Noon				
Saturdays	10 a.m.	do do	60 00	1st Oct., 1871...	30th Sept., 1872.
do	3 p.m.				
		Vehicle.....	{ Per trip 1 00	1st July, 1871...	Season, 1871.
		Horse or vehicle....	{ Per trip 0 50	4th July, 1871..	1st Sept., 1871.
Daily	10 p.m.	On foot.....	{ Per trip 0 50	10th April, 1872.	Season, 1872.
do	6 a.m.				
Tuesday, Saturday	3 p.m.	Vehicle.....	80 00	1st July, 1871...	30th June, 1875.
do do	Noon				
Tues., Thurs., Sat.	10 a.m.	do	100 00	1st Oct., 1871...	30th Sept., 1875.
do do	1 p.m.				
As required.	8 a.m.	Steamer.....	{ Per trip 30 00	30th April, 1872.	Summer arrang'm't.
do	11 a.m.				
do		Vehicle..	{ Per trip 0 50	8th May, 1872..	do do
Wednesday, Saturday	12.30 p.m.	do	88 00	1st Oct., 1871..	30th Sept., 1875.
do do	9.30 a.m.				
do do	11 a.m.	do	62 48	1st April, 1872..	31st Dec., 1872.
do do	1 p.m.				
Fridays	Noon	do	75 00	1st June, 1872..	Postmaster General's pleasure.
do	5 p.m.				
do		Boat.....	{ Per seas. 50 00	29th April, 1872.	Summer arrang'm't.
do		Vehicle.....	{ Per trip 0 75	do do	do do
Mondays	6 a.m.	Foot, horseb'k or vehicle	520 00	1st April, 1872..	31st March, 1876.
Tuesdays	Noon				
Daily	7 a.m.	Vehicle.....	400 00	1st Jan., 1872..	31st Dec., 1875.
do	12 p.m.				
Wednesdays	5 p.m.	Horseback or vehicle..	80 00	do do	do
do	Noon				

REPORT NO. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hour.
Gaspé Basin.....					As required, in connection with	
do .....	Gulf Port Steamers	J. J. Kavanagh.....	200.		Alternate Thursdays, according to	
do .....	North Shore of the River St. Lawrence	James Adams.....		Fort-nightly.		
do .....	Percé .....	Philippe F. Vardon.....	36	3	Mon., Wed., Fri.....	2 p.m.....
Grande Baie.....					Tues., Thurs., Sat.....	Noon.....
					As required in connection with	
Grandes Coudées.....	St'mboat Landing.	Etienne Levesque.....	2		Thursdays.....	8 a.m.....
	Jersey.....	Michael Cahill.....	14	1	do .....	1 p.m.....
Inverness .....					Tues., Thurs., Sat.....	1 p.m.....
Isle aux Coudres.....	Leeds .....	H. McCutcheon.....	12	3	do do .....	9 a.m.....
	St. Paul's Bay.....	Augustin Dufour.....	12	1	Fridays .....	3 p.m.....
Kinnear's Mills.....					Saturdays .....	7 a.m.....
La Beauce.....	Leeds .....	H. McCutcheon.....	9	3	Tues., Thurs., Sat.....	8 p.m.....
					do do .....	6 p.m.....
Lake Aylmer.....	St. Bernard.....	Michel Routier.....	10	1	Saturdays .....	8 a.m.....
					do .....	11 a.m.....
	Stornoway.....	Geo. Champoux.....	9	1	do .....	2 p.m.....
					do .....	4 p.m.....
Lake Etchemin.....					Wednesday, Saturday.	1 p.m.....
	Standon .....	John Nicholson, jun.....	15	2	do do .....	8 a.m.....
Lambton .....					Thursdays .....	5 p.m.....
	Valletort .....	Pierre Mercier.....	8	1	do .....	2.30 p.m.
L'Anse St. Jean.....					Tuesdays .....	6 a.m.....
	Murray Bay.....	Janvier Desgagners.....	48	Fort-nightly.	Thursdays.....	6 a.m.....
Laval .....					Tuesday, Friday.....	5 a.m.....
	Quebec.....	Archibald Simons.....	19	2	do do .....	2 p.m.....
Leeds .....	Leeds Village.....	H. McCutcheon.....	1	3	Mon., Wed., Fri.....	9 a.m.....
					do do .....	8.30 a.m.
Les Eboulemens.....					As required, in connection with	
Les Escoumains.....	St'mboat Landing.	Zacharie Nadeau.....	3		Fridays .....	10 a.m.....
	Mille Vaches.....	W. S. Church.....	18	Fort-nightly.	Saturdays .....	6 a.m.....
Levis.....					Daily .....	10 a.m.....
	Three Rivers.....	R. G. Lajoie.....	92	6	do .....	10 a.m.....
L'Islet .....					Wednesday, Saturday.	4 p.m.....
	St. Cyrille.....	J. B. Cloutier.....	7	2	do do .....	1 p.m.....
Lotbinière.....					Tues., Thurs., Sat.....	5.30 p.m.
	Rivière Bois Clair.	L. G. Boucher.....	6	3	do do .....	4 p.m.....
Marbleton.....					Monday, Friday .....	11 a.m.....
	South Ham.....	George Goodenough.....	10	2	do do .....	7 a.m.....
					do do .....	9 a.m.....
Matane .....	St. Anne des Monts	Fras. Perron fils.....	57	2	Wednesday, Saturday.	6 p.m.....
Métis .....					Daily .....	10 a.m.....
	Rivière du Loup.....	J. B. Martin.....	94½	6	do .....	5 p.m.....

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Gulf Port Steamers.					
state of weather.		On foot.....	Per seas. 20 00	1st May, 1872..	Summer arrangm't.
		Schooner.....	Per mth. 140 00	10th May, 1872.	do do
Tues., Thurs., Sat.....	9 p.m....				
Mon., Wed., Friday.....	11 p.m....	Vehicle.....	998 00	1st April, 1872..	31st March, 1876..
steamers.					
		On foot.....	Per trip 0 50	8th May, 1872..	Summer arrangm't.
Thursdays.....	4 p.m....				
do.....	11 a.m....	Horseback or vehicle..	50 00	1st June, 1872..	Postmaster General's pleasure.
Tues., Thurs., Sat.....	Noon.....				
do.....	3 p.m....	Vehicle.....	158 16	1st July, 1871... 30th June, 1875.	
Saturdays.....	11 a.m....				
Fridays.....	7 a.m....	Foot, Canoe, Sail Boat	120 00	1st April, 1872..	31st March, 1876.
Tues., Thurs., Sat.....	7.30 p.m.				
do.....	9.30 p.m.	Vehicle.....	117 00	1st July, 1871... 30th June, 1875.	
Saturdays.....	1 p.m....				
do.....	10 a.m....	Horseback or vehicle..	32 00	1st April, 1872..	31st March, 1876.
do.....	6 p.m....				
do.....	4 p.m....	do do	30 00	1st Aug., 1871..	Postmaster General's pleasure.
Wednesday, Saturday.....	Noon.....				
do.....	5 p.m....	do do	116 00	1st April, 1872..	31st March, 1876.
Thursdays.....	4.30 p.m.				
do.....	7 p.m....	do do	28 00	1st Jan., 1871... 31st Dec., 1875.	
Friday.....	Noon.....				
Wednesday.....	Noon.....	On foot.....	150 00	1st July, 1871... 30th June, 1872.	
Tuesday, Friday.....	7 p.m....				
do.....	10 a.m....	Vehicle.....	176 00	do do	30th June, 1875.
Mon., Wed., Fri.....	9 a.m....				
do.....	9.30 a.m.	Horseback or vehicle..	30 00	1st Oct., 1871... 30th June, 1875.	Postmaster General's pleasure.
steamers.					
		do do	Per trip 0 45	30th April, 1872.	Summer arrangm't.
Saturdays.....	1 p.m....				
Fridays.....	5 p.m....	do do	75 00	1st May, 1872... 30th June, 1872.	Postmaster General's pleasure.
Daily.....	7 a.m....				
do.....	7 a.m....	Vehicle.....	2,490 00	1st Aug., 1871... 31st July, 1875.	
Wednesday, Saturday.....	3 p.m....				
do.....	6 p.m....	Horseback or vehicle..	96 00	1st April, 1872..	31st March 1876.
Tues., Thurs., Sat.....	5.30 p.m.				
do.....	7 p.m....	Vehicle.....	70 00	1st Dec., 1871... 31st Dec., 1873.	
Monday, Friday.....	10 a.m....				
do.....	2 p.m....	do.....	65 00	1st July, 1871... 30th June, 1875.	
Thursday, Sunday.....	6 p.m....				
Tuesday, Saturday.....	9 a.m....	do.....	449 00	1st Jan., 1872..	31st Dec., 1875.
Daily.....	9 a.m....				
do.....	2 a.m....	Two horse covered vehicle.....	3,200 00	1st July, 1871... 30th June, 1875.	

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Murray Bay					As required, in connection with	
New Carlisle	St'mboat Landing.	Jean Fortin	3		As required, in connection with	
Paspébiac	Gulf Port Str's.	M. Caldwell	3		Daily	Noon
do	Campbelltown	David Kerr	88	6	do	11 a.m.
Percé	Percé		68	3	Tues., Thurs., Sat.	2 p.m.
					Mon., Wed., Fri.	1 p.m.
					As required, in connection with	
	Gulf Port Str's.	J. E. Tuzo	1			
Pointe aux Trembles					Mon., Wed., Fri., in summer, Tues., Thurs., Sat., in winter.	
						Noon
Portneuf	St. Raymond.	James Hewton	21	3	do	6 a.m.
Quebec P.O.	St. Bazile	Gabriel Jobin	7	3	Tues., Thurs., Sat.	11 a.m.
					do	8 a.m.
					As required, in connection with	
do	Str. "Margaretta Stevenson" (for Moisie)	John Laird	1			
					As required, in connection with	
Quebec	do do	do	1			
do	Pictou	Quebec and Gulf Port Steamers.			Twice daily, in connection with	
do	Richelieu Steamers	Wm. Reynolds	1	12	do	
do					As required, in connection with Gulf	
do	Steamb't Landing.	C. Hough	1		Twice daily.	
						9 a.m.
						3 p.m.
do	Spencer Cove.	Mrs. A. Flanagan	5	12	do	8 a.m.
						2 p.m.
					Daily	
	St. François, Beauce	Louis Barbeau	54	6	do	10 a.m.
Rimouski	St. Anaclet	Zépheria Lavoie	7	2	Wednesday, Saturday	4 p.m.
Rivière du Loup					do	2 p.m.
					As required, in connection with	
Ste. Anne de Beaupré	Railway Station.	Louis Ouellet	13			
					Monday, Friday	3 p.m.
Ste. Anne la Pocatière	St. Féréol	Louis Lachance	9	2	do	Noon
					Tues., Thurs. Sat.	10 a.m.
St. Augustin	St. Onésime	Lazare Ouellet	6	3	do	8 a.m.
	St. Catherine	Paul Ouvrard	12	2	Tuesday, Friday	6 a.m.
					do	10 a.m.

Division. during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
steamers.					
.....		Vehicle .....	Per trip 0 50	30th April, 1872.	Season of 1872.
steamers.		do .....	Per trip 1 00	1st May, 1872..	do
Daily .....	9 a.m.	} Vehicle.....	5,005 12	1st July, 1871..	30th June, 1872.
do .....	10 a.m.				
Tues., Thurs., Sat. ....	9 a.m.				
Wed., Fri., Mon. ....	10 a.m.				
steamers.		Boat .....	Per trip 0 75	1st May, 1872...	Summerarrangm't.
Mon., Wed., Fri., in summer, Tues., Thurs., Sat., in winter .....	10 a.m.	Vehicle .....	170 00	1st April, 1872..	31st March, 1876.
do .....	4 p.m.				
Tues., Thurs., Sat. ....	10 a.m.	do .....	72 00	1st Sept., 1871..	30th June, 1874.
do .....	1 p.m.				
steamers.		do .....	Per trip 0 50	1st Oct., 1871...	Season, 1871.
.....		do .....	Per trip 0 25	13th May, 1872...	Season, 1872.
.....			Per trip 750 00	29th April, 1872.	do
steamers.		do .....	Per seas. 120 00	6th May, 1872..	do
Twice daily .....		Two horse vehicles....	Per trip 1 25	29th April, 1872.	do
Ports and Ocean Mail Steamers.					
Twice daily .....	9 a.m.	Foot or vehicle.....	220 00	1st Oct., 1871...	30th Sept., 1875.
do .....	3 p.m.				
do .....	10 a.m.				
Daily .....	4 p.m.	Vehicle.....	1,449 00	do do ..	do do
do .....	10 p.m.	Horseback or vehicle..	49 40	1st July, 1871...	30th June, 1875.
do .....	midnight.	Vehicle.....	Per trip 0 25	24th June, 1872.	Season, 1872.
Wednesday, Saturday .....	3.30 p.m.				
do .....	5.30 p.m.	Horseback or vehicle..	49 40	1st July, 1871...	30th June, 1875.
express trains.					
Monday, Friday .....	3 p.m.	Vehicle.....	Per trip 0 25	24th June, 1872.	Season, 1872.
do .....	6 p.m.	Horseback or vehicle..	39 00	1st Jan., 1872..	31st Dec., 1875.
Tues., Thurs., Sat. ....	9.30 a.m.	Vehicle .....	60 00	1st July, 1871..	30th Sept., 1873.
do .....	11.30 a.m.				
Tuesday, Friday .....	1 p.m.	do .....	92 00	1st April, 1872..	31st March, 1876.
do .....	9 a.m.				

REPORT No. 5.—Report of New Contracts entered into in the Quebec

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Ste. Brigitte des Saults.....	St. Zéphirin.....	Narcisse Rivet.....	16	1	Saturdays.....	10 a.m....
St. Evariste de Forsyth.....	St. Honoré.....	Pierre Boucher.....	7	1	do.....	4 p.m....
St. Gervais.....	St. Lazare.....	François Roy.....	6	3	do.....	3 p.m....
St. Henri.....	St. Lambert.....	Augustin Boucher.....	10	3	do.....	1 p.m....
St. Léonard.....	Railway Station.....	Néré Doucet.....	9	3	Tues., Thurs., Sat.....	3 p.m....
St. Mathieu.....	St. Simon.....	J. B. Belanger.....	3	2	do do.....	9 a.m....
St. Maurice.....	Three Rivers.....	Alexis Décoteau.....	10	3	do do.....	11 a.m....
do.....	Valmont.....	Charles Morant.....	9	1	do do.....	7 a.m....
St. Paul's Bay..	Steamb't Landing.....	Prime Boily.....	3		Tues., Thurs., Sat.....	9 a.m....
Sillery Cove.....	Spencer Cove.....	Peter McNeil.....	1½	6	do do.....	10.30 a.m.
					Fridays.....	11 a.m....
					As required, in connection with	8 a.m....
					As required.....	
					Daily.....	10 a.m....
					do.....	11 a.m....

NEW BRUNSWICK

Alexander's Point.	Little Shippegan.....	Oliver Valley.....	12	2&1	Tuesday, Friday.....	2 p.m....
Barnaby River....	Newcastle.....	Jas. Ivory.....	10	3	do do.....	10 a.m....
Bathurst.....	Dalhousie.....	Simon McGregor.....	52	6	Mon., Wed., Fri.....	1 p.m....
Blissville.....	Hoyt Railway Station.....	J. B. Hoyt.....	1	3	do do.....	9 a.m....
Patterson Settlement.....	do.....		2	2	Daily.....	8 p.m....
Central Blissville..	Fredericton Junction.....	Timothy Coleman.....	5	2	do do.....	2 p.m....
Fredericton Junction.....	Hart's Mills.....		1	6	Tues., Thurs. and Sat., in connec	
Cocaigne.....	Scovill's Mills.....	Alex. McWilliams.....	7	2	do.....	in connection
Cole's Island.....	Forks.....	David Marr.....	18	1	Tuesday, Thursday, in connection	
Chatham, Newcastle	Bathurst.....	Wm. M. Kelly.....	49	6	Wednesday, Saturday, in connec	
Chatham.....	Shippegan.....	Thomas Barry.....	73	6	do.....	9 a.m....
					Daily.....	12 noon..
					Monday, Thursday.....	12 noon..
					Tuesday, Friday.....	4 p.m....

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Dayr.	Hours.				
Saturdays	9 p.m.	Horseback or vehicle..	66 00	1st Oct., 1871...	30th Dec., 1872...
do	3 p.m.				
do	3 p.m.	do do	30 00	1st July, 1871...	Postmaster General's pleasure.
do	5 p.m.				
Tues., Thurs., Sat.	10.30 a.m.	Vehicle . . . . .	63 90	1st Jan., 1872..	31st Dec., 1875.
do	4.30 p.m.				
do	10 a.m.	do . . . . .	80 00	1st July, 1871...	30th June, 1875.
do	1 p.m.				
do	Noon	Horseback or vehicle..	90 00	do do	30th Sept., 1873.
do	10 a.m.				
Wednesday, Sunday	8 a.m.	On foot . . . . .	30 00	1st April, 1872..	31st March, 1876.
do	Noon				
Tues., Thurs., Sat.	1.30 p.m.	Vehicle . . . . .	116 00	1st Oct., 1871...	30th June, 1874...
do	11 a.m.				
Fridays	10 a.m.	Horseback or vehicle..	39 00	1st Jan., 1872..	31st Dec., 1875.
do	1 p.m.				
Clyde.		Vehicle or boat . . . . .	Per trip 0 50	10th May, 1872..	Summer arrangm't.
Daily	11.30 a.m.				
do	10.30 a.m.	On foot . . . . .	42 00	1st May, 1872...	Postmaster General's pleasure.

DIVISION.

Tuesday, Friday	1 p.m.	Vehicle . . . . .	65 00	1st July, 1871...	Four years
do	5 p.m.				
Mon., Wed., Fri	11 a.m.	do . . . . .	149 00	1st August, 1871	do
do	3 p.m.				
Daily	11 p.m.	do . . . . .	1900 00	1st April, 1872..	do
do	5 a.m.				
tion with trains of W. E. Railway		do . . . . .	39 00	11th Oct., 1871..	do
with trains of W. E. Railway.					
tion with trains of W. E. Railway		do . . . . .	30 00	1st August, 1871	do
of W. E. Railway					
tion with mail stage between She		do . . . . .	49 50	8th May, 1872..	do
stage between Gagetown and Coles					
do	do	do . . . . .	105 00	1st April, 1872..	do
Daily	8 a.m.				
do	5 p.m.	do . . . . .	1789 00	1st Nov., 1871 ..	do
Wednesday, Saturday	6 p.m.				
Tuesday, Friday	11 a.m.	do . . . . .	680 00	21st August, 1871	do



REPORT No. 5.—Report of New Contracts entered into in the New Brunswick

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Dalhousie	Gulf Steamers	H. A. Johnson	4	1	In connection with Gulf Port ste	
Fredericton	Marysville	T. B. Dunphy	4	6	Daily	1 p. m.
do	Newcastle	Robert Orr	103	3	do do	3 p. m.
Gagetown	Chipman	D. Lanson	40	2	Mon., Wed., Fri.	8 a. m.
do	Cole's Island	G. F. Nevers	41½	2	do do	9 a. m.
do	Mouth of Nerepis	S. Cameron	45	2	Monday, Friday	12 noon.
do	Welsford	F. Woods	28	3	Tuesday, Saturday	5 a. m.
Harvey Station	Magaguadavic	Wm. Atchison	18	2	Monday, Friday	1 p. m.
Lepreaux	Chance Harbor	Robt. Hope	17	2	Tuesday, Saturday	5 a. m.
Lower Prince Wil-					Wednesday, Friday	8.30 p.m.
liam					do do do	10.30 a.m.
do	Lake George	James Moody	4	2	Tues., Thurs., Sat.	6.30 p.m.
do	Upper Magagua-				do do do	10.30 a.m.
	davic				Monday, Thursday, in connection	
Moncton	Dover	Wm. Steeves	12	2	St. George	
Newcastle	Gulf Steamers	Jas. Johnston	½	1	Monday, Thursday, in connection	
do	Lyttleton	John Tozer	19	1	Woodstock	
Petitcodiac	Forks	Wm. Keith	2	1	Monday, Thursday, in connection	
do	Butternut Ridge		9	3	Thursday in connection with stage	
St. George	Back Bay	A. J. Seelye	7	1	Monday, Thursday, in connection	
do	St. Andrews	C. C. Bridges	22	6	Friday	9 a. m.
St. Andrews	St. Stephen		17	6	do	12 noon.
St. John	St. George	Meade & Borne	45	6	Daily	5 a. m.
do	Sussex Vale	G. McEwen	43	1	do	4 p. m.
Upper Hayneville.	Millville	A. J. Hoyt	4	1	do	7 a. m.
Westmoreland	Au Lac Railway				do	2 p. m.
Point	Station	H. Lowerison	1	12	do	8 a. m.
Woodstock	Railway Station	Glidden & Gillman	½	6	do	8 a. m.
					Friday	11 a. m.
					Saturday	9 a. m.
					Tuesday in connection with stage	
					Hayneville	
					Twice daily, in connection with	
					Twice daily, in connection with	

Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
amers		On foot.....	10 00	.....	Summer season ...
Daily	4 p. m.	Vehicle	100 00	1st Dec., 1871 ..	Four years
do	2 p. m.				
Tues., Thurs., Sat	4 p. m.	do	1300 00	1st October, 1871	do
do	12 noon				
Tuesday, Saturday	12 noon	do	479 00	do do	do
Monday, Friday	7 p. m.				
Tuesday, Saturday	12 noon	do	425 00	do do	do
Monday, Friday	8 p. m.				
Wednesday, Friday	8 p. m.	do	488 00	17th May, 1872.	do
Thursday, Saturday	4 p. m.				
Tues., Thurs., Sat	4.30 p.m.	do	528 61	20th June, 1872.	do
do	12.30 p.m.				
with trains of W. E. Railway		do	150 00	1st August, 1871	do
with stage between St. John and		do	146 00	1st Jan., 1872...	do
connect at Lepreaux with stage for					
with stage between Fredericton & )		do	124 00	16th Oct., 1871..	do
between Fredericton & Woodstock					
with trains of E. & N. A. Railway		do	75 00	1st Jan., 1872...	do
ers,		On foot	10 00	.....	Summer season
Monday	10 a. m.	Vehicle	109 50	1st Oct., 1871...	Four years
do	4 p. m.				
Thursday	10 p. m.	do	190 00	1st October, 1871	do
do	4 p. m.				
with trains of E. & N. A. Railway		do	78 00	1st Feb., 1872...	do
Friday	1.30 p.m.				
do	10.30 a.m.	do	1200 00	1st May, 1872...	do
Daily	9 p. m.				
do	10 a. m.	do	1370 00	1st Feb., 1872 ..	do
do	6 p. m.				
do	11 a. m.	do	260 00	1st July, 1871 ..	do
do	5 p. m.				
do	5 p. m.	do	18 00	1st Nov., 1871..	do
do	5 p. m.				
Saturday	5 p. m.	do	90 00	1st October, 1871	do
Friday	7 p. m.				
between Keswick Ridge and Upper		do	60 00	1st January, 1871	do
trains of W. E. Railway		do			
trains of N. B. & C. Railway		do			

NOVA SCOTIA

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Mahone Bay.....	New Germany....	Wm. Nicholls.....	18	1	Wednesday..	10 a.m...
Wilmot .....	Margaretsville ..	W. A. Woodbury ...	21	2	Monday, Thursday....	8 a.m...
Bridgetown.....	Annapolis Gut, &c.	Oliver Ruffee.....	30	2	Tuesday, Saturday...	6 a.m...
Upper Stewiacke.	Stewiacke Cross					
	Roads, &c.....	James McNaught... 18	18	1	Monday.....	8 a.m...
Sydney.....	Little Glace Bay	Walter Power..... 17	17	3	Wednesday, Friday...	7 a.m...
Aylesford.....	Bridgewater .....	W. J. Balcolm .....	54	1	Thursday.....	8 a.m...
Broad Cove Marsh	Chimney Corner..	Neil McLeod .....	5	3	Mon., Wed., Fri., after arrival of	
Point Brulé .....	Forbes' W. O.....	John Forbes .....	2	1	Thursday.....	5.30 p.m.
McKenzie's Road.	Parker's Cove. . .	M. W. Essar.....	8	1	In connection with courier betwe	
Lawrencetown..	Marshall's Cove via Port George ....	J. Balcolm.....	21	2	Wednesday, Saturday and Wednesday....	8 a.m...
Palmer's Road....	Ward, Glen and Post Road .....	G. W. Eaton .....	6½	1	Thursday.....	2 p.m...
Melrose .....	Isaac's Harbor....	James Stewart .....	27	3	Tues., Thurs., Sat., after arrival	
Lake Ainslie, S. side	Lake Ainslie.....	John McKinnon .....	6	1	Tuesday.....	4 p.m...
Dartmouth .....	Montague Gold Mines .....	Thos. Barker .....	7	6	Daily .....	8 a.m...
New Germany....	Northfield.....	Sol. McKay.....	3	1	Wednesday.....	8 a.m...
Boularderie.....	Kempt Head and Point Clear....	Colin Munro.....	6½	1	Wednesday, Saturday Wednesday.....	5 p.m... 5 p.m...
River Dennis .....	Christmas Island..	John McLean .....	38	2	Tuesday, Friday.....	10 a.m...
Sydney.....	Sydney Mines .....	John O'Callaghan ..	20	6	Daily .....	5 a.m... 9.30 a.m.
North River Bridge	St. Ann's .....	Murdoch McDonald .	4	1	Wednesday.....	12 noon...
Baddeck .....	Margaree .....	James Codey .....	35	1	Saturday.....	12 noon...
Maitland .....	Shubenacadie..	John Lynch .....	20	6	Daily in connection with mail tr	
Baxter's Harbor ..	Sheffield Mills, &c.	Charles Harris .....	7	1	Thursday.....	2.15 p.m.
Maitland .....	Noel .....	David R. Smith .....	12	3	Tues., Thurs., Sat., after arrival	
Falkland Ridge...	Springfield .....	Boyd McNaye .....	6	1	Thursday.....	2 p.m...
Englishtown.....	Ingonishe .....	Murdoch Morrison..	32	2	Monday, Thursday ..	8 a.m...
Lingan .....	Sydney .....	James Curry .....	18	3	Mon., Wed., Fri.....	7 a.m...
Falmouth (Windsor Bridge).....	Mortonville.....	John S. Smith.....	7	3	do do .....	8 a.m...
Baddeck .....	Grand Narrows.*	J. S. McNeil .....	12	1	Thursday.....	7 a.m...
Windsor P. O.....	Railway Station .	P. S. Burnham .....	19	4	Four times per day in connection	
Baddeck .....	Englishtown .....	Donald Morrison..	19	2	Tuesday, Saturday...	12 noon...
Munro's Point....	South Gut of St. Ann's .....	Donald Morrison ..	8	1	Wednesday .....	6 a.m...
Stellarton .....	Railway Station..	Hector McKenzie... 9	12	12	Semi-daily in connection with m	
North Harbor .....	White Point.....	Angus McPherson ..	9	2	Wednesday, Friday....	1 p.m...
Bay St. Lawrence.	Ingonishe .....	Joseph Guirier .....	34	1	Tuesday.....	1 p.m...
Ingonishe .....	Neil's Harbor .....	John McDonald .....	14	2	Tuesday, Thursday ..	6 a.m...
New Annan .....	Tatamagouche ..	John Lombard .....	23	2	Tuesday, Friday .....	11 a.m...
Cape Negro Island	N. E. Harbor .....	John Cooke .....	2	1	Friday .....	5 a.m...

DIVISION.

Scotia Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday	1.30 p.m.	Horse and waggon	74 00	1st July, 1871.	Four years
Monday, Thursday	12.30 p.m.	do do	137 92	do	do
Tuesday, Saturday	11.30 a.m.	do do	360 00	do	do
Monday	12 noon	do do	48 00	do	do
Wednesday, Friday	10 a.m.	do do	275 00	do	do
Thursday	7 p.m.	do do	300 00	do	do
mail from Mabou		do do	118 00	do	do
Thursday	6.30 p.m.	On foot	25 00	do	do
en Bridgewater and Granville Ferry		On foot or horseback	35 00	do	do
Wednesday, Saturday	11 a.m.	} Horse and waggon	143 00	do	do
Wednesday	2 p.m.				
Thursday	4 p.m.	Horseback or horse and waggon	30 00	do	do
of mail from Halifax		Horse and waggon	440 00	do	do
Tuesday	6 p.m.	On foot or horseback	20 00	do	do
Daily	9.30 a.m.	Horse and waggon	200 00	1st August, 1871	do
Wednesday	9 a.m.	On foot	40 00	do	do
Wednesday, Saturday	6 p.m.	} Horse and waggon	68 00	do	do
Wednesday	7 p.m.				
Tuesday, Friday	6 p.m.	do do	212 00	do	do
Daily	8.30 p.m.	do do	588 00	do	do
Wednesday	11 a.m.	On foot	26 50	1st October, 1871	do
Monday	4 p.m.	Horse and waggon	180 00	do	do
do		Waggon and two horses	398 00	do	do
Thursday	3.45 p.m.	Horse and waggon	48 00	do	do
of mail from Halifax	5 p.m.	do do	156 00	do	do
Thursday	3.30 p.m.	do do	40 00	do	do
Monday, Thursday	7 p.m.	On foot	364 00	do	do
Mon., Wed., Fri.	10 a.m.	Horse and waggon	300 00	do	do
do do	9.30 a.m.	Horseback or horse and waggon	100 00	do	do
Thursday	10 a.m.	Horseback	49 50	do	do
with mail train		On foot	60 00	do	do
Tuesday, Saturday	6 p.m.	Horseback	129 60	do	do
Wednesday	8.30 a.m.	On foot	38 00	do	do
all trains		do	48 00	do	do
Wednesday, Friday	3.30 p.m.	do	118 00	do	do
Tuesday	8 p.m.	Horse and waggon	184 00	do	do
Thursday	9 a.m.	do do	138 00	do	do
Tuesday, Friday	3.30 p.m.	do do	110 00	do	do
Friday	9 a.m.	By boat	40 00	do	do

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.		
From	To				Days.	Hours.	
Eastside Lake Ainslie.....	Broad Cove In- tervale .....	Hector McKay .....	8	1	Wednesday.....	10 a.m.	
Wallace River....	West Chester and Greenville .....	G. L. Purdy.....	12	2 to West Chester & 3 to Greenville	Monday, Thursday..	8 a.m.	
					Mon., Thurs., Sat..	8 a.m.	
Truro .....	Railway Station ..	C. B. Archibald.....	12	2 to West Chester & 3 to Greenville	Semi-daily in connection with mail		
Gore .....	Maitland .....	John S. Smith.....	20		Tuesday, Friday, after arrival of		
Indian Point .....	Mahone Bay.....	Philip Heyson .....	4		1	In time to connect at Mahone Bay	
Margaree Forks..	Whycocomah.....	Laughlin McDougall.	30		1	Wednesday.....	10 a.m.
Amherst .....	Minudie.....	Benjamin Wilson .....	24	3	Mon., Wed., Fri.....	9 a.m.	
Churchville, &c	New Glasgow .....	Thomas McDonald .....	18	2	Tuesday, Friday.....	2 p.m.	
Annapolis .....	Granville Ferry.....	David Ingles .....	1	6	Daily in connection with mail		
French Vale .....	North West Arm.....	Leon Le Clare .....	5	1	Monday.....	8 a.m.	
Gaspereaux .....	Wolfville.....	Sherman Caldwell.....	2 1/2	3	Tues., Thurs., Sat.....	1 p.m.	
Goldenville .....	Sherbrooke .....	John Fraser.....	2 1/2	3	Daily.....	7 a.m.	
Lower Cove .....	River Hebert.....	Benjamin Wilson.....	6	3	Mon., Wed., Fri., after arrival		
Wallace .....	The Ridge and Malagash .....	Martin B. Heustis.....	Round trip 38	2 to Ridge. 1 to Malagash	Monday, Friday.....	8 a.m.	
New Ross .....	Stoddart's.....	J. W. Nowlan.....	26		1	Thursday, after arrival of mail	
Noel .....	Walton .....	Alex. C. O'Brien.....	16	3	Tues., Thurs., Sat.....	7.30 a.m.	
Round Hill Station	Tupperville .....	C. E. Spurr.....	4 1/2	3	Mon., Wed., Fri., in connection		
Elmsdale .....	Railway Station ..	Alex. Dunbar.....	60	12	Semi-daily in connection with mail		
Bedford .....	Newport Station..	G. F. Hamilton.....	31	2	Tuesday, Thursday.....	9.45 a.m.	
Craigs .....	Herkins .....	George Craig.....	6	1	Monday.....	8 a.m.	
Broad Cove .....	Mill's Village.....	Z. P. Armstrong & Son	11	3	Tues., Thurs., Sat.....	8 a.m.	
Gore .....	Newport .....	E. S. Dimock.....	20	2	Tuesday, Saturday.....	7 a.m.	
Newport .....	South Rawdon.....	Stephen Harvie.....	10	1	Monday.....	12 noon.	
do .....	Upper Newport.....	Stephen Harvie.....	6	1	Wednesday.....	1 p.m.	
New Ross .....	Vaughans .....	George Ross.....	15 1/2	2	Wednesday, Saturday.....	8 a.m.	
Port Mulgrave ..	Sand Point .....	Asa H. Partridge .....	11	1	Thursday.....	6 a.m.	
Six Mile Brook ..	West River.....	John McKay.....	5	1	Wednesday.....	8 a.m.	
Lawrencetown ..	Wilmot .....	Jonathan Woodbury.	20	1	Friday.....	9 a.m.	
Nictaux Falls ..	do .....	Oldham Gates.....	4 1/2	3	Tues., Thurs., Sat.....	5 p.m.	
New Glasgow .....	Sydney .....	Thos. S. Lindsey.....	244	6	Daily, in connection with mail		
Pubnico Beach ..	Pubnico Harbor ..	John McConnisky .....	15	3	Tues., Thurs., Sat.....	9 a.m.	
Baddeck .....	New Campbellton..	Angus Morrison.....	25	1	Wednesday.....	10 a.m.	
Hastings .....	Warren .....	Rufus C. Chapman .....	3	1	Monday, after arrival of courier.		
Kennetcook Corner	Noel .....	Archd. Harvey.....	8	1	Tuesday, after arrival of mail		
Halifax .....	St. John, N. B.....	F. W. Fishwick.....			For the season.....		
Upper Stewiacke.	Stewiacke Cross Roads .....	James McNaught.....	21	1	Monday, in connection with mail		
Shubenacadie....	Thro' Hardwood Lands, &c.....	Gilbert W. Walker.....	28	1	Saturday.....	10 a.m.	
Cheverie .....	Walton .....	Timothy Parker.....	12	3	Tues., Thurs., Sat.....	8 a.m.	
Jordan Bay .....	Shelburne .....	James T. Hines.....	11	1	Friday.....	9 a.m.	
Burnt Coat .....	Noel .....	Andrew M. Crow.....	4 1/2	3	Tues., Thurs., Sat.....	2 p.m.	
Main Post Road ..	Marshall's Town..	Samuel Ryan.....	1	6	Daily, in connection with mail		
Advocate Harbor.	Three Sisters.....	Timothy Kelly.....	10	1	Wednesday.....	8 a.m.	

Scotia Division, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
			\$ cts.		
Wednesday.....	11.30 a.m.	Horseback or horse and waggon.....	40 00	1st October, 1871	Four years.....
Monday, Thursday.....	10.30 a.m.	} Horse and waggon ..	166 00	1st Nov., 1871..	do .....
Mon., Thurs., Sat.....	9.30 a.m.				
By rail train.....		do do ..	300 00	do ..	do ..
By mail from Halifax.....		do do ..	205 34	do ..	do ..
By mail from Chester.....		On foot or horseback ..	30 00	do ..	do ..
Wednesday.....	6 p.m.	Horseback or horse and waggon.....	120 00	1st Dec., 1871..	do .....
Mon., Wed., Fri.....	3 p.m.	Horse and waggon....	272 00	1st Jan., 1872..	do .....
Tuesday, Friday.....	5.30 p.m.	do do ..	156 00	do ..	do ..
By trains.....		By boat.....	40 00	do ..	do ..
Monday.....	10 a.m.	On foot or horseback..	19 75	do ..	do ..
Tues., Thurs., Sat.....	2 p.m.	do do ..	50 00	do ..	do ..
Daily.....	8 a.m.	Horse and waggon....	120 00	do ..	do ..
of mail from Amherst.....		do do ..	100 00	do ..	do ..
Monday at Wallace.....	9 a.m.	{ do do ..	101 34	do ..	do ..
Friday at Malagash.....	11 a.m.				
from Kentville.....		Horseback or horse and waggon.....	148 80	do ..	do ..
Tues., Thurs., Sat.....	11 a.m.	Horse and waggon....	194 00	do ..	do ..
with mail train.....		On foot or horseback..	78 00	do ..	do ..
By mail train.....		On foot.....	20 00	do ..	do ..
Tuesday, Thursday.....	2 p.m.	Horse and waggon....	267 00	do ..	do ..
Monday.....	10 a.m.	On foot.....	24 00	do ..	do ..
Tues., Thurs., Sat.....	10.25 a.m.	Horse and waggon....	156 00	do ..	do ..
Tuesday, Saturday.....	12 noon.	do do ..	249 80	do ..	do ..
Monday.....	2 p.m.	do do ..	40 00	do ..	do ..
Wednesday.....	2 p.m.	do do ..	32 00	do ..	do ..
Wednesday, Saturday.....	12 noon.	Horseback.....	150 00	do ..	do ..
Thursday.....	10 a.m.	On foot or horseback..	59 00	do ..	do ..
Wednesday.....	9 a.m.	Horseback.....	50 00	do ..	do ..
Friday.....	1 p.m.	Horse and waggon....	80 00	do ..	do ..
Tues., Fri., Sat.....	6 p.m.	do do ..	71 95	do ..	do ..
By train.....		By stage and waggon..	13640 00	1st Feb., 1872..	do ..
Tues., Thurs., Sat.....	1 p.m.	Horse and waggon....	156 00	do ..	do ..
Wednesday.....	3 p.m.	do do ..	119 80	1st Mar., 1872..	do ..
from Maitland.....		Horseback.....	15 00	do ..	do ..
		do ..	40 00	do ..	do ..
		Steamer .....	10000 00	do ..	For the Season...
from Brookfield.....		Horse and waggon....	54 00	1st April, 1872..	Four years.....
Saturday.....	5 p.m.	do do ..	100 00	do ..	do ..
Tues., Thurs., Sat.....	12 noon.	do do ..	133 00	do ..	do ..
Friday.....	11.30 a.m.	do do ..	65 00	do ..	do ..
Tues., Thurs., Sat.....	3 p.m.	do do ..	78 00	do ..	do ..
from Digby.....		On foot.....	28 00	do ..	do ..
Wednesday.....	10 a.m.	Horse and waggon....	39 75	do ..	do ..

REPORT No. 5.—Report of New Contracts entered into in the Nova

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Little Harbor.....	New Glasgow....	Donald McDonald....	8	2	Tuesday, Saturday....	12.30 p.m.
Guysboro'.....	Port Mulgrave <i>via</i> Shore	W. H. McKeough....	25	1	Monday.....	6 a.m....
Chipman's Brook.	Lakeville.....	Enos Bligh.....	12	2	Mon., Thurs., after arrival of mail	
Marie Joseph.....	Sherbrooke.....	John Wilson.....	22	2	Wednesday, Saturday..	6 a.m....
River Philip.....	Salem.....	Edward B. Black....	20	1	Saturday.....	7.30 a.m.
Gaberoose.....	Marion Bridge....	Charles McLeod....	14	2	Monday, Thursday....	10 a.m....
Guysboro Intervale	St. Andrews.....	Donald McDonald....	18	1	Friday.....	8 a.m....
Shea's River.....	West Lake Ainslie	Alex. McDonald....	8	1	Wednesday.....	9 a.m....
Black Rock.....	Parrsboro'.....	Mrs. Melinda Phinney	7	1	Thursday.....	8 a.m....
Rear of Black River	West Bay.....	Malcolm Morrison....	4½	1	Tuesday.....	8 a.m....
Baddeck.....	Upper Settlement of Big Baddeck River.....	Neil McLennon....	12	1	Thursday.....	1 p.m....
Avonport.....	Avonport Station	W. Francis Newcomb	1½	3	Mon., Wed., Fri., in connection	
River Philip.....	West Chester....	Edwin F. Purdy.....	15	1	Monday.....	6 a.m....
Gore.....	Shubenacadie....	William Walker....	40	1	Monday, in connection with mail	
Cheverie.....	Kennetcook.....	John A. Sanford....	8	1	Monday.....	9 a.m....
Upper Newport...	Woodville.....	Thos. Dimock.....	1½	1	Tuesday.....	10 a.m....
Mabou.....	Port Hastings....	John McNeil.....	40	6	Daily.....	6 a.m....
Mabou.....	Margaree.....	do.....	40	3	do.....	2 a.m....
Margaree.....	Eastern Harbor...	do.....	18	3	Mon., Wed., Fri.....	2 p.m....
Mabou.....	Baddeck.....	do.....	45	2	Tues., Thurs., Sat.....	9 a.m....
Port Hastings....	Baddeck.....	do.....	60	3	do.....	8 a.m....
					do.....	2 p.m....
					do.....	3 p.m....
					do.....	12 noon....
					do.....	6 a.m....
					do.....	12 noon....

Scotia Division, during the Year ended 30th June, 1872.—*Continued.*

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract	Intended duration of Contract.
Days.	Hours.				
Tuesday, Saturday.....	2 p.m....	Horse and waggon....	53 12	1st April, 1872..	Four years.....
Monday.....	1 p.m....	do do .....	144 00	do .....	do .....
from Kentville .....		do do .....	78 00	do .....	do .....
Wednesday, Saturday .....	12.30 p.m.	Horseback or horse and waggon.....	240 00	do .....	do .....
Saturday .....	12 noon...	Horse and waggon....	75 92	do .....	do .....
Monday, Thursday .....	1 p.m....	Horseback .....	104 00	do .....	do .....
Friday .....	12 noon...	Horse and waggon....	60 00	do .....	do .....
Wednesday .....	11 a.m....	Horseback .....	43 80	do .....	do .....
Thursday .....	11 a.m....	On foot .....	50 60	do .....	do .....
Tuesday .....	9.30 a.m.	do .....	19 48	do .....	do .....
Thursday .....	4 p.m....	Horse and waggon....	38 40	do .....	do .....
with mail train .....		On foot .....	48 68	do .....	do .....
Monday .....	8.30 a.m.	Horse and waggon....	114 88	1st May, 1872..	do .....
train .....		do do .....	116 80	do .....	do .....
Monday .....		Horseback or horse and waggon.....	45 00	do .....	do .....
Tuesday .....	3 hour .....	On foot .....	10 40	do .....	do .....
Daily .....	1 p.m....	Waggon drawn by two horses .....		do .....	do .....
do .....	9 a.m....			do .....	do .....
Mon., Wed., Fri. ....	9 p.m....	Horse and waggon ..		do .....	do .....
Tues., Thurs., Sat. ....	4 p.m....			do .....	do .....
do do .....	11 a.m....	do do .....	4,500 00	do .....	do .....
do do .....	8 p.m....			do .....	do .....
Tuesday, Saturday .....	11 p.m....	do do .....		do .....	do .....
Monday, Wednesday .....	8 p.m....			do .....	do .....
Mon., Wed., Fri. ....	4 p.m....	do do .....		do .....	do .....
Tues., Thur., Sat. ....	10 p.m....			do .....	do .....



PROVINCE OF

REPORT No. 5.—Report of New Contracts entered into in the Province of

ROUTE.		Name of Contractor.	Distance.	Times per Week.	DEPARTURE.	
From	To				Days.	Hours.
Barkerville	New Westminster.	Gerow & Johnson.	485	Summer 1	Sunday	6 a.m.
do				do	do	do
				Winter Fortnly	Saturday	6 a.m.
				Summer 1	do	6 a.m.
				Winter Fortnly	do	6 a.m.
Burrard Inlet	do	W. R. Lewis.	9	1	do	3 p.m.
do	do	W. R. Lewis.	9	1	do	8 a.m.
do	do	Jno. Thompson.	9	1	do	8 a.m.
do	do	W. R. Lewis.	9	6	do	8 a.m.
Cache Creek	French Creek.	Bennett & Lumley	224	p.an		
Esquimalt.	Victoria.	J. T. Howard	3½	2 d'ly.	Round trip to be performed	9.30 a.m.
					do	2 p.m.
					do	11 a.m.
					do	4 p.m.
Kootenay	do	John Johnston.	614	p.an	Round trip to be performed	
do	do	John Johnston.	614	Sp'l trips	do do do	
Metchosen.	do	J. Parker.	25	1	Monday	10 a.m.
Nanaimo	Victoria.	Str Sir J. Douglas.	74	1	Tuesday	6 p.m.
do	Comox		55	1	Friday	7 a.m.
				Fortnly	Tuesday	7 a.m.
New Westminster.	Victoria.	Hudson Bay Co.	75	2	Wednesday	7 a.m.
					Winter 1	Thursday
				Summer 2	Wednesday, Saturday	9 a.m.
Olympia.	do	E. A. Starr.	185	1	Tuesday, Friday	10 a.m.
Ominica.	Quesnelle.	R. Sylvester.	350	Per mth	Sunday, Wednesday	10 p.m.
				1	Tuesday, Friday	10 a.m.
Saanich	Victoria.	J. W. Williams.	24	1	do	10 a.m.
San Francisco	do	Rosenfield & Birmingham.	750	Fortnly	5th & 20th every month	
San Juan	do	R. Prichard.	25	1	12th & 20th do	
Skeena	do	Hudson Bay Co.	514		No day fixed.	
					Occasionally, no day fixed.	

BRITISH COLUMBIA

British Columbia, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Saturday	8 p.m.	Stage	13000 00	20th July, 1871.	29th Feb., 1872.
do	5 a.m.				
do	5 p.m.	do	P. month 1,800 00	4th March, 1872.	31st Aug., 1872.
do	5 p.m.				
do	10 a.m.	do	200 00	20th July, 1871.	31st Dec., 1871.
do	5 p.m.				
do	5 p.m.	do	360 00	1st Jan., 1872.	12th April, 1872.
do	5 p.m.				
do	5 p.m.	On foot	Per trip 4 00	13th April, 1872.	14th June, 1872.
do	5 p.m.				
Daily	5 p.m.	Stage	500 00	15th June, 1872.	31st March, 1873.
do	5 p.m.				
within 40 days		Horseback & on foot	Per trip 100 00	20th July, 1871.	31st Oct., 1871.
Daily	11.30 a.m. 4.30 p.m.				
do	10 a.m. 2.30 p.m.	Vehicle	600 00	do	31st March, 1873.
do					
within 60 days		Horseback & on foot	Per trip 200 00	do	31st Dec., 1871.
do					
do		do do	Per trip 300 00	31st March, 1872	31st July, 1872.
Tuesday	1 p.m.	Vehicle	300 00	20th July, 1871.	31st March, 1873.
Monday	3 p.m.				
Tuesday	5 p.m.	do	4,200 00	21st July, 1871.	.....
Friday	5 p.m.				
Thursday	2 p.m.	Steamboat	Per trip 45 00	20th July, 1871.	30th June, 1874.
Wednesday	2 a.m.				
Tuesday, Friday	6 p.m.	do	5,000 00	do	do do
Wednesday, Friday	5 p.m.				
do do	1 a.m.	do	5,000 00	do	do do
Monday, Thursday	1 p.m.				
within 29 days		Horseb'k in summer, Snow shoes in winter.	Per trip 300 00	do	30th July, 1872.
Wednesday	2 p.m.				
do	8 p.m.	Stage	300 00	do	31st March, 1873.
do					
do		Steamboat	Per trip 2,250 00	15th Aug., 1871.	.....
do					
do		Sail-boat	52 00	20th July., 1871.	.....
do		Steamboat	Per trip 10 00	21st July., 1871.	.....
do					

## PROVINCE OF

## REPORT No. 5.—Report of New Contracts entered into in the Province of

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Eagle's Nest.....	Lower Fort Garry.	Jos. Monkman .....	11	1	Thursday.....	8 a.m.....
					do .....	11 a.m.....
Fort Garry.....	do do	Geo. Tait.....	19	2	Monday, Thursday...	8 a.m.....
do .....					do do .....	1 p.m.....
					Monday, Thursday.....	6 a.m.....
do .....	Pembina.....	Roger Goulet.....	65	2	Tuesday, Friday.....	6 a.m.....
do .....	do .....	Blakeley & Carpenter.	65	3	Tues., Thurs., Sat.	6 a.m.....
					Mon., Wed., Fri.....	6 a.m.....
do .....	Pointe du Chêne.	J. Baptiste des Autels dit Lapointe.....	30	1	Saturday .....	8 a.m.....
do .....					Friday .....	8 a.m.....
	Portage la Prairie.	Chas Tait .....	59	1	Monday .....	8 a.m.....
Lower Fort Garry.					Tuesday.....	2 p.m.....
					do .....	1 p.m.....
	St Peters.....	Charles Sinclair.....	8	1	do .....	9 a.m.....
Palestine .....					Monday.....	9 a.m.....
	Portage la Prairie.	Thos. Cory.....	38	1	Tuesday.....	3 p.m.....
Portage la Prairie.					do .....	3 p.m.....
	White Mud River.	H. W. McKenny....	19	1	do .....	7 a.m.....
do do .....					do .....	3 p.m.....
	do do	E. Field.....	19	1	do .....	7 a.m.....

WILLIAM WHITE,  
Secretary.

## MANITOBA.

Manitoba, during the Year ended 30th June, 1872.—Continued.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Thursday .....	12.30 p.m.	Horseback or vehicle..	94 00	1st August, 1871.	Postmaster General's pleasure.
do .....	3.30 p.m.				
Monday, Thursday .....	5 p.m.	do do ..	375 00	1st July, 1871..	do do
do .....	12 m.				
Tuesday, Friday .....	11 p.m.	Vehicle .....	Per trip 20 00	do .....	13th Sept. ....
Monday, Thursday .....	11 p.m.				
Mon., Wed., Fri. ....	11 p.m.	Waggon, sleigh or passenger stage...	Per trip 20 00	14th Sept, 1871.	Four years.
Tues., Thurs., Sat. ....	11 p.m.				
Friday .....	5 p.m.	Horseback or vehicle..	300 00	1st July, 1871..	Postmaster General's pleasure.
Saturday .....	5 p.m.				
Wednesday .....	7 p.m.	do do ..	600 00	do .....	do do
Tuesday .....	12 m.				
do .....	11 a.m.	Horseback or otherw. }	Per trip 1 00	21st May, 1872.	do do
do .....	3 p.m.				
Wednesday .....	3 p.m.	Horseback or vehicle }	Per trip 9 00	1st April, 1872..	Three months.
Tuesday .....	9 a.m.				
do .....	12 m.	do do .. }	Per trip 5 00	1st Sept., 1871..	Postmaster General's pleasure. Terminated 31st Dec., 1871.
do .....	8 p.m.				
do .....	12 m.	do do .. }	Per trip 5 00	1st Jan., 1872...	Postmaster General's pleasure.
do .....	8 p.m.				

A. CAMPBELL,  
*Postmaster General.*

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors in Canada, beyond the sum originally stipulated in their respective Contracts, during the year ended 30th June, 1872, with the reasons for the same; and of all orders made by the Department, whereby additional expense is or will be incurred beyond the original Contract price, on any Land or Water Route, specifying in each case the route to which the order relates, the name of the Contractor, the original service provided by the Contract, the original price, the date of the order for additional service required, and the additional allowance therefor.

LONDON DIVISION.

Route.		Name of Contractor.	Original service provided by Contract.		Original Price.	Additional Service Required.	Additional allowance therefor per Annum.	Date of commencement of additional service and allowance.
From	To		Length of Route.	No. of trips per week.				
Aiya	Union Hill	Wm. B. Bernard.	Miles. 9	2	\$ 69 80	One mile additional travel, owing to removal of Union Hill, P.O.	7 76	March 1, 1872.
do	do	do	10	2	77 66	One mile additional travel, owing to removal of Bellmote, P.O.	7 76	April 1, 1872.
Aylmer	Grovesend	Robt. Thompson.	10	3	110 00	One mile additional travel, owing to removal of Grovesend P.O.	11 00	May 17, 1872.
Beausville	Rosedene	Jas. A. McQueen.	10	2	68 00	Six miles additional travel to serve Candaville P.O.	54 00	December 1, 1871.
do	do	do	16	2	122 00	Two miles additional travel to serve Tintern P.O.	26 00	June 1, 1872.
Brantford	Langford	Hiram Langs.	8	3	164 00	Three additional trips per week.	75 00	do
Carronbrook	Cromarty	Patrick Kelly.	6	3	90 00	do	90 00	July 1, 1872.
Cartuke	Glanford	John Walker.	5	3	116 00	Quarter mile extra travel to serve Kenforth P.O.	6 20	September 1, 1871.
Exeter	Sarepta	Wm. Reynolds.	7	2	52 00	Additional trip per week, and extra travel of one and a half miles to serve Dashwood.	40 00	December 1, 1871.
Grand Bend	Moray	J. B. Gamble.	10	2	70 00	Two miles additional travel to serve Brewster P.O.	25 00	May 1, 1872.
Glencoe	Kilmartin	D. McKellar.	4½	2	50 00	One additional trip per week.	25 00	June 1, 1872.
Lynedoch	Oakland	Robt. Powers.	50	6	735 00	Two miles extra travel to serve Gravelotte P.O.	40 00	do
Mapleton	New Sarum	L. W. Learn.	4	2	38 00	One additional trip per week.	19 00	May 1, 1872.
Morningdale Mills	Stratford	John Russell.	19	3	265 00	Three additional trips per week.	265 00	February 1, 1872.

TORONTO DIVISION

Appto. ....	Fergusonvale .....	C. McLaughlin .....	3	70 00	Three quarters of a mile additional travel, rendered necessary by removal of Fergusonvale P.O. ....	17 49	September 1, 1871.
1 Ashburn .....	Stouffville .....	M. F. Mertens .....	6	564 00	One and a half miles additional travel by extension of route to Myrtle .....	49 76	October 1, 1871.
Barrie .....	Station .....	W. H. Crosby .....	24	Per trip. 09½	Two additional trips daily .....	Per trip. 09½	November 27, 1871.
Bethany .....	Lifford .....	Wm. Douglas .....	3	280 00	Extra travel, 15 miles (round trip) to serve Janetville .....	96 66	January 1, 1872.
Clifford .....	Mount Forest .....	Thomas Smith .....	2	149 00	Three quarters of a mile additional travel, on removal of Drew P.O. ....	7 96	February 1, 1872...
Coldwater .....	Orillia .....	James Millard .....	3	225 00	Three additional trips per week .....	50 00	do do ..
Dromore .....	Mount Forest .....	R. Doyle .....	2	120 00	An additional trip per week .....	60 00	January 1, 1872.
Enfield .....	Oshawa .....	Wm. Martyn .....	2	104 00	Two miles additional travel to serve Taunton ..	17 32	July 1, 1871.
Harriston .....	Listowel .....	Saml. Davidson .....	3	240 00	Two miles additional travel, rendered necessary by removal of Dryden P.O. ....	30 00	November 1, 1871.
Harriston .....	Mount Forest .....	Susan V. Coulson .....	3	195 00	Three additional trips per week .....	105 00	December 4, 1871.
Hornig's Mills .....	Shelburne .....	James Airth .....	1	30 00	One do do .....	30 00	October 1, 1871.
2 Mansfield .....	Mtunur .....	Wm. Paisley .....	2	60 00	One do do .....	30 00	do do

KINGSTON DIVISION.

Belleville .....	Hillier .....	Levi Taylor .....	23	338 00	One mile additional travel, owing to removal of Allisonville Post Office .....	14 69	July 1, 1871.
BHrook .....	Colebrook .....	Elenson Snider .....	12½	95 00	One additional trip per week .....	47 00	June 1, 1872.
Lochiel .....	Mongensis .....	H. R. McDonald .....	12	100 00	Three-fourths of a mile additional travel, owing to removal of Lochiel Post Office .....	6 25	April 1, 1872.
Malone .....	Marmors .....	William Derry .....	13	52 00	One additional trip per week .....	52 00	November 1, 1871.

CHIEF INSPECTORS DIVISION.

Clarence .....	Clarence Creek .....	S. G. A. Raiche .....	5	45 00	One additional trip per week .....	22 50	July 1, 1871.
Lake Temiscamingue .....	Mattawa .....	C. Stuart .....	90	160 00	One additional trip per month .....	160 00	March 1, 1872.
North Wakefield .....	River Desert .....	Caleb Brooks .....	65	975 00	Three additional trips per week between North Wakefield and Low, a distance of eleven miles .....	114 60	April, 1872.

REPORT No. 6.—Report of Allowances made to Mail Contractors in Canada, &c.—Continued.

MONTREAL DIVISION.

Dallaboult.....	Joliette.....	P. Riberdy.....	3	160 00	Three additional trips per week.....	150 00	April 1, 1872.
Lapgeonnère.....	St. Edouard.....	Jos. Hamelin.....	3	60 00	do.....	40 00	November 1, 1871.
Laprairie.....	St. Constant and St. Philippe (circular route)	A. Lamare.....	3	140 00	Extra allowance for serving new office at La Tortue.....	12 00	do
Rivière du Loup.....	St. Ursule.....	L. Lupien.....	3	60 00	Three additional trips per week.....	120 00	April 1, 1872.
St. Bonaventure.....	St. Guillaume.....	O. Salois.....	2	58 00	One additional trip per week.....	25 00	do
St. Damien de Brandon.....	St. Gabriel de Brandon.....	J. B. Duperrault.....	1	32 00	One additional trip per week.....	32 00	January 1, 1872.

QUEBEC DIVISION.

Chester.....	North Ham.....	Pierre Beauchêne.....	10	60 00	An additional mail weekly.....	20 00	July 1, 1871.
Fox River.....	Grande Grève.....	Charles Paquet.....	23	150 00	do.....	75 00	June 1, 1872.
Laval.....	Quebec.....	Archibald Simons.....	19	176 00	Two miles additional travel owing to removal of Laval Post Office.....	18 40	October 1, 1871.
Les Eboulements.....	Settrington.....	Charles Chouinard.....	8½	40 00	Additional mail weekly.....	35 00	June 1, 1872.
do.....	Quebec.....	Hermenegilde Martin.....	1	238 00	One additional mail daily.....	149 00	May 20, 1872.
do.....	Sub Office on hill.....	François Bertrand.....	3	50 00	do.....	25 00	do
Lobbière.....	Rivière Bois Clair.....	L. G. Boucher.....	6½	48 00	do.....	22 00	December 1, 1871.
Matapédia.....	Runnymede.....	John Lawlor.....	6	32 00	Six miles additional travel to serve Post Office at Dec Side.....	32 00	August 1, 1871.
Portneuf.....	St. Basile.....	Gabriel Jobin.....	7	48 00	One additional mail weekly.....	24 00	September 1, 1871.
St. Léonard.....	R. R. Station.....	Nérée Doucet.....	9	62 40	do.....	27 60	July 1, 1871.
St. Maurice.....	Valmont.....	Charles Morant.....	9	39 00	do.....	39 00	June 1, 1872.

NEW BRUNSWICK DIVISION.

Edmunston.....	Mouth of St. Francis.....	John Hartt.....	32½	250 00	Route extended to Way it Office at Upper St. Francis, involving additional travel of three and a half miles.....	24 00	April 1, 1872.
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Frederickton.....	W. O. L. S. C. O. K. (Eastern side)	Thos. B. Dunphy.	76	1	370 00	Additional trip per week, and change in route to serve certain offices on western side of River, making eighty-two miles travel.....	428 00	May 17, 1872.
Frederickton.....	Street letter b'ys.	Daniel Tolson.	12		30 00	Serving letter boxes on river steamers.....	10 00	November 13, 1871.
Woodstock.....	Railway Station.	Glidden & Gilmann.	3		30 00	Three additional trips per week.....	30 00	January 1, 1871.

NOVA SCOTIA DIVISION.

South Harbour.	White Point.....	Angus McPherson.	9	1	60 00	One additional mail per week.....	68 00	October 1, 1871.
Ingonishe.....	Neil's Harbour.....	John McDonald.	14	1	70 00	do do.....	68 00	do do
Englishtown.....	Ingonishe.....	Murdock Harrison.	32	2 to Wal- lace & 3 to Green- ville.	274 00	One additional trip per week.....	96 00	do do
Wallace River...	West Chester via Greenville.....	Geo. L. Purday....	12	3	136 00	One additional mail per week to Greenville....	30 00	November 1, 1871.
Noel.....	Walton.....	Alex. O'Brien.....	16	2 to Wal- lace & 1 to Mala- gash.	129 00	One additional mail per week.....	65 00	January 1, 1872.
Wallace.....	Malagash & Wal- lace Ridge.....	M. B. Heustis.....	38	1	80 00	Route extended eight miles to Hornsey W.O....	21 34	do do
Upper Stewi- acke.....	Stewiacke Cross Roads & Pembroke via Newton Mills.....	J. McNaught.....	R. trip 20	2	48 00	Route extended three miles to serve W.O. New- ton Mills.....	6 00	April 1, 1872.
Walton.....	Cheverie.....	Timothy Parker....	12	3	86 60	One additional mail per week.....	46 40	do do
Joggin Mines...	Shulte.....	John McKenzie.....	10	1	80 00	One do do.....	80 00	June 1, 1872.

PROVINCE OF BRITISH COLUMBIA.

Barkerville.....	New West- minster.....	Gerow Johnson....	485	1 sum in er, for highly in w'n- ter.	per ann. 13,000	Increase in weight of mails in consequence of reduction of postage on letters, papers, par- cels, &c., from date of Union of British Columbia with Canada, from July 20, 1871, to February 29, 1872.....	1000 00	July 20, 1871.
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WILLIAM WHITE,  
Secretary.

A. CAMPBELL,  
Postmaster General.



REPORT No. 6.—A.

REPORT of Curtailment of Expenses in existing Contracts, effected by the Post Office Department, in Canada, during the year ended 30th June, 1872, specifying, in each case, the Route to which the curtailment relates, the name of the Contractor, the original Service provided by the Contract, the original price, the reason for the Curtailment, the amount of reduction in price, and the date from which the Curtailment took effect.

LONDON DIVISION.

Route.		Name of Contractor.	Original Service provided by Contract.		Original Price.	Reason of Curtailment.	Reduction made in allowance per annum.	Date of Commencement of reduction.
From	To		Length of Route of	Number of trips per week				
Avon.....	Ingersoll.....	John Colridge.....	Miles. 17	2	\$ 208 00	Reduced travel of six miles, through closing of Post Office at Wesley.....	\$ 52 00	1st July, 1871.
Chatham.....	Dresden.....	Charles McCrae.....	24	6	594 29	A portion of road which had for a time been closed to travel was again opened, saving two miles of extra travel, for which the Contractor had been receiving extra compensation.....	44 29	1st October, 1871.
Dornook.....	Thamesford.....	Joel McLeod.....	22	3	250 00	Reduced travel of about one mile, through closing of Dornook Post Office.....	17 00	1st April, 1872.
Old Montrose.....	Wheatley.....	Horatio Mills.....	6	2	36 00	Reduced travel of about ½ mile, by removal of Post Office at Old Montrose.....	4 50	do do
Post Rowan.....	Tilconburg.....	Angus McKay.....	30	3	511 00	Reduced travel of about 2 miles, by removal of Post Office at Middleton.....	117 00	do do

TORONTO DIVISION.

Afton.....	Sandhill.....	George Taylor.....	6	130 00	Route shortened 3 miles, the connection between Sandhill and Macville having been discontinued on the opening of the Toronto, Grey & Bruce Railway.....	65 00	19th October, 1871.
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Arthur	Station	C. C. Green	Trips	1	4	30 00	Service reduced to 2 trips per day less, owing to withdrawal of one train per day between Mount Forest and Orangeville.	45 00	11th March, 1872.
Beaverton	Newmarket	William Earl	6	41	6	974 00	Section of route between Beaverton and Georgina (17 miles of daily service) discontinued, and Wilfrid P. O. served by way of Cannington, saving six miles of tri-weekly travel, on opening of Nipissing Railway to Woodville, and of Midland Railway to Beaverton.	294 00	1st April, 1872.
Beaverton	Oshawa	William Thomas	6	47½	6	950 00	Route made to terminate at Port Perry on extension of Midland Railway to Beaverton.	650 00	1st Jan., 1872.
Fenelon Falls	Lindsay	Hugh Workman	6	36	6	450 00	Cambay P. O. supplied from Midland Railway, and route thus shortened four miles.	50 00	1st Aug., 1871.
Glascott	Latona	Robt. English	2	9	2	87 42	Route shortened two miles by removal of "Glascott" P. O.	19 42	1st Oct., 1871.
Harriston	Walkerton	Susan V. Coulson	6	23	6	308 20	Route shortened six miles by extension of Wellington, Grey & Bruce Railway from Harriston to Clifford.	80 40	25th Dec., 1871.
Mount Forest	Station	J. Coyne	Trips	4	4	90 00	Service reduced to two trips per day, owing to withdrawal of one train per day between Mount Forest and Orangeville.	45 00	11th March, 1872.
Newmarket	Stouffville	Alfred Toaz	3	21	3	248 00	Lemonville P. O. now supplied from Kingwood, and route thus shortened six miles.	23 60	1st Oct., 1871.
Vasey	Waverley	John Mayes	6	4½	6	36 00	Route shortened three-quarters of a mile by removal of Vasey P. O.	6 00	do do

KINGSTON DIVISION

Stoco	Tweed	P. Masterson	8	2	56 00	Two miles reduced travel owing to closing of Bogart P. O.	14 00	1st Sept., 1871.
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CHIEF INSPECTOR'S DIVISION.

March	South March	G. W. Monk	12	3	110 00	Route made to terminate at Duurobin instead of at March during summer, the latter office to be served daily by steamer—six miles travel less in summer.	20 00	1st Aug., 1871.
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REPORT No. 6, A.—Report of Curtailment of Expenses in existing Contracts, &c.—Continued.

QUÉBEC DIVISION.

Inverness .....	New Ireland.....	Ira B. Hall.....	17	6	252 00	Service of St. Pierre Baptiste P. O. under this contract (involving four miles extra travel) discontinued.....	48 00	1st Jan., 1872.
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NEW BRUNSWICK DIVISION.

Gagetown .....	Welsford.....	Amos V. True....	36	3	585 00	Way Office at Ferris and Petersville served by a separate route, decreasing the travel eight miles.....	56 39	6th May, 1872.
Moncton .....	{ Railway Station, Lewisville and Fox Creek .. }	{ George Ross....	i & 5	'12 & 3	147 00	Tri-weekly service, under this contract, of Way Offices at Lewisville and Fox Creek, discontinued.....	75 00	1st Jan., 1872.

WILLIAM WHITE,  
*Secretary.*

A. CAMPBELL,  
*Postmaster General.*

REPORT No. 7.

REPORT of all Fines imposed, and Deductions from the pay of Contractors, in Canada, for failures to deliver the Mail, or for any other cause, shewing the name of the Contractor, the nature of the offence, the route on which it occurred, the amount of Fine, the time when it was imposed, and whether the Fine has been remitted, and for what cause, during the year ended 30th June, 1872.

LONDON DIVISION.

Route.		Name of Contractor.	Nature of offence.	Date of Fine.	Amount.	Whether Remitted, and for what cause.
From	To					
Bluevale	Wingham	W. C. Stuart	Repeated delays and neglect of duty	18th Oct., 1871.	2 00	Not remitted.
do	do	do	Failure to perform the trip through to Lucknow	22nd April, 1872.	2 00	do
Carronbrook	Cromarty	P. Kelly	Failure to serve the Staffa Post Office	8th Dec., 1871.	1 00	do
Clinton	London	A. Jamieson, <i>Atty.</i>	Neglecting to make proper provision for protection of Mails <i>en route</i>	3rd Aug., 1871.	2 00	do
Dornoch	Thamesford	J. McLeod	Neglecting to serve certain offices <i>en route</i>	20th Dec., 1871.	2 00	do
Lynedoch	Oakland	R. Power	Failure to proceed with Mails	2nd April, 1872.	2 00	Remit. first offence.
Paris Station	Simcoe	A. A. Pursol	Late arrival at Simcoe	18th Aug., 1871.	1 00	Not remitted.
Stratford	B. & L. H. Railway Station	J. Counter	Failure to connect with Mail Train	19th Sept., 1871.	2 00	do
Welland	Railway Station.	R. Abbott	Failing on different occasions to connect with Mail Trains	20th July, } 1871. 28th Sep., }	3 00	do

TORONTO DIVISION.

Breacebridge	Orillia	J. P. Cockburn	Failure on 30th May to connect with stage at Washago	6th June, 1872.	2 50	Not remitted.
do	do	do	Failure on 12th June to connect with Boat at Washago	15th June, 1872.	5 00	do
do	do	do	Failure on 13th June to connect with Boat at Washago	15th June, 1872.	5 00	do
Collingwood	Owen Sound	Mr. Frances Smith	Mail Bag left behind at Collingwood on 31st May	6th June, 1872.	2 50	do
Colpoys Bay	do	W. H. Davis	Mails not conveyed from Owen Sound to Colpoys Bay on 5th January	9th January, 1872	5 00	do

REPORT No. 7.—Report of all Fines imposed, and Deductions from the pay of Contractors, &c.—Continued.

KINGSTON DIVISION.

Almonte .....	Railway Station.	Edward Dowdall.	Failure to connect with Train .....	1st Feb., 1872.	1 00	Not remitted.
Cleynne .....	Erinsville.	Benjamin York.	Failure to call at Bishop's Corners for Mail from Harlowe.	22d Sept., 1871.	1 00	do
Conway .....	Napanee .....	James McEwan.	Courier intoxicated while on duty.	22d Nov., 1871.	5 00	do
Erinsville .....	do .....	Wm. Grange.	do .....	28th Oct., 1871.	2 00	do
Inverary .....	Lake Opinicon.	B. T. Davidson.	do .....	10th Nov., 1871.	2 00	do
Kingston .....	Cape Vincent.		Failure to deliver Wolfe Island Mails .....	2d Dec., 1871.	2 00	do
do .....	N. Y. ....	C. Hincley .....	do .....	13th June, 1872.	2 00	do
do .....	do .....	do .....	do .....	15th June, 1872.	2 00	do
Masnooth .....	Thames.	Luke Payn .....	Allowing Mails to get wet. ....	4th June, 1872.	1 00	do
Napanee .....	Lebster.	Wm. Grange .....	Courier intoxicated while on duty. ....	29th July, 1871.	2 00	do

MONTREAL DIVISION.

Carillon .....	Vaudreuil Station .....	C. Proulx .....	Failure to carry Mail from Point Fortune to Vaudreuil, 7th March, 1872. The roads being somewhat heavy, courier stopped at Point Fortune on 9th March instead of proceeding through to Vaudreuil, as in the opinion of the Department, he ought to have done .....	9th March, 1872.	2 00	Not remitted.
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QUEBEC DIVISION.

Lambton .....	St. François.		For late arrival of Mails at Lambton. ....	17th Aug., 1871.	3 00	Not remitted.
Lévis .....	Beauce .....	Napoléon Gagné.	For delay to Mail between Lotbinière and Leclercville .....	25th Nov., 1871.	2 00	do
do .....	Three Rivers .....	R. G. Lajoie .....	do .....	28th Nov., 1871.	2 00	do
do .....	do .....	do .....	Using, on five occasions, one horse in lieu of two-horse vehicles .....	17, 19, 21, 26, 28 Nov., 1871.	10 00	do
Metis .....	Rivière du Loup.	J. Bte. Martin .....	Delay to Mail between Rivière du Loup and St. Simon. ....	23rd Dec., 1871.	4 00	do
do .....	do .....	do .....	Using one-horse vehicle instead of two-horse vehicle .....	5th Jan., 1872.	3 00	do
do .....	do .....	do .....	Using one-horse uncovered vehicle. ....	27th March, 1872.	3 00	do
do .....	do .....	do .....	Fined \$4 00 for using one-horse uncovered vehicle .....	28th March, 1872.	4 00	do

NEW BRUNSWICK DIVISION.

Bathurst	Dalhousie	John T. Cate. r.	Neglecting to serve Way Office, River Charles.	19th Dec., 1871.	5 00	Not remitted.
do	do	do	do do do Armstrong's Brook	3rd Jan., 1872	2 00	do
Chatham	Shediac	W. M. Kelly.	do do do Offices on route.	27th Jan., 1872	5 00	do
do	do	do	Allowing Mails to get wet.	25th Sept., 1871.	5 00	do
do	do	do	Detention of Mails at Richibucto.	17th April, 1872.	5 00	do
Fredericton.	Woodstock	T. B. Dumphy	Allowing Mails to get wet.	4th June, 1872.	5 00	do
do	do	do	Falling to convey Mails further than Keswick Ridge.	2nd May, 1872.	5 00	do
St. John	Street letterboxes	John Keahy	Not arriving at P. O. in time with Street Letter Boxes	9th Jan., 1872.	5 00	do
do	do	do	Damaging Street Letter Box No. 5.	18th Jan., 1872.	2 00	do
do	do	do	Neglect to serve Street Letter Box No. 18.	26th Jan., 1872.	1 00	do
St. John	St. Martins	Wm. Ingraham	Damaging Mails with Spirituous Liquors.	1st May, 1872.	2 00	do

PROVINCE OF BRITISH COLUMBIA.

Barkerville	New Westminster	Gerow & Johnson	Delay and irregularities in January and February, 1872.	5th June, 1872.	400 00	Not remitted.
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A. CAMPBELL,  
Postmaster General,

WILLIAM WHITE,  
Secretary.

## REPORT No. 8.

List of Post Offices established in Canada during the year ended 30th June, 1872.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
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## ONTARIO AND QUEBEC.

Allensville .....	Stephenson .....	Muskoka ..	O Allen McNicol.....	1st November, 1871.
Beatrice .....	Watt .....	Muskoka ..	O Richard Lance .....	1st October, 1871.
Beaulieu .....	St. Pierre d'Orléans.	Montmorency	Q Prudent Blais .....	1st September, 1871.
Becher .....	Sombra .....	Bothwell ..	O Daniel Shepley .....	1st November, 1871.
Bismarck .....	Gainsborough .....	Monck .....	O Christian Trumm .....	1st March, 1872.
Bogart (reopened).	Hungerford .....	Hastings, E. R. O.	O Abram Rutter .....	1st October, 1871.
Bonaventure River	Hamilton .....	Bonaventure	Q Frederick Forest.....	1st April, 1872.
Britannia Mills...	St. Dominique.....	Bagot .....	Q William Twohey.....	1st April, 1872.
Buckshot .....	Clarendon .....	Addington ..	O Elisha Playfair .....	1st June, 1872.
Cadmus .....	Cartwright .....	Durham, W. R. O.	O George Workman .....	1st August, 1871.
*Cairngorm (re-opened)	Metcalfe .....	Middlesex, W. R. O.	O Francis Brown .....	1st March, 1872.
Candasville .....	Gainsborough .....	Monck .....	O John M. Culp .....	1st December, 1871.
Cap de Chat.....	St. Norbert du Cap Chat .....	Gaspé .....	Q Telesphore Roy.....	1st November, 1871.
Cascades .....	Hull .....	Ottawa .....	Q Thos. M. Reid .....	1st May, 1872.
Cavan (re-opened).	Cavan .....	Durham, E. R. O.	O David Walker .....	1st May, 1872.
Chambord .....	Metabetchouan .....	Chicoutimi ..	Q Job. Bilodeau .....	1st May, 1872.
Chantry .....	Bastard .....	Leeds, S. R. O.	O Samuel Chant .....	1st July, 1871.
Charlaigne .....	St. Charles de Lachenaie.....	L'Assomption.....	Q Antoine Desparois dit Champagne .....	1st April, 1872.
Chathoro .....	Chatham .....	Argenteuil.....	Q Charles A. Bradford	1st December, 1871.
Cherrywood .....	Pickering .....	Ontario, S. R. O.	O Charles Petty .....	1st July, 1871.
Chlorydormes .....	Chlorydormes .....	Gaspé .....	Q Célestin Bélanger .....	1st January, 1872.
Corbin .....	Hemmingford .....	Huntingdon ..	Q Alexander Fiddes.....	1st April, 1872.
Craig's Road St'n.	St. Etienne de Lauzon .....	Lévis .....	Q Nazaire Fréchette .....	1st October, 1871.
Dashwood .....	Hay .....	Huron, S. R. O.	O Noah Fried .....	1st December, 1871.
Dee Side .....	Matapedia .....	Bonaventure ..	Q John Mowat .....	1st August, 1871.
Deser: Lake .....	Loughboro .....	Addington ..	O J. M. Snook .....	1st September, 1871.
Dickens .....	Yonge .....	Leeds, S. R. O.	Q L. N. Phelps .....	1st August, 1871.
East Broughton...	Broughton .....	Beauce .....	Q Rev. J. A. Pelletier	1st June, 1872.
Eastman's Springs	Gloucester .....	Russell .....	O D. H. Eastman .....	1st June, 1872.
Elba .....	Mono .....	Cardwell .....	O Charles Smith .....	1st July, 1871.
Elizabethville (re-opened)	Hope .....	Durham, E. R. O.	O Johnston Beatty.....	1st April, 1872.
Elm .....	Huntley .....	Carleton .....	O Thomas Smith .....	1st June, 1872.
Elphain (re-opened)	N. Sherbrooke .....	Lanark, N. R. O.	O Isaac Bloomberg.....	1st October, 1871.
Fairview .....	Nepean .....	Carleton .....	O P. O'Meara .....	1st June, 1872.
Fardon .....	Farnham .....	Missisquoi ..	Q Seth W. Ross .....	1st December, 1871.
Fleetwood (re-opened)	Manvers .....	Durham, E. R. O.	O James Morrow .....	1st February, 1872.
Frank Hill .....	Emily .....	Victoria, S. R. O.	O Thomas Franks .....	1st January, 1872.
Genca .....	St. Jerusalem.....	Argenteuil .....	Q James Gordon .....	1st October, 1871.
Glanmire (re-opened)	Tudor .....	Hastings, N. R. O.	O John Ray .....	1st November, 1871.
Grand Bend .....	Bosanquet .....	Lambton .....	O John Ironside .....	1st April, 1872.
Grandes Coudées.	Jersey .....	Beauce .....	Q Jean Lambert dit Champagne .....	1st June, 1872.
Gravelotte .....	Middleton .....	Norfolk, N. R. O.	O Robert Quance .....	1st June, 1872.
Harlock .....	Hullett .....	Huron, N. R. O.	O Thomas Neilans .....	1st June, 1872.
Harpley .....	Stephen .....	Huron, S. R. O.	O Thos. N. Hayter .....	1st April, 1872.
Harrison's Corners	Cornwall .....	Cornwall .....	O Angus D. McGillia .....	1st August, 1871.

\*Late Mount Hope.

REPORT No. 8.—List of Post Offices Established, in Canada, during the  
Year ended 30th June, 1872.—*Continued.*

Name of Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Haseville	Stanbridge	Missisquoi	Q Thomas Hase	1st June, 1872.
Heyworth	Eardley	Ottawa	Q Robt. Breckenridge	1st April, 1872.
Huntersville	Ramsay	Lanark, N. R.	O John Hunter	1st December, 1871.
Killerby	Yarmouth	Elgin, E. R.	O John Hicks	1st November, 1871.
Kingsford	Tyendinaga	Hastings, E. R.	O John McCollough	1st November, 1871.
Knapdale	Mosa	Middlesex, W. R.	O Hector McLean	1st November, 1871.
Lapum	Loughborough	Frontenac	O Mrs. E. Raymond	1st April, 1872.
La Tortue	St. Philippe	Laprairie	Q J. B. Remillard	1st November, 1871.
Leeds Village	Leeds	Megantic	Q Hugh McCutcheon	1st October, 1871.
Lennox	Innisfil	Simcoe, S. R.	O Isaac Lennox	1st April, 1872.
Lieury	McGillivray	Middlesex, N. R.	O Alexander Smith	1st December, 1871.
Lisgar	Chinguacousy	Peel	O Samuel Alexander	1st August, 1871.
Long Lake	Olden	Addington	O James Bender	1st July, 1871.
Magnetawan	Chapman	Muskoka	O James Miller	1st August, 1871.
Marble Rock	Leeds	Leeds, S. R.	O George Emery	1st February, 1872.
Mary Lake	Stephenson	Muskoka	O Henry G. Ladell	1st October, 1871.
Mayfair	Elkfrid	Middlesex, W. R.	O John Dalton	1st June, 1872.
Metz	Garafraxa	Wellington, C. R.	O John Mitchell	1st April, 1872.
Mille Vaches (re-opened)		Saguenay	Q Rev. Pierre Boily	1st October, 1871.
Moisie		Saguenay	Q Thos. Darling	1st October, 1871.
Mono Road Station	Chinguacousy	Peel	O John Judge	1st June, 1872.
Mount Irwin	Galway	Peterborough, W. R.	O Christopher Irwin	1st November, 1871.
Newport		Gaspé	Q Clovis Desforges	1st September, 1871.
Newport Point		Gaspé	Q Philip Hamon	1st September, 1871.
Painswick	Innisfil	Simcoe, S. R.	O John Huggard	1st August, 1871.
Perryboro	Hereford	Compton	Q Colvin Perry	1st July, 1871.
Perretton	Westmeath	Renfrew, N. R.	O H. W. Perrett	1st April, 1872.
Phelipston	Flos	Simcoe, N. R.	O Robert H. Platt	1st July, 1871.
Pinedale	Brock	Ontario, N. R.	O John Barker	1st October, 1871.
Protopis	Marston	Compton	Q Rev. P. B. Champagne	1st April, 1872.
Port Lambton	Sombra	Bothwell	O J. H. Sewell	1st November, 1871.
Radstock (re-opened)		Joliette	Q William Coulter	1st November, 1871.
Rathburn	Mara	Ontario, N. R.	O Timothy Cuddahee	1st May, 1872.
Ravenscliff	Chaffey	Muskoka	O James Sharp	1st April, 1872.
Reaboro	Ops	Victoria, S. R.	O John Holbert	1st October, 1871.
Renforth	Ancaster	Wentworth, S. R.	O Robert Mahew	1st September, 1871.
Rivière La Madeleine		Gaspé	Q Edward Vachon	1st June, 1872.
Rock Forest	Orford	Sherbrooke	Q Gerard Nagle	1st January, 1872.
Rock Village	Gloucester	Russell	O Miss E. M. Evans	1st July, 1871.
St. Bazile le Grand	St. Bazile le Grand	Chambly	Q Eusèbe Lalumière	1st April, 1872.
St. François de Sales	St. François de Sales	Laval	Q Alphonse Jasmin	1st September, 1871.
St. Honoré	Shenley	Beauce	Q Pierre Boucher	1st July, 1871.
St. Joachim de Shefford	Roxton	Shefford	Q Joseph Bachand	1st April, 1872.
Ste. Monique des Deux Montagnes	Ste. Monique des Deux Montagnes	Two Mountains	Q Damase Leonard	1st June, 1872.
Segeun Falls	Monteith	Muskoka	O D. F. Burk	1st August, 1872.
Siloam	Uxbridge	Ontario, N. R.	O S. Wedderfield	1st April, 1872.
South Bay	Marysburgh	Prince Edward	O W. H. Sloan	1st June, 1872.
South Roxton (re-opened)	Roxton	Shefford	Q Wright Ball	1st April, 1872.
Tannan	Whitby	Ontario, S. R.	O William Willard	1st July, 1871.
Temperanceville	King	York, N. R.	O William Bruce	1st October, 1871.
Thiers	Thetford	Megantic	Q Joachim Delisle	1st June, 1872.
Timber	Clinton	Lincoln	O Benoni Crumb	1st June, 1872.
Turtle Lake	Humphrey	Muskoka	O Alexander Ross	1st July, 1871.



REPORT No. 8.—List of Post Offices established in Canada, during the year ended 30th June, 1872.—*Continued.*

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
Tyneside .....	Seneca .....	Haldimand .....	O Edward Bayley .....	1st October, 1871.
Upper Wakefield.	Wakefield .....	Ottawa .....	Q Patrick Farrell .....	1st May, 1872.
Venosta .....	Low .....	Ottawa .....	Q John Macauley .....	1st July, 1871.
Vereker .....	Colchester .....	Essex .....	O Tancred Caya .....	1st October, 1871.
Victoria Harbour.	Tay .....	Simcoe, N. R. ....	O John Kean .....	1st May, 1872.
Viger Mines (re-opened) .....	Chester .....	Arthabaska .....	Q Guillaume Lamothe .....	1st September, 1871.
Vinoy .....	Suffolk .....	Ottawa .....	Q Joseph Leduc .....	1st December, 1871.
Walpole Island .....	Chatham .....	Kent .....	O James Johnson .....	1st November, 1871.
Warburton .....	Lansdown .....	Leeds, S. R. ....	O J. H. Keating .....	1st February, 1872.
Waubamik .....	Ferguson .....	Algoma .....	O Robert Reid .....	1st August, 1871.
Waubuno .....	Moore .....	Lambton .....	O Thomas Moore .....	1st January, 1872.
Winger .....	Wainfleet .....	Monck .....	O Jacob Winger .....	1st December, 1871.
Yarm .....	Clarendon .....	Pontiac .....	Q Robert McJanet .....	1st September, 1871.
Yeovil .....	Egremont .....	Grey, S. R. ....	O Joseph Bunston .....	1st January, 1872.
Zealand .....	Oso .....	Addington .....	O Joseph Davis .....	1st July, 1871.
Ziska .....	Monck .....	Muskoka .....	O W. H. Spencer .....	1st May, 1872.

## NEW BRUNSWICK.

Back Bay, W. O. ....	Charlotte .....	Samuel Craig, Jun. ....	1st February, 1872.
Barnaby River, W. O. ....	Northumberland .....	George Heenan .....	1st November, 1871.
Birdton, W. O. ....	York .....	Robert Bird .....	1st April, 1872.
Black Point, W. O. ....	Restigouche .....	H. Connacher .....	1st November, 1871.
Girvan Settlement, W. O. ....	Kent .....	Thomas D. Holmden .....	1st July, 1871.
Johnson's Mills, W. O. ....	Westmoreland .....	Edward Babcock .....	1st November, 1871.
Kingsley, W. O. ....	York .....	George N. Foster .....	1st April, 1872.
Little Branch, W. O. ....	Northumberland .....	Alexander Cameron .....	1st November, 1871.
Tytleton, W. O. ....	Northumberland .....	David Somers .....	1st August, 1871.
Moore's Mills, W. O. (re-opened) .....	Charlotte .....	Joseph Cormick .....	1st July, 1871.
Napan, W. O. ....	Northumberland .....	Archibald Campbell .....	1st November, 1871.
North West Bridge, W. O. ....	Northumberland .....	Edward Sinclair .....	1st May, 1872.
Rusagornis Station, W. O. ....	Sunbury .....	John McGill .....	1st October, 1871.
Shannonvale, W. O. ....	Restigouche .....	Nathaniel Perrott .....	1st August, 1871.
Sheffield Academy, W. O. ....	Sunbury .....	G. F. Burpee .....	1st November, 1871.
Tabucintac River, W. O. ....	Gloucester .....	Thomas A. Harris .....	1st August, 1871.
Upper St. Francis, W. O. ....	Victoria .....	Richard Tobin .....	1st December, 1871.
Wawaig, (re-opened) W. O. ....	Charlotte .....	Margaret Ruddick .....	1st September, 1871.
West Quasco .....	St. John .....	Mrs. C. Nugent .....	1st February, 1872.

REPORT No. 8.—List of Post Offices established in Canada, during the year ended 30th June, 1872.—*Continued.*

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
NOVA SCOTIA.				
Avonport Station, W. O.		Kings	W. F. Newcomb	1st June, 1872.
Baddeck Bay, W. O.		Inverness	Charles McDonald	1st September, 1871.
Big Tracadie, W. O.		Antigonishe	William Genoir	1st July, 1871.
*Cameron, W. O.		Inverness	Thomas Tompkins	1st August, 1871.
†Channel Islands, W. O.		Cape Breton	Henry V. Brown	1st August, 1871.
Chimney Corner, W. O.		Inverness	Allan McKenzie	1st September, 1871.
Chipman's Brook, W. O.		Kings	Thomas Murphy	1st January, 1872.
Forbes, W. O.		Colchester	John Forbes	1st July, 1871.
Fox River, W. O.		Cumberland	J. L. Hatfield	1st June, 1872.
French Vale, W. O.		Cape Breton	Duncan McSwain	1st January, 1872.
Glen Alpine, W. O.		Antigonishe	Thomas Cooper	1st April, 1872.
Grand Etang, W. O.		Inverness	Dennis McGarry	1st August, 1871.
Grosvenor, W. O.		Guysboro'	Samuel O'Neil	1st July, 1871.
Hacketts Cove, W. O.		Halifax	Elias Grono	1st August, 1871.
Hornsey, W. G.		Cumberland	George Reeve	1st January, 1872.
Indian Point, W. O.		Lunenburg	James Moser	1st November, 1871.
Lower Woods Harbour, W. O.		Shelburne	S. K. Mood	1st April, 1871.
Metaghan River, W. O.		Digby	Justinian Comeau	1st July, 1871.
Mortonville, W. O.		Hants	Josiah Smith	1st October, 1871.
Newbridge, W. O.		Inverness	Donald M. Lord	1st July, 1871.
Newton Mills, W. O.		Colchester	James Creelman	1st April, 1872.
Parker's Cove, W. O.		Annapolis	John Halliday	1st July, 1871.
Point Clear, W. O.		Victoria	Niel Gillis	1st August, 1871.
Ross Corner, W. O.		Kings	D. G. Ross	1st January, 1872.
St. Esprit, W. O.		Richmond	John Matheson	1st July, 1871.
Sandbeach, W. O.		Yarmouth	W. R. Pinkney	1st November, 1871.
South Bar of Sydney River, W. O.		Cape Breton	James Fraser	1st August, 1871.
Stronach Mountain, W. O.		Annapolis	George Stronach	1st July, 1871.
Teviotdale Station, W. O.		Colchester	George N. Christie	1st January, 1872.
Three Sisters, W. O.		Cumberland	J. R. Thompson	1st April, 1872.
Upper Woods Harbour, W. O.		Shelburne	W. H. Matheson	1st April, 1872.
Vernon Mines, W. O.		Kings	John R. Isles	1st June, 1872.
Way Side, W. O.		Cumberland	John Power	1st August, 1871.
Woodville, W. O.		Hants	Shubael Parker	1st June, 1872.

\*Since changed to Emerald.

†Since changed to Eskasoni.

REPORT No. 8.—List of Post Offices Established in Canada, during the Year ended 30th June, 1872.—Continued.

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	Date of Establishment.
<b>MANITOBA.</b>				
Baie St. Paul.....	Baie St. Paul.....	Marquette.....	Felix Chenier.....	1st July, 1871.
Burnside.....	Portage La Prairie..	do.....	Kenneth McKenzie..	do
Headingly.....	Headingly.....	Selkirk.....	John Taylor.....	do
High Bluff.....	High Bluff.....	Marquette.....	John Norquay.....	do
Kildonan.....	Kildonan.....	Selkirk.....	John Fraser.....	do
Mapleton.....	St. Peters.....	Lisgar.....	John Kippling.....	do
Palestine.....	.....	Marquette.....	George West.....	1st April, 1872.
Parker's Creek.....	St. Andrews.....	Lisgar.....	Francis Gillman.....	1st May, 1872.
Pembina.....	St. Agathe.....	Provencher.....	William Watt.....	1st July, 1871.
Pigeon Lake.....	St. François Xavier.	Marquette.....	J. M. House.....	do
Point du Chêne.....	St. Ann.....	Provencher.....	Alexander Chisholm.	do
Poplar Point.....	Poplar Point.....	Marquette.....	David Tait.....	do
Portage La Prairie.	Portage La Prairie..	Marquette.....	Chas. House.....	do
St. Boniface.....	St. Boniface.....	Selkirk.....	Joseph Dubuque.....	1st May, 1872.
St. Charles.....	St. Charles.....	Selkirk.....	Mary Adshead.....	1st July, 1871.
St. François Xavier.	St. François Xavier.	Marquette.....	J. B. Thibault.....	do
St. James.....	St. James.....	Selkirk.....	James McKay.....	do
St. Norbert.....	St. Norbert.....	Provencher.....	Joseph Lemay.....	do
St. Peters.....	St. Peters.....	Lisgar.....	Edward Thomas.....	do
White Mud River.	Portage La Prairie..	Marquette.....	Peter Garrioch.....	do

**BRITISH COLUMBIA.**

Name of Post Office.	Township or Parish.	Electoral District.	Postmaster.	In operation on the
Ashcroft.....	.....	Yale.....	Henry P. Cornwall..	1st July, 1871.
Barkerville.....	.....	Cariboo.....	John Bowron.....	do
Burrard Inlet.....	.....	New Westminster..	Maximilian Michaud.	do
Cache Creek.....	.....	Yale.....	James Campbell.....	do
Chemainus.....	.....	Vancouver.....	Thomas G. Askew.....	do
Clinton.....	.....	Cariboo.....	Charles E. Pope.....	do
Comox.....	.....	Vancouver.....	Alexander Redell.....	do
Cowichan.....	.....	Vancouver.....	Samuel Harris.....	do
Duck and Pringle.	.....	Yale.....	James Duck.....	do
Esquimault.....	.....	Victoria.....	John T. Howard.....	do
Hope.....	.....	Yale.....	John G. Wirth.....	do
Kamloops.....	.....	Yale.....	James McKenzie.....	do
Kootenay.....	.....	Yale.....	James Normansell..	do
Lake La Hache.....	.....	Cariboo.....	Patrick Gannon.....	do
Langley.....	.....	New Westminster..	W. W. Gibb.....	do
Lilloet.....	.....	Cariboo.....	E. Tynon.....	do
Lytton.....	.....	Yale.....	John Boyd.....	do
Maple Bay.....	.....	Vancouver.....	William Beaumont..	do
Nanaimo.....	.....	Vancouver.....	James Harvey.....	do
New Westminster.	.....	New Westminster..	Valentine B. Tait..	do
Ominica.....	.....	Cariboo.....	Francis Page.....	do
150 Mile House.....	.....	do.....	Robert H. Young.....	do
Quesnel.....	.....	do.....	Alex Barlow.....	do
Skeena.....	.....	do.....	Thomas Hankin.....	do
Soda Creek.....	.....	do.....	Robert McLeese.....	do
Spence's Bridge.....	.....	Yale.....	John Murray.....	do
Sumas.....	.....	New Westminster..	David W. Miller.....	do
Van Winkle.....	.....	Cariboo.....	J. L. Lindhard.....	do
Victoria.....	.....	Victoria.....	Henry Wootton.....	do
Yale.....	.....	Yale.....	D. McQuarrie.....	do

WILLIAM WHITE,  
Secretary.

A. CAMPBELL,  
Postmaster General.

## REPORT No. 8.—A.

LIST of Post Offices closed, in Canada, during the year ended 30th June, 1872

Name of Office.	Electoral District.	Postmaster.	Date of Discontinuance.	Reason of Discontinuance.
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## ONTARIO AND QUEBEC.

Bogart .....	Hastings, E. R. O.	A. L. Bogart...	1st Sept., 1871 ...	Upon resignation of Postmaster, no suitable person was found to succeed him
Borelia .....	Ontario, N. R. O.	James Jewett...	1st March, 1872 ..	do do
Dornoch .....	Oxford, S. R. ... O.	James Campbell.	1st April, 1872 ...	do do
Drury .....	Simcoe, N. R. ... O.	William McNab.	1st March, 1872 ...	do do
Elizabethville.....	Durham, E. R. O.	J. McMurtry...	1st January, 1872.	do do
Glenlyon .....	Bruce, S. R. ... O.	William Hay ...	1st June, 1872....	do do
Green Point .....	Prince Edward. O.	Philip Roblin...	1st Feb., 1872....	do do
Indian River.....	Peterboro', E. R. O.	James Conway...	1st Sept., 1871 ...	do do
Largie .....	Elgin, W. R. ... O.	H. McPherson...	1st Sept., 1871 ...	do do
Leavens .....	Grey, N. R. ... O.	John McMulkin.	1st January, 1872.	Upon death of Postmaster, no suitable person was found to succeed him.
Mathers .....	Peterboro, E. R. O.	Thomas Mathers	1st March, 1872 ..	Upon resignation of Postmaster, no suitable person was found to succeed him.
Mount Hope .....	Middlesex, W. R. O.	Stephen Thomas.	1st Dec., 1871....	do do
Mount Webster ..	Leeds, S. R. ... O.	Robert Webster.	1st Feb., 1872 ...	Death of Postmaster, and office no longer required.
Pelham Union....	Monck .....	J. J. Bradt....	1st Dec., 1871....	Upon resignation of Postmaster, no suitable person could be found to succeed him.
Wesley.....	Oxford, S. R. ... O.	John Jenkinson.	1st July, 1871 ...	Upon resignation of Postmaster, the further maintenance of the office was considered unnecessary.
Willowgrove.....	Haldimand .....	Thomas Keating.	1st June, 1872....	Upon resignation of Postmaster, no suitable person could be found to succeed him.
Woodbury.....	Brant, S. R. ... O.	Lionel Shepherd.	1st June, 1872....	Upon resignation of Postmaster, the further maintenance of the office was considered unnecessary.
Ulyatt .....	Grey, N. R. ... O.	John Allcock...	1st Sept., 1871....	Upon resignation of Postmaster, no suitable person was found to succeed him.

## NEW BRUNSWICK.

Lameque, W. O. .	Gloucester.....	H. A. Sormany.	1st Dec., 1871....	Upon resignation of Postmaster, no suitable person was found to succeed him.
Middleton, W. O.	Westmoreland ...	Mary C. Dickson	1st Dec., 1871....	do do
Lower Hillsborough, W. O. .	Albert .....	C. Christopher..	1st May, 1872....	Upon opening of Post Office at Upper Hillsborough.

WILLIAM WHITE,  
Secretary.

A. CAMPBELL,  
Postmaster General.

## REPORT No. 8.—B.

REPORT of New Post Routes established in Canada, during the year ended 30th June, 1872.

ROUTE.		Number of trips per week.	Distance in miles.	Date of Establishment
From	To			

## LONDON DIVISION.

Alberton	Jerseyville	3	3	1st April, 1872.
Alvinston	Watford	3	8	1st January, 1872
Bothwell	Florence	6	9	do do
Brantford	G. W. R. Brantford & Harrisburg Railway Station	24	$\frac{1}{4}$	27th November, 1871.
Brewster	Grand Bend	2	2	1st May, 1872.
Candasville	Rosedene	2	6	1st December 1871.
Collinville	Waubuno	1	6	1st May, 1872.
Crumlin	Evelyn	2	5	1st April, 1872.
Dashwood	Sarepta	3	$1\frac{1}{2}$	1st December, 1871.
Florence	Shetland	3	4	1st January, 1872.
Glanworth	Kellerby	2	5	1st November, 1871.
Grand Bend	Moray	2	10	1st April, 1872.
Harrisburg	Railway Station of Brantford & Harrisburg Branch of G. W. R.	24	$1\frac{1}{8}$	27th November, 1871.
Innerkip	Strathallan	6	7	1st April, 1872.
Knapdale	Newbury	1	6	1st November, 1871.
Lilley's Corner's	London	12	1	1st April, 1872.
North Seneca	Tyneside	2	3	1st October, 1871.
Poole	Milverton	6	4	1st May, 1872.
Paris Station	Simcoe, via Scotland & Round Plains, &c.	6	28	15th August, 1871.
Port Lambton	Wallaceburg, via Becher	2	12	1st November, 1871.
Welland	Winger	1	5	1st December, 1871.
Cleveland	Port Stanley	2	74	15th July, 1871.

## TORONTO DIVISION.

Albion	Station	12	$\frac{1}{2}$	1st October, 1871.
Allendale	Painswick	3	$3\frac{1}{2}$	1st August, 1871.
Alloa	Edmondton	3	3	1st November, 1871.
Alton	Station	12	1	1st October, 1871.
Apto	Phepston	2	3	1st July, 1871.
Arthur	Station	24	1	18th December, 1871.
Ashdown	Turtle Lake	1	$6\frac{1}{2}$	1st July, 1871.
Atherley	Rathburn	1	6	1st May, 1872.
Beaverton	Station	12	$\frac{1}{2}$	1st August, 1871.
Brooklin	do	12	$\frac{1}{2}$	5th June, 1872.
Burton	Cartwright	3	5	1st August, 1871.
Buttonville	Unionville	3	$3\frac{3}{4}$	1st October, do
Caledon	Station	12	$\frac{1}{2}$	1st October, do
Cambray	do	12	$2\frac{1}{4}$	1st August, do
Cannington	do	12	$\frac{1}{2}$	1st January, 1872.
Cherrywood	Dunbarton	3	$3\frac{1}{4}$	1st July, 1871.
Churchville	Lennox	2	3	1st April, 1872.
do	Lisgar	2	4	1st August, 1871.
Dundalk	Ronaldsay	2	10	1st January, 1872.
East Oro	Steele	3	$4\frac{1}{2}$	4th December, 1871.
Enfield	Taunton	2	2	1st July, 1871.
Fransmore	Frank Hill	1	6	1st January, 1872.
Fergus	Metz.	1	8	1st April, 1872.
Goodwood	Station	6	$\frac{1}{2}$	1st October, 1871.

REPORT No. 8, B.—Report of New Routes Established in Canada during the Year ended 30th June, 1872.—Continued.

ROUTE.		Number of trips per week.	Distance in miles.	Date of establishment.
From	To			
Huntsville.....	Ravenscliffe.....	1	8	1st April, 1872.
Kenilworth.....	Station.....	12	$\frac{1}{4}$	18th December, 1871.
Kinnmount.....	Mount Irwin.....	1	8	1st November, 1871.
Klineburg.....	Station.....	12	$1\frac{1}{4}$	1st October, 1871.
Magnetawan.....	Rosseau.....	1	35	1st August, do
Manchester.....	Station.....	12	1	5th June, 1872.
Markham.....	do.....	12	$\frac{3}{4}$	18th September, 1871.
Mary Lake.....	Utterson.....	2	3	1st October, 1871.
Richipicoton River.....	Sault Ste. Marie.....	1 p.mth.	160	1st January, 1872.
Mount Forest.....	Station.....	21	$\frac{1}{4}$	18th December, 1871.
Myrtle.....	do.....	12	$\frac{1}{4}$	5th June, 1872.
Orangeville.....	do.....	12	$\frac{1}{4}$	1st October, 1871.
Orillia.....	do.....	12	$\frac{1}{4}$	27th November, 1871.
Pinedale.....	Wick.....	2	$\frac{1}{4}$	1st October, 1871.
Port Perry.....	Station.....	12	$\frac{1}{4}$	5th June, 1872.
Prince Albert.....	do.....	12	do	do
Reaboro'.....	do.....	6	$\frac{1}{4}$	1st October, 1871.
Rockside.....	Salmonville.....	2	4	1st March, 1872.
Shanty Bay.....	Station.....	6	$\frac{1}{4}$	1st April, do
Siloam.....	Uxbridge.....	2	5	do do
Stouffville.....	Station.....	12	$\frac{1}{4}$	18th September, 1871.
Toronto.....	T. G. & B. Station.....	12	$\frac{1}{4}$	1st October, do
do.....	T. & Nipissing Station.....	12	$\frac{1}{4}$	18th September, do
Unionville.....	Station.....	12	$\frac{1}{4}$	do do
Uxbridge.....	do.....	12	$\frac{1}{5}$	do do
Whitby.....	do.....	12	$1\frac{1}{4}$	5th June, 1872.
Woodbridge.....	T. G. & B. Station.....	12	$\frac{1}{4}$	1st October, 1871.
Woodville.....	Midland do.....	12	2	1st August, do
do.....	Nipissing do.....	6	$0\frac{3}{4}$	1st January, 1872.

## KINGSTON DIVISION.

Avoonmore.....	Millie Roches.....	2	13	1st August, 1871.
Ardoch.....	Gemley.....	1	9	1st June, 1872.
Chantry.....	Harlem.....	2	$13\frac{1}{2}$	1st July, 1871.
Desert Lake.....	Loughboro'.....	1	11	1st September, 1871.
Glanmire.....	Millbridge.....	1	7	1st November, do
Kingsford.....	Lonsdale.....	3	2	do do
Marble Rock.....	Gananoque Station.....	2	$4\frac{1}{2}$	1st February, 1872.
North Douro.....	Railway do.....	12	$\frac{1}{8}$	1st November, 1871,

## CHIEF INSPECTOR'S DIVISION.

Bell's Corners.....	Fallowfield.....	3	4	1st June, 1872.
Bristol.....	Sand Point.....	6	$4\frac{1}{2}$	25th December, 1871.
Fort Coulonge.....	Waltham.....	2	13	1st do do
Low.....	Venosta.....	1	8	1st July, 1871.
March.....	Steamboat Wharf.....	6	$\frac{1}{4}$	1st August, 1871.

## MONTREAL DIVISION.

Abercarn.....	Railway Station.....	6	$\frac{3}{4}$	1st November, 1871
Adamsville.....	Brigham.....	6	4	do do
do.....	Granboro.....	3	6	do do
Brigham.....	Railway Station.....	12	$\frac{1}{4}$	do do
Coaticooke.....	Paquetteville.....	2	22	1st July, 1871.

REPORT No. 8, B.—REPORT of New Post Routes established in Canada during the year ended 30th June, 1872.—*Continued.*

ROUTE.		Number of trips per week.	Distance in miles.	Date of establishment.
From	To			
Chatboro'	Cushing	2	3	1st December, 1871.
Côte des Saints	St. Monique des Deux Montagnes	6	1	1st June, 1872.
Cowansville	Railway Station	12	$\frac{1}{2}$	1st November, 1871.
East Farnham	do	6	1	do do
Farnham	Haseville	2	7	1st June, 1872.
do	Railway Station	6	14 rods.	1st December, 1871.
Genoa	St. Hermas	2	3 $\frac{1}{2}$	1st October, 1871.
Granby	Roxton Pond, via Savages Mills.	3	12 $\frac{1}{2}$	1st April, 1872.
Hatley	Massawippi Valley R. Station	6	3 $\frac{1}{2}$	16th November, 1871.
Knowlton	Sutton Junction	6	7	1st January, 1872.
Lac Masson Road	St. Hippolyte de Kilkenny	2	3	1st July, 1871.
Lake Megantic	Piopolis	12	6	1st May, 1872.
L'Assomption	St. Julien, via St. Jacques and St. Esprit	6	23	1st April 1872.
North Sutton	West Brome	6	2	1st November, 1871.
St. Bazile le Grand	St. Bruno, Railway Station	12	6	1st April, 1872.
St. Hermenegilde	Ricards	1	1	1st October, 1871.
St. Stanislas de Kostka	Valleyfield	3	8	1st July, 1871.
Sutton	Railway Station	12	$\frac{1}{2}$	1st November, 1871.
Sweetsburg	do	12	$\frac{1}{2}$	do do
West Brome	do	12	$\frac{1}{2}$	do do
RAILWAY SERVICES.				
West Farnham, (South East Counties Railway)	Riehford, Vermont	6	34	30th October, 1871.

QUEBEC DIVISION.

Adderley	St. Pierre Baptiste	3	3	1st January, 1872.
Broughton	East Broughton	1	6	1st June, 1872.
East Broughton	West Broughton (via Thiers)	1	18	1st June, 1872.
Gaspé Basin	North Shore of Riv. St. Lawrence	Frtrntly		10th May, 1872.
Grandes Coudées	Jersey, (Beauce)	1	14	1st June, 1872.
Moisie	Quebec	Tri-mth	420	1st October, 1871.
St. Evariste de Forsyth	St. Honoré	1	7	1st July, 1871.

NEW BRUNSWICK DIVISION.

Blissville and Patterson Settlement	Hovt Railway Station	3 & 2	1 & 2	11th October, 1871.
St. George	Back Bay	1	7	1st February, 1872.
Westmoreland Point	Au Lac, Railway Station	12	1	1st October, 1871.

NOVA SCOTIA DIVISION.

Point Brulé	Forbes'	1	2	1st July, 1871.
Broad Cove Marsh	Chimney Corner	3	5	do do
McKenzie's Road	Parkers Cove	1	8	do do
Salmon Road	Ward, Glebe, and Post Roads	1	6 $\frac{1}{2}$	do do
Lake Ainslie, (South side)	Lake Ainslie	1	6	do do
Falmouth, (Windsor Bridge)	Mortouville	3	7	1st October, 1871.
Indian Point	Mahone Bay	1	4	1st November, 1871.

REPORT No. 8, B.—Report of New Post Routes established in Canada during the Year ended 30th June, 1872.—*Continued.*

ROUTE.		Number of trips per week.	Distance in miles.	Date of establishment.
From	To			
French Vale .....	North West Arm .....	1	5	1st January, 1872.
Elmsdale, P. O. ....	Railway Station .....	12	60 yards	do do
Advocate Harbour .....	Three Sisters .....	1	10	1st April, 1872.
Halifax .....	St. John, N. B., (by Steamer.) ..	1		21st March, 1872.
Chipman's Brook .....	Lakeville .....	2	12	1st April, 1872.
Cheverie .....	Kennetcook .....	1	8	1st May, 1872.
Upper Newport .....	Woodville .....	1	1½	do do

PROVINCE OF MANITOBA.

Eagle's Nest .....	Lower Fort Garry .....	1	11	1st August, 1871.
Portage la Prairie .....	White Mud River .....	1	19	1st September, 1871.

WILLIAM WHITE,  
*Secretary.*

A. CAMPBELL,  
*Postmaster General*



REPORT No. 8.—C.

REPORT of all Post Routes discontinued in Canada, during the year ended 30th June, 1872, shewing in the case of each Route discontinued, the reason of the proceeding.

ROUTE.		Dis- tance in trips per Miles.	No. of trips per week.	Date of Discontinuance.	Reason of Discontinuance.
From.	To.				
<b>LONDON DIVISION.</b>					
Ancaster .....	Leangford .....	12	6	1st April, 1872....	Rendered unnecessary by opening of Brautford and Harrisburg Rail- way, &c
Bentley .....	Morpeth .....	6	6	1st July, 1871.....	Bentley wholly served from Rondeau instead of from both Rondeau and Morpeth.
Brewster .....	Johnston's Mills .....	5	2	1st May, 1872 ....	Brewster served by an extension of mail route from Moray to Grand Bend.
Edgecumbe.....	Millbank .....	5	2	1st April, 1872....	Edgecumbe served from Milverton instead.
Evelyn .....	Thorndale .....	6	2	1st April, 1872....	Evelyn served by an extension of the Mail route from London to Crumlin.
Fort Erie .....	E. & O. Railway Station.	3	12	19th April, 1872..	Conveyance of Mails by Erie and Ontario Railway discontinued.
Ingersoll .....	Wesley .....	6	2	1st July, 1871....	Wesley P. O. closed.
Jordan .....	Pelham Union .....	4	2	1st December, 1871	Pelham Union P. O. closed.
Larrie .....	Wallacetown .....	7	2	1st October, 1871	Larrie P. O. closed.
Newbury .....	Shetland .....	6	6	1st January, 1872.	Shetland supplied instead by way of Bothwell and Florence.
Niagara .....	Railway Station .....	4	12	19th April, 1872..	Conveyance of Mails by Erie and Ontario Railway discontinued.
Fort Erie.....	Niagara .....	30 1/2	6	19th April, 1872..	do do do do do do
<b>TORONTO DIVISION.</b>					
Albion .....	Toronto.....	3	6	19th October, 1871.	Superseded by Railway service.
Allea .....	Edmonton .....	2 1/2	3	1st September, 1871	Allea Post Office closed.
Alvanley .....	Parkhead .....	6	1	1st May, 1872 ....	Parkhead being served from Hepworth, the connection with Alvanley not being necessary was discontinued.
Arthur .....	Mount Forest .....	15	6	17th Decemb'r, 1871	Superseded by Railway service.
Barrie.....	Orillia (by Steamboat) .....	30	6	Close navigation ..	Orillia being connected with Barrie by Railway, this service is no longer necessary.
Barrie.....	Shanty Bay .....	6	2	1st April, 1872....	Shanty Bay served from the Railway Station.

Beaverton	Port Perry	31	1st January, 1872	Superseded by Railway service.
Beaverton	Orillia (by Steamboat)	42	Close navig., 1871	Orillia being connected with Barrie by Railway, this service no longer necessary.
Caledon	Orangeville	6½	9th October, 1871.	Superseded by Railway service.
Caledon East	Sandhill	4	9th "	do
Claude	Sligo	3	9th "	do
Clifford	Harrison	6½	24th Decemb'r, 1871	Superseded by Caledon and Caldwell via Sligo service.
Creek Bank	Drayton	8	3rd "	W. G. and B. Railway extended to Clifford.
Dalston	Drury	5½	1st March, 1872.	Drayton served by Railway.
Dalston	Edgar	4	2nd December, 1871	Drury P. O. closed.
Dollar	Thornhill	3½	1st October, 1871.	This was a section of the Dalston and Orillia route discontinued on establishment of Railway connection between Barrie and Orillia.
Dorking	Listowel	12	1st April, 1872.	Dollar served from Unionville, by the Gormley and Unionville route.
Dryden	Harrison	8	2nd December, 1871	Listowel being no longer necessary was discontinued.
Georgina	Beaverton	17	1st April, 1872.	Listowel being no longer necessary was discontinued.
Hawkestone	Wharf	0½	Close navig., 1871	Dryden served by Railway.
Headford	Richmond Hill	3	1st October, 1871.	Hawkestone served by Railway.
Horning's Mills	Honeywood	5	1st January, 1872.	The office at Headford being served from Unionville, the connection with Richmond Hill was discontinued.
Macville	Sandhill	3	9th October, 1871.	The Horning's Mills and Shelburne route being made semi-weekly, the connection between Honeywood and Horning's Mills not being necessary was discontinued.
Mono Mills	Orangeville	7	7th "	Superseded by Railway service.
Priceville	Ronaldsray	10	1st January, 1872.	do
Rugby	Orillia	6	2nd December, 1871	Ronaldsray served from Dundalk instead.
Stirton	Huston	3	3rd "	This was a section of the Dalston and Orillia route discontinued on establishment of Railway communication between Barrie and Orillia.
Thistletown	Woodbridge	9	9th Octobc., 1871.	Orillia
Ulyatt	Vandeleur	14	1st "	Huston served by Railway.
				Superseded by Railway service.
				Post Office at Ulyatt closed.

KINGSTON DIVISION.

Avonmore	Newington	7	31st July, 1871	Superseded by establishment of Mille Roches and Moose Creek service.
Inverary	Lanum	6	30th June, 1872	vice.
Lattimer	Wolfe's Corners	1	31st May, 1872	Superseded by establishment of Loughboro and Lake Opinicon service.
Mount Webster	Warburton	2½	31st January, 1872	Lattimer Post Office closed.
Newington	Northfield	7	31st May, 1872	Closing of Mount Webster Post Office.
North Douro	Peterboro	10	31st October, 1871	Superseded by Mille Roches and Moose Creek service.
				North Douro served by Midland Railway instead.

CHIEF INSPECTOR'S DIVISION.

Dunrobin	March	6	1st August, 1871.	This section of the March and South March route discontinued in summer, arrangements having been made to serve the March O.P. in summer by Ottawa River Steamer.
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REPORT No. 8.—C.—Continued.

REPORT of all Post Routes discontinued in Canada during the year ended 30th June, 1872, shewing in the case of each Route discontinued, the reason of the proceeding.

ROUTE.		Lis- tance in-trips per Miles.	No. of trips week.	Date of Discontinuance.	Reason of Discontinuance.
From	To				
Ayer's Flat	Hatley	5	6	15th Nov., 1871	Superseded by new Service between Hatley and Massawippi Valley Railway.
do	Magog	8	6	1st January, 1872	Superseded by re-establishment of service between Magog and Sherbrooke.
East Hereford	Paquetteville	7	1	1st July, 1871	This section of East Hereford and St. Malo service discontinued on re-establishment of Coaticook and Paquetteville semi-weekly mail.
Granby	Sweetsburg	19	3	1st Nov. 1871	Superseded by Adamsville, Brigham, Adamsville and Granboro.
do	Roxton Falls	16	2	1st April, 1872	Superseded by Granby and Roxton Pond, and Roxton Falls and Waterloo, <i>via</i> Savage's Mills.
Knowlton	Sweetsburg	12	6	1st January, 1872	Superseded by Knowlton and Sutton Junction.
L'Assomption	St. Jacques L'Achigan	13	3	1st April, 1872	These mail routes discontinued on re-organisation of service between L'Assomption and St. Julien, in which St. Alexis and St. Jacques were included.
St. Alexis	do	3	3	1st April, 1872	Service discontinued, superseded by Joliette and Rawdon.
Rawdon	do	15	3	1st January, 1872	Superseded by daily service between St. Germain and Drummond-ville.
St. Germain	St. Guillaume	13½	2	1st July, 1871	Superseded by St. Stanislas de Kostka and Valleyfield.
St. Louis de Gonzague	St. Stanislas de Kostka	7	2	do	Superseded by new service from Farndon Railway Station.
Stanbury	Stanbridge East	7	3	1st June, 1872	Discontinued after opening of S. E. Counties Railway.
Sweetsburg	Waterloo	18	3	1st April, 1872	do
do	West-Farmham	17	6	1st Nov., 1871	do
do	Richford, Vt.	19	6	1st Nov., 1872	Superseded by S. E. Counties Railway.

MONTREAL DIVISION.

QUEBEC DIVISION.

St. Nicholas	Railway Station	6	3	1st August, 1871	On establishment of daily service between Lévis and Three Rivers <i>via</i> St. Nicholas.
Mekinac	St. Tite	8	1	1st June, 1872	Route discontinued on closing P. O. at Mekinac.

NOVA SCOTIA DIVISION.

Cheley's .....	Dalhousie Road. ....	16	1	30th June, 1871. . . . .	Superseded by Mail Route between Aylesford and Bridgewater.
Aylesford .....	Morristown and Lake George. ....	13	1	do do	do do
Bill Town .....	Chipman's Brook .....	12	1	31st March, 1872. . . . .	Superseded by Mail Route from Lakeville to Chipman's Brook.
Mount Uniseke .....	Gold Mines .....	3	3	30th June, 1872. . . . .	Found to be unnecessary.
Annapolis .....	Lequille .....	2	1	do do	Superseded by daily mail between Liverpool and Annapolis.

PROVINCE OF BRITISH COLUMBIA.

Cache Creek .....	French Creek .....	224	6 p. ann.	31st October, 1871.	Service found to be unnecessary.
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WILLIAM WHITE,  
*Secretary.*

A. CAMPBELL,  
*Postmaster General,*

**Report No. 9.**—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec; shewing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

Name of Writer.	Where Mailed.	When Mailed	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of proceedings instituted in each case by the Department.
				Name.	Place.			
James Coster...	Ashton.....	1871. July 1..	\$ cts. 50 00	Wm. Martindale..	Perth.....	Only \$40 stated to have been received.	Registered	No evidence to show how alleged loss occurred.
J. M. Miller & Co.....	Hamilton.....	„ 3..	2 00	J. McNab & Co ..	Toronto .....	Stated not to have been received.....	Not .....	No trace owing to want of registration.
Kingan & Kinlock.....	Montreal.....	„ 4..	425 00	C. McPherson ...	Riv. Beaudette.	Stated not to have been received.....	Not .....	No trace owing to want of registration.
Dr. Lett.....	London .....	„ 6..	25 00	Mr. Lett .....	Stanhope .....	Stated not to have been received.....	Not .....	No trace owing to want of registration.
E. Akhurst .....	Toronto .....	„ 7..	4 00	Frank Vincent ...	South Quebec...	Stated not to have been received.....	Not .....	No trace owing to want of registration.
W. Turner.....	Almonde .....	„ 8..	1 00	Wm. Turner .....	Valleyfield ...	Stated not to have been received.....	Not .....	No trace owing to want of registration.
T. R. Stobbs ..	Wheatley .....	„ 8..	21 00	Rev. T. Stobbs...	Berlin.....	Stated to have been received without contents.....	Registered	Evidence failed to show that any money was in letter when mailed.
T. R. Johnson.	Crysler.....	„ 18..	25 00	G. MacDonald ...	Barrie.....	Stated not to have been received.....	Not .....	No trace owing to want of registration.

Name	Date	Money on order & Cheque for	Payee	Location	Notes	Registered	Trace
John Lowe	July 19	25 00	M. Cuvillier	Montreal	Stated not to have been received	Not	No trace owing to want of registration.
J. C. Conlin	" 21	6 00	J. G. Conlin	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
H. Aylwin	" 22	10 00	Miss C. F. Sheppard	Ottawa	Stated not to have been received	Not	No trace owing to want of registration.
Mary Annand	" 27	6 00	Mrs. H. Annand	Hillsburg	Received without contents	Registered	No evidence to show how loss occurred.
J. Bellecque	" 19	Not stated	J. Bellecque	Beresford	\$2 said to have been abstracted	Registered	Letter embezzled by Jules Valiquette, late assistant Postmaster of St. Jérôme, who confessed his guilt, and absconded to the United States before he could be arrested. Contents made good by Postmaster.
Rev. W. Knox Shawbridge	" 4	11 00	Rev. J. Rose	Toronto	Only \$6 stated to have been received	Registered	
J. Despatcs, père	" 8	10 00	J. LaRivière	Buckingham	Only \$5 stated to have been received	Registered	
F. Guindon	" 11	14 00	C. Paquette	St. Sauveur	Only \$10 stated to have been received	Registered	
M. Biger	" 15	8 00	Madme Biger	St. Hippolyte	Only \$4 stated to have been received	Registered	
O. Lacasse	" 17	14 00	Mme. P. Lacasse	Beresford	Only \$13 stated to have been received	Registered	
P. Robillard	" 24	8 00	Mme. F. Campeau	do	Only \$6 stated to have been received	Registered	
Philomène Paquette	" 25	20 00	L. Paquette	St. Sauveur	Only \$15 stated to have been received	Registered	
H. Lessard	" 27	Not stated	H. J. Raymond dit Brossard	do	\$1 stated to have been abstracted	Registered	
J. Forrest	" 29	50 00	L. De Lorme	St. Hyacinthe	Only \$30 stated to have been received	Registered	
R. Denis	" 31	22 00	N. Denis	St. Jérôme	Stated not to have been received	Registered	
C. Mathe	" 31	14 00	Mme. C. Mathe	St. Sacur	Only \$12 said to have been received	Not Registered	

Money abstracted by Jules Valiquette, late assistant Postmaster of St. Jérôme, who confessed his guilt and restored the contents. Before warrant for his arrest could be executed, he absconded to the United States.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
V. Provost	Hull	1871. July 31	\$ Not stated.	Mme. V. Provost.	do	\$2 stated to have been abstracted	Registered	
J. B. Bourignon	Mill End	" 31	4 00	Mme. J. Bourignon	Beresford	Only \$2 said to have been received	Registered	
Isie Paquin	do	" 31	9 00	Mad S. Dumoulin	do	Only \$8 said to have been received	Registered	
M <sup>rs</sup> P. Pischie	do	" 31	12 00	Mme. P. Pische	do	Only \$10 said to have been received	Registered	
M <sup>rs</sup> O. Desjardins	St. Adèle	" 31	do	T. Bastien	St. Scholastique	\$5 American Currency said to have been abstracted	Registered	Money abstracted by Jules Valquette late Assistant Postmaster, of St. Jérôme, who confessed his guilt, and restored the contents. Before warrant for his arrest could be executed he absconded to the United States.
V. Ethier	St. Jérôme	Aug. 3	78 00	Z. Lapierre	Montreal	Only \$76, said to have been received	Registered	
H. Lessard	Hull	" 9	25 00	J. Raymond dit Brossard	St. Sauveur	Only \$20, said to have been received	Registered	
J. Bellecque	Ottawa	" 2	16 00	D. J. Bellecque	Beresford	Only \$11, said to have been received	Registered	Money abstracted by Jules Valquette late Assistant Postmaster of St. Jérôme, who confessed and absconded to the United States, before he could be arrested. Contents made good by Postmaster.
H. Souci	Warwick	" 27	15 00	H. Souci	St. Agathe	Only \$10 said to have been received	Registered	
Hon. M. Cameron	Ottawa	" 1	10 00	Wm. S. Williams	Napanee	Stated to have been received without contents	Not	No evidence to show how loss occurred.

R. Green	Attercliffe	Aug. 2	5 00	R. W. Whitelaw	Beachville	Stated to have been received without contents	Registered	Investigation left no room for doubt that the abstraction was effected at the Canfield Post Office. Contents made good by Postmaster, who was removed.
Ann Gouden	do	" 23	3 50	S. Hill	St. Catharines	Stated to have been received without contents	Registered	
Not known	Ancaster	" 25	2 00	J. Early	Attercliffe	Stated to have been received without contents	Registered	
P. Hensebaugh	Attercliffe	" 30	50 00	Watts & Co	Brantford	Stated to have been received without contents	Registered	Investigation left little room for doubt that the abstraction was effected at the Canfield Post Office. Contents made good by Postmaster, who was removed.
Miss Birdsall	Canboro	" 5	1 25	J. S. Brown	Onondaga	Stated to have been received without contents	Registered	
Miss Futvoye	Toronto	" 3	7 00	M. F. Walsh	Quebec	Stated not to have been received	Not	No trace owing to want of registration.
Mary Henderson	Fort Erie	" 3	2 00	A. Henderson	Toronto	Stated not to have been received	Registered	Delivered to wrong party, from whom the contents were afterwards recovered.
Adam Purslow	Port Hope	" 4	13 00	J. H. Mason	do	Stated not to have been received	Not	No trace owing to want of registration.
David Cain	Rockburn	" 5	150 00	J. McLaren	Montreal	Only \$140 said to have been received	Registered	Mail bag opened and robbed in house of mail contractor, who made good contents in both these cases.
County Registrar	Huntingdon	" 5	60 00	do	do	Stated to have been received without contents	Registered	
W. S. Hemming	Quebec	" 9	8 00	Mrs. W. S. Hemming	do	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
E. Siam	South Quebec	" 14	Not stated.	Mrs. Siam	Arnprior	Stated not to have been received	Not	No trace owing to want of registration.



**REPORT No. 9.**—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—*Continued.*

Name of Writer.	Where Mailed.	When Mailed	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
B. Scalley .....	Fenelon Falls ..	1871. Aug. 15..	\$ 4 46	H. Handcock.....	Toronto .....	Stated not to have been received.....	Registered	Package in which letter was despatched from Lindsay to Toronto missing. No trace to show how alleged loss occurred.
M <sup>de</sup> . Lafontaine .....	Montreal .....	„ 16..	10 00	M <sup>de</sup> m. Plouarde.....	Quebec .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Rev. G. Clark ..	do .....	„ 16..	10 00	M <sup>de</sup> m. V. T. Piché.	Portneuf .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Not known .....	Kingston .....	„ 17..	10 00	Miss Allen .....	Kingley .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Yellowles & Quick .....	Bowmanville .....	„ 24..	24 60	John Kerr.....	Toronto .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Henry Stuart... ..	Kilbride.....	„ 29..	7 00	Aggie Stuart .....	Zurich.....	Stated not to have been received .....	Not .....	Postmaster Kilbride, having failed to register letter as requested, made good the contents.
D. Simmons .....	Murray Bay.....	Sept. 1..	30 00	W. J. Forrest.....	Ottawa.....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Jas. A. Oliver ..	Quebec.....	„ 4..	7 75	Mrs. J. A. Temple.	Toronto .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
M. C. Mills .....	do .....	„ 4..	20 00	Mrs. R. C. Mills ..	Renfrew .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Robt. Grandy ..	Toronto .....	„ 4..	40 00	John Grandy .....	Zurich .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Lavinia Weighl ..	Melancthon .....	„ 5..	6 00	Mrs. W. Weighl ..	Markdale .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.

C. W. Wilson	Quebec	Sept. 7	7 75	Mrs. J. A. Temple	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
Wm. Coates	Brockville	9	8 78	L. Black & Co	Windsor	Stated not to have been received	Registered	Burnt in fire which destroyed Windsor Post Office, on 12th October, 1871.
Holt, Irving & Pemberton	Quebec	11	2 90	Wm. Brosseau	St. Ferdinand, Megantic	Stated not to have been received	Not	No trace owing to want of registration.
John Murray	Klineburg	11	5 00	Mrs. Murray	Fonthill	Stated not to have been received	Not	No trace owing to want of registration.
Not known	Brantford	14	32 00	James Allen	Canfield	Stated to have been received without contents	Registered	Abstracted at Canfield Post Office. Amount made good by Postmaster.
A. H. Cumming & Co	Coaticook	25	11 75	W. Farwell	Sherbrooke	Only \$10 said to have been received	Registered	No evidence to show how alleged loss occurred.
S. L. Bodson	Lower Ft. Garry	26	19 00	J. H. Cornish	Toronto	Stated not to have been received	Registered	
S. D. Sinclair	Fort Garry	27	211 00	W. McPherson	do	Stated not to have been received	Registered	Supposed to have been burnt in great fire in Chicago, on 8th October, 1871.
do	do	27	22 75	J & W. Pennock	Ottawa	Stated not to have been received	Not	
Not known	Martintown	27	1 15	Mrs. Whiting	Windsor	Stated not to have been received	Registered	Burnt in fire which destroyed Windsor Post Office, on 12th October, 1871.
A. Spencer	Fingal	29	5 00	Sarah Spencer	Prescott	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
A. McD. Dawson	Quebec	Oct. 3	10 00	Miss Dawson	Nepean	Said not to have been received	Not	No trace owing to want of registration.
Capt. Rogers	Ottawa	3	52 18	A. Harding	Kingston	Only \$32 said to have been received	Registered	No evidence to show how alleged loss occurred.
John Whyte	Montreal	3	2 70	Hugh Ryan	Fitzroy	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.

**REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.**

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
J. Vendall .....	Norwich .....	1871.	\$ cts. 1 50	Mr. Kleiser .....	Toronto .....	(Stated to have been received without contents .....	Registered	No evidence to shew how alleged loss occurred.
P. Steinhoff .....	Langton .....	" 3..	Not stated.	P. Chamberlain .....	Houghton .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
P. Thompson .....	Waubashene .....	" 4..	20 00	Mrs. P. Thompson .....	Toronto .....	Said not to have been received .....	Not .....	The Sub-Post Master at Warbas-hene having failed to register this letter, made good contents.
Not known .....	Montreal .....	" 2..	Not stated.	G. Radigan .....	Windsor .....	Said not to have been received .....	Registered	
B. L. Mathews .....	Quebec .....	" 6..	91 00	Mrs. A. Truscott .....	do .....	Said not to have been received .....	Registered	
Not known .....	Dunnville .....	" 9..	5 00	D. Dougall .....	do .....	Said not to have been received .....	Registered	
do .....	Petrolea .....	" 10..	10 00	Record & Journal .....	Windsor .....	Said not to have been received .....	Registered	Burnt in the fire which destroyed Windsor Post Office, on 12th October, 1871.
do .....	Elora .....	" 10..	30 00	D. Bethune .....	do .....	Said not to have been received .....	Registered	
do .....	Ruthven .....	" 11..	Draft.	Merchants' Bank .....	do .....	Said not to have been received .....	Registered	
H. F. Woodburn .....	South Durham .....	" 9..	25 00	B. Hutchins .....	Montreal .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
G. Achison .....	Goderich .....	" 9..	57 53	D. Lamont & Co. .....	Chatham .....	Only \$37.50 said to have been received .....	Not .....	No evidence to shew how loss occurred.

John Foucher	Windsor	Oct. 10	Not stated.	Mrs. J. Foucher	St. Roch	Said not to have been received	Not	No trace owing to want of registration.
C. E. Black	Sonya	" 10	101 00	Fitch & Eby	Toronto	Said not to have been received	Not	Postmaster Sonya, having failed to register this letter as desired, made good contents.
J. Ebbson	Longwood	" 10	50 00	Mrs. Alice Barry	Dorchester Stn.	Said not to have been received	Not	No trace owing to want of registration.
Mr. Furniss	Toronto	" 11	130 00	Mr. Farquhar	Georgetown	Said not to have been received	Not	No trace owing to want of registration.
Mary A. Lee	Arnprior	" 13	75 00	H. Corby & Son	Belleville	Only \$55 stated to have been received.	Registered	No evidence to shew how alleged loss occurred.
Wm. Clegg	Mitchell	" 13	146 00	Manager Prov. Ins. Coy.	Toronto	Said not to have been received	Registered	Supposed to have been stolen in Toronto Post Office. Party suspected made good contents, and dismissed.
Jas. Riley	Manchester	" 15	Not stated.	H. Pilling	Meritton	Said not to have been received	Not	No trace owing to want of registration.
Rev. C. Gray	North Wakefield	" 16	t stated.	Mrs. M. A. Doyle	Low	Said not to have been received	Not	No trace owing to want of registration.
H. G. Wegeant	Morrisburg	" 18	3 00	G. H. Wegeant	Toronto	Said not to have been received	Not	No trace owing to want of registration.
W. Bowman	Amherstburg	" 19	100 00	Eastwood Marr & Co.	Ingersoll	Only \$50 said to have been received	Registered	No evidence to shew how loss occurred.
Hatch Bros	Whitby	" 20	15 00	Connolly & Benjamin	Yarker	Said not to have been received	Not	No trace owing to want of registration.
Dr. Brown	Winchester	" 23	3 00	Miss P. Brown	Mallorytown	Said not to have been received	Not	No trace owing to want of registration.
J. B. Douglah	Berthier	" 25	24 00	Mrs. W. Douglas	Quebec	Said not to have been received	Not	No trace owing to want of registration.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
J. D. Freeman.	Brownville .....	1871. Oct. 26.	\$ cts. 11 25	Guardian Office.	Toronto .....	Only \$10 said to have been received .....	Registered	No evidence to shew how loss occurred.
J. A. Warrell .....	Port Hope .....	" 27.	25 00	John Hamilton.	Quebec .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
J. A. Shorey & Co.	Montreal .....	" 27.	Not stated.	C. W. Bingham ..	Chrysler .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
Burland, Lafri- cain & Co. ....	do .....	" 28.	45 00	Walter Street .....	Toronto .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
S. Bissell .....	Fingal .....	" 30.	25 00	Dora Bissell .....	Exeter .....	Only \$17 said to have been received .....	Registered	No evidence to shew how loss occurred.
Mrs. Kinner ...	St. Hyacinthe ..	" 30.	Not stated.	Rev. Sister St. Eleanor .....	Quebec .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
W. W. Warren.	Montreal .....	" 31.	4 00	Mrs. Greneslade ..	Montreal .....	Said not to have been received .....	Not .....	No trace owing to want of registration.
W. Bogart .....	Pembroke .....	1871 Nov. 2.	60 00	G. W. Bogart .....	Winchester .....	Only \$50 said to have been received .....	Registered	No evidence to shew how loss occurred.
Mr. F. Smith ..	Montreal .....	" 3.	4 00	Mrs. Thompson .....	Halifax .....	Said not to have been received .....	Not .....	No trace owing to want of registration.

W. Western	Batho.	4	9 00	John Caniff	Drumho.	Stated to have been received without contents	Registered	No evidence to shew how alleged loss occurred.
C. W. Montzambert	Quebec	7	20 00	Rev. A. Von Iffland	Bergerville	Said not to have been received	Not	No trace owing to want of registration.
S. Jas. Mills	Dacre	10	1 00	Jas. Poole	Carteton Place	Said to have been received without contents	Registered	No evidence to shew how alleged loss occurred.
L. Jackson	Navan	10	10 00	J. McCullough	Wingham	Said to have been received without contents	Registered	No evidence to shew how alleged loss occurred.
H. Touchbourne	Greenock	23	50 40	J. A. Atkinson & Co	London	Said not to have been received	Registered	Evidence adduced left very little doubt that this letter and contents had been abstracted by a clerk in the Walkerton Post Office. Clerk dismissed and contents made good by Postmaster.
A. D. Arlin	Wallacetown	27	25 00	Mrs. A. Arlin	Hamilton	Stated to have been received without contents	Registered	Investigation failed to shew that letter was tampered with while in charge of Post Office.
G. P. Gray	Owen Sound	27	24 00	Dobbie & Carrie	Toronto	Said not to have been received	Not	No trace owing to want of registration.
Rev. W. McGill	Merrickville	28	30 00	Miss McGill	Hamilton	Only \$25 stated to have been received	Registered	Investigation failed to shew that letter was tampered with while in charge of Post Office.
F. Clarke	Ottawa	29	9 00	Fredk. Clarke	Kingston	Said not to have been received	Not	No trace owing to want of registration.
F. C. Emberson	Lennoxville	29	8 00	Mrs. Emberson	Belleville	Said not to have been received	Not	No trace owing to want of registration.
do	do	29	7 00	do	do	Said not to have been received	Not	No trace owing to want of registration.
Jas. Small	Strathroy	Dec., 1	8 00	A. Gengaa	Toronto	Said not to have been received	Not	No trace, owing to want of registration.
R. Plamondon	Quebec	2	16 35	Rev. M. Demiel	Levis	Said not to have been received	Not	No trace, owing to want of registration.

**REPORT No. 9.**—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—*Continued.*

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
J. A. Boardman	Canfield	1871. Dec. 2.	\$ 0 75	É. R. Dewhurst.	Welland.	Said not to have been received	Not	No trace, owing to want of registration.
A. Williams	Hillier	" 11.	15 00	W. C. Williams.	Toronto	Said not to have been received	Not	No trace, owing to want of registration.
Geo. Lambert	Garden Island	" 11.	10 00	A. Lambert	Alfred	Said not to have been received	Registered	Letter disappeared in Alfred P.O., contents made good by Postmaster.
A. McGill	Melbourne	" 12.	9 00	Capt. F. G. Scott.	Ottawa	Said not to have been received	Not	No trace, owing to want of registration.
H. Mier	Formosa	" 12.	16 50	Emery & Mahon.	London	Said not to have been received	Not	Enquiry having shown great neglect in the treatment of these letters by the P.M., of Formosa, the contents were made good by him.
J. Schustaff, Sen	do	" 12.	1 80	C. M. Taylor	Waterloo			
W. H. Forrest	Quebec	" 15.	2 75	Major W. K. King	St. Sylvestre	Said not to have been received	Not	No trace, owing to want of registration.
Mrs Bartlett	Brantford	" 20.	4 00	Mrs. T. Summerhays	Toronto	Said not to have been received	Not	No trace owing to want of registration.
Illie & Fitzsimmons	Galt	" 26.	53 25	Wm. Taylor	do	Said not to have been received	Not	No trace, owing to want of registration.
J. M. Pringles & Co	Toronto	" 29.	26 00	A. T. McTavish.	Montreal	Said not to have been received	Not	No trace, owing to want of registration.
J. P. Rusk	Park Head	" 30.	5 81	Richard Rusk	Burford	Said not to have been received	Not	Postmaster at Park Head having failed to register this letter, made good contents.

1872 Jan. 5.	Capt. Fraser	Kinburn	Capt. Leitch	Onslow	Stated to have been received without contents	Registered	No evidence to show how loss occurred.
" 10.	Miss Bartlett	Brantford	Mrs. J. Summerhays	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
" 11.	Miss Methot	Quebec	Mad. L. T. Method	Montreal	Stated not to have been received	Not	No trace owing to want of registration.
" 11.	J. McGregor	Harriston	Wm. Clegg	Mitchell	Stated not to have been received	Registered	Letter improperly treated by Postmaster, Harriston who made good the contents.
" 11.	Richd. Harding	London	Geo. Taylor	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
" 13.	Miss Mack	St. Catharines	Mrs. D. Morrison	do	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
" 15.	R. S. M. Bourchette	Ottawa	Mrs. B. Pollard	Quebec	Stated not to have been received	Not	No trace owing to want of registration.
" 15.	J. Allan	Widder Station	C. M. Taylor	Waterloo	Stated not to have been received	Not	Registration omitted by Postmaster, Widder Station, who made good contents.
" 18.	J. B. Lamontagne	St. Flavie	Woodley and Co.	do	Only \$2 said to have been received	Registered	No evidence to show where loss occurred.
" 18.	Miss Connell	Park Hill	Jas. Connell	Kingston	Stated not to have been received	Registered	Letter delivered to wrong party who kept the contents. Party arrested and tried, but acquitted for want of sufficient evidence.
" 22.	Miss Burgess	Lanark	Mrs. Burgess	Cannington	Stated not to have been received	Not	No trace owing to want of registration.
" 22.	Not known	Ingersoll	Miss Baldwin	Toronto	Stated not to have been received	Not	Registration omitted by Postmaster, Ingersoll, who made good contents.



**REPORT No. 9.—Report of all Cases occurring within the year ended 30th June, 1872, of the abstraction from or Loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.**

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
John Bruce.....	Walkerton.....	1872. Jan. 26..	\$ cts. 32 00	Adam Miller & Co.	Toronto.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
W. McKinnon..	Paisley.....	" 5..	8 50	Jas. Twitchell....	Clinton.....	Stated not to have been received.....	Registered	
J. S. Johnstone.	West Winchester	" 13..	5 00	Mrs. M. A. Johnstone.....	Carnegie.....	Stated to have been received without contents.....	Registered	
Hugh Brown...	Carronbrook....	" 15..	8 00	Andrew Garvie...	Ellengowan...	Stated to have been received without contents.....	Registered	
C. W. Paton...	Oswego, N. Y. . .	" 20..	37 00	Mrs. L. Clement...	Maple Hill.....	Stated to have been received without contents.....	Registered	
John Kelso.....	Paisley.....	" 22..	5 00	H. C. Baird.....	Philadelphia...	Stated to have been received without contents.....	Registered	
J. Black.....	North River, N. Y.	" 26..	60 00	Thos. Black.....	Greenock.....	Stated to have been received without contents.....	Registered	
John Kelso....	Paisley.....	Feb. 6..	1 25	"Saturday Night" Office.....	Philadelphia...	Stated to have been received without contents.....	Registered	Investigation left very little room for doubt that these letters and contents had been abstracted by a clerk, in the Walkerton, Post Office. Clerk dismissed and contents made good by Postmaster.
do.....	do.....	" 6..	2 50	New York Ledger.	New York.....	Stated to have been received without contents.....	Registered	
do.....	do.....	" 6..	2 00	National Police Gazette.....	New York.....	Stated to have been received without contents.....	Registered	
do.....	do.....	" 13..	5 00	H. C. Baird.....	Philadelphia...	Stated to have been received without contents.....	Registered	

W. F. Kerzun	Maawell	A. Webster	Priceville	Stated not to have been received	Registered	No evidence to account for loss, but as Priceville, having failed to check receipt of mail made good contents.
N. Lemieux	Quebec	V. J. Warren	Bridgewater	Stated not to have been received	Not	No trace owing to want of registration.
Dr. Higginbotham	Bridgewater	Dr. W. Higginbotham	North Douro	Stated not to have been received	Not	No trace owing to want of registration.
Not known	Pembroke	A. Beatty	Lansdown	Stated not to have been received	Not	No trace owing to want of registration.
Jessie Long	Hamilton	Mrs. Long	Toronto	Stated to have been received without contents	Not	No evidence to show how alleged loss occurred.
J. D. Breize	Bridgewater	Ignace Bergeron	Sorel	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
P. Ostrander	Clear Creek	Edith Ostrander	Oneida	Stated not to have been received	Registered	Since mail for Oneida, containing this letter stated not to have reached Oneida. No evidence to show how alleged loss occurred.
R. C. Sherratt	Perth	Henry Brown	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
S. Cleveland	Sherbrooke	Eastern Tp's Bank	Sherbrooke	Only \$11 said to have been received	Not	No evidence to show how alleged loss occurred.
Geo. Hughes	Fort Erie	Miss Hughes	Toronto	Stated not to have been received	Not	No trace owing to want of registration.
Mary H. Hewgill	Toronto	Capt. Hewgill	do	Stated not to have been received	Not	No trace owing to want of registration.
Geo. Bouchette	Quebec	Geo. Desbarats	Montreal	Said not to have been received	Not	No trace owing to want of registration.
C. G. Charlebois	Rigaud	A. Dubord	Montreal	Said not to have been received	Not	Letter accidentally lost by letter carrier in Montreal.
J. P. Larkin	Newcastle	Wills & Watson	Toronto	Said not to have been received	Not	No trace owing to want of registration.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing money sent through the Post in Ontario and Quebec, &c.—Continued.

Name of writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
G. R. Russell	Ottawa	1872, March 8.	\$ cts. 25 00	H. C. Russell	Port Hope	Said not to have been received.	Not	No trace owing to want of registration.
V. Gervais	Gower Point	" 11.	4 25	W. D. Booker	Hamilton	Stated to have been received without contents.	Registered	No evidence to shew how alleged loss occurred.
Jas. Lawson	Ingersoll	" 12.	50 00	R. Chalmers	Nairn	Said not to have been received.	Not	No trace owing to want of registration.
G. E. Jacques & Co.	Montreal	" 14.	51 87	Capt. Jos. Malette	Portsmouth	Stated to have been received without contents.	Not	No evidence to shew how alleged loss occurred.
R. Simpson	Fort Garry	" 16.	14 00	Mrs. R. Simpson	Brockville	Stated to have been received without contents.	Registered	No evidence to shew how alleged loss occurred.
W. H. Meredith	Patterson	" 21.	8 00	Mrs. W. H. Meredith	Toronto	Said not to have been received.	Registered	Patterson mail for Toronto in which this letter was enclosed stated not to have reached Toronto. No evidence to shew how loss occurred.
Jas. Davidson	Glanford	" 23.	10 00	Geo. Davidson	Windham Centre	Stated to have been received without contents.	Registered	No evidence to shew how alleged loss occurred.
F. Fectau	St. Ephrem d'Upton	" 25.	3 50	Mrs. F. Fectau	St. Ronald	Said not to have been received.	Not	No trace owing to want of registration.
A. St. Denis	Point Fortane	" 25.	5 00	Mrs. St. Denis	Berlin	Said not to have been received.	Not	No trace owing to want of registration.

W. Jackson	St. Thomas	April 27	21 40	R. Hay & Co.	Toronto	Only 31 cts. said to have been received	Registered	No evidence to shew how loss occurred.
Pierre Peltier	Carleton	" 30	160 00	W. R. Brodie	Quebec	Only \$150 said to have been received	Registered	No evidence to account for alleged loss.
Julia Mackill	Goderich	" 1	5 00	Mrs. Barr	London	Said not to have been received	Not	No trace owing to want of registration.
Henry Knight	Westbrook	" 4	4 19	W. H. Snider	Newburgh	Said not to have been received	Registered	Westbrook mail for Newburgh which contained this letter stated not to have reached Newburgh. No evidence to shew how loss occurred.
A. H. Dubé	Dalhousie, N.B.	" 5	40 00	Mme. O. A. Dubé	Ste. Anne la Postolère	Said not to have been received	Not	No trace owing to want of registration.
Wm. King	Weston	" 5	4 00	Mr. Mansell	Toronto	Said not to have been received	Not	No trace owing to want of registration.
Mr. McAdam	St. Thomas	" 6	8 00	Mrs. P. Christie	"	Said not to have been received	Not	No trace owing to want of registration.
Boy & McDonald	Listowell	" 8	103 50	Grey, Rennie & Co.	"	Said not to have been received	Not	No trace owing to want of registration.
Miss Rosseau	Longueuil	" 8	7 25	Mrs. A. Rosseau	Montreal	Said not to have been received	Not	Registration omitted by Postmaster of Listowell, who made good contents.
L. N. Benjamin	Montreal	" 9	25 00	Mrs. Newberry	Belleville	Said not to have been received	Not	No trace owing to want of registration.
P. & N. McVeigh	Portage du Fort	" 10	51 00	Jas. Doyle & Co.	Montreal	Said not to have been received	Registered	Supposed to have been stolen by clerk in Portage du Fort Office. Postmaster removed.
F. J. Jay	Owen Sound	" 10	2 50	J. P. Withers	"	Said not to have been received	Not	No trace owing to want of registration.
Jos. Prince	Somerset	" 12	92 12	C. C. Snowdon & Co	"	Said not to have been received	Not	No trace owing to want of registration.
Dr. Howard	St. John's	" 20	6 00	Duvernay, Frères	Montreal	Said not to have been received	Not	No trace owing to want of registration.
Mr. Smith	Goble's Corners	" 20	1 50	F. Smith	Bloomington	Stated to have been received without contents	Not	No trace owing to want of registration.
Enoch Eby	Normanton	" 27	39 00	Danl. G. Shantz	"	Stated to have been received without contents	Registered	Contents abstracted in Bloomingdale Office by Henry Rogers, who was tried and sentenced to 5 years' penal servitude. Contents recovered and made good.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Ontario and Quebec, &c.—Continued.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
R. Burns.....	Malone.....	1872 April 21..	\$ cts. 10 00	Mrs. M. A. Burns	Toronto.....	Said not to have been received.....	Not.....	No trace owing to want of registration.
Not known.....	St. John's, Nfld.	" 22..	20 00	Miss Bully.....	Woodstock.....	Said not to have been received.....	Not.....	No trace owing to want of registration.
Pierre Trudell..	Cedar Hall.....	" 23..	40 00	Mme. P. Trudell.	Levis.....	Only \$16 said to have been received.....	Registered	No evidence to account for alleged loss.
Jas. Coresline..	Montreal.....	" ..	5 00	C. W. Wilson....	Quebec.....	Said not to have been received.....	Not.....	No trace owing to want of registration.
L. C. Hawkey..	Cartwright.....	May 9..	\$10 00	Jos. Vey & Co....	do.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
G. Carter.....	Manilla.....	" 20..	13 50	A. Brown.....	Toronto.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
W. F. Jones.....	Quelph.....	" 20..	8 00	A. C. Magee.....	Drayton.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
Richard Burr...	Malone.....	" 21..	10 00	Mrs. M. A. Burr.	Toronto.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
M. Frezeau.....	Rougemont.....	" 23..	8 00	E. P. Dessault...	St. Hyacinthe..	Stated not to have been received.....	Registered	Registration omitted at Chambly Canton, contents made good by Postmaster.
A. K. Ritchie...	New Baudon....	" 27..	2 50	" Family Herald"	Montreal.....	Stated to have been received without contents.....	Registered	No evidence to account for alleged loss.
A. G. Stead.....	Brampton.....	" 27..	10 00	Mrs. Cronkitt....	Oakville.....	Stated not to have been received.....	Not.....	No trace owing to want of registration.

Mrs. Barton	Knowledge	29	Mrs. J. Barton	Montreal	Stated not to have been received	Not	No trace owing to want of registration.
Pierre Bussier	Ste. Justine	June 1	Adolphe Bussier	Three Rivers	Only \$8 said to have been received	Registered	Amount abstracted made good by Postmaster of office implicated, Maskinongé.
Wm McKercher	Oungah	7	Rev. R.H. Warden	Bothwell	Stated not to have been received	Registered	The Post Office at Bothwell, broken into on the night of the 10th June, and these letters stolen therefrom. No evidence to show by whom the robbery was committed.
D. McColl	Clachan	8	L. C. Leonard	London	Stated not to have been received	Registered	
Alex. White	Watford	10	Robt. Martin	Bothwell	Stated not to have been received	Registered	
Jos. Beatty	Florence	10	Jas. Mulligan	Tempo	Stated not to have been received	Registered	
W. J. Graham	do	10	J. Atkinson & Co.	London	Stated not to have been received	Registered	
M. Davidson	do	10	Harvey Stewart & Co.	Hamilton	Stated not to have been received	Registered	
do	do	10	B. A. Mitchell	London	Stated not to have been received	Registered	
Postmaster	do	10	Bank of Montreal	do	Stated not to have been received	Registered	
John Welsh	Ottawa	8	Miss Frew	Quebec	Stated not to have been received	Not	
Patk. Davies	Fort Coulonge	13	Jos. Howard	Westmeath	Only \$30 said to have been received	Not	
W. Thompson	Beachburg	15	Geo. Camp	Hargrave	Only \$16 said to have been received	Registered	No evidence to account for alleged loss.
Dr. Young	Constance	17	Mr. Pockwall	Toronto	Stated not to have been received	Not	No evidence to account for alleged loss.
H. Stocks	Beachburg	19	John Smith	Renfrew	Only \$48 said to have been received	Registered	No trace owing to want of registration.
Jos. Greaves	Collingwood	25	Adam Miller	Toronto	Stated not to have been received	Not	No evidence to account for alleged loss. Postmaster, Collingwood, having omitted to register letter as desired, made good contents.
H. Mitchell	Port Colborne	25	Mrs. Mitchell	do	Stated not to have been received	Not	No trace owing to want of registration.
John Brooks	Oshawa	28	Henderson & Botswick	Toronto	Stated not to have been received	Not	No trace owing to want of registration.

NEW BRUNSWICK.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June, 1872, of the abstraction from or loss of Letters containing Money sent through the Post in New Brunswick.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
Geo. Steeves ...	Hillsborough ...	1871. July 17...	\$ cts. 233 00	G. S. De Forest...	St. John .....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
D. Thibault.....	Bathurst.....	„ 19..	18 00	Mme. D. Thibault.	St. Vallier.....	Only \$7 said to have been received.....	Registered	No evidence to show how loss occurred.
Jas. Rafter.....	Madisco.....	Aug. 7..	10 00	Miss A. Rafter.....	St. Johns, Nfld.	Stated to have been received without contents.....	Registered	No evidence to show how alleged loss occurred.
Titus & White..	Sussex.....	Sept. 16..	15 00	McLaughlin and Shearton.....	St. John .....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
Chas. Gordon....	Woodstock.....	18..	15 00	Miss N. Hawes...	London.....	Stated to have been received without contents.....	Registered	No evidence to show how loss occurred.
D. T. Johnston..	Chatham.....	Nov. 13..	11 50	Wm. Elder.....	St. John .....	Stated not to have been received.....	Not.....	No trace owing to want of registration.
Davison & Ramsay .....	Shediac.....	„ 14..	10 00	W. H. Thorne....	do .....	Stated not to have been received....	Not.....	No trace owing to want of registration.
Mrs. Taylor.....	St. John.....	„ 30..	2 00	Margaret Leek...	Spring Hill, York.....	Stated not to have been received....	Not.....	No trace owing to want of registration.

Name	Address	Dec. 2..	10 00	Wm. White	C. P. O. Ottawa.	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
John Doran	Shippigan	"	10 00	Wm. White	C. P. O. Ottawa.	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
Thos. E. Bray	Centreville	" 12..	8 00	Wm. Dudley	St. John	Stated not to have been received	Not	No trace owing to want of registration.
Not stated	River Charlo	" 25..	10 00	John Langson	Portland	Stated not to have been received	Registered	Postmaster, Bathurst, having failed to continue registration, made good the contents.
J. B. Gosselin	Belledune River	" 27..	50 00	L. Gosselin	Quebec	Stated to have been received without contents	Not	No evidence to account for alleged loss.
E. S. Ritchie	Hopevell Corner	" 29..	40 00	C. B. Record	Moncton	Stated to have been received without contents	Registered	No evidence to account for alleged loss.
Humphries and Frites	Petitcodiac	" 29..	175 00	Steeves, Bros	St. John	Only \$75 said to have been received	Registered	No evidence to account for alleged loss.
Schofield & Beer	St. John	Jan. 8..	20 29	J. C. Lewis	Salisbury	Stated to have been received without contents	Registered	No evidence to account for alleged loss.
Thos. Colquet	North West Bridge	" 9..	2 00	Mrs. E. Anderson	Kingsclear	Stated not to have been received	Not	No trace owing to want of registration.
J. Murray	Kingston	Feb. 20..	40 00	J. Sweeney & Co.	St. John	Stated not to have been received	Not	No trace owing to want of registration.
Timothy Smith	Upper Haynesville	" 26..	50 00	Steeves, Bros	do	Stated to have been received without contents	Registered	No evidence to show how alleged loss occurred.
Jas. Carrol	Chatham	April 16..	6 00	T. W. Anglin	do	Stated not to have been received	Not	No trace owing to want of registration.
E. V. Godfrey	Dorchester	" 19..	27 00	Manchester, Robertson & Allison	do	Stated not to have been received	Not	No trace owing to want of registration.
Misa M. E. Love	Fredericton	" 9..	2 00	Mrs. Williams	Woodstock	Stated not to have been received	Not	No trace owing to want of registration.
R. A. McGregor	St. John	May 12..	10 00	Mrs. McGregor	Elora, Ont.	Stated not to have been received	Not	No trace owing to want of registration.
W. R. M. Burtis	do	" 12..	10 00	C. S. Burtis	Green Point	Stated not to have been received	Not	No trace owing to want of registration.

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NOVA SCOTIA.

REPORT No. 9.—Report of all cases occurring within the year ended 30th June 1872, of the abstraction from or loss of Letters containing Money sent through the Post in Nova Scotia.

Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of loss or Abstraction.	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
				Name.	Place.			
John D. Devos.	St. John, N.B.	1871, July 7.	\$ cts. 42 97	B. Kay & Co.	Halifax	Stated not to have been received.	Not	
Capt. Morrison.	Boston, Mass.	, 18.	30 00	Mrs. L. M. Drake	Truro	Stated not to have been received.	Not	
Chas. Wisdom.	Hartford, Con.	Aug. 22.	30 00	Mrs. Chas. Wisdom	Halifax	Stated not to have been received.	Not	Clerk in Halifax Post Office confessed to the abstraction of certain letters at this time. No satisfactory evidence to shew whether these letters were taken by him.
Mrs. Wagner.	New York	Sept. 14.	5 00	Isabella Wagner.	Merigonishe, N.S.	Stated not to have been received.	Not	
W. A. Urquhart.	Londonderry, N.S.	, 23.	1 00	W. Grant	Halifax	Stated not to have been received.	Not	
F. E. Winslow.	Newcastle, N.B.	, 12.	1785 00	Bank of Montreal.	Halifax	Stated not to have been received.	Not	Clerk in Halifax Post Office confessed theft of this letter, and made good contents. No proof of guilt other than his confession could be obtained as evidence against him.
Elizabeth Smith	Montreal	, 3.	4 00	Mrs. Thompson	Halifax	Stated not to have been received.	Not	No trace owing to want of registration.

John McLeod .. Matapedia ..	22..	40 00	Mrs. J. McLeod .. Haines Point, C. B. ....	Only \$30 stated to have been received	Registered	No evidence to account for alleged loss.
Peter Lanergan .. McAdams June ..	Oct. 17..	24 00	Mrs. Lanergan .. Halifax .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
J. W. Whitman .. Lawrencetown ..	" 27..	9 00	J. Rankin & Son .. St. John, N.B. ..	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Rev. S. W. Sprague ..	.....	20 00	Mrs. Sprague .. Halifax .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Mrs. E. Smith .. Montreal .....	Nov. 3..	4 00	Mrs. Thompson .. St. Mary's .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Wm. McNutt ..	" 28..	5 15	Hon. Judge Young .. Charlottetown, P. E. I. ....	Stated not to have been received .....	Not .....	Registration omitted by clerk in Halifax Post Office, who made good the contents.
Wm. Miller .. Stellarton .....	Dec. 11..	20 00	Ed. Atkin .. Centralia, Pa. ...	Stated to have been received without contents .....	Registered	No evidence to account for alleged loss.
Rev. H. Steamer .. Hubbards' Cove ..	1872. April 6..	6 00	J. Poyntz .. Windsor .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
John Gillespie .. Parrsboro' .....	" 15..	3 00	D. Whitehead .. Moncton, N.B. ..	Stated to have been received without contents .....	Registered	No evidence to shew how alleged loss occurred.
Neil McKinnon .. Wyocomah .....	" 20..	46 00	Chas. Graham & Co. Halifax .....	Stated not to have been received .....	Not .....	No trace owing to want of registration.
Thomas Wyman .. Windsor .....	June 8..	25 00	E. M. Sutlif .. Halifax .....	Only \$20 stated to have been received	Registered	No evidence to shew how alleged loss occurred.

## RECAPITULATION.

	Registered	Un-registered.
1. Letters stated not to have been received by persons addressed, but no evidence to shew cause of failure or whether it occurred in the Post Office .....		113
2. Contained in mail bags or packages stated not to have reached the Offices for which they were intended,—the cause of such failure not discoverable .....	4	
3. Cases in which letters were lost, embezzled, or miscarried in the Post Office, and of which contents were made good by the officer responsible .....	4	11
4. Cases where contents or part of contents were stated to be missing, there being no evidence to account for the discrepancy .....	44	7
5. Cases where the Post Office was broken into and letters stolen .....	9	
6. Cases where letters were lost or stolen and contents made good by Postmaster ..	20	
7. Cases where letters or their contents were stolen from the Post Office and amounts recovered .....	19	2
8. Letters stolen from mail while in charge of mail Contractor, who made good contents .....	2	
9. Letters accidentally consumed by fire .....	8	1
10. Letter mis-delivered, and kept by party who obtained it .....	1	
11. Letter mis delivered but contents returned .....	1	
12. Letter lost by letter Carrier .....		1
	112	135

Wm. WHITE,  
*Secretary.*

A. CAMPBELL,  
*Postmaster General.*

## REPORT No. 10.

SHewing the Money Order Offices in operation at any time within the year ended 30th June, 1872, in Ontario and Quebec; the County wherein each office is situated; the number and amount of Orders Issued on and Paid in the same; the Amount of Commission arising therefrom at each office, respectively; and the proportion allowed as compensation to the Postmaster.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Acton	Halton	119	4,396 09	25 50	41	1,576 98	10 99
Acton Vale	Bagot	23	1,127 76	6 25	11	474 28	2 81
Adelaide	Middlesex	42	1,859 10	10 25	9	207 11	4 64
Ailsa Craig	Huron	84	3,184 32	18 10	37	1,149 75	7 94
Albion	Peel	173	8,662 50	49 10	52	2,589 13	21 65
Aldboro	Elgin	6	197 55	1 15	1	18 00	0 49
Alexandria	Glengary	5	252 85	1 50	25	1,316 65	0 62
Allendale	Simcoe	38	1,822 31	10 50	13	447 51	4 55
Allenford	Bruce	3	24 96	0 05	1	50 00	0 06
Almonté	Lanark	208	8,723 08	49 55	60	2,480 55	21 80
Ankeretburg	Essex	537	32,245 97	174 90	83	3,503 17	81 28
Angus	Simcoe	37	2,498 63	13 25	21	818 33	5 92
Appleton	Lanark	20	584 58	3 75	6	168 01	1 45
Arkona	Lambton	90	5,734 48	30 85	26	1,747 79	14 32
Arkwright	Bruce	32	1,619 07	9 20	16	894 75	4 04
Arnprior	Renfrew	98	3,037 62	17 80	63	2,727 73	7 58
Arthur	Wellington	294	11,474 25	65 65	46	1,609 91	28 68
Arva	Middlesex	11	317 53	2 00	5	210 06	0 78
Athlone	Simcoe	15	846 41	4 70	3	153 43	2 10
Aultsville	Stormont	33	1,356 68	7 55	8	179 63	3 38
Aurora	York	86	4,409 56	24 65	106	5,405 36	11 01
Aylmer, O.	Elgin	159	6,837 56	39 20	116	6,335 10	17 08
Aylmer, Q.	Ottawa	174	8,457 71	47 45	35	1,847 44	21 13
Ayr	Waterloo	380	15,157 42	86 55	192	9,847 24	37 88
Baden	Waterloo	42	1,325 33	8 05	10	170 48	3 31
Bailleboro'	Durham	4	242 48	1 40	4	104 00	0 59
Baltimore	Northumb'rland	188	10,291 16	56 65	4	65 00	25 71
Barnston	Stanstead						
Barrie	Simcoe	291	9,742 00	57 90	279	10,625 06	24 34
Bath	Addington	117	5,707 50	31 70	32	1,613 35	14 26
Bayfield	Huron	215	7,922 59	44 70	55	2,230 69	19 80
Beachburg	Renfrew	32	1,327 75	7 55	6	372 00	3 30
Beachville	Oxford	271	7,885 84	48 25	43	1,985 61	19 70
Beansville	Lincoln	167	6,335 82	35 80	89	3,991 62	15 84
Beauharnois	Beauharnois	63	2,473 95	14 25	35	975 03	6 16
Beaverton	Ontario	69	3,393 10	19 05	61	2 981 24	8 48
Bécancour Station.	Megantic						
Bedford	Missisquoi	43	977 97	6 60	41	2,433 65	2 43
Bell Ewart	Simcoe	24	502 29	3 35	33	1,378 71	1 33
Bell's Corners	Carleton	26	1,379 32	7 70			3 44
Belleville	Hastings	618	16,403 00	100 15	491	14,185 00	40 99
Berlin	Waterloo	304	9,043 91	55 20	376	17,699 22	22 60
Berthier (en haut).	Berthier	167	8,853 15	48 75	48	2,463 05	22 12
Bethany	Durham	31	1,722 62	9 50	29	1,444 58	4 30
Elairton	Peterboro'	27	1,058 74	6 05	7	170 62	2 64
Bluevale	Huron	33	2,025 44	11 05	15	880 68	5 06
Blyth	Huron	85	3,834 21	21 35	55	2,690 04	9 58
Bobcaygeon	Victoria	512	28,545 62	156 60	45	1,738 54	71 35
Bondhead	Simcoe	32	2,355 38	12 25	17	512 60	5 88
Borelia	Ontario	34	1,079 25	6 05	3	31 52	2 68
Bothwell	Kent	218	6,206 25	37 65	80	2,575 55	15 51
Bowmanville	Durham	338	11,638 06	68 45	287	13,197 99	29 08
Bracebridge	Victoria	155	8,199 73	45 95	217	10,947 82	20 49

REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bradford.....	Simcoe.....	137	6,041 71	33 95	59	2,802 61	15 09
Brampton.....	Peel.....	332	15,721 35	87 65	241	12,134 38	39 30
Brantford.....	Brant.....	785	25,499 15	152 15	1001	44,765 18	63 74
Bridgewater.....	Hastings.....	35	935 35	5 55	9	337 86	2 33
Bright.....	Oxford.....	87	3,738 57	21 35	20	818 78	9 59
Brigham.....	Brome.....				1	18 00	
Brighton.....	Northumb'land	45	2,189 28	12 85	62	1,521 73	5 45
Brockville.....	Leeds.....	238	8,867 84	51 60	353	12,622 49	22 16
Brompton Falls..	Richmond.....	9	521 90	2 85			1 29
Brooklin.....	Ontario.....	126	4,626 12	26 60	36	1,485 49	10 56
Brougham.....	Ontario.....	10	369 85	2 10	21	633 10	00 90
Buckingham.....	Ottawa.....	44	1,479 99	8 60	15	590 95	3 70
Burford.....	Brant.....	90	4,340 79	23 55	27	1,317 66	10 85
Cacouna.....	Temiscouata	9	480 35	3 20	3	173 65	1 20
Caistorville.....	Lincoln.....	5	405 00	2 20	19	1,433 40	1 01
Caledon.....	Peel.....	28	1,118 81	6 20	20	937 96	2 78
Campbellford.....	Northumb'land	77	2,756 45	16 05	38	1,365 19	6 88
Cambray.....	Victoria.....	58	2,531 83	14 75	5	237 10	6 36
Canfield.....	Haldimand.....	46	2,397 11	13 45	10	447 28	5 99
Cannington.....	Ontario.....	72	3,270 77	18 45	29	1,354 31	8 16
Carleton Place..	Lanark.....	177	10,240 34	55 50	50	2,566 41	26 04
Carleton.....	Bonaventure						
Carillon.....	Argenteuil.....						
Carronbrook.....	Perth.....	54	3,705 67	19 45	14	847 38	9 24
Castleton.....	Northumb'land	34	1,358 44	7 85	19	814 54	3 35
Cayuga.....	Haldimand.....	832	46,606 69	255 50	118	5,327 73	116 50
Chambly Canton..	Chambly.....	57	2,531 41	14 30	2	132 79	6 32
Chatham, O.....	Kent.....	700	21,646 60	129 25	466	19,543 82	54 10
Chatsworth.....	Grey.....	24	1,415 19	7 55	16	727 19	3 53
Chelsea.....	Ottawa.....	63	4,922 28	25 10	2	18 10	12 30
Chicoutimi.....	Chicoutimi.....				1	45 95	
Chippawa.....	Welland.....	228	7,224 80	41 65	218	14,423 72	18 05
Clarendon.....	Ontario.....	33	2,569 30	13 60	13	824 55	6 42
Clarence.....	Russell.....	8	451 30	2 70	6	211 55	1 13
Clarke.....	Durham.....	11	619 74	3 50	8	404 20	1 55
Clarksburg.....	Grey.....	133	6,575 88	36 35	36	2,087 88	16 44
Clearville.....	Kent.....	167	11,830 71	60 55	4	122 05	27 56
Clifford.....	Wellington.....	145	8,399 05	46 30	46	2,557 00	20 98
Clifton.....	Welland.....	324	9,144 27	56 65	177	3,254 72	22 85
Clinton.....	Huron.....	276	10,283 07	59 60	199	9,213 78	20 69
Clover Hill.....	Simcoe.....	1	100 00	00 50	4	252 77	00 25
Coaticook.....	Stanstead.....	20	951 90	5 39	59	3,752 16	2 37
Cobourg.....	Northumb'land	326	9,269 65	56 20	350	10,283 30	23 16
Colborne.....	Northumb'land	231	8,696 86	49 20	57	2,072 73	21 73
Coldwater.....	Simcoe.....	58	3,439 27	18 45	9	531 00	8 88
Colpoys' Bay.....	Bruce.....	29	988 67	5 95	11	488 81	2 46
Collingwood.....	Simcoe.....	319	12,703 04	72 60	186	6,480 63	31 74
Columbus.....	Ontario.....	42	2,427 87	13 40	6	142 20	6 05
Comber.....	Essex.....	18	1,227 97	6 40	23	1,645 43	3 06
Compton.....	Compton.....	172	10,120 99	55 60	11	575 70	25 30
Conestogo.....	Waterloo.....	9	439 11	2 40	21	742 63	1 09
Consecon.....	Prince Edward.	72	1,307 11	8 40	3	159 90	3 25
Cookshire.....	Compton.....	66	4,904 03	25 85	5	116 00	12 25
Cookstown.....	Simcoe.....	31	1,221 65	7 00	26	1,286 62	3 05
Cooksville.....	Peel.....	19	1,000 82	5 60	7	270 66	2 49
Cornwall.....	Stormont.....	110	3,801 46	22 60	83	3,210 95	9 49
Corunna.....	Lambton.....	39	1,022 35	6 50	11	434 03	2 54
Coteau Landing..	Soulanges.....	22	1,162 29	6 50	11	524 85	2 89
Cowanville.....	Missisquoi.....	89	2,961 46	17 90	10	260 56	7 40
Craighurst.....	Simcoe.....	27	1,483 46	7 90	8	200 09	3 70
Credit.....	Peel.....	26	1,084 60	6 00	15	732 43	2 70
Creemore.....	Simcoe.....	121	5,853 83	32 10	6	496 65	14 63

REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Cumberland	Russell	67	2,183 79	12 75	12	965 70	5 46
Danville	Richmond	95	2,766 78	16 80	14	390 68	6 90
Delaware	Middlesex	85	2,962 26	17 30	26	1,683 92	7 38
Delhi	Norfolk	125	7,246 05	39 50	17	852 88	18 11
Delta	Leeds	47	3,694 81	19 20	3	123 20	9 23
Dickinson's Land'g	Stormont	43	2,337 52	12 55	4	103 00	5 83
Dingle	Huron	127	6,248 98	35 10	50	2,837 31	15 60
Douglas	Renfrew	8	446 15	2 50	2	116 20	1 12
Drayton	Wellington	143	8,239 67	44 80	42	1,649 86	20 59
Dresden	Kent	172	9,805 51	53 35	42	2,032 77	24 50
Drumbo	Oxford	25	1,227 97	6 75	32	1,483 20	3 06
Drummondville, O.	Welland	297	10,349 62	60 85	68	2,311 46	25 86
Drummondville, Q.	Drummond	10	608 32	3 35	4	116 83	1 50
Duart	Kent	35	2,698 37	14 10	6	128 73	6 73
Dunbar	Dundas	11	747 65	3 85			1 87
Dunbarton	Ontario	39	2,779 23	14 60	16	839 35	6 94
Dundas	Wentworth	192	5,494 24	34 10	332	12,269 83	13 73
Dunham	Missisquoi	11	659 03	3 50	2	33 50	1 64
Dungannon	Huron	155	8,602 48	47 15	18	771 73	21 49
Duntroon	Simcoe				1	40 00	
Dunnville	Haldimand	242	9,876 23	56 10	98	3,677 80	24 68
Durham	Grey	585	28,965 69	161 55	168	6,794 96	72 41
Easton's Corners	Grenville	7	443 50	2 50	4	196 00	1 11
Eganville	Renfrew	97	5,401 92	29 55	11	407 52	13 50
Edmondville	Huron	29	918 95	5 55	6	354 73	2 29
Elora	Wellington	351	11,212 56	66 85	127	5,170 12	28 03
Embro	Oxford	249	11,948 50	67 60	26	1,044 27	29 86
Erin	Wellington	21	1,538 14	8 10	23	1,279 21	3 92
Etobicoke	York	13	554 33	3 10	13	478 50	1 37
Exeter	Huron	200	10,932 07	59 45	85	4,667 69	27 32
Farmersville	Leeds	7	432 31	2 35	5	219 73	1 08
Fenelon Falls	Victoria	190	9,226 80	52 50	41	1,749 86	23 05
Fergus	Wellington	240	9,647 42	55 35	101	3,492 01	24 11
Fingal	Elgin	108	5,687 68	31 50	52	2,364 45	14 20
Flesherton	Grey	71	3,153 56	17 50	31	1,112 16	7 87
Florence	Lambton	101	5,504 33	30 35	51	2,275 15	13 74
Fonthill	Welland	503	25,318 22	138 70	41	1,557 56	63 29
Forest	Lambton	26	4,797 71	27 80	33	1,545 09	11 98
Fort Erie	Welland	471	17,383 90	98 70	68	2,563 82	43 45
Frankford	Hastings	27	1,992 81	10 75	9	288 42	4 98
Franklin Centre	Huntingdon	11	522 87	3 05	6	471 00	1 31
Frelighsburg	Missisquoi	29	1,166 11	6 95	10	356 18	2 90
Galt	Waterloo	302	8,348 09	50 90	692	25,150 27	20 86
Gananoque	Leeds	249	10,941 52	61 65	100	3,417 89	27 34
Garafra	Wellington	127	6,336 63	35 00	18	782 02	15 82
Garden Island	Frontenac	11	483 75	2 75	19	624 50	1 20
Gaspé Basin	Gaspé	6	172 05	1 15			0 43
Georgetown	Halton	279	14,670 66	81 65	158	6,563 18	36 67
Georgina	York	80	3,167 52	17 70	12	436 01	7 91
Glenallen	Wellington	176	5,871 14	34 15	13	792 35	14 00
Glencoe	Middlesex	26	1,042 80	5 95	36	1,157 24	2 60
Goderich	Huron	504	18,478 53	108 40	406	15,089 27	46 19
Grafton	Northumb'rland	105	5,094 60	28 45	26	1,333 08	12 73
Granby	Shefford	22	628 86	3 95	26	1,017 74	1 56
Grenville	Argenteuil	24	922 36	5 20	11	319 59	2 30
Greenwood	Ontario	8	600 16	3 20	4	252 79	1 50
Grimsby	Lincoln	73	3,311 16	18 65	69	3,152 80	8 27
Guelp	Wellington	532	15,537 19	93 45	1,053	42,654 06	38 84
Hagersville	Haldimand	30	2,066 85	10 90	24	1,419 79	5 16
Hamilton	Wentworth	1266	40,626 71	239 20	6,368	296,450 96	
Hampton	Durham	121	6,208 89	34 15	15	828 30	15 51
Hanover	Grey	75	3,824 61	20 70	14	518 24	9 55

REPORT No. 10.—Shewing the Money Order Offices in operation at any time withing the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Hargrave.....	Pontiac.....	40	1,726 88	9 50	6	348 58	4 31
Harriston.....	Wellington.....	171	8,396 61	46 95	60	3,316 20	20 98
Hastings.....	Peterboro'.....	62	2,307 89	13 60	23	1,407 61	5 76
Hatley.....	Stanstead.....	96	4,890 66	27 00	8	178 56	12 21
Hawkesbury.....	Prescott.....	28	1,878 68	10 05	15	488 58	4 68
Hawksville.....	Waterloo.....	21	728 50	4 30	11	472 23	1 81
Hemmingford.....	Huntingdon.....	14	673 60	3 80	17	749 38	1 67
Henryville.....	Iberville.....	28	1,768 73	9 75	2	176 00	4 41
Hespeler.....	Waterloo.....	23	908 08	5 30	23	841 57	2 26
Hillsburg.....	Wellington.....	45	2,991 66	15 85	8	365 09	7 47
Holland Landing.....	York.....	17	408 25	2 50	15	570 67	1 01
Hollen.....	Wellington.....	30	1,974 35	10 55	11	396 33	4 92
Hull.....	Ottawa.....	69	2,865 54	16 25	12	857 34	7 16
Huntingdon.....	Huntingdon.....	58	1,567 52	9 55	17	764 02	3 92
Indiana.....	Haldimand.....	73	5,873 22	30 35			13 18
Ingersoll.....	Oxford.....	325	11,554 28	67 40	508	22,381 03	28 88
Inveshuron.....	Bruce.....	44	3,358 90	17 40	11	468 22	8 39
Invermay.....	Bruce.....	32	909 50	5 40	20	967 27	2 27
Inverness.....	Megantic.....	62	2,699 01	15 20	42	2,083 97	6 74
Iona.....	Elgin.....	51	3,086 45	16 90	7	158 75	7 70
Iroquois.....	Dundas.....	72	1,720 85	10 80	34	1,834 24	4 30
Jarvis.....	Haldimand.....	95	5,174 56	23 75	30	1,899 83	10 43
Joliette.....	Joliette.....	73	4,396 63	23 75	31	1,273 85	10 99
Jordon.....	Lincoln.....	11	530 97	3 00	2	93 00	1 32
Kamouraska.....	Kamouraska.....	97	5,326 14	29 55	21	1,108 31	13 30
Kazubazua.....	Ottawa.....	13	379 71	2 35			94
Keene.....	Peterboro'.....	62	2,077 00	12 15	23	960 55	5 18
Kemptville.....	Grenville.....	86	5,061 56	27 40	31	1,434 89	12 65
Kincardine.....	Bruce.....	226	8,984 46	52 05	207	9,666 76	22 46
King.....	York.....	35	1,893 90	10 40	4	188 80	4 72
Kingston.....	Frontenac.....	958	24,486 21	149 90	1,127	49,130 95	22 04
Kingsville.....	Essex.....	173	8,823 23	48 75	44	2,353 56	30
Kippen.....	Huron.....	3	121 00	80			12 75
Kirkfield.....	Victoria.....	73	5,105 25	27 10	1	49 70	1 51
Klineburg.....	York.....	8	605 56	3 10	4	88 00	5 89
Knowlton.....	Brome.....	48	2,359 82	13 60	9	210 63	81
Komoka.....	Middlesex.....	11	329 34	1 90	14	271 14	0 13
L'Assomption.....	L'Assomption.....	2	53 40	35 7	7	162 58	28 20
L'Orignal.....	Prescott.....	229	11,265 60	61 95	35	1,481 91	0 08
Lachine.....	Jacques Cartier.....	4	36 50	30 12	12	384 16	4 17
Lachute.....	Argenteuil.....	37	1,671 90	9 25	28	1,731 64	10 19
Iacolle.....	St. Johns'.....	72	4,078 30	22 55	11	405 55	51 42
Lanark.....	Lanark.....	310	20,570 99	109 40	4	254 00	7 01
Laprairie.....	Laprairie.....	46	2,807 21	15 20	14	257 60	70 67
Leamington.....	Essex.....	465	28,269 85	152 16	59	3,841 43	5 68
Leeds.....	Megantic.....	39	2,272 87	12 20	11	390 22	1 02
Lefroy.....	Simcoe.....	9	413 56	2 35	18	850 58	3 05
Lennoxville.....	Richmond.....	62	1,223 35	8 05	37	1,371 01	1 31
Lealie.....	York.....	25	527 51	3 35	33	482 37	2 63
Levis.....	Levis.....	15	1,057 07	5 55	27	989 55	32 87
Lindsay.....	Victoria.....	386	13,147 23	78 00	344	14,634 14	63 48
Listowell.....	Perth.....	522	25,396 46	142 30	100	4,671 65	1 00
Lloydtown.....	York.....	6	401 97	2 05	13	655 88	1 15
London.....	Middlesex.....	1,455	42,340 84	262 50	2,741	103,843 35	11 29
Longueuil.....	Chambly.....	7	464 55	2 60	3	65 00	7 02
Lotbiniere.....	Middlesex.....	90	4,521 07	24 80	26	1,097 42	14 61
Lotbiniere.....	Lotbiniere.....						46 87
Loughboro'.....	Frontenac.....	48	2,812 10	15 15	3	141 00	11 02
Lucan.....	Huron.....	99	5,844 93	32 15	44	1,352 10	4 11
Lucknow.....	Bruce.....	403	18,747 95	105 55	76	3,569 92	
Lyn.....	Leeds.....	100	4,411 56	25 25	50	1,664 02	
Lynnden.....	Wentworth.....	29	1,646 67	9 00	15	825 11	

REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Lynedoch.....	Norfolk	129	5,418 16	31 35	15	787 37	13 54
Madoc.....	Hastings	255	11,069 09	61 20	43	1,491 73	27 67
McGillivray.....	Huron	53	2,064 31	11 70	12	235 54	5 16
Magog.....	Stanstead	67	2,280 75	13 55	11	463 65	5 69
Manchester.....	Ontario	22	1,262 31	6 75	11	595 26	3 14
Manilla.....	Victoria	41	1,896 92	10 75	26	1,124 40	4 73
Mansonville.....	Brome	75	3,667 22	21 15	5	69 37	9 15
Maple.....	York	7	306 05	2 00	7	310 00	0 89
Markdale.....	Grey	57	3,172 16	17 55	10	424 64	7 91
Markham.....	York	122	7,547 08	40 60	71	3,456 01	18 87
Martintown.....	Glengary				6	213 54	
Massawippi.....	Stanstead	15	709 40	4 10			1 77
Matane.....	Rimouski	3	134 00	0 75	6	524 00	1 33
Matapédia.....	Bonaventure	14	896 35	4 85	4	168 00	2 24
Maxwell.....	Grey	15	687 13	4 00	7	108 49	1 71
Meadowvale.....	Peel	16	952 07	5 20	16	913 99	2 37
Meaford.....	Grey	349	17,643 44	97 70	111	5,409 26	44 10
Melbourne.....	Richmond	46	1,396 38	8 50	26	673 55	3 48
Merrickville.....	Greenville	77	4,914 44	26 25	43	1,387 68	12 27
Métis.....	Rimouski						
Midway.....	Bruce	7	334 43	1 75	4	131 80	0 83
Millbank.....	Perth	76	5,207 43	27 10	21	993 70	13 01
Millbrook.....	Durham	419	25,512 09	136 90	47	1,724 10	63 78
Mille Roches.....	Stormont	6	215 00	1 25			0 52
Milford.....	Prince Edward	12	610 71	3 45	20	1,037 59	1 51
Milton, O.....	Halon	349	22,885 66	122 15	122	5,445 87	57 20
Milverton.....	Perth	11	443 70	2 70			1 11
Minden.....	Peterboro'	275	15,949 21	86 40	46	1,915 29	39 87
Mitchell.....	Perth	163	6,397 23	37 70	135	5,990 27	15 99
Mokawk.....	Brant	76	5,054 82	27 05	13	717 31	12 63
Mono Mills.....	Simcoe	22	871 47	4 95	14	602 49	2 17
Montmagny.....	Montmagny	22	809 18	4 85	17	671 23	2 02
Montreal.....	Hochelaga	1,455	54,453 54	313 50	10,935	500,046 73	
Moore.....	Lambton	75	4,999 60	27 05	22	726 67	12 49
Morpeth.....	Kent	62	3,370 33	18 65	27	1,020 23	8 42
Morrisburgh.....	Dundas	78	3,363 22	19 25	49	1,373 03	8 39
Morrison.....	Wellington	69	2,445 55	13 90	16	802 05	6 10
Mount Brydges.....	Middlesex	68	2,946 39	16 70	17	624 79	7 35
Mount Elgin.....	Oxford	7	385 40	2 05	8	385 40	0 96
Mount Forest.....	Grey	520	21,185 61	119 95	155	6,267 31	52 96
Mount Vernon.....	Brant	10	291 63	1 65	5	193 82	0 71
Murray Bay.....	Charlevoix	29	1,537 80	8 35	34	1,719 99	3 84
Naim.....	Middlesex	12	425 71	2 60	7	513 00	1 05
Nanticoke.....	Haldimand	14	793 15	4 25			1 98
Napanee.....	Lenox	242	7,715 55	45 85	228	5,801 24	19 28
Napier.....	Middlesex	54	3,421 98	17 95	27	1,206 43	8 55
Napierville.....	Napierville	34	2,258 55	12 40	7	345 07	5 64
Nassagiveya.....	Halton	88	3,779 04	20 95	25	1,067 76	9 44
Neustadt.....	Grey	50	3,164 46	17 25	10	474 73	7 90
Newboro'.....	Leeds	89	4,720 85	25 94	24	1,488 38	11 79
Newburgh.....	Aldington	142	7,167 83	39 50	25	790 50	17 92
Newbury.....	Middlesex	55	2,804 04	15 60	32	1,221 62	6 99
Newcastle.....	Durham	146	4,878 47	28 60	175	7,514 45	12 18
New Dundee.....	Waterloo	14	814 86	4 80			2 03
New Edinburgh.....	Russell	13	393 95	2 50	3	45 00	0 97
New Hamburg.....	Waterloo	43	2,090 02	11 55	85	4,664 61	5 21
New Market.....	York	150	4,479 98	26 65	172	4,885 37	11 19
Niagara.....	Lincoln	243	10,509 95	58 75	121	4,925 10	26 26
Nicolet.....	Nicolet	86	4,458 12	24 55	14	451 90	11 14
Normanton.....	Bruce	164	9,467 64	52 25	86	6,042 67	23 66
North Annapolis.....	Greenville	59	3,096 65	16 10	2	27 40	7 74
North Duro.....	Peterboro'	141	5,172 84	30 50	15	654 42	12 98



REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
North Gower.....	Carleton.....	106	7,500 48	39 35	8	498 65	18 73
North Port.....	Prince Edward.	22	1,328 62	6 85	5	223 34	3 32
Norval.....	Halton.....	25	1,198 50	6 80	5	126 61	2 00
Norwich.....	Oxford.....	635	34,516 67	137 55	81	3,972 57	86 28
Norwood.....	Peterboro'	40	1,547 75	8 60	17	851 90	3 87
Oakland.....	Brant.....	56	3,206 72	17 55	9	280 10	8 61
Oakville.....	Halton.....	426	16,370 33	93 95	136	4,872 90	40 32
Odessa.....	Addington.....	75	3,138 38	18 20	21	699 60	7 85
Oil Springs.....	Lambton.....	50	1,422 56	8 60	18	695 99	3 54
Omemee.....	Victoria.....	94	5,818 51	31 65	32	1,139 40	14 53
Onslow.....	Pontiac.....	16	349 10	2 20	6	116 50	0 87
Orangeville.....	Wellington.....	267	11,113 50	63 65	121	5,134 03	27 77
Orillia.....	Simcoe.....	399	13,933 06	81 40	157	7,087 49	34 83
Orms town.....	Chateauguay.....	41	2,813 13	14 55	10	440 00	7 02
Orono.....	Durham.....	148	7,545 28	41 20	27	1,368 60	18 85
Orwell.....	Elgin.....	58	2,278 81	13 05	12	570 70	5 68
Osceola.....	Renfrew.....	58	4,409 96	23 05	1	160 00	11 61
Osgoode.....	Russell.....	34	1,943 90	10 65	4	155 25	4 85
Oshawa.....	Ontario.....	284	9,211 79	53 85	542	29,867 32	23 63
Ottawa.....	Carleton.....	1,355	41,085 80	246 95	959	36,933 23	49 59
Otterville.....	Oxford.....	356	19,842 68	108 80	38	1,608 20	22 46
Owen Sound.....	Grey.....	305	8,986 49	53 00	505	19,123 73	32 84
Paisley.....	Bruce.....	246	13,140 73	71 05	113	7,063 87	6 61
Pakenham.....	Lanark.....	52	2,657 92	14 90	13	726 22	4 49
Palermo.....	Halton.....	37	1,798 14	9 80	27	1,235 25	19 19
Paris.....	Brant.....	276	7,681 38	45 50	244	9,237 16	14 24
Park Hill.....	Middlesex.....	99	5,739 77	31 60	63	2,425 66	12 77
Parry Sound.....	Dist. of Algoma.	103	5,116 10	27 75	63	3,135 64	1 54
Paspébiac.....	Bonaventure.....	9	619 19	3 25	.....	.....	0 15
Patterson.....	York.....	7	59 00	0 50	15	712 95	34 97
Pembroke.....	Renfrew.....	380	13,992 92	81 75	76	2,658 59	8 15
Penetanguishene.....	Simcoe.....	61	3,265 31	17 50	36	1,549 88	0 45
Percé.....	Gaspé.....	13	183 35	1 35	.....	.....	14 77
Perth.....	Lanark.....	163	5,911 99	34 45	144	7,112 82	39 38
Peterboro'.....	Peterboro'.....	521	12,157 42	71 05	358	15,911 94	45 27
Petrolia.....	Lambton.....	488	18,113 81	105 00	165	4,780 57	66 28
Phillipsburg, East.	Missisquoi.....	.....	.....	.....	4	66 28	1 18
Pickering.....	Ontario.....	11	474 69	2 75	15	768 53	31 28
Picton.....	Prince Edward.	423	12,515 67	75 75	162	7,645 76	0 60
Pike River.....	Missisquoi.....	5	245 30	1 50	.....	.....	24 02
Plantagenet.....	Prescott.....	151	9,608 48	52 10	18	938 21	0 57
Point Levi, East.....	Lévis.....	11	228 70	1 45	7	211 18	1 92
Point St. Charles.....	Jacques Cartier.	25	771 28	4 35	13	319 73	13 40
Portage du Fort.....	Pontiac.....	98	5,383 65	29 45	29	1,862 63	7 92
Port Burwell.....	Elgin.....	91	3,174 29	18 40	81	3,022 48	0 15
Port Carling.....	Victoria.....	3	63 81	0 35	3	74 70	17 68
Port Colborne.....	Welland.....	223	7,074 43	42 50	60	2,640 45	10 80
Port Dalhousie.....	Lincoln.....	115	4,359 54	25 90	24	494 62	27 47
Port Dover.....	Norfolk.....	259	10,993 00	62 40	83	3,794 01	53 48
Port Hope.....	Durham.....	695	21,401 97	126 90	413	15,319 75	12 14
Port Perry.....	Ontario.....	136	4,855 65	27 75	84	4,714 98	25 32
Port Robinson.....	Welland.....	161	10,131 64	54 25	28	816 27	14 54
Port Rowan.....	Norfolk.....	121	5,818 92	32 65	50	2,323 15	5 71
Port Stanley.....	Elgin.....	63	2,286 50	13 45	49	1,539 71	27 88
Prescott.....	Grenville.....	335	11,154 19	68 05	113	4,552 33	3 46
Preston.....	Waterloo.....	42	1,388 99	8 30	63	2,824 10	8 27
Prince Albert.....	Ontario.....	80	3,311 27	18 85	18	440 93	14 92
Princeton.....	Oxford.....	179	5,970 10	35 20	23	799 01	7 78
Priceville.....	Grey.....	26	3,118 12	16 15	21	598 72	20 89
Puslinch.....	Wellington.....	146	8,326 44	44 90	6	309 87	.....
Quebec.....	Quebec.....	763	28,272 43	162 90	1,079	43,715 90	2 62
Ratho.....	Oxford.....	13	811 10	4 35	1	55 45	.....

REPORT NO. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Renfrew.....	Renfrew.....	83	2,821 52	16 55	41	1,932 86	7 05
Richmond, O.....	Carleton.....	19	1,271 47	6 85	13	913 06	3 17
Richmond, Q.....	Richmond.....	64	2,046 30	12 10	37	1,118 04	5 10
Richmond Hill....	York.....	123	5,242 58	28 60	54	2,338 34	13 09
Ridgetown.....	Kent.....	103	5,515 53	29 95	32	1,643 09	13 78
Rimouski.....	Rimouski.....	266	16,913 23	90 15	50	3,061 03	42 27
Riversdale.....	Bruce.....	135	6,335 26	35 66	11	239 06	15 83
River David.....	Yamaska.....						
Rivière du Loup, (en bas).....	Temiscouata....	29	1,570 44	8 35	46	2,046 36	3 91
Rivière du Loup, (en haut).....	Maskinonge.....	53	3,969 30	20 60	8	376 43	9 90
Robinson.....	Compton.....	3	102 00	0 60	6	272 09	0 25
Rockingham.....	Renfrew.....	35	1,061 01	6 40	3	154 20	2 64
Rock Island.....	Stanstead.....	16	733 24	4 15	1	83 50	1 84
Rockwood.....	Wellington.....	97	3,562 47	20 15	37	1,143 06	8 90
Rodgerville.....	Huron.....	16	887 08	4 90	13	748 55	2 20
Rondeau.....	Kent.....	235	14,100 96	76 50	59	3,225 55	35 24
Rosemont.....	Simcoe.....	69	4,581 61	23 50	8	639 30	10 45
Roxton Falls.....	Shefford.....	1	50 00	0 30	10	265 73	0 12
St. Andrews, Q....	Argenteuil.....	72	3,720 66	21 05	25	749 27	9 28
St. Ann la Poca- tière.....	Kamouraska....	6	234 00	1 40	8	197 50	0 58
St. Athanase.....	Iberville.....	29	1,238 75	7 15	1	32 00	3 09
St. Catherines....	Lincoln.....	581	17,333 59	105 05	932	35,198 51	43 32
St. Césaire.....	Rouville.....						
St. Christophe....	Arthabaska....	75	4,440 44	24 20	25	604 42	11 08
St. Croix.....	Lotbinière.....	3	78 00	0 45	5	140 00	0 19
St. Eustache.....	Two Mountains..	11	460 53	2 50	14	777 20	1 14
St. Ferdinand....	Megantic.....						
St. George Brant..	Brant.....	40	1,560 34	9 10	45	1,927 50	3 88
St. Hugues.....	Bagot.....						
St. Hyacinthe....	St. Hyacinthe..	18	697 13	4 05	48	2,116 00	1 73
St. Jacobs.....	Waterloo.....	180	10,637 70	58 05	28	1,064 40	26 59
St. Jean Chryso- tôme.....	Chateauguay....	44	1,760 07	9 80	4	257 50	4 39
St. Jerome.....	Terrebonne....	72	3,832 83	20 95	1	15 38	9 63
St. Johns, Q.....	St. John's.....	37	1,174 51	6 95	37	1,275 50	2 93
St. Mary's Blan- chard.....	Perth.....	256	10,797 71	61 35	193	7,086 19	26 98
St. Paul's Bay....	Charlevoix.....	5	161 17	1 05	1	22 40	0 39
St. Polycarpe....	Soulanges.....						
St. Remi.....	Napierville....	34	1,434 28	8 00	10	512 85	3 58
St. Roch.....	Quebec.....	75	2,500 20	14 65	14	307 25	6 24
St. Scholastique..	Two Mountains..	21	1,158 10	6 50	6	242 00	2 88
St. Therese de Blainville.....	Terrebonne....	9	333 39	2 00	15	343 75	0 82
St. Thomas.....	Elgin.....	339	10,338 47	61 80	227	9,505 74	25 84
St. Williams.....	Norfolk.....	1	20 50	0 20			0 05
Sandwich.....	Essex.....	121	5,411 98	31 05	41	865 85	13 52
Sarnia.....	Lambton.....	334	9,333 14	56 35	369	13,995 75	23 32
Saugeen.....	Bruce.....	165	8,219 66	45 55	82	4,497 67	20 54
Scarboro'.....	York.....	39	1,470 00	8 70	23	1,443 31	3 67
Schomberg.....	York.....	7	352 07	2 05	16	696 43	0 87
Scotland.....	Brant.....	84	4,669 80	25 65	12	517 23	11 51
Seaforth.....	Huron.....	306	16,909 83	93 25	164	6,963 42	42 26
Selkirk.....	Haldimand.....	114	6,350 86	34 25	15	564 45	15 87
Seneca.....	Haldimand.....	495	26,166 44	142 55	81	3,972 66	65 40
Seyvern Bridge..	Victoria.....				2	50 52	
Shakespeare.....	Perth.....	42	2,283 01	12 85	16	925 00	5 70
Shannonville....	Hastings.....	23	1,072 60	6 15	4	102 50	2 68
Sharon.....	York.....	21	860 50	4 95	19	383 56	2 13

REPORT No. 10.—Shewing the Money Order Offices in Operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Sherbrooke	Richmond	233	6,908 36	42 50	147	5,514 05	17 26
Simcoe	Norfolk	555	15,676 07	95 60	235	10,165 44	39 18
Singhampton	Grey	38	2,343 24	12 50	19	901 18	5 85
Smith's Falls	LANARK	543	36,763 13	193 75	67	3,504 47	91 89
Smithville	Lincoln	239	13,605 34	73 65	24	1,188 75	34 01
Sombra	Lambton	37	1,859 49	10 35	8	392 44	4 64
Somerset	Megantic	6	427 90	2 25	3	63 80	1 15
Sorel	Richelieu	79	3,610 90	19 90	116	4,898 59	9 02
South Quebec	Lévis	13	376 20	2 35	23	750 12	0 95
Sparta	Elgin	42	2,027 31	11 05	20	972 42	5 06
Spencerville	Grenville	31	1,064 22	5 95	6	195 17	2 65
Springford	Oxford	46	1,864 79	10 65	9	327 15	4 65
Stanford	Arthabaska	4	172 36	1 10	4	180 80	0 41
Stanstead	Stanstead	113	2,747 59	16 80	48	2,508 54	6 86
Stayner	Simcoe	90	5,235 16	28 10	73	3,358 13	13 09
Stirling	Hastings	114	7,585 20	40 95	33	1,339 83	18 95
Stoney Creek	Wentworth	28	1,200 03	6 85	8	225 09	2 99
Stouffville	York	70	8,987 91	21 75	18	904 95	9 95
Strabane	Wentworth	48	2,200 93	12 45	10	398 52	5 24
Straffordville	Elgin	4	163 81	1 10	10	419 38	0 40
Stratford	Perth	388	13,868 31	80 85	355	13,625 18	34 66
Strathroy	Middlesex	361	3,547 00	59 10	190	6,397 86	23 85
Streetsville	Peel	92	4,047 06	22 55	40	2,135 12	10 10
Sutton	Brome	8	302 82	1 80	3	124 00	0 76
Sweetsburg	Missisquoi	15	911 04	5 00	13	404 00	2 20
Sylvan	Middlesex	16	1,047 93	5 50	7	241 28	2 61
Tadousac	Saguenay						
Tamworth	Addington	18	1,011 33	5 50	6	327 97	2 52
Tara	Bruce	33	2,031 93	11 15	5	234 50	5 08
Tavistock	Perth				17	899 60	
Terrebonne	Terrebonne	4	147 60	0 95	26	813 50	0 36
Teeswater	Bruce	96	5,863 67	31 60	48	2,336 46	14 65
Thamesford	Oxford	7	522 50	2 75	21	1,425 18	1 31
Thamesville	Kent	78	4,086 51	23 15	28	891 23	10 20
Thornhill	York	42	2,979 55	15 80	13	391 27	7 43
Thorold	Welland	193	6,768 41	39 45	119	5,207 47	16 45
Three Rivers	St. Maurice	165	6,584 46	38 70	123	4,979 05	16 92
Thurso	Ottawa	29	1,716 45	9 00	5	264 83	4 28
Tilbury East	Kent	3	256 45	1 30	16	1,069 75	0 64
Tilsonburg	Oxford	308	12,673 38	73 53	105	6,017 05	31 67
Tiverton	Bruce	4	371 82	1 90	2	199 50	0 92
Toronto	York	2,744	82,127 67	486 70	15,287	620,723 92	
Tottenham	Simcoe						
Trenton	Hastings	55	2,480 37	14 20	59	2,019 82	6 18
Tullamore	Peel	23	824 14	4 75	15	1,169 00	2 05
Ulverton	Drummond	20	1,139 27	6 30	5	80 46	2 83
Union	Elgin	28	2,080 50	10 90	15	834 78	5 20
Uxbridge	Ontario	153	5,706 60	33 05	69	2,792 04	14 25
Valleyfield	Beauharnois	36	1,833 43	10 20	17	651 89	4 57
Vanbrugh	Renfrew	83	6,588 34	34 50			16 46
Vienna	Elgin	315	11,276 18	64 50	44	1,572 18	28 17
Vittoria	Norfolk	150	5,081 99	30 05	50	2,319 00	12 70
Vroomantou	Ontario	27	1,781 36	9 80	6	224 65	4 44
Vankleek Hill	Prescott	80	3,899 33	22 46	18	752 00	9 74
Walkerton	Bruce	475	17,797 40	104 05	237	11,259 95	41 49
Wallaceburg	Kent	149	8,546 74	46 83	27	1,370 15	21 36
Wallacetown	Elgin	76	5,096 03	27 10	18	828 41	12 73
Wardsville	Middlesex	262	16,335 70	88 15	27	871 05	40 83
Warkworth	Northumb'land	88	5,506 42	30 70	23	1,146 84	13 76
Warsaw	Peterboro'	74	4,373 41	23 60	4	88 27	10 95
Warwick, O.	Lambton	43	2,545 98	13 90	5	186 06	6 36
Waterdown	Wentworth	102	4,409 90	25 20	26	1,106 84	11 01

REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Waterford.....	Norfolk.....	282	11,389 61	63 90	69	2,964 82	28 46
Waterloo, O.....	Waterloo.....	108	4,252 64	24 80	390	8,376 67	10 62
Waterloo, Q.....	Shefford.....				27	1,196 02	
Watford.....	Lambton.....	77	3,850 96	21 55	38	1,473 00	9 62
Welland.....	Welland.....	304	16,382 57	90 40	154	5,208 20	40 95
Welland Port.....	Lincoln.....	90	5,023 72	26 95	10	482 53	12 55
Wellesley.....	Waterloo.....	26	1,922 80	9 95	15	1,089 10	4 80
Wellington.....	Prince Edward.....	130	3,830 80	23 50	12	397 40	9 57
Wellington Square	Halton.....	70	2,409 67	14 00	38	1,923 00	6 01
West Farnham.....	Missisquoi.....	2	114 00	0 60	19	859 08	0 35
West Flamboro'.....	Wentworth.....	16	937 54	5 10	9	470 50	2 34
Weston.....	York.....	69	3,355 16	18 50	71	2,898 47	8 37
West Winchester.....	Dundas.....	24	1,387 88	7 55	11	609 72	3 46
Whitby.....	Ontario.....	207	5,901 01	35 65	228	8,387 51	14 74
Whitevale.....	Ontario.....	6	506 58	2 65	4	129 32	1 26
Widder Station.....	Lambton.....	43	2,555 95	14 00	54	2,476 45	6 38
Windsor O.....	Essex.....	555	16,663 79	101 30	297	11,084 37	41 65
Wingham.....	Huron.....	176	9,118 67	51 10	78	4,281 07	22 79
Winterbourne.....	Waterloo.....						
Woodbridge.....	York.....	49	2,927 64	16 15	171	8,714 94	7 31
Woodham.....	Perth.....	5	286 75	1 65	4	162 86	0 97
Woodlee.....	Essex.....	8	381 54	2 15	1	15 50	0 95
Woodstock.....	Oxford.....	437	14,877 09	88 10	419	13,516 82	37 18
Woodville.....	Victoria.....	166	8,814 79	49 25	22	687 03	22 02
Wroxeter.....	Huron.....	358	20,881 05	113 80	64	2,820 11	52 19
Wyoming.....	Lambton.....	38	2,219 29	12 10	30	1,522 46	5 53
York.....	Haldimand.....	107	5,812 12	32 15	24	1,083 18	14 51
Yorkville.....	York.....	65	1,780 06	11 15	67	2,913 10	4 44
Zurich.....	Huron.....	72	5 264 52	27 65	12	732 69	13 15
		67,153	2,856,766 09	16,175 00	67,331	2,856,823 43	6,343 90

P. LE SUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

## NOVA SCOTIA.

REPORT No. 10.—Shewing the Money Order Offices in operation in Nova Scotia at any time, within the year ended 30th June, 1872; the County wherein each office is situated; the number and amount of Orders Issued on and Paid in the same; the Amount of Commission arising therefrom at each Office respectively; and the proportion allowed as compensation to the Postmaster.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Postmaster.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Advocate Harbour.	Cumberland						
Amherst.	do	226	7,828 88	44 30	248	7,803 27	19 57
Annapolis.	Annapolis	340	8,518 15	51 60	197	7,645 57	21 30
Antigonish	Antigonish	540	25,272 30	139 90	266	9,228 91	63 18
Arichat	Richmond	768	33,336 60	182 30	190	8,264 58	83 34
Aylesford	King's	26	1,150 04	6 90	5	127 13	2 88
Baddeck.	Victoria	337	15,100 27	83 70	131	4,220 25	37 75
Barrington	Shelburne	337	11,946 94	70 65	111	4,958 37	29 87
Bear River, W.S.	Digby	86	2,209 43	14 20	49	1,306 50	5 52
Berwick.	King's	20	745 88	4 30	16	749 14	1 87
Bridgetown.	Annapolis	521	20,525 21	117 00	245	10,252 27	51 31
Bridgewater.	Lunenburg	422	14,064 93	81 95	102	3,446 50	35 16
Caledonia Corner.	Queen's	74	3,001 83	17 35	11	272 74	7 50
Canning	King's	117	4,535 69	25 60	56	1,414 90	11 34
Cape Canso.	Guysborough	108	2,157 30	14 40	45	2,678 08	5 39
Chester.	Lunenburg	112	5,486 07	30 00	63	2,055 48	13 72
Christmas Island.	Cape Breton	33	2,277 97	11 90	4	334 95	5 70
Cow Bay	do	439	23,947 39	123 90	22	729 99	57 62
Cross Roads	Guysborough	23	637 40	3 90	12	290 58	1 59
Dartmouth.	Halifax	44	505 34	3 45	29	636 50	1 26
Digby	Digby	348	12,503 31	71 55	107	3,582 54	31 26
Granville Ferry.	Annapolis	58	1,244 08	7 95	49	1,704 58	3 11
Great Village.	Colchester	22	941 51	5 30	3	57 15	2 35
Guysborough.	Guysborough	489	21,723 39	121 00	110	3,055 16	54 31
Halifax	Halifax	994	42,766 20	238 65	10,092	447,599 47	
Hantsport.	Hants	9	454 26	2 45	2	40 00	1 14
Kentville	King's	230	6,652 97	40 15	117	3,617 03	16 65
Laurencetown	Annapolis	23	893 49	5 25	16	702 15	2 23
Lingan.	Cape Breton	41	3,652 22	19 50	5	292 72	9 13
Little Glace Bay.	do	635	38,552 07	205 75	16	238 00	96 38
Liverpool.	Queen's	850	31,677 51	181 25	167	6,056 55	79 19
Londonderry	Colchester	22	344 70	2 30	6	140 24	0 86
Lockeport	Shelburne	95	2,586 81	15 35	18	919 67	6 47
Lower Horton	King's	5	360 45	2 00	5	120 43	0 90
Lunenburg	Lunenburg	231	8,143 51	48 10	67	2,017 16	20 36
Mabou.	Inverness	228	8,746 63	50 60	53	2,093 86	21 87
Mahone Bay.	Lunenburg	257	12,379 35	67 80	25	2,164 71	30 94
Maitland	Hants	32	970 61	5 70	1	25 00	2 43
New Glasgow.	Pictou	258	7,506 27	45 95	262	10,979 35	18 77
Newport	Hants	43	1,391 16	7 95	12	327 85	3 48
Newport Landing.	do	3	59 97	0 40			0 15
North Sydney	Cape Breton	506	27,596 34	150 55	85	3,199 65	68 99
Parrsboro'	Cumberland	274	11,366 63	63 15	61	2,227 51	28 42
Pictou	Pictou	346	8,819 05	54 20	418	16,201 45	22 05
Port Hastings	Inverness	222	11,244 50	61 65	46	1,072 37	28 11
Port Hawkesbury.	Richmond	114	5,082 89	28 45	68	1,788 87	12 71
Port Hood.	Inverness	193	7,669 81	43 30	54	1,800 02	19 17
Port Medway.	Queen's	28	1,216 69	6 90	2	14 00	3 04
Port Mulgrave.	Guysborough	153	4,459 12	28 80	53	1,635 08	11 15
Port Williams	King's	6	229 32	1 40	7	411 96	0 57
Pugwash	Cumberland	193	6,803 83	40 20	65	2,973 08	17 01
River John.	Pictou	41	1,691 58	9 45	3	60 00	4 23
River Philip.	Cumberland	85	3,385 78	19 05	20	298 75	8 46
Sandy Cove.	Digby	30	412 49	2 95	8	509 91	54 62

REPORT No. 10.—Shewing the Number of Money Orders issued in Nova Scotia, during the year ended 30th June, 1872, &c.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Shelburne .....	Shelburne.....	426	21,847 19	120 10	75	3,214 50	1 03
Sherbrooke.....	Guysborough ..	320	14,338 95	80 65	143	8,036 75	35 85
Shubenacadie.....	Hants .....	12	254 95	1 80	.....	.....	0 64
St. Peter's .....	Cape Breton ..	202	6,953 93	40 75	45	872 41	17 38
Stellarton .....	Pictou.....	180	5,599 99	33 70	36	863 48	14 00
Sydney Mines.....	Cape Breton ..	66	3,013 42	10 40	27	667 34	7 53
Sydney .....	do .....	970	47,687 11	260 85	130	3,600 30	119 22
Tangier .....	Halifax .....	7	335 09	2 05	.....	.....	0 91
Tatamagouche.....	Colchester .....	64	3,037 61	16 85	17	539 19	7 59
Truro .....	do .....	283	8,909 60	52 55	404	17,152 89	22 27
Tusket .....	Yarmouth .....	40	1,175 90	7 45	13	694 74	2 94
Wallace .....	Cumberland ..	197	6,572 10	38 95	29	1,254 15	16 43
Westport .....	Digby .....	43	896 03	5 85	23	1,208 23	2 24
Weymouth .....	do .....	149	3,646 64	22 00	93	3,343 23	9 12
Whycoemagh.....	Inverness .....	241	9,391 91	53 55	113	3,716 70	23 48
Wilmot .....	Annapolis.....	281	12,381 74	69 70	104	3,182 01	30 95
Windsor.....	Hants .....	154	5,595 46	32 05	249	7,464 50	13 99
Wolfville.....	King's.....	199	7,135 00	41 65	173	6,243 33	17 84
Yarmouth.....	Yarmouth.....	653	28,696 43	161 40	486	19,502 79	71 74
		16,124	663,373 17	3,740 60	15,985	665,813 57	1,551 51

P. LESUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

NEW BRUNSWICK.

REPORT No. 10.—Shewing the Money Order Offices in operation within the Province of New Brunswick, at any time during the year ended 30th June, 1872, the County wherein each Office is situated, the number and amount of Orders Issued and Paid, the amount of Commission arising therefrom at each Office respectively, and the proportion allowed as compensation to the Postmaster.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Andover	Victoria	100	5,937 49	31 75	40	2,233 13	14 87
Baie Verte	Westmorland	94	4,601 74	25 55	25	1,405 47	19 40
Bathurst	Gloucester	634	39,470 87	210 15	74	3,147 40	254 54
Buctouche	Kent	140	5,420 73	29 60	18	501 57	18 41
Campbellton	Restigouche	255	18,807 93	98 50	14	739 25	127 09
Campo Bello	Charlotte	5	182 20	1 10	4	88 00	1 15
Canterbury Station	York	36	1,254 52	6 90	1	24 80	3 38
Caraquet	Gloucester	29	1,518 71	8 35	5	158 54	15 72
Carleton	St. John	30	1,934 26	10 20	13	305 70	6 93
Chatham	Northumb'land	806	41,890 31	229 50	158	5,200 57	294 87
Dalhousie	Restigouche	756	64,559 01	328 55	35	1,789 19	272 11
Dorchester	Westmorland	374	10,105 79	60 55	96	3,754 96	36 79
Edmundston	Victoria	12	739 70	3 90	21	1,990 00	33 11
Florenceville	Carleton	19	1,027 29	5 45	11	629 84	2 71
Fredericton	York	389	18,420 93	103 35	661	30,075 71	.....
Gagetown	Queen's	60	2,221 65	13 00	34	1,577 84	5 54
Grand Falls	Victoria	190	11,500 31	61 35	52	3,765 77	30 55
Harvey Station	York	42	1,249 40	7 45	11	345 56	4 04
Harvey, A. C.	Albert	130	6,087 14	33 95	26	1,877 73	17 47
Hillsborough	do	91	3,480 57	20 55	37	769 08	12 25
Hopewell Cape	do	40	1,181 46	7 10	30	928 71	3 32
Indiantown	St. John	119	4,149 46	23 60	36	1,666 17	11 58
Kingston, Kent	Kent	162	9,835 94	52 49	35	944 84	38 12
Kingston, King's	King's	4	110 00	0 65	1	19 00	0 27
Konchibonguac	Kent	.....	.....	.....	1	13 95	.....
Memramcook	Westmorland	10	435 12	2 30	2	60 50	3 46
Moncton	do	443	18,152 53	101 55	312	10,067 13	72 86
Newcastle	Northumb'land	475	22,508 05	123 95	113	5,311 84	111 26
Oromocto	Sunbury	2	120 00	0 60	.....	.....	0 34
Ossekag	King's	41	1,094 82	6 50	10	118 41	3 65
Petitcodiac	Westmorland	8	506 18	2 70	7	159 46	1 32
Richibucto	Kent	212	11,381 46	61 85	115	6,060 57	51 99
Sackville	Westmorland	317	11,403 64	66 40	183	7,482 22	45 16
Salisbury	do	131	3,193 66	19 70	73	1,495 29	11 81
Shediac	do	120	4,895 63	28 10	203	5,986 96	46 78
Sheffield	Sunbury	52	2,852 89	16 05	23	1,067 75	7 72
Springfield	King's	3	21 76	0 20	.....	.....	0 12
Sussex Vale	do	154	4,784 77	27 75	48	1,428 64	26 48
St. Andrews	Charlotte	179	6,920 41	39 55	82	4,236 39	26 55
St. George	do	30	1,461 24	8 20	20	905 55	3 82
St. John	St. John	492	20,734 03	118 90	5377	309,920 16	.....
St. Martins	do	18	548 59	3 15	6	358 70	3 65
St. Stephen	Charlotte	377	10,653 57	64 45	103	4,276 34	33 59
Welsford	Queen's	.....	.....	.....	.....	.....	230 34
Woodstock	Carleton	946	63,706 50	335 70	315	11,982 71	.....
		8627	441,062 26	2,401 05	8431	424,860 40	1,905 13

P. LESUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

## REPORT No. 10, A.

SHewing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1872; the value of such Orders in Provincial Currency; the Commissions received thereon; the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in the United Kingdom, and the Commissions allowed to Postmasters in Ontario and Quebec, viz:— $\frac{1}{4}$  of one per cent. on the whole amount of Money Orders Issued and Paid.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Acton	Halton	14	274 55	7 50	1	7 30	0 69
Acton Vale	Bagot	1	9 78	0 25			0 02
Adelaide	Middlesex	12	220 05	5 50			0 55
Ailsa Craig	Huron	9	83 13	2 25	4	48 67	0 32
Albion	Peel	26	414 41	11 50	7	155 71	1 40
Aldboro'	Elgin	1	33 01	0 75			0 08
Alexandria	Glengary	9	339 85	7 25			0 84
Allendale	Simcoe	7	49 02	1 75			0 12
Allenford	Bruce						
Almonte	Lanark	78	1,252 14	33 75	16	606 34	4 64
Amherstburg	Essex	25	349 99	10 00	22	284 70	1 04
Angus	Simcoe	48	958 74	24 75			2 30
Appleton	Lanark	5	40 58	1 50	2	19 46	0 14
Arkona	Lambton	10	288 51	6 25			0 72
Arkwright	Bruce	7	60 49	2 00	1	2 43	0 14
Arnprior	Renfrew	42	636 84	17 25	11	228 71	2 14
Arthur	Wellington	13	304 88	8 00	11	351 61	1 62
Arva	Middlesex				2	48 66	0 12
Athlone	Simcoe	3	44 01	1 00			0 10
Aultsville	Stormont	1	48 90	1 00			0 12
Aurora	York	40	624 57	17 75			1 55
Aylmer, O.	Elgin	42	758 59	18 25	9	183 43	2 33
Aylmer, Q.	Ottawa	18	540 12	12 00	4	111 92	1 62
Ayr	Waterloo	37	771 40	20 00	5	37 72	2 00
Baden	Waterloo	7	110 02	3 00			0 26
Baileboro'	Durham	19	251 48	7 75	2	9 74	0 64
Baltimore	Northumb'land	4	61 12	1 75			0 15
Barnston	Stanstead						
Barrie	Simcoe	271	3,740 47	105 75	63	1,193 34	12 31
Bath	Addington	7	92 90	2 75	1	24 33	0 28
Bayfield	Huron	11	188 34	5 00	3	77 86	0 66
Beachburg	Renfrew	24	336 52	8 50	1	48 66	0 94
Beachville	Oxford	10	178 15	4 50	5	75 06	0 62
Beamsville	Lincoln	15	257 69	6 50	8	265 26	1 29
Beauharnois	Beauharnois	8	198 01	5 50	3	145 98	0 85
Beaverton	Ontario	29	407 11	11 00	11	247 44	1 61
Bécanour Station	Megantic						
Beford	Missisquoi	7	145 46	3 75			0 35
Bell Ewart	Simcoe	4	92 90	2 50	2	25 55	0 28
Bell's Corners	Carleton	2	12 22	0 50	2	9 74	0 03
Belleville	Hastings	305	4,745 69	126 50	78	1,479 60	15 55
Berlin	Waterloo	33	471 07	13 50	12	301 70	1 91
Berthier (en haut)	Berthier	2	50 12	1 25	2	34 06	0 20
Bethany	Durham	10	171 14	4 50			0 41
Blairstown	Peterboro'	13	146 70	4 25			0 35
Bluevale	Huron	6	65 12	2 00			0 15
Blyth	Huron	3	88 02	2 00			0 22
Bobcaygeon	Victoria	35	604 56	15 50	33	861 10	3 64
Bon d Head	Simcoe	31	596 03	15 25	2	19 46	1 52
Borelia	Ontario	2	51 34	1 25			0 13
Bothwell	Kent	37	599 24	16 75	5	221 02	2 03
Bowmanville	Durham	156	2,388 83	66 25	18	296 33	6 69



REPORT No. 10, A.—Shewing the number of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts	\$ cts.		\$ cts.	\$ cts.
Bracebridge	Victoria	38	511 40	15 25	165	4,982 90	13 70
Bradford	Simcoe	59	834 20	24 00	15	150 85	2 43
Brampton	Peel	99	1,314 67	38 50	24	550 72	4 64
Brantford	Brant	368	5,315 81	149 50	90	1,984 69	18 22
Bridgewater	Hastings	5	87 81	2 25	5	120 35	0 50
Bright	Oxford	5	51 22	1 75	1	9 78	0 14
Brigham	Brome	1	9 78	0 25	.....	.....	0 02
Brighton	Northumb'rland	23	442 53	11 50	5	115 57	1 37
Brockville	Leeds	195	3,154 45	85 75	24	496 94	9 44
Brompton Falls	Richmond	4	58 68	1 50	.....	.....	0 14
Brooklin	Ontario	20	379 43	9 50	3	43 80	1 04
Brougham	Ontario	8	166 99	4 25	1	9 73	0 43
Buckingham	Ottawa	13	381 02	9 25	.....	.....	0 95
Burford	Brant	1	12 22	0 50	1	14 60	0 06
Cacouna	Temiscouata	.....	.....	.....	.....	.....	.....
Caistorville	Lincoln	1	24 45	0 50	.....	.....	0 06
Caledon	Peel	6	63 45	2 00	2	13 38	0 19
Campbellford	Northumb'rland	26	312 62	10 50	4	35 49	0 86
Cambay	Victoria	11	203 32	5 25	1	14 60	0 32
Canfield	Haldimand	8	166 25	4 00	4	138 73	0 70
Cannington	Ontario	12	166 26	4 25	3	60 82	0 56
Carleton Place	Lanark	22	387 94	10 75	5	84 19	1 16
Carleton	Bonaventure	.....	.....	.....	.....	.....	.....
Carillon	Argenteuil	.....	.....	.....	.....	.....	.....
Carronbrook	Perth	9	152 02	4 00	.....	.....	0 36
Castleton	Northumb'rland	2	53 79	1 50	1	12 97	0 16
Cayuga	Haldimand	86	2,179 70	51 00	6	187 58	5 66
Chambly Canton	Chambly	9	80 61	2 75	7	172 67	0 62
Chatham, O.	Kent	254	4,432 62	117 00	41	917 40	13 37
Chateworth	Grey	9	174 45	4 50	8	254 20	1 63
Chelsea	Ottawa	33	562 90	14 00	.....	.....	1 25
Chicoutimi	Chicoutimi	.....	.....	.....	.....	.....	.....
Chippawa	Welland	18	423 72	10 00	.....	.....	1 04
Claremont	Ontario	22	508 11	12 50	1	3 83	1 27
Clarence	Russell	7	81 27	2 75	.....	.....	0 19
Clarke	Durham	6	79 55	3 50	.....	.....	0 19
Clarksburg	Grey	33	752 40	18 75	8	150 59	2 24
Clearville	Kent	.....	.....	.....	1	9 73	0 02
Clifford	Wellington	17	555 52	12 25	.....	.....	1 38
Clifton	Welland	111	1,319 40	39 75	31	1,054 06	5 90
Clinton	Huron	152	4,371 03	97 75	11	219 78	10 46
Clover Hill	Simcoe	2	39 11	1 00	.....	.....	0 09
Coaticook	Stanstead	30	845 43	19 75	2	48 68	2 22
Cobourg	Northumb'rland	179	2,293 43	68 75	40	677 93	7 37
Colborne	Northumb'rland	9	99 79	3 00	9	198 90	0 80
Coldwater	Simcoe	4	88 27	2 50	.....	.....	0 20
Colpoys Bay	Bruce	1	9 78	0 25	10	127 73	0 33
Collingwood	Simcoe	161	2,935 48	77 25	52	1,371 42	10 75
Columbus	Ontario	22	311 11	9 00	10	63 51	0 40
Comber	Essex	2	12 22	0 50	1	15 92	0 06
Compton	Compton	6	56 47	2 00	2	60 82	0 28
Conestogo	Waterloo	2	6 84	0 50	.....	.....	0 61
Consecon	Prince Edward	1	19 56	0 50	.....	.....	0 66
Cookshire	Compton	9	75 06	2 75	10	131 38	0 50
Cookstown	Simcoe	17	286 13	7 50	2	31 66	0 78
Cooksville	Peel	7	97 80	3 00	1	9 73	2 26
Cornwall	Stormont	23	755 95	17 25	14	302 20	0 62
Cornwall	Lambton	4	32 40	1 25	3	41 37	0 18
Coteau Landing	Soulanges	2	14 89	0 50	.....	.....	0 02
Cowansville	Missisquoi	15	153 64	5 50	4	82 73	0 57

REPORT NO. 10, A.—Shewing the number of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Craighurst	Simcoe	2	19 56	0 50	1	4 87	0 06
Credit	Peel	3	14 34	0 75	1	4 87	0 03
Creemore	Simcoe	6	53 42	2 25	2	52 91	0 25
Cumberland	Russell	1	24 45	0 50			0 06
Danville	Richmond	14	130 29	4 50	4	30 91	0 39
Delaware	Middlesex	9	183 09	4 75	12	430 89	1 25
Delhi	Norfolk	3	48 90	1 25	4	94 89	0 34
Delta	Leeds				1	24 33	0 06
Dickinson's Land- ing	Stormont	2	17 11	0 75	1	17 70	0 07
Dingle	Huron	27	652 67	15 25	6	107 08	1 89
Douglas	Renfrew	1	14 67	0 50	1	14 60	0 06
Drayton	Wellington	22	253 70	8 00	14	454 75	1 76
Dresden	Kent	5	78 24	2 00	6	182 47	0 64
Drumbo	Oxford	5	27 48	1 50	1	24 33	0 12
Drummondville, O.	Welland	36	369 89	12 50	15	389 15	1 88
Drummondville, Q.	Drummond	7	114 47	3 25	1	4 87	0 28
Duart	Kent	6	109 76	2 75			0 27
Dunbar	Dundas						
Dunbarton	Ontario	22	409 31	10 75			1 01
Dundas	Wentworth	132	2,040 95	55 25	28	501 10	6 33
Dunham	Missisquoi	5	67 23	2 60	6	136 25	0 50
Dungannon	Huron	3	37 29	1 00			0 09
Duntroon	Simcoe						
Dunnville	Haldimand	36	669 86	16 75	1	24 33	1 72
Durham	Grey	37	728 60	18 00	8	177 13	2 24
Easton's Corners	Greenville						
Eganville	Renfrew	11	371 63	8 00			0 92
Egmondville	Huron	1	24 00	0 50	1	4 87	0 07
Elora	Wellington	98	1,820 89	46 00	16	285 28	5 26
Embro	Oxford	33	584 85	16 25	5	190 52	1 92
Erin	Wellington	5	122 25	2 75	7	76 64	0 47
Etobicoke	York	7	75 79	2 25	6	90 03	0 41
Exeter	Huron	83	1,732 53	43 25	14	381 25	5 26
Farmersville	Leeds	2	97 80	2 00			0 24
Fenelon Falls	Victoria	21	240 58	7 25	11	240 88	1 19
Fergus	Wellington	80	1,100 96	30 00	21	427 37	3 81
Fingal	Elgin	13	138 07	4 25			0 33
Flesherton	Grey	5	112 46	2 75	2	52 47	0 41
Florence	Lambton	16	254 26	6 75	2	34 07	0 42
Fonthill	Welland	8	90 80	2 75	6	160 91	0 76
Forest	Lambton	30	581 05	15 25	11	219 94	1 39
Port Erie	Welland	102	1,857 57	49 00	5	137 47	4 97
Frankford	Hastings						
Franklin Centre	Huntingdon				1	3 41	0 01
Frelighsburg	Missisquoi	6	40 34	1 75	4	99 20	0 33
Galt	Waterloo	229	3,383 15	94 25	40	780 44	10 39
Gananoque	Leeds	45	865 83	22 00	7	165 46	2 56
Garafraxa	Wellington	15	180 92	5 25	1	24 33	0 51
Garden Island	Frontenac	11	114 72	3 50			0 27
Gaspé Basin	Gaspé	2	19 56	0 75			0 05
Georgetown	Halton	85	1,519 31	39 50	7	114 72	4 06
Georgina	York	13	335 01	8 00	1	4 87	0 84
Glenallen	Wellington	10	236 63	5 50			0 58
Glencoe	Middlesex	27	454 65	12 75			1 13
Goderich	Huron	117	2,177 82	55 25	36	778 52	7 37
Grafton	Northumberland	33	449 07	13 75	15	121 65	1 40
Granby	Shefford	20	370 81	9 75	8	101 23	1 15
Greenville	Argenteuil	12	348 78	7 75	1	14 60	0 89
Greenwood	Ontario	1	2 14	0 25			

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom, during the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission Allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Grimsby	Lincoln	14	331 30	8 00	3	68 13	0 99
Guelph	Wellington	489	8,572 81	225 50	85	1,312 13	24 68
Hagersville	Haldimand	9	250 55	6 00	3	121 65	0 91
Hamilton	Wentworth	1,830	26,479 50	746 75	427	7,595 75	0 80
Hampton	Durham	18	323 88	8 25			0 08
Hanover	Grey	2	31 77	1 00			0 15
Hargrave	Pontiac	4	57 82	1 75			1 48
Harriston	Wellington	34	493 76	14 00	6	104 62	0 96
Hastings	Peterboro'	19	387 19	10 25	1	2 43	0 03
Hatley	Stanstead				1	14 11	1 07
Hawkesbury	Prescott	15	398 50	10 25	2	34 06	0 18
Hawkesville	Waterloo	4	48 90	1 25	2	29 20	0 28
Hemmingford	Huntingdon	4	107 56	2 75	1	9 73	0 19
Henryville	Iberville	2	78 24	1 75			0 82
Hespeler	Waterloo	21	295 25	8 50	3	38 93	0 28
Hillsburg	Wellington	4	88 02	2 25	1	24 33	0 31
Holland Landing	York	8	81 53	2 50	6	47 09	0 33
Hollen	Wellington				4	131 88	0 37
Hull	Ottawa	7	149 14	3 50			1 08
Huntingdon	Huntingdon	19	261 52	7 25	5	175 18	0 05
Indiana	Haldimand				1	19 47	10 64
Ingersoll	Oxford	206	3,399 38	89 75	37	861 82	0 08
Inverhuron	Bruce	1	34 22	0 75			0 03
Invermay	Bruce	4	14 66	1 00	1	4 87	0 94
Inverness	Megantic	22	343 20	8 75	2	34 06	0 08
Iona	Elgin				3	34 07	0 50
Iroquois	Dundas	8	195 60	4 50	1	2 43	1 45
Jarvis	Haldimand	32	486 50	12 75	4	101 11	0 72
Joliette	Joliette				6	291 96	0 02
Jordon	Lincoln						0 75
Kamouraska	Kamouraska						1 31
Kazubazua	Ottawa	11	253 39	6 75			4 91
Keene	Peterboro'	11	184 15	5 25	3	119 71	0 45
Kemptville	Greenville	21	455 98	11 25	6	80 30	0 13
Kincardine	Bruce	58	1,548 99	36 25	19	418 94	0 19
King	York	12	173 20	5 25	1	11 68	2 18
Kingston	Frontenac	420	6,160 58	172 75	130	1,646 71	0 24
Kingsville	Essex	8	107 32	3 25	2	97 32	0 47
Kippen	Huron	4	156 48	3 25			0 53
Kirkfield	Victoria	2	54 66	1 50			0 26
Klineburg	York	4	80 07	2 00			0 15
Knowlton	Brome	33	685 56	18 00	4	194 64	0 45
Komoka	Middlesex	11	99 72	3 50			0 14
L'Assomption	L'Assomption						0 45
L'Original	Prescott	9	173 11	4 25	1	19 47	0 37
Lachine	Jacques Cartier	5	102 69	2 50	7	112 18	0 26
Lachute	Argenteuil	7	109 03	2 75			0 15
Lacolle	St. John's	2	50 98	1 25	1	14 60	0 45
Lanark	Lanark	12	185 82	4 50			0 14
Laprairie	Laprairie						0 45
Leamington	Essex	3	56 80	1 50			0 37
Leeds	Megantic	14	156 13	4 75	1	29 20	1 84
Lefroy	Simcoe	11	148 24	4 00			0 55
Lennoxville	Richmond	39	492 30	15 00	14	254 73	0 40
Leslie	York	18	169 43	5 25	3	60 34	10 25
Lévis	Lévis	5	88 69	2 25	1	14 60	2 52
Lindsay	Victoria	162	3,551 85	87 00	42	959 45	0 61
Listowell	Perth	37	773 80	19 50	12	238 01	
Lloydtown	York	11	210 58	5 25	1	37 95	
London	Middlesex	1,372	19,135 95	547 00	309	5,785 92	

REPORT No. 10, A.--Shewing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Longueuil	Chambly						
Longwood	Middlesex	35	643 19	16 00	3	107 06	1 87
Lotbinière	Lotbinière						
Loughboro'	Frontenac	4	33 49	1 25	3	61 32	0 23
Lucan	Huron	12	297 10	7 00	1	19 47	0 78
Lucknow	Bruce	29	545 65	14 50	2	24 34	1 42
Lyn	Leeds	7	147 20	3 75			0 36
Lynden	Wentworth	4	41 56	1 25	2	18 46	0 13
Lynedoch	Norfolk	5	134 47	3 00	1	4 87	0 34
Madoc	Hastings	17	360 29	9 50	5	79 39	1 07
McGillivray	Huron	3	34 35	1 00			0 08
Magog	Stanstead	4	56 47	2 00	1	12 16	0 15
Manchester	Ontario	12	131 89	4 25	1	4 86	0 33
Manilla	Victoria	5	53 79	1 50	2	52 49	0 24
Mansonville	Brome	1	1 09	0 25	3	14 61	0 03
Maple	York	7	53 79	1 75	3	55 96	0 26
Markdale	Grey	2	68 46	1 50	1	24 33	0 23
Markham	York	63	962 8	27 25	13	402 42	3 39
Martintown	Glengary	2	47 68	1 25			0 11
Massawippi	Stanstead	1	8 60	0 25			0 02
Matane	Rimouski						
Matapédia	Bonaventure	14	523 94	11 25			1 31
Maxwell	Grey	1	4 88	0 25	1	9 74	0 03
Meadowvale	Peel	9	115 66	3 75	2	32 03	0 37
Meaford	Grey	47	740 73	20 00	32	582 03	3 29
Melbourne	Richmond	31	507 53	14 00	24	374 56	2 17
Merrickville	Grenville	12	99 05	3 25	3	43 80	0 34
Metis	Rimouski						
Mildmay	Bruce	1	4 89	0 25			0 01
Millbank	Perth	16	261 66	6 50	2	68 61	0 81
Millbrook	Durham	39	588 02	16 75	4	23 61	1 51
Mille Roches	Stormont	2	58 68	1 50			0 14
Milford	Prince Edward	1	4 89	0 25			0 01
Milton, O	Halton	39	825 34	20 25	2	19 46	2 09
Milverton	Perth	1	9 78	0 25			0 02
Minden	Peterboro'	16	246 93	7 25	8	151 12	0 98
Mitchell	Perth	116	2,676 88	64 25	18	523 23	7 98
Mohawk	Brant	2	12 22	0 50	4	104 61	0 29
Mono Mills	Simcoe	4	48 90	1 50			0 11
Montmagny	Montmagny						
Montreal	Hochelega	4,209	68,515 87	1,861 25	764	12,391 48	
Moore	Lambton	12	223 46	5 25	4	120 71	0 85
Morpeth	Kent	5	86 79	2 50	4	63 68	0 38
Morrisburg	Dundas	15	322 49	8 25			0 80
Morrison	Wellington	4	49 63	1 50	1	9 73	0 14
Mount Brydges	Middlesex	2	2 48	0 50	6	51 50	0 12
Mount Elgin	Oxford	2	37 24	1 00			0 09
Mount Forest	Grey	46	559 65	16 25	12	250 33	2 01
Mount Vernon	Brant						
Murray Bay	Charlevoix						
Nain	Middlesex	5	75 79	2 00			0 18
Nanticoke	Haldimand						
Napanee	Lenox	66	949 06	26 25	16	321 91	3 15
Napier	Middlesex	4	60 09	2 00	5	194 64	0 62
Napierville	Napierville						
Nassageweya	Halton	9	110 90	3 50	3	86 55	0 48
Neustadt	Grey	2	29 34	0 75			0 07
Newboro'	Leeds	20	285 74	8 25			0 71
Newburgh	Addington	7	129 58	3 25			0 32
Newbury	Middlesex	16	263 34	7 00	2	34 06	0 73

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Ontario and Québec, on the United Kingdom within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Newcastle . . . . .	Durham . . . . .	41	838 15	20 75	4	92 45	2 31
New Dundee . . . . .	Waterloo . . . . .	1	9 78	0 25			0 02
New Edinburgh . . . . .	Russell . . . . .	9	107 20	3 00	2	61 31	0 40
New Hamburg . . . . .	Waterloo . . . . .	9	110 91	3 50	3	63 26	0 41
Newmarket . . . . .	York . . . . .	76	1,643 99	41 25	17	311 42	4 88
Niagara . . . . .	Lincoln . . . . .	42	798 43	20 75	23	463 02	3 14
Nicolet . . . . .	Nicolet . . . . .						
Normanton . . . . .	Bruce . . . . .	9	293 71	6 50	1	47 63	0 85
North Augusta . . . . .	Grenville . . . . .	3	58 68	1 25			0 14
North Douro . . . . .	Peterboro' . . . . .	23	331 90	10 00	10	255 70	1 45
North Gower . . . . .	Carleton . . . . .						
North Port . . . . .	Prince Edward . . . . .	3	19 56	0 75			0 04
Norval . . . . .	Halton . . . . .	6	100 80	2 75	2	45 14	0 34
Norwich . . . . .	Oxford . . . . .	32	503 75	13 75	4	36 50	1 33
Norwood . . . . .	Peterboro' . . . . .	3	34 22	1 00	7	231 12	0 65
Oakland . . . . .	Brant . . . . .	1	9 78	0 25			
Oakville . . . . .	Halton . . . . .	37	479 72	14 25	16	379 93	2 12
Odessa . . . . .	Addington . . . . .	5	42 78	1 50	2	34 06	0 17
Oil Springs . . . . .	Lambton . . . . .	8	134 47	3 50			
Omeme . . . . .	Victoria . . . . .	8	195 60	4 50	1	9 73	0 50
Onslow . . . . .	Pontiac . . . . .	7	65 40	2 00	2	14 60	0 18
Orangeville . . . . .	Wellington . . . . .	62	1,028 06	28 50	15	533 34	3 38
Orillia . . . . .	Simcoe . . . . .	128	2,012 27	54 50	100	3,407 77	13 53
Ornstown . . . . .	Chateauguay . . . . .	2	39 34	0 75			0 07
Orono . . . . .	Durham . . . . .	13	112 51	4 00	3	96 52	0 52
Orwell . . . . .	Elgin . . . . .	9	77 99	2 75			0 19
Osceola . . . . .	Renfrew . . . . .						
Osgoode . . . . .	Russell . . . . .	11	160 47	4 75	2	48 66	0 61
Oshawa . . . . .	Ontario . . . . .	212	4,162 95	104 50	34	652 10	12 01
Ottawa . . . . .	Carleton . . . . .	1,164	19,343 08	530 50	147	2,823 11	
Otterville . . . . .	Oxford . . . . .	8	130 78	3 50	1	7 91	0 35
Owen Sound . . . . .	Grey . . . . .	89	1,461 08	40 50	58	1,626 00	7 70
Paisley . . . . .	Bruce . . . . .	54	1,361 13	32 25	4	130 77	3 72
Pakenham . . . . .	Lanark . . . . .	21	396 68	10 25	6	111 93	1 25
Palermo . . . . .	Halton . . . . .	2	14 67	0 50	2	17 52	0 07
Paris . . . . .	Brant . . . . .	92	1,446 04	39 75	21	421 27	4 65
Parkhill . . . . .	Middlesex . . . . .	25	346 20	9 00	1	23 85	0 91
Parry Sound . . . . .	District of Algonma . . . . .	9	130 24	4 00	23	756 20	2 20
Paspébiac . . . . .	Bonaventure . . . . .						
Patterson . . . . .	York . . . . .	35	632 48	16 00			1 56
Pembroke . . . . .	Renfrew . . . . .	67	1,061 18	29 00	11	272 49	3 30
Penetanguishene . . . . .	Simcoe . . . . .	4	63 57	1 75	5	131 40	0 49
Percé . . . . .	Gaspé . . . . .	1	9 78	0 25			0 02
Perth . . . . .	Lanark . . . . .	79	1,638 95	42 00	11	188 44	4 55
Peterboro' . . . . .	Peterboro' . . . . .	220	3,222 72	91 50	63	1,460 83	11 69
Petrollea . . . . .	Lambton . . . . .	85	1,480 91	38 75	3	27 98	3 76
Philipsburg, East . . . . .	Missisquoi . . . . .				1	9 73	
Pickering . . . . .	Ontario . . . . .	5	73 35	2 00	3	29 19	0 25
Pictou . . . . .	Prince Edward . . . . .	38	635 19	17 00	20	420 44	2 62
Pike River . . . . .	Missisquoi . . . . .						
Plantagenet . . . . .	Prescott . . . . .	5	117 36	2 50			0 29
Point Levi, East . . . . .	Lévis . . . . .	23	215 39	7 50	4	30 91	0 61
Point St. Charles . . . . .	Jacques-Cartier . . . . .	142	1,668 87	50 75	13	118 24	4 45
Portage du Fort . . . . .	Pontiac . . . . .	13	193 49	5 25			0 47
Port Burwell . . . . .	Elgin . . . . .	9	185 81	5 00	8	170 31	0 88
Port Carling . . . . .	Victoria . . . . .						
Port Colborne . . . . .	Welland . . . . .	38	673 82	17 00			1 68
Port Dalhousie . . . . .	Lincoln . . . . .	21	335 28	8 75			0 83
Port Dover . . . . .	Norfolk . . . . .	36	950 83	22 25	7	137 68	2 73

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Ontario and Quebec on the United Kingdom, within the year ended 30th June 1872,—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Port Hope	Durham	229	5,730 26	139 25	50	1,116 82	17 09
Port Perry	Ontario	38	555 46	15 25	8	125 36	1 69
Port Robinson	Welland	26	719 70	16 50	5	32 11	1 86
Port Rowan	Norfolk	21	337 55	9 50	4	77 86	1 03
Port Stanley	Elgin	10	105 13	3 50	6	172 84	0 67
Prescott	Grenville	74	1,195 18	32 50	6	108 42	3 25
Preston	Waterloo	24	488 88	12 25			1 22
Prince Albert	Ontario	17	224 85	7 00	3	25 79	0 61
Princeton	Oxford	2	32 84	1 00	7	166 07	0 48
Preeceville	Grey	3	68 57	1 75			0 17
Puslinch	Wellington	6	91 27	2 50			0 22
Quebec	Quebec	1,014	18,241 85	481 25	211	3,303 50	
Ratho	Oxford						
Renfrew	Renfrew	49	1,130 07	28 00	6	83 70	3 01
Richmond, O.	Carleton	5	59 90	1 75	1	9 73	0 17
Richmond, Q.	Richmond	37	781 44	19 50	4	69 34	2 09
Richmond Hill	York	44	888 23	22 00	8	188 51	2 67
Ridgetown	Kent	5	51 34	1 75	1	4 87	0 13
Rimouski	Rimouski	15	500 34	11 00			1 50
Riversdale	Bruce	1	12 18	0 10	1	9 74	0 05
River David	Yamaska						
Rivière du Loup, (en bas)	Temiscouata	3	32 27	1 00	1	14 60	0 11
Rivière du Loup, (en haut)	Maskinongé						
Robinson	Compton	9	296 35	6 75	2	58 39	0 88
Rockingham	Renfrew	1	19 56	0 50	4	172 86	0 47
Rock Island	Stanstead						
Rockwood	Wellington	13	218 82	6 00	5	97 32	0 76
Rodgerville	Huron	7	185 81	4 25			0 46
Rondeau	Kent	18	292 11	8 00	2	34 05	0 80
Rosemont	Simcoe	16	258 36	6 75	1	48 66	0 76
Roxton Falls	Shefford						
St. Andrews, Q.	Argenteuil	5	176 04	4 00	4	73 60	0 60
St. Anna, Pocatiere	Kamouraska						
St. Athanase	Iberville						
St. Catharines	Lincoln	337	5,131 55	142 50	61	947 77	19 28
St. Césaire	Rouville						
St. Christophe	Arthabaska						
St. Croix	Lotbinière						
St. Eustache	Two Mountains						
St. Ferdinand	Megantic						
St. George Brant	Brant	2	53 79	1 25			0 13
St. Hugues	Bagot						
St. Hyacinthe	St. Hyacinthe	12	221 52	5 50			0 54
St. Jacobs	Waterloo						
St. Jean Chris- tôme	Chateauguay	2	68 30	1 75			0 16
St. Jerome	Terrebonne	1	14 67	0 50			0 03
St. John's, Q.	St. Johns	15	346 26	8 50	8	141 09	1 20
St. Mary's Blanche	Perth	102	1,840 66	48 00	13	166 11	4 92
St. Paul's Bay	Charlevoix						
St. Polycarpe	Soulanges						
St. Remi	Napierville						
St. Roch	Quebec	18	362 86	9 50	1	17 76	0 88
St. Scholastique	Two Mountains						
St. Therese de Blainville	Terrebonne						
St. Thomas	Elgin	199	2,781 75	77 75	25	528 16	8 20

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
St. Williams	Norfolk						
Sandwich	Essex	15	176 40	5 50	10	145 75	0 79
Sarnia	Lambton	236	3,836 82	102 50	32	747 83	11 44
Saugeen	Bruce	15	223 25	5 75	8	172 30	0 97
Scarboro'	York	20	207 66	6 75	4	28 35	0 57
Schomberg	York	7	55 74	2 00			0 13
Scotland	Brant	2	34 23	1 00			0 08
Seaforth	Huron	143	3,552 01	84 50	12	197 08	9 36
Selkirk	Haldimand	4	108 51	2 50	3	43 80	0 37
Seneca	Haldimand	53	913 58	24 25	2	17 03	2 30
Severn Bridge	Victoria						
Shakespeare	Perth	18	306 92	7 75	1	42 82	0 76
Shannonville	Hastings	10	229 83	5 75	2	48 66	0 69
Sharon	York	2	29 34	0 75			0 06
Sherbrooke	Richmond	160	3,144 79	80 75	44	1,165 14	10 75
Simcoe	Norfolk	61	925 85	25 75	17	365 24	3 21
Singhampton	Grey						
Smith's Falls	Lanark	33	600 99	15 25	3	58 72	1 63
Smithville	Lincoln	3	23 78	0 75	3	59 39	0 19
Sombra	Lambton	8	174 57	4 00	3	48 87	0 56
Somerset	Megantic				2	43 80	0 01
Sorel	Richelieu	16	339 84	8 25	6	171 85	1 26
South Quebec	Levis	18	320 30	8 25	3	61 53	0 95
Sparta	Elgin	21	434 19	11 00	2	33 84	1 16
Spencerville	Grenville	6	157 81	4 00			0 39
Springford	Oxford						
Stanford	Arthabaska						
Stanstead	Stanstead	40	1,454 27	31 50			3 62
Stayner	Simcoe	18	411 45	10 00	12	164 98	1 42
Stirling	Hastings	14	287 11	7 25			0 71
Stoney Creek	Wentworth	4	34 23	1 25	3	58 39	0 22
Stouffville	York	16	166 98	5 15			0 41
Strabane	Wentworth	11	445 87	9 75	7	307 97	1 87
Stratfordville	Elgin				3	32 85	0 07
Stratford	Perth	216	3,626 06	95 73	64	1,193 05	12 02
Strathroy	Middlesex	88	1,319 66	35 50	25	552 70	4 66
Streetsville	Peel	29	429 67	12 25	2	45 61	1 18
Sutton	Brome	5	44 71	1 50			0 10
Sweetsburg	Missisquoi	4	114 91	2 75			0 28
Sylvan	Middlesex	1	4 89	0 25	1	19 47	0 06
Tadousac	Saguenay						
Tamworth	Addington	1	24 45	0 50	3	47 44	0 17
Tara	Bruce	7	137 40	3 50	1	10 95	0 36
Tavistock	Perth						
Terrebonne	Terrebonne						
Teeswater	Bruce	14	347 67	8 00	4	48 66	0 96
Thamesford	Oxford	3	83 13	2 00			0 21
Thamesville	Kent	48	481 30	15 25	5	121 44	1 48
Thornhill	York	10	245 60	5 75	1	4 87	0 62
Thorold	Welland	45	720 88	19 25	15	295 13	2 52
Three Rivers	St. Maurice	14	400 77	8 50	5	96 84	1 24
Thurso	Ottawa	9	268 45	6 50	1	9 73	0 69
Tilbury East	Kent				1	48 66	0 12
Tilsburg	Oxford	49	1,089 79	26 75	13	239 30	3 31
Tiverton	Bruce	1	9 78	0 25			0 02
Toronto	York	5,280	72,238 62	2,070 50	1,351	22,268 12	
Tottenham	Simcoe						
Trenton	Hastings	21	392 71	10 25	9	180 05	1 41
Tullamore	Peel	1	5 00	0 25	1	19 47	0 06
Ulverton	Drummond	3	59 65	1 50	5	175 18	0 57

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Ontario and Quebec, on the United Kingdom, within the year ended 30th June, 1872.—Continued.

Money Order Office.	County.	No. of Orders Issued	Amount of Orders Issued.	Commiss-ion Received	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Union	Elgin	3	19 65	0 75			0 04
Uxbridge	Ontario	88	1,302 49	36 00	10	158 17	3 65
Valleyfield	Beauharnois	9	122 98	3 75			0 30
Vanbrugh	Renfrew	2	36 66	1 00	1	1 22	0 09
Vankleek Hill	Prescott	10	202 93	5 00			0 50
Vienna	Elgin	3	36 67	1 25	8	167 90	0 50
Vittoria	Norfolk	2	14 67	0 50			0 03
Vroomanton	Ontario	2	20 84	0 75	2	17 06	0 08
Walkerton	Bruce	61	1,085 89	28 50	9	265 20	3 36
Wallaceburg	Kent	7	220 05	5 00			0 55
Wallacetown	Elgin	8	190 21	4 50	6	175 18	0 90
Wardsville	Middlesex	36	606 26	16 25	2	72 99	1 69
Wark worth	Northumb'land	21	478 23	11 75	9	310 09	1 94
Warsaw	Peterboro'	2	43 91	1 25			0 11
Warwick, O	Lambton	10	227 63	5 25	1	26 76	0 63
Waterdown	Wentworth	28	381 05	10 75	3	86 37	1 15
Waterford	Norfolk	13	235 67	6 00	4	61 81	0 71
Waterloo, O	Waterloo	13	196 49	5 50	1	9 73	0 50
Waterloo, Q	Shefford				8	218 17	0 54
Watford	Lambton	38	661 36	17 50	1	9 73	1 66
Welland	Welland	24	358 32	9 75	11	203 42	1 39
Welland Port	Lincoln	2	19 47	0 50			0 05
Wellesley	Waterloo	8	108 99	3 75			0 25
Wellington	Prince Edward	6	152 81	3 50	5	121 65	0 67
Wellington Square	Halton	14	156 34	5 00	6	52 31	0 49
West Farnham	Missisquoi	5	66 02	1 75			0 16
West Flamboro'	Wentworth	9	224 94	5 25			0 55
Weston	York	40	430 29	13 75	7	101 00	1 30
West Winchester	Dundas	3	47 11	1 25			0 11
Whitby	Ontario	113	1,839 51	49 75	20	271 29	5 38
Whitevale	Ontario	2	10 00	0 50			0 02
Widder Station	Lambton	16	261 55	7 50	8	155 63	1 62
Windsor, O	Essex	357	6,155 75	160 50	50	1,031 10	17 95
Wingham	Huron	13	210 75	5 00	8	301 69	1 62
Winterbourne	Waterloo						
Woodbridge	York	36	500 48	15 25	6	69 35	1 40
Woodham	Perth	4	152 57	3 25	2	76 64	0 32
Woodslee	Essex	1	29 34	0 75			0 07
Woodstock	Oxford	161	2,211 18	65 25	73	1,580 86	9 46
Woodville	Victoria	22	591 04	13 75	1	48 66	1 60
Wroxeter	Huron	21	437 64	10 25	3	128 59	1 40
Wyoming	Lambton	23	291 18	8 75	5	116 57	1 02
York	Haldimand	14	140 41	4 50	3	57 91	0 48
Yorkville	York	183	1,927 70	63 00	47	600 99	6 31
Zurich	Huron	1	2 44	0 25			
		28,941	465,893 79	12,640 43	6,550	126,390 01	761 06

A. CAMPBELL,  
Postmaster-General.

P. LE SUEUR,  
Chief Superintendent.



## NOVA SCOTIA.

REPORT No. 10, A.—Shewing the number of Money Orders issued in Nova Scotia, on the United Kingdom, for the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in the United Kingdom, and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Total Amount of Orders Issued.	Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	21	514 76	12 50	1	26 03	1 35
Annapolis	Annapolis	7	249 72	5 50	4	163 75	1 03
Antigonish	Antigonish	17	325 09	8 75	10	246 25	1 43
Arichat	Richmond	5	185 52	3 75	4	57 75	0 53
Aylesford	King's	1	7 34	0 25			0 02
Baddeck	Victoria	9	242 40	5 75	2	9 74	0 63
Barrington	Shelburne	1	12 55	0 50	1	9 73	0 06
Berwick	King's	2	51 21	1 00			0 13
Bridgetown	Annapolis	19	447 54	11 25			1 12
Bridgewater	Lunenburg						
Caledonia Corner	Queen's	4	158 20	3 75			0 40
Canning	King's						
Chester	Lunenburg	1	1 25	0 25			
Cow Bay	Cape Breton	6	114 53	3 00			0 29
Dartmouth	Halifax	21	268 70	7 50	3	46 92	0 79
Digby	Digby	21	428 88	10 75	15	476 47	2 26
Granville Ferry	Annapolis				2	14 07	0 04
Guysborough	Guysborough				1	4 87	0 01
Halifax	Halifax	1598	26,887 20	731 20	451	6,216 08	
Hantsport	Hants				1	18 25	0 05
Kentville	King's	21	381 42	10 25	14	371 65	1 88
Laurencetown	Annapolis	1	48 90	1 00			0 12
Lingan	Cape Breton	4	84 31	1 50			0 21
Little Glace Bay	do	2	12 21	0 50			0 03
Liverpool	Queen's	23	558 82	12 75	4	51 10	1 53
Londonderry	Colchester	1	8 80	0 25			0 02
Lockeport	Shelburne	5	153 28	3 75			0 38
Lunenburg	Lunenburg	3	98 36	2 25	1	1 46	0 25
Mabou	Inverness	2	53 79	1 25			0 13
Mahone Bay	Lunenburg	4	148 16	3 25			0 37
New Glasgow	Pictou	52	1,354 71	31 50	6	65 69	3 55
North Sydney	Cape Breton	42	1,113 84	25 75	1	7 79	2 80
Parrsboro'	Cumberland	1	48 90	1 00			0 12
Pictou	Pictou	89	1,791 13	45 75	7	59 60	4 63
Port Hastings	Inverness	4	11 99	1 00			0 03
Port Hood	do						
Port Mulgrave	Guysborough	2	68 45	1 50	1	14 60	0 21
Pugwash	Cumberland	2	24 45	0 75	7	171 94	0 49
River John	Pictou	1	4 89	0 25			0 01
River Philip	Cumberland	4	55 00	1 75			0 14
Shelburne	Shelburne	3	36 58	1 00			0 09
Sherbrooke	Guysborough	5	141 21	3 50			0 35
Shubenacadie	Hants	2	48 90	1 00			0 12
St. Peters	Cape Breton	1	12 72	0 50			0 03
Stellarton	Pictou	83	1,406 67	39 00			3 51
Sydney	Cape Breton	47	1,066 01	23 70	9	162 52	3 07
Sydney Mines	do	5	143 75	3 25			0 36
Tangier	Halifax	2	14 67	0 50			0 04
Tatamagouche	Colchester	2	73 25	1 50			0 18
Truro	do	59	1,036 87	28 75	24	547 21	3 96
Wallace	Cumberland	3	88 02	2 25			0 22
Weymouth	Digby	2	35 02	1 00	6	151 34	0 47
Westport	do				1	48 67	0 12

REPORT No. 10, A.—Shewing the Number of Money Orders issued in Nova Scotia,  
during the year ended 30th June, 1872.—*Continued.*

Money Order Office.	County.	No. of Orders Issued	Amount of Orders Issued.	Total Commission Received.	No. of Orders Issued.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Whycomagh . . . . .	Inverness . . . . .	2	45 23	1 00	2	97 32	0 36
Wilmot . . . . .	Annapolis . . . . .	3	74 88	1 75	3	107 06	0 43
Windsor . . . . .	Hants . . . . .	20	499 85	12 00	14	495 38	2 49
Wolfville . . . . .	King's . . . . .	13	291 14	7 75	2	87 59	0 95
Yarmouth . . . . .	Yarmouth . . . . .	77	1,810 47	44 00	20	547 62	5 90
		2325	42,711 72	1,124 15	617	10,278 45	49 72

P. LE SUEUR,  
*Chief Superintendent.*

A. CAMPBELL,  
*Postmaster General.*

## NEW BRUNSWICK.

REPORT No. 10, A.—Shewing the number of Money Orders issued in New Brunswick, on the United Kingdom, during the year ended 30th June, 1872, the value of such Orders in Dominion Currency; the Commission received thereon; and the number of Money Orders paid in New Brunswick, drawn by the Money Order Offices in the United Kingdom.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Baie Verte .....	Westmoreland .....	1	24 45	0 50	2	72 99
Bathurst .....	Gloucester .....	142	3,583 64	83 25	1	24 33
Campbellton .....	Restigouche .....	198	7,159 55	156 25	1	9 73
Campo Bello .....	Charlotte .....	13	261 78	6 50		
Canterbury Station .....	York .....	2	97 80	2 00		
Carquet .....	Gloucester .....	17	789 73	16 50		
Carleton .....	St. John .....	21	460 68	12 00		
Chatham .....	Northumb'rland .....	64	1,375 80	33 50	2	63 26
Dalhousie .....	Restigouche .....	161	5,069 03	115 00	5	181 27
Dorchester .....	Westmoreland .....	8	210 27	4 75		
Edmundston .....	Victoria .....				3	97 32
Florenceville .....	Carleton .....	1	4 89	0 25		
Fredericton .....	York .....	146	3,561 79	85 50	43	889 58
Gagetown .....	Queen's .....	1	9 05	0 25		
Harvey, A. C. .....	Albert .....	1	34 22	0 75	3	97 32
Harvey Station .....	York .....	2	44 01	1 00		
Hillsborough .....	Albert .....	2	41 55	1 00	2	53 53
Indiantown .....	St. John .....	10	205 38	4 75		
Kingston, Kent .....	Kent .....	8	170 72	4 25		
Moncton .....	Westmoreland .....	17	293 58	7 75	3	40 63
Newcastle .....	Northumb'rland .....	96	2,474 55	59 75	4	53 37
Ossekeag .....	King's .....	1	7 08	0 25	1	14 60
Richibucto .....	Kent .....	12	213 81	5 50	10	393 66
Sackville .....	Westmoreland .....	8	104 33	2 75	2	48 66
Shediac .....	do .....	6	107 62	2 75	1	9 73
St. Andrew's .....	Charlotte .....	79	1,791 43	42 75	17	399 01
St. George .....	do .....	1	48 90	1 00	1	24 33
St. John .....	St. John .....	954	17,160 84	459 25	127	2,485 82
St. Martin's .....	do .....	1	48 90	1 00		
St. Stephen .....	Charlotte .....	19	342 05	8 75	2	12 53
Sussex Vale .....	King's .....	32	502 75	14 75	1	48 66
Woodstock .....	Carleton .....	40	1,354 57	29 50		
		2,064	47,554 75	1,163 75	231	5,020 53

P. LE SUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

REPORT No. 10, B.

SHewing the number of Money Orders Issued in Ontario and Quebec, on Nova Scotia, during the year ended 30th June, 1872; the value of such Orders in Provincial Currency; the Commissions received thereon; the number of Money Orders Paid in Ontario and Quebec, drawn by Money Order Offices in Nova Scotia; and the Commission allowed to Postmasters in Ontario and Quebec, viz:  $\frac{1}{4}$  of one per cent. on the total amount of Orders Issued and Paid.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Acton Vale	Bagot				1	58 00	0 14
Almonte	Lanark				1	8 00	0 02
Amherstburg	Essex				5	64 73	0 14
Angus	Simcoe				1	100 00	0 25
Aurora	York	2	101 34	0 60			0 25
Aylmer, East	Ottawa	1	79 60	0 40			0 19
Beachville	Oxford				1	7 50	0 02
Bond Head	Simcoe	1	8 00	0 05			0 02
Bothwell	Kent				4	220 00	0 54
Bowmanville	Durham				3	150 00	0 37
Brampton	Peel				2	58 80	0 15
Brantford	Brant				21	1,517 80	3 79
Brockville	Town of Brockville	2	60 00	0 40	6	352 27	0 72
Brighton	Northumb'land				3	94 33	0 18
Burford	Brant				1	19 00	0 05
Chatham	Kent	3	82 00	0 55	13	660 50	1 85
Chippawa	Welland				1	15 00	0 04
Clifton	Welland				1	9 50	0 02
Clinton	Huron	5	256 89	1 35	1	11 11	0 66
Coaticook	Stanstead				10	844 35	1 35
Cobourg	Northumb'land	1	18 00	00 10			0 04
Colborne	Northumb'land				2	40 00	0 10
Cornwall	Town of Cornwall				1	8 92	0 02
Drummondville	Welland				1	21 00	0 05
Dundas	Wentworth				1	46 22	
Elora	Wellington				1	8 00	0 02
Exeter	Huron	1	100 00	0 50			0 25
Fonthill	Welland	1	78 24	0 50			0 19
Grimsby	Lincoln				1	25 00	0 06
Hamilton	City of Hamilton	1	13 25	0 10	53	3,035 63	
Hastings	Peterboro'	6	300 00	1 80			0 74
Ingersoll	Oxford				1	5 00	0 01
Inverness	Megantic				1	20 00	
Iroquois	Dundas				1	29 00	0 07
Kemptville	Grenville				3	120 00	0 29
Kingston	City of Kingston	14	338 88	2 00	15	460 33	
Lachute	Jacques-Cartier	1	9 00	0 05			0 02
Lachine	Jacques Cartier				1	16 00	0 04
Levis	Levis				6	75 44	
Listowell	Perth				3	5 25	0 01
London	City of London	6	260 00	1 45	10	242 28	
Matapedia	Rimouski	2	55 00	0 40			
Martintown	Glengary				2	77 00	0 19
Meaford	Grey	1	8 07	0 05			0 02
Milton	Halton				1	50 00	
Montmagny	Montmagny				1	15 29	0 04
Montreal	City of Montreal	71	2,293 39	13 50	1315	72,797 45	
Newmarket	York				2	200 00	0 50
Oakville	Halton				1	11 00	0 03

REPORT No. 10, B.—Shewing the Number of Money Orders Issued in Ontario and Quebec, on Nova Scotia, within the year ended 30th June, 1872.—  
*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Onslow	Pontiac				1	11 00	0 03
Orangeville	Wellington	1	20 00	0 10			0 05
Orillia	Simcoe	4	69 12	0 40	1	10 21	0 20
Orono	Durham				1	5 00	0 01
Oshawa	Ontario				41	2,185 81	4 15
Ottawa	City of Ottawa	60	2,054 74	11 85	59	1,449 12	
Owen Sound	Grey	3	23 93	0 20			0 06
Paris	Brant	2	135 95	0 80			0 34
Petrolia	Lambton	1	64 00	0 40			0 16
Pictou	Prince Edward				1	5 00	
Point St. Charles	Jacques Cartier				1	4 00	0 01
Port Hope	Durham	2	35 00	0 20			0 09
Port Perry	Ontario	1	20 00	0 10			0 05
Quebec	Quebec	59	3,474 13	18 45	242	12,633 77	
Rimouski	Rimouski				1	100 00	0 25
Rockwood	Wellington				2	60 00	0 15
St. Catharines	Lincoln	1	15 00	0 10	4	189 85	0 26
St. Christophe	Arthabaska	1	37 75	0 20			
St. Eustache	Two Mountains				2	160 00	0 40
St. John's	St. John's	1	25 00	0 20			
St. Mary's	Perth				2	21 00	0 05
Sarnia	Lambton	1	6 00	0 05	4	56 00	0 06
Sherbrooke	Richmond	1	10 00	0 05			0 02
South Quebec	Levis				1	25 00	0 06
Sparta	Elgin				1	20 00	0 05
Springford	Oxford				2	74 25	0 04
Stanstead	Stanstead	1	15 00	0 10	1	50 00	0 16
Stratford	Perth				2	117 18	0 06
Strathroy	Middlesex	1	10 00	0 10	3	70 50	0 19
Streetsville	Peel				1	8 37	0 02
Terrebonne	Terrebonne				1	40 00	0 10
Toronto	City of Toronto	27	1,398 00	7 65	166	4,622 98	
Trenton	Hastings				3	17 30	0 04
Victoria	Norfolk				1	22 39	0 05
Walkerton	Bruce	3	14 00	0 35			0 01
Wallacetown	Elgin	1	20 00	0 10			0 05
Wardsville	Middlesex	2	34 50	0 25			0 07
Whitby	Ontario				1	15 00	0 04
Windsor	Essex	2	36 00	0 25	1	59 99	0 24
Woodstock	Oxford	2	24 67	0 15	2	44 47	0 16
Yorkville	York	1	25 50	0 29			0 06
		195	11,629 95	66 05	2025	103,577 89	21 19

P. LE SUEUR,  
*Chief Superintendent.*

A. CAMPBELL,  
*Postmaster General.*

NOVA SCOTIA.

REPORT No. 10, B.—Shewing the number of Money Orders issued in Nova Scotia on Ontario and Quebec, for the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia drawn by Money Order Offices in Ontario and Quebec, and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	63	3,568 68	19 35	6	69 75	8 92
Annapolis	Annapolis	28	1,212 70	6 85			3 63
Antigonish	Antigonish	210	14,793 48	78 00	1	24 33	36 98
Arichat	Richmond	23	773 58	4 55			1 93
Aylesford	King's	1	69 02	0 40			0 17
Baddeck	Victoria	11	405 53	2 25			1 01
Barrington	Shelburne	39	1,942 73	10 55			4 86
Bear River, W.S.	Digby	6	62 63	0 55			0 15
Bridgetown	Annapolis	48	2,078 37	12 20	1	29 00	5 29
Bridgewater	Lunenburg	17	866 44	4 90	1	20 00	2 17
Caledonia Corner	Queen's	3	174 28	0 95			0 43
Canning	King's	23	1,451 72	7 70			3 63
Cape Canso	Guysborough	10	246 42	1 50			0 62
Chester	Lunenburg	3	74 68	0 45			0 19
Christmas Island	Cape Breton	1	6 50	0 05			0 02
Cow Bay	do	14	421 43	2 45			1 05
Dartmouth	Halifax	12	773 00	4 15	1	11 52	1 93
Digby	Digby	42	1,714 39	9 65	3	159 40	4 30
Granville Ferry	Annapolis	3	40 12	0 30			0 10
Great Village	Colchester	1	39 00	0 20			0 07
Guysborough	Guysborough	24	978 80	5 70	1	40 00	2 45
Halifax	Halifax	342	10,069 36	69 75	179	7,096 21	
Kentville	King's	14	611 51	3 00	2	20 00	1 53
Laurencetown	Annapolis	3	207 50	1 05			0 52
Little Glace Bay	Cape Breton	6	275 96	1 55			0 69
Liverpool	Queen's	83	4,124 94	22 70	2	28 86	10 31
Lockeport	Shelburne	7	183 75	1 00			0 46
Londonderry	Colchester	2	80 00	0 40			0 20
Lower Horton	King's	3	240 04	1 30			0 60
Lunenburg	Lunenburg	23	1,296 25	7 15	2	101 45	3 24
Mahou	Inverness	12	500 41	2 80	2	120 00	1 25
Mahone Bay	Lunenburg	2	86 26	0 55			0 22
Maitland	Hants	8	429 81	2 30			1 07
New Glasgow	Pictou	197	13,267 89	70 75	17	801 09	33 17
Newport	Hants	1	11 50	0 10			0 03
North Sydney	Cape Breton	27	1,444 59	7 90			3 61
Parrsboro'	Cumberland	21	1,325 16	7 10	3	32 03	3 31
Pictou	Pictou	60	1,883 08	11 40	30	773 48	4 71
Port Hastings	Inverness	4	181 94	1 10			0 45
Port Hawkesbury	Richmond	7	408 78	2 25	1		1 02
Port Hood	Inverness	12	665 94	3 70			1 66
Port Medway	Queen's	2	75 80	0 45			0 19
Port Mulgrave	Guysborough	10	307 47	1 80			0 77
Port Williams	King's	3	161 82	0 85	1	100 00	0 40
Pugwash	Cumberland	58	4,003 10	21 45	3	80 92	10 01
River John	Pictou	17	917 53	5 20			2 29
River Philip	Cumberland	12	519 63	2 80			1 28
Sandy Cove	Digby	1	67 00	0 40			0 17
Shelburne	Shelburne	45	2,593 14	14 00			6 48
Sherbrooke	Guysborough	36	2,484 83	13 35	2	56 54	6 21
St. Peter's	Cape Breton	23	1,263 78	7 00	1	39 00	3 16
Stellarton	Pictou	29	2,050 83	10 95			5 13
Sydney Mines	Cape Breton	5	282 32	1 50			0 70

REPORT No. 10, B.—Shewing the Number of Money Orders issued in Nova Scotia, during the year ended 30th June, 1873.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Sydney.....	do .....	39	1,287 08	7 80	8	172 04	3 22
Tatamagouche .....	Colchester .....	37	2,537 06	13 65	.....	.....	6 54
Truro .....	do .....	70	3,522 58	19 55	9	308 72	8 81
Tusket .....	Yarmouth .....	2	64 15	0 40	.....	.....	0 16
Wallace .....	Cumberland .....	54	4,322 69	22 20	3	169 60	10 81
Weymouth .....	Digby .....	22	1,067 61	5 85	.....	.....	2 52
Whycocomagh.....	Inverness .....	15	560 35	3 15	1	50 00	1 40
Wilmot.....	Annapolis .....	24	1,323 88	7 15	1	91 80	3 51
Windsor .....	Hants .....	28	1,638 36	9 25	13	500 76	4 10
Wolfville.....	King's.....	10	513 10	2 80	2	110 00	1 28
Yarmouth.....	Yarmouth.....	96	2,646 19	15 85	16	706 82	6 62
		2,048	103,120 47	569 05	311	11,746 32	232 62

A. WOODGATE,  
*Post Office Inspector.*

A. CAMPBELL,  
*Postmaster General.*

## NEW BRUNSWICK.

REPORT No 10, B.—Shewing the number of Money Orders issued in New Brunswick on Ontario and Quebec, during the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commission received thereon, and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Ontario and Quebec.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Andover.....	Victoria	2	15 00	0 15		
Baie Verte.....	Westmoreland	63	3,111 36	17 60		
Bathurst.....	Gloucester	670	48,863 22	257 05	11	286 31
Buctouche.....	Kent	41	1,896 42	10 50		
Campellton.....	Restigouche	277	18,678 64	99 30	11	449 75
Campo Bello.....	Charlotte	1	10 00	0 05		
Canterbury Station.....	York	1	3 00	0 05		
Caraget.....	Gloucester	57	3,763 92	20 35		1 20
Carleton.....	St. John	4	213 80	1 20		
Chatham.....	Northumb'land	937	65,626 39	344 95	21	1,601 85
Dalhousie.....	Restigouche	486	33,696 94	178 70	12	817 86
Dorchester.....	Westmoreland	71	3,657 11	20 55		
Edmundston.....	Victoria	177	12,410 10	66 20	2	46 33
Florenceville.....	Carleton					
Fredericton.....	York	134	8,578 89	45 45	19	554 95
Gagetown.....	Queen's	4	48 00	0 25	1	20 00
Grand Falls.....	Victoria	16	725 17	4 05	2	200 00
Harvey, A. C.....	Albert	17	351 40	3 15		
Hillsborough.....	do	15	821 42	4 55	1	20 00
Hopewell Cape.....	do	2	6 00	0 10		
Indiantown.....	St. John	7	89 03	0 55		
Kingston, Kent.....	Kent	91	4,438 76	24 70		
Memramcook.....	Westmoreland	12	956 61	5 15		
Moncton.....	do	109	6,378 79	35 00	10	477 10
Newcastle.....	Northumb'land	262	12,772 95	69 80	8	198 42
Ossekeag.....	King's	3	195 00	1 05		
Petitcodiac.....	Westmoreland	1	10 00	0 05		
Richibucto.....	Kent	144	8,082 44	43 55	8	506 15
Sackville.....	Westmoreland	94	3,903 24	22 40	1	70 00
Salisbury.....	do	7	307 50	1 70		
Shediac.....	do	186	12,266 39	66 00	12	714 59
Sheffield.....	Sunbury	5	180 38	1 00		
Springfield.....	King's	3	- 15 75	0 15		
St. Andrew's.....	Charlotte	15	664 00	3 75	3	28 72
St. George.....	do				1	8 00
St. John.....	St. John	290	10,745 06	61 35	133	4,181 34
St. Martin's.....	do	13	773 94	4 20	3	200 00
St. Stephen.....	Charlotte	40	1,182 77	7 15	10	298 78
Sussex Vale.....	King's	73	4,843 30	26 05	10	238 80
Woodstock.....	Carleton	312	24,252 56	127 30	8	256 37
		4,643	294,715 25	1,575 10	287	11,195 32

A. CAMPBELL,  
Postmaster General.

JOHN McMILLAN,  
Post Office Inspector.



## PRINCE EDWARD ISLAND.

REPORT No. 10. C.—Shewing the number of Money Orders Issued in Ontario and Quebec on Prince Edward Island, during the year ended 30th June, 1872; the value of such Orders in Provincial Currency; the Commission received thereon; the number of Money Orders Paid in Ontario and Quebec, drawn by Money Order Offices in Prince Edward Island; and the Commissions allowed to Postmasters in Ontario and Quebec, viz:  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders Issued and Paid.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Cayuga .....	Haldimand .....				1	25 66	0 06
Collingwood .....	Simcoe .....	1	19 56	0 25			0 65
Hamilton .....	City of Hamilton .....				1	2 60	
Kincardine .....	Bruce .....	1	23 34	0 50			0 65
Kingston .....	City of Kingston .....	1	14 67	0 25	2	96 72	
London .....	City of London .....	2	17 99	0 25			0 65
Montreal .....	City of Montreal .....	2	6 40	0 50			
Napanee .....	City of Montreal .....	2	10 65	0 50	13	377 28	
Niagara .....	Lenox .....				1	2 23	
Ottawa .....	Town of Niagara .....				4	126 40	0 31
Pembroke .....	City of Ottawa .....	2	31 99	0 75	6	176 54	
Picton .....	Renfrew .....	1	19 56	0 25			0 65
Quebec .....	Prince Edward .....				1	13 50	0 65
St. Mary's .....	Quebec .....	1	63 00	0 75	19	412 85	
Sherbrooke .....	Perth .....				1	10 60	0 62
Sorel .....	Town of Sherbrooke .....	1	7 56	0 25			0 62
Toronto .....	Richelieu .....				1	35 84	0 69
	City of Toronto .....	6	233 35	3 50	8	74 17	
		19	514 07	7 75	49	1,354 80	0 65

P. LE SUEUR,  
*Chief Superintendent.*

A. CAMPBELL,  
*Postmaster General.*

## NOVA SCOTIA.

REPORT No. 10, C.—Shewing the number of Money Orders issued in Nova Scotia on New Brunswick, for the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in New Brunswick; and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst	Cumberland	89	3,244 73	18 50	106	4,114 51	8 11
Annapolis	Annapolis	64	2,526 31	14 35	29	981 59	6 32
Antigonish	Antigonish	21	721 21	4 40	22	706 25	1 80
Arichat	Richmond	11	450 83	2 55	12	463 00	1 13
Aylesford	King's	2	170 96	0 99			0 43
Baddeck	Victoria	3	161 00	1 00	48	1,290 77	0 40
Barrington	Shelburne	48	2,095 24	11 90	5	365 00	5 24
Bear River, W.S.	Digby	32	1,440 13	8 10	5	399 70	3 64
Berwick	King's	5	231 31	1 55	1	28 35	0 73
Bridgetown	Annapolis	176	9,219 94	50 60	5	137 61	23 05
Bridgewater	Lunenburg	26	1,393 95	7 55	2	76 00	3 48
Caledonia Corner	Queen's	57	3,648 18	19 75	1	50 00	9 12
Canning	King's	63	3,172 57	18 20	6	209 30	7 93
Cape Canso	Guysborough	1	50 00	0 30	3	172 53	0 13
Chester	Lunenburg	7	316 40	1 80			0 79
Cow Bay	Cape Breton	2	33 64	0 25	2	32 00	0 09
Dartmouth	Halifax	2	131 45	0 70	5	225 61	0 33
Digby	Digby	122	6,348 73	34 80	34	1,682 58	15 87
Granville Ferry	Annapolis	11	413 60	2 50	7	186 00	1 03
Great Village	Colchester	11	720 84	3 75			1 80
Guysborough	Guysborough	9	301 46	1 85	9	142 36	0 75
Halifax	Halifax	241	9,768 11	55 45	680	34,296 83	
Hantsport	Hants	3	132 80	0 70			0 33
Kentville	King's	30	1,171 98	6 75	14	475 79	2 93
Laurencetown	Annapolis	12	647 59	3 60	1	3 50	1 62
Little Glace Bay	Cape Breton	3	45 00	0 35	5	95 00	0 12
Liverpool	Queen's	113	6,172 09	33 75	8	345 63	15 43
Londonderry	Colchester	4	170 57	0 90			0 43
Lockeport	Shelburne	3	250 00	1 30			0 62
Lunenburg	Lunenburg	24	1,126 68	6 25	2	36 92	2 82
Mabou	Inverness	3	61 37	0 40	9	247 00	0 15
Mahone Bay	Lunenburg	15	680 33	3 75	2	60 00	1 70
Maitland	Hants	9	433 05	2 50	1	14 85	1 08
New Glasgow	Pictou	38	1,200 11	7 45	90	4,639 30	3 00
Newport	Hants	1	12 38	0 10			0 03
Newport Landing	do	4	305 16	1 55			0 76
North Sydney	Cape Breton	14	1,021 70	5 35	1	29 65	2 55
Parrsboro'	Cumberland	103	5,364 25	29 45	20	491 47	13 41
Pictou	Pictou	42	1,579 42	9 35	71	3,175 37	3 95
Port Hastings	Inverness	9	439 00	2 25	1	3 50	1 10
Port Hawkesbury	Richmond	5	212 00	1 20	1	99 50	0 53
Port Hood	Inverness	5	290 17	1 50	3	61 30	0 73
Port Mulgrave	Guysborough	2	32 79	0 25	4	40 98	0 08
Port Medway	Queen's	3	107 66	0 70			0 27
Port Williams	King's	5	186 38	1 10			0 47
Pugwash	Cumberland	14	334 24	2 05	9	219 70	0 84
River John	Pictou	3	101 00	0 60			0 25
River Philip	Cumberland	34	1,263 36	7 10	3	100 62	3 16
Sandy Cove	Digby	4	146 07	0 95			0 37
Shelburne	Shelburne	74	4,358 62	23 45	1	44 00	10 89
Sherbrooke	Guysborough	11	419 14	1 60	3	240 00	1 05
St. Peters	Cape Breton	8	379 84	2 00	15	353 00	0 95
Stellarton	Pictou	7	145 14	1 05	11	379 00	0 36
Sydney	Cape Breton	73	3,823 18	20 85	28	930 71	9 58

REPORT No. 10, C.—Shewing the number of Money Orders issued in Nova Scotia, during the year ended 30th June, 1872.—*Continued.*

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Sydney Mines .....	Cape Breton .....				12	223 00	
Tatamagouche .....	Colchester .....				1	40 00	
Truro .....	do .....	54	2,264 22	12 70	53	2,958 87	5 66
Tusket .....	Yarmouth .....	7	214 74	1 15			0 54
Wallace .....	Cumberland .....	19	923 83	5 39	7	347 83	2 31
Westport .....	Digby .....	2	53 65	0 40	4	172 89	0 13
Weymouth .....	do .....	66	3,253 30	17 40	2	33 00	8 13
Whyecomagh .....	Inverness .....	3	125 50	0 75	12	222 50	0 31
Wilmot .....	Annapolis .....	68	3,482 05	19 00	1	12 90	8 71
Windsor .....	Hants .....	56	2,662 15	14 30	16	538 47	6 65
Wolfville .....	King's .....	62	3,061 44	15 89	38	1,875 33	7 65
Yarmouth .....	Yarmouth .....	323	15,452 03	83 50	39	1,254 69	33 63
		2,333	110,736 62	615 50	1,479	64,256 08	252 42

A. WOODGATE,  
Post Office Inspector.

A. CAMPBELL,  
Postmaster General.

## NEW BRUNSWICK.

REPORT No. 10, C.—Shewing the number of Money Orders issued in New Brunswick on Nova Scotia, during the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commission received thereon, and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Nova Scotia.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Baie Verte	Westmoreland	2	24 64	0 15		
Bathurst	Gloucester	136	9,610 20	50 30	9	202 36
Buctouche	Kent	2	49 00	0 25	2	110 43
Campbellton	Restigouche	121	5,921 12	31 90	2	39 73
Caracquet	Gloucester	5	225 92	1 35	1	20 00
Carleton	St. John	18	295 86	1 80	4	125 00
Chatham	Northumb'land	136	7,894 61	42 30	45	3,465 18
Dalhousie	Restigouche	82	5,350 31	28 10	6	374 00
Dorchester	Westmoreland	34	752 83	4 75	28	1,841 16
Fredericton	York	54	1,931 09	11 55	42	2,013 05
Gagetown	Queen's	2	43 00	0 25	1	5 50
Harvey, A. C.	Albert	11	209 06	1 25	10	658 03
Harvey Station	York	6	287 18	1 60		
Hillsborough	Albert	12	506 50	2 70	2	19 00
Hopewell Cape	do	1	50 00	0 30		
Indiantown	St. John	7	191 50	1 20		
Kingston, Kent	Kent	18	802 74	4 35		
Memramcook	Westmoreland				1	16 84
Moncton	do	99	3,994 28	22 55	29	998 25
Newcastle	Northumb'land	174	5,481 27	31 85	26	1,342 81
Ossekeag	King's	4	152 38	0 80	5	450 00
Oromocto	Sunbury	1	15 00	0 10		
Petitcodiac	Westmoreland	1	13 15	0 10		
Richibucto	Kent	18	717 79	3 90	6	313 80
Sackville	Westmoreland	68	2,231 22	13 00	103	4,796 46
Salisbury	do	9	440 16	2 45	1	40 00
Shediac	do	35	1,288 05	7 50	26	1,145 01
Sheffield	Sunbury	1	55 42	0 30	2	112 00
Springfield	King's	1	15 00	0 10		
St. Andrews	Charlotte	19	697 56	3 95	6	162 84
St. George	do				2	10 75
St. John	St. John	297	12,581 50	70 75	1,914	91,111 75
St. Martin's	do	3	93 00	0 70		
St. Stephen	Charlotte	41	1,254 91	7 55	19	874 57
Sussex Vale	King's	16	417 47	2 60	7	219 23
Woodstock	Carleton	61	2,829 51	16 51	26	832 04
		1495	66,403 23	368 45	2316	111,281 59

A. CAMPBELL,  
Postmaster General.

JOHN McMILLAN,  
Post Office Inspector.

## REPORT No. 10, D.

SHewing the number of Money Orders issued in Ontario and Quebec, on Newfoundland, during the year ended 30th June, 1872; the Value of such Orders in Provincial Currency; the Commission received thereon; the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in Newfoundland; and the Commissions allowed to Postmasters in Ontario and Quebec, viz. :  $\frac{1}{4}$  of one per cent. on the total amount issued and paid.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Delta .....	Leeds .....	1	39 12	0 50	.....	.....	0 10
Dunham .....	Missisquoi .....	.....	.....	.....	1	36 49	0 09
Elora .....	Wellington .....	1	39 99	0 50	.....	.....	0 10
Fort Erie .....	Welland .....	1	20 37	0 25	.....	.....	0 05
Granby .....	Shefford .....	1	4 00	0 25	.....	.....	.....
Hamilton .....	City of Hamilton .....	3	27 14	0 75	1	1 52	.....
Kingston .....	City of Kingston .....	2	100 24	1 25	.....	.....	.....
London .....	City of London .....	6	95 73	1 50	1	6 09	.....
Montreal .....	City of Montreal .....	23	509 45	7 75	35	863 27	.....
Morrisburgh .....	Dundas .....	.....	.....	.....	2	68 94	0 17
Ottawa .....	City of Ottawa .....	1	6 62	0 25	2	51 70	.....
Port Hope .....	Durham .....	1	34 22	0 50	.....	.....	0 08
Quebec .....	Quebec .....	3	30 04	0 75	1	18 66	.....
Renfrew .....	Renfrew .....	1	4 89	0 25	.....	.....	0 01
Shakespeare .....	Perth .....	5	29 34	0 75	.....	.....	0 07
Toronto .....	City of Toronto .....	23	497 93	7 00	18	211 73	.....
Windsor .....	Essex .....	1	48 90	0 50	.....	.....	0 12
		71	1,487 98	22 75	61	1,258 40	0 79

A. CAMPBELL,  
Postmaster General.

P. LE SUEUR,  
Chief Superintendent.

## NOVA SCOTIA.

REPORT No. 10, D.—Shewing the number of Money Orders issued in Nova Scotia on Newfoundland, for the year ended 30th June, 1872; the value of such Orders in Dominion Currency; the Commissions received thereon; the number of Money Orders paid in Nova Scotia, drawn by Money Order Offices in Newfoundland, and the Commission allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst .....	Cumberland .....	3	51 73	0 75			0 12
Antigonish .....	Antigonish .....				12	175 62	0 44
Arichat .....	Richmond .....				12	286 64	0 72
Baddeck .....	Victoria .....				3	31 38	0 06
Cow Bay .....	Cape Breton .....	4	300 00	3 25	1	40 55	0 85
Digby .....	Digby .....	2	40 10	0 75			0 10
Halifax .....	Halifax .....	19	847 66	10 75	77	1,495 55	
Lingan .....	Cape Breton .....	2	59 56	0 75			0 15
Liverpool .....	Queen's .....				1	4 87	0 01
Lockeport .....	Shelburne .....				1	82 13	0 21
New Glasgow .....	Pictou .....	1	97 78	1 00	1	40 55	0 34
North Sydney .....	Cape Breton .....				13	762 93	1 91
Pictou .....	Pictou .....	1	48 90	0 50	1	40 55	0 22
Pugwash .....	Cumberland .....	2	14 31	0 50			0 04
Sydney .....	Cape Breton .....				5	60 38	0 15
Truro .....	Colchester .....				1	6 96	0 02
Wolfville .....	King's .....	1	36 34	0 50			0 09
Yarmouth .....	Yarmouth .....	1	12 00	0 25	1	25 00	0 09
		36	1,508 38	19 00	129	3,053 11	5 54

A. WOODGATE,  
Post Office Inspector.

A. CAMPBELL,  
Postmaster General.

## NEW BRUNSWICK.

REPORT No. 10, D.—Shewing the number of Money Orders issued in New Brunswick on Prince Edward Island, during the year ended 30th June, 1872 ; the value of such Orders in Dominion Currency ; the Commission received thereon and the number of Money Orders Paid in New Brunswick, drawn by the Money Order Offices in Prince Edward Island.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Bathurst .....	Gloucester .....	7	216 20	3 00	2	81 10
Campbellton .....	Restigouche .....	1	3 01	0 25		
Caraquet .....	Gloucester .....	1	10 00	0 25		
Carleton .....	St. John .....	1	6 60	0 25		
Chatham .....	Northumb'land .....	2	45 78	0 75	3	83 53
Dalhousie .....	Restigouche .....				1	31 53
Dorchester .....	Westmoreland .....	1	9 78	0 25		
Florenceville .....	Carleton .....	1	53 00	0 75		
Fredericton .....	York .....	8	347 68	4 00	10	319 08
Grand Falls' .....	Victoria .....				1	38 93
Hopewell Cape .....	Albert .....	1	97 80	1 00		
Moncton .....	Westmoreland .....	9	289 96	4 00		
Newcastle .....	Northumb'land .....	3	60 98	1 00	1	60 02
Ossekeag .....	King's .....				1	50 00
Richibucto .....	Kent .....	1	14 67	0 25		
Sackville .....	Westmoreland .....	6	62 49	1 50	4	68 00
Shediac .....	do .....	2	49 99	0 75	2	96 41
St. Andrew's .....	Charlotte .....				3	172 80
St. John .....	St. John .....	10	300 32	4 50	27	567 99
		54	1,567 66	22 50	55	1,569 39

JOHN McMILLAN,  
Post Office Inspector.

A. CAMPBELL,  
Postmaster General.

## REPORT NO. 10, E.

SHewing the number of Money Orders issued in Ontario and Quebec on New Brunswick, during the year ended 30th June, 1872; the value of such Orders in Provincial Currency; the Commission received thereon; the number of Money Orders paid in Ontario and Quebec, drawn by Money Order Offices in New Brunswick; and the Commissions allowed to Postmasters, in Ontario and Quebec, viz:  $\frac{1}{4}$  of one per cent. on the total amount of Money Orders issued and paid.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Alexandria	Glengary				4	250 00	0 37
Amherstburg	Essex				2	20 00	0 04
Aylmer, O.	Ottawa	1	99 50	0 50	3	59 50	0 39
Aylmer, O.	Elgin	1	20 00	0 10			0 05
Barrie	Simcoe	1	75 00	0 40			0 18
Belleville	Hastings	5	74 00	0 45	7	436 50	1 26
Berlin	Waterloo				1	9 31	0 02
Bluevale	Huron	1	8 00	0 05			0 02
Bond Head	Simcoe	5	216 00	1 15			0 53
Bowmanville	Durham				1	6 00	0 01
Brantford	Brant	2	28 75	0 25	7	306 00	0 83
Brockville	Town of Brockville	1	20 00	0 10	13	787 96	2 02
Burford	Brant				1	100 00	0 25
Carleton Place	Lanark	1	64 52	0 40			0 16
Chambly	Chambly				3	39 00	0 10
Chatham	Kent				5	204 15	0 50
Clarksburg	Grey				1	64 00	0 16
Clifton	Welland	2	120 00	0 60			0 30
Clinton	Huron	1	5 00	0 05	5	385 00	0 97
Coaticook	Stanstead				2	72 26	0 18
Cobourg	Northumberland				2	25 00	0 06
Collingwood	Simcoe	1	30 00	0 20	5	206 50	0 58
Cornwall	Town of Cornwall				5	127 00	0 31
Corunna	Lambton				2	180 00	0 45
Danville	Richmond				1	17 00	0 04
Dundas	Wentworth				16	1034 63	2 68
Elera	Wellington				1	10 00	0 02
Fergus	do				2	150 00	0 37
Forest	Lambton	1	20 00	0 10			0 05
Gananoque	Leeds				1	15 25	0 04
Gaspé Basin	Gaspé				1	8 00	
Georgetown	Halton				6	168 00	0 42
Goderich	Huron				2	120 00	0 30
Guelph	Wellington	2	45 00	0 30	35	3053 38	7 74
Hamilton	City of Hamilton				53	3686 38	
Hastings	Peterboro	2	90 00	0 50			0 74
Hemmingsford	Huntingdon	5	300 00	1 70			0 62
Ingersoll	Oxford	1	10 50	0 10	7	449 00	0 19
Inverness	Megantic	1	80 00	0 40	1	70 00	0 40
Iroquois	Dundas				1	80 00	0 40
Jarvis	Haldimand				2	45 00	0 11
Kanouraska	Kanouraska				2	70 00	0 19
Kingston	City of Kingston	6	163 31	1 00	2	200 00	
Kirkfield	Victoria				6	231 40	
Lachine	Jacques Cartier				1	50 00	0 06
London	City of London	2	58 00	0 35	3	145 30	0 05
Lindsay	Victoria				60	4673 71	
Matapedia	Rimouski	2	200 00	1 00	2	56 65	0 12
Malbourne	Richmond	4	80 60	0 40			0 50
							0 12



REPORT No. 10, E.—Shewing the Number of Money Orders issued in Ontario and Quebec on New Brunswick, &c.—Continued.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Milton	Halton	1	20 00	0 10			0 96
Montmagny	Montmagny				3	91 10	0 23
Montreal	City of Montreal	57	2046 85	11 85	2071	128771 50	
Mount Forest	Grey				2	30 00	
New Edinburgh	Russell				1	15 00	0 04
Newburgh	Addington	4	81 50	0 50	8	729 50	2 61
New Hamburg	Waterloo				1	24 00	0 06
Oakville	Halton	1	50 00	0 30	4	118 41	0 41
Orangeville	Wellington				1	15 00	
Orilla	Simcoe				8	254 00	0 29
Oshawa	Ontario				61	3989 04	9 01
Ottawa	City of Ottawa	70	1690 81	9 95	72	2613 96	
Owen Sound	Grey				1	20 00	0 05
Paris	Brant				1	30 00	
Paspébiac	Bonaventure	1	32 00	0 20	1	100 00	0 08
Pembroke	Renfrew	5	449 00	2 30	3	284 71	1 83
Penetanguishene	Simcoe				1	28 61	0 07
Perot	Gaspé	1	100 00	0 50			0 25
Perth	Lanark				1	50 00	0 12
Peterboro	Peterboro				2	140 00	0 35
Pictou	Prince Edward	2	15 00	0 10			0 03
Point Levi, East	Levis				1	25 00	0 06
Point St. Charles	Jacques Cartier				4	105 00	
Port Burwell	Elgin	3	228 75	1 20			0 57
Port Hope	Durham	2	200 00	1 00	12	180 50	0 38
Port Rowan	Norfolk	5	276 00	1 55	2	180 00	0 67
Quebec	Quebec	43	2002 80	10 95	1800	128863 23	
Renfrew	Renfrew				1	75 00	0 19
Richmond, Q	Richmond				17	937 00	1 97
Rimouski	Rimouski	1	7 50	5	3	137 50	36
Riv. du Loup, en b.	Temiscouata				24	1,395 06	1 54
Rosemont	Simcoe	1	20 00	10			05
St. Anne	Kamouraska				4	102 78	25
St. Catherines	Lincoln				17	1,187 45	2 54
St. Hyacinthe	St. Hyacinthe	3	240 00	1 20	4	205 00	07
St. Mary's	Perth				21	617 60	1 41
St. Roch	Quebec (City)				1	9 00	02
St. Thomas	Elgin				1	5 00	01
Sarnia	Lambton				5	280 00	62
Sherbrooke	Richmond				4	305 89	
Simcoe	Norfolk				8	387 50	66
Smith's Falls	Lanark				1	28 85	
Sorel	Richelieu	1	40 00	20			10
South Quebec	Levis				10	960 00	1 50
Stanford	Arthabaska				1	55 00	14
Stanstead	Stanstead				1	8 48	02
Staynar	Simcoe	6	527 00	2 70	2	19 00	07
Stratford	Perth				1	30 00	07
Terrebonne	Terrebonne				2	40 00	10
Thornhill	York				1	24 00	06
Three Rivers	Three Rivers				1	10 00	02
Thurso	Ottawa	1	10 00	05			
Toronto	City of Toronto	31	1,543 99	8 25	112	3,309 70	02
Uxbridge	Ontario	1	10 00	05			27
Victoria	Norfolk	1	50 00	30	2	60 00	06
Windsor	Essex	1	29 00	20	1	11 00	37
Woodbridge	York				2	150 00	34
Woodstock	Oxford	2	50 00	40	2	90 00	10
Zurich	Huron	1	40 00	20			
		253	11,538 86	64 30	4,583	294,771 31	44 30

P. LE SUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

## NOVA SCOTIA.

REPORT No. 10 E.—Shewing the number of Money Orders issued in Nova Scotia on Prince Edward Island, for the year ended 30th June, 1872; the value of such Orders in Dominion Currency, the Commission received thereon; the number of Money Orders paid in Nova Scotia drawn by Money Order Offices in Prince Edward Island, and the Commissions allowed to Postmasters.

Money Order Office.	County.	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Amherst.....	Cumberland.....	1	32 00	50	2	34 11	16
Annapolis.....	Annapolis.....				1	55 16	14
Antigonish.....	Antigonish.....	5	280 36	3 25			65
Aricbat.....	Richmond.....	8	138 70	2 20	1	30 01	42
Baddeck.....	Victoria.....	1	19 56	25			05
Cape Canso.....	Guysborough.....	1	6 00	25			02
Chester.....	Lunenburg.....				4	389 33	97
Cow Bay.....	Cape Breton.....	1	35 00	50	1	29 20	16
Guysboro.....	Guysborough.....				3	52 75	13
Halifax.....	Halifax.....	14	550 00	6 75	103	2,866 16	
Liverpool.....	Queen's.....	4	82 94	1 50			21
Lunenburg.....	Lunenburg.....	1	29 95	50	1	9 73	10
Mahone Bay.....	do.....	3	230 00	2 75			68
Maitland.....	Hants.....	1	29 58	50			07
New Glasgow.....	Pictou.....	1	1 63	25	3	188 94	48
New Port Landing.....	Hants.....	1	9 78	25			02
North Sydney.....	Cape Breton.....	1	28 00	50			07
Pictou.....	Pictou.....	3	91 92	1 25	6	96 05	47
Port Hastings.....	Inverness.....	1	29 34	50			07
Port Hawkesbury.....	Richmond.....	1	48 90	50	1	11 68	15
Port Hood.....	Inverness.....	3	143 46	1 75			36
Port Mulgrave.....	Guysborough.....	1	20 98	25	1	14 60	09
Pugwash.....	Cumberland.....	3	80 54	1 25			20
Shelburne.....	Shelburne.....	4	80 77	1 25			20
Sherbrooke.....	Guysborough.....	4	195 56	2 00			49
Sydney.....	Cape Breton.....	2	14 81	50			04
Tatamagouche.....	Colchester.....	1	54 00	75			14
Truro.....	do.....	1	48 90	50	6	204 27	63
Wallace.....	Cumberland.....				1	13 38	03
Windsor.....	Hants.....				2	24 59	06
Wolfville.....	King's.....				10	341 67	86
Yarmouth.....	Yarmouth.....	3	44 11	1 00			41
		68	2,306 79	31 45	146		8 13

A. WOODGATE,  
Post Office Inspector.

A. CAMPBELL,  
Postmaster General.

## NEW BRUNSWICK.

REPORT No. 10, E.—Shewing the number of Money Orders issued in New Brunswick on Newfoundland during the year ended 30th June, 1872; the value of such Orders in Dominion Currency, the Commission received thereon, and the number of Money Orders paid in New Brunswick, drawn by Money Order Offices in Newfoundland.

Money Order Office.	County	No. of Orders Issued.	Amount of Orders Issued.	Total Commission Received.	No. of Orders Paid.	Amount of Orders Paid.
			\$ cts.	\$ cts.		\$ cts.
Campbellton.....	Restigouche.....	7	234 70	2 75		
Chatham.....	Northumberland.....				1	5 11
Dalhousie.....	Restigouche.....	1	7 50	25		
Fredericton.....	York.....	1	4 89	25		
Harvey, A. C.....	Albert.....	1	14 00	25		
Newcastle.....	Northumberland.....	5	97 79	1 50		
Sackville.....	Westmoreland.....	1	30 00	50	5	342 28
St. John.....	St. John.....	15	271 59	4 50	6	269 57
		31	660 47	10 00	12	616 96

JOHN McMILLAN,  
*Post Office Inspector.*

A. CAMPBELL,  
*Postmaster General.*

## REPORT No. 11.

SHewing the Annual Cost of the Money Order System, in Ontario and Quebec, specifying in detail the disbursement for Salaries, during the year ended 30th June, 1872.

Name.	Particulars.	Amount.
SALARIES.		\$ cts.
P. Le Sueur.....	Twelve months' salary as Superintendent.....	2,350 00
C. W. Jenkins.....	do do 1st Class Clerk.....	1,350 00
J. Brophy.....	do do Senior 2nd Class Clerk.....	1,200 00
E. G. Bennett.....	do do do do.....	1,100 00
J. McDougall.....	do do Junior 2nd do.....	800 00
R. J. Shaw.....	do do Junior 3rd do.....	600 00
C. J. Higgins.....	do do do do.....	550 00
L. Blanchet.....	do do do do.....	550 00
C. Sangster.....	do do do do.....	500 00
M. K. Dunlevie.....	do do do do.....	500 00
J. F. Wall.....	do do do do.....	450 00
J. C. Bonner.....	Seven months' salary as Temporary Clerk.....	315 00
C. Le Sueur.....	Four months and ten days' salary as Temporary Clerk.....	264 00
J. Jenkins.....	Four months' salary as Temporary Clerk.....	180 00
A. W. Wall.....	Eighteen days do do.....	27 00
J. H. Spencer.....	Eleven days do do.....	16 50
		10,652 50

A. CAMPBELL,

*Pastmaster General.*

P. LE SUEUR,

*Chief Superintendent.*

## NOVA SCOTIA.

REPORT No. 11.—SHEWING the Annual cost of the Money Order System in Nova Scotia, specifying in detail the disbursements for Salaries, Rent, Printing, Stationery, and every other item of expenditure, during the year ended 30th June, 1872.

Names.	Particulars.	Amount.
SALARIES.		\$ ots.
James H. Thorne .....	Superintendent .....	1,609 00
Frederic W. Creighton.	First Clerk .....	422 60
John B. Gray .....	Second Clerk .....	450 00
Stephen S. Thorne .....	Third Clerk .....	466 25
Thomas Conran .....	Messenger and Assistant .....	507 81
		3,895 06
CONTINGENCIES.		
Jos. H. Crosskill .....	Printing Forms, &c. ....	\$1,609 78
S. S. Hall .....	Stationery .....	63 78
A. H. Creighton .....	do .....	117 02
F. G. Elliott .....	Carpenter .....	127 18
M. Downie .....	Painter .....	50 00
	Telegrams .....	19 55
	Office rent .....	133 32
	City taxes .....	21 80
	Fuel and gas .....	9 50
	Water rate .....	5 00
	Setting stoves, &c. ....	11 35
	Cleaning office .....	10 50
	Miscellaneous .....	14 00
	Books of account from Head Office, Ottawa, (estimated)	750 00
		2,943 78
		6,837 84

A. WOODGATE,  
Post Office Inspector.

A. CAMPBELL,  
Postmaster General.

## NEW BRUNSWICK.

REPORT No. 11.—Shewing the Annual cost of the Money Order System in New Brunswick, specifying in detail the disbursements for Salaries, Advertising, Printing, Stationery, and every other item of expenditure, during the year ended 30th June, 1872.

Name.	Particulars.	Amount.	Total Amount.
	SALARIES.	\$ cts.	\$ cts.
James Hale .....	Twelve months' salary as Superintendent.....	1,600 00	
Thomas B. Smith.....	do 3rd Class Clerk.....	620 00	
			2,220 00
	CONTINGENCIES.		
J. & A. McMillan .....	Printing, stationery, &c.....	68 45	
John Livingstone .....	Morning Telegraph and Journal .....	5 00	
S. H. Brown.....	Book cases, &c., for books, stores, &c.....	177 29	
H. Barbour .....	Painting and papering rooms. ....	28 95	
			279 69
	Books of account, forms, &c., supplied from Ottawa, &c., estimated.....		500 00
			2,999 69

JOHN McMILLAN,  
*Post Office Inspector.*

A. CAMPBELL,  
*Postmaster General.*

## REPORT No. 12.

SHewing the Names of the additional Money Order Offices opened in Ontario and Quebec, within the year ended 30th June, 1872.

Name.	County.	Date of going into operation.
Aldboro .....	Elgin .....	April 1st, 1872.
Allenford .....	Bruce .....	do
Barnston .....	Stanstead .....	do
Becancour .....	Nicolet .....	do
Brigham .....	Brome .....	do
Cascoua .....	Temiscouata .....	do
Carillon .....	Bonaventure .....	do
Carleton .....	Bonaventure .....	do
Chicoutimi .....	Chicoutimi .....	do
Dunbar .....	Dundas .....	do
Gaspé Basin .....	Stanstead .....	do
Jordan .....	Lincoln .....	do
Kippen .....	Huron .....	do
Lotbinière .....	Lotbinière .....	do
Marmora .....	Hastings .....	do
Matapédia .....	Bonaventure .....	do
Metis .....	Rimouski .....	do
Mildmay .....	Bruce .....	do
Milverton .....	Perth .....	do
Morton .....	Leeds .....	do
Nanticoke .....	Haldimand .....	do
New Dundee .....	Waterloo .....	do
Oxley .....	Essex .....	do
Paspébiac .....	Bonaventure .....	do
Percé .....	Gaspé .....	do
Port Carling .....	Victoria .....	do
Ratho .....	Oxford .....	do
River David .....	Yamaska .....	do
Rock Island .....	Stanstead .....	do
Seyvern Bridge .....	Victoria .....	do
St. Césaire .....	Rouville .....	do
St. Ferdinand .....	Mégantic .....	do
St. Hugues .....	Bagot .....	do
St. Polycarpe .....	Soulanges .....	do
St. Williams .....	Norfolk .....	do
Tadousac .....	Saguenay .....	do
Tiverton .....	Bruce .....	do
Tottenham .....	Simcoe .....	do
Woodslee .....	Essex .....	do
Winterbourne .....	Waterloo .....	do

A. CAMPBELL,  
*Postmaster-General.*

P. LE SUEUR,  
*Chief Superintendent.*

## NOVA SCOTIA.

REPORT No. 12.—Shewing the Names of the Additional Money Order Offices opened, and of such Money Order Offices as may have been closed, in Nova Scotia, for the year ended 30th June, 1872.

## MONEY ORDER OFFICES OPENED.

Aylesford .....	King's	County.
Berwick .....	do	do
Christmas Island .....	Cape Breton	do
Great Village .....	Colchester	do
Hantsport .....	Hants	do
Lower Herton .....	King's	do
Laurencetown .....	Annapolis	do
Lordonderry .....	Colchester	do
Maitland .....	Hants	do
Newport Landing .....	do	do
Port Medway .....	Queen's	do
Port Williams .....	King's	do
River John .....	Pictou	do
Shubenacadie .....	Hants	do
Tangier .....	Halifax	do

## MONEY ORDER OFFICES CLOSED.

Advocate Harbour.....Cumberland County.

A. WOODGATE,  
*Post Office Inspector.*

A. CAMPBELL,  
*Postmaster-General.*



## NEW BRUNSWICK.

REPORT No. 12.—SHEWING the Names of the Additional Money Order Offices opened, and of such Money Order Offices as may have been closed, in New Brunswick, during the year ended 30th June, 1872.

## OFFICES OPENED.

Name of Office.	County.	Date of Opening.
Canterbury Station .....	York .....	1st February 1872.
Florenceville .....	Carleton .....	do do
Kingston King's .....	King's .....	1st April do
Kouchibouguac .....	Kent .....	do do
Memramcook .....	Westmorland .....	do do
Oromocto .....	Sunbury .....	do do
Petitcodiac .....	Westmorland .....	1st February do
Springfield .....	King's .....	do do
Welsford .....	Queen's .....	1st April do

Offices Closed :—None.

JOHN McMILLAN,  
*Post Office Inspector.*

A. CAMPBELL,  
*Postmaster-General.*

## REPORT No. 12.

SHOWING the Names of Money Order Offices closed in Ontario and Quebec within the year ended 30th June, 1872.

Name.	County.	Date when closed.
Iona .....	Elgin .....	May 7th, 1872....
Marmora .....	Hastings .....	do 14th, 1872....
Winterbourne .....	Waterloo .....	do do ....

A. CAMPBELL,  
*Postmaster General.*

P. LE SUEUR,  
*Chief Superintendent.*

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REPORT No. 13.

SHEWING the Losses, if any, sustained in conducting the Money Order System in Ontario and Quebec, and how incurred.

No losses have been sustained during the year ended 30th June, 1872.

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## REPORT No. 13.

SHEWING the Losses, if any, sustained in conducting the Money Order System in Nova Scotia, during the year ended 30th June, 1872, and how incurred.

No losses were sustained during the year in connection with the Money Order System in Nova Scotia.

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## REPORT No. 13.

SHEWING the Losses, if any, sustained in conducting the Money Order System in New Brunswick, during the year ended 30th June, 1872, and how incurred.

No losses sustained during the year ended 30th June, 1872.

P. LE SUEUR,  
*Chief Superintendent*

A. CAMPBELL,  
*Postmaster General.*

ANALYSIS of Money Order Transactions of the Dominion, for the year ended  
30th June, 1872.

ONTARIO AND QUEBEC.					\$	cts.
Money Orders issued in Ontario and Quebec, payable in Ontario and Quebec.....					2,856,766	09
do do do do do do do do do do	do	do	do	do	465,893	79
				the United Kingdom.....		
				Nova Scotia.....	\$ 11,629	95
				New Brunswick.....	11,538	38
				Prince Edward Island.....	514	07
				Newfoundland.....	1,487	98
					25,170	38
Total Money Orders issued in Ontario and Quebec.....					3,347,530	26
Money Orders issued in Ontario and Quebec, and paid in Ontario and Quebec..					2,856,823	43
do do do do do do do do do do	do	do	do	do	\$126,390	01
		the United Kingdom,	do	do	103,577	89
		Nova Scotia,	do	do	294,771	31
		New Brunswick,	do	do	1,354	80
		Prince Edward Island,	do	do	1,258	40
		Newfoundland,	do	do		
					327,352	41
Total Money Orders issued and paid in Ontario and Quebec.....					6,732,006	10
Savings Bank Deposits received through the Money Order Office.....					2,261,739	00
do do do do do do do do do do	do	do	do	do	1,556,290	51
Total transactions for the year.....					10,550,035	61
REVENUE DERIVED BY ONTARIO AND QUEBEC.						
Commissions received on Orders issued, and payable in Ontario and Quebec.....					16,175	00
do do do do do do do do do do	do	do	do	do	12,640	43
		on Orders issued on Ontario and Quebec, payable in the United				
		Kingdom.....			160	85
Commissions received on Orders issued by Ontario and Quebec upon the Lower Provinces.					1,010	68
Moiety of the Commissions in excess of those arising from our own issues received by the					2,113	28
Lower Provinces on Orders payable in Ontario and Quebec.....						
Difference of Exchange in favor of Ontario and Quebec.....						
					32,100	24
DEDUCT.						
Commissions paid to Postmasters in Ontario and Quebec, on the aggregate					\$ 7,172	90
of the Orders issued and paid by them.....						
Proportion paid the United Kingdom of the Commissions received in Ontario					4,822	94
and Quebec, on Orders drawn by Ontario and Quebec on the United						
Kingdom.....						
					11,995	84
Net Receipts to Credit of Ontario and Quebec.....					20,104	40

P. LE SUEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

ANALYSIS of Money Order Transactions of Nova Scotia, for the year ended 30th June, 1872.

	\$	cts.	\$	cts.
Money Orders issued in Nova Scotia, and payable in Nova Scotia.....	663,373	17		
do do United Kingdom.....	42,711	72		
do do Ontario and Quebec.....	103,120	47		
do do New Brunswick.....	110,736	62		
do do Prince Edward Island.....	2,306	79		
do do Newfoundland.....	1,508	38		
Total Money Orders issued in Nova Scotia.....			923,757	15
Money Orders issued in Nova Scotia, and paid in Nova Scotia.....	665,813	57		
do United Kingdom do.....	10,278	45		
do Ontario and Quebec do.....	11,746	32		
do New Brunswick do.....	64,256	08		
do Prince Edward Island do.....	4,361	63		
do Newfoundland do.....	3,053	11		
Total Money Orders issued and paid in Nova Scotia.....			750,509	16
			1,683,266	31
REVENUE DERIVED BY NOVA SCOTIA.				
Commissions received on Orders issued and payable in Nova Scotia.....	3,740	60		
do do United Kingdom.....	1,124	15		
do do Ontario and Quebec.....	569	05		
do do New Brunswick.....	615	50		
do do Prince Edward Island.....	31	45		
do do Newfoundland.....	19	00		
Moiety of Commissions received in excess on Prince Edward Island Orders.....	9	23		
do do Newfoundland Orders.....	6	93		
			6,115	91
DEDUCT.				
Commissions paid to Postmasters in Nova Scotia, on the aggregate of the Orders issued and paid by them.....	2,099	94		
Proportion paid the United Kingdom, Ontario and Quebec, and New Brunswick of the Commissions received in Nova Scotia, on Orders drawn by Nova Scotia on the United Kingdom, Ontario and Quebec, and New Brunswick.....	705	73		
			2,805	67
			3,310	24

P. LE SEUR,  
Chief Superintendent.

A. CAMPBELL,  
Postmaster General.

GENERAL ANALYSIS of Money Order Transactions in New Brunswick, for the year ended 30th June, 1872.

No. of Orders.	Extent of Year's Transactions.	\$ cts.	\$ cts.
8,627	Money Orders issued in New Brunswick, and payable in N. Brunswick .....		441,062 26
4,643	do .. do .. Ontario & Quebec .....		296,715 25
2,064	do .. do .. United Kingdom .....		47,554 75
1,495	do .. do .. Nova Scotia .....		66,403 23
54	do .. do .. P. E. Island .....		1,567 66
31	do .. do .. Newfoundland .....		660 47
16,914	Total amount of Money Orders issued in New Brunswick .....		851,963 62
8,431	Money Orders issued in New Brunswick, and paid in New Brunswick .....	434,860 40	
287	do .. Ontario and Quebec do do ..	11,195 32	
231	do .. United Kingdom do do ..	5,020 53	
2,316	do .. Nova Scotia do do ..	111,281 59	
55	do .. Prince Edward Island do do ..	1,569 39	
12	do .. Newfoundland do do ..	616 96	
			564,544 19
11,350	Total amount of Issues and Payments in New Brunswick .....		1,416,507 81
	Commission received on Orders Issued in New Brunswick, and payable in New Brunswick .....	2,401 05	
	do .. do .. Ontario & Quebec ..	1,575 10	
	do .. do .. United Kingdom ..	1,163 75	
	do .. do .. Nova Scotia .....	368 45	
	do .. do .. P. E. Island .....	22 50	
	do .. do .. Newfoundland ..	10 00	
			5,540 85
	Balance of Commission in favor of New Brunswick .....	176 75	
	Difference in Exchange in favor of do .....	256 50	
			433 25
			5,974 10
	Commission paid to Postmasters in New Brunswick .....	1,905 12	
	Deduct Balance of Commission in favor of United Kingdom, Ontario and Quebec, Prince Edward Island and Newfoundland .....	1,231 36	
			3,136 48
	Net receipts to credit of New Brunswick .....		2,837 62

A. CAMPBELL,  
Postmaster General

P. LE SUEUR,  
Chief Superintendent.

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ANALYSIS of Money Order Transactions of British Columbia, for the year ended  
30th June, 1872.

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Money Orders issued by British Columbia upon the United Kingdom.....	\$ cts. 21,283 28
Money Orders issued in the United Kingdom, paid in British Columbia.....	612 70
Total amount of Issues and Payments .....	21,895 98
Commissions received on Orders issued by British Columbia in the United Kingdom .....	492 00

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P. LE SUEUR,  
*Chief Superintendent.*

A. CAMPBELL,  
*Postmaster General.*

COMPARATIVE Extent of Transactions, Revenue and Expenditure of the Money Order Business in the Dominion, for the years 1870, 1871 and 1872.

PROVINCES.	1870.	1871.	1872.
ONTARIO AND QUEBEC.	\$ cts.	\$ cts.	\$ cts.
Money Orders issued payable in Ontario and Quebec .....	2,445,197 34	2,607,622 78	2,856,766 09
Money Orders issued in Ontario and Quebec upon the United Kingdom .....	344,583 62	395,404 16	465,893 79
Money Orders issued in the United Kingdom upon Ontario and Quebec .....	97,376 73	109,347 66	126,390 01
Money Orders issued on the Lower Provinces by Ontario and Quebec .....	18,454 42	13,756 92	25,170 33
Money Orders issued in the Lower Provinces upon Ontario and Quebec .....	196,371 61	311,627 93	400,962 40
Total of Money Order issues and Payments.....	5,544,250 04	6,042,126 01	6,732,606 10
Net Revenue to Ontario and Quebec upon Money Order transactions .....	15,974 67	19,744 17	20,104 40
Total Expenditure on business transacted .....	11,525 82	11,301 01	12,591 33

A. CAMPBELL,  
*Postmaster General.*

P. LE SUEUR,  
*Chief Superintendent.*



COMPARATIVE Extent of Transactions, Revenue and Expenditure of the Money Order Business in the Dominion, for the years 1870, 1871, and 1872.

PROVINCES.	1870.	1871.	1872.
NOVA SCOTIA.	\$ cts.	\$ cts.	\$ cts.
Money Orders issued in Nova Scotia and payable in Nova Scotia .....	539,681 54	676,080 18	663,373 17
Money Orders issued in Nova Scotia and payable in the United Kingdom.....	47,650 06	50,624 43	42,711 72
Money Orders issued in the United Kingdom upon Nova Scotia .....	8,185 42	8,124 29	10,278 45
Money Orders issued on the other Provinces by Nova Scotia .....	94,235 58	180,563 76	217,672 26
Money Orders issued in the other Provinces upon Nova Scotia .....	32,263 13	41,252 14	83,417 14
Total Money Order issues and payments.....	1,261,697 27	1,628,559 52	1,683,266 31
Net Revenue to Nova Scotia upon Money Order transactions.....	2,880 01	2,983 89	3,310 24
Total Expenditure upon Business transacted.....	5,121 95	5,272 52	6,837 74

A. WOODGATE,  
*Post-Office Inspector.*

A. CAMPBELL,  
*Postmaster General.*

COMPARATIVE Extent of Money Order Transactions, and of Revenue and Expenditure of Money Order Branch, for years 1863, 1869, 1870, 1871 and 1872.

PROVINCES.	1868.	1869.	1870.	1871.	1872.
NEW BRUNSWICK.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Brunswick Orders issued payable in New Brunswick.....	204,990 82	204,332 06	223,385 35	346,494 41	441,062 26
Orders issued in New Brunswick upon Ontario and Quebec.....	44,634 94	93,400 94	144,371 04	208,623 34	294,715 25
Orders issued in Ontario and Quebec and paid in New Brunswick.....	5,087 11	4,442 28	10,242 72	7,037 64	11,195 32
Orders issued in New Brunswick upon the United Kingdom.....	25,363 68	23,201 67	23,159 58	28,348 12	47,554 75
Orders issued in the United Kingdom and paid in New Brunswick.....	3,649 74	3,636 77	5,023 00	4,172 22	5,020 53
Orders issued in New Brunswick upon Nova Scotia.....	9,674 99	13,633 30	16,567 92	28,645 90	66,403 23
Orders issued in Nova Scotia and paid in New Brunswick.....	23,537 68	25,134 01	35,422 94	66,193 62	111,231 59
Orders issued in New Brunswick upon Prince Edward Island.....	1,463 63	1,027 29	492 87	1,416 31	1,567 66
Orders issued in Prince Edward Island and paid in New Brunswick.....	3,907 90	4,197 81	4,351 25	2,238 90	1,569 39
Orders issued in New Brunswick upon Newfoundland.....	233 69	352 49	968 40	392 10	660 47
Orders issued in Newfoundland and paid in New Brunswick.....	461 60	330 71	714 01	810 47	616 96
Total Issues and Payments..	527,365 00	577,696 19	688,161 54	1,040,275 74	1,416,507 81
Total Expenditure.....	3,066 45	2,375 03	2,530 20	3,037 37	2,999 69
Net Revenue to New Brunswick upon Money Order transactions.....	2,469 39	2,416 10	2,580 67	2,155 71	2,837 62
Excess of Revenue over Expenditure.....		41 07	50 47		

A. CAMPBELL,  
Postmaster General.

JOHN MCMILLAN,  
Post Office Inspector.

RECAPITULATION of the Money Order Business transacted in the several Provinces of the Dominion, for the three years ending 30th June 1870, 1871, and 1872.

PROVINCES.	1870.	1871.	1872.
	\$ cts.	\$ cts.	\$ cts.
Gross Amount of Money Order Issues and Payments for Ontario and Quebec.....	5,544,250 04	6,042,126 01	6,732,006 10
Gross Amount of Money Order Issues and Payments for Nova Scotia.....	1,261,697 27	1,628,559 52	1,685,906 81
Gross Amount of Money Order Issues and Payments for New Brunswick .....	688,411 32	1,040,785 64	1,416,966 80
Gross Amount of Money Order Issues and Payments for British Columbia.....			21,875 98
Total .....	7,494,358 63	8,711,471 17	9,856,775 69

Increase of 1871 over 1870, \$1,217,112 54; equal to 14 per cent.

Increase of 1872 over 1871, \$1,145,304 52; equal to 12 per cent.

P. LE SUEUR,  
*Chief Superintendent.*

A. CAMPBELL,  
*Postmaster General.*

REPORT No. 14.

Copy from the Records of all Offers made for carrying the Mails upon Contracts advertised for Public Competition, in Ontario and Quebec, for the Year ended 30th June, 1872.

Service.	Conditions stipulated by Department in advertising Service. Proposed duration of Contract.	Date of advertising for Tender.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender	Date of receipt of Tender by P. M. General	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
St. Adèle and St. Jérôme. (16 miles.)	Service three times per week, to commence on 1st October, 1871. Mail to be conveyed in suitable vehicles. Proposed term of contract, four years with usual reservation in favour of Postmaster General.	1871. July 1.	1871. Aug. 11.	T. Trudel.....	St. Jérôme ....	1871. July 18.	1871. July 21.	1	In conformity with terms of advertisement.	\$ cts. 250 00	Accepted.
Avignon and Matapédia. (7 miles.)	Service once per week, to commence on 1st October, 1871. Mail to be conveyed on foot on horseback or in a vehicle. Proposed term of contract as above.	July 15.	Aug. 11.	Marie Blaquière..... Pierre Doucet... Octave Martin... Sylvestre Martin.	Matapédia,.... do .....	July 29.	July 31.	1 2 3 4	do do do do	35 00 44 00 45 00 47 00	No. 1 accepted.
Chambly Basin and St. Hilaire Station. (13 miles.)	Service six times per week, to commence on 1st October, 1874. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	July 21.	Aug. 18.	Pierre Scott..... Alfred Larivière. J. B. Benoit.....	Chambly Basin. Chambly..... do .....	Aug. 17. " 17. " 18.	.....	1 2 3	do do do	280 00 287 00 296 00	No. 1 accepted.
Drummondville and Labaie. (24 miles.)	Service three times per week, to commence on 1st October, 1871. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	July 21.	Aug. 25.	Louis Cusson, Vi- Téléphore Vi- gnaud..... J. A. Duguay ..	Drummondville. Labadie..... St. Zéphirin....	.....	Aug. 22. " 9.	1 2 3	do do do	234 00 390 00 400 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Georgeville & Smith's Mills (10½ miles.)	Service to commence on 1st October, 1871. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	1870. July 21.	1870. Aug. 25.	Warren Paige... J. F. Hullock... John Norton...	Compton... Georgeville... Tp Magog...	1870. Aug. 21.	1870. Aug. 21.	1 2 3	do do do	\$ cts. 299 00 300 00 315 00	No. 1 accepted.
St. Gervais & St. Lazare. (6 miles.)	Service three times per week, to commence on 1st Jan'y, 1872. Mail to be conveyed in a vehicle. Proposed term of contract, four years with usual reservation in favour of Postmaster General.	Aug. 10.	Oct. 6.	François Roy... Pierre Lamontagne... Jean Gosselin... do	St. Lazare... do do do	... Sept. 3. 3. Oct. 5.	Oct. 5. 3. Sept. 26.	1 2 3 4	do do do do	63 90 80 00 80 00 99 50	No. 1 accepted.
Frampton and Ste. Claire Bridge. (18 miles.)	Service six times per week, to commence on 1st January, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 10.	Oct. 6.	James Devereux... Joseph Fradette... David Dion... Victor Lacroix... Michl. Fitzgerald	Frampton... Ste. Claire... Ste. Hérodine... St. Edouard... Frampton...	Sept. 22. Oct. 3. Sept. 27. Sept. 25. " 21.	... ... Sept. 27. " 27. " 26.	1 2 3 4 5	do do do do do	400 00 448 00 490 00 492 00 525 00	No. 1 accepted.
Batiscan Brge and Ste. Anneddes. (13 miles.)	Service six times per week, to commence on 1st January, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 10.	Oct. 6.	Narcisse Fugère... Théodore... Pierre Trépanier	Batiscan... do Batiscan Bridge.	Sept. 29. " 21.	Oct. 5. Sept. 25.	1 2 3	do do do	172 00 192 00	No. 1 accepted. (irregular.)
Matane and Ste. Anneddes. (57 miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Aug. 10.	Oct. 6.	François Perron... J. M. St. Pierre... E. Gauthier... Gauthier	Matane... do Tp Dalibaire... do Matane...	Oct. 2. Sept. 3. " 25. " 25.	... Oct. 2. 3. Oct. 2. " 25. Oct. 11.	1 2 3 4 5	do do do do do	449 00 477 00 525 25 598 50 700 00	No. 1 accepted.

St. Lin. do	Aug. 11, (Sept. 8.) Aug. 18.	St. Lin. do	Sept. 7. " 7.	Sept. 10. " 9.	1 2	do	No action taken on these Ten- ders. Service as heretofore.
Thunder Bay Pigeon River and Silver Islet. (62 miles.)	Aug. 18. Sept. 20. Service once a fortnight, to commence on close of naviga- tion, in 1871. Mail to be con- veyed on foot, in a boat or on Snow shoes. Proposed term of contract as above.	Thunder Bay Fort William.	Sept. 20. " 23.	Sept. 10. " 9.	1 2	do	300 00 312 00 P. trip. No. 1 accepted. 50 00 50 00
Lisbon and Wellesley. (2 miles.)	Aug. 18. Sept. 20. Service twice per week, to com- mence on 1st January, 1872. Mail to be conveyed on horse- back, or in a vehicle. Proposed term of contract four years with usual reservation in favor of Postmaster Gen- eral.	Lisbon Simon Diebel Ernest Hanfield, Wellesley	Sept. 12 " 8 " 18	Sept. 18 " 10 " 26	1 2 3	In confor- mity with terms of advertise- ment.	No. 1 accepted. 50 00 52 00 55 00
Franklin and Mount Horeb (6 miles.)	Aug. 18. Sept. 20. Service twice per week, to com- mence on 1st January, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Tip Ops	Sept. 18	Sept. 20	1	do	60 00 Accepted.
Carnegie and Paisley. (8 miles.)	Aug. 18. Sept. 20. Service once per week, to com- mence on 1st January, 1872. Mail to be conveyed on horse- back, or in a vehicle. Proposed term of contract as above.	Elderslie do Samuel Ewart. John McDonald.	Sept. 15 " 18	Sept. 20 " 18	1 2	do	No. 1 accepted. 52 00 52 00
Baden and Wellesley. (6 miles.)	Aug. 18. Sept. 20. Service six times per week, to commence on 1st January, 1872. Mail to be conveyed in in vehicle. Proposed term of contract as above.	Ernest Hanfield. John Wettlaufe.	Sept. 18 " 19	Sept. 26 " 22	1 2	do	No. 1 accepted. 399 00 405 00

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Account per annum proposed in Tender.	Observations.
Mount Hope and Strathroy. (8 miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed on horseback. Proposed term of contract as above.	1871. Aug. 18.	1871. Sept. 29.	George Lamon.	Mt. Hope.	1871. Sept. 26.	1871. Sept. 28.	1	do	8 cts. 74 50	Service discontinued.
Montrose and Port Robinson. (4½ miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback. Proposed term of contract as above.	Aug. 18.	Sept. 29.	O. Clark.	Twp Crowland.	.....	Sept. 29.	1	do	75 60	Accepted.
Jordan and Pelham Union. (4 miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed on horseback. Proposed term of contract as above.	Aug. 18.	Sept. 29.	Clarke Saure G. F. Merritt.	Jordan P. Union.	Sept. 25 " 26	Sept. 27 " 27	1 2	do	51 00 52 00	No. 1 accepted.
Harrisburg and St. George's. (18 miles.)	Service six times per week, between Harrisburg and St. George, and three times per week, between St. George and Troy. Mail to be conveyed by one horse conveyance. Proposed term of contract as above.	Aug. 18.	Sept. 29.	C. Van Every James Galloway R. C. Bryden John Blasdell.	Harrisburg S. Dumfries St. George Twp Beverly.	Sept. 24 " 25 " 25 " 23	..... Sept. 27 ..... Sept. 26	1 2 3 4	do	273 00 300 00 308 00 313 00	No. 1 accepted.
Chippewa and Montrose. (4 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Aug. 18.	Sept. 29.	Oliver Clark James Leman John S. Macklem Wm. Flommer Adam Herbold Francis Lauzan.	Twp Crowland Chippewa do do do do	..... Sept. 13 " 19 " 14 " 13 " 27	Sept. 19 " 27 " 20 " 14 " 17 " 23	1 2 3 4 5 6	do	80 00 100 00 100 00 120 00 150 00 156 00	These Tenders were not acted upon.

		Aug. 18.	Sept. 29.	Alexr. Anderson	Braemar		Sept. 29	I	do	45 00	Accepted.
<b>Braemar and South Zorra.</b> (3½ miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Aug. 18.	Sept. 29.	John Catto, (Geo. Critch- slank	Bothwell	Sept. 4	1	1	do	195 00	No. 1 accepted.
<b>Bothwell and Florence.</b> (6 miles.)	Service six times per week, to commence on 1st January, 1872. Mail to be conveyed by passenger conveyance or otherwise. Proposed term of contract as above.	Aug. 18.	Sept. 29.	James Colenan, Thomas Bobier, Andrew Irvin, Thomas Bobier, Misty Leber, John M. Batzner, W. J. Graham.	do do Florence Bothwell Bothwell do Florence	Sept. 18 " 20 " 22 " 25 " 22 " 12 " 23 Aug. 31	2 3 4 5 6 7 8 9	do	250 00 280 00 295 00 300 00 320 00 400 00 400 00		
<b>Blyth and Bushfield.</b> (6 miles.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract four years with usual reservation in favor of P. M. General.	Aug. 18.	Sept. 29.	Patrick Phelan, James Holland, Thomas Hall	Morris do	Sept. 25 " 20 " 7	1 2 3	1	In conformity with terms of advertisement.	25 00 26 00 36 00	No. 1 accepted.
<b>Alvinston and Watford.</b> (8 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Aug. 18.	Sept. 29.	John Cummings, Arch. McCallum, James Wiltshire.	Tp Brooke do Watford	Sept. 25 " 25 " 26	1 2 3	1	do	127 00 139 00 148 50	No. 1 accepted.
<b>Aughrim and Florence.</b> (12 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or otherwise, as may be required. Proposed term of contract as above.	Aug. 18.	Sept. 29.	Dugald Paterson, Saml. Johnson, James Walker, Thomas Bobier.	Aughrim Euphemis Sutherland's Corner Florence	Sept. 11 " 26 " 28 " 26 Sept. 20	1 2 3 4	1	do	140 00 170 00 176 00 300 00	These tenders not accepted. Service superseded by "Alvinston and Florence" service.
<b>Alvinston and Florence.</b> (10 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or by one horse conveyance. Proposed term of contract as above.	Aug. 18.	Sept. 29.	John Cummings, Thomas Bobier.	Tp Brooke Florence	Sept. 25 " 20	1 2	1	do	375 00 500 00	No. 1 accepted.



Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Vankleek Hill and Point Fortune. (18 miles.)	Service six times per week, to commence on 1st Dec., 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1871. Aug. 18.	1871. Sept. 29.	Robt. Thistlethwaite. .... John Capron ...	Vankleek Hill. .... E. Hawkesbury.	1871. Sept. 20. " 23.	1871. Sept. 22. " 26.	1 2	do do	cts. 380 00 500 00	No. 1 accepted.
Oscola and Stafford. (9 miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 24.	Oct. 13.	R. C. Childerhose	Stafford	Oct. 4.	Oct. 9.	1	do	80 00	Accepted.
March and South March (18 miles.) and Dunrobin and South March (6 miles.)	Service three times per week, between March and South March in winter, and Dunrobin and South March in summer, to commence on 1st January, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 24.	Oct. 13.	C. Smyth	March	.....	Sept. 20.	1	do	120 00	Accepted.
Cobden and Oscola and Forester's Falls. (12 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Aug. 24.	Oct. 13.	Wm. Graham. .... Wm. McLaren.	Oscola. .... do	Oct. 10. " 3.	Oct. 12. " 4.	1 2	do do	156 00 160 00	No. 1 accepted.

Bugot and Highfields (13 miles.)	and Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Aug. 24.	Oct. 13.	Thos. Dillon. John Halliday.	Blythefield. Bugot.	Oct. 9. " 13.	Oct. 11. " 16.	1 2	do	80 00 99 00	No. 1 accepted.
Arden and Tanworth (20 miles.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Sept. 1.	Oct. 13.	G. Broomhower.	Tp Kennebec.	Oct. 6.	Oct. 9.	1	do	99 00	Accepted.
Bridgewater & Madoc (21 miles.)	Service twice per week to commence on 1st January, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years with usual reservation in favour of Postmaster General.	Sept. 1.	Oct. 13.	W. B. Wemp.	Bridgewater.	Sept. 18.	.....	1	In conformity with terms of advertise ment.	240 00	Accepted.
Colebrook and Pell Rock (12½ miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Sept. 1.	Oct. 13.	A. Snider. (G. M. Walroth.	Colebrook. do	Oct. 11. " 10.	Oct. 12. .....	1 2	do	95 00 100 00	No. 1 accepted.
Stella & Bath (7 miles.)	Service twice per week, to commence on 1st January 1872. Mail to be conveyed in a boat or otherwise according to the season. Proposed term of contract as above.	Sept. 1.	Oct. 13.	Fineas McMullen.	Amherst Island.	Oct. 3.	Oct. 5.	1	do	160 00	This tender was afterwards reduced to \$90 and accepted at that rate.
Millerches & Moose Creek (20 miles.)	Service twice per week, to commence on 1st January, 1872. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Sept. 1.	Oct. 13.	Oscar Winters. James Cleary. M. Forsyth. Daniel McKay.	Moulinette. do Millerches. Cornwall.	Sept. 12. Oct. 7. " 10. " 11. " 11.	Oct. " 10. " 11. .....	1 2 3 4	do	200 00 200 00 200 00 250 00	No. 2 afterwards reduced to \$185, and accepted at that rate.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of contract.	Date of advertising tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Oban and V. J. (2½ miles)	Service once per week, to commence on 1st January 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	1871. Sept. 15.	1871. Oct. 27.	Wm. Carrick...	Tip Sarmia .....	Oct. 24.	.....	1	do	26 00	Accepted.
Fort Erie and Railway Station. (1¼ mile.)	Service twelve times per week, to commence on 1st January, 1872. Mail to be conveyed in a one horse conveyance or otherwise. Proposed term of contract as above.	Sept. 15.	Oct. 27.	George Lewis... J. C. Kohl .....	Fort Erie..... do .....	Oct. 24. " 24.	Oct. 26. " 26.	1 2	do	200 00 300 00	No. 1 accepted.
Maniamina & Oban. (3 miles.)	Service three times per week, to commence on 1st January, 1872. Mail to be conveyed on horseback. Proposed term of contract as above.	Sept. 15.	Oct. 27.	Wm. Carrick...	Tip Sarmia.....	Oct. 24.	.....	1	do	78 00	Accepted.
St Maurice & Veilmont. (9 miles.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Oct. 11.	Nov. 17.	Chas. Moraut... Pierre Bedard...	Mont Carmel... do .....	Nov. 2. " 15.	Nov. 13. " 17.	1 2	do	39 00 60 00	No. 1 accepted.
Lesbington and Valletort. (8 m.es.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or in vehicle. Proposed term of contract as above.	Oct. 11.	Nov. 17.	Pierre Mercier... Etienne Côté, Jr.	Valletort..... do .....	Oct. 28. Nov. 2.	Nov. 7. " 7.	1 2	do	28 00 32 00	No. 1 accepted.



Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Services.— Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Gaspé Basin and Percé. (36 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	1871. Nov.	1871. Dec. 22.	P. L. Verdon Philip Tapp Michael Kennedy James Carter R. S. Coffin.	Malbay do Donglastown Gaspé Basin do	1871. Dec. 7. " 11. " 19. " 19. " 16. " 16. " 16.	1871. Dec. 19. " 19. " 19. " 16. " 16. " 16.	1 2 3 4 5	do	\$ cts. 998 00 1096 00 1100 00 1200 00 1380 00	No. 1 accepted.
La Beauce and St. Bernard. (10 miles.)	Service once per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Nov.	Dec. 22.	Michel Routhier Vital Bisson Elzéar Landril H. M. Bilodeau	Ste. Marie do do do	Dec. 19. " 20. " 20. " 18.	Dec. 22. " 15. " 22. " 20.	1 2 3 4	do	32 00 36 00 40 00 49 00	No. 1 accepted.
L'Islet and St. Cyrille. (7 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. <sup>propos.</sup> Proposed term of contract as above.	Nov.	Dec. 22.	J. B. Cloutier.	St. Cyrille	Dec. 20.	Dec. 22.	1	do	96 00	Accepted.
Fox River and St. Anne des Monts. (167 miles.)	Service once per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Nov.	Dec. 22.	J. B. Mineault. Jean Lepage Ls. Sasseville	Mont Louis St. Anne do	Dec. 9. " 15. " 15. Nov. 22.	..... Dec. 23. Dec. 30.	1 2 3	do	520 00 550 00 560 00	No. 1 refused. Jean Lepage (No. 2) takes contract at rate offered by No. 1
Isle aux Coudures and St. Paul's Bay. (12 miles.)	Service once per week, to commence on 1st April, 1872. Mail to be conveyed by canoe or sail boat and on foot. Proposed term of contract as above.	Nov.	Dec. 22.	Augustin Dufour	Isle aux Coudures	Nov. 30.	Dec. 12.	1	do	140 00	This tender was afterward retracted and accepted at that rate.

Ailsa Craig (4 miles.); do	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 29.	James Hay James Priestly John Jefferson...	Ailsa Craig Carlisle Ailsa Craig.....	Dec. 29 " 19 " 23 " 24.	1 2 3	do	88 00 96 00 109 00	No. 1 accepted.
Clinton and London. (53 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed by one or two horse conveyance. Proposed term of contract as above.	Dec. 29.	A. Jamieson do Tim Croly.....	Exeter do do	Dec. 23 " 22 " 27.	1 2 3	do	1139 00 1199 25 1200 00	No. 1 accepted. (Conditional.)
London and Nairn. (21 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed by passenger conveyance or otherwise. Proposed term of contract as above.	Dec. 29.	Angus Fraser Wm. Trace John Charles, Jr John Harrison Malcolm Miston	Hyde Pk. Corner London Westminster Ailsa Craig T <sup>p</sup> London	Dec. 21 " 18 " 21 " 21 " 21	1 2 3 4 5	In conformity with terms of advertisement.	249 00 259 50 274 00 300 00 312 00	No. 1 accepted.
Avon and Ingersoll. (10 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed in a one horse vehicle. Proposed term of contract as above.	Dec. 29.	Wm. Douglas Angus McKay John Cobridge	Ingersoll do do	Dec. " 13 " 26.	1 2 3	do	150 00 194 00 230 00	No. 1 accepted.
Bayham and Ingersoll. (0 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed by passenger conveyance or otherwise. Proposed term of contract as above.	Dec. 29.	Charles Cook Sylvestre Cook W. H. Cook Angus McKay John Cobridge Wm. Douglas Angus McKay	Bayham do do Ingersoll do do do	Dec. 27. " 23 " 21 " 13 " 26 " 13	1 2 3 4 5 6 7	do	325 00 345 00 375 00 417 00 459 00 475 00 560 00	No. 1 accepted.
Brantford and Hamilton. (25 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed by passenger conveyance or otherwise. Proposed term of contract as above.	Dec. 29.	C. B. Moore Wm. Southwell Peter Westbrook T. W. Kenney Arthur Reid	Brantford do Cainsville S. Dumfries Brantford	Dec. 21. " 22 " 23 Dec. 23. Nov. 22.	1 2 3 4 5	do	500 00 800 00 850 00 1300 00 1500 00	These tenders not acted upon. An arrangement entered into with H. Langs for service of Brantford from Langford.

Mail Tender Register.—Continued.

Service.	Conditions Stipulated by Department in advertising Service.— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Guinan and Wardsville. (8 miles.)	Service once per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	1870. Nov. 19.	1870. Dec. 29.	D. McIntyre	Tip Aldbro'	1870. Dec. 20.	1870. .....	1	do	\$ c.s. 52 00	No. 1 accepted.
Delaware and Mount Brydges. (3 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a one horse conveyance. Proposed term of contract as above.	Nov. 19	Dec. 29	Simon Waggoner Charles Allen Arthur Nicolls	Delaware do do	Dec. 22. " 16. " 8.	..... ..... .....	1 2 3	do	145 00 145 00 150 00	No. 1 accepted.
Innerkip and Woodstock. (8 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-cack or otherwise. Proposed term of contract as above.	Nov. 19.	Dec. 29	Thomas McLean Danl. K. Perry	E. Zorra Innerkip	Dec. 27. " 27.	..... .....	1 2	do	250 00 270 00	This and the following service superseded by service between Innerkip and Woodstock, viz Strathallan.
Strathallan & Woodstock. (8 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed by one or two horse waggon or sleigh. Proposed term of contract as above.	Nov. 19.	Dec. 29.	Hector Murray.	E. Zorra	Dec. 27.	.....	1	do	234 00	
Innerkip and Woodstock (via Strathallan). (20 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in a passenger conveyance or otherwise. Proposed term of contract as above.	Nov. 19.	Dec. 29.	Enoch Brown Wm. Fishleigh Hector Murray Thomas McLean Danl. K. Perry John Mitchell W. Hargreaves	Innerkip do E. Zorra do Innerkip Woodstock Innerkip	Dec. 16. " 11. " 27. " 27. " 27. " 26.	..... ..... ..... ..... ..... .....	1 2 3 4 5 6 7	do	380 00 496 00 520 00 560 00 575 00 600 00 750 00	No. 1 accepted.

<p><i>Oil Springs &amp; Petroles.</i> (7 miles.)</p>	<p>Service six times per week, to commence on 1st April, 1872. Mail to be conveyed by passenger conveyance or otherwise Proposed term of contract as above.</p>	<p>Nov. 19. Dec. 29.</p>	<p>John Keating Wm. Cox James Malloy W. H. Harding</p>	<p>Oil Springs do do Petroles</p>	<p>Dec. 27. Dec. 27. " 6.</p>	<p>1 2 3 4</p>	<p>391 25 447 00 450 00 497 00</p>	<p>No. 1 accepted.</p>
<p>Port Bruce and Sparta. (6 miles.)</p>	<p>Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise Proposed term of contract as above.</p>	<p>Nov. 19. Dec. 29.</p>	<p>G. A. Wannacott</p>	<p>Copenhagen</p>	<p>Dec. 15.</p>	<p>1</p>	<p>190 00</p>	<p>No. 1 accepted.</p>
<p>Port Bruce and Port Burwell (14 miles.)</p>	<p>Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract four years with usual reservation in favour of Post Master General.</p>	<p>Nov. 19. Dec. 29.</p>	<p>G. A. Wannacott Henry Swan Charles Stephens</p>	<p>Copenhagen Port Burwell do</p>	<p>Dec. 25. do 25. do 26.</p>	<p>1 2 3</p>	<p>170 00 225 00 300 00</p>	<p>No. 1 accepted.</p>
<p>Dingle and Ethel. (16 miles.)</p>	<p>Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.</p>	<p>Nov. 19. Dec. 29.</p>	<p>Nath. Smalldon M. Armstrong</p>	<p>Grey Dingle</p>	<p>Dec. 28. do 19.</p>	<p>1 2</p>	<p>95 00 109 00</p>	<p>No. 1 accepted.</p>
<p>Osahmere and Clachan. (21 miles.)</p>	<p>Service once per week, to commence on 1st April, 1872. Mail to be conveyed by hand or on horseback, &amp;c. Proposed term of contract as above.</p>	<p>Nov. 19. Dec. 29.</p>	<p>Duncan McColl</p>	<p>Orford</p>	<p>Dec. 23.</p>	<p>1</p>	<p>25 00</p>	<p>Considered too high. An arrangement entered into with Geo. Eversingham at \$20 per annum.</p>
<p>Evelyn and Thorndale. (6 miles.)</p>	<p>Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.</p>	<p>Nov. 19. Dec. 29.</p>	<p>John Burns George Henshaw Thomas Reaveley</p>	<p>C. of Middlesex Missouri do</p>	<p>Dec. 8. Dec. 13.</p>	<p>1 2 3</p>	<p>80 00 88 00 91 00</p>	<p>Superseded by "Evelyn and London" Service.</p>



Mail Tender Register.—Continued.]

Service.	Conditions stipulated by Department in advertising Service.—Proposed duration of Contract.	Date of Advertisings for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Weyln and London. (10 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	1870. Nov. 19.	1870. Dec. 29.	John Burns..... Thomas Reavely	C. of Middlesex. West Nissouri...	1870. Dec. 8. do 13.	1870. ....	1 2	do	\$ cts. 130 00 180 00	No. 1 accepted.
St. Augustin & St. Catharine. (12 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 30.	Jan. 12.	Paul Ouvrard..... Leon Rattie.....	St. Augustin do	Dec. 30. Jan. 5.	Jan. 2. .....	1 2	do	92 00 39 80	No. 1 accepted.
Pointe aux Trembles and St. Raymond (21 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Nov. 30.	Jan. 12.	James Hewton..... W. Cayer..... Jos. Plamondon Louis Plamondon Jno. Davidson. Thos. Larivière Damas Hardly	Bouglouis St. Raymond do do do St. Jeanne Pte aux Trembles	Dec. 21. do 26. Jan. 2. do 6. do 4. do 1. Dec. 21. Jan. 1.	Dec. 30. do 27. Jan. 9. do 6. do 4. do 4. do 1. Jan. 1.	1 2 3 4 5 6 7	do	170 00 180 00 213 00 216 00 224 00 250 00 280 00	No. 1 accepted.
Campbellford and Sterling. (17 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	Jan. 12.	P. J. Weaver..... James Campbell Wm. Wach..... Thomas Laudon. Albert Charl..... Joshua Gibson...	T'p. Rawdon Sterling Brighton Seymour Sterling Campbellford	Dec. 14. do 19. do 4. Dec. 29. do 21. Jan. 2.	..... ..... ..... ..... ..... .....	1 2 3 4 5 6	do	275 00 400 00 448 00 473 00 499 00 500 00	No. 1 accepted.
Colborne and Dundonald. (7 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	Jan. 12.	John Barker..... William Higgins	Dundonald. Colborne.....	Jan. 5. do 6.	..... .....	1 2	do	50 00 80 00	No. 1 accepted.

Kingsford and Marysville. (6½ miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	J. Schermerhorn Lonsdale	Jan. 3.	1	do	100 00	No. 1 accepted.
Lanark and McDonald's Corners. (14 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	James Boyes... Géo. K. Foley..	Lanark. do	Jan. 15. do 10.	1 2	234 00 264 00	No. 1 accepted.
Lancaster and Sunnertown (6 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	Wm. Gillespie..	T'p. Lancaster	Jan. 8.	1	117 00	No. 1 accepted.
Martintown & Riviere Raisin. (12 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years with usual reservation in favor of P. M. General.	Dec. 1.	Angus McVain. John McCallum M. M. Martin..	Martintown... do do	Jan. 9. " 6. " 9. " 10. " 11.	1 2 3	288 00 295 00 320 00	No. 1 accepted.
McDonald's Corners and Lancaster (3 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 1.	Alexr. Leclaire.	N. Lancaster..	Jan. 1. Jan. 4.	1	100 00	No. 1 accepted.
Hillier and Rosehall. (2½ miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Dec. 1.	J. G. Ferguson.	Rosehall.....	Dec. 27.	1	50 00	No. 1 accepted.
Colbour and Roseneath, (20 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Dec. 1.	David McRoberts Thomas Drope.. Chas. Moundy. Saml. Ingham..	Roseneath... T'p Alnwick... do Roseneath.....	Jan. 9. " 6. Jan. 8. " 3. Jan. 9.	1 2 3 4	295 00 309 00 374 00 448 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for Tenders.	Date for Reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in Tender.	Observations.
.....		1871. Dec. 1.	1872. Jan. 12.	Mrs M. McDonell	St. Raphael .....	1872. Dec. 26.	1872. Dec. 27.	1	do	\$ cts. 70 00	No. 1 accepted.
McDonald's Corners and St. Raphael West. (2 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.										
Beaverton and Orillia. (22 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Dec. 29.	Feb. 9.	E. H. Cameron	Tp Thorah.....	Feb. 1.	.....	1	do	499 00	Received late. An arrangement entered into meanwhile for a tri-weekly service until opening of Midland Railway with John Harvey, at \$600 per annum.
Bracebridge & Huntsville. (25 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 29.	Feb. 9.	Allen Shay Jeremiah Haynes Wm. F. Haines Richard Mills B. W. Rees.....	Tp Chaffey " Stephenson " Chaffey " Macaulay " Bracebridge ..	Jan. 29. Feb. 3. " 2 " 3 " 1.	Feb. 3. ..... ..... ..... .....	1 2 3 4 5	do or	295 00 300 00 500 00 500 00 575 00 1000 00	No. 1 accepted. (tri-weekly.)
Falkenburg & Ullswater. (14 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Dec. 29.	Feb. 9.	T. W. Gaffney T. Richardson.....	Tp Watt do .....	..... Jan. 26.	..... Feb. 5.	1 2	do	182 00 200 00	Arrangement entered into with S. W. Gaffney (No. 1) at \$1.75 per annum for summer season.

Innisfil and Lefroy (8 1/2 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan. 5.	Feb. 16.	John Black, Richard Grose, Wm. Webb, Finlay McKay.	T'p Innisfil, Lefroy, T'p Innisfil do	Feb. 3, 8, 18.	1, 2, 3, 4	do	290 00 290 00 313 00 350 00	No. 1 accepted (conditional.)
Cannington & Lindsay (20 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Jan. 5.	Feb. 16.	C. W. Silver, Jas. Thornhill, Switzer Conway, Bryan Gumigrie.	Oakwood, Lindsay, do, do	Feb. 16, 13, 14.	1, 2, 3, 4	do	490 00 490 00 500 00 595 00	No. 2 accepted.
Apto and Fergusonvale (24 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Jan. 5.	Feb. 16.	Jas. McLaughlin, C. McLaughlin	T'p Flos, do	Feb. 12, "	1, 2	do	70 20 76 44	Jas. McLaughlin (No. 1) having declined, an agreement was made for three months with C. McLaughlin for \$76.44.
St. Arthur and Monok (10 miles.)	Service once per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	Jan. 5.	Feb. 16.	John Malone, Michael Purcell.	T'p Luther, do	Jan. 25, Feby. 7.	1, 2	In conformity with terms of advertisement.	44 00 49 00	No. 1 accepted.
Barrie and Phelpsston (14 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	Jan. 5.	Feb. 16.	Jno. Gallagher, W. H. Crosbie.	Barrie	Jan. 30, Feby. 13.	1, 2	do	193 00 280 00	No. 1 unsatisfactory. No. 2 accepted.
Bradford and Deerhurst (5 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan. 5.	Feb. 16.	Jas. Tindall, Saml. Walker.	W. Gwillimbury, Deerhurst.	Feb. 14, do 5, do 6.	1, 2	do	74 50 80 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P.M. General.	Date of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Dorking and Hawksville. (10 miles.)	Service three times per week to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	1871. Jan'y. 5.	1871. Feby. 16.	Thos. Taggart. Jas. Northgrave. M. P. Enpey. Henry Markle.	T. P. Wallace do Wellesley Hawkesville do	1872. Feby. 13 Jan'y. 27 Feby. 10 do 14 do 14	1872. 1 2 3 4	do	\$ cts. 135 00 140 00 156 00 200 00	No. 3 accepted.	
Gornley and Unionville. (22 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan'y. 5.	Feby. 16.	F. Eckart James Kellar Wm. White Wm. Colbert Matthew Allan.	Unionville do do Buttonville Unionville	Feby. 3 do 12 do 9 do 2 do 7	1 2 3 4 5	do	237 00 240 00 250 00 350 00 350 00	No. 1 accepted.	
Green River and Whitby Road. (1½ miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan'y. 5.	Feby. 16.	John Windsor.	Pickering.	Jan'y. 30	Feby. 3	do	60 00	No. 1 accepted.	
Kirwall and Rockton. (15 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan'y. 5.	Feby. 16.	W. Stockwell. Edward Moore Thomas White Alex. Bell James T. Smith.	Beverley do do Rockton Beverley	Feby. 10 do 12 do 10 do 3 do 6	1 2 3 4 5	do	160 00 170 00 199 00 284 00 285 00	No. 1 accepted.	
Klineburg and Ry. Station. (1½ miles.)	Service twelve times per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	Jan'y. 5.	Feby. 16.	Joseph Dennis. D. McIntosh Thomas White.	T. P. Tecumseth. Klineburg do	Feby. 14 do 13 do 13	1 2 3	do	95 00 124 00 156 00	No. 1 accepted.	

Mulliken and Unionville. (3 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan. 5.	Wm. Gervett.	Mulliken.	Jan. 29.	Jan. 30.	1	do	70 00	Service discontinued, and superseded by Milliken and Markham service.
Orillia and Railway Station. (4 mile.)	Service twelve times per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 5.	AWB McMullen	Orillia.	Jan. 22.	Feb. 9.	1	do	25	Per trip. No. 1 accepted.
Pine Grove and Woodbridge (1½ miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 5.	W. A. Sloane J. C. Smith M. McClinchy.	Woodbridge.	Feb. 9. do 10. do 11. Jan. 24.	1 2 3		do	50 00 150 00 150 00	No. 1 accepted.
Sonya and Wick Station (3 miles.)	Service three times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Jan. 5.	J. W. Crawford. H. Ferguson. Jas. McKinlay. Robt. Broad.	Mariposa. T. P. Brock. do do	Feb. 5. do 12. do 1. do 14.	1 2 3 4		do	90 00 115 00 117 00 119 00	No. 1 accepted.
Toronto P. O. & Yorkville. (1½ mile.)	Service twelve times per week, to commence on 1st April, 1872. Mail to be conveyed in a wagon or other vehicle. Proposed term of contract as above.	Jan. 5.	Jas. Peacock Jas. Curran.	Toronto. do	Feb. 8. do 14.	1 2		In conformity with terms of advertisement.	100 00 130 00	No. 1 accepted.
Woodbridge & T. G. & Bruce Railway Station. (4 mile.)	Service twenty four times per week, to commence on 1st April, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 5.	W. A. Sloane. J. C. Smith. Henry Wright. Chr. Buckholder	Woodbridge. do do do	Feb. 9. do 10. do 8. do 7.	1 2 3 4		do	70 00 150 00 180 00 190 00	No action taken on these tenders. Service assumed by Railway Company.
Woodbridge & Toronto and Nipissing Railway Station. (4 mile.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Jan. 5.	John Gilchrist. N. H. Ferran.	Woodville. do	Feb. 13. do 14.	1 2		do	100 00 150 00	No action taken on these tenders. Service assumed by Railway Company.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service: Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of Receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount proposed in tender.	Observations.
Cèdres and Coteau Landing (40 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1872. Jan. 12.	1873. Feb. 16.	Bartly Hurteau S. Filatrault John Reay	Cèdres Coteau Landing Tp Soulanges	1872. Feb. 14 Feb. 15 do 4 do 8	1872. Feb. 15 do 4 do 8	1 2 3	do	\$ cts. 312 00 380 00 465 00	No. 1 accepted.
Granby and Roxton Falls (16 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	Jan. 12.	Feb. 16.	Léandre Bernier J. L. Bombardier Abrm. Desautels	Roxton Falls do do	Feb. 13. do 12. do 14. do 17.	Feb. 14. do 14. do 17.	1 2 3	do	139 00 230 00 235 00	Superseded by "Granby and Roxton Pond" service
Morrisburg & Ottawa (50 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in a passenger stage. Proposed term of contract as above.	Jan. 17.	Feb. 9.	W. Champness James Tink Pierce Mansfield David Taylor & James Spratt John Fitch T. W. H. Beestead Abraham Hess	Ottawa N. Edinburgh Ottawa Billings Bridge W. Winchester Morrisburg Tp Wrasburg	Feb. 8. do 7. Jan. 25. Feb. 8. do 7. do 8. do 8.	..... Feb. 9 Jan. 27 ..... Feb. 9 do 8 do 8	1 2 3 4 5 6 7	do	2,480 00 2,850 00 3,000 00 3,744 00 4,300 00 5,000 00 6,000 00	No action taken upon these tenders.
Beresford and Ste. Adèle (12 miles)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	Jan. 19.	Feb. 23.	V. Charbonneau P. C. Bohémier Noé Touchette	Beresford do do	Feb. 14. do 18. do 19.	Feb. 20. do 22. do 23.	1 2 3	do	156 00 160 00 160 00	These tenders considered too high. No. 1 afterwards reduced to \$125 and accepted at that rate.

Hepworth and Park Head. (3 miles.)	Service twice per week, to commence on 1st May, 1872. Mail to be conveyed on foot or otherwise.	Jan. 19.	Wm. Flows Wm. Spencer	Owen Sound Hepworth	Feb. 19. do 21.	1 2	do	60 00 75 00	These tenders considered too high. An arrangement entered into with Wm. Simpson at \$55 per an num.
Colboy's Bay & Owen Sound. (27 miles.)	Service three times per week, to commence on 1st May, 1872. Mail to be conveyed on horse-back or in a vehicle.	Jan. 19.	Jas. Grier Robt. Whyte H. R. A. Ely John Shackleton Thos. Speirs Wm. Trout Jas. Trout John Riddell David Dinmore	Warton Hepworth Owen Sound Oxenden Colboy's Bay Owen Sound Tp. Keppel do Owen Sound Warton	Sept. 15, Feb. 20. Feb. 19, do 26. do 29, do 17. do 15, do 17. do 17, do 20. do 26, do 29. do 10, do 10. Feb. 26, do 29. do 15, do 10.	1 2 3 4 5 6 7 8 9 10	do	440 00 500 00 599 50 600 00 630 00 637 00 639 00 700 00 749 00 749 00	No. 1 accepted.
North Keppel and Owen Sound. (21 miles.)	Service twice per week, to commence on 1st May, 1872. Mail to be conveyed on horse-back or in a vehicle.	Jan. 19.	Wm. Cuddy W. C. Boyd George Webb George Taylor	Tp. Keppel do Owen Sound Tp. Keppel	Feb. 17, Feb. 22. do 5, do 5. do 23, Feb. 28. do 15, do 22.	1 2 3 4	In conformity with terms of advertisement.	282 00 300 00 400 00 450 00	No. 1 accepted.
Elora and Harrison. (31 miles.)	Service six times per week, to commence on 1st May, 1872. Mail to be conveyed in a passenger or other vehicle.	Jan. 19.	John Daw Robt. Johnston J. C. Steele Thomas Spiers Wm. Scott James Allan James Kollie	Tp. Minto Rothsay Alma Owen Sound Besworth Harrison Guelph	Mar. 12, do 12. do 12, do 12. do 13, do 13. do 8, do 11. do 6, do 6.	1 2 3 4 5 6 7	do	795 00 800 00 877 00 889 00 895 00 1,000 00 1,187 00	No. 1 accepted.
Franklin Centre and Hemmingford. (16 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles.	Jan. 23.	James Clancy John Koshloo	Hemmingford do	Feb. do 24.	1 2	do	800 00 650 00	Irregular. Neither of these tenders was accepted. Hemmingford and Huntingdon service adopted instead.



Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service :— Proposed duration of Contract.	Date of advertising for Tender.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Franklin Centre & Huntingdon. (16 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1872. Jan. 23.	1872. Feb. 23.	Jas. H. Vosburgh do Thomas Graham Athelstan	Huntingdon do do Athelstan	1872. Feb. 15. do 15. do 17.	1872. Feb. 17. do 17. do	1 2 3	do	\$ cts. 450 00  950 00 1,195 50	For Hemmingford and Huntingdon do do No. 2 accepted.
Savard's Portage and Tadoussac (2 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed in a boat or canoe. Proposed term of contract as above.	Jan. 25.	Mar. 8.	Achille Savard.	Savard's Portage	Feb. 16.	.....	1	do	240 00	Considered too high. An agreement made with Jacques Fosteur at \$150 a year.
Murray Bay and Savard's Portage. (43 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horseback or by boat or canoe. Proposed term of contract as above.	Jan. 25.	Mar. 8.	Jacques Fosteur. F. Rouillanne. Epiphane Bell. F. Chamberland Hyp. Brassard. G. Chamberland	Pt. aux Quilles. L. Ste. Catherine St. Siméon Pt. aux Quilles. Murray Bay. Pt. aux Quilles.	Mar. 2. Feb. 13. Mar. 2. do 2. do 2. do 2.	..... ..... Mar. 8. do 7. do 4. do 7.	1 2 3 4 5 6	do	395 00 400 00 400 00 420 00 460 00 480 00	No. 1 accepted.
Murray Bay and Quebec. (90 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 25.	Mar. 8.	Aug. Tremblay. Jules Tremblay. Henri Lapointe.	Les Eboulements do do	Feb. 23. do 21. do 19.	Mar. 2. do 7. do 19.	1 2 3	do	1,150 00 1,200 00 1,300 00	Service allowed to remain in hands of former contractor.
Leeds & West Broughton. (13 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 25.	Mar. 8.	M. Rousseau Frs. Parent Louis Gagnon Joseph Coté Jacques Bloudeau Ant. Morrisette.	W. Broughton. Tp. Broughton. do do do do	..... Feb. 24. do 23. do 29. Feb. 12. do 12.	Mar. 4. do 2. do 29. do 29. do 17. .....	1 2 3 4 5 6	do	116 00 118 00 120 00 136 00 160 00 164 00	No. 1 accepted.

Labarre and Roberval. (30 miles.)	Service once per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 25, Mar. 8.	L. Beaudreau, Prime Thibeault, Pierre Gauthier, St. Jérôme	Roberval, do, St. Jérôme	Feb. 24, do 24, Feb. 21.	1, 2, 3	do	116 00 120 00 140 00	No. 1 accepted.
Craig's Road Station and Leeds. (30 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Jan. 25, Mar. 8.	J. B. Demers, Richard Bain	St. Sylvester, do	Feb. 17, do 4.	1, 2	do	320 00 380 00	No. 1 accepted.
Green River and Viger. (11 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 25, Mar. 8.	Felix Quinn, Prime Paradis, Joseph Lebel, George April	St. Antonin, Green River, do	Mar. 2, do 7, Mar. 4, Feb. 13.	1, 2, 3, 4	do	72 00 72 00 80 00 100 00	These tenders considered too high. No. 1 afterwards reduced to \$68 and accepted at that rate.
Chicoutimi & St. Paul's Bay. (67 miles.)	Service three times per week, to commence on July, 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	Jan. 25, Mar. 8.	Ls. Gaudreault, Auguste Néron, Zeph. Fradet, Frs. Gagnon, André Gagnon, Téléph. Martin, Joseph Duchesne, Abel Girard, Ls. Verreault	St. Paul, do, St. Urbain, do, Grande Baie, St. Urbain, do, Baie St. Paul	Feb. 21, Feb. 9, Mar. 1, Mar. 5, Feb. 29, Mar. 7, Feb. 29, Mar. 2.	1, 2, 3, 4, 5, 6, 7, 8, 9	In conformity with terms of advertisement.	860 00 1,000 00 1,014 00 1,080 00 1,092 00 1,092 00 1,160 00 1,240 00	Services continued during season of navigation. An arrangement subsequently made with Mr. J. Gau- dreault (No. 1.) at \$6 75 p. trip dur. winter S.
Bentley and Rondeau. (10 miles.)	Service three times per week, to commence on 1st June, 1872. Mail to be conveyed in a vehicle or on horseback. Proposed term of contract as above.	Jan. 26, Mar. 8.	M. W. Grant, Thos. K. Morris	St. Paul, do, St. Harwich, Rondeau	Feb. 19, Mar. 2, Mar. 6.	1, 2	do	170 00 200 00	No. 1 unsatisfactory. No. 2 accepted.
Eastwood and Vandecar. (9 miles.)	Service twice per week, to commence on 1st June, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Jan. 26, Mar. 8.	John Shaw, Michael Gayner	Eastwood, Vandecar	Mar. 4, Feb.	1, 2	do	75 00 100 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service.— Proposed duration of contract.	Date of advertising for Tender.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1872. Jan. 26.	1872. Mar. 8.	M. Gaynor.....	E. Oxford.....	1872. Feb. 7.	1872.....	1	do	100 00	This tender considered too high but afterwards reduced to \$80 and accepted at that rate.
Vandecar and Woodstock. (10 miles.)	Service twice per week, to commence on 1st June, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1872. Jan. 26.	1872. Mar. 8.	M. Gaynor.....	E. Oxford.....	1872. Feb. 7.	1872.....	1	do	100 00	This tender considered too high but afterwards reduced to \$80 and accepted at that rate.
Granby and St. Pie. (19 miles.)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	1872. Jan. 30.	1872. Feb. 23.	J. J. Doherty... Louis Anchaire... J. C. West..... Louis Ravenel..	Granby..... do..... do..... St. Pie.....	1872. Feb. 5. " 16. " 14. Feb. 19.	1872. Feb. 13. " 20. " 14. " 22.	1 2 3 4	do	400 00 450 00 450 00 460 00	No. 1 accepted.
Bristol and Clarendon, centre (8 miles)	Service six times per week, to commence on 1st April, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	1872. Feb. 5.	1872. Mar. 15.	George Hodgins. C. B. Taggart... Edw. Hodgins... Wm. Hodgins... Robert Dagg... Ralph Hodgins. Wm. McDonnell.	Clarendon..... Clar. Centre... do..... Clarendon... do..... do..... Clar. Centre...	1872. Feb. 14. Mar. 12. " 9. " 5. " 14. " 7.	1872. Feb. 15. Mar. 13. " 12. " 4. " 5. " 14. " 7.	1 2 3 4 5 6 7	do	295 00 297 50 312 00 313 00 320 00 335 00 390 00	No. 1 accepted.
Roxton Falls and Waterloo. (18 miles.)	Service twice per week, to commence on 1st April, 1872. Mail to be conveyed in suitable vehicle. Proposed term of contract as above.	1872. Feb. 24.	1872. Mar. 1.	Jos L. Bombardier Charles Tarte... Léandre Bernier. Ferd. Gissason... Abr. Desautels. do	R. Falls..... do..... do..... do..... do..... do.....	1872. Mar. 7. " 13. " 5. " 14. " 9. " 9.	1872. Mar. 12. "..... Mar. 15. " 8. " 16. " 9.	1 2 3 4 5 6	do	124 50 140 00 135 00 150 00 235 00 300 00	No. 1 accepted.
Conway and Nanawac. (24 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	1872. Mar. 1.	1872. Apr. 12.	Ebenezer Fretts. Jas. Murdoch... Gilbert Griffiths. Jno. B. Galg...	S. Fredsburg... do..... do.....	1872. Mar. 27. " 30. " 28.	1872. Mar. 28. "..... "..... ".....	1 2 3 4	do	250 00 270 00 290 00 300 00	With change of conditions, No. 2 accepted.

Dunvegan and McPherson's Corners. (13 miles)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 1.	Apr. 12.	D. McMillan J. R. McKenzie Norman McRae Malcolm Dewar Alex. McRae Don. McDonald.	Kenyon Skye Kenyon Dunvegan do do	Apr. 9. " 9. " 9. Mar. 23. " 22. Apr. 29.	Apr. 11. 6. " 6. " 6. Mar. 26. 4. " 5. " 5. Apr. 11. 6.	1 2 3 4 5 6	do	136 00 160 00 190 00 247 00 250 00 275 00	No. 1 accepted.
Hailburton & Minden. (18 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	Mar. 1.	Apr. 12.	S. Thompson James Carr Simon Duffin Thomas Leary	Dysart Minden do do	Mar. 15. Apr. 8. " 8. " 8.	Mar. 17. " 8. " 8. " 8.	1 2 3 4	do	223 00 244 00 277 00 294 00	No. 1 accepted.
Loughboro' & Kingston. (17 miles.)	Service six times per week, to commence on 1st July, 1872. Mail to be conveyed in a public or other vehicle. Proposed term of contract as above.	Mar. 1.	Apr. 12.	Henry Dear E. B. Purdy	Loughboro' do	Apr. 8. " 9. " 9. " 10.	Apr. 9. " 10. " 10. " 10.	1 2	do	300 00 378 00	No. 1 accepted.
Tendleton and Brown's Wharf. (15 miles.)	Service six times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 1.	April 12.	Joseph Shetland Pierre Leduc John O'Boyle François Lievre.	N. Plantagenet Plantagenet do do	April 1 do 1 Mar. 26 do 26	April 1 " 1 " 26 Mar. 27	1 2 3 4	In conformity with terms of advertisement.	160 00 175 00 190 00 250 00	No. 1 accepted.
W. Winchester and Osgood. (16 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 1.	April 12.	Henry Hughes Wm. Dixon Wm. Bigford	Tp Winchester do do	Mar. 21 Apr. 5 Mar. 5	April 12 do 5 " 25	1 2 3	do	239 00 268 00 274 00	No. 1 accepted.
Perth & Brockville and Ottawa Railway Station. (3 mile.)	Service eighteen times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 1.	April 12.	James Allan Patrick Spence.	Perth do	April 11 do 8	April 11 " 8	1 2	do	19 40	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Port Elmsley and Brockville and Ottawa Kawa Rail-way Station. (1½ miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1872. Mar. 1. April 12	1872. April 12	A. F. Weekes...	Port Elmsley...	1872. Mar. 28	1872. April 10	1	do	\$ 78 00	This tender considered too high. An agreement entered into with J. Healey at \$50 per ann.
Arthur and Toronto (Grey and Bruce) Railway Station. (1 mile.)	Service twenty-four times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	C. C. Green ...	Arthur.....	April 10	.....	1	do	11	Per trip. This tender considered too high. An arrangement entered into with C. C. Green at \$62 60 per ann.
Athlone and Bondhead. (33 miles.)	Service six times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Thomas Millard, Daniel Holland, J. T. Coop.....	Bondhead..... Keenansville..... Tecumseth.....	April 12 do 6 do 10	.....	1 2 3	do	384 00 385 00 480 00	No. 1 accepted.
Aurora and White Rose. (4 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	D. W. Doane...	Aurora.....	April 17	April 18	1	do	80 00	Considered too high. An arrangement made with J. Lloyd at \$80 for one year.
Barrie and Ivy (13 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Thomas Scott, Jno. Partridge..	Thornton..... Barrie.....	April 14 do 11	April 13 do 12	1 2	do	232 00 300 00	Superseded by a daily service at \$440 per annum, by Jno Scott.

Cambray and Midlandtail-way Station. (2½ miles.)	Service twelve times per week, to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Donald Campbell Wm. Taylor	Cambray do	April 10 do 13	1 2	do	140 00 144 00	No. 1 unatis- factory. No. 2 accepted.
Cherrywood & Dunbarton. (3½ miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Jno. Williams Robt. Moffat	Cherrywood do	April 6 April 9	1 2	do	75 00 70 00	No. 1 accepted.
Churchville & Lisgar. (4 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Richard Nicolls	Lisgar	April 16	1	do	75 00	This tender con- sidered too high but was offer- wards reduced to \$52 and ac- cepted at that rate.
Cooverley and Laxona. (13 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Wm. Cranston W. Leaningham James Skene S. Arrowsmith Wm. Smith	Bentnick do do do T'p. Holland	April 12 do 15 do 15 April 17 do 15 April 13	1 2 3 4 5	In confor- mity with terms of advertis- ment.	88 00 89 00 140 00 150 00 312 00	No 1 accepted.
Dobbinson and Invermay. (6 miles.)	Service once per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	James Dobbin	Elderslie	April 11	1	do	60 00	This tender con- sidered too high, but after- wards reduced to \$52 and ac- cepted at that rate.
Drayton and Hollen. (5 miles.)	Service six times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Thos. Mannell Wm. Markle	Hollen Drayton	April 16 do 9	1 2	do	234 00 449 00	These tenders considered too high. A tem- porary agree- ment made with No. 1.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Services.—Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Ehlangowan & Vesta. (4 miles.)	Service twice per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1871. Mar. 8.	1871. April 19	Samuel Hopper.	T'p Brant	1871.	1871.	1	do	\$ 75 00	This tender considered too high. An agreement entered into with Alex. Williams at \$64 per annum.
Hunsdon and Tottenham. (8 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	W. S. Frripp. J. T. Coop	Albion	April 8 do 10	.....	1 2	do	96 00 120 00	No. 1 accepted.
Huston and Treacastle. (4 miles.)	Service six times per week, to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	Mar. 8.	April 19	T. W. Gray David Calloway W. J. Davidson. Rowland Bell. John Delahant.	Huston do do Moorefield T'p Maryboro	May 18 April 15 May 17 April 1 do 8	.....	1 2 3 4 5	do	95 00 98 00 99 00 100 00 135 00	No. 1 unsatisfactory. No. 2 accepted.
Mount Forest and Toronto. Grey and Bruce Station. (3 mile.)	Service twenty-four times a week, to commence on 1st July, 1872. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	Mar. 8.	April 19	Jas. Dunbar Isaac Coyne Wm. Colclough. Wm. Evans Robt. Clark	Mount Forest do do do do	April 13 do 11 do 16 do 15 do 13	.....	1 2 3 4 5	do	5½ 7 48 36 59 00 74 00	Per trip. No. 1 unsatisfactory. Per trip. No. 2 accepted. A year. do do

San Francisco & Victoria. (763 miles.)	Service fortnightly, to commence on 1st August, 1872. Mail to be conveyed by steamboat. Proposed term of contract from one to five years, with usual reservation in favour of Postmaster General.	Mar. 8.	May 11	Rosenfeld and Birmingham. Anderson & Anderson do	San Francisco London, Eng. do	May 13 do 11	May 23 do 26	do do	2,250 00 4,166 67 5,666 67	Per round trip. do do by one boat and a reserve. Per round trip, by two boats. No. 1 accepted. No. 1 accepted.
Grenville, P. O. and Steam-boat Wharf. (4 mlic.)	Service twelve times per week, to commence on opening of navigation. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 19	April 12	Jno. Shephard. T. A. Cummings	Grenville do	April 8 Mar. 30	..... .....	do do	44 90 63 40	No. 1 accepted. No. 1 accepted.
Huntingdon & Laguerre... (18 miles.)	Service three times per week, to commence on 1st July, 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	Mar. 22.	April 26	J. J. Higgins. Jerem. Sullivan. Et. J. Enver. P. W. Higgins.	St. Amict. do do Laguerre.	April 21 do 22 do 6 do 22	..... April 26 ..... April 25	do do do do	180 00 199 00 200 00 215 00	No. 1 accepted
Inverary and Lake Opinicon. (14 miles.)	Service twice per week to commence on 1st July, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	Mar. 22.	May 3.	Lewis E. Day. B. T. Davidson. D. J. Walker. Robt. Bruce.	Invc. & V. L. Opinicon Inverary Storrington	May 2 April 28 May 2. May 1.	May 2 April 30 May 2. May 2.	In conformity with terms of 159 00 advertisement. do do	120 00 150 00 159 00 165 00	None of these tenders were accepted. Service superseded by Lake Opinicon & Loughboro vice.
Hamilton and Port Dover. (37 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed by vehicle or otherwise. Proposed term of contract as above.	Mar. 22.	May 3.	John Carr	Tp. Barton	May 1.	.....	do	800 00	Hamilton, Caledonia and Seneca.
Greenbank and Wick Station. (6 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed on horse back or in a vehicle. Proposed term of contract as above.	Mar. 28.	May 17	Ed. Phenix Richard King John Warren Isaac Chagg Joseph Penrose.	Tp. Reach Greenbank Tp. Reach Greenbank do	May 6 May 8. May 1. May 14. May 10.	..... ..... ..... ..... .....	do do do do do	156 00 170 00 195 00 200 00 200 00	No. 1 accepted.



Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Appto and Fergusonvale... (3 miles.)	Service three times per week to commence on 1st July, 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract four years with usual reservation in favor of Postmaster General.	1871. Mar. 28.	1871. May 17.	Const. McLaughlin.	Tp. Flos	1871. May 14.	1871.	1	do	\$ 80 00	Accepted.
Kenilworth & Riverstown. 33 (3 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Mar. 28.	May 17.	James Kelliher. Edwd. Sheehy. Charles Weir. Alexander Allan. Jno. McGuire.	Kenilworth. Tp. Arthur. do. Riverstown. do	May 13. May 9. May 13. May 14. April 22.	May 14. May 9. May 14. May 14.	1 2 3 4 5	do do do do do	69 00 93 60 97 00 160 00 125 00	No action taken on these tenders. Present contract continued for 3 mos.
Kenilworth & Toronto. Grey and Bruce Railway Station. (4 miles.)	Service twelve times per week to commence on 1st July, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	Mar. 28.	May 17.	Rob. Gordon. Simon Maddigan. Edwd. Sheehy.	Tp. Arthur. do. do	May 4. April 24. May 9.	May 6. April 25. May 9.	1 2 3	do do do	00 8 78 00 124 80	Per trip. No. 1 accepted.
Kenilworth & Petherton. (3 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Mar. 28.	May 17.	Edward Sheehy.	Tp. Arthur.	Mar. 9.		1	do	156 00	Accepted.
Ravenahoe and Queensville. (6 miles.)	Service twice per week to commence on 1st July, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	Mar. 28.	May 17.	Noah Wass. Jno. W. Gardiner. John Phillips.	N. Gullimbury. Ravenahoe. do	May 1. May 1. May 6.		1 2 3	do do do	52 00 78 00 72 00	No. 1 accepted.

Rouge Hill and Toronto (17 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	Mar. 28, May 17.	Wm. Haal..... Wm. Keeler..... R. H. Crew.....	Highland Creek. do Tp. York.....	May 14..... May 8..... May 13.....	1 2 3	do do do	199 00 350 00 400 00	No. 1 accepted.
Valley and Sunderland Station (6 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	Mar. 28, May 17.	Alex. Campbell. Wm. Gordon. James Winfield. Wm. Redditt. R. E. Porritt.	Sunderland. do Brook..... do Sunderland.....	May 13..... May 6, May 9. April 23, May 11. May 6, May 10. May 14, May 15.	1 2 3 4 5	do do do do do	192 00 223 00 250 00 270 00 275 00	No. 1 accepted.
Stone and Walkerton (17 miles.)	Service three times per week to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	April 12, May 24.	John Small..... Jno. Chambers. Jas. Koiley.....	Hanover. Walkerton..... Mount Forest..	May 13, May 15. May 8, May 10.	1 2 3	do do do	300 00 398 00 480 00	No. 1 accepted.
Malvern and Scarborough Junction (21 miles.)	Service six times per week to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	April 12, May 24.	Robert Davison.			1	do	340 00	No. 1 accepted.
Markham and Milliken (5 miles.)	Service three times per week to commence on 1st July, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	April 12, May 24.	Jno. Raynor..... Jno. Marshall. Wm. Gorvett.....	Markham..... do Milliken.....	May 18..... May 16..... May 3, May 4.	1 2 3	do do do	135 00 150 00 160 00	These tenders considered too high. An arrangement entered into for one year with Wm. Gorvett, No. 3 at \$130.
Athol and Alexandria (20 miles.)	Service three times per week, to commence on 1st August, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	April 19, May 31.	John Fisher..... John Campbell. P. A. Fisher..... Jno. McGregor. Neil McCall..... C. A. Draper.....	Athol..... Kenyon..... Athol..... Roxboro..... Kenyon..... Notfield.....	May 28, May 30. do 27 do 30 do 27 do 28 do 29, June 1, 4 do 13, May 16 do 27 do 28	1 2 3 4 5 6	In conformity with terms of advertisement.	229 00 230 00 240 00 270 00 349 00 350 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in advertising Service :— Proposed duration of contract.	Date of advertising for tenders.	Date of reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Cornwall and Monckland. (13 miles.)	Service three times per week, to commence on 1st September, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1871, April 19	1871, May 31	A. J. McDonnell P. D. McIntosh Angus Cameron.	Wp. Roxboro Monckland Roxboro.	May 27 do 23 do 17	..... ..... .....	1 2 3	do	159 00 175 00 195 00	No. 1 accepted.
Buckland and St. Lazare. (15 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 27	June 21	Chas. Carrier Frs. Lemieux Louis Lapointe Alex. Nadeau Barth Nadeau Marc Roy	Buckland do do do do	June 15 ..... June 19 do 16 do 9 do 12 April 28	June 19 do 12 do 12 June 19 do 12 do 12 do 12	1 2 3 4 5 6	do	128 00 139 00 146 00 160 00 200 00 300 00	No. 1 unsatisfactory. No. 2 accepted.
Chicotini & Labarre. (45 miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 27	June 21	Fidèle Saulnier Peter Blackburn Joac. Leachance Frs. Gaudreault Cyprien Pilote Jos. Michaud Peter Blackburn George Tremblay Célestin Girard Augustin Hudon Alphée Tremblay F. Larouche Thomas Côté Lucien Filion Frs. Gauthier	Hebertville Laterrière do Hebertville do do do Laterrière do do Hebertville Laterrière do do do do	May 13 June 17 do 12 do 18 May 30 do 10 do 25 do 4 do 31 do 14 do 9 do 17 May 21 do 29 June 5 do 11 May 21 June 1 do 13 May 31 do 20	..... June 18 do 18 do 10 do 10 do 4 do 5 do 6 do 7 do 8 do 9 do 10 do 11 do 11 do 12 do 13 do 10 do 14 do 17 do 27 do 11 do 4 do 2 do 3	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	do	216 00 238 00 239 00 248 00 260 00 264 00 264 00 292 00 296 00 300 00 300 00 320 00 320 00 398 00 416 00	No. 1 accepted.
Buckland and St. Magloire (18 miles.)	Service once per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 27	June 21	P. Tanguay F. Guilmet Ambroise Goulet	St. Magloire do do	June 17 ..... .....	..... ..... .....	1 2 3	do	50 00 66 00 72 00	No. 1 accepted.

Metis and St. O ave. (3 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	April 27	June 21	J. D. Fagg. Narcisse Richard	Metis St. Octave	June 14	June 18 1 do 15 do 19 2	do	66 00 69 00	No. 1 accepted.
Quebec and Three Rivers (84 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	April 27	June 21	R. G. Lajoie Narcisse Loriot	Three Rivers St. Augustin	June 15	do 18 June 19 2	do	1,980 00 2,800 00	No. 1 accepted.
St. Thomas & London and Port Stanley Railway Station. (£ mile.)	Service twenty-four times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle or otherwise. Proposed term of contract as above.	May 3	June 14	M. A. Boughner	St. Thomas	June 10	..... 1	do	112 00	No. 1 accepted.
Kinloss and Lucknow. (12 miles.)	Service six times per week, to commence on 1st October, 1872. Mail to be conveyed in a vehicle. Proposed term of contract as above.	May 3	June 14	Thos. Mullins Thomas Smith Joseph Alton John Hodgins Neil McKay P. G. White T. J. Stuart	Lucknow T. P. Kinloss do do Lucknow do T. P. Kinloss	June 7	June 13 1 ..... 2 May 27 ..... 2 June 4 ..... 3 June 8 ..... 3 do 3 ..... 4 do 10 ..... 5 do 11 ..... 6 do 1 ..... 7	do	289 00 299 00 325 00 340 00 349 00 350 00 350 00	No. 2 reduced to \$278, and accepted at that rate.
Kinglake and Vienna. (6 miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or otherwise. Proposed term of contract as above.	May 3	June 14	J. Featherstone	Houghton	June 1	June 8 1	do	65 00	No. 1 accepted.
Bleuval and Lucknow. (15 miles.)	Service three times per week, to commence on 1st October, 1872. Mail to be conveyed on horseback or in a vehicle. Proposed term of contract as above.	May 3	June 14	Wm. Ross Chas. Wansley P. White	Bleuval do Lucknow	May 31	..... 1 June 7 ..... 2 do 11 ..... 3	do	170 00 199 00 300 00	No. 1 accepted.

Mail Tender Register.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Account per annum proposed in Tender.	Observations.
Dalkeith and Van Kleeck Hill. (7½ miles.)	Service three times per week, to commence on 1st Oct., 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract four years, with usual reservation in favour of Postmaster General.	1871. May 31.	1871. July 12.	Peter Wood....	Dalkeith.....	June 28	1871. July 2.	1	In conformity with terms of advertisement.	\$ cts. 156 00	This tender considered too high. Temporary arrangement for six months with No. 1 at price named.
Dunbar and Grantley. (6½ miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	May 31.	July 12.	Alex Drummond Thos. Carr..... Jno. Campbell..	Williamsburg... do ... Munro.....	July 10 do 3 do 29	July 11. do 7. do 5.	1 2 3	do	45 00 58 00 60 00	No. 1 accepted..
Farran's Point and Railway Station. (4 mile.).....	Service twelve times per week, to commence on 1st October, 1872. Mail to be conveyed on foot or otherwise. Proposed term of contract as above.	May 31.	July 12.	C. C. Farran....	Farran's Point..	July 3	July 12.	1	do	130 00	Afterwards reduced to \$100 and accepted at that rate.
Farran's Point and Woodlands. (2 miles.) and Woodlands and Osnabruck Centre. (4 miles.)	Service six times per week between Farran's Point and Woodlands, and three times per week between Woodlands and Osnabruck Centre, to commence on 1st Oct., 1872. Mail to be conveyed on horse-back or otherwise. Proposed term of contract as above.	May 31.	July 12.	C. C. Farran..	Farran's Point..	.....	.....	.....	do	260 00	Afterwards reduced to \$185 and accepted at that rate.

Erinsville and Napanee. (25 miles.)	Service twice per week, to commence on 1st October, 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	May 31. July 12.	Wm. Grange... Wm. Vallean... George Hodgins... Owen Pringle...	Napanee... Selby... Twp Richmond... Napanee...	July 4 July 5 June 21 July 8 do 11	1 2 3 4	do	240 00 260 00 274 00 275 00	No. 1 accepted.
Demorestville and Peter-son's Ferry. (10 miles.)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed on horse-back or in a vehicle. Proposed term of contract as above.	May 31. July 12.	Wm. Baker... E. R. Nixon...	Demorestville... do	July 8 June 28	1 2	do	185 00 200 00	No. 1 accepted.
Drayton and Glenallan. (10 miles.)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed in a passenger or other vehicle. Proposed term of contract as above.	June 14. Aug. 16.	W. D. Ellis... C. E. Calvers... J. L. Gibson... Wm. Markle...	Elmira... Glenallan... do Drayton...	Aug. 2 do 12 do 10 do 12	1 2 3 4	do	380 00 400 00 559 00 699 00	No 1 accepted.
River du Loup (en haut) & Hunters-town. (17 miles.)	Service six times per week, to commence on 1st Oct., 1872. Mail to be conveyed in suitable vehicles. Proposed term of contract as above.	June 28. July 26.	Frs. Clarendon... Frs. Lemay...	St. Paulin...	July 23 July 25	1 2	do	450 00 500 00	No. 1 accepted.

NOVA SCOTIA.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Dartmouth to Montague and Gold Mines. (7 miles.)	Service once per week, to commence on 1st August 1871. Mail to be conveyed by horse and waggon. Proposed term of contract four years, with usual reservation in favor of P. M. General.	1871. July 5	1871. July 21	Thomas Baker.	Montague .....	July 17	1871. July 19	1	In conformity with terms of advertisement.	£ cts. 200 00	Accepted.
New Germany to Northfield. (8 miles.)	Service once per week, to commence on 1st August, 1871. Mail to be conveyed on foot. Proposed term of contract as above.	July 5	July 21	Soloman McKay	Bridgewater .....	July 17	July 19	1		40 00	Accepted.
Sydney to Lindsay, via Low Point Shore. (18 miles.)	Service three times per week, to commence on 1st October, 1871. Mail to be conveyed by horse and waggon. Proposed term of contract as above.	July 5	July 25	James Curry Walker Power Robert Marin Jno O'Callaghan	Sydney .....	Aug. 15	Aug. 18	2 1 2 3 4	do	300 00 305 00 312 00 355 00	No. 1 accepted.
Mortonville to Falmouth Windsor Bridge. (7 miles.)	Service three times per week, to commence on 1st September, 1871. Mail to be conveyed on horseback or by horse and waggon. Proposed term of contract as above.	Aug. 1	Sept. 8	John S. Smith Josiah Smith L. J. Fyzant James Curry	Falmouth .....	Sept. 6	Sept. 8	1 2 2 3 4	do	100 00 117 00 148 00 180 00	No. 1 accepted.

Ingonishe to Bay St. Lawrence. (24 miles.)	Service once per week, to commence on 1st October, 1871. Mail to be conveyed on foot. Proposed term of contract as above.	Aug. 28	Sept. 30	Joseph Gwina, George McNeil, Angus McLeod, Murdoch McDevonald	Arsey Bay, Bay St. Lawrence, Cape North	184 00 220 00 399 00 420 00	No. 1 accepted.
Upper Stewiacke by South Side of South Branch &c. (6½ miles.)	Service once per week, to commence on 1st October, 1871. Mail to be conveyed on horseback. Proposed term of contract as above.	Aug. 29	Sept. 22	Thomas Cox, William Cox, Robert Leffers	Upper Stewiacke	39 90 46 00 50 00	No. 1 accepted.
Joggins Mines to Shuille. (10 miles.)	Service once per week, to commence on 1st November, 1871. Mail to be conveyed on horseback or by horse and wagon. Proposed term of contract as above.	Oct. 6	Oct. 20	John McKenzie, John Coates	Joggins Mines, River Hebert	80 00 96 00	No. 1 accepted.
Indian Point to Mahone Bay. (4 miles.)	Service once per week, to commence on 1st November, 1871. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	Sept. 28	Nov. 1	Philip Hyson	Indian Point	30 00	Accepted.
Margaree Forks to Whyccomah. (30 miles.)	Service once per week, to commence on 1st December, 1871. Mail to be conveyed on horseback or by horse and wagon. Proposed term of contract as above.	Oct. 18	Nov. 17	L. McDougall, Lauchlin McKay, Donald McKay, L. Mackinnon, Angus McLeithan, J. Wall, Angus Cameron, Angus McDonald, James McFarlan, Alexander Gillis, John Carrol, Donald Campbell, Hugh Gillis	Whyccomah, Lake Ainslie, do, Whyccomah, Margaree, S. W. Margaree, Margaree, do, do, S. W. Margaree, Margaree Forks, do, Margaree, do	120 00 141 00 148 00 155 00 159 00 160 00 160 00 178 50 184 00 190 00 190 00 200 00 260 00 265 00	No. 1 accepted.



Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Gaspereaux to Wolfville. (24 miles.)	Service thrice per week, to commence on 1st January, 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract, four years with usual reservation in favor of Postmaster General.	1871. Oct. 25	Dec. 8	Sheeman Caldwell.....	Gaspereaux.....	Dec. 4	1871. Dec. 6	1	do	\$ cts. 50 00	Accepted.
New Ross to Stoddarts. (26 miles.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on horseback or by horse and waggon. Proposed term of contract as above.	Nov. 11	Dec. 8	John Boylan... John Moore Pratt	New Ross..... do	Dec. 7	Dec. 8	1 2	do	148 80 152 00	No. 1 accepted.
French Vale to North West Arm. (5 miles.)	Service once per week, to commence on 1st January, 1872. Mail to be conveyed on foot or on horseback. Proposed term of contract as above.	Oct. 21	Dec. 8	Levi LeClare... Benjam. Gentles... John LeClare... Samuel Gohdro... George K. Ball.	French Vale..... do do do N. W. Arm....	Nov. 9	Nov. 17	1 2 3 4 5	do	19 75 25 00 38 00 44 00 50 00	No. 1 accepted.

New Glasgow to Sydney including two Branch Routes Antigonish to Tracadie to Port Muel.	Service six times per week, between New Glasgow and Sydney, in a first class stage, and the two branch's routes, by horse and waggon, to commence on 1st February, 1872. Proposed term of contract as above.	Dec. 9.	15 Thomas Lindsay Andrew King ..	Antigonish .. Halifax .....	Dec. 12 " 13 " 15 " 15 " 2	do	13640 00 18640 00	No. 1 accepted.
(New Glasgow to Sydney 190 miles.) Antigonish to Guysboro' 38 miles.) (Tracadie to Fort Muel-grave 16 miles.) (204 miles.)								
Round Hill Station to Tupperville. (44 miles.)	Service three times per week, commencing on 1st January, 1872. Mails to be conveyed on foot or on horseback. Proposed term of contract as above.	Dec. 22.	C. E. Spurr..... Strathem Bailly. W. E. Tupper...	Round Hill... do .. do .....	Dec. 16. " 16. " 15.	1 In conformity with terms of advertisement.	78 00 90 00 95 00	No. 1 accepted.
Baddeck to Upper Settlement of Big Baddeck River. (12 miles.)	Service once per week, commencing on 1st April, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	1872. Jan. 18.	Neil McLennan. John McKay... Malc. McLean, Junior..... John McLean....	Upper Settlement. of Baddeck R. do do	1872. Feb. 8. " 1. " 24.	1 do 2 3 4	38 40 39 00 39 00 31 00	No. 1 accepted. Received too late
Lakeville to Chipman's Brook. (12 miles.)	Service twice per week, to commence on 1st April, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Jan. 22.	Eneas Bligh..... Lawson Rockwell do Chas N. Rockwell Lawson Rockwell Clarke Porter... Daniel Rudolph. James A. Elliott.	Lakeville..... Kentville..... Cornwallis..... do do Lakeville..... Cornwallis..... Lakeville.....	Feb. 19. " 19. " 12. " 14. " 13. " 10. Jan. 30. " 29. " 31. Feb. 15.	1 do 2 3 4 5 6 7 8	78 00 86 00 89 00 91 00 94 00 95 00 100 00 100 00	No. 1 accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in Advertising Service:— Proposed duration of Contract.	Date of Advertising for Tenders.	Date for Receipt of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
		1872.	1872.			1872.	1872.			\$ cts.	
Guyboro' and Port Moulton, via Shore Route. (35 miles.)	Service once per week, commencing on 1st April, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	Dec. 9.	Mar. 8.	W. H. McKeough Joseph Torey Robert Seales James McWhitman James L. Whitman W. Godfrey Scott Edward C. Peart.	Manchester. Guyboro' do Manchester. Guyboro' do do	Feb. 26. " 19. Mar. 4. " 2. Feb. 24. Mar. 4. Feb. 28.	1872. Mar. 1. Feb. 28. Mar. 12. " 12. Feb. 28. Mar. 12. " 15.	1 2 3 4 5 6 7	do	144 00 160 00 170 00 174 00 180 00 200 00 250 00	No. 1 accepted.
Burntcoat to Noel. (41 miles.)	Service three times per week, commencing on 1st April, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Dec. 9.	Mar. 8.	Andrew M. Crow William Faulkner Robert Faulkner	Burnt Coat do do	Feb. 22. " 27. Mar. 1.	Feb. 26. Mar. 1. " 4.	1 2 3	do	78 00 84 00 90 00	No. 1 accepted.
Marie Joseph to Sherbrooke. (22 miles.)	Service twice per week, commencing on 1st April, 1872. Mails to be conveyed on horse-back, or by horse and waggon. Proposed term of contract as above.	Feb. 2.	Mar. 8.	John Wilson Isaac Hartley James Davis Jr. Edmond Kenney Elisha Humbolt Ronald Walters Joseph Ashton John Davis, Jr. Robert Davis	Liscomb. do Marie Joseph do do Liscomb. Ecum Secum do	Feb. 19. " 15. " 27. " 16. " 21. " 23. " 26. " 22. " 22.	Feb. 23. " 21. Mar. 1. " 4. " 4. Feb. 23. " 26. " 27. " 27.	1 2 3 4 5 6 7 8 9	do	240 00 275 00 289 00 290 00 290 00 290 00 300 00 300 00 330 00	No. 1 accepted.

Advocate Har- bours	Service once per week, commen- cing on 1st April, 1872. Mails to be conveyed by horse and waggon.	Proposed term of contract as above.	Mar. 15.	Timothy Kelly, Robert Mills, Samuel Morris.	Advoc. Harbour.	Mar. 8.	Mar. 22.	1 2 3	do	39 75 45 00 49 00	No. 1 accepted.
Port Hastings to Mabou, 40 miles.) Mabou to Mar- garee. (40 miles.) (Margaree to Eastern Har- bour. 18 miles.) (Mabou to Bad- deck. 45 miles.) (Port Hastings to Baddeck. 60 miles.) (303 miles.)	Daily from Port Hastings to Mabou. Tri-weekly from Mabou to Margaree, Mabou to Eastern Harbor, and Port Hastings to Baddeck; and semi-weekly from Mabou to Baddeck. Commencing on 1st May, 72. Mails to be conveyed from Port Hastings to Mabou, in waggon drawn by two horses; on other 4 routes by horse and waggon.	Proposed term of contract as above.	Feb. 22.	William Kidston John S. McNeill George E. Law- rence, Junior. J. D. Cameron.	Baddeck Mabou Port Hood Mabou	Mar. 14. " 21. " 26. " 26.	Mar. 30. " 30. " 30. Apr. 1.	1 2 3 4	do	4000 00 4500 00 5500 00	No. 1 unsatisfac- tory. No. 2 accepted.
New Glasgow P.O. to New Glaesg'w Sta- tion (1 mile.)	Service daily or as often as may be required by Department commencing on 1st July, 1872. Mails to be conveyed by horse and waggon.	Proposed term of contract as above.	Apr. 26.	Henry McDonald Donald McDo- nald William Fraser.	New Glasgow do do	June 6. " 6. " 5.	June 7. " 7. " 6.	1 2 3	do	198 00 250 00 252 00	No. 1 accepted.
Middle Settle- ment of N.E. Margaree to Margaree Forks (9 miles.)	Service once per week, commen- cing on 1st July, 1872. Mails to be conveyed by horse and waggon.	Proposed term of contract as above.	May 2.	William Burton. David Ross Peter Coady John Coady Joseph A. Ingra- ham. Mark W. Crowdis Thos. Etheridge. Nicholas Tomp- kins, Junr.	N.E. Margaree do Margaree Forks, N.E. Margaree, do do do Margaree	May 11. June 2. " 3. May 23. " 28. June 1. May 31. " 16.	May 17. June 7. " 7. May 29. June 7. " 7. " 6. May 24.	1 2 3 4 5 6 7 8	do	19 00 22 00 22 00 30 00 30 00 40 00 41 60 44 00	No. 1 accepted.

Mail Tender Register, Nova Scotia.—Continued.

Service.	Conditions stipulated by Department in advertising Service : Proposed duration of Contract.	Date of Advertising for Tenders.	Date of Reception of Tenders.	Name of Person Tendering	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tenders by T. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Big Island to Merigomish. (2 miles.)	Service twice per week, commencing on 1st July, 1872. Mails to be conveyed on foot. Proposed term of contract four years, with usual reservation in favor of Postmaster General.	1872. Apr. 22. June 7.	1872. June 7.	Archib. McLean Alex. Robertson. Laugh. McLean Don'd G. Robertson.	Big Island..... do..... do..... do.....	1872. May 24. " 27. " 22. " 27.	June 1. May 28. " 25. " 29.	1 2 3 4	do do do do	\$ cts. 27 90 35 00 35 80 80 00	No. 1 accepted.
Port Hawkesbury to River Philip, &c. (15 miles.)	Service thrice to Port Richmond, twice to River Inhabitant's, commencing 1st July, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	May 6	June 7	Rob. B. Hennessey Francis H. Blanchard.....	Port Hawkesbury do	June 5 " 3	June 7 " 6	1 2	In conformity with terms of advertisement.	195 00 250 00	No. 1 accepted.
Lower Stewiacke to Princeport. (30 miles.)	Service once per week, commencing on 1st July, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	June 6	June 27	George Ambrose George Parker..	Lower Stewiacke do	June 26 " 26	June 27 " 27	1 2	do	117 50 119 00	No. 1 accepted.
Half Island Cove to White Head. (20 miles.)	Service twice per week, commencing on 1st July, 1872. Mails to be conveyed by horse and waggon. Proposed term of contract as above.	Mar. 26	June 7	Andrew David, Sear... .. Hubert Boudroit John Dignon, Jr. James Power... Robert Dignon..	Port Felix..... do..... Half Isl'nd Cove Crowe Harbour. Half Isl'nd Cove	April 30 " 6 May 6 " 17 June 1 " 6 April 8	May 8 " 11 " 3 " 3 " 6 " 4 April 23	1 2 3 4 5	do	120 00 129 20 148 00 149 00 154 00	No. 1 accepted.

Arichat to Pe-tite de Grat. (3 miles.)	Service thrice per week, commencing on 1st July, 1872. Mails to be conveyed on horseback or by horse and wagon. Proposed term of contract as above.	April 27 June 7	Alex. McDonald Michael Power. Simon LeVache.	Arichat do do	May 20 7 " 18	23 13 22	1 2 3	do	56 00 60 00 72 00	No. 1 accepted.
Merigonishe to Piedmont Valley. (5 miles.)	Service once per week, commencing on 1st July, 1872. Mails to be conveyed on horseback. Proposed term of contract as above.	April 10 June 7	James McDonald	Piedmont Valley	May 30 June 1	1	3	do	30 00	Accepted.
St. Peters to West Bay. (22 miles.)	Service once per week, commencing on 1st July, 1872. Mails to be conveyed by horse and wagon. Proposed term of contract as above.	April 25 June 7	Alex. Urquhart. do do John Kyte do Donald Ross Isaac Pringle,	Points West Bay do do River Tear do St. Peters Points West Bay	May 21 June 12 May 23 June 12 June 14 May 27 " 9	24 14 29 14 4 30 14	1 2 3 4 5 6	do	166 00 143 50 156 00 149 00 180 00 300 00	No. 2 accepted.

NEW BRUNSWICK.

Service.	Conditions stipulated by Department in Advertising Service.—Proposed duration of Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of Parties Tendering.	Residence of Parties Tendering.	Date of Tender.	Date of receipt by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed.	Observations.
Chatham and Shippigan.	Service twice per week, to commence 4th September, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract four years with usual reservation in of P. M. General.	1871, July 26	1871, Aug. 21	Wm. Reid..... James Barry..... Patrick Murphy..... Robert Robyn..... Thomas Barry..... Nicholas White.....	Newcastle..... Inkerman..... Chatham..... Pokemouche..... Neguac.....	1871, Aug. 15 " 16 " 21 " 8	1871, Aug. 21 " 21 " 21 " 21	1 2 3 4 5	In conformity with terms of advertisement.	\$ cts. 689 50 775 00 948 00 1000 00 1040 00	These tenders being considered too high, an arrangement was made with the former contractor to continue the service at \$680 per annum.
Newcastle and Lyttleton.	Service once per week, to commence 1st Oct., 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	July 29	Aug. 28	John Tozer Patrick Murphy Peter Russell Elizgal Tozer (George Sutherland.....)	North Esk..... North Esk..... Newcastle..... do..... North Esk.....	Aug. 23 " 23 " 19 " 12	Aug. 28 " 28 " 28 " 28	1 2 3 4 5	do	109 50 110 00 116 00 120 00 140 00	No. 1 accepted.
Blissville Railway Station and W. O. Patterson Settlement.	Service three times per week, to commence 1st October, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 28	Sept. 18	John B. Hoyte. Warren Smith.....	Blissville..... do.....	Sept. 13 " 11	Sept. 18 " 18	1 2	do	39 00 59 00	No. 1 accepted.
Chatham, Newcastle & Bathurst.	Service six times per week, to commence on 1st November, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Aug. 29	Oct. 9	James McNutt. Wm. Reid, Jr. Thomas Harris. W. M. Kelly. Jos. McNought James Anderson Ferenah Ullock Wm. Ulock.....	Chatham..... Newcastle..... Tabusintac..... Chatham..... do..... do..... do..... do.....	Oct. 6 " 6 " 6 " 6 " 6 " 6 " 6 " 6	Oct. 9 " 9 " 9 " 9 " 9 " 9 " 9 " 9	1 2 3 4 5 6 7 8	do	1789 00 1794 00 1871 00 2099 00 2110 00 2180 00 2300 00 2500 00	No. 1 accepted.

Location	Service	Sept. 6	Sept. 7	Sept. 18	Sept. 20	1	do	90 00	Accepted.
Westmorland and Point an Lac.	Service twice per day, to commence 1st October, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Howard Lawson	Westmorland Point	Sept. 26	Sept. 28	1	do	90 00	Accepted.
Lower Prince William, Lake George and Upper Magagnadavie.	Service twice per week, to Lake George and once per week, to Magagnadavie, to commence 16th October, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 28 James Moody Alfred Moody Wm. Blaney Sarah Tague Peter Tague Chs. McCormick James Porter	Lake George do Elany Ridge Prince William do do Upper Magagnadavie	Sept. 25 " 23 " 21 " 18 " 22	Sept. 28 " 28 " 28 " 28 " 28	1 2 3 4 5 6 7	do	124 00 128 00 130 00 148 00 200 00 200 00 300 00	No. 1 accepted.
Sackville and Railway Station.	Service twice per day, to commence 1st October, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 20 Joseph Dixon Edmd O. Dixon Hay R. Fawcett	Sackville do do	Sept. 19 " 18 " 18	Sept. 20 " 20 " 20	1 2 3	do	120 00 130 00 132 00	These tenders being considered too high, an arrangement was made with No. 1 at \$100 per annum.
Upper Haynesville and Millville.	Service once per week, to commence 1st November, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 18 Albert J. Hoyt Henry Blaney Jacob Allen	Millville Upper Haynesville Bright	Oct. 11 " 11 " 16	Oct. 18 " 18 " 18	1 2 3	do	18 00 24 00 26 00	No. accepted.
Saint George and Back Bay.	Service once per week, to commence 1st November, 1871. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Sept. 16 A. J. Seelye Samuel Craig	Saint George Saint George	Oct. 12 " 5	Oct. 16 " 16	1 2	do	78 00 80 00	No. 1 accepted.



Mail Tender Register, New Brunswick.—Continued.

Service.	Conditions stipulated by Department in advertising Service :— Proposed duration of Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt by P.M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Lepreaux and Chance Harbour.	Service twice per week, also six times and thrice per week to W. O. Maces Bay, to commence on 1st January, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	1871. Nov. 30	1872. Dec. 18	Twice per week. Robert Hope... Wm. Wahalen... Three times per week to Maces Bay and twice per week to Chance Harbour. Francis Cassidy... Six times to Maces Bay and twice per week to Chance Harbour. Robert Hope... Francis Cassidy...	Lepreaux... Lancaster... Maces Bay... Maces Bay... Maces Bay... Maces Bay...	Dec. 15 " 12 " 11 " 11	18 Dec. " 12 " 18 " 18	1 2	do do	146 00 150 00	No. 1 accepted.
St. Stephen & St. Patrick.	Service once per week, to commence on 1st February, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract, four years, with usual reservation in favor of Postmaster General.	Dec. 15, 1872.	Jan. 15, 1872.	Foster & McCIner... St. Stephen... John McGuire... Saint Patrick... Thomas Hardy & P. Bridges... St. Stephen...	St. Stephen... Saint Patrick... Saint Patrick... St. Stephen...	1872. June 6. " 12. " 5.	1872. June 15. " 15. " 15.	1 2 3	In conformity with terms of advertisement.	123 00 144 00 150 00	None of these tenders were accepted, the service being provided for under another contract.
St. John and St. George.	Service six times per week, to commence on 1st February, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Dec. 15, 1872.	Jan. 17, 1873.	W. Mead and H. Boom... Robert Lan... Thomas Elliott... Mr. Mahoney... Patrick H. Nugent... David O. Connell... Saint John... do do do Saint Martins... Saint John...	Saint John... do do do do Saint Martins... Saint John...	Jan. 16. " 15. " 15. " 17. " 16. " 16.	..... ..... ..... ..... ..... .....	1 2 3 4 5 6	do	1,370 00 1,400 00 1,450 00 1,595 00 1,825 00 2,100 00	No. 1 accepted.

St. Andrews & St. George.	Service three times per week to commence on 1st February, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Dec. 18, 1872.	Jan. 17, 1872.	Michel Clarke... C. C. Bridges... James Gallaher... Robert Lan... Thomas Elliott... Thom. Cameron.	St. Andrew's... do do Saint John... do do Saint Patrick...	Jan. 4... " 13... " 16... " 15... " 15... " 10...	1... 2... 3... 4... 5... 6	do	350 00 375 00 400 00 450 00 450 00	None of these tenders were accepted, an agreement was made with the former contractor, for five mails per week, between St. Andrew's & St. George, and daily to St. Stephen, at \$1,200 per annum....
Bathurst and Dalhousie.	Service six times per week, to commence on 1st April, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract, until the completion of the Inter-colonial Railway between Bathurst and Dalhousie.	1872. Jan. 27.	Mar. 11, 1872.	John T. Carter... meon & Gre- gor... Thom. A. Harris... Perry J. Cameron... Thomas Baldwin... Angus Fraser... Mrs Alf. J. Smith... Jpr. Kelly... Saml. H. Napier... David Ritchie...	Bathurst... Dalhousie... Tabucintac... Bathurst... Dalhousie... Bathurst... Bathurst... Chatham... Bathurst... Dalhousie...	Mar. 6... " 5... " 2... Feb. 29... Mar. 2... " 5... " 5... Feb. 28... " 28... Mar. 11...	1... 2... 3... 4... 5... 6... 7... 8... 9... 10	do	1,750 00 1,900 00 1,984 00 2,000 90 2,110 00 2,188 00 2,200 00 2,400 00 2,500 00 2,600 00	No. 1 unsatisfactory. No. 2 accepted.
Cole's Island and Forks.	Service once per week. Mails to be conveyed in a suitable vehicle, to commence on 1st April, 1872. Proposed term of contract, four years with usual reservation in favor of Postmaster General.	Feb. 26, 1872.	Mar. 21, 1872.	David Marr... John Cole... John W. Perry.	Coles Island... do Johnston...	Mar. 15... " 14... " 12...	1... 2... 3	do	105 00 109 00 109 00	No. 1 accepted.
Gagetown and Mouth of Nerepis.	Service twice per week to commence on 1st April, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	Feb. 26, 1872.	Mar. 20, 1872.	Abrah. Bunnell... J. Henry De Veber... Solom. Cameron... James Mullier... Wm. Hamilton... John Lawson... Daniel Ceregen.	Westfield... Gagetown... Hampstead... Gagetown... do do do	Mar. 18... " 18... " 18... " 15... " 11... " 15...	1... 2... 3... 4... 5... 6... 7	do	380 00 484 00 488 00 500 00 590 00 539 00 544 00	No. 1 accepted, but subsequently abandoned the Service, No. 2 failed to accept in time, Contract awarded to No. 3.

Mail Tender Register, New Brunswick.—Continued.

Service.	Conditions stipulated by Department in advertising Service:— Proposed duration of Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of Person Tendering.	Residence of Person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Amount per annum proposed in Tender.	Observations.
Cocaigne and Scovill's Mills.	Service twice per week, to commence on 1st April, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	1872. Feb. 26.	1872. Mar. 20.	Alex. McWilliam Wm. Johnston Wm. Dyson Thos. Irving Andrew R. Dyson	Cocaigne Scovill Mills Dundas Cocaigne Dundas	1872. Mar. 15. " 16. " 20. " 14. " 16.	1872. .... " .... " .... " .... " ....	1 2 3 4 5	do do do do do	\$ cts. 49 50 56 00 75 00 100 00	No. 1 accepted.
Welsford and Petersville.	Service twice per week, to commence on 1st April, 1872. Mails to be conveyed in a suitable vehicle. Proposed term of contract as above.	May 7.	May 20.	Andrew Patterson John Burton John Woods	Welsford do do	..... May 18. " 18.	May 20. " 20. " 20.	1 2 3	do do do	90 00 98 00 139 00	No. 1 withdrawn. No. 2 accepted.

A. CAMPBELL,  
Postmaster General.

## REPORT No. 15.

STATEMENT of Dead Letters, received at the Dead Letter Office, Canada, during the year ended 30th June, 1872, and of their contents, valuable or otherwise.

TABLE 1.—Shewing the Number of Letters of all kinds received, and the disposition made of them.

WHENCE RECEIVED.	No. of Letters.	How disposed of.	No. of Letters.
From England.....	5,290	Returned to England.....	14,674
do United States.....	64,685	do United States.....	35,925
do Bermuda.....	28	do Bermuda.....	135
do Newfoundland.....	97	do Newfoundland.....	148
do New Zealand.....	7	do New Zealand.....	41
do Prince Edward Island.....	350	do Prince Edward Island.....	195
do West Indies.....	260	do West Indies.....	284
do Post Offices in Canada.....	*310,093	Disposed of in Dead Letter Office,	
Total number of Dead Letters passing		Canada.....	329,408
through D. L. O., Canada.....	‡ +380,810	Total.....	380,810

*Of this number were Paid Letters.....	207,234
do Unpaid Letters.....	102,859
Total.....	310,093

do sent to D.L.O. for a Post Office address.....	7,465
--	-------

†Of this number were Registered Letters.....	2,500
‡Of this number special record has been kept in the Books of the D.L.O., they being either Registered Letters or containing Enclosures of Value.....	3,864

A. CAMPBELL,  
Postmaster General.

W. H. GRIFFIN,  
Deputy Postmaster General.



do Watch, Chain, and Ring.....	2				1
do Bracelet, and Silver Watch.....	1				1
do Silver Cross.....	1				1
do Finger-rings.....	2				2
do Spoons.....	2				1
do Watches.....	3				1
Certificates of Baptism.....	1				1
do Character.....	7				4
do Clearance.....	2				2
do Engineers.....	1				1
do Marriage.....	7				4
do Medical.....	2				2
do Odd Fellows.....	2				2
do Orange Lodge.....	5				4
do School Teachers.....	17				11
do Stock.....	3				3
Total.....	466	66	400	2,485	2,885
					200,321 68
					2,313
					10
					562
					2,885
					*572

\*In hands of Postmasters, waiting delivery.  
Lying unclaimed in D. L. O.

† Number and contents of unclaimed return letters, containing money, lying in D. L. O., for year ended 30th June, 1872. 115

Contents.  
\$421 94

W H. GRIFFIN,  
Deputy Postmaster General.

A. CAMPBELL,  
Postmaster General.

REPORT No. 16.

POST OFFICE SAVINGS BANK, CANADA.

AN ACCOUNT of all Deposits received and paid under the Authority of the Act 31 Vic., cap. 10, from 1st July, 1871, to 30th June, 1872, and of the total amount due to all Deposits at the latter date.

1. Balance due Depositors on 30th June, 1871 .....	\$	2,497,259 65	cts.	65
2. Deposits in Post Office Savings Bank during year .....	\$	2,261,631 00	cts.	00
3. Interest allowed to Depositors during the year, computed according to the Post Office Act, 1867, Secs. 68, 69 and 70 .....	\$	116,174 55	cts.	55
	\$	4,875,065 20	cts.	20
4. Repayments (cash paid) during year .....	\$	1,571,665 19	cts.	19
5. Amount written off Depositors' accounts in Post Office Savings Bank, not paid them in cash, but inscribed, on their behalf, in 5 per cent. Dominion Stock, during year .....	\$	206,900 00	cts.	00
Balance due to Depositors on 30th June, 1872:—	\$	2,112,684 66	cts.	66
Bearing interest at 4 per cent .....	\$	951,900 00	cts.	00
Bearing interest at 5 per cent .....	\$	31,905 35	cts.	35
Outstanding Cheques held by Depositors, and not presented for payment .....	\$	31,905 35	cts.	35
	\$	3,096,500 01	cts.	01
	\$	4,875,065 20	cts.	20
DISPOSAL OF BALANCE.				
In hands of Receiver General on 30th June, 1871 .....	\$	2,497,259 65	cts.	65
Add, Amount of cash transferred to Receiver General on account of business transacted during the year, being the difference between items 2 and 4 in the above account .....	\$	689,965 81	cts.	81
Add, Interest allowed, as above .....	\$	116,174 55	cts.	55
	\$	3,303,400 01	cts.	01
Deduct, Amount which the Receiver General was requested to write off Post Office Savings Bank Account during the year, and to inscribe, on behalf of certain Depositors, in 5 per cent. Dominion Stock .....	\$	206,900 00	cts.	00
Balance in hands of Recr. Genl. on 30th June, 1872, as above.	\$	3,096,500 01	cts.	01

Statement of Expenses incurred from 1st July, 1871, to 30th June, 1872.

Salaries at Central Office.....	\$	cts.
Payment to extra Clerks employed at Central Office, to assist in annual balancing of Depositors' Ledgers, on 30th June, 1872.....	7,334	19
Compensation to Postmasters.....	343	00
Printing, Stationery and Binding.....	3,724	24
Advertising.....	1,811	38
Miscellaneous.....	180	00
		35 00
	\$13,427	81
Less, Estimated cost (including commissions actually paid to Postmasters) of receiving from Depositors, and paying over to the Receiver General for inscription on their behalf, in 5% Dominion Stock, the sum of \$206,900.....	1,165	47
Leaving, as cost of maintaining Post Office Saving Banks, during the year, the sum of.....	12,242	34

J. C. STEWART,  
*Superintendent, Savings Bank Branch.*

A. CAMPBELL,  
*Postmaster General.*



## REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Manitoba, from 16th July 1870, to 30th June, 1872.

N. B.—Being the Revenue, Salaries and Allowances to 31st March, 1872.

Name of Post Office.	Gross Revenue.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie St. Paul, from 1st September, 1871.....	4 10	5 83		
Burnside, from 1st September, 1871.....	6 26	5 83		
Eagles Nest, from 1st August, 1871.....	3 97	6 66		
Fort Garry (*including Clerks).....	3,853 91	*2,470 79		508 62
Headingly.....	16 31	17 09		
High Bluff.....	48 66	20 09		
Kildonan, from 1st June, 1871.....	27 '80	8 33		
Lower Fort Garry.....	92 30	104 85		
Mapleton, from 1st August, 1871.....	5 73	6 66		
Middle Church, from 1st June, 1871.....	9 00	8 33		
Pembina, from 1st September, 1870.....	66 36	24 83		
Pigeon Lake, from 1st September, 1871.....	12 75	5 83		
Point du Chene, from 19th May, 1871.....	13 11	8 67		
Poplar Point.....	18 11	17 09		
Portage la Prairie.....	123 25	44 90		
St. Andrews.....	45 21	68 33		
St. Charles, from 1st September, 1871.....	7 79	5 83		
St. Francois Xavier, from 1st February, 1871.....	15 78	11 66		
St. James from 1st June, 1871.....	7 43	8 33		
St. Norbert.....	27 25	22 50		
St. Peters, from 1st August 1871.....	25 71	6 66		
White Mud River, from 1st September, 1871.....	25 12	5 83		
<b>Totals.....</b>	<b>\$4,455 86</b>	<b>\$2,884 92</b>	<b>...</b>	<b>\$508 62</b>

H. A. WICKSTEED,  
Accountant

A. CAMPBELL,  
Postmaster General.

A STATEMENT of payments for Mail Service in British Columbia, from 20th July, 1871, to 30th June, 1872.

N.B.—These payments were made direct by the Finance Department, on account of the Post Office Department, and are brought into the Public Accounts of the Year ended 30th June, 1872.

CONVEYANCE OF MAILS BY LAND.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
*Packerville and New Westminster	Gerow & Johnson.....	486	{ 1 in Summer } { Fly. Winter }	7 mos. 12 days.	8,602 68
do do	F. J. Barnard.....	486	do	4 months	7,200 00
Burrard's Inlet and Cache Creek and French Creek.	W. N. Lewis.....	9	1 & 6	11 mos. 12 days	211 96
Esquimalt and Victoria.	Barnett & Lumby.....	224	.....	3 trips	300 00
Fort Shepherd and Hope.	J. T. Howard.....	3	.....	11 mos. 12 days.	569 35
do and Kootenay	H. Wotton.....	262	.....	1 1/2 trips.	70 00
do and Victoria	do.....	175	.....	2 trips.	112 50
Hope and Osyoos.	J. Johnson.....	439	.....	1 trip.	150 00
Kootenay and Perry Creek.	H. Wotton.....	135	.....	8 trips.	157 00
do and Victoria.	W. Phillips.....	.....	.....	1 trip.	5 00
do do	J. Johnson.....	614	.....	2 1/2 trips.	600 00
Metchoson and Victoria.	J. Milne.....	614	.....	1 trip.	250 00
Omineca and Quesselle.	J. Parker.....	25	.....	11 mos. 12 days.	284 70
Sanich and Victoria.	R. Sylvester.....	350	Monthly	8 months	1,600 00
	J. W. Williams.....	24	.....	11 mos. 12 days.	284 70
				Total.....	\$20,397 89

\*The Mails on this route are carried between New Westminster and Yale, a distance of 100 miles, by steamer in summer and by canoe in winter.

STATEMENT OF PAYMENTS FOR MAIL SERVICE IN BRITISH COLUMBIA.—Continued.  
 CONVEYANCE OF MAILS BY STEAMERS AND SAILING VESSELS.

NAME OF ROUTE.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
New Westminster and Victoria.....	G. A. Grahame.....	90	{ 1 Winter. 2 Summer. }	11 mos. 12 days.	\$ 3,600 00
do do .....	C. G. Sawyers .....	90	1	1 month.....	20 00
Olympia and Victoria.....	E. A. Starr.....	140	1	11 mos. 12 days.	4,744 60
San Juan and Victoria .....	R. Pritchard.....	25	1	do	49 00
East Coast Vancouver Island .....	Captain Clanke.....	.....	.....	1 year.....	4,200 00
Total.....	.....	.....	.....	.....	\$12,613 60

**A STATEMENT of Payments for Salaries in British Columbia, from 20th July, 1871, to 30th June, 1872.**

N. B.—These payments were made direct by the Finance Department, on account of the Post Office Department, and are brought into the Public Accounts of the year ended 30th June, 1872.

NAME.	SERVICE.	Amount.
		\$ cts.
H. Wotten.....	Postmaster at Victoria from 20th July, 1871, to 30th June, 1872.....	1,897 85
W. G. Reynolds.....	3rd Class Clerk, Victoria Post Office, from 17th August, 1871, to 30th June, 1872.....	419 35
V. B. Tait.....	Postmaster at New Westminster from 20th July, 1871, to 30th June, 1872.....	1,138 70
J. Bowron.....	Postmaster at Barkerville from 20th July, 1871, to 30th June, 1872.....	567 74
	Total.....	\$4,023 64

**A STATEMENT of Payments for Travelling Expenses in British Columbia, from 20th July, 1871, to 30th June, 1872.**

N. B.—This payment was made direct by the Finance Department, on account of the Post Office Department, and is brought into the Public Accounts of the year ended 30th June, 1872.

NAME.	SERVICE.	Amount.
		\$ cts.
G. E. Griffin.....	Travelling Expenses in British Columbia on Post Office business.....	\$362 00

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# GENERAL REPORT

OF THE

# MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE,

# 1872.

FURNISHED IN COMPLIANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST  
VICTORIA, CHAPTER TWELVE, SECTION NINETEEN.

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*PRINTED BY ORDER OF THE HOUSE OF COMMONS.*

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OTTAWA:

PRINTED BY I. B. TAYLOR, 29, 31 AND 33, RIDEAU STREET

1873.



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# REPORT

OF THE

# MINISTER OF PUBLIC WORKS,

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1872.

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*To His Excellency the Right Honorable Sir Frederick Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, and a Baronet, Knight of The Most Illustrious Order of St. Patrick, and Knight Commander of The Most Honorable Order of the Bath, Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

In accordance with the Act 31st., Vict., Cap. 12, Section 19 (1867), I have the honor to submit the Annual Report of the Department of Public Works, containing a record of the transactions, and a statement of the expenditure of the Department during the fiscal year, comprised between the 1st, July 1871, and the 30th June 1872.

A detailed statement of the expenditure is given in Appendix No. 1, pages 4 and 5.

In the Appendices will be found the annual reports of the Superintendents, and special and general reports from Engineers, respecting the various public works which are under the control of, or being constructed by, the Department of Public Works.

These works are :—

THE CANALS.

WORKS ON NAVIGABLE RIVERS.

HARBORS AND PIERS.

SLIDES AND BOOMS.

ROADS AND BRIDGES.

PUBLIC BUILDINGS.

GOVERNMENT RAILWAYS.

NORTH-WEST AND PACIFIC COMMUNICATION.



No interruption to traffic occurred during the season, but from the month of September the St. Lawrence River was so low that the gates of the Guard Lock had to be opened during the day, until the close of navigation, to admit the greatest possible flow of water to supply the canal and mills. At Lachine the St. Lawrence was lower during the winter than it had been for years; and in February fell to 9 feet on the sill of the Guard Lock, or about two feet below the height required to furnish a full supply of water to drive the mills.

The repairs made were considerable, but of the ordinary character, and consisted of repairs to lock gates, bridges, wharves, slope walls &c.

Two landing piers have been built, one on the north side of the timber basin at Lachine, and the other below Brewster's Bridge, both have been of great benefit to the lumber trade, and have had the effect of relieving the previously over-crowded wharves.

The new supply wier at Lachine was finally completed, and brought into use in the beginning of December, and has rendered effective service, by facilitating the passage of a full supply of water through the canal unimpeded.

Surveys and examinations are now in progress, with the view of ascertaining the best means of enlarging the canal, and providing additional basin accommodation at the Montreal terminus.

A contract has been entered into for lowering the breast walls of the St. Pierre culvert, and for widening, deepening and straightening the St. Pierre River in the vicinity of the above work.

#### BEAUHARNOIS CANAL.

Length of canal .....	11 $\frac{1}{4}$ statute miles.
Number of locks .....	9
Dimensions of locks.....	200 feet x 45 feet.
Total rise of lockage.....	82 $\frac{1}{2}$ „
Depth of water on sills.....	9 „
Breadth of canal at bottom .....	80 „
Breadth of canal at water surface.....	120 „

This canal lies on the south side of the St. Lawrence, 15 $\frac{1}{4}$  miles from the head of the Lachine Canal, and runs for some distance in land from the river, connecting Lakes St. Louis and St. Francis, and avoiding the three Rapids known, respectively, as the "Cascades," "Cedars," and "Coteau."

Closed 2nd December, 1871; opened 1st May, 1872.

The working of this canal was efficiently maintained throughout the season, notwithstanding the low water in the St. Lawrence.

The repairs required were of the usual character, consisting of raising portions of the canal and wier banks, repairing dykes, dams, bridges, and lock gates,

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 CORNWALL CANAL.

Length of canal.....	11½ statute miles.
Number of locks.....	7
Dimensions of locks.....	200 feet × 55 feet.
Total rise of lockage.....	48 „
Depth of water on sills.....	9 „
Breadth of canal at bottom.....	100 „
Breadth of water surface.....	150 „

From the head of the Beauharnois to the foot of the Cornwall canal, a navigable interval occurs of  $32\frac{3}{4}$  miles, through lake St. Francis.

The Cornwall canal enables vessels to avoid the Long Sault Rapids.

Closed 8th December, 1871; opened 2nd May, 1872.

Navigation was successfully maintained throughout the season, with only two trivial interruptions, of a few hours each, occasioned by the accidental breaking of part of one of the locks, by a propeller.

The repairs consisted of, protecting the canal banks, raising the slope walls, repairing lock gates, supply wier and bridges; rebuilding superstructure of the four bridge abutments at Cornwall, and planking roadway through Moulinette Culvert.

A steam-dredge was employed in dredging the canal during the season.

A house has been erected at Cornwall for the use of the Superintendent of the canal.

New superstructures and other extensive repairs were made to the wharves at the upper entrance of the canal, and at the town of Cornwall.

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 FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet × 45 feet.
Total rise of lockage.....	4 „
Depth of water on sills.....	9 „
Breadth of canal at bottom.....	50 „
Breadth of canal at water surface.....	90 „

From the head of the Cornwall to the foot of Farran's Point canal, the distance on the St. Lawrence is 5 miles. This canal enables vessels ascending the river to avoid the Farran's Point Rapids; descending vessels, run the rapids with ease and safety.

Closed 6th December, 1871; opened 1st May, 1872.

The works here were kept in a state of efficiency throughout the season, and very few repairs were required.

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 RAPIDE PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2
Dimensions of locks.....	200 feet × 45 feet.
Total rise of lockage .....	11½ „
Depth of water on sills.....	9 „
Breadth of canal at bottom .....	50 „
Breadth at surface of water .....	90 „

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles.

This canal enables ascending vessels to avoid the Rapide Plat rapids; descending vessels run the rapids safely.

Closed 6th December, 1871; opened 1st May, 1872.

The works here were kept in repair throughout the season, and no interruption to navigation occurred.

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 GALOPS CANAL.

Length of canal.....	7⅝ miles.
Number of locks.....	3
Dimensions of locks .....	200 feet × 45 feet.
Total rise of lockages.....	15¾ „
Depth of water on sills.....	9 „
Breadth of canal at bottom .....	50 „
Breadth of canal at surface of water.....	90 „

From the head of Rapide Plat to the foot of the Galops canal, the St. Lawrence is navigable for 4½ miles.

This canal enables vessels to avoid the rapids at Pointe aux Iroquois, Pointe Cardinal, and the Galops.

Closed 6th December, 1871; opened 1st May, 1872.

Navigation was uninterrupted throughout the season.

The works were kept in efficient order.

The Farran's Point, Rapide Plat, and Galops Canals, are also collectively known as the Williamsburg Canals.

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 WELLAND CANAL.

## MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal.....	27 miles and 1,099 feet.
Pairs of guard gates .....	3
Number of lift-locks.....	27



Dimensions of locks.....	}	2 locks of 200 feet	× 45 feet.
		24 „	150 „ × 26½ „
		1 lock of 230 „	× 45 „
Total rise of lockage .....		330 „	
Depth of water on sills.....		10¼ „	

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to Welland River	2,622 feet.
„ from Welland Canal to Welland River <i>via</i> lock	
at Aqueduct .....	300 „
„ Chippewa Cut to Niagara River.....	1,020 „
Number of locks—1 at Aqueduct and one at Port Robinson.	2 „
Dimensions of locks .....	150 feet × 26½
Total lockage, from Welland Canal down to Welland	
River.....	17
Depth of water on sills.....	9 feet 10 in.

GRAND RIVER FEEDER.

Length of canal .....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 × 26½.
	{ 1 of 200 × 45.
Total rise of lockage.....	7 to 8 feet.
Depth of water on sills.....	10¼ feet.

PORT MAITLAND BRANCH.

Length of canal .....	1¾ miles.
Number of locks.....	1
Dimensions of lock .....	185 × 45 feet.
Total rise of lockage.....	8½ feet.
Depth of water on sills .....	11 „

The breadth of the main line of this canal, at present, varies as follows :—

Section.	Distance.	Width at bottom.	Width at surface.
	Miles.	Feet.	Feet.
Dalhousie to Thorold .....	9¼	70	110
Thorold to Allanburgh.....	3¼	26	66
Allanburgh to Ramey's Bend.....	12½	50	90
Ramey's Bend to Port Colborne.....	1¾	58	58
Port Colborne to outer end of West Pier.....	¾	90	.....
Port Robinson to Chippewa, Welland River.....	8¼	.....	200
Dunnville Branch.....	21	26	60 to 70
Port Maitland Branch.....	1¾	45	85

Continuing up the St. Lawrence and through Lake Ontario, the distance from the head of the Galops Canal to Port Dalhousie, the outlet of the Welland Canal, is 236 $\frac{3}{8}$  miles.

The natural connection between Lakes Erie and Ontario is by the Niagara river, the navigation of which is interrupted by the Niagara Falls and Rapids.

The Welland Canal was constructed to overcome this difficulty, and to establish communication by water between these two lakes. It runs in a line nearly parallel with the Niagara river, and from 12 to 15 miles west of it. Its entrances are at Port Colborne and Port Maitland, on Lake Erie, and its outlet is at Port Dalhousie, on Lake Ontario.

Closed 9th December, 1871 ; opened 22nd April, 1872.

With the exception of one interval of three days, when the head gates of one of the locks were accidentally broken by a schooner ; no interruption to navigation occurred during the season.

The repairs required on the opening of navigation, to put the canal in good working condition, consisted principally, of the renewal of balance beams, hanging new gates at several of the locks, rebuilding flumes to mill races, replanking swing bridges, tow path bridges and floats, repairing the embankments and tow path with stone and gravel. Extensive repairs were also made to the dam and waste wiers at Dunnville.

Dredging was continuously maintained throughout the season, and considerable progress made in the work of deepening the summit level.

The rebuilding of the superstructure of the east pier at Port Dalhousie, to replace the former one destroyed by fire, was completed before the opening of navigation.

The waste wier in course of construction at Dunnville, is progressing towards completion.

Contracts have been entered into, and work commenced, on the following improvements, for which appropriations have been made by Parliament :

1. For deepening the harbour at Port Dalhousie.
2. The enlargement and deepening of the harbour at Port Colborne.
3. The removal above water level of part of the bank on the east side of the "Deep Cut", between Allenburgh and Port Robinson.

Measures have been taken for the deepening of the feeder by two feet, from the junction to the Port Maitland Branch at Broad Creek ; thence continuing upwards to Dunnville where the additional depth will be fully 18 inches. This work will have the effect of increasing the supply of water to the canal.

A survey has been completed of the various routes proposed for the enlargement of the canal to the dimensions recommended by the Canal Commissioners. Appended hereto will be found the report of the Chief Engineer of the Department, and also the report of the Officer who made the survey, in which full details of the survey are given, together with the estimated cost of the proposed work.

Mr. W. F. Biggar has been appointed Superintendent of this canal in the room of Mr. S. D. Woodruff

TABLE showing the size of the smallest locks on the canals of the St. Lawrence line of navigation, also the dimensions of the largest vessels that can pass through them.

Name of Canal.	Dimensions of Locks, in feet			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sill.	Length.	Breadth.	Draught of water when loaded.	Tonnage of Vessels.
St. Lawrence Canals .....	200	45	9	186	44 $\frac{3}{4}$	9	600
Welland Canal.....	150	26 $\frac{1}{2}$	10 $\frac{1}{2}$	142 $\frac{1}{2}$	26 $\frac{1}{4}$	10	400
Sault Ste. Marie Canal....	350	70 top. 61 bottom	12	.....	.....	.....	2,000

#### BURLINGTON BAY CANAL.

Length of Canal.....  $\frac{1}{2}$  mile.

No locks on this Canal

Average breadth between piers..... 138 feet.

Narrowest ..... 108 ,,

This Canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water, It gives access to the Port of Hamilton, and to the town of Dundas *via* the Desjardins Canal.

Repairs were executed last Summer upon the piers and the ferry scow, and the works were thereby put in such a state of efficiency, that no further repairs have been required during the present season.

#### TUG SERVICE.

This service has been subsidized by Government since the year 1849 (1852 excepted) with a view of maintaining a reliable line of tug steamers on the intervening navigable reaches which connect the several canals between Montreal and Kingston, on the River St. Lawrence.

The annual subsidy amounts to \$12,000, and the Contractor undertakes to tow vessels, at certain fixed rates; to provide not less than nine vessels for the service; and to make two trips daily between the Lachine and Beauharnois Canals, and one trip daily on the connecting reaches of the line.

The tug service for the present year was performed by Messrs. Calvin & Breck, under a contract for three or five years, at the option of the Minister of Public Works, dating from the 1st May, 1872; subject to the approval of Parliament.

THE following statement shows the number of towages, and the amounts received from ship-owners, by Messrs. Calvin & Breck, from 1st July, 1871, to the 30th June, 1872.

UPWARDS.	From 1st July to close of navigation, 1871.		From opening of navigation, 1872. to 30th June, 1872.		Total amount received.	
	Crafts.	Amounts.	Crafts.	Amounts.	Crafts.	Amounts.
		\$ cts.		\$ cts.		\$ cts.
Lachine, to foot of Beauharnois Canal .....	558	2,105 76	200	1,827 28	758	3,933 04
Head of Beauharnois Canal to foot of Cornwall Canal .....	532	8,763 27	186	3,432 15	718	12,195 42
Head of Cornwall Canal to Kingston .....	435	15,727 25	176	6,498 79	611	22,226 04
Total .....	1,525	26,596 28	562	11,758 22	2,087	38,354 50
DOWNWARDS.						
Kingston, to head of Cornwall Canal .....	301	7,064 23	137	3,191 63	438	10,255 89
Foot of Cornwall Canal to head of Beauharnois Canal .....	387	3,592 84	163	1,504 61	550	5,097 45
Foot of Beauharnois Canal to Lachine .....	456	2,363 22	180	961 58	636	3,324 80
Total .....	1,144	13,020 29	480	5,657 82	1,624	18,678 11

## MONTREAL, OTTAWA AND KINGSTON:

This route of navigation extends from the Harbor of Montreal to the Port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower Ottawa River and the Ottawa Canals, to reach the City of Ottawa, thence by the Rideau Canal to Kingston, on Lake Ontario,—a total navigation of 246½ miles.

After leaving the Lachine Canal, the works built to overcome the difficulties of navigation along this route are:—

- The St. Ann's Lock ;
- Carillon Canal ;
- Chute à Blondeau Canal ;
- Grenville Canal ;
- Rideau Canal ;

The united length of these five works is 134¾ miles ; their total lockage 533½ feet,—(356½ rise, 177 fall ;)—number of locks 159.

The following table exhibits the sections and intermediate distances, with the total distances from Montreal Harbor to the principal points on this route of navigation :—

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
The Lachine Canal.....	8½	.....
From Lachine Canal to Ste. Anne Lock.....	15	23½
Ste. Anne Locks and Piers.....	½	23¾
From Ste. Anne Lock to Carillon Canal.....	27	50¾
The Carillon Canal.....	2¾	52¾
From the Carillon Canal to Chute à Blondeau.....	4	56¾
Chute à Blondeau Canal.....	½	56½
From Chute à Blondeau Canal to Grenville Canal.....	1¾	58½
The Grenville Canal.....	5¾	64
From the Grenville Canal to the Rideau Canal.....	56	120
Rideau Canal, ending at Kingston.....	126¼	246¼

#### STE. ANNE'S LOCK.

Length of Canal.....	⅛ mile.
Number of locks.....	1
Dimensions of lock.....	190 feet x 45 feet.
Total rise of lockage.....	3 “
Depth of water on sills.....	{ 6 “ at low water. 7 “ at ordinary high water.

This work, aided by guide piers above and below, enables vessels to surmount the difficulty presented to navigation by the Ste. Anne's Rapids, which run between *Le Perrot* and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal Harbor.

Closed 7th November, 1871; opened 29th April, 1872.

The repairs consisted of the removal of obstructions in the channel; repairing the lock gates, wing dam and guide piers.

Parliament having granted an appropriation for the purpose, measures are in progress for the removal of shoals and other obstructions in the channel, on which vessels are sometimes thrown by the current, rendering navigation at certain points very difficult.

The mill adjoining the lock was destroyed by fire in the autumn of 1871, and as its walls formed the dam, a new one of a substantial character had to be constructed, to maintain the efficiency of the works.

## THE "CARILLON" CANAL.

Length of canal.....	2 $\frac{1}{8}$ miles	
Number of locks.....	3	(two rising—one falling.)
Dimensions of locks :—Lift Lock, No. 1.....	128 feet x 32 $\frac{1}{2}$ feet	
do No. 1.....	126 $\frac{1}{2}$ „	x 32 $\frac{1}{2}$ “
Guard Lock, No. 3.....	126 $\frac{1}{2}$ „	x 32 $\frac{1}{4}$ “
Total lockage.....	34 $\frac{3}{4}$ „	{ 21 $\frac{3}{4}$ upwards. 13 downwards.
Depth of water on sills.....	6 $\frac{1}{2}$ „	
Breadth of canal at bottom.....	30 „	
Breadth of canal at surface.....	50 „	

From Ste. Anne's Lock to the foot of the Carillon Canal, a navigable interval of twenty-seven miles through the Lake of Two Mountains and the Ottawa River, occurs. This canal enables vessels to avoid the Carillon Rapids.

Closed 27th November, 1871; opened 2nd May, 1872.

Extensive repairs were made during the year. Two of the locks were in part taken down and rebuilt during the winter; the gates repaired; and 100 feet of the bottom of the canal above the third or upper lock deepened about one foot, by blasting under water.

A survey is in progress for the purpose of ascertaining the practicability of enlarging the canal to the scale recommended by the Canal Commission, and of providing additional accommodation for the passage of timber and saw logs.

See Appendix 3, pages 10 and 11.

## CHUTE À BLONDEAU CANAL.

Length of canal.....	$\frac{1}{2}$ of a mile.
Number of locks.....	1
Dimensions of lock.....	130 $\frac{5}{8}$ feet x 32 $\frac{5}{8}$ feet at upper end, and 36 $\frac{1}{2}$ feet at lower end.
Total rise of lockage.....	3 $\frac{3}{4}$ feet.
Depth of water on sills.....	6 „
Breadth of canal at bottom.....	30 „
Breadth of canal at surface.....	30 „

Between the Carillon and Chute à Blondeau Canals there is a navigable stretch of four miles. This canal is cut through solid rock, and has only one lock, and is only used by vessels going up the river, as all down vessels run the rapids, and avoid the canal.

Closed 27th November, 1871; opened 2nd May, 1872.

This lock was kept in good working order throughout the season.

See Appendix 3, page 11.

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 THE GRENVILLE CANAL.

Length of canal.....	5 $\frac{3}{4}$ miles.
Number of locks.....	7.
Dimensions of locks—Lift Lock No. 5 } Combined... }	130 $\frac{2}{3}$ feet x 32 $\frac{1}{6}$ feet.
"    "    No. 6 } do ... }	128 $\frac{1}{3}$ " x 32 $\frac{1}{3}$ "
"    "    No. 7 } do ... }	128 $\frac{1}{3}$ " x 31 $\frac{5}{8}$ "
"    "    No. 8 } do ... }	128 " x 32 $\frac{1}{6}$ "
"    "    No. 9 .....	107 $\frac{2}{3}$ " x 19 "
"    "    No. 10.....	106 $\frac{5}{8}$ " x 19 $\frac{1}{4}$ "
Guard Lock, No. 11.....	200 " x 45 "
Total rise of lockage.....	45 $\frac{3}{4}$ "
Depth of water on sills.....	6 $\frac{1}{2}$ "
Depth of water on sill of Lock No. 11.....	9 feet.
Breadth of canal at bottom.....	20 to 30 feet.
Breadth of canal at surface of water.....	25 to 60 "

From the head of the Chute à Blondeau to the foot of the Grenville Canal, there is a navigable section of 1 $\frac{3}{8}$  miles.

This canal is situated about sixty miles below Ottawa City, and enables vessels to avoid the Long Sault Rapids.

Closed 27th November, 1871; opened 23rd May, 1872.

This canal was kept in good navigable order throughout the season.

Lock No. 11 was taken down and rebuilt on the enlarged scale proposed for the Ottawa route.

The work of enlarging the canal to the dimensions recommended by the Canal Commissioners, is still in progress.

A new swing bridge has also been built to meet the enlarged size of Lock 11.

See Appendix 3, pages 11 and 12.

An examination has been ordered, preparatory to the building of a lock, and making other improvements, so as to overcome the *Culbute* and *L'Islet* Rapids.

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 RIDEAU CANAL.

Length of canal.....	126 $\frac{1}{4}$ miles.			
Number of locks.....	<table> <tr> <td rowspan="2">} In going from Ottawa to Kingston.</td> <td rowspan="2">33 ascending, 14 descending.</td> </tr> <tr> <td></td> </tr> </table>	} In going from Ottawa to Kingston.	33 ascending, 14 descending.	
} In going from Ottawa to Kingston.	33 ascending, 14 descending.			
Total lockage.....	446 $\frac{1}{4}$ feet. <table> <tr> <td rowspan="2">{ 282<math>\frac{1}{4}</math> rise, and</td> <td rowspan="2">{ at high water.</td> </tr> <tr> <td>164 fall.</td> </tr> </table>	{ 282 $\frac{1}{4}$ rise, and	{ at high water.	164 fall.
{ 282 $\frac{1}{4}$ rise, and	{ at high water.			
		164 fall.		

Dimensions of locks.....	134	„	x 33 feet
Depth of water on sills.....	5	„	(navigable depth through canal, 4½ ft.
Breadth of canal at bottom	{	60	„ in earth.
		54	„ in rock.
do at surface of water	80	„	in earth.

The Ottawa River is navigable from the head of the Grenville to the foot of the Rideau Canal, at the City of Ottawa, a distance of 56 miles.

The Rideau Canal connects the Ottawa River with the lower end of Lake Ontario, at Kingston, by converting the Rideau and Cataraqi Rivers into a continuous navigable channel; the former discharging into the Ottawa, the latter into the St. Lawrence, and both being connected by an artificial channel at the summit level, near their respective sources.

The following table shows the general direction of the canal, and the distances of the intermediate stations between Ottawa City and Kingston.

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each station, in miles.
			No.	Lift at low Water.	No.	Length.	Height.	
		Miles.		Ft. In. Rise.		ft.	ft.	
1	Ottawa .....	0	8	82 0	3	{ 230 1,320 1,616	{ 18 33 14	4.00
2	Hartwell's.....	4½	2	22 0	.....	100	28	
3	Hogsback.....	5½	2	13 6	1	320	60	
4	Black Rapids.....	9½	1	10 0	1	300	12	0.13
5	Long Island .....	14¾	3	27 0	3	850	68	0.13
6	Burritt's.....	40½	1	10 6	1	240	14	1.50
7	Nicholson's.....	43¾	2	15 2	1	500	9	0.50
8	Clowes.....	44½	1	10 6	1	481	16	0.05
9	Merrickville.....	46¾	3	25 0	1	150	6	0.33
10	Maitland's .....	55	1	4 9	1	270	8	0.13
11	Edmonds.....	59½	1	10 10	1	343	8	0.06
12	Old Slys.....	60½	2	15 6	1	250	20	0.25
13	Smith's Falls.....	61½	4	33 9	2	600	24	0.13
14	First Rapids, or Poonamalie.....	64	1	7 9	1	260	5	1.25
15	Narrows.....	83¼	1	4 0	1	600	9	0.06
Total rise at low water.....				292 3				



RIDEAU CANAL—*Continued.*

Number of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each station, in miles.
			No.	Lift at low Water.	No.	Length.	Height.	
				Ft. In. Fall.				
16	Isthmus .....	87½	1	4 0				1.25
17	Chaffey's .....	92	1	12 6				0.13
18	Davis .....	94¼	1	9 0	1	300	15	0.06
19	Jones' Falls .....	97¼	4	60 0	1	300	60	0.25
20	Brewer's Upper Mills .....	108¼	2	19 0	1	200	20	1.75
21	do Lower Mills .....	110	1	14 2	1	200	12	4.25
22	Kingston Mills .....	120¼	4	46 8	1	6,042	14	0.25
23	Kingston .....	126¼						
	Total fall at low water .....			165 4				
	Total .....		47		24	15,472		16.46

Closed 28th November, 1871 ; opened 1st May, 1872.

Ordinary repairs were made to the works all along the canal.

The traffic for freight is annually increasing, but passenger traffic is declining, owing to the facilities afforded by the railways.

Navigation was unavoidably interrupted on two occasions during the season, at Station No. 22, Kingston Mills, owing to a leakage under the lower sill of one of the locks, which was repaired as speedily as circumstances permitted.

A new swing bridge has been built at Lower Brewer's, and the canal basin at Ottawa slightly improved.

Permission having been given to the Corporation of the City of Ottawa for the purpose, a fixed bridge has been built across the canal connecting Maria and Theodore Streets in that City.

TABLE showing the sizes of the smallest locks on the present canals at Montreal, Ottawa and Kingston line of navigation ; also the dimensions of the largest vessels which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville.....	106 <sup>5</sup> / <sub>8</sub>	19	5½	95	18½	5	100
Rideau.....	134	32	5	110	31½	4½	250

### RICHELIEU AND LAKE CHAMPLAIN.

This route of navigation extends from Sorel, at the confluence of the St. Lawrence and Richelieu rivers, 46 miles below Montreal, and 114 above Quebec, to the outlet of Lake Champlain, a distance of 81 miles within Canadian territory ; thence through the Champlain and Erie Canals, and the Hudson river to New York, a distance of 330 miles within United States territory.

The artificial works on the Canadian section of this route are, the St. Ours Lock and Dams and the Chambly Canal.

The following table shows the distance, total and intermediate, and the sections into which this route of navigation is divided, from Sorel to New York.

Sections of Navigation.	Intermediate Distances in Miles.	Total Distances.
Sorel to St. Ours Lock.....		14
St. Ours Lock to Chambly Canal.....	32	46
Chambly Canal.....	12	58
Chambly Canal to Province Line.....	23	81
Boundary Line to Champlain Canal.....	111	192
Champlain Canal to Junction with Erie Canal.....	64	256
Erie Canal from Junction to Albany.....	9	265
Albany to New York.....	146	411

### ST. OURS LOCK AND DAMS.

Length of canal..... ½ mile  
 Number of locks..... 1

Dimensions of lock. ....	200 feet × 45 feet	
Total rise of lockage . . . . .	5	„
Depth of water on sills . . . . .	7	„ at low water.
Length of Dam in Eastern Channel . . . . .	300	„
do do Western Channel . . . . .	600	„

At St. Ours, fourteen miles from Sorel, the Richelieu River is divided into two channels by a small island. The St. Ours lock, of cut stone, and an earthwork dam, are in the eastern channels; in the western channel a large dam has been built of cribwork, filled with stone.

These works, by damming up the river, give it a navigable depth of seven feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Closed 28th November, 1871; opened 20th April, 1872.

The works here are in good order, and but few repairs were required, consisting of repairs to the piers above and below the lock, and to the Superintendent's house.

CHAMBLY CANAL.

Length of canal . . . . .	12 miles.
Number of locks . . . . .	9
Dimensions of locks :—	
Guard Lock, No. 1, at St. John . . . . .	122 feet × 23½ feet.
Lift „ No. 2 . . . . .	124 „ × 23⅞ „
„ „ Nos. 3, 4, 5, 6 . . . . .	118 „ × 23 to 23⅞ feet.
„ „ Nos. 7, 8, 9, combined . . . . .	125 feet × 23¾ feet.
Total rise of lockage . . . . .	74 „
Depth of water on sills . . . . .	7 „
Breadth of canal at bottom . . . . .	36 „
„ „ surface . . . . .	60 „

Succeeding the thirty-two miles of free navigation between St. Ours Lock and Chambly Basin,—the latter a natural reservoir formed by the expansion of the River Richelieu,—the next section of this route is the Chambly Canal, built to avoid the rapids which run between St. John's and Chambly, a distance of twelve miles.

Closed 28th November, 1871; opened 1st May, 1872.

The trade over this route is rapidly increasing. During the busy season, the canal was taxed to its utmost capacity by the transport of large quantities of lumber for the American markets. This increased traffic necessitates larger and more frequent repairs. The narrow and shallow portions have been much improved by dredging, so that vessels of full draft pass without difficulty or detention.

A large portion of the walls of Locks 3, 4, and 6, was renewed.

The house at Lock No. 2 was rebuilt; and a new house at Lock No. 4 was completed.

TABLE showing the size of the smallest locks on the canals of the Richelieu and Lake Champlain line of navigation to New York, also the dimensions of the largest vessel which may pass through them.

Name of Canal.	Dimensions of Lock, in feet.			Dimensions of Vessels, in feet.			
	Length.	Breadth.	Depth of water on sills.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
U. S.—Erie Canal.....	110	18	7	102	17½	6	210
U. S.—Champlain Canal..	97	14	4	89	13½	3½	70
Chambly Canal.....	118	23½	7	114	23	6½	230

## ST. PETER'S CANAL.

Length of canal, about 2,400 feet.

Breadth „ at bottom 26 feet.

One tidal lock, 4 pairs of gates.

Dimensions 26 x 122 feet.

Depth of water on sills, 13 feet at lowest water.

Extreme rise and fall of tide in St. Peter's Bay, about 9 feet.

This work connects St. Peter's Bay, on the southern coast of Cape Breton, with the Bras D'Or Lakes. It crosses an isthmus half a mile long, and gives access to and from the Atlantic Ocean.

Closed 23rd December, 1861; opened 2nd May, 1872.

The repairs consisted of pointing masonry, removing a quantity of material from the slopes, and building crib-work at two points on the tow path exposed to the wash of water.

Owing to the severity of the cold in the Autumn of 1871, the canal was closed more than a month earlier than the previous year.

## BAIE VERTE CANAL.

### SURVEY.

A preliminary report of the Engineer appointed to make a survey of the projected *Baie Verte* Canal was printed and laid before Parliament last session. A copy of it will be found appended to this report. See Appendix No. 22, page 151. The survey is still in progress.



An Order in Council has been passed, appointing a Commission to enquire into and report on the alleged obstruction to navigable streams and rivers in the Provinces of Quebec and Ontario, by slabs, saw-dust, edgings, and other refuse of saw-mills.

The Commission is now engaged in making the investigation.

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## HARBORS, PIERS, LIGHT-HOUSES,

### HARBORS OF REFUGE (ONTARIO.)

#### CHANTRY ISLAND,

Situate near the mouth of the Saugeen river, on the east coast of Lake Huron about 133 miles above the foot of the Lake at Sarnia.

#### GODERICH,

At the mouth of the Maitland river on the east coast of Lake Huron ; and

#### RONDEAU

Harbor, on the north shore of Lake Erie, 140 miles above Port Colborne, at the entrance of the Welland Canal, are three places which have been selected for the establishment of Harbors of Refuge on the above named lakes.

The works projected at each of the above harbors have been described in former reports, and in that of last year it was stated that contracts had been entered into for their execution. The works are now under construction, and consist principally of piers, breakwaters, and the deepening, enlarging, and otherwise improving of the harbors.

#### KINCARDINE HARBOR.

This harbor is situated at the mouth of the River Penetangore, Lake Huron, twenty seven miles S.S.W. of the River Saugeen, and thirty-one miles north of Goderich. The harbor has been dredged and improved, and the works for the extension of the piers at the entrance of the harbor are well advanced towards completion.

#### PRESQU'ILE HARBOR.

This harbor is situate on the north shore of Lake Ontario, about 78 miles above Kingston.

A contract has been entered into for dredging a channel at the entrance of the harbor

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### HARBORS OF REFUGE (QUEBEC.)

Surveys have been made with the view of establishing Harbors of Refuge at Father Point and at Paspebiac.

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 AMHERST HARBOR (MAGDALEN ISLANDS.)

Work is now in progress for removing a rocky shoal which obstructs the entrance to the harbor at low tide.

## CAP DE CHATTE HARBOR.

Obstructions have been removed from the entrance to the harbor.

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 ST. LAWRENCE PIERS, (QUEBEC,)

A contract has been signed for the extension of the mooring pier at Coteau Landin foot of Lake St Francis, head of Coteau Rapids, and work thereon is now in progress.

Lamps have been placed on the piers at L'ISLET, EBOULEMENS, MALBAIE, POINTE AUX ORIGINAUX, RIVIÈRE DU LOUP, BERTHIER, and RIMOUSKI ; at the latter pier repairs have been made.

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 NEW BRUNSWICK AND NOVA SCOTIA HARBORS.

## RICHIBUCTO HARBOR, N.B.

The tug service, authorized by Parliamentary appropriation, was continued during the year.

Tenders have been called for the removal of the wreck which lies sunk at the entrance of the harbor.

Surveys and examinations have been made, and plans are now being prepared, with a view of improving the harbor.

Full details respecting this harbor, and the improvements required, will be found in the appendix to the report of this Department for 1868, page 104.

## QUACO, N.B.

Situate on the north side of the Bay of Fundy.

A contract has been entered into for the construction of a pier or breakwater at the entrance of the harbor, 300 feet long by 30 in width, with an *L* at the outer end 30 by 40 feet.

## STONEY CREEK GULLY, N.B.

A survey has been made, and measures are being adopted for the construction of a breakwater on the Peticodiac River, eight miles below Moncton, on the Albert county side, to prevent interruption to the navigation of the river by the action of the tides,

## LITTLE HOPE ISLAND, N.S.

A contract for the construction of a breakwater at this point, on the south-west coast of Nova Scotia, having been entered into with Messrs. Grant, Sutherland & Co., of Amherst, N.S., on the 24th January, 1871, whereby they agreed and bound themselves to have the same completed on the 20th July following, and having failed to do so, the contract with them was cancelled ; tenders were again called, and a contract for the work

was signed by Mr. Shubell B. Cochrane, of Moncton, New Brunswick, on the 1st March, 1872, with every prospect of the work being completed within the time specified in the contract.

#### DIGBY, N.S.

The repairs necessary to put the pier in good order were made during the fiscal year.

#### BROOKLYN-LIVERPOOL BAY, N. S.

A contract has been signed for the construction of a breakwater on the north-east side of Liverpool Bay, Queen's county, N.S., a short distance to the south eastward of the present pier. The length of the pier is to be 430 feet, by 40 feet in width at bottom, and carried to a height of six feet above extreme high water at spring tides.

#### McNAIR'S COVE, N.S.

This cove is situate near Cape George and in the route of vessels passing through the Gut of Canso, and offers advantages as a harbor of refuge. A contract has been entered into for the construction of a pier or breakwater at the northern point of the cove, 400 feet long, measured at the line of low water;—200 feet to be 20 feet wide, and 160 feet, 30 feet wide, with an *L* at the outer end 40 feet by 60 feet.

#### MAITLAND, N.S.

Situate on the Basin of Mines. at the mouth of the Shubenacadie River.

Plans are being prepared for the necessary improvements to the pier at this harbor.

#### MARGARETVILLE, N.S.

Situate eight miles west of Victoria Harbor.

Repairs were made to the pier here, but further works will be most likely necessary

#### ARISAIG POINT, N.S.

Situate between Cape George and Pictou Harbor.

The pier at this place was damaged by a storm in November, 1871, and the necessary repairs are now being made to it.

#### MABOU HARBOR, CAPE BRETON, N.S.

One mile from the outlet of the Mabou River, which is narrow, shoaly and crooked, the river widens and forms a harbor two miles long and half a mile wide, with a depth varying from 12 to 48 feet.

A contract has been entered into for the improvement of this harbor, by making a cutting through the spit at the mouth of the harbor, thereby making a new channel; and also by constructing a breakwater 582 feet long by 20 wide, for the protection of the new channel.

#### PORT HOOD, CAPE BRETON, N.S.

The pier at this place serves as a landing place for steamers plying between Cape Breton and the Maritime Provinces.

A portion of the pier was carried away by a storm in November, 1871. Work is now in progress for putting it in a proper state of repair.



## HARBOR SURVEYS IN NEW BRUNSWICK AND NOVA SCOTIA.

The following is a summary of the preliminary reports of the Engineers who were instructed to visit and report upon the undermentioned harbors in New Brunswick and Nova Scotia :

## BEAVER HARBOR, N.B.

This harbor is situated on the northern coast of the Bay of Fundy, 44 miles below St. John. The inhabitants of Pennfield and St. George, Charlotte County, have petitioned for the construction of a breakwater to shelter the harbor.

## SHIPPEGAN GULLY, N.B.

Situate on the eastern coast of New Brunswick, midway between Shediac and Campbellton.

The main obstacle to the passage of vessels through the gully between the Gulf of St. Lawrence and the Baie des Chaleurs, is the shallowness of the water across the bar at the southern entrance to the gully, and of the channel leading therefrom north westward to Shippegan Harbor. The Engineer reports that the improvements required to overcome this obstacle, would be the dredging of a new channel, and the construction of a breakwater, the cost of which the estimates vary from \$108,550 to \$310,718, according to the location and dimensions of the channel to be dredged, and the mode of constructing the breakwater.

## CAPE BRETON ISLAND.

*North-east Coast.*—The Engineer reports that from Cape North, at the north-eastern extremity of Cape Breton, to St. Ann's Bay, there is not a single harbor where vessels can seek refuge; that Aspee Bay and Ingonish are the only localities where the requisite shelter might be obtained for vessels drawing 17 feet of water, by dredging and the construction of breakwaters; that the North Pond of Aspee Bay and the South Pond of Ingonish South, are the best sites for making the necessary improvements; the former is nine miles below Cape North, and fifty-two miles above St. Ann's Harbor; the latter is 34 miles below Cape North, and 27 miles above St. Ann's Harbor. He further states that the latter would afford a better harbor at less cost than the former; that the former would require an expenditure of \$320,900, while the necessary improvements to the latter would only cost \$85,000.

*North-west Coast.*—The Engineer reports that from *Cap St. Laurent*, at the north-western extremity of Cape Breton, to Mabou, a distance of 80 miles, the coast is destitute of harbors with sufficient shelter. The most eligible site for improvements with respect to vessels engaged in the gulf fisheries between *Cape Breton* and *Prince Edward Island* is *Cheticamp*; between *Cheticamp Island* and the mainland a very extensive harbor can be formed for the accommodation of vessels drawing 15 feet of water or more.

## SMITH'S ISLAND, C.B.

This island forms the western side of Port Hood Harbor on the north-west coast of *Cape Breton*; the best anchorage and shelter are towards its upper end, opposite the village of Port Hood.

## WALLACE HARBOR, N.S.

This harbor is situate 45 miles above *Pictou*. The Engineer reports that it is a place of some importance from the number of vessels which enter it to reach the extensive and valuable quarries from which large quantities of building stone are exported to the United States and elsewhere.

## PARRSBOROUGH, N.S.

This place, the Engineer reports, is the only point accessible to steamers on the north side of the Basin of Mines, from Truro eastward to Chignecto westward, a distance of 85 miles. There is a wharf here which has been injured by an accumulation of sand driven against it by the sea, and which will require to be repaired.

## HANSFORT, N.S.

The Engineer states that this is the only place on the Basin of Mines accessible from Bay of Fundy, at low water, to vessels drawing one and a half fathoms, where a pier can be constructed.

## KING'S COUNTY, N.S.

The Engineer reports that he examined the following places or harbors in this county bounded eastward by the Basin of Mines and northward by the Bay of Fundy:—

OAK POINT, LITTLE CLAM COVE, SCOTT'S BAY, WELLS' COVE, ROSS'S CREEK, BENNET'S COVE, BLACK HOLE, BAXTER'S HARBOR, HALL'S HARBOR, CHIPMAN'S BROOK, CANADA CREEK, HARBORVILLE and MORDEN CROSS. That landing piers, accessible at high water, have already been constructed by the local Government, at OAK POINT, BAXTER'S HARBOR, HALL'S HARBOR, CHIPMAN'S BROOK, CANADA CREEK, HARBORVILLE and MORDEN CROSS. That the best site for a harbor accessible at all stages of the tide is HALL'S HARBOR. That OAK POINT is the outlet of a large agricultural district, and that the pier here requires to be strengthened.

## MARSHALL COVE, OR PORT WILLIAMS, N.S.

This cove is situate on the south-west coast of the Bay of Fundy, about fourteen miles below Margaretsville. The improvement required here is the extension of the present pier down to the low water line, a distance of about 300 feet, and for which Parliament last session made an appropriation.

## SISSIBOO RIVER, N.S.

The outlet of this river is at the village of Weymouth, on the western coast of Nova Scotia. The Engineer reports that from the best information he could obtain, the first twelve miles of the river from its outlet are unobstructed, and the next eighteen miles are obstructed by granite blocks from one to fifty tons, which cause rapids at intervals. That the largest quantity of timber is to be found about thirty miles from its outlet, consisting chiefly of pine and spruce; that three million feet of lumber, board measure, were made on this river in the year 1871, and that if its navigation were improved so as to admit of the descent of logs unobstructed down the above mentioned interval of eighteen miles, that this amount might be doubled or trebled.

## METEGHAN HARBOR, N.S.

This harbor is situate in St. Mary's Bay, about 38 miles below Digby. The engineer reports that lumber is shipped in large quantities from the harbor to the West India Islands and the United States, and that regular packets run, during the summer season, to Boston and St. John. That the wharf here should be extended and repaired.

## GREEN COVE, MAITLAND, N.S.

This cove is situate 11 miles above Yarmouth. There is a wharf in the harbor.

## YARMOUTH HARBOR, N.S.

The Engineer reports that the bar or beach separating the harbor from the Bay of Fundy, should be protected from the inroad of the sea, and the breaches already made in it filled up by crib-work.

## BIG POND HARBOR, CAP BRETON, N.S.

The Engineer reports that this place, better known as *Long Pond*, is situate on the south shore of East Bay on the Bras d'Or lake, from which it is separated by a bar composed of shingle and sand, with a substratum of clay, averaging fifty feet wide and four feet high. That in the event of this bar or portage dividing the East Bay and Spanish River being cut through, a harbor at this point would be of benefit to the shipping engaged in the coal and coasting trade.

## JOGGINS MINES, N.S.

This place is situate on the southern shore of *Chignecto* Channel in the Bay of Fundy, about 90 miles east of *St. John, N. B.*

A wharf already exists here, built by a private mining company, but the accommodation afforded by it, the engineer reports, is of a very limited character; and he recommends the construction of a breakwater in order to give greater protection to the vessels trading to the port, and which he reports can be economically effected by taking advantage of and strengthening the present wharf, and by extending its eastern end 250 feet, whereby an area would be secured nearly four times as great as that at present in use.

## DILIGENCE HARBOR, N.S.

This harbor is situate on the north shore of the Bay of Fundy, about 8 miles west of *Parrsboro*; Three ledges of rock on the west side of the harbor form dangerous obstructions to navigation. The Engineer recommends their removal by blasting, which he states can easily be effected, as they are of freestone, and exposed above the water for several hours at a time.

## TANCOOK ISLAND, N.S.

The Island of Tancook lies off the shore in Lunenburg County, N. S. The inhabitants, aided by the Local Legislature, have begun the construction of a breakwater for the protection of vessels engaged in the fishing trade, and as there is no harbor on the island, which lies almost directly in the track of vessels passing along the coast, Parliament last session granted a sum of \$2,000 in aid of the completion of this breakwater, provided the local authorities should grant a similar sum.

## SLIDES AND BOOMS

The Government slides and booms have been built to help the passage of timber and lumber over difficulties and obstacles which occur on the undermentioned rivers of Ontario and Quebec, between the lumbering districts and the places of consumption and export.

The principal lumbering districts of these provinces are situated on the Saguenay, St. Maurice, Ottawa and Trent, and on the tributaries of those rivers.

### SAGUENAY RIVER.

The works on this river consist of one slide 5,840 feet, and boom 1,344ft, with dams piers and bulkhead, for passing logs and timber from Lake St. John into the River Saguenay, which is here obstructed by rapids.

These works cover a distance of about six miles, and are built on *La Petite Décharge* the lesser one of the two effluents of Lake St. John. They were begun in 1856, and finished in the year 1860.

The works here required no repairs during the past season, but some repairs will have to be made next year.

### RIVER ST. MAURICE.

The slides and booms on this river and the Vermillion, one of its tributaries, occur in the order here given, and at the following distances from the town of Three Rivers.

STATIONS.	FROM THREE RIVERS.
<i>St. Maurice River</i> :—	
Booms at mouth .....	0 miles.
Grais Falls .....	16
Shawenigan .....	20 "
Grand' Mère .....	29. "
Little Piles .....	31½ "
La Tuque .....	100 "
Plamondon's Eddy .....	106 "
<i>Vermillion River</i> :—	
Mouth of river .....	116 "
Irequois Falls .....	121 "

The principal tributaries of the River St. Maurice are the Shawenigan, Mekinak, Matawan, Petit Bostonais, Grand Bostonais, Croche, Vermillion, Tranche, Grand Pierriche and Manouan.

New booms and piers have been constructed at the mouth of the St. Maurice, and are nearly completed. Owing to the nature of the soil, and the strength of the current, some of the piers were displaced before they were quite finished, and will have to be raised and straightened.

The proposed dam at the Grandes Piles has not yet been constructed.

A side pier has been built at the Tuque Falls, and has proved to be a useful improvement.

Repairs were made at the several stations, consisting of the raising of the piers, the demolition and removal of old ones; and the renewal of booms, boom-gates, &c.

## THE OTTAWA DISTRICT.

The Government works connected with the descent of timber in this district are on the following rivers:

On the Ottawa, main river.....	11 stations.
Gatineau.....	1 "
Madawaska.....	15 "
"    Coulonge.....	2 "
"    Black.....	1 "
"    Petewawa.....	31 "
"    Rivière du Moine.....	12 "

The following is a table of distances from the Ste. Anne Lock, at the outlet of the Ottawa River, to the stations on the main or "grand" river at which there are slides or other works, and to the mouths of the principal tributaries:—

PLACES.	DISTANCE FROM STE. ANNE.
Carillon.....	27 miles.
Grenville.....	40 "
Nation River.....	63 "
Rivière du Lievre.....	79 "
Rivière Gatineau.....	96 "
Chaudiere Falls.....	98 "
Little Chaudière.....	100 "
Remous.....	102 "
Lac Deschênes.....	105 "
River Quio.....	129 "
Chats Station.....	131 "
Head of Chats.....	134 "
Mississippi River.....	134 "
Madawaska River.....	136 "
Bonnechère River.....	148 "
Les Cheneaux.....	152 "
Portage du Fort.....	156 "
Mountain Station.....	161 "
Calumet.....	163 "
Rivière Coulonge.....	184 "
Black River.....	193 "
Snake River.....	204 "

Petewawa River.....	218	"
Des Joachims.....	236	"
Rivière Du Moine.....	244	"
Rocher Capitaine.....	253	"
Deux Rivières.....	266	"
Mattawan River.....	286	"
Rivière Antoine.....	293	"
“ Beauchêne.....	315	"
“ Porcepic.....	326	"
“ Grand Opemiconne.....	333	"
“ Keepawa.....	349	"
“ Montreal.....	355	"
Fort Temiscamingue.....	367	"
River Ottertail.....	384	"
Rivière Blanche.....	386	"
Rivière des Quinze.....	389	"

OTTAWA RIVER.

LIST OF SLIDE AND BOOM STATIONS ON THE OTTAWA RIVER.

The distances given are measured on the latest maps, following the channel through which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa at Ste. Anne.
1. Carillon.....	27 miles.
2. Chaudière { north side, Hull, south side, Ottawa. }	98 "
3. Chaudière (Little).....	100 "
4. Remous.....	102 "
5. Deschênes Rapids.....	104½ "
6. Chats Station.....	131 "
7. Head of Chats.....	134 "
8. Chenaux.....	152 "
9. Portage du Fort.....	156 "
10. Mountain.....	161 "
11. Calumet.....	163 "
12. Joachim Rapids.....	249 "

The works of these twelve stations consist of:—

2,000	lineal feet of canal,
3,835	" slides,
29,855	" booms,
8,656	" dams,
346	" bulkheads,
1,981	" bridges,
52	piers,
3	slide-keeper's houses, and
3	storehouses.

Repairs were made to the slides and works at the above stations. Dams were made for raising the water at the head of each of the following stations:—*Chats, Portage du Fort, Mountain and Calumet.*

Plans and specifications have been ordered with a view to the construction of a slide at *Roche Capitaine Rapids*, on this river.

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 RIVIÈRE DES PRAIRIES.

This river leaves the Ottawa near the Lake of Two Mountains, and discharges into the St. Lawrence below the Island of Montreal, being, in fact, a continuation of the Ottawa River.

A boom and five piers have been constructed above the *Sault au Recollet* bridge, so as to avoid the difficulty and risk encountered in passing timber through these rapids.

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 THE GATINEAU.

The River Gatineau flows from the north, and discharges into the Ottawa at a point about ninety six miles above its mouth, and two miles below Ottawa City. The length of the Gatineau is 400 miles, and it drains an area of about 9,000 square miles.

The Government works are all at one station, about a mile from its confluence with the Ottawa.

They consist of :—

3,071 lineal feet of canal,  
 4,138 " booms,  
 52 " bridge,  
 10 piers, and  
 1 slide-keeper's house.

A portion of a pier at the Gatineau boom was reconstructed, and a bridge over the anal repaired.

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 THE MADAWASKA.

The length of the River Madawaska is 240 miles : it drains an area of about 4,100 square miles, on the south shore, and discharges into the River Ottawa 136 miles above Ste. Anne.

Slide and boom stations on the Madawaska, numbered from the mouth of the river upwards, are as follows :—

1. Mouth of River.	9. High Falls,
2. Arnprior.	10. Ragged Chute.
3. Flat Rapids.	11. Boniface Rapids.
4. Balmer's Island.	12. Duck's Island.
5. Burnstown.	13. Bailey's Chute.
6. Long Rapids.	14. Chain Rapids.
7. Springtown.	15. Opeongo Creek.
8. Calabogie Lake.	

The works at these stations consist of :—

1,750 lineal feet of slides,  
 13,179 " booms,  
 4,080 " dams,  
 182 " bridges,  
 43 piers,  
 1 slide-keeper's house, and  
 1 work shop.

The slides, dams, booms and piers from Chain Rapids to the mouth of the river, were generally repaired and strengthened. A new boom and support piers were made at Grassy Bay on this river.

#### THE COULONGE.

The river drains an area of about 1,800 square miles, and its length is 160 miles; it discharges into the River Ottawa 184 miles above Ste. Anne's, on the north shore.

The following is a list of the Government works on this river :—

Boom at mouth.....	300 feet long, and 1 support pier.
Boom at Romain's Rafting-ground	400 " 3 " piers.
Booms at head of High Falls Slide	1,848 " 6 " "

The booms and piers here were kept in good repair.

#### BLACK RIVER.

This river empties into the Ottawa at a point 193 miles above Ste. Anne. Its length is 128 miles, and the area drained by it about 1,120 square miles on the north shore.

The works consist of :—

1,139 lineal feet of single-stick booms,	
873 " slide,	
346 " glance pier,	
135 " flat dam.	

The boom and pier and bottom of the slide were repaired, and other improvements made.

#### THE PETEWAWA,

The length of the Petawawa is about 138 miles, and the area of the territory drained by it covers some 2,200 square miles.

It flows from the south, and discharges into the Ottawa 218 miles above Ste. Anne. Seven miles from its mouth the Petewawa separates into two branches. On these seven miles there are five stations; on the north branch there are eighteen stations, and on the south branch eight stations.

List of the slides and booms on this river, in the order in which they occur, from the mouth upwards :—

1. Mouth of the River.	4. Third Chute.
2. First Chute.	5. Bois dur.
3. Second Chute.	

#### NORTH BRANCH.

1. Half-mile Rapid.	11. Devil's Chute.
2. Crooked Chute.	12. Elbow of Rapids.
3. Between High Falls and Lake Traverse (a slide and a series of dams and booms.)	13. Foot of Long Sault.
4. Thompson's Rapids.	14. Middle of Long Sault.
	15. Head of Long Sault.



- |                            |   |
|----------------------------|---|
| 5. Sawyer's Rapids.        | 16. Between Long Sault and Cedar Lake<br>(south shore.) |
| 6. Meno Rapids.            | 17. Between Long Sault and Cedar Lake<br>(north shore.) |
| 7. Below Trout Lake.       | 18. Cedar Lake.   |
| 8. Strong Eddy.            |   |
| 9. Cedar Islands.          |   |
| 10. Foot of Devil's Chute. |   |

---

SOUTH BRANCH.

- |                  |                   |
|------------------|-------------------|
| 1. First slide.  | 5. Fifth slide.   |
| 2. Second slide. | 6. Sixth slide.   |
| 3. Third slide.  | 7. Seventh slide. |
| 4. Fourth slide. | 8. Eighth slide.  |

The works at these 31 stations are as follows :—

ON THE MAIN RIVER.

2,963 lineal feet of slides,  
8,469       "       booms,  
2,077       "       dams, and  
7 piers.

ON THE NORTH BRANCH.

480 lineal feet of slides,  
2,671       "       booms,  
1,131       "       dams, and  
23 piers.

ON THE SOUTH BRANCH.

2,134 lineal feet of slides,  
388       "       dams.

The dams, piers and booms on the North Branch of this river were repaired and kept in good order. Very little lumbering is now done on the South Branch, and the works there have been of late years unremunerative, and as large repairs are necessary to keep the works in order, the Government by order in Council, has abandoned the care and control of them, and abolished the tolls thereon.

The formation of a Joint Stock Company has been authorized, for the maintenance of these works, with power to collect tolls thereon.

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RIVIERE DU MOINE.

The length of this river is 120 miles, and it drains an area of about 1,600 square miles on the north shore. It flows into the River Ottawa at a point about 256 miles above Ste. Anne.

The present works on this river consist of a pier and retaining boom at its mouth, a single-stick slide, and a series of flat dams from the mouth upward. They may be detailed as follows, viz :—

300 lineal feet of slide,  
800       "       booms,  
1,324       "       dams,  
6 piers.

The works at the mouth of this river, consisting of booms and support piers, were improved and made more serviceable. The dam at the head of the slide was raised. A single-stick slide was made at High Falls on this river. A tariff of tolls has been established for this new slide.

#### RIVER TRENT AND NEWCASTLE DISTRICT.

The River Trent discharges into the Bay of Quinte, Lake Ontario, at Trenton, sixty-seven miles above Kingston. Proceeding inland from Lake Ontario to Lake Scugog, a chain of rivers and lakes communicate with each other, in the following order: Bay of Quinte, River Trent, Rice Lake, Otonabee River, Clear Lake, Buckhorn Lake Pigeon Lake, Sturgeon Lake, River Scugog, and Lake Scugog.

The distance from the mouth of the Trent to Port Perry, at the head of Lake Scugog, is 190 miles.

The works on these waters are designed both to improve navigation and to help the descent of timber. The difference of level between Lake Ontario, at the mouth of the Trent, and the head of Lake Scugog, is  $570\frac{1}{4}$  feet; and of the whole distance between the two points only  $152\frac{1}{2}$  miles is navigable, while  $37\frac{1}{2}$  miles is not even practicable for boats.

#### STATIONS.

	Distance in miles from mouth of Trent.
On the River Trent, at Nine Mile Rapids (Widow Harris).....	9
"    Chisholm's Rapids.....	$15\frac{1}{2}$
"    Ranney's Falls.....	$33\frac{1}{2}$
"    Campbellford.....	$34\frac{3}{4}$
"    Fiddler's Island.....	36
"    Middle Falls.....	$37\frac{1}{2}$
"    Crow Bay.....	38
"    Heely's Falls.....	$42\frac{3}{4}$
"    Hastings. (Crook's Rappids).....	$54\frac{1}{2}$
On the River Otonabee—Whitlas Rapids.....	93
"    Little Lake.....	94
At the foot of Buckhorn Lake—Buckhorn Rapids.....	125
At the foot of Sturgeon Lake—Bobcaygeon Rapids.....	$140\frac{3}{4}$
On the River Scugog—Lindsay.....	$161\frac{1}{4}$

The works connected with the descent of timber at Chisholm's Rapids, Ranney's Middle and Heely's Falls, and at Hastings, are under the control of a Committee of persons interested in the lumber trade of the district.

A new lock-house was built at Hastings to replace the former one which was destroyed by fire.

Repairs were made to the works at Buckhorn, and to the dam at Bobcaygeon.

The lock and dam at Whitlas Rapids were restored. These works built originally in 1843, were in some measure rendered useless, traffic having been diverted therefrom by the subsequent construction of the Port Hope and Peterboro' Railway, and for some years the works were not kept in working order.

By an Order in Council, passed on the 9th December, 1856, permission was granted to the Municipality of Peterboro' and the Peterboro' and Otonabee River Company, to construct a bridge across the Otonabee river at Peterboro, upon the distinct condition and engagement by the Company, that should the navigation of that part of the river, by steamer or other craft requiring a draw-bridge, be resumed, that part of the bridge obstructing navigation should be at once removed. Navigation having been resumed, and the lock and dam having been repaired and put in working order, the fixed bridge has recently been removed.

## ROADS AND BRIDGES.

The roads under the control of the Dominion Government are :—

- THE MÉTAPÉDIAC—with the exception of 14 miles at each end.
- THE TEMISCOUATA.
- THE HUNTINGDON AND PORT LOUIS.
- THE LAKE SUPERIOR AND RED RIVER.

### HUNTINGDON AND PORT LOUIS ROAD.

This road extends from Port Louis, on Lake St. Francis, to Huntingdon, in the Province of Quebec. It is eight miles long, and being necessary for defensive purposes was assumed by the Dominion Government in 1869.

It was repaired in June last, and is at present in good order. The tolls arising therefrom were sold for one year from the 10th October, 1871, by authority of an Order in Council.

### UNION SUSPENSION BRIDGE, OTTAWA.

The walls of the northerly approach to the bridge were repaired and pointed; the wires repainted, and the approaches to the bridge macadamized.

### BRIDGE AT PORTAGE DU FORT.

A contract has been entered into for the construction of a bridge to cross the Ottawa river at this place, and work thereon has made such progress as to warrant the belief that it will be completed by the time specified in the contract—31st March, 1873.

## PUBLIC BUILDINGS.

### HOUSES OF PARLIAMENT, OTTAWA.

Several necessary repairs have been made to the roof, and interior. The ventilation of the House of Commons has been altered and improved. A chair for the Speaker, and a Reporters' Gallery are being constructed.

The work, under contract, for the completion of the main or central tower, is being proceeded with.

The library walls are so advanced as to be in part ready for the iron roof, which will be erected during the winter of 1872 and 1873.

The wall in front of the buildings, on Wellington street, is in course of construction.

### DEPARTMENTAL BUILDINGS, OTTAWA.

*Western Block.*—A portion of the roof has been provided with galvanized iron, forming a double or ventilated covering, so as to make the rooms of the attic floor available for offices, and thereby meet the requirements of the increased departmental business.

## RIDEAU HALL, NEW EDINBURGH.

Besides the ordinary repairs required, the heating apparatus was remodelled and improved, and an out-house destroyed by fire was rebuilt.

## ST. JOHN (N.B.)—CUSTOM HOUSE.

The building has been extensively repaired both inside and out.

## QUEBEC CUSTOM HOUSE.

Small but necessary repairs were made.

## MONTREAL CUSTOM HOUSE.

Slight repairs were made. The building known as the "Old Custom House" has been altered and repaired, to meet the requirements of the Inland Revenue Department, by which it is now occupied.

## OTTAWA CUSTOM HOUSE, POST OFFICE AND INLAND REVENUE OFFICE.

A site has been chosen for the erection of a building to serve the purpose of a Custom House, Post Office and Inland Revenue Office. The site chosen is between the west end of the Sappers Bridge and the new bridge in course of construction over the Rideau Canal, at the end of Wellington street.

## TORONTO CUSTOM HOUSE.

A lot of land has been purchased, and plans are in course of preparation for the erection of a new and more extensive edifice, on the site of the present building. A house has been temporarily rented for Custom House purposes until the new building shall have been completed.

## LONDON (ONTARIO) CUSTOM HOUSE.

A new building is in course of construction at the junction of Richmond and East-North streets.

## FORT GARRY (MANITOBA) CUSTOM HOUSE, INLAND REVENUE OFFICE, LAND OFFICE, AND RECEIVER GENERAL'S OFFICE.

The subject of providing building accommodation for the Custom House, Inland Revenue Office, Land Office, and Receiver General's Office, is under consideration.

## ST. JOHN (N.B.) POST OFFICE.

A site has been purchased in a central part of the town, and plans are being prepared for the erection of a new building.

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QUEBEC POST OFFICE

The new building is being completed.

MONTREAL POST OFFICE.

Plans are being prepared for the erection of a new building, at the corner of St. James and St. Francois Xavier streets, adjoining the Montreal Bank, the site having been purchased from the *Banque du Peuple*.

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TORONTO POST OFFICE.

The new building is ready for the roof, and work thereon rapidly progressing.

---

LONDON (ONTARIO) POST OFFICE.

Slight repairs have been made, and others are now in progress

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IMMIGRANT STATION, POINT LEVIS, QUEBEC.

Additional accommodation has been provided for the convenience of immigrants here.

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IMMIGRANT STATION, SHERBROOKE, QUEBEC.

A commodious shed for the accommodation of immigrants has been erected in the immediate vicinity of the Grand Trunk Railway Station.

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IMMIGRANT STATION, MONTREAL.

A substantial brick building has been erected, and is now in use,

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IMMIGRANT STATION, KINGSTON, ONTARIO.

A frame building, cased with brick, has been erected, and is now occupied.

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IMMIGRANT STATION, TORONTO.

Alterations and repairs were made to the depot, so as to render it serviceable in cold weather.

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QUARANTINE STATION, HALIFAX, N.S.

Several new buildings have been erected, in addition to those already existing, at Lawlor's Island, about four miles from the city of Halifax, and increased accommodation has thereby been afforded.

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QUARANTINE STATION, ST. JOHN, N.B.

Repairs have been made to the depot at Partridge Island, and a new wharf or slip has been erected.

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 QUARANTINE STATION, GROSSE ISLE, QUEBEC.

The pier has been extended, and several repairs made to the buildings.

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 MISCELLANEOUS.

## DOMINION BUILDING, HALIFAX, N.S.

The building known as the "Dominion Building," and used for the purposes of a Post Office, Custom House, Examining Warehouse, Inland Revenue Office, and Assistant Receiver General's Department, has undergone extensive alterations and repairs, to meet the requirements of the various departments which occupy it.

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 SAVINGS BANK, ST. JOHN, N. B.

Repairs and alterations are now being made to meet the requirements of the Receiver General's Department.

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 GEOLOGICAL SURVEY OFFICE, MONTREAL.

Increased accommodation has been provided for the Geological Museum, rendered necessary by the increased number of geological and mineral specimens collected.

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 LANDS AND LEASES.

In the appendix, No. 21, pages 147-150, will be found tabulated statements of all property acquired or disposed of, and leases granted of lands, revenues or hydraulic power by the Department, during the fiscal year ending 30th June, 1873.

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 RAILWAYS.

## NOVA SCOTIA.

The line of railway in the Province of Nova Scotia, worked by the Government of Canada, extends from Halifax to Truro and from Truro to Pictou, a distance of 112 miles, At the Windsor Branch Junction, thirteen and a half miles from Halifax, a branch line, thirty-two miles long, connects with the eastern terminus of the Windsor and Annapolis Railway, at the town of Windsor.

The aggregate length of the Government Railways in Nova Scotia is 144 miles.

The total cost of these roads and their equipment, up to the end of June, 1872, was \$6,976,268.03. The portion of this sum expended during the fiscal year, is as follows:—

Engineering.....	\$ 146 25
Roadway and works.....	1,539 80
Permanent way.....	6,749 86
Rolling stock.....	11,938 31
Station and water service.....	22,32 35
Wharf and ferry services.....	938 39
Damages from a storm.....	9,957 19

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Total..... \$33,502 65

With a view to the adjustment of various matters of agreement between the Windsor, and Annapolis Railway Company and the Government of Nova Scotia, prior to Confederation, the Windsor branch was leased, by authority of an Order in Council, to the above named Company, for a period of 21 years from 1st January, 1872. By the terms of the lease, the Company is to pay the Government one-third the gross earnings of the road.

The traffic receipts for the year amount to.....	\$328,841 40
Which includes only one-third the earnings of the Windsor Branch. For comparison I have added the balance.....	25,496 34
	<hr/>
Making a total of.....	354,337 74
Against last year.....	314,257 15
	<hr/>
Increase.....	\$40,080 59

The aggregate expenditure for the same period (divided into \$316,709.33 for working expenses, and \$22,614.80 for extraordinary repairs) amounts to \$339,324.13.

The passenger traffic shows a decrease of 8.36 per cent, compared with the previous year; while the freight traffic shows an increase of 13.17 per cent.

The addition to rolling stock and permanent way, during the year, were 28 new cars, and the substitution of 60,188 new sleepers for old ones, and the laying of over five miles of new iron, with improved joints, and the putting down of two new sidings at Richmond to accommodate the increased trade in coal.

For Superintendent's Report, see Appendix No. 17, page 76.

### NEW BRUNSWICK.

The Government Railways in the Province of New Brunswick are the "European and North American," extending from St. John to Point du Chêne, 108 miles, and the "Intercolonial Railway," between Painsec and Amherst, a distance of 41 miles.

The average number of miles operated during the year was 149, against 144½ for the previous year.

The gross revenue for the past year was \$294,059.16. The aggregate expenditure was \$225,816.68, leaving a nett revenue balance of \$68,242.48.

The total working expenses increased 32.37 per cent; and the total revenue increased 16.94 per cent over the previous year.

The locomotives ran 286,003 miles, or 20.05 per cent further than during the previous year. The car mileage was an increase of 9.36 per cent during the past year.

For Superintendent's Report, see Appendix No. 18, page 103.

## CANADIAN PACIFIC RAILWAY EXPLORATORY SURVEY.

The surveying parties organized to ascertain, by instrumental and other examinations, the most eligible route for the construction of a railway through Canadian territory to the Pacific coast, began operations in June, 1871, and a progress report of their proceedings by the Engineer in Chief of the survey, was printed and laid before Parliament last Session. The survey is still in progress, and a second report, by the Engineer in Chief, will be printed and laid before Parliament.

### NORTH WESTERN COMMUNICATION

#### RED RIVER ROAD..

The total distance from Fort William to Fort Garry, as determined by the latest measurements, is 451 miles. See table of distances B, at page 6 of the Appendixes.

The following table of intermediate distances, shewing the several reaches of land and water travel between Fort William and Fort Garry, has been compiled from recent information, and will be found useful to emigrants and travellers :—

Sections.	Land Carriage.			Navigable Water.	
	Road. Miles.	Portage.		Miles.	Chains.
		Miles.	Chains.		
From Thunder Bay to Shebandowan Lake.....	45				
Shebandowan Lake, Kashabowie Portage and Lake.....			60	27	
Height of Land Portage (new portage).....			60		
Lac des Milles Lacs.....				18	40
Baril Portage.....			20		
Baril Lake.....				8	
Brûlé Portage.....			21		
Windegoos Lakes.....				12	
French Portage (new road).....		1	60		
Kaogassikok Lake.....				15	
Deux Rivières Portages from Kaogassikok to Sturgeon Lake.....			62	1	18
Sturgeon Lake and River (2 lifts in river).....				26	
Island Portage.....			5		
Lake Nequaquon.....				17	
Nequaquon Portage (new road).....		2	60		
Namenkan Lake from New Portage to Kettle Falls.....				15	
Kettle Falls Portage.....			15		
Rainy Lake, from Kettle Falls.....				44	
Fort Frances Portage.....			10		
Rainy River and Lake of the Woods.....				120	
Fort Garry Road:—					
North-west Angle to White Birch River..... 25 miles					
Birch River to White Mouth River..... 16 "					
White Mouth River to Oak Point Settlement.. 27 "					
Oak Point Settlement to Fort Garry..... 27 "					
	95				
	140	3	53	303	58



*Synopsis.*

	Miles.	Chs.
Thunder Bay Road .....	45	00
Navigable Sections and Portages .....	311	31
Fort Garry Road .....	95	00
	451	31

**EASTERLY SECTION, OR THUNDER BAY ROAD.**

This section of the road was gravelled in several places during the summer season, and although the soil is mostly of a stiff red clay, easily cut up by vehicles, the road was maintained in a very effective condition.

**CENTRE SECTION, OR LAKE REGION.**

Communication has been greatly facilitated on this section by the improvements which were made during the autumn and winter of 1871 and 1872. Dams have been built at several places, and at others, excavations have been made, so as to facilitate the passage of the steam launches, and reduce the number of portages along this section of the Red River route. A new portage is also being made to facilitate transport between Lakes Nequaquon and Namenkan, and do away with the circuitous route round the Loon portages.

In my Report for last year I stated that contracts had been signed for the construction of two powerful steamboats to ply on Rainy Lake, Rainy River and Lake of the Woods, an unbroken navigable stretch of 146 miles. The contractors were unable to fulfil their contract, and consequently last spring the contracts were cancelled, and the building of the steamers was resumed by day labor, under the supervision of the Inspector of the Department, and work thereon is now progressing, and the steamers will be completed in time for next year's operations.

**THE WESTERLY SECTION, OR FORT GARRY ROAD.**

This section, from the north-west angle of Lake of the Woods, to Fort Garry, 95 miles, sixty-five miles of which pass through forest, and thirty through open prairie, has also been improved, and travel thereon greatly facilitated.

**IMMIGRANT TRANSPORT SERVICE.**

The arrangements made for the transport of immigrants have been satisfactory. Steam launches have been placed on most of the navigable sections, and horses and wagons have been provided on the different sections of land travel, so as to prevent any delay or inconvenience to travellers.

Commodious houses, for the accommodation of immigrants, have been erected at convenient intervals along the route.

The number of people sent over the line from the 15th June, when it was opened, to the close of navigation, was 604, including volunteers.

In virtue of an agreement made, by authority of an Order in Council, with the North-Western Telegraph Company, telegraphic communication has been established with Fort Garry, by wires connecting it with the Company's line at Pembina, in the United States.

**THE MILITARY EXPEDITION.**

In the month of October 1871, a military force was sent over the Red River route into Manitoba, to repel the Fenian invasion, and the officers and men employed on the road under the control of the Department were very successful in their efforts to facili-

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tate the transport of the troops and their provisions to Fort Garry. Notwithstanding the shortness of notice which the circumstances permitted them to receive, and the inclement season of the year, the troops were pushed on to Fort Garry in a very short space of time, without mishap or misadventure of any kind.

For further particulars respecting soil, climate, minerals, forest lands, &c., see Superintendent's Report, Appendix No. 19, page 127.

The whole respectfully submitted,

HECTOR L. LANGEVIN,

*Minister of Public Works.*

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, June 30th, 1872.

**APPENDICES TO THE REPORT**

OF THE

**MINISTER OF PUBLIC WORKS,**

FOR THE FISCAL YEAR ENDING 30TH JUNE, 1872.

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## APPENDIX No. I.

## EXPENDITURE.

STATEMENT showing the amount expended by Department of Public Works  
Dominion of Canada, during the Fiscal Year ended 30th June, 1872.

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
<i>Canals.</i>			
	\$ cts.	\$ cts.	\$
Lachine .....	36,708 15	13,606 79	16,210 93
Beauharnois .....	27 50	15,733 38	11,849 13
Cornwall .....	10,000 21	8,931 12	10,594 39
Williamsburgh .....	1,077 00	4,220 11	5,542 94
Welland .....	59,702 76	50,276 90	37,085 37
Burlington Bay .....		1,014 27	
St. Anne's Lock .....	1,939 46	1,393 63	1,106 80
Carillon and Grenville .....	165,257 28	17,783 07	8,324 51
Rideau .....	4,967 50	14,005 32	22,139 48
St. Our's Lock .....		1,276 30	1,565 80
Chambly .....	1,906 40	22,990 60	9,628 50
St. Peter's .....		6,122 07	350 00
Canals generally .....			19 79
Tug Service, Upper St. Lawrence .....			12,188 97
<i>Slides and Booms.</i>			
Saguenay .....		818 28	691 05
St. Maurice .....	37,691 90	5,522 19	12,372 53
Ottawa .....	25,758 90	33,697 31	15,253 94
Newcastle .....		7,664 08	621 65
<i>Harbors and Piers.</i>			
McNair's Cove, Nova Scotia .....	23 75		
Port Hood, " .....	750 00		
Mabou, " .....	8,029 38		
Liverpool, " .....	55 26		
Margaretville, " .....		1,650 00	
Digby, " .....		1,650 00	
Richibucto, New Brunswick .....			2,000 00
Quaco, " .....	12 59		
St. John River, " .....	1,225 00		
Steam Dredge, " .....		2,500 00	4,750 26
Amherst, Quebec .....	2,427 68		
Piers below Quebec, " .....		181 00	66 66
Rimouski, " .....		487 00	
Malbaie, " .....	24 50		
Coteau Landing, " .....	39 44		
Cap de Chatte River, " .....	792 20		
Goderich, Ontario .....	67,664 21		
Chantry Island, " .....	27,336 32		
Kincardine, " .....	6,139 70		
Rondeau, " .....	62,483 88		
Lakes Huron and Erie, general account, Ontario .....	4,200 71		
Presqu' Isle, Ontario .....	68 43		
Oakville, " .....	90 74		
Salmon River, " .....	825 10		
Steam Dredger .....	13,778 62		
<i>Lighthouses.</i>			
False Ducks, Ontario .....	800 00		
Cape Jourmain, N. B. .....	56 06		
Little Hope Island, N. S. .....	41 91		

APPENDIX No. 1.—*Concluded.*

NAME OF WORK.	Construction.	Repairs.	Staff and Maintenance.
<i>Roads and Bridges.</i>			
	\$ cts.	\$ cts.	\$ cts.
Métapédia		3,200 00	
Temiscouata		2,211 83	
Gulf	1,047 34		
Port Louis and Huntingdon		25 00	
Portage du Fort	1,700 57		
<i>Surveys.</i>			
Pacific Railway	463,702 17		
Sault Ste. Marie Canal	949 35		
Generally	20,049 50		
<i>Opening Communication with North-West Territory.</i>			
Total Certificates issued	\$308,066 30		
Transport Service, stores transferred from Militia Dept.	18,709 99		
Transport Service	164,629 61		
Fort William Road	9,691 84		
Fort Garry Road	100,109 50		
Telegraphic communication	2,488 46		
Open accounts and funds in hands of Paymaster	37,146 89		
<i>Public Buildings.</i>			
Ottawa, Parliament and Departmental	69,945 52	38,489 84	
do do Heating			36,028 14
do Rideau Hall	772 83	6,237 50	
do Post Office		661 75	
do New Post Office	90 00		
Toronto, New Post Office	31,224 00		
do Immigrant Buildings		372 53	
do Temporary Custom House		940 25	
Hamilton, Custom House		362 25	
London, New Custom House	11,119 82		
do Post Office		441 68	
Kingston Immigrant Building	4,024 08		
Montreal, New Custom House		3,712 01	
do Old Custom House		5,033 36	
do Purchase of Land	6,310 53		
do Geological Survey Office		1,257 47	
do Immigrant Buildings	4,559 16		
do New Post Office	150,136 10		
Quebec, Temporary Post Office		256 50	
do New Post Office	32,715 70		
do New Custom House		368 52	
Point Levis, Immigrant Buildings	13,108 65		
Grosse Isle, Quarantine Station	7,773 03		
Halifax, Quarantine Station	3,075 12		
do Dominion Buildings		12,170 18	
St. John, N. B., Custom House		10,465 15	
do Savings Bank		30 00	
do Post Office	14,206 39		
do Quarantine Station	3,998 18		
Manitoba Public Buildings	308 00		
Public Buildings Generally		1,660 62	
Arbitrations			4,329 90
<i>Railways.</i>			
New Brunswick	58,275 28		255,752 08
Nova Scotia	33,502 65		339,324 14
Total Expenditure	\$2,908,498 53	299,419 86	807,805 87

DEPARTMENT OF PUBLIC WORKS.

J. BAINE,

*Accountant.*

APPENDIX No. 2.

ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.  
FROM STRAITS OF BELLE-ILE TO FOND DU LAC, AT HEAD OF LAKE SUPERIOR, BY WATER.

From.	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate	Total to Straits of Belle-Ile.
Straits of Belle-Ile.	Cape Whittle.	Gulf of St. Lawrence.	240	240
Cape Whittle	West Light Anticosti	do do	201	441
West Light, Anticosti	Father Point	River St. Lawrence.	202	643
Father Point	Rimouski	do do	6	649
Rimouski	Bic	do do	12	661
Bic	Isle Vert	do do	39	700
Isle Verte (opp. Saguenay)	Quebec	do do	126	826
Quebec.	Three Rivers	do do to Tide-water	74	900
Three Rivers	Montreal	do do	86	986
Montreal.	Lachine	Lachine Canal.	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine	Beauharnois	Lake St. Louis	15 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois	Ste. Cécile	Beauharnois Canal	11 $\frac{1}{2}$	1,021
Ste. Cécile	Cornwall	Lake St. Francis.	32 $\frac{3}{4}$	1,053 $\frac{3}{4}$
Cornwall	Dickinson's Landing	Cornwall Canal.	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070 $\frac{1}{2}$
Farran's Point	Upper end of Croyle's Island	Farran's Point Canal	3	1,071
Upper end of Croyle's Island	Williamsburgh or Morrisb'gh	River St. Lawrence.	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburgh	Rapide Plat	Rapide Plat Canal	4	1,085 $\frac{1}{2}$
Rapide Plat	Point Iroquois Village	River St. Lawrence.	4 $\frac{1}{2}$	1,090
Point Iroquois Village	Upper end Presqu'île	Point Iroquois Canal.	3	1,093
Presqu'île	Point Cardinal, Edwardsb'gh	Junction Canal	2 $\frac{3}{4}$	1,095 $\frac{3}{4}$
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097 $\frac{3}{4}$
Galops Rapids	Prescott	River St. Lawrence.	7 $\frac{3}{4}$	1,105
Prescott	Kingston	do do	59	1,164
Kingston	Port Dalhousie.	Lake Ontario	170	1,332
Port Dalhousie	Port Colborne	Welland Canal.	28	1,364
Port Colborne	Amherstburgh	Lake Erie	232	1,592
Amherstburgh	Windsor	Detroit River	18	1,617
Windsor	Foot of St. Mary's Island.	Lake Ste. Claire.	25	1,630
Foot of St. Mary's Island	Sarnia	Ste. Claire River.	33	1,670
Sarnia	Foot of St. Joseph's Island.	Lake Huron	270	1,944
Foot of St. Joseph's Island	Foot of Sault Ste. Marie.	St. Mary's River.	47	1,987
Sault Ste. Marie.	Head of Sault Ste. Marie.	Sault Ste. Marie Canal	1	1,988
Head of Sault Ste. Marie	Pointe aux Pins	St. Mary's River.	7	1,995
Pointe aux Pins	Fond du Lac	Lake Superior.	390	2,385

Of the 2,385 miles from the Straits of Belle-Ile to the Head of Lake Superior, 72 $\frac{3}{4}$  miles are artificial navigation, and 2,312 $\frac{1}{4}$  open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical, or, 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 feet.

TABLE OF DISTANCE.—B.

FROM FORT WILLIAM (LAKE SUPERIOR), TO FORT GARRY (RED RIVER), BY THE CANADIAN ROUTE.

	Statute Miles.	
	Inter mediate.	Total.
Fort William to Shebandowan Lake	45	45
Shebandowan Lake to North-West Angle	311	356
North-West Angle to Fort Garry	95	451

The Steamboat voyage from Collingwood to Fort William is 532 miles.



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 APPENDIX No. 3.
 

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LACHINE, BEAUHARNOIS, ST. OURS, CHAMBLY, ST. ANNE, CARILLON,  
CHUTE-A-BLONDEAU, AND GRENVILLE CANALS.

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CANAL OFFICE

MONTREAL, JULY, 1872.

F. BRAUN, Esq., Secretary,  
Public Works, Ottawa.

SIR,—In compliance with your instructions, I have prepared, and beg to submit the following Report on the works under my charge for the year ending the 30th day of June, 1872.

They may be divided into three parts, viz :—

1st. The Lachine and Beauharnois Canals on the St Lawrence route.

2nd. The St. Ours and Chambly Canals on the Richelieu and Lake Champlain routes.

3d. The St. Anne's, Carillon, Chute-a-Blondeau, and Grenville Canals on the Ottawa River route.

These works, with their connections, were efficiently maintained throughout the year, but the trade which has continued to increase, suffered more or less by low water in the St. Lawrence and Ottawa Rivers, rendering further and substantial improvements necessary for its accomodation and development.

## LACHINE CANAL.

The repairs were of a general character ; and from the 1st of July to the close of navigation, consisted in repairing the wharves, flour sheds, bridges, lock gates, rebuilding slope, walls &c. After the close of navigation, in December, the pier below lock No. 5 and the centre pier at Brewster's bridge were rebuilt, and timber prepared for repairing the lock gates and bridges.

From the 20th of April to the 1st of May, the water was shut out of the canal. During these eleven days, new friction rollers, and bed plates were placed on the upper gates, at Lock No 2 ; new rollers and binders placed on all the gates at Locks Nos. 3 and 4 ; new segments and rollers fitted at the lower gates of Lock No. 5, and new chains placed on Locks Nos. 3, 4 and 5.

The gates in regulating wier at Lock No. 4 and waste wier at basin, No. 2 were also repaired and partially renewed.

Landing piers were built, on the north side of the wood basin, and below Brewster's bridge, the first being 200 feet in length by 14 in width, the second 100 x 14, both of which were of great service in relieving the over crowded wharves. About 100 feet of the crib work on the north side of the canal, below Brewster's bridge was also rebuilt, and a sand bar removed from the canal, above Lock No. 3.

After the navigation opened, the fender posts at Locks Nos. 3, 4 and 5 were repaired, the swing bridges generally re-planked, and the wier bridges, wharves, and banks were repaired, mooring posts placed where required, and special attention given to keeping the canal in good navigable order.

During the months of September October and November, the St. Lawrence River was so low, that a full supply of water could not be furnished for the canal and mills, rendering it necessary to open the gates in the Guard Lock during the day, from the 18th of September, until the close of navigation in December, to admit the greatest possible flow of water.

The canal was uninterruptedly open to the trade 220 days, and was closed from the 6th day of December 1871, until the first day of May 1872.

#### NEW WORKS.

The progress made in the construction of the supply wier at Lachine was slow and unsatisfactory.

During the months of July and August the force employed by the contractor was not considered sufficient to complete the work before winter, which was the cause of serious complaints by the Lessees of water power, and other interested parties; on their representation, and the position of the works being such as to render prompt and immediate action necessary, to insure its completion before winter, and after ineffectually calling on the contractor to proceed, orders were issued on the 12th September, to have the works taken out of the contractors hands, and carried on under the direction of the Engineer.

This was done the following day and they were carried on to completion by days work, under the management of Mr. Conway, the Superintendent of the canal, and were virtually completed on the seventh day of November, when the masonry and gates were finished.

The coffer dams still remained, and were afterwards removed by the steam dredge, which was brought from the Chambly Canal, for that purpose.

This work was inspected by the Honorable the Minister of Public Works on the 21st day of November, and brought into use the beginning of December. It has since rendered good and satisfactory service, by furnishing all the water the prism of the canal is capable of passing.

The river at Lachine was so much lower in winter, than it had been for years, that a supply of water for driving the mills could not be furnished, the canal being too small, when partially filled with ice, to admit the quantity required, without a head of from 12 to 18 inches.

In February it dropped to below 9 feet on the sill of the Guard Lock, or about 2 feet below the height required to furnish a full supply.

#### SURVEYS.

Instructions dated 21st. June 1872, were duly received on the subject of enlarging this Canal to the dimensions recommended by the Canal Commissioners in their recent report, with authority to organize a party of Engineers, and examine this Canal with its approaches and connections with the Harbour of Montreal, with the view of ascertaining the best mode of carrying out the proposed improvements.

This party has been partially organized and arrangements are now being made to proceed as rapidly as possible with the work.

Instructions of the same date were also received, to prepare plans for the St. Gabriel and Point St. Charles Basins, with the view of adopting the most speedy means of bringing these two works into use &c.

Plans of these works are now being prepared, and will be forwarded in a few days.

## BEAUHARNOIS CANAL.

The low water in the St. Lawrence River had no effect on the efficient working of this canal, which was supplied with the full draft of 9 feet on the sills throughout the year, except at the lower entrance, where there was a difficulty which has since been removed, the supply for the mills at the lower dam at valley field was however effected, rendering it necessary to deepen the head races at each end of the dam.

The repairs were of a general character, and consisted in repairing the wharves and piers at the lower and upper entrances, repairing the dykes and dams, raising portions of the canal and wier banks, and protecting them with stone, clearing the ditches, and repairing the bridges over them. The bridges over the wiers at locks Nos. 6, 9, 10, 12, 13 and 14, were renewed and the swing bridges at locks Nos. 7, 8 and 14 repaired.

The locks were cleaned and the gates repaired, the lower gates broken at Lock No. 6 on the seventh day of November, and the entire set at Lock No. 12, which were carried away and broken on the 10th day of November, were hauled out and repaired with five others that were already in the yard, making eleven leaves. These gates are now being replaced in the works.

The repairing and ferry scows were also hauled out and repaired. The lock-keepers houses were repaired, and the retaining wall below the regulating wier at Lock No. 14, rebuilt in April.

The navigation was successfully maintained throughout the season, except for about 30 hours on the 7th and 8th days of November, when the lower gates at Lock No. 6 were broken, and about 44 hours on the 10th and 11th days of November, caused by the barge *Energy*, carrying away the gates at Lock No. 12.

The canal was open 216 days, and closed from the second day of December 1871, until the first day of May 1872.

## CHAMBLY CANAL.

The trade over this route is also steadily increasing. During the busy season the capacity of the canal was taxed to nearly its full extent, when large quantities of timber passed through it for the American Markets.

The narrow and shallow portions that were formerly so much complained of have been much improved during the past three years by dredging; vessels of full draft now pass without difficulty or detention.

The mechanical structures are generally light, and easily damaged by the heavy vessels now trading over this route, which increases the cost of repairs and maintenance.

Since the opening of navigation in May the American canal boats and barges trading through this canal have largely increased in numbers. They come in with cargoes of coal, sugar, molasses, &c., and take return freights of sawed lumber, which, no doubt, yields a profitable return.

The repairs, with the exception of rebuilding a large portion of the East walls of Locks No. 3, 4 and 6 and the construction of one pair of spare Lock Gates, were of ordinary character and consisted principally in maintaining the banks, and in straightening and protecting them with stone, more especially on the south side, where land slides were making encroachments on the road, also in repairing a break above Lock No. 3, rebuilding the house at Lock No. 2, renewing the Timber in Bridges Nos. 2 and 3, making one new gate for Lock No. 6, pointing the Lock walls, renewing the mooring posts, cleaning the ditches, &c., &c., special attention being at all times given to keeping the Canal in good navigable order.

The canal was open 212 days for the passage of vessels, and closed from the 28th day of November, 1871, until the 1st day of May, 1872.

After the close of navigation a large portion of the east walls of Locks Nos. 3, 4 and 6 were taken down, and rebuilt in April, principally with new face stone, that had been prepared during the Winter.

## NEW WORKS.

The new house at Lock No. 4, referred to in last year's report, was completed and ready for occupation in May.

A new pair of spare Lock gates was also built by the men employed on the permanent staff.

## ST. OURS LOCK AND DAM.

These works raise the water in the Richelieu River for a distance of over 30 miles, making it navigable for vessels drawing six feet of water in dry seasons, and seven feet in wet, or when the water stands at the medium height, they are in good order and have been efficiently maintained.

The lower gates work heavily and have to be frequently raised and fixed, the piers above and below the Lock were repaired and strengthened, the Superintendent's house repaired, and about fifty-eight toises of stone placed below the dam. Fish ladders were also completed at each end of the dam.

These works were open for the passage of vessels 222 days, and closed from the 28th day of November, 1871, to the 20th day of April, 1872.

## ST. ANNE'S LOCK AND DAM.

These works are situated in the St. Anne's Rapids, at the upper end of the Island of Montreal. They consist of a Lock and wing dam, with guide piers above and below the Lock which was built for a six foot navigation; but the channel immediately above the Lock, besides being crooked, was never excavated to quite the required depth at low water. The channel across the shoal, about one mile below, is also crooked and shallow during low water.

There is a bad shoal at the foot of the rapids, below the lock, on which vessels are thrown by the current, at certain seasons, which altogether renders navigation at this point exceedingly difficult.

As these works form the key or entrance to the Great Ottawa Valley it is important that they should be reconstructed with as little delay as possible, on the scale proposed for this route.

The repairs for this year were confined to keeping the works and channels in navigable order, and consisted in repairing the Lock gates, wing dam and guide piers, also in removing rock and boulders from the channels and shoals.

The navigation was open 213 days, and closed from the 7th day of November, 1871, until the 29th day of April, 1872.

## CARILLON CANAL.

The Canal forms the eastern division of what is usually termed the Carillon and Grenville Canals, and consists of three Locks and about two miles of canal, with a feeder from the North River.

Locks Nos. 1 and 2 at the lower entrance are combined and now in good order. The lower wing and recess walls of both Locks were taken down during the winter and rebuilt in March and April, principally with new face stone, the lower gates were removed, repaired and replaced; the lower mitre sills in lock No. 2 repaired, and the chamber walls pointed and grouted.

Lock No. 3 forms the upper entrance and is in good working order; the walls were pointed, the sluice gates repaired, and 100 feet of the bottom above the Lock deepened about one foot, by blasting under water in February, which has very much improved the channel at that point.

The canal and road were kept in good order, and the sand bar, that had formed at the mouth of the feeder removed.

Special attention was given to the maintenance of the feeder and dams across the North River, which furnished a fair supply of water during the navigable season, which consisted of 209 days. The canal was closed from the 27th day of November, 1871, until the 2nd day of May, 1872.

#### CHUTE-À-BLONDEAU CANAL.

These works form the centre portion of the Carillon and Grenville Canals, and consist of one Lock (No. 4), and a few hundred feet of canal through a deep rock cutting which was originally left from twelve to fifteen inches above the Lock sills.

During the low water of August, September and October, there was at times less than four feet in this cut, which was the cause of serious complaints, but as this canal is only used by vessels going up to the River, the delay was much less than it would otherwise have been; the largest portion of vessels being light, all down vessels pass through the rapids and avoid the canal.

This Lock was kept in good working order. One of the lower wing walls is a good deal shaken, and will have to be repaired.

The navigation was open 209 days, and closed from the 27th day of November, 1871, until the 2nd day of May, 1872.

#### SURVEY.

The Carillon and Chute-à-Blondeau sections of these canals are found to be quite inadequate, and as it is a matter of great importance to the trade to have the present works remain intact until the enlarged works necessary for this route can be brought into use, which would necessarily cause a change in location. It was proposed to overcome the difficulty by constructing a dam near Carillon, of sufficient height to drown out both falls, and transfer all the Lockage to the Carillon Rapids. Surveys are now being made with a view to ascertaining the practicability of that scheme.

#### GRENVILLE CANAL,

This canal is situated about sixty miles below Ottawa City, and forms the Western Division of the Carillon and Grenville Canals; it is about six miles in length, with seven Locks, which enable vessels to overcome the fall in the Long Sault Rapids.

The locks number from five to eleven inclusive, Nos. 5 & 6, are combined and located at the lower entrance; Nos. 7 & 8, are also combined and situated about one fourth of a mile above. These locks are all old, and more or less dilapidated, the stones are crumbling away and in some instances have fallen into the locks, they will, as a matter of necessity, soon have to be rebuilt.

The upper mitre sill in lock No. 8, which gave way at the close of navigation in November, was repaired in April, the lock walls and gates were also repaired.

Locks Nos. 9, 10 and 11 are known as the three small locks, they are now under contract for rebuilding, the repairs have therefore been confined to such works, as were necessary to keep them in navigable order. Lock No. 9 is in a very good condition, but No. 10, if not rebuilt, will not stand another year without substantial and extensive repairs.

Lock No. 11 was taken down, after the close of navigation, and rebuilt in March, April and beginning of May, on the enlarged scale proposed for the Ottawa River route viz:—200 feet between quoins, forty five feet in width on bottom, with nine feet water on the sills. The new gates of this lock are a little heavy to work, but that will soon be remedied, this lock has I believe, given general satisfaction to the trade.

The Canal has been kept in as good navigable order as possible. During the months of August, September and October, the Ottawa River was exceedingly low, when a full supply could not be obtained for the canal, which was the cause of serious delays, and loss of time, especially between lock 10 and the river at Grenville.

The contract for rebuilding locks Nos. 9, 10 and 11 also includes the work of enlarging the canal between locks 8 and 10, and enlarging and deepening it between lock No. 10 and the river at Grenville.

This portion of the canal was left in a very rough state in the Spring of 1871, which increased the cost of repairs. The narrow portions above lock No. 10 have been much improved in width, which has been of great service to the trade since the opening of navigation, which was delayed by the contractor's operations until the 23rd day of May, 1872.

This canal was open for the passage of vessels 189 days, and closed from the 27th day of November, 1871, until the 23rd day of May, 1872.

The steam dredge taken from the Cornwall Canal, arrived here on the 27th day of June, and at once commenced the work of cleaning out the Canal, between lock No. 11 and river. This dredge will be required here until the end of the season.

#### NEW WORKS.

The work of enlarging about five miles of the Grenville Canal and rebuilding locks Nos. 9, 10 and 11 referred to in my last annual report, is still in progress. Very little has been done on sections Nos. 2 and 3, the narrow portions of section No. 1 were generally excavated to the required width, but not deepened. On the 16th of August, an additional contract was entered into with Mr. Goodwin, for enlarging lock Nos. 9, 10 and 11 to the size of the locks in the St. Lawrence Canal viz:—200 feet between quoins, forty five feet wide, with nine feet water on the sills, instead of 135 by 40 by 6, and extending the time for completing locks Nos. 9 and 10 another year, or until the end of April, 1873.

The work of preparing the materials for lock No. 11 was then commenced with renewed vigor, and a large quantity of stone, cement, sand, &c., were on the ground at the close of navigation, when the work of rebuilding the coffer dams, and excavating the lock pit was commenced. The work of rebuilding the lock was commenced in March, and the masonry completed about the 20th day of May, but the coffer dam gave way before the bottom was fully cleaned, and concreted, leaving a portion of this work unfinished.

Timber for new gates, for lock No. 11, was delivered in November, and arrangements made for building them by day's work, under the direction of Mr. Duncan McDonell, who conducted the work in a satisfactory manner; they were completed and ready for insertion, before the lock walls, were ready to receive them.

The iron work for these gates was delivered under contract by Mr. Fleck of Ottawa.

The swing bridges for locks Nos. 9 and 11 were let to Mr. Thomas Redmond, of Montreal, early in the season, and the bridge for lock No. 11 delivered in June, ready to put together, but was not finished at the end of the year.

A full description of these new works will be found in the annexed report from Mr. Andrew Bell, the local Engineer. (not printed.)

#### STEAM DREDGE.

The steam dredge and scows, were employed until the month of November, in the Chambly Canal; on the completion of the supply weir at Lachine. They were brought over to remove the coffer dams, and open the entrance into the canal. After completing this work in May, large shoals were removed below locks No. 3 and 4. At the close of the year the dredge was in the dry dock for repairs,

## PIER EXTENSION AT COTEAU LANDING.

A contract for this work was signed by Mr. F. B. McNamee on the 9th day of February, 1872, who had a large quantity of timber delivered, and was prepared to commence building at the end of the year.

## ROADS.

The Port Lewis and Huntingdon road was repaired in June, and is now in good order.

I have the honor to be, Sir,

Your obedient servant,

JOHN G. SIPPELL,

*Superintendent Engineer.*

## LACHINE CANAL.

STATEMENT of "Fines" and "Damages" collected by order of Superintendent for the Fiscal Year ending the 30th day of June, 1872.

Date.	Names of Vessels.	Masters or Owners.	Fines.	Damages.
1871.			\$ cts.	\$ cts.
July 1....	B. Euclid.....		10 00	
6....	B. Raoul.....	M. & O. F. Co.....		2 00
Aug. 7....	1 Crib of timber.....		5 00	
" 17....	B. S. G. Brush.....			12 00
" 19....	1 Crib of timber.....		4 00	
" 19....	B. S. Bringham.....	M. F. Co.....		20 00
" 22....	1 Crib of timber.....		4 00	
" 25....	B. Minnie.....	Allan.....	2 00	
" 25....	B. Elm.....	do.....	2 00	
Sept. 8....	B. Rover.....	Miller and Jones.....	5 00	
Oct. 4....	B. Eugenie.....		5 00	
Nov. 4....	B. Eric.....			10 00
" 13....	Steamer Magnet.....	C. N. Co.....		4 00
1872.				
May 31....	B. Jet.....		10 00	
June 1....	Schooner Fenton.....	Keane.....		5 00
" 10....	do Caroline.....	Petit.....	5 00	
" 18....	B. Foam.....	J. B. Auger & Co.....	10 00	
" 20....	B. M. Caroline.....			5 00
			62 00	58 00

(Signed),

MICHAEL CONWAY,

*Superintendent.*

LACHINE CANAL OFFICE,  
MONTREAL, 1st July, 1872.

## LACHINE CANAL.

STATEMENT showing the Depth of River Water on the Miter Sills of Lock No. 1, at Lower Entrance, and Lock No. 5 at Upper Entrance, during the Fiscal Year ending 30th June, 1872. (From Lock Master's Return.)

Months.	Lock No. 1—Lower Sill,		Lock No. 5—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	19 6	18 6	11 6	10 9
August.....	18 6	17 1	10 11	10 1
September.....	17 9	16 5	10 5	9 9
October.....	16 11	16 2	9 11	9 1
November.....	16 10	16 1	9 10	8 10
December.....	31 5	16 2	10 3	8 11
1872.				
January.....	29 0	25 8	10 2	6 11
February.....	26 5	24 4	9 0	7 4
March.....	27 0	24 5	9 9	7 5
April.....	30 6	21 3	10 11	7 10
May.....	21 10	20 1	12 7	10 11
June.....	21 2	18 4	12 4	10 10

## BEAUHARNOIS CANAL.

STATEMENT of "Fines" and "Damages" collected by order of Superintendent, for the Fiscal Year ending 30th June, 1872.

Date.	Names of Vessels.	Masters or Owners.	Amount.	Remarks.
1871.			\$ cts.	
Oct. 11....	B. Protection.....	Hubert Lagaoé.....	10 00	Damage at Lock No. 8.
Nov. 21....	B. Energy.....	M. F. Co.....	1,500 00	do do No. 12.
" 18....	Schooner McGinnes. ....	William Allan.....	10 00	Fine at Lock No. 14.
			1,520 00	

(Signed),

S. A. MASSE,  
Superintendent.BEAUHARNOIS CANAL OFFICE,  
1st July, 1872.



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 BEAUHARNOIS CANAL.
 

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STATEMENT showing the depth of River Water on the Miter Sills of Lock No. 6 at Lower Entrance, and Lock No. 14 at Upper Entrance, during the Fiscal Year ending 30th June, 1872. (From Lock Master's Returns.

Months.	Lock No. 6—Lower Sill.		Lock No. 14—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July .....	12 10	11 5	12 9	12 1
August .....	11 3	10 10	12 11	11 8
September .....	10 2	9 5	12 3	11 8
October .....	9 5	9 3	11 10	11 1
November .....	9 5	9 3	11 11	11 0
December .....	14 6	9 5	11 11	11 3
1872.				
January .....	16 6	13 0	11 5	10 10
February .....	17 8	16 0	11 0	9 7
March .....	19 0	15 0	11 0	10 0
April .....	15 0	12 0	11 8	10 4
May .....	13 0	12 0	11 5	11 1
June .....	13 0	12 0	11 5	11 1

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 ST. OURS LOCK AND DAM.
 

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STATEMENT of "Fines" and "Damages" collected by order of the Superintendent for the Fiscal Year ending 30th June, 1872.

Date.	Names of Vessels.	Masters or Owners.	Amount.	Remarks.
1871.			\$ cts.	
Sept. 11.	B. J. R- Fuller .....	Capt. Z. W. Taylor.	00 75	Damage to Pier.
	Ignatius Tyler .....	Capt. C. J. Freeman.	25 00	Fine.
	Steamer Champion .....	Capt. Jones .....	00 75	Damage to Pier.
	B. Lemon .....	Capt. Leg. Lévêque..	00 75	do do
1872.				
May 14...	B. Victor .....	Capt. Brouillière....	2 50	do do
			29 75	

(Signed),

 LEVI LARUE,  
*Superintendent.*

 ST. OUR'S LOCK OFFICE,  
 1st July, 1872.

## ST OUR'S LOCK AND DAM.

STATEMENT showing the depth of River Water on the St. Our's Lock's (Sills), during the Fiscal Year ending 30th June, 1872. (From Superintendent's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July .....	8 10	8 1	10 4	9 1
August .....	8 9	8 0	9 7	8 3
September .....	8 10	8 2	9 3	7 9
October .....	8 6	7 4	9 0	7 11
November .....	9 4	7 4	8 11	7 9
December .....	12 6	7 5	8 5	7 9
1872.				
January .....	12 11	11 11	8 8	7 11
February .....	12 3	10 3	8 2	7 5
March .....	11 1	10 3	8 1	7 5
April .....	18 6	10 7	14 5	7 6
May .....	15 6	13 3	12 0	10 6
June .....	13 2	10 7	10 11	10 2

## CHAMBLY CANAL.

STATEMENT of "Fines" "Damages" and "Wharfages" collected by order of the Superintendent for the Fiscal Year ending 30th June, 1872.

Date.	Names of Vessels.	Masters or Owners.	Amount.	Remarks.
1871.			\$ cts.	
July 24....	Scow Beaulac .....	Capt. Beaula .....	5 00	Damage to Bridge. Fine.
Oct. 29....	B. Venture .....	Capt. Niquette.....	2 00	
	Wharfages .....		15 45	
			22 45	

(Signed),

C. PREFONTAINE,  
Superintendent.CHAMBLY CANAL OFFICE,  
1st July, 1872.

## CHAMBLY CANAL.

STATEMENT showing the depth of River Water on the Miter Sill of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance during the Fiscal Year ending 30th June, 1872. (From Lock Master's Returns).

Months.	Lock No. 9—Lower Sill.		Lock No. 1—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	9 8	9 0	8 5	7 11
August.....	10 0	9 0	8 7	7 10
September.....	10 6	9 1	9 1	8 1
October.....	9 9	8 1	8 11	7 5
November.....	10 5	7 9	9 0	7 4
December.....	13 3	9 4	8 2	8 0
1872.				
January.....	11 8	9 9	8 3	7 11
February.....	11 7	10 4	7 11	7 9
March.....	12 0	10 10	7 9	7 7
April.....	19 6	11 0	11 0	7 7
May.....	14 9	12 8	11 7	9 10
June.....	13 5	12 1	10 4	9 4

## ST. ANNE'S LOCK.

STATEMENT shewing the depth of river water on the lower and upper sills o St. Anne's Lock, during the Fiscal Year, ending the 30th day, of June, 1872 (From Lockmaster's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest	Lowest	Highest	Lowest
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	9 1	8 3	9 0	7 8
August.....	8 3	7 10	7 8	6 3
September.....	7 9	7 2	6 3	5 5½
October.....	7 2	6 11	6 3	5 4½
November.....	6 11	6 7	6 10	6 3
December.....	7 10	6 11	6 3	6 0
1872.				
January.....	7 5	7 2	6 1	6 1
February.....	7 3	5 6	6 11	6 1
March.....	7 7	6 11	8 0	7 0
April.....	8 5	7 1	9 6	7 5
May.....	11 0	8 7	13 0	9 7
June.....	10	8 1	12 2	8 7

### CARILLION AND GRENVILLE CANALS.

STATEMENT of "Fines" and "Damages" and of Wharfages collected by order of Superintendent for the Fiscal Year ending 30th June, 1872.

Date.	Names of Vessels.	Master or Owner.	Amount.	Remarks.
1871. July 10....	B. Major..... B. Wanderer..... Wood.....	Pillion..... Malette..... Cords 1,876 @ 2 cts..	\$ cts. 2 00 2 00 37 52  41 52	Obstructing entrance. Violating rules. Wharfage.

(Signed),  
CARILLION & GRENVILLE CANALS OFFICE,  
1st July, 1872.

WM. B. FORBES,  
*Superintendent.*

### CARILLON CANAL.

STATEMENT showing the depth of river water on the mitre sills of Lock No. 1 at the lower entrance, and Lock No. 3, at upper entrance, during the Fiscal Year ending the 30th day of June, 1872. (From Lockmaster's Return.)

Months.	Lock No. 1, Lower Sill.		Lock No. 3, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	9 10	7 10	9 6	7 7
August...	7 10	6 5	7 5	5 7
September.....	6 7	5 5	5 6	4 7
October.....	6 6	5 5	5 8	4 7
November.....	7 1	6 6	6 0	5 8
December.....	6 6	6 0	6 0	5 6
1872.				
January.....	6 9	6 3	7 6	5 11
February.....	6 9	6 6	6 6	5 6
March.....	6 10	6 4	6 0	5 4
April.....	11 0	6 6	10 6	5 2
May.....	14 6	11 2	16 0	11 0
June.....	13 1	9 8	14 6	9 10

## CHUTE A BLONDEAU CANAL.

STATEMENT showing the depth of river water on the lower and upper mitre sills of Lock No. 4, at Chute à Blondeau, during the Fiscal Year ending 30th June, 1872. (From Lockmaster's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	10 7	8 8	10 5	8 6
August.....	8 7	6 10	8 5	6 8
September.....	6 9	5 8	6 7	5 8
October.....	6 11	5 9	6 9	5 7
November.....	7 5	7 0	7 3	6 10
December.....	8 10	6 2	8 8	6 0
1872.				
January.....	17 6	9 0	15 6	8 10
February.....	17 6	9 0	16 7	10 0
March.....	9 10	8 0	18 0	10 8
April.....	11 7	6 11	13 6	6 9
May.....	17 3	11 10	17 0	11 8
June.....	15 9	10 10	15 6	10 10

## GRENVILLE CANAL.

STATEMENT showing the depth of river water on the mitre sills of Lock No. 5, at lower entrance, and Lock No. 11, at upper entrance, during the fiscal year ending 30th June, 1872. (From Lockmaster's Returns.)

Months.	Lock No. 5, Lower Sill.		Lock No. 11, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1871.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	10 9	8 4	9 11	7 10
August.....	8 4	6 8	7 8	5 6
September.....	6 7	5 9½	5 6	4 0
October.....	7 2	5 9	5 9	4 0
November.....	7 4	7 0	6 4	5 7
December.....	9 10	7 3	5 7	5 0
1872.				
January.....	15 6	9 0	5 2	4 10
February.....	16 0	11 0	4 9	4 6
March.....	19 0	10 0	4 6	4 0
April.....	12 0	8 6	9 7	4 0
May.....	17 3	12 0	15 10	10 0
June.....	15 6	11 3	15 2	10 6

## APPENDIX No. 4.

## CORNWALL CANAL.

CORNWALL, 4th July, 1872.

F. BRAUN, Esq.,  
Secretary Public Works, Ottawa.

SIR,—I have the honor to submit the following annual report of the Cornwall Canal for the fiscal year, ending 30th June, 1872.

Nothing occurred during the above period to cause any interruption to navigation, until the 7th August, when it was closed for twenty-two hours, by the breaking of the lower gates of Lock No. 15 by *Propeller Bruno*, and four hours on 26th November by broken segment in the same lock.

The works which have been in progress during the year, may be classed under the head of ordinary repairs.

Raising embankment, protecting canal banks by raising the slope-walls, repairing lock-gates, supply weirs, bridges over sluices &c. &c. Rebuilding superstructure of the four bridge abutments at Cornwall; making six new knees; six new foot-bridges over lock-gates, and twelve new sheaves. Planking roadway through Moulinette culvert, cleaning side-drains and culverts.

The total cost of the above works, amounts to the sum of \$5,158.51.

*Steam Dredge.*

On the 1st July 1871, the dredge was given over to Mr. Sippell, for dredging portions of Salmon River.

Returned to Cornwall on 16th September, resumed work at Long Sault until 15th November, when it was laid-by for winter. Commenced repairs first of April, and dredging at Sault in May, where it continued working until the 10th of June, when dredge and scows left for Grenville.

The sum expended on dredging operations, amounts to \$2,327.00;

For re-building lower gates of Lock No. 15, broken by *Propeller Bruno*, the sum of \$2,500.00;

If dredge return to Cornwall Canal, the sum of say \$1,600.00 will be required.

Canal was closed on the 8th December 1871, and opened for navigation on 2nd. May 1872.

I have the honor to be, Sir,

Your obedient Servant

D. A. McDONELL

*Superintendent.*

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 APPENDIX NO. 5.
 

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 WILLIAMSBURGH CANALS.
 

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MORRISBURGH 27 July, 1872.

F. BRAUN Esq.  
Secretary Public Works, Ottawa.

SIR,—I have the honor to submit my annual report, on the Williamsburgh Canals for the fiscal year ending 30th of June, 1872.

The canals were kept in good working order from the 1st of July, 1871; to the sixth day of December, when they were closed for the winter months.

They were opened again, on the first day of May, 1872, and were kept in good order to the 30th of June.

The work in progress during the past year, may be classed under the head of ordinary repairs.

The pier north side of the upper entrance of Lock No. 24, Rappid-du-plat Canal, has been built up anew from low water mark to its proper height, a distance of 315 feet, and filled with small stone to the top, forming a covering, which will be more durable than plank, which was the former covering.

In protecting the canal banks, the force employed consists of one scow, and one horse for towing, together with a foreman, and from four to six laborers as the case may require. This work will be required from year to year, to counteract the wear and tear entailed by constant navigation. There have been 300 cords of stone used on repairs to the inside and portions of the outside banks of the canals, portions of the outer embankment have had to be raised with earth.

Repairs have been done to lock gates, bridges, boats and scows, bumping posts, sluices and ditches, wharves and piers.

The buoy services was attended to in the months of May and June from Dickenson's Landing to Prescott; the buoys are all in good order, including the land marks.

The aggregate amount of pay lists for the fiscal year, ending the 30th of June 1872, is as follows:

For ordinary repairs, including the buoy service.....	\$5,341.34.
For staff certified to.....	5,434.94.

All which is respectfully submitted.

I have the honor to be, Sir,  
Your obedient Servant

(Signed)

ISAAC ROSE,  
Superintendent Williamsburgh Canal.

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APPENDIX No. 6.

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WELLAND CANAL.

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WELLAND CANAL OFFICE.

ST. CATHARINES, 15th October, 1872.

F. BRAUN, Esq., Secretary,  
Department of Public Works, Ottawa.

SIR,—I have the honor to submit herewith, a report upon the condition and working of the Welland Canal, from the 20th of January, 1872 (the date of my appointment as Superintendent) to the 30th June 1872.

The canal was opened for navigation on Monday, the 22nd day of April, 1872, and but with one exception, has since been subjected to no serious interruption. On the 1st of May, the Schooner *John Marks*, bound upwards, while entering Lock No. 20, struck the head gates, breaking through them and letting in the water from the level above, which resulted in the carrying away of all four gates. This caused a detention of three days, navigation being again resumed on the 4th of May.

I found upon assuming the charge of this Canal, that the following works of construction were under contract :—Deepening of the Summit Level, John Brown, Contractor ; Rebuilding of the Superstructure of the East Pier at Port Dalhousie, Angus McDonald, Contractor ; building of a Waste Weir on the Haldimand side of the Grand River at Dunnville, David Irwin, Contractor ; building Lock Master's House at Port Colborne, Campbell & Burley, Contractors.

With reference to the deepening of the Summit Level, Mr. Brown has had two dredges continuously employed since the opening of navigation, and considerable progress has been made in the prosecution of the work.

The rebuilding of the superstruction of the East Pier at Port Dalhousie, was completed before the opening of navigation, and the work has been finally taken off the Contractor's hands.

Mr. Irwin, I regret to say, has not made the progress which I was anxious to have seen made towards the completion of the Waste Weir at Dunnville, still I have no doubt but that it will be finished before the close of the season. The work thus far is of a substantial and durable character.

The Lock Master's House at Port Colborne is in an advanced state, and will be ready for occupation next fall.

Under the head of repairs, I found that a considerable amount of work required to be done previous to, and immediately after the opening of navigation, in order to place the canal in a state of efficiency, and these repairs were, to a certain extent, retarded, from the fact that there was not a sufficient quantity of timber on hand to execute them, and the large demand for timber in this vicinity, rendered it difficult to obtain the necessary supply upon a short notice.



The water was drawn off between Lock No. 2, at St. Catharines, and Lock No. 25, at Thorold, from the 30th March until the 20th April, during which time all the intermediate locks underwent such repairs as it was possible to execute during that time.

Since the opening of navigation the following embraces the principal repairs which have been made :—

The renewal of the piled approaches and protection railing adjoining the swing bridge at Port Dalhousie.

The completion of the Floating Tow Path above Lock No. 1 by Mr. John Berryman, Contractor.

The placing of a wooden coping upon the masonry at Lock No. 2.

Completion of new swing bridge at Lock No. 7.

The hanging of 1 new gate at Lock No. 19.

do 4 do 20.

do 2 do 25.

The renewal of eight balance beams at Locks Nos. 8, 12, 19, and 20.

Supplying and fixing ten pairs of new anchors at Locks Nos. 13, 14, 15, 16, 18, 22, 23 and 25.

Rebuilding three flumes to mill races at Locks Nos. 4, 11 and 24.

Eight new gates are now being constructed in the gate yard.

In addition to the above named repairs, six of the swing bridges have been replanked, besides undergoing constant repairs rendered necessary from their decayed condition. Several of the small tow path bridges and floats have likewise been replanked, and otherwise renewed. The dam at Dunnville, together with the waste weirs, have been repaired as far as the high water would permit of, and a portion of the protection boom through the rock cutting at Port Colborne has been renewed. A considerable force of men, with two scows have been constantly employed in repairing the embankments and tow path with stone and gravel.

I have reason to believe that upon the completion of the contemplated repairs during the next six months, and the ensuing winter, the Canal will be placed in a thorough state of efficiency.

Attached hereto is a list of vessels, from the owners of which fines or damages have been collected. The whole amounting to \$1,963.88, I have handed to the Collector at this Port.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

W. F. BIGGAR,  
*Superintendent*

## WELLAND CANAL.

STATEMENT shewing the amount of monies collected from the owners of vessels for violation of Canal regulations, and for damages done to the works, from the opening of navigation to the 30th day of June, 1872.

Date.	Name of Vessel, &c.	Amount collected.	Remarks.
1872.		\$ cts.	
May 1.....	Schooner John Mark's.....	1,890 00	Damage done to Lock No. 20.
22.....	Barge L. B. Crocker.....	10 00	Violation of Canal regulations.
22.....	Propellor Scotia.....	7 00	Damage done to Lock 23.
25.....	do Young America.....	5 00	Violation of Canal regulations.
June 4.....	Schooner Wave Creat.....	20 00	Damage done to Lock No. 8.
15.....	do Jessie McDonald...	16 88	do do do 2.
21.....	Barge Plymouth Rock.....	10 00	Violation of Canal regulations.
24.....	Schooner Mary Grover.....	5 00	do do
		1,963 88	

(Signed),

W. F. BIGGAR,  
*Superintendent*

WELLAND CANAL OFFICE,  
St. CATHARINES, 15th October, 1872.

## APPENDIX NO. 7.

## WELLAND CANAL—Continued.

*Report of the Chief Engineer of Public Works on the enlargement of the Welland Canal, together with the Report of the Engineer intrusted with the survey thereof.*

OTTAWA, 29th April 1872.

## THE SECRETARY OF PUBLIC WORKS :

SIR,—On receiving your letter, No. 7961, (dated August 17th, 1870), relative to the contemplated enlargement of the Welland Canal, I at once took steps to have proper instrumental surveys made of the various lines and localities that presented anything like a favourable appearance, or had been suggested as suitable for that purpose; and of having such data collected, as would enable the whole matter to be fully and clearly laid before the Department.

These surveys and examinations extended over a large area of country, and in some cases had to be of a minute nature, consequently they occupied a considerable length of time. Plans, profiles, &c., of the several lines being, however, now prepared, I have the honor to submit for consideration the following report on the subject:—

The Agricultural resources of the vast region lying contiguous to the western lakes of this Continent, are doubtless without a parallel as regards extent; and the rapidity with which they have been developed, is wholly unprecedented.

In 1825 the completion of the Erie Canal, first opened up a practicable route for western immigrants; but it was not until about 15 years later that the interior regions were brought so far under cultivation as to permit of the export of surplus produce to any considerable extent. Since that time, however, the growth of trade has been such, that the receipts of grain alone, of all kinds, in 1871, at the five different receiving ports on the lakes, amount to over *one hundred and forty millions of bushels*.

This of itself is a formidable mass to transport; but it is greatly augmented by other agricultural products—immense quantities of lumber and timber from the forests on the shores of Lakes Huron and Michigan, and minerals from Lake Superior; all of which form a volume of trade that now presses upon every available avenue of communication.

The establishment of routes likely to cheapen the carriage of such immense masses of what, for the most part, are bulky articles, is therefore a question which has gradually forced itself into a prominent position in the public mind, and affords an almost inexhaustible theme, both for reports of scientific men, and the deliberation of those corporated bodies who represent the commercial wealth and business intelligence of the country.

The extent of territory lying between the regions of production, and eastern centres of distribution, either for consumption, or export, fortunately presents no serious obstacles to the construction of land routes; whilst the great lakes themselves, form a line of water communication, which although for part of the distance very circuitous, is of almost boundless capacity.

Between the head of Lake Michigan, and the eastern end of Lake Erie, the distance by water is about one thousand miles; by land it is only about five hundred miles; but even this advantage has not enabled the land routes to compete successfully with that by water for the carriage of those heavy articles which constitute the main items of export.

It is nevertheless true that flour, animal food, and such other kinds of freight, as either require to be conveyed speedily to market, or the value of which will bear higher transport rates, are now frequently carried by rail.

During the season when navigation is closed, the movements by the land routes lightens the pressure on the water lines in the open season. Still, the producing powers

of the west are increasing so fast as to threaten to outstrip all the existing means of getting the surplus to market.

The keen competition which exists for this vast carrying trade, has induced the State of New York to reduce the tolls on her canals, 50 per cent, with a view to regaining the large business which has deserted them.

This was done in the early part of 1870 ; but although the eastward movement of the Erie Canal has increased considerable since that time, it is quite probable that a large portion of this is due to the fact that the crop for exportation in 1871, was much larger than that for 1870.

Strenuous efforts are now being made to introduce steam power on this route, with a view of diminishing the time necessary to pass through it, and thus lessen the contrast in this respect, between it and the railways. A very large premium has lately been offered by the State authorities, for any design that can be judiciously brought into use for this purpose.

The great length and limited capacity of this canal, has enabled the railways to take from it a portion of heavy freights, the carriage of which it formerly monopolized, so that it is questionable whether even the entire abolition of tolls, and the successful application of steam power, would do more than partly restore the traffic which it has lost.

In this connection it may be observed that all the leading lines of communications in the United States, East of the Mississippi River, from the producing regions of the West to the Atlantic sea-board, cross the Alleghany range at some point, with the exception of the Erie Canal and the New York Central Railway, which are carried through a break in the chain, forming the valley of the Mohawk River.

This being the best possible route for a canal in that direction, gives it an advantage, for the Western trade, over all other water channels in the United States ; still it does not present a continuous downward lockage towards tide-water ; the long level at Rome being higher than those to the East and West of it—and although its draft of water is comparatively small, the supply is maintained with great difficulty during dry seasons.

There cannot be a doubt but that there will always continue to be a considerable competition, between railways and canals, for the carrying trade Eastwards from the foot of Lake Erie ; but from the Westward to that point, the water route, although twice the length of that by land, will in all probability keep the lead.

This may safely be inferred from the known characteristics of the navigation, and the large class of vessels employed on it, some of which draw about twelve feet of water and are capable of carrying from 40 to, 50, 000 bushels of wheat.

This, together with the rapidity with which vessels can be unloaded, and allowed to proceed on their return voyage, and the attractions of the commercial port of New York, must, to the extent of these advantages, have a tendency to throw the stream of trade towards Buffalo.

To the Westwards of this point the route to the heads of Lakes Michigan and Superior, is common to all ; so that the rivalry between the New York State Canals, and those on the St. Lawrence for the carrying trade to the seaboard, may very properly be said to commence at the foot of Lake Erie.

If vessels of the capacity above mentioned could proceed downwards without breaking bulk, until alongside the ocean-bound ship, a great object would be achieved, and a route established which might reasonably be expected to defy successful competition for the cheap and rapid transport of the heavy and bulky articles of agricultural produce.

For several years after the present Welland Canal was opened, (1845), all the vessels engaged in the grain trade of the upper lakes could pass through it, but ten years afterwards there were at least *twenty* propellers on Lake Erie that could not use the canal ; and at the present time there is fully *three times* that number engaged in the traffic to Buffalo, which cannot descend to Lake Ontario.

From the best information that could be obtained, there appears to be over one-half (some competent authorities say about three-fourths) of the tonnage employed in the

Western trade which cannot descend lower than the foot of Lake Erie ; consequently, while this state of matters exists, freight can be delivered cheaper there than at any other point.

The Eastward movement of all classes of freight from Buffalo, by the Erie Canal, was for the past two years as follows :—

	Tons.	No. of Boats.	Average Cargo of each Boat.
1870 .. ..	1,303,394 ½	6790 .. ..	192 tons.
1871 .. ..	1,742,157 .. ..	8795 .. ..	189 "

In the year 1862, when the greatest volume of freight was sent Eastward from Buffalo of any previous or subsequent year, 1,980,982 tons, the average of each boat was 177 tons cargo.

The downward movement of freight of all kinds from Port Colborne through the Welland Canal, was, for the past two years as follows :—

	Tons.
1870 .....	867,085.
1871 .....	962,565.

It is considered proper here to submit a few remarks relative to the nationality and tonnage of vessels which pass through this Canal, so as to correct some erroneous statements which lately appeared in reference to this matter.

Up to the early part of the season of 1871, it was the practice to issue a let pass each trip to the tugs engaged between Port Colborne and Allanburg.

These vessels being owned in Canada, swelled the number of Canadian steamers that passed through the canal. Thus in 1870 there were issued at Port Colborne, 3275 let passes, from which should be deducted 1012 given to tugs, and 150 to scows and rafts, or 1162 ; leaving 2113 as the number granted to vessels actually engaged in the trade. In 1871 this system was changed, and a season let-pass was issued to each tug ; the whole number of let-passes issued at Port Colborne that year being 2767 ; of these 105 were for tugs, and 89 for scows and rafts, or 194 to be deducted, leaving 2573 for vessels with cargo.

This shows an increase of 460 eastward bound vessels last year, and an addition to the tonnage as above stated.

The Canal Commissioners in their letter, dated 24th February, 1871, to the Honorable the Secretary of State, appear to have mistaken the tugs used on the Canal for freight vessels passing through it, as on page 36 the following statement is made :—

“ It is also equally noteworthy that the American steamers passing through the Welland, though less in number than the Canadian steamers, are of a larger class—in fact, of the largest capacity of the Canal. For instance, the number of American steamers going through in 1870, was only 878, whilst those belonging to Canada amounted to 1199. But the tonnage of the former was, in the aggregate, more than double that of the latter.”

An examination of the records kept at Port Colborne of the down trade for 1871, shows, on the contrary, that the average load carried by American steamers and steam barges through the Canal, was 392 tons, and that of the Canadian steamers was fully 424 tons ; whilst the proportion of the Canadian Steamers carrying from 400 to 510 tons cargo, far exceeded that of the American steamers.

As no great change took place in these respects in the season of 1870 or 1871, it is quite clear that the statement referred to, cannot be accepted as fairly representing the relative tonnage capacity of the Canadian and American vessels engaged in the trade.

It may also be observed, that in making comparisons between the traffic from the West on the Erie Canal with that one on the Welland, it is obvious that reference should

be had to Buffalo and Port Colborne only ; and as the trade on the New York State Canals embrace the whole internal movement of the country, it would be manifestly unfair to contrast it with the downward business done either on the Welland or St. Lawrence Canals.

The largest aggregate movement on the New York State Canal was in 1868, but as already stated, the largest eastward trade from Buffalo, was in 1862, whilst the traffic by way of the Welland Canal continues gradually to increase.

The requirements of trade and its active competition have rendered it imperative that the cost of transport between the producer and consumer, should be reduced to the least possible rates, and for the most part a very slight difference in this respect will soon determine the course which business will take.

It is well known that large vessels can carry freight profitably, at less rates than smaller ones, still, although large vessels can go to Buffalo to better advantage than others of less size can go to Oswego, yet, the latter, by being able to continue their course about 170 miles further without breaking bulk, enables the port of Oswego to compete with that of Buffalo on nearly equal terms, even after a reduction of 50 per cent. has taken place on the tolls of the State Canals.

This fact of itself indicates not only what may reasonably be expected from enlarging the lines of communication between Lakes Erie and Ontario, but to some extent what may be fairly anticipated from increasing the capacity of the canals between Prescott and Montreal.

The St. Lawrence being the natural outlet of the great lakes, and the only route by which a channel can be formed, with a continuous descent connecting them with the ocean, the removal of all impediments to its safe and fullest available navigation should be a matter of the greatest solicitude to those through whose territory it passes.

It has been frequently and doubtless truly stated, that the benefits resulting from commerce with foreign nations, or even between different parts of the same country, are not confined to the sale, purchase, or exchange of commodities ; a large and profitable part of it being the actual carrying trade itself, besides other and numerous advantages which follow in its wake.

No stronger proof of a full belief in these statements can be found than in the arguments of the originators of the Erie Canal, who constantly affirmed that the western trade should by no means be permitted to descend to Lake Ontario, if it were possible to avoid it. They concluded with rare foresight that once on that level it would be likely to find its way through the St. Lawrence to the seaboard, and therefore urged that no pains or expense should be spared to establish a line of navigation direct from Lake Erie to the Hudson River.

These views are still held by many prominent men, and New York has consequently been always antagonistic to any canal scheme for uniting Lakes Erie and Ontario, even by a route through the territory of the United States.

If this trade is considered of so much importance by a shrewd, far-seeing people, ever alive to their own interests, there is good reason to believe that it would be at least equally beneficial to the people of Canada to secure and retain the control of it.

To enable this to be done, there can scarcely be a doubt but that the outlay required for the further improvement of the St. Lawrence route would be amply justified, especially as it is capable of being enlarged to such dimensions as would in all probability place it beyond the reach of successful competition.

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On turning to the map of Canada, it will be seen that the eastern extremity of Lake Erie overlaps the west end of Lake Ontario, in such a manner as to leave only a comparatively narrow peninsula between them, the distance across which in a north and south direction is, at one point, barely 22 miles.

The Niagara River, forming the eastern side of this peninsula, as also the boundary line between the State of New York and Canada, falls about 324 feet from the upper to the lower lake in a distance of a little over 31 miles.

To the eastward of this river (American side) the space between the lakes increases rapidly, and the land is high, and continues for a long distance in a north-easterly direction without a break or ravine of any considerable extent occurring in it. No surveys made on that side have as yet led to any suitable route being found for a ship canal of the ordinary kind; and even if a practicable line were discovered, it is quite probable that the influence of eastern cities, as well as that of Buffalo, would prevent it being brought into use.

The Canada side on the contrary is almost in every respect advantageously situated, and presents all the facilities for the construction of a canal that could reasonably be expected, when the nature and extent of the undertaking is considered.

The present line of connection between the lakes is probably the shortest that, under the circumstances, could have been selected,—the whole length of the main line being 27½ miles, or about 25 per cent over that of the most direct line.

In its location the principal difficulty experienced was not so much the height to be overcome by lockage as the comparatively short distance in which it had to be done, nearly the whole ascent having unavoidably to be made within a few miles.

The brow of the so-called "Mountain" is, in this vicinity, only about six miles from the shore of Lake Ontario. This remarkable geological feature can be traced for many miles into the northern part of the State of New York, at the side of the Niagara River at Queenston, and in a western direction to Hamilton, where it sweeps to the north and continues until it forms the promontory known as Cabot's Head on Lake Huron.

Where this escarpment is traversed by the deep chasm through which the Niagara River flows, or wherever its face is exposed, a series of layers of limestone rock, shale, &c., are presented, the upper strata of which, for the most part, yield excellent stone for building purposes; and a lower stratum can be manufactured into a superior class of hydraulic cement—materials which will doubtless be of at least equal importance for the projected works, as they were found to be in the construction of those now in use.

Towards Lake Ontario the land has a gentle inclination, and the drainage of the surrounding country flows in that direction through numerous channels, the largest of which in this vicinity is the Twelve Mile Creek.

Advantage was taken of the valley of this stream to form a line for the present canal; and by a dam and lock at the outlet it has been converted into a deep water basin of considerable area, the level of which extends 3½ miles up to the town of St. Catharines.

The line continues through the valley of this Creek, and along the eastern branch of it up to the 10th lock, where the bottom of the Canal is very little below the natural surface of the ground, and the sides consist principally of embankments.

From this point up to the 21st lock, the canal for fully one-half the distance ascends in a line nearly parallel with the northern face of the high ground forming the upper plateau, and from the head of one lock to that of another the distance varies from 586 to 800 feet.

Through the village of Thorold the distance between the locks is greater, there being from 1163 to 1350 feet from the head of one to that of another up to the 25th, which is situated fully 9 miles above the northern outlet of the canal, and the water level above it is about 318 feet over the mean surface level of Lake Ontario.

This level is continued for a distance of 3½ miles to Allanburg, where the greatest height is reached by a lock of fifteen feet lift: the bottom width of the canal for this stretch varies from 26 to 40 feet.

The present water supply is furnished from the Grand River, raised nearly 9 feet by a dam thrown across it at 5 miles above its outlet, which at ordinary times gives a

general depth of 9 feet in the feeder, and admits of the level of the canal being maintained at about 8 feet over that of Lake Erie

This feeder is fully 21 miles in length from the town of Dunville to its junction with the main line (about six and a-half miles from Port Colborne), and at about five miles from its upper end a branch one mile and three-quarters long leads off to Port Maitland.

The summit level, supplied as above mentioned, extends from Allanburg to Port Colborne, a distance of nearly 14½ miles. At the latter place there is a lock down from it of 8 feet. At the town of Welland, about 7¼ miles from Port Colborne, where the canal is carried over the river by an aqueduct, there is another lock down of about 17 feet; and at Port Robinson there is a second descent to the Welland River of 17 feet.

These three outlets, together with that of the principal line itself, require a volume<sup>o</sup> of water which the Grand River, under present arrangements, can barely supply during dry seasons.

It may be said that the canal has three different entrances on Lake Erie: one being at Port Colborne, the upper terminus of the main line; another 17 miles to the westward at Port Maitland, the mouth of the Grand River, which is connected by way of the feeder with the main canal at a point about six and a-half miles from Port Colborne; the third, 18 miles to the eastwards, is by the Niagara River to Chippawa, thence along the Welland River to Port Robinson, a place nearly midway between the lakes.

One of the most troublesome questions connected with this undertaking, from the outset up to the present time, has been the instability of the banks of what is called the "Deep Cut," an excavation formed through the highest ridge of land on the line, and near the northern end of the summit level. It is about 1½ miles in length, and the present line assumed for the bottom is for a considerable distance fully 60 feet under the tops of the banks on either side; but the depth below the natural surface of the ground is not more than 45 feet, the upper 15 feet consisting of material excavated from the channel when it was first formed.

The extensive slides and movement of the banks that occurred on this part of the line, in 1828, first led the "Welland Canal Company" to abandon their original design of drawing the water supply from the Welland River, and to resort to the plan of using the Grand River as a feeder.

By the adoption of this course it was thought that the channel would be elevated above all interruptions from the slides that had occurred, and placed beyond the risk of similar casualties for the future.

For many years this appears to have been the case; but during the enlargement of the channel to its present dimensions, and the lowering of the bottom, so as to give the proper depth of water at the level of Lake Erie, there have been slides in the banks at several places and at various times, still none of them were of such an extent as to impede navigation on the higher level. The most recent of these were in January, 1867, and in May, 1870. At the latter time they were larger and more numerous than on any previous occasion. It is remarkable that some of them have occurred suddenly at places where no indications were before observed, and also that where a heavy slide has taken place, although the prism of the canal has been subsequently fully cleared out, it is seldom that a slide again occurs at that place:

A circumstance which leads to the impression that, when the yielding materials which form the lower part of the cut are displaced to a sufficient depth by the tenacious clay of the sides, there is a probability that the bottom may remain undisturbed and the subsidence of the banks cease.

If this view of the matter be correct, there should always be kept on hand sufficient dredging power and equipment to remove, as expeditiously as possible, any slides that may occur.



There is good reason to believe that the only mode that could be adopted with any prospect of success, to guard against such casualties, is to lighten the banks on both sides of the Cut.

This, if not an entire preventative, would at least reduce them to the minimum; besides it would be much less expensive to remove the materials from the top than to be under the necessity of dredging the bulk of them from the bottom.

From Allanburg to the "Rock Cut" below Stone Bridge, the canal is for the most part 50 feet bottom width at the level of the sills of Port Colborne lock; and for the lower one-third of that distance the depth is about one foot below the top of the sills; the bottom of the upper two-thirds is nearly down to the lock sills.

From Port Colborne northwards for fully one and a-half miles, the canal is from 56 to 58 feet in width, and the bottom from 15 to 18 inches higher than the lock sill. This Cut for the full depth is in rock of a hard class, with many seams and fissures in it, through which water enters freely; and there being no good drainage in the vicinity, the unwatering of this section is likely to be attended with unusual difficulty.

The expenditure on the present works, since 1842, amounts in the aggregate to \$5,066,702, a sum which would not now pay for over three-fifths of a like extent of work.

It has been considered proper to submit the foregoing brief sketch of the canal, and such matters connected with it, as may be of service in enabling a decision to be arrived at on several important questions about to be brought under notice.

In the letter of instructions handed me, dated 22nd July, 1871, the scale for the enlarged navigation is fixed for locks 270 feet long and 45 feet wide, with 12 feet water on the sills.

This is understood to be the dimensions recommended by the Canal Commission as the proper size for locks, &c., from Lake Superior to tide water. It should, however, be borne in mind that there are *three* Canadian paddle-wheel steamers (two built in 1871), now plying between Collingwood and the head of Lake Superior, that could not pass through the Sault St. Mary canal, if it were made of the dimensions above given.

It may also be stated that the canal on the American side at this place has a depth of 12 feet on the sills; but a survey was recently made with a view to the construction of another tier of locks, made so as to have 14 feet of water on the sills.

These facts may, however, not possess any great degree of importance when the St. Lawrence and Lake navigation are looked upon and considered as a whole; still, if the class of vessels engaged on the Lake Superior trade are necessary, it will be evident they could not pass through that part of the Canadian route.

The draft of water contemplated for the Welland Canal is, nevertheless, fully as much as the river between Prescott and Montreal will warrant; still, as it would enable vessels to pass of the size now considered most serviceable and profitable for both lake and river trade, no reasonable efforts should be spared to effect an object likely to prove so beneficial.

It is quite probable that at all important places on the lakes where there is not enough water at present to admit vessels of that draught, the harbours would very soon be sufficiently deepened for that purpose.

The United States' government has already taken a step in that direction by forming a deep water channel through the "Flats" of Lake St. Clair; and the Refuge harbours on Lakes Huron and Erie, now in course of construction by the Dominion, will admit vessels of fully the draught stated.

With a view, if possible, of avoiding repetition, the principal matters relating to the enlargement of that part of the canal below Port Robinson will, in what is to follow, be kept separate from those having reference to the part above that place.

In carrying out the contemplated improvements, it will be obvious that economy would be consulted by utilizing as much as possible of the existing works, consistent with the requirements of the enlarged scale of navigation.

This can be done generally along the upper parts of the canal; but from Thorold downwards it has long been understood that a new line, either in part or as a whole, must be formed.

The short distance between the locks known as the "Mountain Range," or indeed between those from the 10th to the 21st locks, renders it impossible to build detached structures on the same line of dimensions at all suited to the present or probable future wants of the trade.

It is true that if at intervals two or more locks were combined, there might be a fair space left between the head of one set and the foot of another; but such an arrangement on a line of navigation of this nature and importance would, it is believed, be so decidedly objectionable as to warrant a very considerable outlay being incurred to avoid it.

This opinion is based not only on the detention that would continually be caused to vessels by locks in combination, but the fact that, if an accident occurred at such places, it would in all probability be of a more serious nature than if the locks were some distance apart.

Representations having been made that a favorable line for improvement might be found to the westward of the present canal, and although a cursory examination did not bear out such statements, it was nevertheless considered best to have lines of level run along the valley of the Twelve Mile Creek from St. Catharines upwards, and along the different eastern tributaries of that stream. These lines of levels were continued until they intersected the canal at different points, and one was also carried fully a mile and a-half to the eastwards of the line between Allanburg and Port Robinson: the result of all of which shews that the ridge of high land traversed by the "Deep Cut" rises gradually to the westwards, and continues all but level on top in an easterly direction, leading to the conclusion that the canal has been located in as favorable ground as could have been selected in that vicinity.

These levels also shew that the ascent towards the south, from the canal level at St. Catharines by way of the western branch of the Twelve Mile Creek, is at some point on all the lines very abrupt, so that there appears to be nothing like a practicable line for reaching the summit on that side.

In 1854, a survey was made for the Town Council of Niagara of the ground lying to the eastward of the present canal, from Thorold downwards, striking off from the foot of the mountain towards the Niagara River. This was for what is known as the "Lateral Cut," the chief points in the location of which may be briefly stated as follows:

The survey line connected with the present canal above lock 25, at the village of Thorold, and ran into a ravine formed by the head waters of the Ten Mile Creek.—Descending this to Brown's Cement Quarry, it was continued by a series of easy curves to the Great Western Railway, and crossed it a little to the east of the culvert through which the Ten Mile Creek passes. Thence the line swept to the north-west, and was continued in a straight course to the town of Niagara; being altogether  $12\frac{1}{2}$  miles long, with a fall of 318 feet, which it was proposed to overcome by twenty-five locks, varying in lift from 9 to 14 feet.

The place selected for an outlet on the Niagara River was in a little bay near Old Fort George, adjoining which an ascent of 55 feet was to be made by four locks combined. At the Thorold end of the line there were to be *three* distinct flights of combined locks, two of which embraced the locks each, and one included two locks; at all other places the locks were to be detached and have good-sized reaches between them, except locks 11 and 12, which were also to be combined.

On the route there was, therefore, five different sets of locks "in combination," embracing in the aggregate fourteen locks, or more than half the number stated to be necessary to overcome the fall.

According to this arrangement, there would have been a deficiency of nine reaches or reservoirs at the proper height for regulating the supply, and of course an equal number of places where vessels could not pass each other between the locks.

This was admitted to have been an objectionable feature in the location, which, in a report on the subject, it was assumed would apply "equally" to any other possible route "from Thorold to the Lake;" a statement which, it is presumed, was meant to apply fully as much to the topography of the country as to the actual construction of the canal.

The line from the Thorold level down to at least the point where the Great Western Railway is crossed being common to any route east of the present canal, and having been examined in connection with a trial line leading to Port Dalhousie, it will be referred to under that head.

At Niagara, the outlet of the proposed canal being situated in a bend of the river, there is less current in its immediate vicinity than is generally met with at other places.

Deep water was found close to the shore, and at 100 and 150 feet out: the respective depths were 45 and 51 feet, with a sand bottom.

A careful examination of the west bank of the river, with numerous levels taken along and over the space to be occupied by the four combined locks proposed to be built there, leads to the conclusion that the latter cannot be avoided without incurring a very heavy expenditure in forming a long artificial descent, something like a natural ravine extending from the table land downwards to the water surface.

It was many years ago stated, in reference to the same place as an entrance for a canal, "that the current is too swift for a safe harbour above, and below it would be "exposed to the swell of the lake."

The river is fully half-a-mile wide, and has a current of from 3 to 4 miles an hour, and in the middle part there is a depth of from 70 to 90 feet; outside, in a continuous line with the centre of the stream, the depth is about 24 feet.

A sand shoal extends out in a northerly direction from Fort Niagara, on which, at  $\frac{3}{4}$  of a mile from the shore, 12 feet of water is marked on the chart; and at about  $1\frac{1}{8}$  miles to the north-east of the same fort a rocky shoal is shown, with 15 water over it. These shoals, lying not far from the track of vessels bound to or from the eastwards, might in stormy or thick weather be dangerous to those drawing 12 feet water.

The banks of the river are high and bluff, and, although forming in certain winds shelter to the harbour, would present a formidable obstacle to the formation of an entrance to a canal approaching the river at nearly right angles, and where the current is so swift a short distance from shore.

The above will give a general idea of the line proposed for the "Lateral Cut," in 1854, and its outlet at Niagara, — matters which will again be referred to in a subsequent part of this Report.

In order to obtain correct information as to whether a route could be found that would admit of the locks being judiciously placed at such distances apart as would enable the largest class of vessels suited to the navigation to pass each other freely between them, several trial lines were run, and the ground thoroughly examined to the eastwards of the present canal, from Thorold to Port Dalhousie.

The least distance from the head of one lock to that of another was assumed at 1000 feet; and the shortest line, requiring the least outlay for construction, was to be projected on a plan and a profile of it prepared.

When doing this, it had to be constantly borne in mind that the track of the Welland Railway had to be crossed twice, and that of the Great Western Railway once, without interfering with their present grades, especially as any change whatever in that respect would in either case inflict a serious and permanent injury on the road.

After a time it was ascertained that, by leaving the present canal at what is called "Marlatt's Pond," a short distance above the village of Thorold, the Welland Railway could be crossed at a fair angle, and at a place where the track is nearly level, and about nine feet over the surface of the pond.

From this point, the quantity of excavation on the proposed line would be about the same as if a divergence was made lower down and the canal enlarged up to that point; and the necessity would be obviated of crossing the railway at an unusually oblique angle on a grade from eighty to ninety feet to the mile. It would also admit of the supply for the new line being drawn from a large area of water, an advantage which under the peculiar circumstances should not be overlooked.

The proposed line, after crossing the Welland Railway at the place above referred to, sweeps to the north, and continues in that direction until it passes through the deep rocky ravine of the Ten Mile Creek before mentioned. From the rapid inclination of the surface on this part of the route, a much larger quantity of rock will have to be excavated in order to secure a suitable distance between the locks, than if they were placed close together or combined; still the advantages to the navigation of having detached locks, it is believed, would fully warrant all the additional outlay, or even more were it required to effect that object.

Through this ravine the railway track should be moved to the westward, so that the place which it now occupies can be used for the canal.

The line, as laid down, then follows obliquely along the sloping ground past the old church and cemetery of Thorold, crossing the Great Western Railway about 2 miles to the eastward of the present canal, and at a distance of nearly  $2\frac{1}{2}$  miles from the starting point.

The descent in this distance can be overcome by eight detached locks of 14 feet lift each, arranged so that there will be at least 1000 feet from the head of one to that of the next adjoining lock.

This distance might, however, be still further increased by throwing the line back towards the front of the mountain.

From this railway-crossing, the line is continued all but straight to near the western angle of St. Catharine's cemetery, a distance of two miles.

Thence it curves round to a north-westerly direction for  $2\frac{1}{2}$  miles to where it crosses the Welland Railway for the second time, and then follows towards the head of the north branch of an arm of the Twelve Mile Creek, known as May's Ravine, down which it is carried until joining the present canal at about half a-mile from the entrance lock at Port Dalhousie.

From the crossing of the Great Western Railway downwards to the outlet, the distance from the head of one lock to that of another varies from 1200 to 7000 feet.

The principal difficulty likely to be experienced at this end of the route would be that of again crossing the Welland Railway, the track of which for some distance is very little over the surface of the adjacent ground, thus rendering indispensable either a change of grade or change of line, otherwise a considerable depth of cutting for a long reach of the canal.

From the place where this line leaves the canal above Thorold to where it intersects it near Port Dalhousie, the whole distance is  $8\frac{1}{2}$  miles, or about  $\frac{3}{4}$  of a mile less than by following the course of the present canal between the same points.

The first lock upwards might be located on the prominent point immediately east of the present waste weir, where the road to St. Catharines ascends the bank. At this place there is reason to believe that a good foundation would be obtained at the proper depth; but, to secure this at any other place between that point and the present lock, it is to be feared would be attended with a vast deal of trouble and expense.

By the adoption of this site for the lock, the line would be more direct than any other that could be selected, and it would admit of all the present water-covered space between the inner end of the piers and waste weir being used as part of the harbour.

A route for the enlargement was also carefully examined along an easterly branch of the Twelve Mile Creek to where it enters the present canal at what is called "Collier's Bend," a short distance below the fifth lock. The head of this branch creek is near the place where the line just described passes the west corner of the St. Catharine's cemetery, and from that point to the canal the distance is 7,100 feet, the difference of level between the adjoining reach on the Port Dalhousie trial line and that below the fifth lock of the present canal being 7479 feet.

This ascent could be made by means of 6 locks, which would give a distance of fully 1100 feet from the head of one lock to that of another.

The gully, near its junction with the canal, is about 50 feet wide at bottom and 400 feet at top, and the banks are over 50 feet high.

It has a south-easterly course for 1,600 feet from the canal, and for about two-thirds of that distance the stream through it is on the same level as that of the canal surface.— From the point above mentioned it takes a course all but due east for 800 feet; thence continues in a south-easterly direction, gradually diminishing in both width and depth, until it runs out at the place above stated.

The excavation for the canal and side channel necessary to pass the supply for the proper maintenance of the different levels would require to have an average width of 160 feet throughout at bottom, and at the lower end the depth would be at least 52 feet.

It is stated that the nature of the material is unfavourable for the foundation of structures, or to form the sides of the canal prism.

The present canal is about 800 feet from where this line connects with it; sweeps round and takes a south westerly course to about 500 feet below the 4th lock; thence for about 600 feet its direction is nearly west. It then turns sharply to a course almost due south for 1,500 feet to the outlet of the Twelve Mile Creek.

The 3rd lock is situated on this stretch; and its line is such that a downward-bound vessel, when passing through it, points in an opposite course to one leading direct to the harbour of Port Dalhousie.

From the outlet of the Twelve Mile Creek for 2,100 feet, the canal again runs about due west; thence it follows a north-west course for 1,700 feet; then tends more to the west, and continues on that line for nearly half-a-mile, or to about 900 feet below the 2nd lock, from which point the line leads generally in a direction towards the outlet on Lake Ontario.

In this connection it may be said that, as Port Dalhousie lies a little to the west of north from the 4th lock, it will be evident from the bearings above given that the canal, where it passes through the town of St. Catharines, must be extremely tortuous in its course.

The banks of the ravine through which it is carried are nearly on the same level at the west end of St. Catharines as the table land at "Collier's Bend," but the descent of the two locks in the intervening distance makes them fully 70 feet high over water surface at the former place.

Between the 5th and 4th locks the reach is of a good width; thence downward the channel is at many places narrow, and the adjoining banks liable to slide.

The north wall of the 3rd lock; a few years after the opening of the present canal, was forced in so much by the bank on that side that part of it had to be taken down and rebuilt.

It is therefore to be feared that, were the banks further encroached upon by the cutting necessary for the enlargement, there would be a greater tendency to slide, and that the lowering of the bottom 2 feet would be likely to increase the difficulty; whilst to raise the water levels so as to give the required depth would cause great injury to a large amount of valuable private property.

The 4th and 3rd locks might, however, be widened towards the south; but this would not diminish the existing curvature, which at places is so sharp as to render it difficult for vessels of the dimensions now in use to enter a lock or pass freely; besides, it would destroy the dry-dock property at the 3rd lock.

To build structures of the dimensions proposed (nearly double the length and width of those now in use), either at the place occupied by the present locks or in the vicinity, or indeed at any other place that could be selected between the 5th lock and the outlet of the Twelve Mile Creek, there is good reason to believe would not accommodate the class of vessels contemplated by the enlargement, and even be to some extent a hindrance to the passage of those now in use.

It is, therefore, questionable whether a proper line of navigation of the scale now proposed can be successfully formed along the valley of such a deep, comparatively narrow and winding ravine, through which flows the drainage of a large extent of country, that at certain seasons form rapid streams, occasionally carrying with them considerable quantities of detritus, which are eventually deposited in the still waters of the canal.

Besides, in heavy freshets the large body of water thus suddenly brought down sometimes threatens to destroy the works, and is at times very difficult to control.

When the canal was first made, and subsequently enlarged, it was no doubt necessary to follow the ravine on the line adopted; but although judicious at that time, it does not follow that the same route is adapted to a line of navigation of the scale now under consideration.

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From the point where the trial line intersects the present canal above Thorold, along the route by way of "Collier's Bend," and the existing canal to Port Dalhousie, the distance is  $10\frac{3}{4}$  miles; and the estimated cost of construction is \$5,350,000.

By following the more direct route (previously described) between the same points, the distance is  $8\frac{3}{4}$  miles; and the probable cost of the work, etc., connected with the construction of the canal is estimated at \$5,180,000.

Both estimates are prepared on the same basis, and at prices believed to be the fair value of the works, with a proportionate allowance in both cases for contingencies, superintendence, &c.

It has been assumed that the quantity of excavation necessary to deepen and enlarge the old channel, would cost  $33\frac{1}{2}$  per cent. more than on other parts of the line; and that the enlargement of the 2nd, 3rd and 4th locks during the winter would be attended with fully as much additional expences, as the materials now in them would amount to for the purpose of rebuilding.

From the foregoing it will be seen that the direct line to Port Dalhousie is fully two miles shorter, and can be made at \$170,000 less cost, than by following the "Collier's Bend" line, and the old canal to Port Dalhousie.

The latter, it may be again observed, has the following objectionable and unavoidable features, namely, of being situated in a deep ravine, at some places extremely crooked and narrow, where the banks are liable to slide, and of having at times a large body of water [unconnected with the navigation] charged with soil from the adjoining country thrown into it, and thereby either impeding it or endangering the works.

There is also on the lower part of it considerably over a mile of floating tow-path, which is inconvenient to the trade, and expensive to maintain.

On the direct line, although the distance is shorter, its physical peculiarities are such that the locks could be spread over a much greater extent, and the canal made wholly unconnected with the drainage of the surrounding country. The banks would, for the most part, be of such dimensions as could judiciously be made from the material excavated from the prism of the canal.

At Port Dalhousie the line would be in such a position as to admit of a much larger area of harbour accommodation being formed and brought into use.

Moreover, the surplus water along it could be made more serviceable for manufacturing purposes, than if it passed through a narrow valley where the space was insufficient to apply the power at the proper level.

In fact the water that could be discharged from it by way of a ravine, so frequently mentioned, might be advantageously used for a series of mills or factories, if they were required.

It therefore, appears to me, after fully considering the subject in all its known bearings, that even were the old canal below "Collier's Bend" enlarged to the dimensions before stated, there would nevertheless be so many objections found to it as a navigable route for vessels of the class contemplated, that there is reason to believe the results would be so unsatisfactory, as would either lead to its abandonment, or to an immense expenditure to render it in a limited degree serviceable.

On the other hand, what has been called the direct line, is not only free from many of these objections, but it presents numerous facilities for the construction of a Canal of the full dimensions, at the minimum of cost, and such as would possess all the advantages that could reasonably be expected on a line of artificial navigation of the nature and extent proposed.

The Lake Ontario Harbor of this canal is situated at the natural outlet of the Twelve Mile Creek, near the village of Port Dalhousie. Its entrance is formed by means of two parallel piers, placed 200 feet apart, running in a north and south direction, nearly 2,100 feet into the Lake. The space included between them is about  $9\frac{1}{2}$  acres area, and the general depth throught at ordinary low water level is from  $11\frac{1}{2}$  to 12 feet—bottom, indurated clay. Between the inner end of the entrance piers and the first lock, the basin has an area of fully 7 acres, which can be increased to 17 acres when required. All the materials to be removed for that purpose, consist of silt and soft clay.

The works connected with deepening the entrance channel to 14 feet, and the basin to  $13\frac{1}{2}$  feet at the inner end of the piers, and 13 feet at the lock, over an area of about 10 acres, are now under contract.

The harbor is easy of access and egress in almost any wind. There is no perceptible current to contend with, and inside it is well sheltered by the high land on the east and west sides.

There are no shoals or any outlying dangers to be apprehended for many miles to the east or west of the entrance.

Above the first lock, which has generally a lift of from 12 to 13 feet, a spacious inner harbor or basin has been formed by the damming back of the water, over a large area of which there is a depth of feet and upwards.

This basin or reach is entirely beyond the influence of storms on the Lakes, being for all practical purposes completely land locked, and capable of accommodating safely a large number of vessels.

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In the preceeding pages will be found an outline sketch of the survey made in 1854, for a Branch Canal, extending from Thorold to the town of Niagara, and the main features of the river outlet at the latter place are also described.

In further reference to this project, it may at once be stated that the construction of the Welland Railway has produced such changes in the vicinity of Thorold, as to prevent the adoption at that place of the line then proposed.

This will be evident when it is born in mind, that the railway passes through the Ten Mile Creek Ravine with an inclination of from 80 to 90 feet to the mile, and that from its position it would have to be crossed by the canal, which on such a grade would be inadmissible.

A circumstance which led to the selection of a point for diverging from the present canal that would admit of crossing the railway at a place where the track is nearly level as before stated.

This point is about half a mile further up than that at which the "Lateral Cut" line joins the present canal, but from it for about  $\frac{1}{4}$  of a mile along the proposed route through "Marlatt's Pond," there is a depth of fully 6 feet of water; consequently the formation of the new line although longer, would not involve much, if any, additional expense over that required for enlarging the existing channel between the points mentioned.

The amount estimated for this is about \$108,000, a sum that should be either deducted from the estimate of the Port Dalhousie trial line, or added to that of the "Lateral Cut" line, for the purpose of comparison.

The construction of the proposed canal, together with all the works and expenses connected with it, from the starting point at Thorold to its debouchure on the Niagara River, was at that time estimated at £389,625, or say \$4,000,000.

This being taken as the value of all the necessary works, etc., in 1854, it will be evident that *at least* forty per cent. should now be added to it, in order to arrive at anything like a fair estimate of its cost at the present day. This would make the sum of \$5,600,000 as the estimated probable cost, an amount which there is reason to believe is rather under than over, what would be required.

If the southern end of the Port Dalhousie trial line was followed for the "Lateral Cut" as far down as to where these two lines cross each other [ $3\frac{1}{4}$  miles from the starting point above Thorold], detached locks could be substituted for the *three* upper flights of combined locks on the "Lateral Cut" line; but it would augment its cost at least \$450,000, and thus rise the estimate to \$6,050,000.

To be enabled to dispense with the two other flights of combined locks on this line would involve an expenditure of at least \$450,000 more, which would make the total approximate estimate for the "Lateral Cut" line with detached locks, \$6,500,000, or as, above stated with combined locks, the cost is estimated now at \$5,600,000.

The line from Thorold to Port Dalhousie, with locks placed at such distances apart along the whole route as will admit of vessels passing each other in the reaches between them, including all necessary harbor improvements, is, as before stated estimated at \$5,180,000.

In order to admit of a fair comparison being made between these lines, it has been considered best to estimate for both as having detached locks, in as much as on a navigation of the character contemplated, combined locks would be so decidedly objectionable as to warrant even a larger expenditure to avoid them, than what could be required to effect that object in either case.

It will, however, be observed that the "Lateral Cut" line, with five different flights of *combined locks*, would cost \$420,000 more than that by Port Dalhousie, with *detached locks* throughout.

But to make detached locks on the "Lateral Cut" would increase the cost of that line to \$1,320,000 more than that required to be expended in the by Port Dalhousie route.

It should also be born in mind that the Port Dalhousie line is the shortest by about *our miles*—a fact which, apart from the question of first cost and maintenance, is of the greatest importance to the trade, inasmuch as it would necessarily lengthen the time of transit through the canal, and increase the towage expenses of vessels,



Having thus drawn attention to some of the main questions connected with these lines, it is now proposed to submit a few further remarks in relation to the respective harbors.

It is doubtless quite true that the mouth of the Niagara River affords ample space for a large fleet of vessels, and that in certain winds good shelter can be obtained in it, still there are serious objections to its being selected for an entrance to a canal, for the passage of vessels of the size and class now contemplated, some of which may be stated as follows:—

1st. There is a rapid current in the river, (3 to 4 miles an hour), which in case of southerly winds, would render it very difficult for a vessel to approach the canal in such a manner as to enter it. The employment of tugs, it is true, would in some measure obviate the difficulty; but, it should be borne in mind that both vessel and tug would have to cross the current in making the entrance.

2nd. When Lake Erie opens in the spring, all the ice must pass out by the mouth of the Niagara River, where everything in its course is attacked with great force, and during easterly winds it is driven across to the westerly side of the river, rendering it almost impossible to maintain any pier projecting even slightly into the stream.

At times when northerly winds prevail, large masses of ice are kept floating about in the offing long after other ports on Lake Ontario are open.

This would, of course, continue to be the more felt the greater the extent of trade, and from its diminishing the already comparatively short navigable season, could not fail to be objectionable to Niagara River being selected as a route leading towards a canal, the navigation of which, at the earliest period each year, is of such vital importance to the commercial interests of the Dominion.

3rd. The shoals, previously mentioned, as lying to the north and north-east of Fort Niagara, would doubtless in northerly winds be dangerous to vessels entering the river in thick weather, especially as they extend out so far as to be near the track that would, in all probability, be followed either to or from ports at the lower end of the lake.

This is irrespective, of whether the bar at the entrance is of a permanent or shifting nature.

4th. Although the mouth of the Niagara River is a comparatively well sheltered roadstead; it nevertheless, at no place forms such a harbor as is necessary at the entrance of a canal; whilst the banks and shore are very unfavourable for the construction of one in the position and of the capacity required.

On the other hand there is no appreciable current in the harbor of Port Dalhousie—the ice leaves it early in the spring, and without injury to any of the works—generally before the ice on Lake Erie breaks up, and always long before the outlet of the Niagara is clear.

There are no shoals or obstructions of any kind in the offing, so that vessels can run for it safely from any point in the lake; and further, there is as above stated, a harbor already formed at this place capable of accommodating a large number of vessels, and which at a moderate outlay, [included in the estimate], can be enlarged to afford ample space for the trade of the projected canal.

These facts, together with the shortness of the route previously described—the advantages it will possess, the lesser amount required for its construction, and the suitability of the harbor, all, in my opinion, lead to the conclusion that the direct line to Port Dalhousie is the best route that could be selected for the enlargement.

From the junction of Port Dalhousie branch line southwards, the enlargement can generally be made along the line of the existing canal, and in order to obviate the necessity of lowering the bottom of the reach below Allanburg, it is proposed to raise the water level two feet.

The land damages that would be caused by doing this, it is believed, would be small in comparison with the costs of deepening the channel, and it would render unnecessary

any interference with the culverts, other than that of extending them so as to obtain the proper width of water-way.

From Hurst's Bridge to that of Marlatt's, a distance of  $\frac{1}{2}$  of a mile, the channel is for the most part through a pond, which at some places is of considerable width, but of very little depth.

In certain winds vessels experience great difficulty in passing here, as they are not unfrequently driven over and grounded on the bank, and occasionally have to remain for some time before they can get off, otherwise they must come to a complete stop above or below the pond until the wind changes.

To guard against this, an embankment should be formed along the east side, with openings through it, so that the full benefit of the storage capacity of the pond may still be retained. This bank could be used for a second towing path, which form the peculiar sweep of the wind there, would at all times be of great service.

From Marlatt's Bridge upwards, the canal for a distance of about 1600 feet, through the valley of the Beaver Dams Creek, is bound chiefly by embankments under which the water of the creek is passed by a stone culvert with two arches.

Thence upwards to Allanburgh, the channel is for the most part in cutting, with a bottom width not exceeding 40 feet; on this stretch is another branch of the Beaver Dams Creek, which is passed under the canal by what is called Davis' Culvert.

From Marlatt's Pond to the swing bridge at Allanburgh, the distance is about  $2\frac{3}{4}$  —the channel along this part of the route is at many places winding, and varies from 26 to 40 feet in width at the bottom; but the most objectionable parts are through the pond already mentioned and near Allanburgh.

At the latter place the channel is so crooked, that it would be very difficult for large vessels to pass, unless the line is improved, and as a new lock will have to built, it should be located in a position that would admit of the line being changed, as well as of the work being executed during summer, when its cost would be less than if placed either where water would have to be contended with, or the masonry laid in water.

The present 26th lock, is situated opposite the village of Allanburgh, is suited to Grand River level, and has a lift of 15 feet, when the summit is maintained at the proper height.

A guard lock has been constructed at about 500 feet above the lift lock, for the purpose of enabling the water in the "Deep Cut" to be kept at a uniform height; an arrangement which it was considered might be the means of preventing to some degree the recurrence of slides in the banks.

From the guard lock for 1,800 feet southwards, the bottom is from 45 to 80 feet in width, and sunk a little lower than the mitre sill at Port Colborne lock.

The part next in order is the cutting through the highest ridge of land on the route, and known as the "Deep Cut." It is upwards of nine thousand feet long, and a mean width of 50 feet at bottom; the lower parts of the sides are, however, somewhat irregular from the slides which have occurred, and the necessity of having to remove the material by means of dredges.

Attention having been previously drawn to some of the difficulties which on various occasions have been experienced in connection with this part of the works, it is not considered necessary in a report of this general nature to enter further into the subject.

It may, however, be stated that the work of removing a continuous strip along the front side of the east bank of this cut, for an average width of 50 feet, and down to within two feet of ordinary water surface, is now under contract.

In order that the bottom of the summit level can be made of the width, and to the depth proposed, it will be necessary to lighten the west bank to a like extent as is now being done on the east side.

This is the more necessary as the west bank, which has stood well for many years, now shows indications of settlement.

From the south end of this "cut" to the guard lock at Port Robinson, the distance is about 2,500 feet, and the channel from 50 to 80 feet in width, follows for the most part along the west side of what is at present a long pond; the area of which will, however, be very much diminished when the water is lowered to the level of Lake Erie.

The guard gates, although seldom used, are now in a dilapidated condition, and not at a depth suited to the enlargement.

To admit of the channel above this place being laid dry without emptying the part below, new guard gates should be built as near the south end of the "Deep Cut," as a proper foundation for the structure can be obtained.

On the easterly side of this pond or basin, a branch canal has been formed for fully one-third of a mile in length, which connects the Welland River with the present main line by means of a lock, 17 feet lift.

In continuation of this line, a cut was many years ago made through a point at the mouth of the Welland River, with a view of giving the navigable channel an upward direction, where at the village of Chippawa it connects with the strong current of the Niagara River.

For a number of years steamboats were engaged on this route, between Port Robinson and Buffalo, *via* Chippawa; but since the construction of railways along the sides of the Niagara River, passenger boats have ceased to run between these places.

It may also be stated, that although the lock at Port Robinson is the same size as others on the main line of canal, and that the Welland and Niagara Rivers form a deep water line of communication with Lake Erie, this route is seldom if ever used by vessels engaged in the lake trade.

From Port Robinson upwards for fully 4 miles, the canal continues on the west side of the Welland River. For the greater part of this distance it is in through cutting; but towards both ends, one side of it is formed by an embankment of considerable height, which at some places is so situated that piles had to be driven along the slope to prevent encroachment on the bed of the river.

The additional width for the prism should generally be taken off the west side, except at a few points where the banks are high, and the line can be improved by widening on the east side.

It is believed proper to remark that part of the material to be excavated about midway of the distance above stated, consists of unusually hard clay.

At the south end of the stretch just mentioned, the canal is carried over the Welland River by means of an aqueduct, formed of a heavy class of well built ashlar masonry. This structure is so arranged, that the present bottom of the canal is one foot under the ordinary surface of the river, and also that the undersides of the center portions of the arches over the waterway of the stream are fully five feet below its surface.

It will therefore be evident that it is to a certain extent a dam, through which a syphon-culvert [on a large scale] has been formed of a sectional area sufficient to allow the necessary volume of water to pass.

Previous to the erection of the structure, that part of the bed of the river to be occupied by it was laid dry, and a channel formed for the temporary diversion of the stream. The foundations were then well piled, and the masonry carried up before the water was allowed to resume its original course.

The aqueduct is 316 feet long, and the trunk 45 feet wide between the side walls, which is carried up to a height suited to the Grand River level.

It is supported by 4 arches, each 40 feet span, and 7 feet rise, the voussoirs of which are  $2\frac{1}{2}$  feet in depth, and the spandril filling is of masonry and concrete, brought fully up to the crown of the arches. Transverse timbers were then laid and secured between the side walls, over which a floor of plank was subsequently placed. On this there is a depth of  $13\frac{1}{2}$  feet, when the summit water is at its full height, or 20 feet over the level of the present mitre sill of Port Colborne lock.

When Lake Erie forms the source of supply, the summit will be lowered 8 feet, which will leave only 10½ feet in the aqueduct, but by removing the wooden floor above mentioned, there would be the same depth as on the present lock sill at Port Colbourne.

During seasons of very low water there are, however, occasionally for short periods, less than 12 feet of water on the present lock sills at Port Colbourne. It is therefore proposed, when increasing the length of that structure, or building another one, to lower the sills, say 12 inches.

The contemplated depth at the aqueduct can be obtained by cutting down the crown of the arches from 10 to 12 inches, for a space of about 20 feet in the centre of the channel through it.

This can be done without injuring the stability of the structure, if strong bands of wrought iron are let into the stone—extended down into the haunches of the respective arches, and throughout well fastened to the masonry.

The space above mentioned might then be covered between the abutments with heavy plate iron, well fastened to hands and bearers, and otherwise secured so as to prevent displacement from any cause whatever.

By adopting this course the present aqueduct can be made available for the passage of vessels of the full draught of the enlarged canal, and in this way, one of the chief difficulties in carrying out the enlargement at this important point will be obviated at a very moderate outlay.

Means must, however, be provided for supplying a larger volume of water for canal service than could pass through the aqueduct.

For this purpose another, and separate water way will have to be formed across the river, a connection with which could be made above and below the present aqueduct.

From the relative levels of the river and canal, it is quite evident that a structure such as the existing one, could not be built to the westwards of the canal without interrupting the navigation, an idea that could not, under any circumstances, be entertained.

The only place that could be selected for the site of an aqueduct suited to the enlarged canal, is to the eastwards of the present one, where the course of the river could be temporarily changed, and the bed of the stream unwatered until the foundations were properly formed and secured, and the masonry laid.

This would necessitate the formation of a canal around the town of Welland, that would cross several streets where bridges would be required—destroy a large extent of valuable property, and be attended with a very great outlay.

To avoid such an expenditure, it is proposed to form a channel solely for the purpose of passing the necessary supply, which might be so arranged that its bottom would be about the level of the river surface.

It might be constructed of iron, or even of wood, resting on stone abutments, and on such centre piers as would form little obstruction to the water of the stream.

If this water way was made on the western or up-stream side of the aqueduct, the lock down the Welland River would be rendered useless; consequently, if this branch of navigation had to be maintained, another lock would have to be constructed.

But by making the supply channel on the east, or down stream side, there would be little or no interference with the existing works, whilst the saving that would be effected in this respect, would pay for all the property necessary to be purchased, and leave a considerable amount to be applied to the execution of the works.

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From the aqueduct to the junction of the feeder with the main line, the distance is fully one and a-quarter miles, and the bottom for the most part is 50 feet, but at some places is 100 feet in width.

The east side of the canal, between the points above mentioned, is generally formed of a heavy embankment, so that the prism must be widened, on the west side. In doing

this, part of the banks of the old canal, which now forms a race-way to the mills at Welland, will have to be cut away, which will render it necessary to make a new water course at these places.

A short distance below the road bridge at the junction, the Canada Southern Railway Company have built a swing bridge for the purpose of carrying their track over the canal, with the distinct understanding that a permanent structure will be substituted by them when notified to do so by the Government.

The enlargement of the canal—construction of new work, and alterations to others—the purchase and drainage of land along the main line, from the upper end of the Port Dalhousie route in Marlatt's Pond, to the Feeder Junction, is estimated to cost \$1,840,000.

From the Junction southwards for 23,500 feet, the canal is formed through clay excavation; thence for 2,258 feet it is in rock; when for 2,200 feet it is again in clay at the south end of which the principal rock cutting commences, and continues for a distance of 6,347 feet, or to 460 feet south of the entrance lock.

The total distance from the Junction to the south end of the Port Colborne lock being about  $6\frac{2}{5}$  miles.

On this part of the line the bottom is 50 feet wide in clay excavation, and from 56 to 58 feet through rock cutting; the latter being from  $1\frac{1}{4}$  to  $1\frac{1}{2}$  feet higher than the present sills of the entrance lock.

As the sides of this rock cutting will be all but vertical, it should be made of such a width as will give the prism of the canal through it at least a like sectional area as those parts in earth excavation.

At the place where the entrance lock is situated, the streets of the village of Port Colborne run parallel with the line of the canal on each side, and are not more than 147 feet apart.

It will therefore be indispensable that a considerable extent of valuable property should be purchased, otherwise that the position of the lock should be changed. The latter, there is good reason to believe, would be the most judicious course to adopt.

In order to have the means of admitting a full supply at the entrance during periods of low water in the lake, the works should be of sufficient extent, and arranged so as to have openings available for that purpose, nearly equal to the sectional area of the canal.

As previously stated, there are times when the depth on the lock sills is less than 12 feet. This is, however, of short duration, and occurs only at intervals, in seasons of very low water, and after a continuance of northerly winds. To be prepared for such occurrences, the bottom of the enlarged or new lock should be kept about 12 inches lower than that of the present one.

The Buffalo and Lake Huron Railway crosses the canal at 150 feet below the present entrance lock, so that a new swing bridge to carry this line over the enlarged channel must be built at some place in the vicinity.

The Lake Erie entrance to the canal at Port Colborne is formed by means of piers extending out into the lake, which on the westerly side run in a south-westerly direction 1,600 feet beyond the line of the shore, and on the eastern side the pier has a southerly course, and is only 500 feet long.

At the shore line they are 150 feet apart, and from that point to the head of the lock, the distance is 2,300 feet. The present basin is 1,475 feet in length, and has an average width of 265 feet, containing an area of about 9 acres, with a depth of fully one foot below the level of the mitre sills of the entrance lock.

The west pier is built chiefly on a ledge of flat rock, which at about 1,000 feet from the shore is found slightly beyond the line of the pier, at the level of two feet below the lock mitre sill, and at this depth it can be traced round until nearly opposite that part of the pier which opens to the south west, where it is 160 feet out.

Near the angle referred to, for a distance of 250 feet, and a width of 25 feet along-side of the pier, the rock stands from one to two feet over the mitre sill of the lock.

The works of enlarging the basin 725 feet, in a southerly direction, and to a depth throughout 18 inches below the mitre sill of the lock, together with that of making the entrance channel at other places fully two feet under the level of the lock sills, are now under contract.

When these works are completed, the basin will be 2,200 feet long, and have an area of  $11\frac{1}{2}$  acres.

The harbor has a good width of entrance, and is generally easy of access; there are no dangers to be apprehended in approaching it from the west, but in a direction S. E. by E., 800 feet from the light-house on the head of the west pier, there is a reef, on the outer end of which, at low stages of the lake, the depth is only  $8\frac{1}{2}$  feet.

From a point on the shore, 1,500 feet in an easterly direction from the east pier, this reef runs out in a south-westerly course 2,000 feet, to where it terminates at the point first mentioned.

It is proposed to construct a breakwater alongside of this reef for its entire length; and by this means form an outer harbor, that will be upwards of 40 acres area. This, together with the inner basin would, there is reason to believe, not only accommodate the trade of the enlarged canal, but afford shelter to all such vessels as may seek refuge there in rough weather. The main light, with some distinguishing characteristic, could then be placed on the outer end of the breakwater, and a smaller one built on the head of the present pier, so as to guide vessels into the harbor at night.

The probable cost of enlarging the canal from the *junction* southwards, including culverts, lock, supply weir, harbor, and all the works connected with them, is estimated at about \$2,220,000.

The mouth of the Grand River being well known as the only natural harbor at the lower end of Lake Erie, on the Canadian side, it was considered proper that such surveys and examinations should be made as would enable a line, via the Feeder, to that place, to be compared with the route to Port Colborne.

From the junction upwards, the Feeder has a south-westerly course for  $16\frac{1}{2}$  miles, to where it is joined by the Port Maitland Branch at Broad Creek; it then takes a more westerly direction, and continues in a winding course  $4\frac{1}{2}$  miles to Dunnville.

From opposite Stromness a line was run along the bed of what is called "Broad Creek," to opposite a rocky point on its eastern side, thence it continued through the marsh parallel with the Port Maitland Branch to the Grand River, which it strikes at 7,250 feet from the starting point; making the total distance from the junction to the Grand River,  $17\frac{5}{8}$  miles.

The Feeder, from the junction upwards, passes through a flat marshy section of country, the upper part of which for a depth of from 3 to 4 feet, is a light vegetable mould, and underneath a deep deposit of blue clay. It has generally been formed by a cutting from 6 to 7 feet in depth below the natural surface of the ground, and depositing the material excavated along both sides. In the spring of 1845, it had a bottom width of 26 feet, with side slopes, for the most part, of 2 horizontal to 1 vertical, and a depth of fully 9 feet.

There were then a number of places where, for a short distance at each, the bottom had been made from 35 to 40 feet in width to allow vessels to pass freely, during the time it was intended to be used as the main navigable route; but from slips in the banks, silt, and other partial obstructions, the channel is not now of these dimensions.

Its water level, when at the proper height, is eight feet over what was formerly assumed as the low water surface of Lake Erie; but records of the rise and fall of the Lake, show that at times it falls from 6 to 10 inches below that level. The bottom of the summit reach has therefore been assumed at 22 feet below the surface of the feeder, or two feet under the top of the present sills at Port Colborne lock.

This would make the average depth of cutting for the proposed canal about 21 feet from the junction to the Port Maitland Branch, which may be taken for that depth and width irrespective of the present channel, the material excavated from which having been placed along the sides, one-half of it would have to be removed, no matter on what side the enlargement was made, and the formation of back ditches, lock, culvert pits, &c., would amount to fully as much as the other half.

At the upper end of the line, numerous borings were made through the Creek and marsh, all of which showed that the materials to be removed were soft mud and clay, for the full depth (14 feet) of the necessary cutting.

To excavate a channel from the Junction upwards, of like dimensions as estimated for other parts of the line, together with lock and culvert pits, ditches, &c., would require the removal of fully 10,000,000 cubic yards of material. This would form a bank about 500 feet wide and 6 feet high, for the entire length of the cutting; deposit ground for which, together with that for other purposes, would require the purchase of at least 1,300 acres of land.

A guard lock would have to be constructed at some point near the Grand River, together with the means of admitting and regulating the supply to the canal, and a lift lock would be required near Stromness, so as to keep up the navigation of the feeder to Dunnville.

New culverts would have to be built in the vicinity of those at present under the Feeder, and new road bridges constructed. A bridge to carry the line of the Buffalo and Lake Huron Railway would also have to be built.

The trial line strikes the Grand River about one mile above the outlet of the present branch canal, and  $1\frac{3}{8}$  miles above the entrance piers at Port Maitland. The stream at that place has a width of about 300 feet, between 12 feet on one side to the same depth on the other side, and in the centre it is 30 feet deep; these depths and this width continue down to near the entrance of the present canal; but opposite Moss' Wharf, about 400 feet downward, 17 feet of water was found in the centre of the stream, and 400 feet further the depth was 15 feet. From this the channel diminishes to from 12 to 13 feet in depth opposite a wharf in the centre of the village, where it is for some distance both narrow and crooked. Outwards the depth gradually increases to 18 feet opposite the north end of the west pier; thence towards the Lake there is a depth of from 19 to 20 feet in the centre of the channel.

The entrance is formed by means of piers, having a south-westerly course, placed 180 feet apart, and so that the one on the west side extends 400 feet further into the lake than that on the east side; the latter is 1,400 feet long, the inner, 1,000 feet of which runs in a S. S. W. course from the shore, and forms a breakwater on that side.

The west pier is 1,600 feet long, and the inner 600 feet, run all but due south from the shore.

Inside the area is large, but with the exception of a comparatively narrow channel, it is for the most part shoal, so that there is at present no accommodation for large vessels, until north of the entrance of the present canal.

The mouth of the Grand River is easy of access from the Lake, and has the advantage of being open earlier in the spring than places to the eastward of it on Lake Erie. It could doubtless be made an excellent harbor, capable of accommodating a large business.

But notwithstanding all the natural advantages it possesses, it is quite evident that economy would not be consulted, or the interests of navigation duly considered, in its being selected as the Lake Erie terminus of the projected enlargement, inasmuch as it would involve the necessity of making what is equivalent to an entirely new line of canal  $17\frac{5}{8}$  miles long, requiring an enormous extent of excavation, all of which would have to be wasted, whereas an available line only  $6\frac{1}{2}$  miles long, is already formed to fully one-half the necessary dimensions.

To make the enlarged canal along the line of the feeder, and through the marsh to the Grand River, together with all necessary works, harbor improvements, &c., would cost at least \$4,260,000.

It is, however, important that the feeder should be thoroughly cleared out, the bottom lowered about two feet, and some additional passing places made.

By doing this, it is believed that a much greater volume of water could be drawn from the Grand River at its low stages even in dry seasons, and in this way the difficulties hitherto arising from short supply would doubtless, in a great degree, be obviated. In case a wet season occurring during the enlargement of the main line, the deepening of the feeder would admit of the trade passing temporarily by that route, as was done when the construction of the present canal was in progress.

By adopting this course, it is probable that the work connected with the rock cutting below Port Colborne, instead of being confined to the winter months of several years, might be carried on at least one year continuously, which would greatly facilitate the operations, and enable the pressing demands of the trade to be met at the earliest possible period.

The various important matters connected with the enlargement of this canal, having been, I believe, fairly placed before the Department, and at the same time as fully as could be done within the limits of an ordinary report, it is now considered proper to give a brief *resumé* of the principal reasons which led to the selection of the route recommended.

1st. It is the shortest practicable route across the peninsula, being only 26½ miles in length, a matter of vast importance in a ship canal between the two great lakes, where the time occupied in passing through it is often of the utmost consequence.

2nd. It is the cheapest line of navigation that can be formed of the capacity to answer fully all the objects contemplated.

3rd. The harbors at either end are easily accessible, free from attacks of ice, and have none of the objectionable currents, bars, shoals, &c., which are almost invariably found at harbours situated near the mouths of large streams. They are open early in the season, and continue so, long after navigation closes, and can be made at a reasonable outlay fully capable of accommodating the trade of the enlarged canal.

The probable cost of the contemplated works from Port Colborne to Thorold, will, as previously stated, amount to.....	\$4,060,000
From Thorold to Port Dalhousie via the new and direct line now recommended .....	5,180,000
Total.....	\$9,240,000

The carrying out of this extensive undertaking would, under any circumstances, occupy from three to four years, a period not unlikely to be protracted by the scarcity of men accustomed to that class of labor, unless there may be a large influx of workmen from other countries.

It is important that the summit level should be maintained, as nearly as possible, at its usual height, until at least one-half the additional width is obtained, when it can be lowered to that of Lake Erie.

The canal can then be made the full width, without the operations interfering with the passage of vessels.

In the prosecution of this work, such a number of excavator dredges can be employed as will enable the widening to be proceeded with as expeditiously as circumstances will warrant.

From the nature and extent of the undertaking, it is believed that it can be carried out in a more satisfactory and economical manner by letting the work in sections than in any other way that could be adopted.



It is also important that, in every case, it should be placed in the hands of thoroughly competent contractors, and at such prices as will fairly represent its value. Unless some such course as this be followed, no one can give anything like a reliable opinion as to the time likely to be required to carry out the contemplated enlargement.

The survey was entrusted to Mr. Thos. Monro, whose Report is hereunto appended.

To this gentleman I desire to express my thanks for the zealous and energetic manner in which his duties have been discharged, and the assistance he has rendered me in this matter.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

JOHN PAGE,

*Chief Engineer Public Works.*

### REPORT OF OFFICER ENTRUSTED WITH SURVEY.

OTTAWA, January 23rd, 1872.

JOHN PAGE, Esq.,

*Chief Engineer Public Works.*

SIR,—As instructed by you, I have made such surveys and examinations of the various routes proposed for the enlargement of the Welland Canal as will, I trust, enable a decision to be arrived at as to the most eligible line for the improvement of this great public work; and I have now the honor to submit for your information the general result of my labours, embodied in the following Report, and shown on the accompanying plans, sections, &c. &c.

It being your frequently expressed desire, during the progress of the surveys, that they should be made as comprehensive as possible, so that all the data necessary in the full and fair discussion of the relative merits of the several projects should be correctly supplied, I beg to prefix a list of the principal examinations and measurements which have been made.

1. A general survey and topographical map of the country between Thorold and Port Dalhousie.

2. A survey of the present canal, from Thorold to Port Colborne, with cross sections at about 500 feet apart throughout this length.

3. Measurements, levels and borings along the Feeder, and via Broad Creek to Port Maitland.

4. A survey of the Twelve Mile Creek and its eastern tributaries, together with longitudinal sections of the same; lines being run from the head waters to connect with the present canal near the town of Welland.

5. An examination and part survey of the proposed "Lateral Cut" to Niagara;—also soundings of the mouth of the river, &c.

According to your directions at the outset, the surveys were made with a view of obtaining a practicable line for enlargement, with detached locks throughout. When the work was well advanced, you informed me that the scale recommended by the Canal Commissioners for the proposed navigation was for a channel 100 feet bottom width, having side slopes of 2 to 1 in. clay; locks 270 feet in length between quoins, and 45 feet wide, with twelve feet on the mitre sill,—canal depth being 13 feet. The quantities have been estimated for a canal of these dimensions.

1. It is evidently impossible to enlarge the present canal to any considerable extent along its northern end, chiefly because numbers of the "mountain locks" are so close together that they could not be lengthened without throwing many of them into combination—an arrangement very objectionable in a navigation of the character contemplated.—

A new line had therefore to be sought for by which the descent between Thorold and Lake Ontario could be made by detached locks, with a sufficient length of reach between them to enable vessels of a large class to pass each other without difficulty.

My examinations were accordingly first directed to this matter as being of vital importance to the whole question; and in order to render the results intelligible, I shall endeavour briefly to describe the leading topographical features of the vicinity.

The Niagara escarpment (here called the "mountain") runs in a general direction west of Queenston Heights to Hamilton, and at a distance from six to eight miles from the shore of Lake Ontario, with a summit level of 350 to 360 feet over the surface of the latter, near Thorold. This is one of the most formidable obstacles to be surmounted in the construction of a canal connecting Lakes Ontario and Erie.

Although at many places it presents a nearly perpendicular face, yet there are valleys or indentations which break the general regularity of its outline, and where the slope is much less steep. Down these the streams that drain the northern part of the upper plateau find their way to the plain below.

Advantages has been taken of the bed of one of these water-courses, in the construction of the existing canal.

The Twelve Mile Creek, which has its sources amongst the "Short Hills," about half way across the peninsula, dividing Lakes Ontario and Erie, runs into the former at the village of Port Dalhousie, where the lower entrance of the canal is situated.

By damming the mouth of this creek, its waters were set back to the second lock, in the town of St. Catharines, about three miles inland. At the 3rd lock, the canal leaves the main stream, and runs up to a crooked branch of it to the foot of the "mountain," which is reached at the fifteenth lock from Lake Ontario. The face of the slope is then ascended obliquely by a series of six locks, known as the "Mountain Range;" at the head of which the canal curves sharply to the south, and is continued along the western side of the incline until the level of 318 feet over the lower lake is attained at lock 25, in the village of Thorold.

An examination of that portion of the line between Thorold and what is known as "Collier's Bend" clearly showed that all the ground available there for canal purposes was occupied by the existing work, together with its reservoirs, mill sites, &c. &c., and that it would be as impossible to locate another line alongside of it as it was admitted to be to enlarge the existing one to the required dimensions.

This being the case, attention was directed to the ground on the east side of the valley of the Ten Mile Creek, as it seemed to offer the easiest descent towards Lake Ontario.

This creek rises about the centre of the northern part of the township of Stamford, and on the plateau above the Niagara formation. Its course is almost due west for about four miles to Peter Hoover's farm, on lot 15 of Thorold township, and immediately in rear of the village.

Here the stream (which is quite small) turns sharply to the north, at right angles to its previous direction, and, running down a ravine of about half-a-mile in length, deeply worn into the clay, falls over a ledge of rock which marks the edge of the "mountain," at Brown's Cement Quarry.

The fall occurs at the mouth of the ravine, where the banks of the latter are about forty feet high. The level of the stream below is about eighty feet under that of the plateau. This place may be described as the southern point or head of a deep valley, up a portion of the western slope of which the present canal is carried, as above referred to.

Where the ravine opens out into this valley, the banks are, as above stated, high, and from thence the ground inclines downwards along the base of the cliff towards the north-east, exposing more and more of its rocky face until the eastern points of the valley are reached, where it shows an almost perpendicular height of over 100 feet.

In following the foot of the slope, the Great Western Railway is met at about a mile and a-quarter from the mouth of the ravine. As this forms a governing feature in the location, its course in the vicinity may be briefly described as follows :

The line crosses the present canal at Lock No. 12, about two miles below Thorold.— It then runs in a general direction a little south of east towards the Suspension Bridge, traversing the Ten Mile Creek about one and a-quarter miles from Thorold Station, and entering the long cutting by which the “mountain” is ascended at about a mile further to the west. The grade is here 38-54 to the mile, and in the valley of the creek there is a considerable curve in heavy embankments.

Thus, looking northward from the mouth of the ravine at the Cement quarry, a sort of triangular-shaped area presents itself, formed by the line of the Great Western Railway and the east and west sides of a deep indentation in the line of the “mountain,” converging to the point referred to. Down the centre of this space the Ten Mile Creek runs northward to the lake, crossing the railway as above described. Its mouth is about three miles to the east of Port Dalhousie.

The whole of the eastern slope between the ravine and the railway has been carefully surveyed and covered with a network of levels. The cross sections were also continued to the north of the latter, until the ground ceased to present any difficulty in projecting a canal line.

As it was soon apparent that, if the large natural excavation of the ravine described could be utilized, a practicable route might be formed for connection with the present canal above the village of Thorold, this gully was measured and closely levelled throughout; and the ground between the bend referred to on Hoover's Farm and Marlatt's Pond was also cross-sectioned over an area of about three-quarters of a mile in length by half-a-mile in width.

The result of these operations has been that a fair location can be had between Marlatt's Pond and the Great Western Railway, which is the most difficult part of the route from Thorold to Port Dalhousie.

I shall now proceed to describe this more particularly, submitting my reasons in favor of the projected line.

The difficulty of choosing a proper point for divergence from the present canal has been greatly increased by the construction of the Welland Railway.

This line runs from Port Colborne to Port Dalhousie, on the eastern side of the canal. Behind Thorold it is located in the ravine formed by the Ten Mile Creek (previously described), this being obviously the best way of reaching the lower level. The grade down the ravine is, nevertheless, between 80 and 90 feet to the mile, and this rate of inclination is continued for nearly three miles. It is manifestly desirable to utilize as much of the existing canal as possible, and in this view the new line should begin at as short a distance above the mountain locks as could judiciously be done. At the same time, it is clear that the ravine affords the best line for enlargement by reason of the great saving in excavation consequent upon its adoption.

A trial line was therefore run, diverging from the middle of the “Little Deep Cut,” and striking for the ravine as directly as its position would permit. This would be a short and cheap line between these points.

But after careful examination it was considered inadvisable to adopt it, inasmuch as the railway would have to be crossed at a great angle of skew, between the banks of a narrow gully, and at a point where the grade of the track is from eighty to ninety feet per mile.

To avoid this it became necessary to diverge further south than the Little Deep Cut and after a careful survey of the ground, Marlatt's Pond seemed, under all the circumstances, to be the best place for the purpose.

By continuing the general line of the reach south of Hurst's Bridge across the road to Allanburg and the Welland Railway, the latter can be crossed at a fair angle and where the grade is nearly level. The height of the rails being about 2 feet over the

present surface of the pond is also favorable for the construction of a swing bridge at this point.

There is, in addition, an evident advantage in drawing from such a large body of water as the long reach below Allanburg, for the supply of the proposed canal as well as for that of the existing one.

The trial line, after crossing the railway, sweeps to the north by a curve of 1000 feet radius, and enters the ravine at the bend on Hoover's Farm.

Advantage has been taken of a small branch of Marlatt's Pond, and also of the shape of the ground, to reduce the amount of excavation as much as possible. Still it is very considerable, as the ridge already traversed by the "Little Deep Cut" has again to be cut through. The distance from the point of divergence to the 24th lock from Lake Ontario, as shewn, is 5130 feet. About 2630 of this is in the cutting; the remaining 2500 being through Marlatt's Pond, where there is from five to nine feet water.

From the 24th lock to the mouth of the ravine the distance is 2400 feet. Down the gully, it is proposed that the centre line of the new canal shall be the same as that of the present railway, the latter to be shifted about 120 feet to the westward.

Although the work here will be heavy, and a great portion of it through rock, yet it is believed this is the best line that can be had under the circumstances. The railway can in this way be relaid on precisely the same grade as at present, and the turn out to the line in its new position can be made by an easy reversed curve just north of Thorold Station; the tangent down the ravine being, as before stated, run 120 feet parallel to and west of its present location, so as to join the existing line a short distance from the Cement quarry, thus straightening a portion of the track at that place, which is now curved. In short, it may be said that the traffic of the line need not in any way be interfered with by the proposed arrangement.

Lock 21 is placed on the slope north of the mouth of the ravine, the reaches between it and No. 24 being shown as 630 feet each.

The rock in the cutting will consist of the upper layers of the Niagara limestone, amongst them being the bed from which the well-known "Thorold cement" is manufactured.

From the mouth of the ravine to the crossing of the Great Western Railway, the line gradually descends the slope, passing close by the north end of the Thorold cemetery, and near the old (and now abandoned) stone church. At the railway the distance from the starting point is 2.40 miles.

Nearly the same arrangement as to locks and reaches is preserved from Lock 24 to Lock 17, which latter it is proposed to connect with the abutments of the swing-bridge to be built at the crossing of the Great Western Railway: that is to say, a lock and reach occupy together from 1000 to 1100 feet; from which, deducting the length of the lock, leaves from 630 to 730 feet in the reaches, the latter being nearly three times the length of the largest vessel which could navigate the enlarged canal. The lift of all these locks is 14 feet each; the level above 24 being 320 feet, and at the Great Western Railway above 16,260 feet above datum of mean water surface above Lake Ontario.

As before stated, the ground along the eastern slope was carefully examined and levelled, so that, if there is no objection to the adoption of locks of 16 feet lift, another line can easily be laid down on that basis and estimated for. In such case the length of lock and reach might be increased to nearly 1300 feet; and one lock could be omitted, the descent being accomplished by seven locks instead of eight, as shown.

Even with locks of 14 feet lift, it is, however, possible to obtain a greater length of reach by throwing the line up nearer the "mountain," and making it more circuitous with the same, or, if required, less fall.

As the Great Western Railway ascends towards the east by a grade of nearly 40 feet to the mile against its outward and principal freight traffic, it is evident that no interference with this rate of incline, by which it would be increased, is admissible. The level of the rails will, therefore, govern that of the surface of any canal at the crossing.

A glance at the map will show that the nearer any line from the mouth of the ravine to the railway runs to the centre of the valley of the Ten Mile Creek, the less will be the distance between these points ; and, as above stated, the railway rises rapidly to the eastward, there must necessarily be a greater fall, or, in other words, more lockage to do and less space to do it in.

Thus, where the railway crosses the creek its rails are 198 feet above datum, whereas at the proposed point of crossing for the canal line they are 216½ feet above the same plane.

This part of the line has been particularly described, inasmuch as it will hereafter be referred to in connection with the projected "Lateral Cut" to Niagara. The difficulties of location do not, however, cease when the railway is passed. To the north the ground is still steep for over a mile, and had to be carefully examined to obtain a practicable line.

Near the railway crossing it becomes necessary to curve a good deal to the west, in order to run as straight as possible for May's Ravine, which, upon being closely surveyed and levelled, seemed to be the best place for descending to the reach above Lock No. 1, at Port Dalhousie.

The position of the swing-bridge is accordingly shown on a short tangent between two curves to the west, each of 1000 feet radius.

The line then runs nearly straight to 3.62 miles, taking advantage of a spur of high ground between two small tributaries of the Ten Mile Creek.

This avoids throwing the canal into heavy embankment. On the length of 1.22 miles beyond the railway, locks Nos. 16, 15, and 14 (each 14 feet lift), lock No. 13 (13 feet lift), and locks 12 and 11 (each 10 feet lift), are shown. All these have reaches of from 630 to 850 feet between them.

The trial line then curves slightly to the west, and runs towards the western end of the St. Catharine's cemetery, crossing the Ten Mile Creek where the banks are very low, at 3.92 miles.

It is noticeable that all the branches of the "Ten" have, in the vicinity of the Great Western Railway, high banks ; but at about three-quarters of a mile to the north of it these valleys run out, and the streams are nearly on a level with the surrounding country. Advantage has been taken of this feature to cross the Ten Mile Creek at a favorable place.

The cemetery corner is reached at 4.56 miles, and the road from St. Catharines to Homer, &c., is here crossed. The present line is shown on the map as curving slightly to the east, for the purpose of shortening the cut through the gravel ridge on which the road runs, and in order to get a crossing as nearly at right angles to the latter as possible.

From this point the trial line bends a little to the west, and runs straight past where the Niagara road intersects the side line between lots 14 and 15 of Grantham. There are five roads meeting here, which can be served by one bridge. The long tangent shown is produced some distance further, and then by a slight reversed curve the trial line crosses the Welland Railway, for the second time, at 7.01 miles, and immediately south of the curve near the head of the grade to Port Dalhousie.

It may be remarked that from lock No. 11 to the point of intersection with the Welland Railway, the general direction of the line is north-westerly, and the ground presents no difficulty. A curve is shown to the north of the cemetery for the purpose of avoiding valuable private property, houses, &c. A straight line can, however, be had without involving more excavation than on that now projected.

From the second crossing of the Welland Railway the line runs to the head of the North branch of May's Ravine, and down to it the present canal, the centre of which is reached at 8.66 miles from the point of divergence above Thorold.

To the south of the railway the maximum lift of rock is 14 feet, and the reaches vary from 830 to 7,000 feet in length. The line will be easily constructed between locks 11 and 5, the latter being close to the railway.

From this point to the head of May's Ravine the work will be heavy if the grade of the railway be taken as governing the canal levels. It may perhaps hereafter be considered advisable to alter the location or grade of the track, or both.

The level of the rails from St. Catherines to the head of the grade descending to Port Dalhousie does not differ very much from that of the ground adjacent; hence the canal surface must be entirely in cutting, in order to pass under the present line, giving at the same time the necessary height to construct the turning apparatus, &c., of a swing bridge.

It follows that the sooner the railway can be reached from the head of the Ravine, the lighter the canal work can be made, as immediately after crossing the track, the water surface can be thrown up out of cutting, as shown on the profile. To make this clear it will be necessary to describe the trial line at the outlet of May's Ravine.

The present canal level above lock No. 1, at Port Dalhousie, is taken as 12 feet above datum of mean surface of Lake Ontario. By placing the second lock above the lake in the point of the south side of the entrance to the ravine, and damming the water back, a reach can be obtained above it of 1,350 feet in length, and generally of a good depth. Lock No. 3 might be located a little to the west of the main road from Port Dalhousie to St. Catherines. The reach between it and No. 2 would then be about 1,000 feet, and the surface level of the canal 44 feet above datum. Lock No. 4 could be placed near the point where the north branch of the ravine runs out—the surface above it being about 60 feet over datum. This would give a suitable height to pass under the present grade of the Welland Railway, which at the point of crossing is 68 feet over the same place.

It is quite practicable to divide the 48 feet, thus proposed to be overcome by 3 locks into four lifts if required. In this case, it would perhaps be better to adopt the south branch of the ravine, as a site for the canal. This would lengthen the whole distance only some 500 or 600 feet. The calculations are, however, now made for the line down the north branch.

As before stated, the trial line joins the existing canal in the reach above lock No. 1.

Between this point and Port Dalhousie, there is a large bay on the east side of the canal with an area of 40 acres, in which there is at present from 12 to 15 feet water, with a mud bottom. This forms a capacious inner basin, for the accommodation of a large number of vessels. It is almost completely land locked, so that all those likely to be detained from going out into the lake during stormy weather, might safely lie there without interfering in any way with the upper bound traffic.

Soundings were taken over the area—between the entrance piers to the harbor—and for some distance out into the lake. Cross sections were also taken on the east side of the present lock, at Port Dalhousie, where it seems the enlarged lock should be constructed.

The general depth from the lock to the end of the piers (a distance of 3,200 feet) is, with 12 feet on the lower mitre sill, from  $10\frac{1}{2}$  to 12 feet. A portion of the material forming the bottom is hard; but there is no reason to believe that to obtain the necessary depth for a canal of the proposed dimensions, any extraordinary difficulty will be encountered. A part of this work is now under contract. The water gradually deepens lake-ward from the head of the piers, and there are no shoals or other dangers in the approach to this harbor from any direction.

All the information obtained during the period of the surveys and examinations, from captains of vessels and others practically acquainted with the requirements of the trade of the canal, proved clearly that Port Dalhousie is one of the best ports on Lake Ontario. So that by an increase of depth and area it can be made fully adequate to the wants of the proposed enlargement, and this can be accomplished at a reasonable outlay.

Trial lines were run from the projected route above described to another ravine on the right bank of the present canal, on lot No. 21 of Grantham, (IV Con.), and about one mile below lock No. 2. A general examination of the banks on this side was made with a view of finding some place which might improve the proposed location. The results prove that the point selected for entering the canal is decidedly the best.

The foregoing description will show the general features of the proposed line of enlargement between Thorold and Port Dalhousie. It is about three-quarters of a mile shorter than *via* the present canal between the same points—and there are no objectionable curves at any place along it; whilst about 60 per cent. of the whole distance of 8½ miles is straight line, or nearly so. Ample space can be had between locks to permit of vessels passing each other freely, and the Railway crossing can be so arranged as not to interfere with existing grades, whilst at the same time, the efficient working of the proposed canal can be fully secured. If the line recommended should, in the main, be adopted for construction, the relative levels of the old and new canals will be such that a large milling and manufacturing power can be created on channels discharging from the latter into the former at various points. The nature of the soil through which the line runs is generally so favorable for the construction of water-tight banks and sides, that the loss from leakage and infiltration (often a serious item), will probably be reduced to a minimum, whilst, in the execution of the work, the proximity of large quarries of excellent building stone, together with an abundance of first class cement, will prove a great and obvious advantage. Finally, the Lake Ontario terminus of this line can, as before stated, easily be made capable of accommodating the largely increased trade, which will, beyond all doubt, follow this route upon its completion to the scale now contemplated.

Near where the trial line to Port Dalhousie passes the west corner of the St. Catherines' Cemetery, it runs close to the head of a branch of the Twelve Mile Creek, which enters the present canal at what is known as "Collier's Bend," a short distance below lock No 5.

It is doubtless practicable to descend by this ravine, and form a connection with the present work; but the line would be crowded in between high banks, where it would be difficult to locate the required waste weirs; and the channel would be crooked and unsuitable to the navigation of the character contemplated.

This line would interfere with the existing hydraulic race by which the water is now supplied to the several mills in St. Catherines, and would cross the Welland Railway where there is a very heavy embankment, necessitating a formidable bridge. It is also said that the character of the soil in the gully at some depth below the surface is, in places, a sort of quicksand unsuitable for the foundations of the locks.

But it seems to me that the chief objection to this route, and one that would outweigh all ordinary considerations of economy is, that it leads into the tortuous channel of the existing canal, where the traffic of both would be thrown together, and where in some places it would be almost if not quite impossible to obtain a line adapted to the requirements of the enlarged canal.

In my humble opinion the lines of traffic when divided at Thorold, should not again be united in the same channel until the inner basin of Port Dalhousie is reached, where there is ample room for both without danger of interruption to either. For these reasons the present canal has not been surveyed from Collier's Bend to Port Dalhousie, although information can readily be provided from existing documents, on which to base an approximate estimate of cost, should the proposition of enlarging by this route be entertained. The profile shews the lockage and longitudinal section down the ravine, which has been measured and cross-sectioned closely throughout.

2. From Thorold to Port Colborne the existing canal has been accurately surveyed and cross-sectioned at distances, of 500 feet apart, so as to afford sufficient accurate data to make an approximate estimate of the cost of the enlargement.

As instructed by you, the quantities between Thorold and Allanburg, have been calculated on the arrangement that the water in the reach between these points will be raised two feet, instead of lowering the bottom to obtain the requisite depth.

Up to the bend below the Allanburg bridge, at the Holland road crossing, the present line is generally followed throughout. At this point, however, the very objectionable approach to the lock from the lower level, may be avoided by adopting a new line for enlargement. This would permit of the necessary works being constructed, without interruption to the business of the existing canal.

The ground in the vicinity of Allanburg, has been closely cross-sectioned, to enable the new line at this place to be located on the west side in the most favorable position.

Between Allanburg and Port Robinson, sections were carefully taken through the "Deep cut," and the calculations for the enlargement of this formidable excavation, are made for the same bottom width as the other parts of the projected canal, namely 100 feet.

From Port Robinson to Welland, the canal is, in some places, close to the left bank of the Chippewa River, and in considerable embankment on the side next the stream. The enlargement is therefore at such place, projected on the side next the land, to avoid any interference with the banks, which are now rendered solid by repairs, and the time they have been built.

At the town of Welland, numerous cross-sections and soundings of the river were taken, with a view of obtaining a line for a new aqueduct, in case it should be considered necessary to build one. Between Welland and the junction of the feeder, the excavation is calculated for on the west side of the canal. Beyond this, on the long straight line to Ramney's Bend, the enlargement is also intended to be on the same side. The tow path is at present on the east side of the canal, and also the road from Welland to Port Colborne.

Through the rock cut above Ramney's Bend, and that from below Stone bridge to Port Colborne, the quantities are taken out for the east side, the west bank being covered with large heaps of soil arising from the excavation of the present canal.

At Port Colborne the harbour was carefully surveyed and sounded, together with the entrance, and for some distance outside the Light House on the end of the west pier.

The result of these measurements shewed that there is a considerable area of rock lying inside the west pier, which it will be necessary to excavate to the required depth for the entrance when the canal is enlarged.

The work is, I believe, now under contract.

An additional lock will probably have to be provided at Port Colborne of the size and depth required for the proposed canal, the present one being only 230 feet long between quoins.

During calm weather, and at ordinary level of the lake, neither of these locks would have any lift when Lake Erie level is introduced. But as the sudden fluctuations caused by storms have rendered it necessary that the present lock should be provided with two sets of gates opening in opposite directions, a similar arrangement will, it is presumed, be made for the new lock. This will enable a higher level to be resumed temporarily for the summit should this at any time prove advisable.

It is quite evident that at no time would it be possible to pass through the gates of these locks the large body of water required for the supply of the new canal as well as that for the present canal below Thorold. It will therefore be necessary to construct a large weir for the purpose. This might be built on the east side of the inner basin, and a channel excavated from it to join the canal a short distance north of the locks, passing under the Grand Trunk Railway. The swing bridge at the crossing of this line will, of course, have to be rebuilt. With reference to the supply for both canals below Thorold, if the prism be made through rock cutting of the dimensions estimated for, an ample volume can be passed through it without creating an objectionable current. A slight current downwards and in the direction of the heaviest traffic would be an obvious advantage to the trade.



From observations made when sounding Port Colborne Harbor, and from the information obtained there, it appears certain that the mitre sill of the present lock is at least one foot too high. On several successive days of calm weather last fall there was only a little over 12 feet on the sill, whilst a slight wind off shore would lower the water suddenly 5 or 6 inches.

In the month of October last there were 11 days on which the register kept by the Lockmaster shewed less than 12 feet on this sill, when his usual measurement was taken at noon of each day. There were also 12 other days in the same month when the depth did not exceed twelve feet three inches. This shows conclusively that the mitre sill of the Port Colborne Lock should be lowered at least one foot to admit of a twelve foot navigation. It is to be remarked, however, that last fall the level of Lake Erie was very low.

The level of the floor of the present aqueduct at Welland is 1.47 feet higher than that of the mitre sill at Port Colborne. If this floor were removed, the backs of the arches would be about level with the sill referred to. But it has been shewn that the latter is at least one foot too high, and it would be well to give the bottom of the enlarged canal a slight inclination northward in order to ensure the full delivery of the necessary supply of water for both lines at the lower end.

Even were the floor of the aqueduct made low enough to give the required depth of 12 feet, it is evident that when the summit is reduced to Lake Erie level the structure would not afford sufficient area to pass the water required for both canals except at such velocity as would prove an obstruction to the navigation.

It will therefore be necessary to construct a channel for the supply of this volume, alongside of the present canal.

The above description will, I trust, draw attention to all the chief points connected with the enlargement between Thorold and Port Colborne. The whole of the traverses and triangulated parts of the surveys were checked on a base line measured between Lakes Erie and Ontario, having a total length of over 23 miles.

From the junction of the feeder with the main line of canal to the Port Maitland branch at Stromness, a survey line was run and levels taken. The results show that the distance between these points is nearly  $16\frac{1}{2}$  miles; and the average cutting for a canal to Lake Erie level would be a little over 21 feet.

The country traversed by the feeder is very flat, and the borings taken at several points along it shewed a surface deposit of from three to four feet of peat or vegetable mould, underlying which blue clay was found in every case.

At the branch to Port Maitland, Broad Creek crosses the feeder. This creek was roughly surveyed, and borings taken in its bed for about three-quarters of a mile in the direction of the Grand River, into which it flows about two miles above Port Maitland. These soundings shewed no rock—nothing but mud and stiff clay down to and below the bottom line of the projected canal.

Judging from the ground in the vicinity, it appears as if the Carniferous limestone (through a ridge of which the present branch to Port Maitland has been partly cut) falls off abruptly on the eastern bank of Broad Creek about a quarter of mile to the west of the existing canal—at all events, we found no rock in the bed of the creek close to the eastern shore, nor on a straight line from a point at the "Quarry" to a junction with Grand River.

From Stromness to the latter, the distance is 7,250 feet, on which there would be an average depth of at least 14 feet of mud and clay cutting. From the point where the survey line strikes the Grand River, the distance down it to the mouth of the Port Maitland branch is one mile; and to the piers at the entrance to the harbor, 3,250 feet farther, making the total distance to this point from the feeder junction near Welland to be about  $19\frac{1}{4}$  miles.

The excavation necessary in the formation of this line, from the junction to Grand River would be fully 10,000,000 cubic yards.

Through the river, in the direction of the piers, from Broad Creek, the soundings showed nearly 30 feet in the centre, until about opposite to the entrance of the present canal. The stream is about 400 feet wide for this distance. From thence the channel shoals to a point near the centre of the village, where there is a sort of sand bar with from 12 to 13 feet of water on it. After this is passed it deepens quickly, carrying nearly 20 feet through the entrance and out into the lake.

The width between the outer part of the piers is 180 feet. When they were built the plans showed that there were only nine or ten feet water between them. The present depth demonstrates the effect of scour on a shifting bottom during spring freshets, at which time it is stated that the current of the Grand River is objectionably strong.

From the foregoing it will be seen that the route via the feeder to Port Maitland, from the junction with the main line of canal, would be 19½ miles in length, whilst the distance from the same point to Port Colborne Harbor by the present canal is but 6·27 miles, showing a difference in favor of the latter of 12·50 miles. These lengths are measured in both cases to the entrance piers of the harbors.

There are, however, other considerations which present themselves in connection with this matter which I shall briefly refer to.

Port Maitland is easily accessible in stormy weather—has, as already shown, a deep water entrance—and, from the nature of the river bed, is capable of enlargement at a reasonable outlay. This harbor is now frequently used by vessels as a haven of refuge, and is stated to be one of the safest on Lake Erie. It has the additional advantage of being generally clear of ice much sooner than either Port Colborne or Buffalo. It is also well known that towards the eastern end of Lake Erie great fluctuations of the surface are caused by storms—the maximum effect from this cause being often productive of serious inundation at Buffalo. This is mainly owing to the rapid convergence of the north and south shores, and the fact that the city is situated at the extreme end of the lake.

These changes are neither so sudden nor so great to the westward. It is said that a S. W. gale which produces a rise of four or five feet at Buffalo, does not lower the surface at Cleveland more than a foot.

If this is substantially correct, it is clear that Port Maitland would be more advantageously placed in this respect than the present terminus of the canal on Lake Erie; and an entrance lock built at the former place could be more easily worked.

On the other hand, there are the important facts that in order to reach Port Maitland, about 10 additional miles of canal would have to be constructed, and maintained—a greatly increased cost for towing would be entailed upon vessels, and the time of transit between the lakes would certainly be lengthened.

The enormous mass of materials arising from the excavation of the feeder route would chiefly have to be deposited on its sides, at some distance from the edge of the cut, necessitating the purchase of about 1,300 acres of land for this purpose.

Large ditches will also have to be formed to take the water of the marsh from the rear of the spoil banks, and the under culverts would have to pass the canal at a great depth below the surface, unless some arrangements could be made to receive the drainage of the surrounding country into the new channel.

A guard lock with double sets of gates would have to be built near the Grand River, and a lift lock, near Stromness, to keep up the feeder navigation to Dunville. One railway bridge would have to be built, together with several road bridges; the harbor extended, piers rebuilt, &c., &c. Taking all the circumstances of the case into consideration, it does not, in my opinion, appear advisable to adopt the Feeder Route for the enlarged Welland Canal.

4. With a view of determining whether a practicable line could be obtained up the valley of the Twelve Mile Creek, from its junction with the present canal at St. Cath-

arines, and from its head waters near Fonthill, across to the town of Welland, surveys were made and levels taken along both the main stream and its principal eastern tributaries.

The general result of these operations may be stated in a few words.

No lower summit than that at the present canal at the "deep cut" was found. The ground to the west of Allanburgh is nearly flat, or slopes up gently towards the basis of the steep rise, on which Fonthill is situated.

Besides the valley of the Twelve Mile Creek, at St. Johns, has such a quick descent, that it would be impossible to avoid having several locks in combination in the vicinity, whilst all the eastern tributaries are at some point quite precipitous.

The level of the rock met in these examinations is not so high any where, as that found in the ravine behind Thorold; and in the plateau to the east and west of the "deep cut," the soil seems to be similar to that formidable excavation—namely, clay resting on and merging into a sort of quicksand, which, when reached by the wells, affords a supply of water.

There is no rock on the higher levels. The depth to which the aqueduct foundation were driven into the bed of the Welland River, without encountering anything but clay, seems to shew that it dips southward from Thorold, and is not again met until the strata of a higher formation appear near the shores of Lake Erie.

The valley of the Twelve Mile Creek is winding, and the stream is liable to violent freshets, whilst its waters is at such times charged with the clay swept from its banks. These are objectionable fetures, and generally there does not seem to be any good argument in favour of adopting this as a canal route.

5. The practicability of obtaining a line for the enlarged canal down the mountain slope at Thorold, without resorting to combined locks, being clearly demonstrated—a connection was subsequently made between the proposed route and that of the "Lateral Cut" to Niagara, at a point about a mile to the north of the Great Western Railway, inasmuch as it appeared that even if this scheme was adopted, the location now shewn would be the best for its southern end.

At the town of Niagara, the line was run back from the bank at the ruins of Fort George, for about a mile inland and levelled. The ground for some distance to the north and south of the projected terminus of the canal was also surveyed, and cross sections taken at several places.

The river was also sounded for some distance in the vicinity.

The result of these examinations shew that the line marked on Mr. Shanley's plan, is doubtless, the best which could be found in this locality.

The banks of the river are generally from 40 to 50 feet high, and so steep as to offer but little choice of ground for the site of the combined locks. Advantage has, however, been taken of a bend in the stream a little to the south of Fort George, to locate the entrance, where the current is not so swift as above the Ferry Point, and where, in calm weather, the ice would have a direction towards the opposite shore.

By the kind permission of the gentlemen in charge at Fort Niagara, we made a copy of their carefully prepared chart of the mouth of the river, with surroundings in the lake for some distance to the north and south of this point, and also for a considerable length up stream. An examination of this document will shew that in the centre of the river inside, [which is here about half a mile wide], the water is very deep, the soundings shewing 70.80, and in some places 90 feet with a sand bottom.

The depths increase very rapidly from the west shore towards the centre of the stream. At 150 feet from the beach, measured on the line of the "Lateral Cut" produced, we found 51 feet water; and this was also shewn [at the same distance out] for several hundred feet above and below this point.

Outside the river mouth the water is not so deep, as on a line in the general direction of the center of the stream lakewards there is for some distance about 24 feet depth,

To the north of Fort Niagara, and for a distance nearly three-quarters of a mile from the shore, there is a sand shoal with only 12 feet of water at its extremity. There is

also a small rocky shoal with 15 water on it, shewn about  $1\frac{1}{2}$  miles N. E. of the of the Fort, in the lake. These dangers would doubtless prove serious to vessels making the harbor in stormy or thick wether, as they lie in the general direction taken by those trading to or from ports at the eastern end of Lake Ontario.

Notwithstanding this objection, it is however evident that Niagara is a fine natural roadstead, capable of affording shelter to a very large fleet of vessels; and in certain winds it is easily accessible.

Still, if adopted as the lower entrance to the canal, it will necessitate the construction, maintenance, and navigation of four miles of additional canal beyond that required to reach Lake Ontario from Thorold, via the proposed line; and there appears to be no way of avoiding four locks in combination where it enters the Niagara River, except by incurring a very large additional outlay.

Adopting about  $3\frac{1}{2}$  miles of the Port Dalhousie line for the south end of the "Lateral Cut" line, the distance by the latter from Marlatt's Pond to Niagara is 12.66 miles.

The water is so very deep in shore near Fort George, that it would be unfavourable for the construction of entrance wharves or piers where vessels could tie up when awaiting their turn to enter the canal, whilst works in such a position would be liable to destruction by the attacks of ice borne along by a rapid current. It is true that basins might be constructed on the flat to the north of the proposed entrance, but a large amount of excavation, docking, &c., would be required. It seems therefore clear that Niagara cannot be so improved as to form a harbor suitable for a large canal trade, without very considerable outlay, whilst its approach is not free from danger.

On the other hand, from all I could learn from ship captains and others practically acquainted with the requirements of navigation, as well as from actual observation during a period of one whole season, it is certain that the harbor of Port Dalhousie is one of the best on Lake Ontario, being easily accessible, and having no shoals outside in any direction.

Although the depth between the entrance piers is not at present sufficient for the draught of the proposed canal, it can be made so at a moderate outlay, whilst the existance of a capacious inner basin above lock No. 1, affords good shelter for a large number of vessels.

The rapid increase of propellers on the upper lakes, will in all probability render it quite unnecessary to provide very extensive harbor accomodation for the trade of a canal, such as the Welland, where no transshipment takes place at either end. At present, vessels frequently arrive in fleets, and require considerable room to receive them; but if it prove true, as is very generally believed, that steam will eventually supersede steam in the lake trade, arrivals and departures will be more continuous, the harbors will be less crowded, and the proposed canal will in all likelihood be worked to very great advantage.

As regards the mouth of Nigara River, it may be remarked in conclusion, that this place is often blocked up with ice for weeks after Port Dalhousie is open. This seems reasonable to expect, as of course all the ice which comes down from Lake Erie has to pass here in a comparatively narrow space; whilst should northerly winds prevail at these periods, they have the effect of keeping the ice in the river, or off the entrance for some time after it has disappeared from other ports on Lake Ontario.

The above are the principal facts in reference to the roadstead at the mouth of the Niagara River; and unless I am quite mistaken, they point to the conclusion [especially when considered in connection with the additional cost of constructing a canal to this point], that the circumstances do not warrant the abandonment of Port Dalhousie as the Lake Ontario terminus of the Welland Canal, or of the enlarged canal now contemplated.

It may not be considered out of place to close this Report with a few remarks respecting the trade of the Welland Canal, as compared with that of its rival the enlarged Erie.

The idea has been widely promulgated, in reports and other documents, that the business of the Canadian canal is quite insignificant when compared with that of the

American one. This conclusion has sometimes been arrived at by incorrect comparisons, as, for example, contrasting the business of the whole of the New York State canals with that of the Welland alone.

It is clear, however, that to institute a proper comparison in this matter the shipments east and west by canal, at Buffalo, should alone be contrasted with the trade both ways at Port Colborne.

In this view of the case, it will be found that, although the business of the Erie Canal is in the aggregate very much greater than that of the Welland, yet in the chief items of Western produce which pass down it, there is not such a difference as might have been expected.

From the Buffalo Board of Trade Reports, for the years ending 31st December 1870 and 1871, it appears that the shipments east, by canal, of the following articles were as under :

	1870.	1871.
Wheat..... bushels	16,738,613	19,028,316
Corn..... "	5,911,668	20,695,305
Oats..... "	5,572,254	6,649,439
Lumber..... ft. B. M.	168,204,218	141,648,046
Timber..... cub. feet.	12,880,000	6,725,000

The returns at Port Colborne, kindly furnished by the Collector, Mr. Rooth, have enabled me to compile a statement of the trade of the Welland Canal for the year ending 31st December, 1871 ; and I have obtained that for the season of 1870 from the Inland Revenue Office. The chief items are as follows :

	1870.	1871.
Wheat..... bushels	12,838,749	12,828,005
Corn..... "	3,280,320	8,389,658
Oats..... "	Not given.	309,008
Lumber..... ft. B. M.	46,812,600	54,994,491
Timber..... cub. feet.	2,489,900	3,421,439

Only a small proportion of flour is carried by either canal, that article being now chiefly transported by rail. It may be said that, in addition to the above movement east at Port Colborne, the Welland Railway carried outwards nearly three millions of bushels of grain ; making the total downward trade by canal and rail at that point, during 1871, over 24½ millions of bushels.

Trusting that the foregoing statements and conclusions will meet with your approval,

I have the honor to be.

Sir,

Your obedient servant,

(Signed) THOMAS MONRO,

*Civil Engineer*

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APPENDIX No. 8.

BURLINGTON BAY CANAL.

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WELLAND CANAL OFFICE,  
St. CATHERINE'S, 26th November, 1872.

F. BRAUN, Esq., Secretary,  
Department of Public Works, Ottawa.

SIR,—In accordance with your instructions, I have the honor to submit the following report upon the condition of the works connected with the Burlington Bay Canal.

The repairs executed last year upon the piers and upon the ferry scow, have placed these works in such a state of efficiency as not to require any additional expenditure during the present season.

I propose, during the coming winter, to ask for a small appropriation for caulking and otherwise repairing the large ferry scow, as well as landing for the same, in order that the works may be placed in such a state of efficiency as to meet the requirements of navigation next year.

I have the honor to be, Sir,

Your obedient servant,  
(Signed,) W. F. BIGGAR,  
*Superintendent.*

## APPENDIX No. 9.

## RIDEAU CANAL.

F. BRAUN, Esq, Secretary,  
Department Public Works, Ottawa.

Ottawa 11th November, 1872.

SIR,—I have the honor to submit the following report, on the state of the works connected with the Rideau Canal, for the year ending, 30th June, 1872. The navigation closed the 28th November, 1871, and was re-opened on the 1st May, 1872.

The traffic on the Canal is increasing for freight, but it is now less used for passengers than formerly, on account of increased railway facilities. A serious interruption to the navigation occurred at the Kingston Mills Locks, on the 26th June caused by a leakage under the lower sill, which lasted to the 9th July; the repairs were made in a temporary manner without taking up the lower platform, in hopes that navigation might be maintained during the rest of the season; the forwarders were very urgent to have the vessels passed that were detained above, but they were notified that no dependence could be placed upon the work, and that it might fail at any time when a more thorough repair would have to be made.

On the 15th July, as the leakage was increasing, the navigation was again closed, the platform taken up, when it was found that the water had washed out the foundation from under the eastern wall and the lower course of the recess, and part of the second had dropped down; the whole branch was two to ten feet in depth, with an area of 30x40 feet, which was filled with concrete, and is not likely to give further trouble. A portable steam engine and centrifugal pump were purchased from the neighbourhood of Syracuse, which worked very well, and were a success; they will be of service for further repairs, the navigation was again opened on the 12th August.

Several other locks with wooden foundations leak badly, and exhibit symptoms of failure, they have lasted about forty years, and will have to be removed or receive very thorough repairs, they will be alluded to in the details following:—

The water has been abundant during the past year, but attention should be paid to saving as much as possible in the lakes above, that discharge their waters into the canal; the cost of the dams will be only nominal, but it will be somewhat troublesome to settle for the damages.

The principal new works which have been undertaken this season are a swing bridge over the canal at Lower Brewers; increased wharfage accomodation at the Canal Basin at Ottawa, together with clearing out and enlarging the same; an improvement which was much needed to accomodate the increasing business.

The ordinary repairs that have been done during the past year, together with the present state of the works, may be described in detail as follows:—to prevent repetition it may be stated, that sundry small repairs to the gates, works, machinery, masonry &c., at all the stations are required every season.

## OTTAWA.

Addition to lockmasters quarters, and temporary accomodation for the men, in consequence of the removal of the old stone building used for this purpose, and stores.

The lower sill at this station leaks badly, and the chamber of the lower locks is filled with gravel and other debris, to the depth of three or four feet, it will have to be pumped out to make the repairs and to clean out the lock; the rest of the works at this station are in good repair.

*Hartwells.*

New swing bars strengthening centre gates ; new sheeting swing bridge at Mutchmores, and raising embankment at Dows Swamp ; one of the lower gates requires hoisting to repair sluices and to splice the heelpost.

*Hogsback.*

Strengthened bulk head ; shingled store house, provided a considerable quantity of stone and gravel on dam for contingencies.

The extensive bulk head at this station being built of wood in 1862, has lasted quite as long as could be expected ; it has also been frequently injured by ice and flood-wood during spring freshets ; it requires removal, or which is more desirable, some change made in the plan, as it is found objectionable, expensive, and dangerous to pass the spring floods with the accompanying ice and drift through bulk heads constructed of wood ; flat dams should be used where possible.

*Black Rapids.*

At this station the flat dams and sluices have received considerable repairs ; a guard pier has also been placed above the locks ; a new pair of gates are required here.

*Long Island.*

Seven hundred yards of stone has been placed below the crib-work of the dam to support it, as the timber with which it was built in 1858, cannot be depended upon any longer

Two pair of lock gates have been strengthened.

The removal of two pairs of lock gates will soon be required, together with some more stone for the dam.

*Burritts.*

One hundred yards of stone for raising embankment has been furnished, repairs to gates and new gratings for main holes.

The upper gates will soon require to be renewed and some alteration should be made in the top of the dam.

*Nicholsons.*

Sundry minor repairs have been made here at both locks.

The swing bridge at this station, over the upper lock is dangerous and requires renewing, it belongs to private parties who have acquired permission to put it there, for the convenience of the mills. The sum of \$50 has been granted to assist in the repairs, on account of the benefit it is to the canal ; but this will go but a small way. One thousand six hundred dollars will be required to renew it properly. The remainder of the works here and at Clowes adjoining, are in tolerable repair.

*Merrickville, Maitland's, Edmond's Smith's Falls.*

These stations are in good working order, sundry repairs have been made to all. 400 yards stone, and a 100 yards of gravel, have been supplied at *Maitlands*.



*Narrows.*

The masonry of the lock at this station is in a bad state, and some very considerable repairs will soon have to be made; it will be troublesome and expensive as it will require two dams and pumping; the gates will have to be removed very soon.

*Newboro.*

The High Queen post truss bridge over the cut has been built ten years; it has been repaired and strengthened, but will not last much longer.

The lock is in very bad order and will require extensive repairs; there is a serious leak under and through the upper part of the lock wall; as this is at the summit level the preservation is important.

*Chaffey's.*

Renewing one pair of swing beams; repairs to Lockmasters quarters, and new fence around works. Connected with this station two new dams have been built to assist the water supply, viz:—one at the outlet of Heart Lake, lot No. 22, 15 Concession of the Township of Storrington, and one at the head of Devil Lake, lot No. 7, 8 Concession of the Township of Bedford.

During the past season a very bad leak has been formed under the lower miter sill, but by putting on additional crabs to work the gates, the navigation will probably be maintained; in the meantime it will require extensive repairs, dams and pumping.

*Davis.*

The same remarks will apply to this Lock relative to the lower sill, as described at Chaffey's Station.

*Jones Falls.*

Considerable repairs to the masonry; pointing grating &c., have been done here, and also repairs to the white fish-dam which is in connection with this station.

There is a considerable leak at the lower lock, but it is supposed that it may be caused by the sluices being out of order.

*Brewers Upper Mills.*

Lower gates hoisted to repair sluices, and a new rail put in &c.

The lower lock leaks under the lower sill and will require considerable repairs.

*Brewers Lower Mills.*

Bulk head renewed; gates hoisted to repair sluices; upper gates renewed; new pier built for wharf and protection of embankment; new pair of sluice frames and chains to gates; repairs to lockmasters quarters.

In 1861, the foundation under the easterly wall of this lock, was washed out somewhat similar to that lately at Kingston mills, but the whole wall sunk and had to be taken down and rebuilt. The Westerly wall shews some indications of failure, but it may last some time longer; the lock should be pumped before opening navigation, and any repairs made that can be to preserve it.

This is one of the locks built upon a bad foundation, partly wood and partly rock, and has always been troublesome.

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*Kingston Mills.*

The repairs done here have been described before in this report ; in addition to which repairs to masonry, machinery &c. have been made ; two pair of new swing bars renewed.

On the macadamized road near this station, there is a wooden bridge over the creek disconnected with the works of the canal ; this bridge was formerly built by the Ordnance, and it has been kept in repair by the Government since. A portion of it has been rebuilt this season, and some arrangement should be made with the road company, to take charge of it and keep it in repair. To rebuild the whole bridge would cost \$2,500.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

JAMES D. SLATER.

## APPENDIX No. 10,

## ST. PETER'S CANAL.

F. BRAUN, Esq, Secretary,  
Department of Public Works, Ottawa.

Halifax, N.S., 28th November, 1872.

SIR,—In compliance with your letter of the 7th instant, I have the honor to submit the following report on the St. Peter's Canal, for the fiscal year ended 30th June 1872.

Authority under date of 26th July 1871, for the expenditure of \$5,580 in repairs, having been received, the work of removing a quantity of material from the slopes was undertaken by contract; the expenditure in connection with which amounted to \$4,238.98; and in addition thereto, a further sum of \$980.45 was expended in other necessary works, such as the pointing of masonry, building cribwork at two points on the tow path exposed to the wash of water, advertising for tenders &c., making an aggregate outlay of \$5,219.43.

In consequence of the extrem severity of the winter, the canal was closed by ice on the 23rd December 1871, [nearly a month earlier than the year previous] and was reopened on the 2nd May following, making a total of 236 working days, or 43 days less than last year.

Below will be found a statement shewing the number and tonnage of vessels which passed through the canal each month, during the above period.

Month.	No. of Vessels bound North.	Tonnage.	No. of Vessels bound South.	Tonnage.
1871.				
July .....	70	2,600	33	1,387
August .....	30	1,100	47	1,904
September .....	52	1,924	45	1,611
October .....	56	2,128	65	2,431
November .....	76	2,873	66	2,497
December .....	33	1,263	42	1,597
1872.				
May .....	40	1,400	30	600
June .....	33	1,741	18	830
Total .....	390	15,029	346	12,887

Two hundred and twenty-seven boats also passed through the canal during the year

Notwithstanding the fact, that there were 43 working days less in the present than in the previous year, the number of vessels was increased by eighty, and their carrying capacity by 1129 tons, which proves beyond a doubt, that the trade is steadily increasing

I have the honor to be Sir,

Your obedient servant,  
(Signed,) ALEXANDER McNAB,  
Superintending Engineer.

## APPENDIX No. II.

SLIDES, BOOMS AND NAVIGATION.—RIVER TRENT AND  
NEWCASTLE DISTRICT.

F. BRAUN, Esq., Secretary,  
Department Public Works, Ottawa.

BELLEVILLE, 16th October, 1872.

SIR,—I have the honor in compliance with general instructions, to make annual reports and estimates, also an account of disbursements. I herewith remit the same for the Inland Navigation Newcastle District [or Trent] under my charge.

At Lindsay the Ontario Government have completed the Lock and made some improvements on the Scugog River, up to Scugog Lake in way of dredging and widening the channel of the River. The gates of the locks are a bad fit and the lock chamber leaks so, that the unnecessary waste of water is complained of. The Government lot that was a common, and made use of for waste ground by the public, has been fenced, and I am now clearing and levelling it off to make it more convenient for the use of service and storage ground.

The lock has been used a good deal this year in passing square timber, saw logs and lumber from the lakes below to the Whitby and Point Peny Railway.

I include in my estimate a sum to put the works in good order below the lock, between it and the railway landing. A good deal of trouble exists between the owners of mills located on the margin of the river, and those navigating the river, from the fact that there is not room for the business that is doing, and I would advise an order to be given, requiring the owners of mills to provide themselves with storage ground for their logs on the land.

The waters of the Sturgeon, Pigion, Buckhorn and Mud Lakes, have been much higher than I have ever seen them during this season, in consequence of the reserve water maintained in the lakes of the tributaries beyond the main line of navigation, which gives positive evidence *that if* husbanded, it would afford good navigation on the main line anywhere below Lindsay all season. The mitre sill at Lindsay is one foot above the upper sill at Bobcaygeon, and the accumulated shingle and debris on the bed of the river, between the lock and the landing is about ten inches above the sill, therefore if the water declines down to the apex of the Bobcaygeon Dam, that half mile of navigation is less than four and a half feet.

The Bobcaygeon Dam has been graveled, mended, and arranged for Bracketing to provide, as well as possible, for the benefit of the difficulty above described. It has also been strengthened by placing half bents behind it.

There are two of the wicket gates of the Bobcaygeon Lock broken, one in the upper gate, and one of the Lower, which will create the necessity of lifting them out to repair this winter.

The chamber should be pumped if it could be, at any reasonable cost, to put all parts of the work to rights, but as it can't be, the gates will have to be lifted out.

Other parts of the works are in good working order requiring, but ordinary repairs.

The Buckhorn works are in good working order; the Dam leaks, and the slide floor was worn out in places. The Dam has been graveled and the slide repaired.

The Whitlas Rapids works have been repaired and are in good working order, but the offal from the mills above, render them almost useless, and some steps should be taken to prevent the nuisance.

The hastings works are in good working order. The Lock house that was burned has been renewed.

The Heely Falls Dam leaks, and the slide Pier adjoining the Dam has given out [rotted down], and must be repaired before another spring freshet.

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The Heelys Falls works was one of the works transferred to the Lumber trade, but as there is little timber to come down over this work, they decline to maintain it, and as the Dam maintains the level to the Hastings Lock, it is necessary to keep it in repair, and have control of the water.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

G. W. RANNEY,

*Supintendent Trent Works.*

## APPENDIX No. 12.

## SLIDES AND BOOMS.—OTTAWA DISTRICT.

OTTAWA RIVER WORKS,  
SUPERINTENDENT'S OFFICE,  
OTTAWA, 1st of July, 1872.

F. BRAUN, Esq., Secretary,  
Department of Public Works, Ottawa.

SIR,—I have the honor to transmit to the Department, the following report on the works under my charge, for the year ended 30th ultimo.

During the Summer months of 1871, the waters of the Ottawa were at an average height, but, on the upper reaches of the southern tributaries, there was such a scarcity of water after the spring floods that have passed, that large quantities of saw logs and square timber had to be abandoned for the season. The clearances effected by settlers and a more extensive system of drainage than existed in past years, have done much to cause extremes in high and low water; this, taken in connection with the fact that the operations of the lumbermen are gradually being extended into the interior, leaves it uncertain whether one or more seasons will be consumed in taking timber, and saw logs to their destination. The works on being inspected at the close of navigation, were found to have sustained no greater damage than that caused by an average seasons business.

The timber which passed the following stations consisted of:—

*Ottawa or South Chaudiere Slide—*

	Cribs.	Pieces.
Square timber.....	15,484	353,488
Flatted ".....	28	608
Floats.....	27	
Round cedars.....	47	
Sawed dimension timber.....	44	
Deals.....	102	
	15,732	354,096

*Hull, or North Chaudiere Slide—*

Booms:	Pieces flatted timber.	Saw logs.
234	2,100	185,563

*Gatineau Boom—*

Saw logs.	Pieces square timber.	Pieces flatted timber.	Round Cedars.
252,980	8670	4925	734

The above quantities are exclusive of the logs and pieces of sided timber for the Chaudiere and Hull mills.

The amount derived as Tolls for the use of the works during 1871 was upwards of \$94,000.

The following repairs were executed principally between the close of the season of 1871 and the opening of 1872:—

The walls of the northerly approach to Union Suspension Bridge, repaired and pointed, the roadway or the causeway macadamized anew, and the skein wires of Bridge repainted. The dams, piers and booms on the Petawawa River slightly repaired.

Boulders removed from Carillon timber channel, and the planking of dams repaired.

The slides, dams, booms and piers from Chain Rapids on the Madawaska River to the mouth, generally overhauled, strengthened and repaired.

The booms and piers on the Coulonge and Black Rivers, repaired and strengthened, and some portions of them removed, and the bottom of Black River Slide repaired.

The works at the mouth of the Dumoine River, consisting of booms and support piers considerably improved, repaired and made more serviceable for the increasing business of that stream.

The Cheneaux Boom provided with much heavier chains and additional piers to accommodate temporarily, the vast number of saw logs retained after passing the Rapids. The dam at the head of the Dominion Slide somewhat raised, and supported at the back by buttress piers.

The Chats slide provided with new apron to replace one worn out, partially replanked on the bottom, and otherwise repaired as regards side piers.

At the Ottawa or South Chaudiere Station, the slide repaired in its planking and side piers, (a more favourable curor having been obtained between the 3rd and 4th pitches), the bulkhead over the Buchanan Channel rounded, and the decayed roadway planking of the wooden bridge removed, and Hemlock covering substituted for it.

The planking and side piers of the Hull Slide patched and otherwise repaired.

A portion of a pier at the Gatineau Boom reconstructed, and a Bridge over the Canal repaired.

The Portage du-Fort, Mountain, and Calumet Slides, repaired where the planking and side piers were worn out and decayed.

The works chargeable to construction consisted of :—

The Sault-au-Recollet Boom and Piers. The further removal of Boulders from, and the improvement of a portion of, the Channel of River des Prairies.

The dams for raising the water, at the head of each of Chats, Portage-du-Fort, and Calumet Slides.

The Booms and support Piers in Grass Bay, on the Madaska River, and the single slide on the Dumoine River.

It may be stated that the contractors for the Portage-du-Fort Bridge, have made such progress in completing the main piers, and procuring materials for the works, as to warrant the belief, that this important and much required structure will be completed by the time specified in the contract (31st March 1873 :

The water this spring (1872) especially on the southern tributaries was high, but occasioned no breaks of any consequence in the works. The ice having been of great thickness last winter, when it moved in the spring, damaged two of the piers supporting the Sault-au-Recollet Boom ; an examination however will be made with the view of having the necessary repairs executed at the proper time.

A vast accumulation of logs in the Cheneaux boom, during the time of high water, caused the breaking of a boom chain and the scattering of a considerable number of logs ; steps were immediately taken to close the gap, and the logs were recovered in the Chats Lake, without much inconvenience.

The lower end of the Black River slide being somewhat steep, a good deal of difficulty was experienced in keeping up the bottom planking. Saw logs and flood-wood were shot through with great velocity, and damaged the foot of the slide from time to time, but repairs were executed with as little delay as possible. A saw-mill near the upper end of the slide was destroyed by fire, causing damage to the head-works, which will have to be made good before next spring.

The new slide on the Dumoine River was completed in due time and most successfully operated this season ; timber was safely and expeditiously passed through it, to the full satisfaction of the lumbermen ; and it is not too much to say, that no single improvement on any of the tributaries of the Ottawa, where Government money has been expended, has done, or will do more, to develop the resources of a portion of the country well stocked with timber, than the slide at High Falls on the Dumoine.

The very large quantities of saw-logs and other descriptions of timber, driven into loose sticks down the Gatineau River, have of late years frequently obstructed the navigation of that stream for steamboats and barges, at the boom near the mouth; and notwithstanding the intimations that have repeatedly been made to the owners of timber, that it was for guiding instead of retaining purposes, that the Government constructed the boom there, they still persist in turning in their logs &c., greatly in excess of the number permissible under the established regulations, and the result is a periodical straining of the boom, and the obstruction of the navigation. I will shortly cause soundings to be taken, and submit a report and plan, having for their object the keeping open for navigation, by river craft, during low water, of the northerly channel of the river, at present only available during the time of high water. This in a great measure will overcome a difficulty forwarders and shippers have had to contend with.

Lumbering operations are now carried on so far up the Ottawa and its tributaries that the timber is longer in reaching the improvements on the main river than in past years; so much so is this the case, that rafts are from six weeks to two months later in clearing the crib slides than formerly—thereby encountering a “low pitch” of water. In reconstructing the slides, their adaptation to this state of things will have to be kept in view.

The necessary amount having been voted by Parliament, and instructions given, for carrying out of the Rocher Capitaine slide, a plan and estimate will in due time be submitted of this much required improvement; and at the proper season a thorough examination of all the works will be made, preparatory to their being repaired, when the timber shall have passed.

In respectfully submitting the above,

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

HORACE MERRILL,

*Superintendent Ottawa River Works.*



## APPENDIX No. 13.

## SLIDES AND BOOMS—ST. MAURICE DISTRICT.

THREE RIVERS, August 27th, 1872.

F. BRAUN, Secretary,  
Department Public Works, Ottawa.

SIR,—I have the honor to submit for the information of the Department the following Report on the state of the St. Maurice Works, for the fiscal year ending 30th June, 1872 :—

## CONSTRUCTION.

Appropriations for the construction of three works of considerable importance, as the Department is already aware, were made for the past year, namely : The new booms and piers at the mouth of the river, the dam at the Grand Piles Falls, and the side crib pier at the foot of the Tuque Falls.

The new booms and piers at the mouth of the river were estimated by me to cost \$43,391.21. They were given to contractors for \$34,800. In consequence of the low price, and inefficient management, the contractors abandoned the works before they were half completed. Their sureties then made strenuous efforts to carry them on, but without success. Finally, in February last, instructions were given me by the Department to complete the works at the expense of the contractors. They were continued under many disadvantages, and are not yet quite complete. They will probably cost the amount of my original estimate.

It may here be stated that although the new booms were this spring in a very incomplete state, many of the piers being altogether wanting or unfinished, yet we managed to retain over 100,000 saw logs in them at once, the "drives" being much facilitated thereby, besides, great additional security was afforded the owners of the lumber.

I may also add here that several of the piers that had been finished, sunk and canted, more or less, which is generally anticipated when the foundations are sandy and soft, and the current strong, and they will require raising and straightening the present season. An estimate for this work will be put in the estimate for repairs for the ensuing year.

The second work, the dam at the Grand Piles, although tenders were asked for and received, was not commenced, in consequence of the contractor failing to sign the contract.

The third work, the side pier at the Tuque Falls, estimated by me to cost \$2,500, was completed in due time by the contractor for the sum of \$2,333.62, and proves to be a useful improvement.

The total amount expended for construction during the year is \$37,563.93.

## REPAIRS.

The amount authorised for repairs for the year was \$5,522.21, all of which was expended.

The repairs made were as follows :—

## STATION No. 1—MOUTH OF RIVER.

- 3 old piers demolished.
- 3 old piers renewed.
- 3 mooring posts with crib work on shore.
- 12 head blocks strengthened.

10 head blocks new.  
484 feet boom renewed.  
1 mooring pier renewed.

STATION NO. 3—SHAWINEGAN FALLS.

1 mooring pier 30 + 32 + 28 feet.  
4 piers raised with new posts.  
4 anchor piers.  
2,000 lbs. chain cable.  
4 boom-gates renewed.  
Booms on shoal repaired.  
4 piers repaired.  
Hetnes boom repaired.  
Slide boom repaired.

STATION NO. 4—GRANDE MERE.

5 head and 15 cross blocks to booms.  
150 feet of boom renewed.  
2 anchor piers with chains.  
Foundation of station house renewed.  
Also sundry small repair at the Tuque and Iroquois Falls Stations.

STAFF AND WORKING EXPENSES.

The expenditure for the past year for staff and working expenses, in consequence of the great advance in the price of labour, and the additional work required to operate the new booms, exceeds considerably the cost of previous years. It amounts to \$12,101.70 against \$9,634.29 the year previous.

GENERAL REMARKS.

No damage whatever has been sustained by the works the past year, further than hereinbefore stated.

Uniform success has attended the operations at every station; and in consequence of the additional improvements and the favorable pitch of the water, the lumbermen have been unusually fortunate this year with their "drives," and if I may be permitted to mention what properly pertains to a report for the fiscal year ending 30th June, 1873, I will say that although most of the lumber arrived at, and departed from the mouth of the St. Maurice some time ago, yet there is still a considerable quantity made in remote localities, the owners of which, now that the water is very low, are suffering seriously for the want of the projected dam at the Grandes Piles.

Respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

H. R. SYMMES,

*Superintendent.*

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APPENDIX No. 14.

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SLIDES AND BOOMS—SAGUENAY DISTRICT.

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SAGUENAY, June 30th, 1872.

F. BRAUN, Esq., Secretary,  
Department of Public Works, Ottawa.

SIR,—I have the honor to transmit to your Department a Report on the works under my charge for the year ending 1st July, 1872.

All the works confided to my care are in good order ; it will, however, be necessary to make certain repairs next spring ; an estimate of which I am unable at present to prepare owing to the height of the water, but I shall obviate this difficulty in my next report.

I have expended and paid, by order of your Department, eight hundred and eighteen dollars and twenty-eight cents on sundry repairs.

The water this year is at an average height.

I have expended for staff and travelling expenses, six hundred and eighty-four dollars.

I have the honor to be, Sir,  
Your humble obedient servant,  
(Signed,) D. BOULANGER,  
*Superintendent.*

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APPENDIX No. 15.

PORT DOVER HARBOR.

WELLAND CANAL OFFICE,  
ST. CATHERINE'S, 27th Nov., 1872.

F. BRAUN, Esq., Secretary,  
Department Public Works, Ottawa.

SIR,—I have the honor to submit, in accordance with your instructions, a report upon the condition of the works connected with the harbor at Port Dover.

Considerable repairs will very shortly be required in connection with these works.

The superstructure of the west pier has become in places considerably decayed, and planking will soon require to be almost entirely renewed.

The east pier also requires some slight repairs.

At a distance of about 250 feet from the entrance to the piers, a large boulder was recently removed, at which point I find that a bar has formed across the channel, about 50 feet in width, leaving, at the present low level of Lake Erie, only about 9 feet of water.

As, however, the water in the lake is this season unusually low, I do not consider that at present it would be advisable to incur any expenditure in the removal of what next year may cause no inconvenience.

I propose shortly to submit an estimate of the cost of the repairs required to the piers, and to ask for an appropriation for the carrying out of the same.

I have the honor to be, Sir,

Your obedient servant,  
(Signed,) W. F. BIGGAR,  
*Superintendent.*

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 APPENDIX No. 16.
 

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 MABOU AND PORT HOOD, (C. B.,) HARBOUR AND PIER.
 

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 CHARLOTTETOWN, PRINCE EDWARD ISLAND  
 9th October, 1872.

 F. BRAUN, Esq., Secretary,  
 Department Public Works, Ottawa.

SIR,—I have the honor to submit the following Report on the state of the works under my charge at the close of the fiscal year.

The pier at Port Hood was damaged by a severe storm in November last. A breach was made through the pier for a length of about 200 feet.

For a length of 50 feet of the pier and 60 feet of the angle, the covering and two or three courses of the logs were washed off, and the rest of the angle, a length of 70 feet, was carried away down to four feet below low water. A large heap of ballast, washed off the pier, lies in the angle between the pier and the angle and a small quantity outside the southern end of the angle.

Messrs. Beaton and McDonald have nearly completed the repairs of the 200 feet of the pier in a good and substantial manner; and, in accordance with your instructions, I have made an agreement with them to build a new block 125 feet long by 20 feet wide outside the whole work.

When this is completed, the pier will be in a very much better condition than it ever was before.

At Mabou Harbour, the contractor, Mr. Evan, has framed all the bottom cribs of the breakwater up to a height of about four feet. The work is very well done, and the timber exceedingly good quality, nearly all being yellow birch. The contractor is providing himself with dredging machinery. He has already built two large mud scows and the mill of the dredge is nearly completed. The machinery is delivered at Hawkesbury, Canse, and is of a very powerful class.

The contractor for the breakwater at Cape George has only just begun his work, but the whole of the timber is delivered at another point on the coast.

The repairs of the breakwater at Arisaig have been completed in a good and substantial manner. This structure was damaged by the same storm which injured the pier at Port Hood.

I have the honor to be, Sir,  
 Your obedient servant,  
 (Signed), JOHN EDWARD BOYD,  
*Engineer in charge*

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APPENDIX. No. 17.

GOVERNMENT RAILWAYS IN NOVA SCOTIA;

GENERAL SUPERINTENDENT'S OFFICE,  
HALIFAX, October, 1872.

The Honorable HECTOR L. LANGEVIN, C.B.,  
Minister of Public Works.

SIR,—I have the honor to submit my annual report of the operations of the Govern-  
ment Railways of Nova Scotia, for the fiscal year ending 30th June, 1872.

The Traffic Receipts amount to . . . . .	\$328,841 40
On the 1st January, the Windsor Branch was leased to the Windsor and Annapolis Railway Company, and, consequently, only one-third of the earnings are shewn above.	
For comparison I have added the balance . . . . .	25,496 34
Making a total . . . . .	354,337 74
Against last year . . . . .	314,257 15
Increase . . . . .	\$40,080 59
The ordinary working expenses have been . . . . .	316,709 33
Against last year . . . . .	248,696 03
Increase. . . . .	\$68,013 30
The extraordinary repairs amount to . . . . .	\$22,614 80
Against the previous year . . . . .	31,176 89
Decrease . . . . .	\$8,562 08
Receipts as per returns . . . . .	\$328,841 40
For comparison add Western Branch . . . . .	25,496 34
	\$354,337 74
Working expenses and extraordinary repairs . . . . .	339,324 14
	\$15,013 60

The Accountant's report (appendix A) contains the general balance sheet, capital and revenue accounts, and the detailed tabulated statements of receipts and expenses, and all particulars connected with the financial operations.

	Per Cent.
The Passenger Traffic shows decrease of . . . . .	8.36
The Freight Traffic an increase of . . . . .	13.17
The Mails and Sundries . . . . .	7.96

The following comparative statement shows the per centage which the passenger, freight, and other earnings bear to the gross receipts, and that which each division of the ordinary working expenses bear to the whole cost of operating, as compared with 1871:—

Expenses.	1871.	1872.	Receipts.	1871.	1872.
	Locomotive power.....	40.24		34.63	Passenger .....
Car expenses.....	14.25	14.86	Freight .....	58.74	63.54
Maintenance of } Way and works }	22.72	28.23	Horse and waggon .....		
Station expenses.....	13.63	10.40	Mails and sundries.....	2.12	2.19
General charges.....	6.47	10.00			
Pictou ferry.....	2.69	1.88			
	100.00	100.00		100.00	100.00

The ordinary working expenses have been 96.31 per cent, of the gross receipts. The average distance travelled, and the receipts per passenger, and per passenger per mile, are as follows:—

Specification.	Local.	Through.	Both.
Average passenger mileage.....	28.06	62.38	32.39
„ receipts per passenger, in cents.....	42.30	148.67	58.05
„ „ per mile, in cents.....	1.51	2.38	1.78

The number of passengers carried during the past year was.. 194,167

The number during the previous year ..... 234,305

Showing a decrease of..... 40,138

Tons.

The weight of freight moved during the year, including coal, has been..... 242,210

During the previous year..... 211,003

Showing an increase of..... 31,207

Weight of freight carried one mile..... 7,619,614

The average distance per ton in miles—receipts per ton, and per ton per mile, is as follows:—

Specification.	Local.	Through.	Both.
Average distance per ton, in miles.....	47.29	64.25	48.29
„ receipts per ton, in cents.....	74.52	240.78	86.25
„ „ per mile, in cents.....	1.57	3.74	1.78

The apparent decrease in the passenger traffic, is explained in the transfer of the Windsor Branch to the Windsor and Annapolis Railway Company.

The freight traffic shows a very large increase, particularly in the item of coal. This may be attributed to two causes, viz., the early closing of the navigation at Pictou, which necessitated shipping at Halifax, and the increased demand for Pictou coal.

During the past year the Acadia Company shipped at Pictou Landing 85,127 tons, and 35,976 tons were run to Halifax for shipment and local consumption along the lines, being an increase to Pictou Landing of 9,338 tons, and to Halifax and intermediate points of 15,450 tons.

The General Mining Association availed themselves of the connection with the Government line, and forwarded during the winter 3,425 tons, for shipment at Halifax and local requirements.

The Intercolonial Coal Company are vigorously pushing the construction of a branch line to connect with the Government line near Stellarton, and intend to be prepared to ship coal during the coming winter. With these three colliery connections, and others in course of construction, there is every reason to anticipate a very large increase in the freight traffic during the coming season; and in order to meet the demands which will necessarily be made upon the department, it is of the utmost importance that the contemplated wharf at Halifax be constructed with as little delay as possible, and the coal cars and two locomotives under construction be furnished with all despatch.

The increase in the expenses is chargeable to various causes.

On the 12th October, a severe and destructive storm occurred, damaging the railway between Halifax and Bedford very seriously. In many places the embankments were washed away in depths varying from one to four feet, and the superstructure carried into the harbour, which interrupted the traffic for several days. This damage has been fully repaired, requiring over 15,000 yards of rock to make it good. During the same gale, the engine-house and turn-table shed at Windsor and Windsor Junction were blown down. The former has been rebuilt, as per my full report, dated 21st November.

On 25th of same month, another storm visited Pictou, and damaged the station grounds to the amount of about 12,000 dollars, which damage has also been made good.

The engine-house at Richmond was unfortunately destroyed by fire on the 5th January, and eight locomotives were partially damaged, which have since been repaired. The expense accruing from this fire till 30th June was \$9,242.14; and during the month of March a succession of snow storms occurred, which caused a loss of traffic of about ten thousand dollars, and entailed an additional expense of \$13,752.35 to keep the line open.

The Locomotive Superintendent's Report (Appendix B) contains tabulated statements of engines and other plant. From this Report it will be seen that the extreme severity of the weather last winter operated seriously on the engine driving-wheels and tires, and also chilled car-wheels, a great many of which were broken.

Notwithstanding, the locomotives have been kept in good repair, and they are all now in running order. Two or three will shortly require slight repairs.

The cars have been maintained in good order. The increase in the repairs is attributed to the growing freight traffic. Twenty-eight new cars have been added to the stock.

The Track Inspector's Report (Appendix C) states that 60,188 new sleepers have been substituted for decayed ones, and that over five miles of new iron, with improved joints, have been laid during the past winter. The breakage of rails and cast-iron fastenings was very large; but fortunately they were all discovered, so that (with one exception) no damage was done. In addition to the iron already put down, there are also six hundred tons rails ordered, and they will be put in the road during the present season.

The masonry of several bridges and cattle guards have been taken down and rebuilt, and the wood work of several bridges renewed, and timber ordered for three other



bridges, which will be renewed during the present season. This will then complete the wooden-bridge renewals.

Two new sidings were put down at Richmond to accommodate the coal business, and a new siding at New Lairg, and increased water supply to meet the increased business.

The permanent way has been maintained in good repair, and is now reported in excellent running order.

The station buildings along the line have been kept in good order, including painting outside and inside.

The station accommodation at Halifax requires immediate attention. The building, if allowed to remain another year, should be strengthened for safety. The siding and yard room are also quite inadequate to meet the business satisfactorily, and more particularly now when the traffic from the eastern and western part of the Province is conducted separately, viz. : by the Government and Windsor and Annapolis Railway Company. The present wharves at Pictou Landing and Halifax are being repaired, and where necessary rebuilt and strengthened, and put in good order. When the contract for the supply of wood was closed with Mr. Hyde, it was estimated by a commission that there were twenty-three thousand four hundred and nine cords of wood on the line. This, it appears, was only approximate; and when the wood was partially used so that it could be measured, I had this done, and found there was a deficit as stated in the Wood Inspector's report of nearly 1,900 cords. A small per centage may reasonably be allowed for loss of bark from exposure and pilfering, but not by any means to the extent of the loss. It is evident that the quantity on hand at the time the agreement was concluded must have been largely over-estimated.

I regret to report three fatal accidents :—

On the 6th September, Alfred Trider, fireman, accidentally killed, near Windsor.—Report 7th, and 23rd December, 1871.

On 4th December, Robert Thompson, brakesman, accidentally killed, while standing on the top of car passing under a bridge.—Report 6th and 12th December, 1871.

On 23rd January, Owen Kilday, track foreman, accidentally killed, at Grand Lake.—Report 26th January, 1872.

In addition to the above, Matthew Gallagher, employed on permanent way on Windsor branch, was accidentally killed in a snow storm by one of the trains of the Windsor and Annapolis Railway.—Report 30th March, 1872.

And on 16th July, M. Casey, employed by Windsor and Annapolis Railway, had one of his legs broken at Windsor, on 12th December.

On 12th December, Isaac LeViscounte, postal clerk, injured.—Report 12th December, 1871.

And on 29th February, George Little, cooper, in Halifax, had his arm injured at Bedford station; supposed to have been done by the train.

It is to be regretted that, notwithstanding the strong remonstrances and watchfulness of the officer in charge of trains, parties will unnecessarily expose themselves to danger.

I have the honor to be, Sir,

Your obedient servant,

GEORGE TAYLOR,

*General Superintendent*

## APPENDIX A.

HALIFAX, 1st October, 1872.

SIR,—I beg to submit the following statements and returns, showing the financial operations of the Government railways in Nova Scotia, for the fiscal year ending 30th June, 1872 :—

- A 1.—General Balance.
- A 2.—Capital Account.
- A 3.—Revenue Account, with Abstracts 1 to 6.
- A 4.—Classified Monthly Comparative Statement of Receipts.
- A 5.—Statement showing number of Local and Through Passengers East and West, with mileage.
- A 6.—Statement showing number of tons of Local and Through Freight moved East and West, with mileage.
- A 7.—Statement showing the Business and Expense of the several Stations.
- A 8.—Descriptive Summary of Freight forwarded from all Stations.
- A 9.—Inventory of Stores on hand.
- A 10.—Statement of Wood and Coal at the several Stations.

I am, Sir,

Your obedient servant,

THOMAS FOOT,  
*Accountant.*

DR.	(A. 1.) GENERAL BALANCE.		CR.
General Stores.....	\$	cts.	
Stations.....	65,019	94	
Cash.....	21,417	04	
Windsor and Annapolis Railway..	10,317	97	
Individual accounts.....	7,509	03	
James Alexander.....	94	37	
Suspense account.....	3,410	69	
Intercolonial Railway.....	621	76	
	2,073	77	
	110,464	54	
			\$
			cts.
			110,464 54

E. &amp; O. E., Halifax, N.S., 30th June, 1872.

THOMAS FOOT,  
*Accountant.*

DR.	(A. 2.) CAPITAL ACCOUNT.		CR.
1871.	\$	cts.	
June 30--To cost of road and equip- ment to date.....	6,942,765	38	
1872.			
June 30--Expenditure, yearending 30th June, 1872, clas- sified as follows:—			
Engineering....\$	146	25	
Roadway and works.....	1,539	80	
Permanent way.	6,749	86	
Rolling stock....	11,938	31	
Station and water services.....	2,232	35	
Wharf and ferry service.....	938	89	
Damages accruing from gale 12th October, 1871.	9,957	19	
	33,502	65	
	6,976,268	03	
			\$
			cts.
			6,942,765 38
			\$
			cts.
			33,502 65
			6,976,268 03

E. &amp; O. E., Halifax, N.S., 30th June, 1872.

THOMAS FOOT,  
*Accountant.*

(A. 3.) REVENUE ACCOUNT.

CR.

Twelve months ending 30th June, 1871.	Twelve months ending 30th June, 1872.	Extraordinary Repairs.	Working Expenses.	Total.	Twelve months ending 30th June, 1871.	Receipts—1872.	Twelve months ending 30th June, 1872.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
100,079 92	109,692 94		109,692 94	109,692 94	122,999 64	Passenger traffic .....	112,719 34
45,104 49	47,088 76	8,113 81	47,088 76	55,182 57	184,588 38	Freight traffic .....	208,922 07
78,003 60	89,413 23	14,433 18	89,413 23	103,846 41	6,669 13	Mails and sundries .....	7,199 99
33,802 56	32,922 68		32,922 68	32,922 68			
16,092 67	31,656 35	67 82	31,656 35	31,724 17			
6,989 68	5,955 37		5,955 37	5,955 37			
279,872 92						Balance .....	328,841 40
34,384 23							10,482 74
314,257 15		22,614 81	316,709 33	339,324 14	314,257 15		339,324 14

Per centage, Ordinary Working Expenses on Gross Receipts..... 96.31  
 ,, Extraordinary Repairs ..... 6.88

E. & O. E., Halifax, N.S., 30th June, 1871.

THOMAS FOOT,  
Accountant.

## (ABSTRACT 1.) LOCOMOTIVE POWER.

PARTICULARS.	Total Year ending 30th June, 1872.	
	\$	cts.
Drivers, firemen and cleaners' wages.....	16,395	61
Fuel.....	43,054	65
Oil, tallow and waste.....	11,136	92
Repairs to engines and tenders.....	26,691	89
do and renewals of tools, lamps, &c.....	2,882	18
do workshops and engine houses.....	2,748	55
Water, including pump and tank repairs.....	3,021	44
Miscellaneous.....	3,762	00
	109,692	94
Percentage on Gross Receipts.....	33	35

THOMAS FOOT.

## (ABSTRACT 2.) CAR EXPENSES.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1872.
	Working Expenses.	Extraordinary Repairs.	
	\$	cts.	\$
Conductors', train baggage masters', and brakemen's wages.....	16,994	39	16,994
Oil and waste for packing, and tallow.....	1,266	80	1,266
Repairs to passenger, post office, and baggage cars.....	9,299	83	12,847
do freight cars.....	15,749	13	20,315
Small stores and fuel.....	2,148	58	2,148
Repairs to workshops, and repairs and renewals of tools, lamps, &c.....	1,184	16	1,184
Miscellaneous.....	425	87	425
	47,068	76	55,182
Percentage ordinary working expenses on Gross Receipts.....	14	32	
do extraordinary repairs on Gross Receipts.....	2	47	
Total percentage	do	16	79

THOMAS FOOT.

## (ABSTRACT 3.) MAINTENANCE OF WAY AND WORKS.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1872.
	Working Expenses.	Extraordinary Repairs.	
	\$ cts.	\$ cts.	\$ cts.
Wages and materials, repairing roadway and fences.....	43,204 84	1,823 00	45,027 84
Iron rails, chairs, and spikes.....	7,500 22	10,698 86	18,199 08
Sleepers.....	11,433 30	798 20	12,231 50
Wages and materials for repairs to bridges, cattle guards, crossings, and fencings.....	10,179 07	1,072 73	11,251 80
Repairs to wharves.....	1,041 23		1,041 23
Repairs and renewals of tools, lamps, &c.....	2,022 26		2,022 26
Expenses accruing from snow storms.....	13,752 35		13,752 35
Miscellaneous.....	279 96	40 39	320 35
	89,413 23	14,433 18	103,846 41

Percentage ordinary working expenses on Gross Receipts.....	27.19
do extraordinary repairs on Gross Receipts.....	4.39
Total percentage.....	31.58

THOMAS FOOT.

## (ABSTRACT 4.) STATION EXPENSES.

PARTICULARS.	Total Year ending 30th June, 1872.
	\$ cts.
Salaries and wages of station masters, clerks, switchmen, &c.....	23,566 18
Repairs to buildings.....	2,914 22
Fuel, oil, light, stationery, tickets, and other incidental expenses.....	6,442 28
	32,922 68

Percentage on Gross Receipts..... 10.62

THOMAS FOOT.

## (ABSTRACT 5.) GENERAL CHARGES.

PARTICULARS.	CLASSIFICATION.		Total Year ending 30th June, 1872.
	Working Expenses.	Extraordinary Repairs.	
	\$ cts.	\$ cts.	\$ cts.
Salaries of general officers, accountants and clerks.....	6,956 63		6,956 53
Printing and stationery.....	2,971 02	67 82	3,038 84
Advertising.....	2,428 94		2,428 94
Damages.....	3,513 57		3,513 57
Telegraphing expenses.....	467 77		467 77
Expenses accruing from fire at round house.....	9,242 14		9,242 14
Loss on firewood, (see Wood Inspector's report).....	5,340 08		5,340 08
Miscellaneous.....	736 20		736 20
	31,656 35	67 82	31,724 17

Percentage ordinary working expenses on Gross Receipts..... .962  
do extraordinary repairs on Gross Receipts..... .02

9'64

THOMAS FOOT.

## (ABSTRACT 6.) PICTOU FERRY.

PARTICULARS.		Total Year ending 30th June, 1872.
		\$ cts.
Captains', engineers', firemen's, and deck-hands' wages.....		2,362 50
Fuel.....		1,502 28
Oil, tallow and waste.....		595 08
Repairs to engines and hull.....		1,015 06
Repairs to, and renewals of tools, lamps, &c.....		125 84
Miscellaneous.....		354 61
		5,955 37

Percentage on Gross Receipts..... 1'81

THOMAS FOOT.

(A 4.) MONTHLY STATEMENT OF RECEIPTS.  
For the Fiscal Year ending 30th June, 1872, Compared with 1871.

MONTH.	1872.				1871.			
	Passengers.	Freight.	Mails and Sundries.	Total.	Passengers.	Freight.	Mails and Sundries.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July .....	15,547 21	16,352 74	614 59	32,514 54	13,933 16	16,708 42	593 77	31,235 35
August .....	16,740 44	16,583 51	689 98	33,993 93	13,913 81	14,671 44	607 30	29,192 64
September .....	13,981 44	19,439 08	645 51	34,066 03	13,846 20	15,546 38	666 37	30,059 25
October .....	11,822 56	19,559 76	471 90	31,854 22	12,016 63	19,100 53	700 23	31,817 39
November .....	9,353 07	22,336 77	410 69	32,000 53	10,667 70	19,959 07	608 15	31,234 92
December .....	8,929 73	18,846 64	461 48	28,237 85	9,885 31	17,079 92	730 56	27,655 79
January .....	4,627 97	16,616 94	621 50	21,866 41	6,105 43	8,934 04	366 36	15,407 83
February .....	4,773 27	16,654 62	483 45	21,911 34	5,231 64	9,784 32	432 29	15,468 25
March .....	2,934 81	7,910 76	438 81	11,284 38	6,361 65	14,008 19	336 31	20,705 55
April .....	6,210 78	18,305 81	470 92	24,987 51	8,293 35	14,725 28	464 09	23,683 32
May .....	8,055 78	19,276 29	604 99	27,937 06	10,217 99	17,038 68	437 42	27,694 09
June .....	9,742 28	17,252 70	1,306 17	28,301 15	12,536 77	17,030 11	525 89	30,092 77
Total .....	112,719 34	299,035 62	7,199 99	328,954 95	122,969 64	184,588 38	6,669 13	314,257 15

THOMAS FOOT.



(A. 5.) PASSENGER STATEMENT.

MONTHS.	LOCAL.			THROUGH.			BOTH.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July.....1871.....	12,352	11,593	23,945	644,135	2,132	2,189	4,321	257,127	14,484	13,782	28,266	901,262
August.....	11,500	10,849	22,349	597,827	1,810	3,518	5,328	309,253	12,310	14,367	27,107	907,080
September.....	10,875	9,198	20,073	522,172	2,443	2,436	4,879	272,057	13,318	11,634	24,952	794,229
October.....	7,739	7,971	15,770	446,103	1,546	1,785	3,331	186,268	9,345	9,756	19,101	632,471
November.....	7,040	6,838	13,878	373,666	1,280	1,335	2,615	136,795	8,320	8,173	16,493	530,461
December.....	6,707	6,299	13,066	362,546	1,217	1,352	2,569	138,884	7,984	7,651	15,635	501,427
January.....1872.....	5,091	4,897	9,988	324,392	134	153	287	30,623	5,225	5,059	10,275	365,015
February.....	3,984	3,534	7,518	250,000	101	105	206	23,210	4,085	3,639	7,724	273,210
March.....	2,300	2,231	4,531	155,380	57	66	103	10,955	2,337	2,357	4,694	166,335
April.....	4,750	4,978	9,728	278,741	170	231	401	43,637	5,209	5,209	10,199	322,378
May.....	6,724	6,029	12,753	365,636	485	331	816	82,390	7,200	6,360	13,569	448,026
June.....	8,050	6,797	14,847	408,456	423	382	805	89,472	8,473	7,179	15,652	497,928
Totals year 1871...	87,232	81,274	168,506	4,729,051	11,778	13,863	25,641	1,600,771	99,010	95,157	194,167	6,229,822
Totals year 1871...	100,344	95,723	196,067	5,247,774	19,206	19,032	38,238	2,371,840	119,550	114,755	234,305	7,619,614

THOMAS FOOT.

(A 6.) FREIGHT STATEMENT.

MONTHS.	LOCAL.			THROUGH.			BOTH.		
	East.	West.	Total.	East.	West.	Total.	East.	West.	Total.
			Mileage.			Mileage.			Mileage.
July.....1871.....	16,400	6,590	22,990	781	744	1,525	17,181	7,334	24,515
August....	4,050	5,892	9,942	798	875	1,673	4,843	6,767	11,610
September..	19,678	7,004	26,682	751	1,131	1,882	20,429	8,135	28,564
October....	13,642	6,594	20,236	1,476	1,420	2,896	15,118	8,374	23,492
November..	12,305	8,433	20,738	1,127	1,732	2,857	163,244	10,165	23,597
December..	4,884	9,027	13,911	755	974	1,729	87,569	10,001	15,640
January....1872.....	1,845	9,777	11,622	86	39	125	14,089	9,819	23,908
February..	1,905	43,245	45,150	129	42	171	19,333	43,287	62,620
March.....	1,130	3,172	4,302	68	38	106	11,894	3,210	15,104
April.....	3,228	10,756	13,984	186	48	234	26,066	10,804	36,870
May.....	8,240	8,663	16,903	186	338	524	58,642	9,001	67,643
June.....	13,362	7,700	21,062	187	422	609	68,386	8,122	76,508
Total tons, 1872..	100,664	127,213	227,877	6,530	7,803	14,333	920,910	185,016	1,105,926
Total tons, 1871..	115,108	77,458	192,566	4,476	13,961	18,437	1,261,964	91,416	1,353,401

THOMAS FOOT.

(A 7.) STATEMENT shewing the Business and Expenses of the several Stations.

STATIONS.	NUMBER OF PASSENGERS.			TONS OF FREIGHT.			STATION EXPENSES.		
	Inward.	Outward.	Per Cent.	Inward.	Outward.	Per Cent.	Amount.	Per Cent.	Station Expenses.
									\$ cts.
Richmond	60,763	79,896	37.48	96,099	18,082	23.57	13,627 41	41.39	
Bedford	12,214	7,950	5.18	1,027	275	1.27	546 43	1.66	
Windsor Junction	3,180	2,766	1.54	6,880	510	1.51	1,321 44	4.01	
Beaver Bank	669	681	.36	352	902	.26	182 33	.55	
Mount Uniacke	1,440	1,045	.65	2,779	688	.19	203 04	.63	
Ellershouse	1,994	2,863	1.26	271	632	.18	330 14	1.00	
Newport	1,891	2,947	1.24	337	1,302	.34	280 03	.85	
Windsor	13,125	9,952	5.95	10,302	1,685	2.50	1,407 58	4.27	
Enfield	2,212	2,453	1.20	2,080	484	.51	519 17	1.57	
Elmsdale	4,224	2,798	1.81	1,556	1,757	.66	634 33	1.93	
Shubenacadie	10,684	5,321	4.12	3,422	2,058	1.12	1,208 71	3.67	
Stewiacke	2,781	2,212	1.28	894	1,087	.40	501 24	1.52	
Brookfield	3,331	3,236	1.69	945	2,440	.68	540 67	1.64	
Truro	17,535	14,148	8.15	25,733	5,823	6.00	2,606 40	7.93	
Riversdale	798	772	.40	599	1,812	.49	410 91	1.25	
West River	2,027	1,344	.87	347	1,072	.28	392 76	1.20	
Glengarry	1,850	1,310	.82	548	703	.46	350 90	1.09	
Hopewell	3,350	3,336	1.73	865	692	.31	518 66	1.57	
Stellarton	4,025	4,471	2.19	1,764	145,044	30.30	557 80	1.69	
New Glasgow	9,303	10,802	5.17	4,985	3,844	1.81	1,434 46	4.36	
Pictou Landing	5,100	6,334	2.95	74,533	12,090	17.88	3,651 92	11.11	
Pictou	13,713	12,220	6.67	1,842	1,033	.58	1,301 04	3.95	
Way Stations	12,949	15,390	7.29	6,546	38,045	9.20	382 31	1.16	
<b>Totals</b>	<b>194,167</b>	<b>194,167</b>	<b>100.00</b>	<b>242,210</b>	<b>242,210</b>	<b>100.00</b>	<b>32,922 68</b>	<b>100.00</b>	

THOMAS FOOT.

(A. 8.)—DESCRIPTIVE STATEMENT of principal Freight forwarded from all Stations, for the year ending 30th June, 1872.

STATIONS.	LIVE STOCK.				PRODUCTS OF THE FORESTS.												
	Horses.	Horned Cattle.	Sheep.	Calves.	Cans.	Superficial Feet.		Tons of 40 cubic feet.		No. Railway Sleepers.	Cords Tan-bark.	No. Tree nails.	M. Shingles.	M. Laths, Clap-boards and Fallings.	Cord Wood.		Tons Coal.
						Deals, Scaunting, and Boards.	Logs.	Cedar Poles.	Timber.						Cans.	Cubic Feet.	
Richmond.....	208	121	17	26	..	51,503	..	3,320	18	..	..	..	146	..	..	..	141
Bedford.....	21	41	21	11	3	13,500	1,140	1,000	..	..	..	..	17	1	1	..	30
Windsor Junction.....	22	22	8	11	..	14,400	..	..	..	700	..	..	..	..	..	..	4,480
Heaver Bank.....	6	33	28	10	..	144,000	2,880	..	..	..	..	..	44	84	4	..	3,072
Mount Unisack.....	9	20	17	11	..	53,900	155,120	34	..	..	..	..	461	..	..	..	3,072
Ellenhouse.....	6	18	135	7	..	22,250	500	1	360	680	49	..	..	..	..	..	1,964
Newport.....	59	166	411	16	..	9,500	..	..	..	550	..	..	..	..	..	..	..
Windsor.....	49	133	1,014	8	..	55,760	..	..	..	..	..	..	..	..	..	..	..
Enfield.....	10	25	21	16	..	39,000	..	18	63	20	..	..	..	..	..	..	..
Elmudale.....	21	103	213	66	..	61,500	..	..	..	..	..	..	..	..	..	..	..
Shubenacadie.....	75	63	525	185	..	241,800	..	..	..	2,244	..	..	..	..	..	..	..
Stewiacke.....	28	194	1,054	147	12	57,500	9	..	..	..	..	..	..	..	..	..	..
Brookfield.....	22	690	3,312	588	..	324,380	50	..	..	..	..	..	..	..	..	..	..
Truro.....	289	1,344	4,394	341	..	328,900	..	..	..	..	..	..	..	..	..	..	..
Riversdale.....	6	3	11	..	..	425,292	..	..	..	..	..	..	..	..	..	..	..
West River.....	59	39	700	755	..	8,800	1,440	..	..	..	..	..	..	..	..	..	..
Glengarry.....	32	31	102	13	..	231,250	3,500	..	..	..	..	..	..	..	..	..	..
Hopewell.....	42	162	1,353	152	..	80,820	..	..	..	..	..	..	..	..	..	..	..
Stellarton.....	28	6	5	..	..	800	..	..	..	..	..	..	..	..	..	..	..
New Glasgow.....	140	906	1,749	8	..	24,730	..	..	..	..	..	..	..	..	..	..	..
Pictou Landing.....	79	5	296	..	..	79,140	..	..	..	..	..	..	..	..	..	..	..
Pictou.....	81	6	..	4	..	..	1,250	..	..	..	..	..	..	..	..	..	..
Way Stations.....	9	191	352	63	131	3,319,720	2,640	19,837	9145	806	6	..	..	..	..	..	..
Totals.....	1,301	4,328	16,238	1,842	146	5,589,235	168,329	18,39,838	963	52,990	263	1,370	4,320	81,637	141	173,585	126,239

DESCRIPTIVE STATEMENT—Continued.

STATIONS.	MINERAL PRODUCTS.					AGRICULTURAL PRODUCTS.										
	Tons Manganese.	Tons Stone.	Hnds. Lime and Cement.	Barrels Lime and Cement.	Number Bricks.	Lbs. Iron and Cop- per in boxes, bolts, and pig and scrap, and castings.	Barrels Flour.	Barrels Meal.	Hags, Flour, Oat, Corn, Rye, and Buckwheat Meal, in lbs.	Oats.	Wheat.	Barley.	Potatoes.	Turnips, Carrots, Beets, and Corn, Peas and Beans.	Butter and Cheese in lbs.	
Richmond			2,800		20,626	4,419,701	25,162	9,757	67,169	7,361	112	222	825	9	56,348	
Bedford						51,600	41	7	750	7	4	10	8	3	300	
Windsor Junction		8				344,632	33	1	200	15			143			
Beaver Bank		342				22,490	11	1	1	471						
Mount Unicke						73,800	3	1	1	265						
Ellerhouse						3,000	14	2	1	372						
Newport		810			1,300	4,050	9	2	1	72						
Windsor			2	43		181,520	168	1	1	38						
Enfield		3,747	35			68,788	65	3	1	1,024	14					
Kimble						77,900	699	9	10	1,843						
Shabacadie		18		26		93,010	66	32	2,700	914	8	17	143	16	12,670	
Stewiacke			11			100	37	9	125	327	53		327	80	14,626	
Brookfield		31		1,016		927,228	3,389	83	1,648	781	10	31	618	108	27,290	
Brookfield		575	62			26,630		1	1	88	22	271	36,702	1,799	64,815	
Turo						7,820	17	216	30,100	6,750	11	31	7		941,860	
Riversdale						59,880	6	10	2,700	271	8	13			436	
West River		104				9,370	591	357	8,710	3,169	18	70			37,944	
Glenarry			6			8,200	4	8	7	189	10	84			3,340	
Hopewell					23,500	168,075	300	285	1,740	1,981	82	173			40,470	
Stallaton			4			348,660	33,196	1,336	9,006	3,993	19	4,144			1,280	
New Glasgow		1,191	12			304,207	1,817	147	8,120	1,020	11	22			63,753	
Pictou Landing		5,482	200		4,500	304,207	1,817	147	8,120	1,020	11	22			157,165	
Pictou				387		1,000	24	13	100	149					26,964	
Way Stations		3,105	593		2,706,260										8,901	
Totals	4,522	11,893	3,725	1,442	2,768,086	7,103,211	65,385	12,678	131,566	29,977	329	5,081	44,004	2,629	2,910	1,197,183

DESCRIPTIVE STATEMENT.—Continued.

STATIONS.	Tons Hay.			PRODUCTS OF FISHES.			Barrels Molasses.	Hhds. Sugar.	Barrels Sugar.	PORK.		BEEF & OTHER MEATS.		Hides and Skins, in lbs.	Lbs. Leather.	Dry Goods, Hardware, Lignors, Groceries, and Merchandise of all kinds not enumerated in lbs.			
	Barrels.	Fish.		Barrels Oysters.	Puns.	Hhds.				Barrels.	Salt, in brls.	Fresh, in lbs.	Salt, in brls.				Fresh, in lbs.	Lbs.	Lbs.
		Dried in lbs.	Salmon, all kinds, in lbs.																
Richmond.....	17	4,586	306,323	16,160	29	1,491	512	459	3,007	588	17,726	182	19,990	1,253,740	90,312	13,105,722			
Bedford.....	1	4	43							252		1	150		3,430	79,859			
Windsor Junction.....																262,336			
Beaver Bank.....										1			21,351	3,226	200	45,468			
Mount Uniacke.....	2	1				2					530		29,940	3,070	1,390	428,780			
Ellershouse.....	17	1											15,390	5,140	48,090	611,011			
Newport.....	157	4								7	9,720		2,645		687	83,226			
Riversdale.....	522	62	280			1				2	270		2,645	50		83,226			
Windsor.....	24	1	150							3	10,625	331	93,842	11,428	7,895	1,277,027			
Kilnsdale.....	206	6											93,842	3,085	20,100	296,044			
Shubenacadie.....	340	5	100	120				1			3,739		66,625	2,250	1,170	80,400			
Stewacke.....	224	10		450							22,060		11,940	2,250	1,170	80,400			
Brookfield.....	142									3	53,451		54,087	4,655	3,790	166,284			
Turoo.....	1,135	62	2,650			9	8	4	15	15	223,330	4	53,245	20,360	26,410	1,064,475			
Riversdale.....		6									186		907			21,587			
West River.....		3						1			96,570		12,952	125		87,403			
Glengarry.....											6,060		3,510	190	1,330	80,562			
Hopewell.....	27	3									52,920		23,590	6,420	1,000	80,562			
Stellarton.....		10				14					3,800		1,200	11,185	11,185	80,630			
New Glasgow.....		36		70,850	2					350	21,447	20	13,825	15,560	39,237	266,264			
Pictou Landing.....	9	274	6,680	2,000					201	1,587	3,519	154	2,450	126,720	28,776	2,050,871			
Pictou.....	3	190	4,219	2,200		11	1		5	53	33,411	1	2,664	10,180	613,201	398,440			
Way Stations.....		1	400								2,095		20,315	3,175	160	5,043,615			
Totals.....	3,173	5,270	320,851	91,780	1,216	1,527	522	565	3,229	2,661	563,399	693	494,914	1,471,001	875,901	25,620,082			

THOMAS FOOT.

## (A 9.) INVENTORY of Stores on Hand, 30th June, 1872.

	\$ cts.	\$ cts.
833,189 lbs. old rails.....	7,426 12	
1,080 sleepers.....	200 00	7,626 12
Inventory of railway supplies in general store.....	36,668 30	
Stationery and tickets for general office.....	5,561 30	42,229 60
2,467 $\frac{52}{128}$ cords wood, per statement.....	13,135 57	
6,765 bushels coal.....	676 50	13,812 07
<i>Inventory of Stores on hand at the several Stations.</i>		
Richmond.....	149 23	
Bedford.....	19 72	
Windsor Junction.....	18 59	
Enfield.....	24 06	
Elmsdale.....	26 09	
Shubenacadie.....	29 06	
Stewiacke.....	25 10	
Brookfield.....	23 86	
Truro.....	79 99	
Riversdale.....	17 27	
West Rivers.....	25 36	
Glengarry.....	19 15	
Hopewell.....	18 87	
Stellarton.....	21 23	
New Glasgow.....	40 50	
Pictou Landing.....	790 09	
Pictou.....	23 95	1,352 12
		65,019 91

THOMAS FOOT.

(A 10.) INVENTORY of Wood and Coal at the several Stations, 30th June, 1872.

STATIONS.	Wood in Feet.	Coal in Bushels.
Richmond .....	1,440	832
Bedford .....		
Windsor Junction .....	8,448	2,218
Enfield .....		91
Edmsdale .....		10
Shubenacadie .....	14,080	
Stewiacke .....		
Polly Bog .....	112,000	218
Brookfield .....		
Truro .....	6,400	1,876
Riversdale .....		405
West River .....		
Glengarry .....	41,216	121
Hopewell .....		
Stuarton .....		117
New Glasgow .....		207
Pictou Landing .....	5,120	670
Pictou .....		
On Line .....	127,104	
	315,808	6,765
	or 2,467 $\frac{52}{128}$ cords	201 $\frac{33}{87}$ tons

THOMAS FOOT.



APPENDIX B.

LOCOMOTIVE AND CAR DEPARTMENT,  
RICHMOND, 19th November, 1872.

GEORGE TAYLOR, Esq.,  
General Superintendent Nova Scotia Railway.

SIR,—Herewith I beg to submit the returns in connection with the Locomotive and Car Department, for the year ending 30th June, 1872.

I beg to make a few remarks on the condition of the locomotives on the 30th June, 1872 :—

ENGINE No. 1.

On examining the boiler, found that it was so corroded and insufficient to stand the pressure that it would have to be replaced by a new one, and also a new tender complete. Recommend that boiler, cylinder, and other parts be sold.

No. 6. COAL BURNER.

In running order.

No. 7. COAL BURNER.

In thorough repair.

No. 8. COAL BURNER.

In running order—will soon require repairs.

No. 9. WOOD BURNER.

In good running order.

No. 10. COAL BURNER.

In good repair and running order.

No. 11. COAL BURNER.

In running order.

No. 12. COAL BURNER.

In good running order.

No. 13. COAL BURNER.

In running order—will soon require repairs.

No. 14. COAL BURNER.

In running order—will soon require repairs.

No. 15. COAL BURNER.

In running order—requires repairs.

No. 16. COAL BURNER.

In good running order.

No. 17. COAL BURNER.

In thorough repair—has had boiler repaired, and a set of new flues and other repairs.

## No. 18. COAL BURNER.

In thorough repair.

## No. 19. COAL BURNER.

In thorough repair.

## No. 20. COAL BURNER.

In running order—requires repairs.

## No. 21. WOOD BURNER.

In running order—requires repairs.

## No. 22. COAL BURNER.

In thorough repair and running order.

## No. 23. WOOD BURNER.

Requires a thorough repair.

## No. 24. COAL BURNER.

Requires a thorough repair.

## No. 25. WOOD BURNER.

In good running order and good repair.

## No. 26. COAL BURNER.

In thorough repair.

I beg to say that the locomotives generally are in a good state of repair. The mileage of this year exceeds that of last year by 31,195 miles. The severe winter was heavy on the tyres and wheels; four cast steel driving wheel tyres broke through, and a great many chilled wheels, which has increased the repairs accordingly. The engines that got damaged by the fire in the round house, on the 5th January last, were Nos. 6, 7, 12, 16, 21, 22, 23, and 24. The boilers of these engines were not hurt, as there was water in them; axles were not hurt; cabs and wood work on them was destroyed.

## CAR DEPARTMENT

I beg to make a few remarks on the Car Department.

Referring to list of rolling stock, there is an increase of 28 cars:

- 1 new First Class car.
- 12 new Box Freight cars.
- 12 new Platform cars.
- 5 Box Freight cars renewed in wood work.
- 11 Platform cars renewed in wood work.

The First Class, Second Class, Post Office and Express cars have had general repairs; seven have been painted and varnished, and 12 cleaned and varnished. The cars in general are in good repair, some of the old First Class want renewing in lining and other parts, and painting and varnishing.

Your obedient servant,

WILLIAM JOHNSTON,  
*Locomotive and Car Superintendent.*

(B L.) STATEMENT OF LOCOMOTIVES, 30TH JUNE, 1872.

No.	BUILDERS.	Received on Line.	WEIGHT.						Capacity of Tender in Gallons.	Cyl. in r.		Dri. vers.		No. of Whls.	Miles run this Year.	Miles run to date.	
			LIGHT.		EQUIPPED.		On Drivers.	Diameter.		Stroke.	No.	Diameter.	Truck.				Tender.
			Engine.	Tender.	Total.	Engine.											
6	Neilson & Co., Glasgow...	December, 1857...	61,000	29,000	90,000	67,000	43,000	39,000	1,700	16 21	4 5	4	8	13,980	155,827		
7	do do	January, 1858...	61,000	29,000	90,000	67,000	43,000	39,000	1,700	16 21	4 5	4	8	15,468	174,075		
8	Portland Co., Portland...	July, 1858...	53,200	23,150	76,350	57,200	39,350	33,800	1,700	14 22	4 5	4	8	23,635	231,316		
9	do do	do	58,500	25,000	83,500	64,000	41,000	39,000	1,950	16 22	4 5	4	8	21,830	247,064		
10	Neilson & Co., Glasgow...	August, 1858...	61,000	29,000	90,000	67,000	43,000	39,000	1,700	16 21	4 5	4	8	19,779	174,673		
11	do do	do	61,000	29,000	90,000	67,000	43,000	39,000	1,700	16 21	4 5	4	8	17,139	178,150		
12	Portland Co., Portland...	October, 1858...	58,500	25,000	83,500	64,000	41,000	39,000	1,950	16 22	4 5	4	8	16,486	208,513		
13	do do	December, 1858...	53,200	23,150	76,350	57,200	39,350	33,800	1,700	14 22	4 5	4	8	27,012	224,762		
14	do do	February, 1859...	58,500	25,000	83,500	64,000	41,000	39,000	1,950	16 22	4 5	4	8	32,118	230,633		
15	Neilson & Co., Glasgow...	November, 1858...	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	16,435	122,069		
16	do do	December, 1858...	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	11,698	122,768		
17	do do	April, 1859...	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	12,266	103,465		
18	do do	May, 1859...	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	16,643	94,910		
19	do do	August, 1859...	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	15,476	149,172		
20	do do	do	65,000	29,000	94,000	68,000	43,000	39,000	1,700	16 21	4 5	4	8	13,631	108,310		
21	Canadian Engine Company, Kingston, C. W.	December, 1867...	54,000	22,400	76,400	60,000	38,000	35,000	1,900	15 22	4 5 1/2	4	8	9,627	57,231		
22	do do	May, 1867...	54,000	22,400	76,400	60,000	38,000	35,000	1,900	15 22	4 5 1/2	4	8	12,414	105,034		
23	do do	do	54,000	22,400	76,400	60,000	38,000	35,000	1,900	15 22	4 5 1/2	4	8	12,648	113,032		
24	do do	June, 1869...	54,000	22,400	76,400	60,000	38,000	35,000	1,900	15 22	4 5 1/2	4	8	16,873	80,639		
25	do do	July, 1869...	54,000	22,400	76,400	60,000	38,000	35,000	1,900	15 22	4 5 1/2	4	8	22,689	88,242		
26	Grant Locomotive Works, Patterson, N. J.	June, 1870...	64,000	22,400	86,400	70,000	39,000	50,300	1,900	15 24	6 4	4	8	20,297	44,630		
Total.															367,544	3,127,708	

## OTHER ROLLING STOCK.—(E E.)

Designation.	Description.	Miles run this year.	Miles run to date.
A .....	First-class passenger cars .....	217,208	701,769
B .....	Second-class passenger cars .....	217,613	706,318
C .....	Box Freight cars .....	367,651	1,428,657
CC .....	Horse and cattle cars .....	159,288	650,303
Ex .....	Express and Baggage cars .....	111,448	423,045
D .....	Platform cars .....	581,295	1,794,909
E .....	Side-tip cars .....		
PO .....	Post office cars .....	80,689	231,266
F .....	Coal cars .....	1,065,633	16,061,184
		2,800,825	7,562,449
S Pl. ....	5 snow ploughs .....	358	328

MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS,  
For the Year ending 30th June, 1872.

MONTHS.	Hours in Steam.		MILES RUN BY						CONSUMPTION OF						AVERAGE.					
	Wood Burning Engines.	Coal Burning Engines.	Total Miles by Engines.	Cars.	Snow Plough.	Wood—Cubic ft.	Coal—Bushels.	Oil—Gallons.	Tallow—lbs.	Waste—lbs.	Cars to 1 mile run.	Snow Ploughs to 1 mile run.	Miles run to one hour in Steam.	Cubic feet Wood per 100 miles run.	Bushels Coal per 100 miles run.	Gallons Oil per 100 miles run.	Lbs. Tallow per 100 miles run.	Lbs. Waste per 100 miles run.		
July.....1871	5,791	16,115	32,201	229,837		78,880	6,783	496	2,260	825	7.13	5.56	477.07	42.16	161.54	7.01	2.59			
August.....	6,644	20,507	33,414	274,078		75,639	10,969	516	2,216	9,177	8.20	5.02	368.24	84.98	154.63	6.33	2.74			
September..	5,738	19,338	34,445	290,208		91,669	7,960	506	2,216	885	8.42	6.00	474.03	52.69	146.63	6.43	2.56			
October.....	6,048	15,275	31,920	272,070		112,953	8,690	442	1,948	883	8.52	5.27	739.46	52.20	138.50	10.27	2.75			
November..	6,059	17,299	33,326	261,487		89,756	10,874	453	2,190	849	7.84	5.50	518.83	67.84	135.65	2.54	2.54			
December..	4,650	17,413	28,129	239,080		78,292	12,971	446	2,043	787	8.49	6.04	449.69	21.04	158.72	2.79	2.79			
January..1872	4,880	13,799	31,245	243,040		52,764	12,794	401	2,138	783	7.78	6.40	382.37	73.33	137.68	2.50	2.50			
February..	3,902	2,938	21,897	167,267	38	39,036	14,649	468	1,947	642	7.82	5.61	128.65	77.26	138.89	2.93	2.93			
March.....	6,518	9,611	19,995	34,914	268	62,999	9,596	433	1,649	468	2.74	0.13	3.06	655.48	92.41	2.16	8.23	2.44		
April.....	7,739	10,583	31,382	292,530	51	29,351	19,325	630	2,669	939	9.32	0.01	4.06	277.34	92.91	2.00	8.49	2.98		
May.....	5,941	9,559	35,832	261,061		18,480	17,088	553	2,334	861	8.12	6.03	193.32	63.04	154.65	12.40	12.40			
June.....	6,295	6,024	33,758	135,244		18,939	25,071	546	2,812	741	5.48	6.39	314.39	90.39	161.83	2.19	2.19			
Totals and averages { 1872	158,461	209,083	367,544	2,800,825	358	746,738	157,670	5,945	26,420	9,613	7.62	0.09	5.37	471.26	75.41	161.71	18.26	18.26		
Averages { 1871	203,143	133,206	336,349	2,744,831	163	841,127	70,924	4,736	23,193	8,833	8.16	0.05	5.61	414.06	53.24	136.90	2.36	2.36		

(B 4).—RETURN showing the Number of the Various Classes of Engines and Cars comprising the Rolling Stock on 30th June, 1872.

PARTICULARS.	PASSENGERS AND FREIGHT CARS.											Total.
	Locomotives.	First Class Passenger Cars.	Second Class Passenger Cars.	Second Class Passenger and Mails and Baggage combined.	Express and Baggage Cars.	Cattle Cars.	Box Freight Cars.	Platform Cars.	Five Ton Coal Cars.	Side tip Cars.	Snow Ploughs.	
Stock per last year's Report.....	22	16	10	4	8	18	63	164	121	10	5	419
Rebuilt in Wood-work.....		1					5	11				17
Built and charged to Construction.....							12	12				24
Less Condemned or broken up.....	1	17	10	4	8	18	80	187	121	10	5	460
List of Rolling Stock on 30th June, 1872.....	21	17	10	4	8	18	80	175	121	10	4	447
Increase.....		1					17	11				29
Decrease.....											1	1
Nett Increase.....												28

WILLIAM JOHNSTON.

## APPENDIX C.

RICHMOND, 30th June, 1872.

GEORGE TAYLOR, Esq.,

General Superintendent Nova Scotia Railway.

SIR,—In accordance with your request, I beg to furnish you with a report of the state and condition of Provincial Railways for fiscal year ending 30th June, 1872.

On the evening of the 12th October, a severe gale damaged the embankment round Bedford Basin from Four-mile House to Pier's Cove, rendering the embankment at Six-mile Post and Pier's Cove impassable for a few days. Fifteen thousand three hundred cubic yards of rock have been collected and put into embankments.

On 25th October, another violent storm damaged both sides of embankments at Pictou Landing, carrying away twelve hundred cubic yards of material at places to centre of through siding.

Sixty thousand one hundred and eighty-eight (60,188) new sleepers have been substituted for decayed ones on main line and Windsor branch. Eight thousand one hundred (8,100) chairs have been replaced for broken ones, in addition to all old chairs taken out of road in relaying new rails.

During the severe frosty weather, one hundred and twelve (112) rails broke on two sections east and west of Mount Uniacke station, and numbers were found broken almost daily on other portions of the road on main line, Pictou Extension, and Windsor Branch, but fortunately were all noticed in time to prevent any accident taking place, with only one exception, near Three-mile Plains. See my Report, dated 14th January.

Nine hundred and three (903) new rails, with fish-plates and bolts, have been relaid east of Windsor Junction on main line near Mount Uniacke, and St. Croix's bridge on Windsor Branch. Also eleven hundred and seventy-four (1,174) steel rails, with fish-plates and bolts, have been put down at various places between Richmond and Pictou Landing. Total length of steel rail is 3065 lineal feet.

The damaged ends of old rails taken out of road have been cut off, and nine thousand eight hundred and eighty-nine (9,889) clips used instead of joint chairs.

The expenditure in clearing snow and ice for several weeks during winter exceeds to a very large extent the outlay when compared with previous years.

Timbers on Upper Sackville River bridge, Big Bay bridge, and all small bridges on Windsor branch, also the longitudinal timbers and struts of Pile Bridge at Polly Bay, on main line, have been renewed.

The masonry of cattle guards at Trider's Crossing, also two open culverts near Winkworth road, have been taken down and rebuilt and timbers renewed. Extensive repairs have also been made to walls of open culvert on Bedford grade.

New cattle guards have also been constructed on either side of Ellershouse station.

A new siding has been put down on Richmond wharf, for the shipment of coal; also an additional siding at Richmond, to accommodate Halifax market.

A new siding has also been constructed at New Lairg, capable of holding fourteen platform cars; also passenger platform, one hundred feet in length.

---

Owing to the scarcity of water last autumn, it was found necessary to erect a new water-tank near Eagle Quarry Road crossing, for an increased supply in connexion with running coal to Pictou.

The reservoir at Newport requires to be enlarged and masonry repaired.

One culvert under embankment at Beaver Bank, and two between Big Bay bridge and Ellershous, also one opposite to Boggs' plaster siding, have partially tumbled down and require attention.

The road-bed between Polly Bay bridge and end of cutting has sunk three feet, and the timbers under embankment are settled down. I would recommend that the track be raised to original level for safety of trains.

Arrangements are made that forty thousand (40,000) new sleepers be put in road and new rails relaid to Rawdon River bridge, and all cuttings thoroughly cleaned out before winter. The road is in excellent running order.

I am, Sir,

Your obedient servant,

WILLIAM MARSHALL,  
*Road Inspector.*



## APPENDIX No. 18.

## GOVERNMENT RAILWAYS IN NEW BRUNSWICK:

EUROPEAN AND NORTH AMERICAN RAILWAY.—INTERCOLONIAL RAILWAY.

GENERAL SUPERINTENDENT'S OFFICE,  
ST. JOHN, N.B., 27th Sept., 1871.To the Honorable HECTOR L. LANGEVIN, C.B.,  
Minister of Public Works.

SIR,—I have the honor to submit a report of the operations of the European and North American Railway, between St. John and Point du Chene, 108 miles; and of the Intercolonial Railway, between Painsec and Amherst, a distance of 41 miles, for the fiscal year ending 30th June last.

The average number of miles operated during the year was 149, against 144½ for the previous year.

The following accounts and statements will show the result of the transactions:—

DR.		GENERAL BALANCE.		CR.	
	\$ cts	\$ cts		\$ cts	\$ cts
To General Store.....		108,453 41	By Dominion Account.....		156,470 08
<i>Miscellaneous Debts:—</i>			<i>Miscellaneous Liabilities:—</i>		
To Post Office Department	6,574 77		By Q. & G. Ports S. Ship Co....	77 00	
„ Construction (Painsec improvements).....	6,396 27		„ P. E. I. Steam Nav. Co....	60 44	
„ Intercolonial Railway...	8,430 77		„ Intercolonial S. Ship Co....	410 00	
„ W. U. Telegraph Co....	24 00		„ Provincial Account ..	334 65	
„ Unclaimed Goods .....	18 54		„ Western Extension Ry....	224 51	
„ Dominion Dredge .....	2,271 58		„ Unpaid Liabilities.....	35,247 17	
„ Clark & Stackhouse....	4,833 63				36,373 77
„ Point du Chene improve- ments .....	20,983 52				
„ Stations arrears.....	2,521 82				
„ Mill Pond, St. John im- provements .....	30,023 14				
„ Militia Department ...	124 73				
„ Tait & Hawkins.....	2,127 00				
„ "Rothesay Castle"....	35 74				
„ Branch line, St. John..	25 00				
		84,390 44			
		192,843 85			192,843 85

E. & O. E.,  
St. John, N.B., 30th June, 1872.

(Signed,)

WM. G. ROBERTSON,  
Accountant.

DR.

## DOMINION ACCOUNT.

CR

1872.		\$	cts	\$	cts	1871.		\$	cts
June 30	To Locomotive Power per Abstract B...	71,673	78			June 30	By Balance.....	92,619	58
"	" Car expenses per Abstract C...	40,027	24			"	" Department of Public Works...	280,247	07
"	" Maintenance Way and Works, per Abstract D...	56,050	45			"	" Balance Receiver General's Account.....	9,448	91
"	" Station expenses, per Abstract E...	33,510	78						
"	" General charges, per Abstract F...	17,554	43						
				225,816	68				
"	" Provincial account.....				28	80			
"	" Balance per General Balance.....			156,470	08				
				382,315	56				
								382,315	56

E. &amp; O. E.,

St. John, N.B., 30th June, 1872.

(Signed,)

WM. G. ROBERTSON,

*Accountant.*

DR. RECEIVER GENERAL'S ACCOUNT.

CR.

		\$	cts	\$	cts			\$	cts	\$	cts
1872. June 30	To Cash deposited in Bank Montreal .....	293,887	56			1871. June 30	By Balance open Accounts .. Dr.	18,762	37		
							do do Cr.	4,660	79		14,101 58
	<i>Less:—</i>						<i>Revenue accrued:—</i>				
	This amount refunded, to pay charges on goods received from connections.....	9,277	31	284,610	85	1872 June 30	By Passenger Traffic.....	124,033	94		
							„ Freight Traffic.....	151,875	45		
							„ Mails and sundries .....	18,149	77		294,059 1
	<i>Open Accounts:—</i>						<i>Open Accounts:—</i>				
	To Post Office Department .....	10,950	96				By Intercolonial Railway .. Dr.	2,419	67		
	do do Dr.	7,056	66	3,894	30		do do Cr.	1,092	72		1,326 95
	„ Militia Dept. .. Cr.	961	43				„ Freight & Baggage unclaimed .....	40	16		
	do do Dr.	183	48		777 95		do do Cr.	25	10		15 06
	„ Dept. of Public Works — Susp. account .....				246 57		„ Construction Dr.	7,322	20		
							do do Cr.	926	00		6,396 20
	„ Western U. Telegraph Co. .... Cr.	53	79				„ Dom. Dredge Dr.	3,840	20		
	do do Dr.	41	04		12 75		do do Cr.	1,070	10		2,770 10
	„ Montreal Steam Ship Co. .... Cr.	4,020	76				„ Clark & Stackhouse .....				4,833 63
	do do Dr.	3,912	01		108 75		„ Stations .. Dr.	329,103	16		
							do do Cr.	323,839	59		5,263 57
	„ Q. and G. Ports S. Ship Co. .... Cr.	904	12				„ Pt. du Cheue improvements Dr.				20,983 52
	do do Dr.	863	72		40 40		„ Mill Pond improvements Dr.				30,023 14
	„ Western Extension Railway .....	1,253	01				„ Tait and Hawkins .....	3,059	00		
	do do Dr.	1,008	50		244 51		do do Cr.	932	00		2,127 00
	„ Unpaid Liabilities .....				35,247 17		„ Rothesay Castle .....	1,893	35		
	„ Balance of open accounts .....	84,390	44				do do Cr.	1,839	56		53 79
	do do Cr.	36,373	77		48,016 67		„ Branch line, St. John .....				25 00
	„ Balance to Dominion Account .....				9,448 91		„ P. E. I. Steam Nav. Co. .... Dr.	2,832	62		
							do do Cr.	2,802	77		29 85
							„ Acadia Coal Co. .... Dr.				523 11
							do do Cr.				116 51
											382,648 23

E. & O. E.,  
St. John, N.B., 30th June, 1872.

(Signed,)

WM. G. ROBERTSON,  
Accountant

DR.		GENERAL STORES ACCOUNT.				CR			
1871.	To Stock on hand .....	\$	cts	\$	cts	1872.	By working expenses—	\$	cts
June 30				78,518	00	June 30	„ Stores issued .....	121,561	15
1872.	„ Stores purchased by						„ Sales to individuals ..	5,002	56
June 30	certificates .....			124,669	45		„ Balance per State-		
	Open Accounts:						ment and per General		
	To Transportation .....	4,220	26				Balance .....	108,453	11
	„ Track .....	322	10						
	„ Construction .....	126	00						
	„ Unpaid liabilities .....	27,161	31						
				31,829	67				
				235,017	12				
								235,017	12

E. & O. E.,  
St. John, N.B., 30th June, 1872.

(Signed,)

WM. G. ROBERTSON,  
*Accountant.*

(ABSTRACT B.)—LOCOMOTIVE POWER.

1871.	Particulars.	1872.
\$		\$
cts		cts
9,893 91	Wages of drivers, firemen, and cleaners .....	13,661 54
18,286 50	Fuel .....	29,142 06
2,017 31	Oil, tallow and waste .....	3,091 01
16,558 01	Repairs to engines and tenders .....	18,188 24
122 69	Repairs, and renewal of tools, lamps, &c. ....	573 14
400 67	Repairs to workshops and engine houses .....	296 90
2,851 70	Water, including pump and tank repairs .....	4,012 87
1,160 40	Miscellaneous .....	1,164 08
665 96	Amherst fire .....	
794 84	Fort Cumberland accident .....	1,543 94
52,751 99		71,673 78

E. & O. E.,  
St. John, N.B., 30th June, 1872.

(Signed,)

WM. G. ROBERTSON,  
*Accountant.*

## (ABSTRACT C.)—CAR EXPENSES.

1871.	Particulars.	1872.
\$ cts		\$ cts
9,835 54	Wages to conductors, train baggage masters, and brakemen.....	14,994 13
1,432 80	Oil and waste for packing.....	2,218 36
18,333 24	Repairs to passenger, post office, baggage and freight cars.....	25,976 14
1,009 24	Small stores and fuel.....	711 89
364 03	Repairs to workshops, car sheds, repairs and renewal of tools, lamps, &c.....	531 36
1,703 36	Miscellaneous.....	2,595 36
2,802 74	New paint and blacksmith shops, St. John.....	
15 75	Fort Cumberland accident.....	
33,500 70		47,027 24

## (ABSTRACT D.)—MAINTENANCE OF WAY AND WORKS.

1871.	Particulars.	1872.
\$ cts		\$ cts
26,263 09	Wages in repairing roadway and fences.....	41,569 97
10,153 86	Iron chains, spikes, and sleepers.....	8,646 94
1,336 88	Timber and lumber for repairs to bridges, cattle guards, and fencing.....	1,266 90
1,458 82	Repairs to wharves.....	887 62
575 79	Repairs and renewal of hand cars, tools, &c.....	602 19
121 24	Repairs to snow ploughs, and flange cleaners.....	264 82
1,961 27	Miscellaneous.....	2,734 01
2,530 00	Dredging berths for vessels at wharf, St. John.....	
109 71	Fort Cumberland accident.....	77 03
44,330 66		56,050 45

(ABSTRACT E.)—STATION EXPENSES.

1871.	Particulars.	1872.
\$ cts		\$ cts
17,360 47	Salaries and wages of station masters, clerks, switchmen, and laborers.....	20,813 03
3,627 47	Repairs to buildings.....	7,257 01
4,534 36	Fuel, oil, light, stationery, tickets, and other incidental expenses.....	5,440 74
25,522 23		33,510 78

(ABSTRACT F.)—GENERAL CHARGES.

1871.	Particulars.	1872.
\$ cts		\$ cts
5,971 36	Salaries of general officer, accountant and clerks.....	7,418 79
568 79	Printing and stationery.....	501 25
1,577 18	Advertising.....	3,764 96
657 54	Damages.....	1,864 61
1,058 50	Insurance.....	823 50
2,416 86	Miscellaneous.....	3,176 32
227 93	Loss on Nova Scotia money.....	
12,478 13		17,554 43

(G.)—STORES on hand, 30th June, 1872.

	\$ cts	\$ cts
4,304 rails.....	27,043 04	
7,180 chairs.....	3,526 80	
5,077 sleepers.....	2,122 30	
10 <sup>3</sup> / <sub>4</sub> tons pine timber.....	43 00	769'28 14
6,856 feet spruce logs and 25,016 feet deals.....	255 46	
125 pieces of pine scantling.....	25 91	
Inventory of railway supplies in general store, St. John.....	36,310 85	324 37
Iron, steel, and other supplies at repair shop, do.....	8,018 50	
do do machine shop, Shediac.....	17,726 58	
Stationery and tickets in general office, St. John.....	4,156 91	
1,679 <sup>34</sup> / <sub>100</sub> cords sawn } wood at various stations, per statement.....	15,480 00	56,212 84
2,377 <sup>52</sup> / <sub>100</sub> cords unsawn }		
426 <sup>56</sup> / <sub>100</sub> tons coal at various stations, per statement.....	2,038 68	17,518 68
STORES ON HAND AT STATIONS.		
St. John.....	452 84	
Rothesay.....	49 30	
Hampton.....	50 00	
Norton.....	69 96	
Apohaqui.....	62 19	
Sussex.....	74 23	
Penobscuis.....	84 96	
Anagance.....	49 17	
Petitcodiac.....	66 00	
Salisbury.....	75 27	
Monctou.....	77 71	
Shediac.....	78 78	
Point du Chene.....	107 68	
Painsec.....	58 07	
Memramcook.....	56 81	
Dorchester.....	62 50	
Sackville.....	86 08	
Aulac.....	64 83	
Amherst.....	79 09	
		1,705 38
		108,453 41

Wood Stock, 30th June, 1872.

Stations.	Cords of 160 feet, sawn and unsawn.	Cubic Feet.		
		Sawn.	Unsawn.	Total.
St. John .....	$241\frac{4}{160}$	3,989		3,989
Rothesay .....	$21\frac{3}{160}$	458		458
Hampton .....	$972\frac{11}{160}$	55,713	99,920	155,633
Norton .....	$107\frac{12}{160}$	400	16,848	17,248
Apohaqui .....	$11\frac{4}{160}$	300		300
Sussex .....	$447\frac{2}{160}$	70,749	596	71,645
Penobscquis .....	$4\frac{1}{160}$	656		656
Anagance .....	$130\frac{2}{160}$	3,480	17,440	20,920
Petitcodiac .....	$231\frac{0}{160}$	13,780	23,280	37,060
Salisbury .....	$4\frac{5}{160}$	696		696
Moncton .....	$174\frac{11}{160}$	27,851		27,851
Shediac .....	$289\frac{11}{160}$	46,352		46,352
Painsec .....	$143\frac{11}{160}$		22,996	22,996
Memramcook .....	5		800	800
Dorchester .....	$123\frac{3}{160}$	1,810	18,000	19,810
Sackville .....	$236\frac{8}{160}$		37,840	37,840
Aulac .....	$0\frac{5}{160}$	150		150
Amherst .....	$264\frac{5}{160}$	42,290		42,290
Woodon Line .....	$864\frac{13}{168}$		138,378	138,378
J. B. Belyea .....	$25\frac{7}{160}$		4,074	4,074
Totals .....	$4,037\frac{2}{160}$	268,674	380,472	649,146



## COAL Stock, 30th June, 1872.

Stations.	Bushels.	Tons.
Saint John.....	3,092	92.29
Sussex.....	747	22.30
Petitcodiac.....	650	19.40
Dorchester.....	3	.09
Sackville.....	16	.48
Shediac.....	9,782	292.00
Totals.....	14,290	426.56

Monthly accounts in detail, with proper vouchers for the revenue and expenditure were duly forwarded to the Department at Ottawa, and the Audit Department has, from time to time, audited the books and accounts in this office.

Appended to this Report will be found :—

- 1st. A classified monthly comparative statement of receipts (G.)
- 2nd. A classified monthly comparative statement of expenses (H.)
- 3rd. A statement shewing the business and expenses of the several stations, (J.)
- 4th. A passenger statement (K.)
- 5th. A freight statement (L.)
- 6th. A report by the Locomotive and Car Superintendent (M.) with abstract (C.C.) and statements (D.D.) and (E.E.)
- 7th. A report by the Trackmaster (N.)
- 8th. Cost of road and equipment (O.)

Referring to these statements it will be found that the gross revenue for the past year was.....	\$294,059 16
Against the previous year.....	251,456 37
Shewing the gain to have been.....	\$42,602 79
Whilst the expenses were.....	\$225,816 68
Against the previous year.....	170,583 71
Increase.....	55,232 97
Net revenue decrease.....	\$12,630 18

The net revenue the past year being.....	\$68,242.48
Against the previous year.....	80,872.66
Decrease as before stated.....	12,630.18

The increased revenue was, in—

	Per Cent.
Passengers.....	22.11
Freight.....	9.37
Mails and sundries.....	64.74
Gross receipts.....	16.94

The increased working expenses were in—

Locomotive power.....	35.87
Car expenses.....	32.47

	Per Cent.
Maintenance.....	26.43
Station expenses.....	31.30
General charges.....	40.68
The total working expenses, increased.....	32.37
The total revenue, increased.....	16.94
The net revenue decreased.....	18.50

The working expenses were 76.79 per cent. of the gross receipts, against 67.83 per cent. of the previous year.

The earnings were \$1,973, and the expenses \$1,515.54, per mile of railway the past year, against earnings \$1,740.18, and expenses \$1,180.50, in 1871.

The locomotive ran 286,003 miles, or 20.05 per cent. further than during the previous year.

The car mileage was 1,877,380, or an increase of 9.36 per cent. in 1872.

Further details in relation to the business and operation of the united lines will be found upon reference to the following statements:—

	1872.	1871.
<b>REVENUE.</b>		
Percentage of passenger earnings to gross receipts.....	42.18	40.39
do freight do do.....	51.65	55.22
do other do do.....	6.17	4.39
<b>WORKING EXPENSES.</b>		
Percentage of locomotive power to whole cost of operating.....	31.74	30.93
do car expenses do do.....	20.83	20.81
do maintenance do do.....	24.82	25.98
do station expenses do do.....	14.84	14.96
do general charges do do.....	7.77	7.32
<b>PASSENGERS.</b>		
First-class.....	193,707	148,762
Second-class.....	74,349	68,165
Local.....	258,570	207,953
Through.....	9,486	8,974
East.....	136,838	109,220
West.....	131,218	107,707
Total number carried.....	268,056	216,927
Number carried one mile.....	6,793,673	2,493,986
Average number of miles travelled by each.....	25.34	25.32
Percentage of first-class.....	72.26	68.55
do second-class.....	27.74	31.42
Percentage of local.....	96.46	95.86
do through.....	3.54	4.14
Percentage east.....	51.05	50.35
do west.....	48.95	49.65
Average receipts per passenger in cents.....	46.27	46.82
do do per mile in cents.....	1.82	1.85

	1872.	1871.
FREIGHT.		
First class in tons.....	4,608	3,398
Second-class „.....	7,250	5,553
Third-class „.....	3,372	2,843
Fourth-class „.....	83,731	77,920
Local in tons.....	82,610	72,908
Through „.....	16,351	17,406
East in tons.....	38,523	30,694
West „.....	60,438	59,620
Total tons conveyed.....	98,961	90,314
Tons carried one mile.....	5,823,164	5,127,794
Average distance carried.....	58.84	56.77
Percentage of first-class.....	4.66	4.43
do second-class.....	7.32	6.15
do third-class.....	3.41	3.15
do fourth-class.....	84.61	86.27
Percentage of local.....	83.48	80.73
do through.....	16.52	19.27
Percentage east.....	38.93	33.99
do west.....	61.07	66.01
Average receipts per ton.....	\$1.53	\$1.53
do do per mile in cents.....	2.608	2.708
LOCOMOTIVES AND CARS.		
Miles run by engines.....	286,003	238,224
do cars.....	1,877,380	1,716,713
Gross tons moved one mile by the engines.....	24,139,706	21,626,666
Average in cents, per mile, run of the engines:		
Drivers, firemen and cleaners' wages.....	4.78	4.15
Fuel.....	10.19	7.68
Oil, tallow and waste.....	1.08	.85
Repairs.....	6.66	7.17
Water, including pump and tank repairs.....	1.40	1.19
Small stores and miscellaneous.....	.95	1.10
Locomotive power.....	25.06	22.14
Car expenses.....	16.44	14.90
Maintenance of way and works.....	19.59	18.61
Station expenses.....	11.72	10.71
General charges.....	6.14	5.24
Total expenses.....	78.95	71.60
Total receipts.....	102.81	105.55
Net revenue.....	23.86	33.95
Average cost in cents, per mile, run of the cars:		
Repairs to cars.....	1.38	1.07
Oil and waste for packing.....	.12	.08
Both.....	1.50	1.15
Average cost in cents, per 100 tons moved one mile by the engines:—		
Drivers, firemen and cleaners' wages.....	5.66	4.58
Fuel.....	12.07	8.45
Oil, tallow and waste.....	1.28	.93
Repairs.....	7.89	7.90
Water, including pump and tank.....	1.66	1.32
Small stores and miscellaneous.....	.49	.53
Amherst fire and Fort Cumberland accident.....	.64	.67

	1872.	1871.
LOCOMOTIVES AND CARS.— <i>Continued.</i>		
Locomotive power.....	29.69	24.38
Car expenses.....	19.48	16.42
Maintenance of way and works.....	23.12	20.50
Station expenses.....	13.88	11.80
General charges.....	7.27	5.77
Total expenses.....	93.54	78.87
Total receipts.....	121.81	116.27
Net revenue.....	28.27	37.40
Average cost in cents, per 100 tons moved one mile of the cars :—		
Repairs to cars.....	10.76	8.48
Oil and waste for packing.....	.92	.66
Both.....	11.68	9.14
Tons goods cars moved one mile.....	9,470,377	8,295,537
Tons freight do.....	5,823,104	5,127,794
Total gross tons goods, cars, and freight moved one mile.....	15,293,541	13,423,331
Percentage of dead weight.....	61.92	61.80
do useful load.....	38.08	38.20

In passengers an increase is shewn over the previous year, in the number carried of 23.57 per cent ; in their mileage of 23.65 per cent ; in their average distance of .08 miles ; in local of .63 per cent., with a corresponding decrease in the proportion of through passengers.

In freight the following increase also appears. In tons of freight carried 9.57 per cent ; in mileage 13.56 per cent ; in the average distance 3.64 miles ; in local 3.40 per cent., with a corresponding decrease in the proportion of through freight.

During the month of March, the traffic over these railways was almost entirely suspended by the severe and continued storms, constituting the most complete and effectual snow blockade ever experienced since the introduction of railways into this Province.

The immediate expense involved for extra labour in attempting to keep the road open, was \$12,368.91, exclusive of the repairs to the engines and cars damaged during these storms; the cost of which could not be ascertained before the close of the year.

On the morning of the 9th of February last, it was discovered that the west pier of the iron girder bridge over the Tantamar River, at Sackville, was broken, and the girder thus placed in a position of great danger.

The pier will have to be taken down, and a new one built.

The cost of securing it for the present was \$1,347.91. Mr. Perley's report upon this subject will shew the cause of the disaster, and other particulars in connection therewith. (*Not printed.*)

The changes in the Staff are as follows :—Mr. W. G. Robertson was promoted to the position of Accountant, in the place of Mr. Alex. McNaughton, resigned.

Mr. George H. Pick, a Conductor, was promoted to the position of Station Master at St. John, in place of Mr. James Colman, appointed Transportation Master.

Mr. Charles D. Thompson was appointed Ticket Agent at St. John, in place of Mr. R. H. Armstrong appointed an Audit Clerk in the Superintendent's Office.

Mr. James L. Coram was appointed Receiving Clerk at St John, in place of Mr. George H. Clark, who was given the position of Yardmaster.

Mr. John Bam, a laborer in St. John Freight Department, was appointed Watchman, in place of Mr. Owen Sullivan, resigned. Mr. John McIntyre was appointed Station Master and Operator, at Rothesay, in place of Mr. Thomas E. Smith, removed to Apohaqui, to take the place of Mr. E. A. Leonard, resigned.

Mr. Joseph W. Wortman, was appointed Station Master and Operator at Norton, in place of Mr. R. Davidson, resigned.

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Mr. O. A. Barbarie was appointed Station Master and Operator at Penobsquis, in place of Mr. J. W. Wallace removed to Salisbury, to take the place of Mr. J. J. Wallace, appointed Assistant Accountant in the Superintendent's office.

Mr. Hanford Palmer was appointed Station Master and Operator at Anagance, in place of Mr. James Ryan, Jun., resigned.

Mr. J. Sutherland was appointed Station Master and Operator at Aulac, in place of Mr. George H. Trueman, who was given the position of Conductor.

Mr. Wm. Kelly, a Baggage Master, was given the position of Conductor, upon the promotion of Mr. George H. Pick to be Station Master at St. John.

Mr. H. N. Cannon, a Baggage Master, was given the position of Conductor, in place of Mr. W. B. Knight, removed to Point Duchene Station, to take the place of Mr. John McLaughlan, resigned.

I have the honor to be Sir,

(Signed,) Your obedient Servant,  
LEWIS CARVELL,  
*General Superintendent.*

CLASSIFIED Monthly Comparative Statement of Receipts.—(G.)

MONTHS.	PASSENGERS.		FREIGHT.		MAILS AND SUBSIDIES.		TOTALS.	
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
	\$	\$	\$	\$	\$	\$	\$	\$
July	11,559 99	14,982 89	10,765 65	13,369 41	795 90	812 27	22,921 54	29,164 57
August	10,925 68	18,414 61	9,329 10	11,121 01	805 67	1,032 19	21,060 45	30,567 81
September	9,324 86	11,667 48	9,744 54	24,445 55	851 71	801 06	19,921 11	26,914 09
October	8,592 86	10,936 14	13,119 41	15,291 26	854 71	1,655 17	22,566 98	27,882 57
November	7,479 37	9,924 04	12,751 72	13,323 13	955 66	2,210 56	21,196 75	25,487 73
December	8,089 53	9,360 87	11,601 02	11,877 45	1,656 29	2,351 73	21,356 84	23,680 05
January	5,533 29	6,657 28	9,126 80	10,541 80	1,051 29	1,982 19	15,711 38	19,181 27
February	4,387 20	5,940 90	11,054 37	10,101 15	1,701 63	890 26	16,143 20	16,932 31
March	6,477 31	4,249 95	13,088 75	4,918 15	822 62	623 73	20,388 68	9,791 83
April	7,232 71	9,223 42	10,517 18	13,381 03	825 39	1,826 31	18,575 28	24,430 76
May	10,307 39	10,942 72	14,178 57	18,050 79	832 73	2,038 56	25,318 69	31,032 07
June	11,849 30	11,743 64	13,583 13	15,454 72	863 04	1,925 74	26,296 47	29,124 10
Totals	101,569 49	124,033 94	138,870 24	151,875 45	11,016 64	18,149 77	251,456 37	294,059 16

CLASSIFIED Monthly Comparative Statement of Expenses.—(H.)

MONTHS.	LOCOMOTIVE POWER.		CAR EXPENSES.		MAINTENANCE WAY AND WORKS.		STATION EXPENSES.		GENERAL CHARGES.		TOTALS.	
	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
July	3,448 10	4,075 57	2,924 39	2,348 27	5,005 87	4,582 48	1,921 48	2,519 85	1,090 01	1,464 06	14,389 85	14,990 23
August	3,496 93	4,084 79	3,199 58	2,825 48	5,209 06	4,288 97	2,178 87	2,554 45	635 01	1,230 18	14,630 05	14,883 87
September	3,633 27	4,776 99	2,621 02	2,951 91	4,196 13	3,601 73	2,343 59	2,289 49	1,391 21	1,257 09	14,183 21	14,877 21
October	3,910 30	5,540 71	2,406 54	4,640 60	4,565 44	3,288 60	1,830 10	3,306 87	1,171 82	1,903 57	13,690 20	18,480 35
November	3,974 04	5,841 59	2,022 21	2,914 52	4,255 35	3,384 71	1,965 18	3,477 05	997 12	1,439 31	13,233 90	17,057 78
December	4,525 08	5,496 95	2,197 20	2,770 48	1,930 22	81 38	2,071 31	3,014 62	1,137 18	761 58	11,861 19	12,125 01
January	5,030 34	6,909 12	3,032 54	4,067 52	2,128 42	3,733 87	2,031 98	4,417 98	1,093 18	2,473 57	13,316 46	21,602 06
February	4,657 09	6,663 75	2,675 78	4,441 91	2,118 67	3,479 98	1,981 43	2,187 09	942 75	1,342 88	14,214 73	18,116 21
March	4,657 09	6,728 11	2,917 64	3,073 14	2,606 16	2,898 33	1,739 63	1,963 39	916 95	952 21	12,838 30	15,545 18
April	3,546 64	6,177 18	3,818 83	4,277 50	3,432 70	13,537 51	1,982 76	2,025 23	1,030 66	1,199 59	13,791 49	27,217 01
May	4,849 19	7,941 87	4,414 67	6,997 88	4,045 75	7,048 27	2,210 82	2,701 19	900 46	1,589 01	16,420 89	26,278 22
June	5,183 99	7,437 15	3,340 30	5,718 03	4,836 29	6,194 62	3,365 08	3,052 37	1,165 78	2,141 38	17,791 44	24,543 55
Totals	52,751 99	71,673 78	35,500 70	47,027 24	44,330 66	56,050 45	25,522 23	33,510 78	12,478 13	17,554 43	170,583 71	225,816 68

STATEMENT shewing the Business and Expenses of the several Stations.—(J.)

STATIONS.	NUMBER OF PASSENGERS.						TONS OF FREIGHT.						STATION EXPENSES.			
	1871.			1872.			1871.			1872.			1871.		1872.	
	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Inward.	Outward.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
St. John.	77,885	76,676	35.65	93,442	92,132	34.37	43,213	20,043	37.80	47,963	26,713	26.90	8,101 11	31.88	14,494 54	43.26
Rothsay	17,884	8.16	16,988	16,412	6.12	839	90	0.52	1,076	185	0.11	745 50	2.92	1,168 19	3.47	
Hampton	9,381	9,775	4.42	12,581	13,032	4.86	1,701	1,255	1.64	1,758	1,434	1.45	751 97	2.95	1,527 81	4.55
Norton	5,107	4,988	2.32	6,828	6,439	2.40	655	2,676	1.85	723	3,370	3.41	783 90	3.07	730 45	2.18
Apohaqui	4,308	4,209	1.96	5,761	5,474	2.04	1,059	1,452	1.40	1,416	1,744	1.76	820 65	3.22	1,051 44	3.14
Sussex	10,082	9,330	4.50	12,082	11,503	4.29	3,536	3,012	3.63	3,950	5,378	5.48	2,035 20	7.37	1,637 16	4.88
Penobscot	3,115	3,416	1.50	3,848	3,716	1.38	1,091	1,220	1.28	815	538	0.55	496 85	1.95	794 53	2.37
Anasance	2,047	1,987	0.93	3,042	2,733	1.02	438	2,479	1.22	453	2,871	2.91	507 82	2.23	728 23	2.17
Peskeodisac	4,542	4,501	2.08	6,034	5,695	2.13	1,498	7,748	5.13	1,797	8,204	8.39	1,439 13	5.64	807 22	2.41
Salisbury	4,197	4,357	1.97	5,794	5,546	2.07	854	6,934	4.32	1,121	5,238	5.29	904 63	3.58	547 78	1.64
Moncton	9,772	9,270	4.39	12,145	12,473	4.65	9,701	2,166	6.77	9,144	2,008	2.04	814 01	3.19	864 82	2.58
Shediac	6,110	6,850	2.98	7,673	7,950	2.97	2,756	4,032	3.76	4,104	3,887	3.93	1,089 08	4.36	1,289 21	3.84
Point du Chêne	4,785	3,369	1.88	5,803	4,175	1.56	5,104	13,121	10.08	6,090	10,941	11.05	3,386 93	13.27	3,825 26	11.42
Painsec	1,360	1,730	0.70	1,712	2,129	0.79	538	185	0.40	646	160	0.16	759 02	2.98	766 73	2.29
Memramcook	1,649	1,203	0.65	2,510	2,478	0.92	342	342	0.64	1,083	2,013	2.04	235 62	0.92	420 24	1.26
Dorchester	3,884	4,083	1.83	5,751	5,214	1.94	675	313	0.55	1,259	997	1.01	703 01	2.76	657 92	1.96
Sackville	5,470	5,563	2.55	5,451	5,354	2.00	2,797	1,513	2.39	2,427	2,971	2.97	918 53	3.60	651 20	1.95
Aulac	832	1,066	0.44	2,338	1,829	0.73	32	233	0.19	263	382	0.60	243 61	0.95	387 18	1.16
Amherst	3,113	3,494	1.52	6,665	6,366	2.73	1,264	495	0.91	5,790	1,579	1.60	464 38	1.81	962 18	2.87
Flag Stations	41,451	43,476	19.57	51,651	56,365	7.36	7,156	20,518	15.32	7,093	20,838	21.06	191 88	0.75	198 77	0.60
Totals	216,927	216,927	100.00	268,056	268,056	100.00	90,314	90,314	100.00	98,961	98,961	100.00	25,522 23	100.00	33,510 78	100.00



PASSENGER STATEMENT.—(K.)

MONTHS.	LOCAL.				THROUGH.				BOTH.			
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	West.	East.	Total.	Mileage.
	July .....	15,113	13,179	28,292	614,051	831	692	1,523	163,579	13,871	15,944	29,815
August .....	31,870	30,127	61,997	884,945	699	942	1,641	186,264	31,069	31,569	63,638	1,071,209
September .....	11,177	10,854	22,031	571,814	553	735	1,288	138,399	11,589	11,750	23,319	710,213
October .....	9,021	8,101	17,122	469,013	491	523	1,014	108,668	8,624	9,512	18,136	577,681
November .....	8,815	8,499	17,314	426,325	309	434	803	86,150	8,933	9,184	18,117	512,475
December .....	9,736	8,984	18,720	504,623	137	147	284	30,528	9,131	9,873	19,004	535,151
January .....	5,605	5,581	11,186	307,185	117	135	252	26,712	5,716	5,722	11,438	338,397
February .....	6,376	6,376	12,752	319,273	86	74	160	16,960	6,450	6,462	12,912	336,233
March .....	3,519	3,414	6,933	196,541	77	58	135	14,310	3,472	3,596	7,068	210,851
April .....	7,850	8,024	15,874	436,554	185	186	371	39,326	8,210	8,035	16,245	479,860
May .....	11,208	11,221	22,429	520,535	437	447	884	94,416	11,868	11,645	23,313	614,951
June .....	12,120	11,800	23,920	516,048	446	685	1,131	121,454	12,485	12,566	25,051	637,502
Totals { 1872	132,410	126,160	258,570	5,766,907	4,428	5,058	9,486	1,026,766	131,218	136,838	268,056	6,793,073
{ 1871	105,009	102,944	207,953	4,452,358	4,211	4,763	8,974	951,628	107,777	109,220	216,927	5,493,986

FREIGHT STATEMENT—(L.)

MONTHS.	LOCAL.			THROUGH.			BOTH.					
	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.	East.	West.	Total.	Mileage.
July . . . . .	4,485	3,956	8,441	290,001	555	1,034	1,589	166,851	5,040	4,900	10,030	450,852
August . . . . .	2,089	5,634	7,723	298,504	657	1,854	1,511	162,849	2,746	6,488	9,234	461,353
September . . . . .	3,324	3,373	6,697	345,793	591	1,128	1,719	184,970	3,915	4,501	8,416	530,763
October . . . . .	2,308	3,896	6,204	246,331	1,048	1,303	2,351	253,629	3,356	5,199	8,545	499,960
November . . . . .	1,835	3,237	5,072	210,981	754	1,197	1,951	178,847	2,589	4,434	7,023	389,828
December . . . . .	2,320	3,902	6,222	318,395	128	1,632	1,760	79,939	2,448	4,534	6,982	398,334
January . . . . .	1,886	4,830	6,716	413,253	186	395	581	61,615	2,072	5,225	7,297	474,868
February . . . . .	1,272	5,122	6,394	310,587	175	328	503	53,258	1,447	5,450	6,897	363,845
March . . . . .	835	1,829	2,664	145,485	132	131	263	27,914	967	1,960	2,927	173,399
April . . . . .	3,411	4,836	8,247	505,437	316	332	648	68,691	3,727	5,168	8,895	574,128
May . . . . .	4,551	4,881	9,432	522,259	1,085	1,307	2,452	414,296	5,636	6,248	11,884	936,585
June . . . . .	3,985	4,813	8,798	346,337	595	1,428	2,023	216,412	4,580	6,241	10,821	563,249
Total Tons. . . . .	32,301	50,309	82,610	3,953,893	6,222	10,129	16,351	1,869,271	38,523	60,438	90,861	5,823,164
	25,592	47,316	72,908	3,255,862	5,102	12,304	17,406	1,871,932	30,694	59,620	90,314	5,127,794

1872. . . . .  
1871. . . . .

(M.)

## EUROPEAN AND NORTH AMERICAN RAILWAY.

LOCOMOTIVE SUPERINTENDENT'S OFFICE,  
SHEDIAC, N.B., 25th Sept., 1872.

LEWIS CARVELL Esq., General Superintendent.  
St. John, N.B.

SIR,—I beg to submit a report concerning the rolling stock of this railway for the year ending 30th June last.

Appended hereto will be found—First : A monthly abstract of Locomotive Returns (C. C.) ; A Statement of Engines (D. D.) ; and other Rolling Stock (E. E.) in hand, and their mileage to that date.

Engine "Hercules" (No. 1) is in fair order, has had considerable repairs to tender during the year.

Engine "Sampson" (No. 2) has had tender repaired, and driving wheels turned off. Two "Acadia" wheels were supplied; will require considerable repairs.

Engine "Kennebecassis" (No. 4) has had no very great repairs, the chief outlay was for steel driving tyres. Is now in fair order.

Engine "Petitcodiac" (No. 5) has had quite large repair, and is now in good order. The tender, tank and truck were put in good order, and twelve Washburn steel-tyred wheels supplied. This engine was painted.

Engine "Scadouc" (No. 6.) The expenditure on this engine has been light; it has been principally for wheels of which it has had fourteen, six of them "Acadia," and eight "Washburn" steel-tyred wheels. This engine is now in good condition.

Engine "Anagance" (No. 7.) Expenses of this engine have been large. New driving tyres were supplied, and the engine put in good condition generally. It has, however, been lately observed that the fire box shows symptoms of failure, and will have to be renewed before long.

Engine "Loostank" (No. 8) had a new iron cab made to replace the old wooden one, and was supplied with four Washburn steel-tyred wheels. Is now in good order. This engine was painted.

Engine "Ossekeag" (No. 9) has had the fire box replaced by one of steel; had new iron cab, and new tender frame. Is now in good order.

Engine "Apoahqui" (No. 10) at the date of my last report was in the shop for repairs, having been badly damaged by an accident at Fort Cumberland. The frame was broken and had to be welded; a new iron cab, and a new tender frame were made, and sixteen new wheels supplied, seven of them were "Acadia," and were removed; the others were "Washburn" steel-tyred wheels, and are now in use; is in fair order.

Engine "Prince of Wales" (No. 12.) This engine is now in the shop receiving new steel fire box, and having other thorough repairs.

Engine "Norton" (No. 13) was badly damaged by being thrown from the track in a snow storm last winter. It has been repaired; a new tender frame and new tender trucks were made; is now in good order.

Engine "Prince Alfred" (No. 14) had considerable repair, the tender tank was put in good condition; a new frame was made, and new tender trucks were provided; is now in good order.

Engine "Robert Jardine" (No. 15) has not had much repair. Eight tender wheels with Vicker's steel tyres were supplied; needs considerable repairs now.

Engine "The Bear" (No. 16.) Repairs to this engine have not been large. Four tender wheels with Vicker's steel tyres have been supplied. The driving and truck wheels have been turned off; is now in good order.

Engines "New Brunswick" and "The Stag" have been kept in repair, as have the intercolonial Railway Engines, Nos. 16, 17, 18 and 19, that were placed on this line in December last.

No. 16 was considerably injured by being thrown from the track in March, but was repaired, and with the other engines received at the same time, is in good order.

Two hundred and fifty nine wheels of various kinds have been placed under the engines and cars during the year. Last winter was particularly severe, and many wheels broken; fifty in all.

Six engines are in good order; four are in fair condition, and four should come to the shop at once for repairs. All of the six engines belonging to the Intercolonial Railway are in good order.

Ten box cars have been re-topped and roofed with iron or tin, and three have had new trucks. New bodies have been put on sixteen flat cars, and new trucks have been furnished to four.

Four second class cars, two baggage, twenty-two box, and twenty flat cars require new tops. A large number of trucks will need to be supplied to cars of each class.

Two new snow ploughs must be built to replace old ones, and all the others thoroughly repaired.

One new baggage and smoking car has been added to the stock since my last report. Sixty one box and fifty flat cars belonging to the Intercolonial Railway have also been placed on the line.

I have the honor to be, Sir,

Your obedient servant,

(Signed,)

H. A. WHITNEY,

*Locomotive Superintendent.*

MONTHLY ABSTRACT OF LOCOMOTIVE RETURNS.—(C.C.)

MONTHS.	MILES RUN BY		CONSUMPTION OF						AVERAGE.					
	Engines.	Cars.	Snow ploughs.	Bushels of coal.	Wood in cubic feet.	Pints of oil.	Tallow—Lbs.	Waste.	Cars to one mile run.	Snow plough to one mile run.	Miles run to one hour in steam.	Cubic feet of wood to 100 miles run.	Pints oil and tallow to 100 miles run.	Lbs. of waste to 100 miles run.
July	24,885	171,689	.....	4,312	36,000	612	594	216	6.89	.....	9.37	245.57	4.86	.84
August	24,976	166,413	.....	5,983	36,000	579	477	212	6.66	.....	9.53	283.57	4.50	.84
September	24,615	172,616	41	6,233	38,050	618	542	209	6.66	.001	9.90	286.93	4.77	.80
October	24,968	170,019	.....	5,944	39,500	630	535	236	6.80	.....	9.38	296.77	4.97	.94
November	27,735	169,323	98	18,460	38,100	712	635	271	6.12	.003	9.45	524.59	5.11	.97
December	20,220	143,666	122	5,532	50,150	590	443	207	6.12	.006	8.45	418.74	5.42	1.02
January	2,841	154,214	1,108	10,768	44,550	775	597	242	7.21	.051	7.52	501.71	6.81	1.13
February	2,989	131,647	708	11,724	36,225	863	581	202	6.39	.034	6.88	507.57	7.37	.98
March	3,348	145,711	1,279	11,101	22,550	686	387	186	3.82	.088	4.35	646.26	7.81	1.27
April	3,072	147,040	19	16,440	19,410	772	599	286	6.19	.0008	7.73	484.57	6.13	1.20
May	27,014	199,397	21	6,325	49,000	946	750	304	7.40	.0007	7.36	317.67	6.67	1.12
June	30,019	194,472	.....	10,726	30,100	904	755	265	6.47	.....	8.70	308.25	5.88	.88
Totals and Averages, { 1872.	286,003	1,877,380	3,396	113,938	440,635	8,677	6,835	2,836	6.56	.011	8.11	388.05	5.73	.99
{ 1871.	238,224	1,716,713	2,317	47,256	429,025	5,349	4,599	2,368	7.20	.009	8.83	295.56	4.45	1.00

STATEMENT OF LOCOMOTIVES.—(D.D.)

Number.	NAME.	BUILDERS.	Received on line.	WEIGHT.				Capacity of Tender in galls.	CYLINDER.		DRIVERS.		No. WHEELS.		Miles run this year.	Miles run to date.
				Engine.	Tender.	Total.	Equipped.		On Drivers.	Diameter.	Stroke.	No.	Diameter.	Truck.		
				Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	In.	In.	ft.					
1	Hercules*	Boston L. Works..	June, 1854	45,470	15,500	60,970	51,250	36,550	87,800	33,370	1846	17	20	4	5	134,940
2	Sampson*	do	do	45,500	15,500	61,000	51,000	36,500	87,500	33,250	1846	17	20	4	5	90,411
3	St. John*	Portland Co.....	Dec., 1856	36,100	15,430	51,530	39,250	30,500	69,750	25,050	1908	12	20	4	4½	53,770
4	Kennedycases.	Boston L. Works..	Dec., 1857	31,950	10,700	42,650	35,470	20,730	56,200	35,470	1232	11½	20	4	4	17,635
5	Petticoatic	do	Jan., 1858	43,400	16,800	60,200	47,320	34,300	81,620	28,650	1689	14	22	4	5	215,992
6	Scadoric.	do	do	43,000	15,880	58,880	47,420	34,480	81,900	28,620	1689	14	22	4	5	139,843
7	Anagance	do	June, 1858	48,200	17,770	65,970	52,500	38,250	90,750	33,030	1861	15	22	4	5½	20,264
8	Loostank	Fleming & Humbert	Aug., 1858	47,000	17,800	64,800	51,560	36,900	88,460	31,930	1632	14	22	4	5½	12,858
9	Looskeag	do	June, 1859	50,500	18,920	69,420	56,030	39,100	94,130	34,550	1861	15	22	4	5½	15,115
10	Apocheag	do	Aug., 1859	50,500	19,000	69,500	55,400	36,200	91,600	32,900	1861	15	22	4	5½	205,464
11	Sussex.....	Spring L. Works..	Oct., 1859	37,000	14,000	51,000	42,500	26,000	68,500	24,500	1807	15	22	4	5½	8,010
12	Prince of Wales	Fleming & Humbert	July, 1860	50,000	17,700	67,700	56,420	38,430	94,850	34,300	1861	15	22	4	5½	27,223
13	Norton.....	do	Nov., 1860	50,856	18,810	69,666	56,530	40,100	96,630	34,250	1862	15	22	4	5½	15,635
14	Prince Alfred.	do	July, 1861	50,200	18,180	68,380	55,550	38,850	94,400	33,850	1861	15	22	4	5½	238,132
15	Robert Jardine.	do	July, 1868	60,000	20,200	80,200	66,000	39,568	105,568	40,000	1861	16½	24	4	5	14,066
16	The Bear	do	Aug., 1869	60,000	20,100	80,100	66,000	40,000	106,000	40,500	1861	16½	24	4	5	12,431
17	New Brunswick	Portland Co.....	do	1861	1861	1861	1861	1861	1861	1861	1861	16½	24	4	5	22,331
18	Intercolonial.	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	64,609
19	L. C. R.	Dpms & Co.....	Dec., 1871	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	25,234
20	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	12,648
21	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	16,200
22	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	11,732
23	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	10,115
24	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	10,115
25	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	10,991
26	do	do	do	1861	1861	1861	1861	1861	1861	1861	1861	16	22	4	5	12,330
27	Total															286,003
																2,531,049

\* The mileage of these engines was not kept until April, 1858, the total mileage cannot therefore be given.  
 + Sold to the St. Stephen Branch Railway.  
 † Sold to the Woodstock Branch Railway.  
 § The property of the Intercolonial Railway.

## OTHER ROLLING STOCK.—(E.E.)

Designation.	Description.	Miles run this year.	Miles run to date.
A .....	Thirteen First-class Passenger Cars, E. & N. A. R .....	219,911	2,035,898
	Two do do I. C. R .....		
B .....	Nine Second-class Passenger Cars, E. & N. A. R .....	231,545	2,001,325
	Two do do I. C. R .....		
Ex .....	Four Express Postal Baggage Cars, E. & N. A. R .....	163,207	1,012,976
C .....	Eighty-four Box Freight Cars, E. & N. A. R .....	686,781	5,888,872
	Sixty-one do I. C. R .....		
D .....	One hundred and fifteen Platform Cars, E. & N. A. R .....	575,936	4,572,070
	Seventy-five do I. C. R .....		
		1,877,380	15,501,141
Pl .....	Four Snow Ploughs .....	3,396	.....
	Sixteen Hand Cars .....		

(N.)

## TRACKMASTERS REPORT.

ST. JOHN, N.B., 1st August, 1872.

LEWIS CARVELL, Esq., General Superintendent.

SIR,—I beg leave to submit, as requested, the following Report on the roadway and works of the European and North American, and the Intercolonial Railways, for the year ending 30th June last.

There were put in the track 1,041 new rails, weighing about 200 tons, and costing \$5,036.01; 15 wrought iron, 276 cast iron chairs; 4,987 scabbard joints or steel clips, of the value of \$4,236.94; and 8,106 pine, 1,725 hamatac and 383 cedar sleepers, costing \$2,078.42.

An additional expenditure of \$668.28 was made on railway wharf at St. John Terminus.

The improvements and repairs at St. John Passenger Depot, cost \$4,723.40.

A new platform and freight shed were built at Rothesay Station at a cost of \$476.12.

Several improvements were made at Hampton Station for the better accommodation of passing trains.

A new platform was built, the turn table and passenger siding were removed the whole costing \$671 51.

The passenger platforms at Norton, Penobscus and Anagance Stations were rebuilt at a cost of \$314.60.

The freight platform at Moncton was repaired at a cost of \$69.50.

In the expenditure in connection with the maintenance of way and works, exclusive of \$568.28, balance of cost of improvements at railway wharf, and \$4,723.40, cost of improvements at St. John Passenger Depot, there has been an increase over the previous year of \$6,328.11.

50,000 sleepers and 119,000 fence poles will be required for the coming year.

The general condition of the road is very good.

I am, Sir,

Your obedient servant,

(Signed)

GAVIN RAINNIE,

*Trackmaster.*

### ABSTRACT O.

STATEMENT showing cost of Roadway and Equipment to 30th June, 1872.

Cost of road to 30th June, 1871.....	\$	cts.	4,703,150	16
Expenditure on account of improvements at Mill Pond, St. John.....			30,023	14
do do Point du Chêne.....			20,983	52
do do Painsec Junction.....			6,396	20
			<b>4,760,553</b>	<b>22</b>
CLASSIFIED AS FOLLOWS:—				
Engineering.....	\$	cts.	217,998	62
Permanent way.....			3,673,360	24
Buildings.....			189,558	75
Rolling stock and machinery.....			407,634	64
Fencing.....			88,000	00
Wharves.....			103,433	15
Miscellaneous stock.....			15,512	03
Miscellaneous.....			65,055	59
			<b>\$4,760,553</b>	<b>02</b>



## APPENDIX No. 19.

## RED RIVER ROUTE.

FORT FRANCES, 18th July, 1872.

SIR,—I beg leave to submit to your notice the following Report on the operations carried on, during the past year, on the line of the Red River route.

I have the honor to be, Sir,

Your most obedient servant,

S. J. DAWSON.

Hon. H. L. LANGEVIN, C. B.,  
Minister of Public Works,  
Ottawa.

## TRANSPORTATION SERVICE.

At this time last year, steam-launches were being placed on the longer navigable sections of the Red River route, horses and waggons had been brought forward for the Thunder Bay road, and arrangements made in the Red River and Oak Point settlements of Manitoba for such means of transportation as it was believed were necessary for the Lake of the Woods road. At the same time, a number of the row-boats used by the military expedition of the previous year were placed on the different lakes and rivers intervening between the western terminus of the Thunder Bay road and the north-west angle of the Lake of the Woods.

These arrangements rendered the route practicable, although in a primitive way, to immigrants; and such as came were brought from Lake Superior to Fort Garry with, at least, as much comfort to themselves as was experienced by those passing through the United States, and at far less cost.

The total number of people sent over the line, between the 15th June, when it was opened, and the close of navigation, was 604, including the volunteers.

The conditions of transport for emigrants were:—\$25 each for adults; children, under twelve years of age, half price. 150lbs. personal baggage, free; extra baggage, \$1 per 100lbs. Baggage for any one immigrant not to exceed 450lbs.

During the past winter, three additional steam-launches, of a larger class than those provided last year, were built at Collingwood, where they were fitted with engines, furnished by the Messrs. Wilson, of Dundas, and soon after the opening of navigation run up through Lakes Huron and Superior to Thunder Bay. One of these is now plying on the Shebandowan Lake, and the other two—one of which is intended for Lac des Milles Lacs, and one for the Lake of the Woods—are being brought forward.

As regards the arrangements generally for the present season, horses and waggons have again been placed on the Thunder Bay road, and on the portages of the Lake region. Steam-launches are on most of the navigable sections; and where these are wanting, experienced voyageurs with row-boats are in readiness. The road leading from the north-west angle of the Lake of the Woods to Fort Garry has this year been well provided with the means of transport.

The experience of last season had shewn that vehicles could not always be had in sufficient number in the settlements of Manitoba; and to remedy this deficiency, twenty horses, with the necessary outfit of waggons, harness, &c., were this spring purchased and placed on the Lake of the Woods road.

The following advertisement will explain the conditions on which immigrants are now being brought forward :—

“ NORTH-WEST TERRITORIES.

After the 25th of June next, emigrants will be sent to Fort Garry at the following rates :—

*Toronto to Fort William.*

Adults, \$5 ; Children under 12 years, \$2.50; 150lbs. personal baggage, free. Extra luggage, 35 cents per 100lbs.

*Fort William to Fort Garry.*

Emigrants, \$15 ; Children under 12 years, \$8. 150 pounds personal baggage, free. Extra luggage, \$2 per 100. [No horses, oxen, waggons, or heavy farming implements can be taken.]

*The Mode of Conveyance.*

By railroad from Toronto to Collingwood or Sarnia. By steamer from Collingwood or Sarnia to Fort William. 45 miles by wagon from Fort William to Shebandowan Lake. 310 miles broken navigation in open boats from Shebandowan Lake to North-West Angle of Lake of the Woods, 95 miles by cart or wagon from North-West Angle Lake of the Woods to Fort Garry. Between Fort William and Fort Garry, huts and tents will be provided for the accommodation of emigrants on the portages. Passengers should take their own supplies. Provisions will, however, be furnished at cost price at Shebandowan Lake, Fort Frances and the North-West angle, Lake of the Woods.

Through tickets to Fort Garry, *via* Fort William, can be had at Toronto at the Stations of the Northern, Great Western, and Grand Trunk Railways. Emigrants are requested to take notice that packages are limited to 150lbs. weight, for convenience of transport on the portages, and that baggage and supplies must not exceed 450lbs. for any one emigrant. After the 1st day of August next, the Red River Route will be in a condition to admit of the transport of heavy articles.

By direction,

F. BRAUN, *Secretary.*

Department of Public Works,  
Ottawa, 30th April, 1872.”

Last year, the cost to immigrants going through the United States, by the time they reached Fort Garry, was never less than \$60 per head ; and if they experienced delay on the way, as they frequently did, it sometimes reached eighty and even a hundred dollars. For the present season, the rates have been reduced so that immigrants get through for \$24.

The route through Minnesota will, however, still be expensive, by reason of the high price for food and lodging on the way ; and immigrants are likely to meet with some annoyance, and probably delay, on account of the regulations of the United States' Custom House.

It will be seen, however, that the fact of keeping open the Canadian line has had the effect of causing the rates on foreign routes to be largely reduced ; and immigrants, whether passing through the United States or their own country, will be the gainers, and at the same time the settlement of the North-West Territories promoted, by the low rates established by your Department.

As the line is at present arranged, fifty or sixty immigrants could be sent forward daily, or from twelve to fifteen hundred per month ; but its capacity for transport, should the necessity arise, could be greatly increased by putting additional waggons on the land roads and boats on the navigable sections.

The low tariff recently adopted on American lines may, however, prevent great numbers from coming; but in any case, to have the means of transport at all effective, the cost of keeping open the line could not be greatly reduced. The same appliances are necessary, whether the numbers should be large—within certain limits—or small.

#### LAKE REGION.—WORKS IN PROGRESS.

Communication in this section has been greatly facilitated by the improvements carried out during the past fall and winter. A dam was built at the outlet of Kashaboiwe, and a channel excavated between the lake of that name and the summit pond, so that boats and steam launches have now easy access to the latter. This reduces the length of portage or land carriage now to be effected at the Height of Land to one mile. At the lower end of Kashaboiwe Lake, where the launches had barely water enough to admit of their passing, the shoals have been covered to a depth of six feet at low water.

Hitherto, one of the most difficult sections on the line of route was that intervening between the Brulé and French portages. In fact, at low water it could only be passed by keeping up a large force of voyageurs. In this section some excavation was made at various points, and a dam with a flood-gate built at French Portage. By means of these works the obstructions have been effectually overcome, so that steam-launches and boats can pass from one portage to the other with facility. Good roads have been made at French and Brulé Portages, and at both these places waggons are now maintained.

A dam has also been thrown across the outlet of Kaogassikok Lake, by means of which the water has been raised to the extent of six feet, giving an ample depth over several shoals and in the stream connecting the Little French Lake with the Kaogassikok.

A number of workmen are at present engaged in making a road at what is called the New Portage, to facilitate transport between Lakes Nequaquon and Nameukan. This latter work will do away with the necessity which at present exists of passing round by the Loon portages—a tedious and difficult section—more especially at low water.

#### THUNDER BAY ROAD.

A sum of five thousand dollars having been appropriated for this road, gravelling and cross-laying in certain sections were carried on with small parties of workmen throughout the summer, and by the close of the season great improvements had been effected in the more clayey sections. As stated in previous reports, much of the line passes through a region where the soil is entirely of stiff red clay, easily cut up by waggons in wet weather. A further sum of \$4,000 having been appropriated for the present season, the work of gravelling and grading has been resumed.

#### FORT GARRY AND LAKE OF THE WOODS ROAD.

At the date of my last report, a large force was at work on this line, and by the middle of summer it was in fair order between the north-west angle of the Lake of the Woods and Oak Point,—a settlement at the eastern verge of the prairie. In the prairie section, extending from Oak Point Settlement to Fort Garry, but little had up to that time been done, and a series of swamps, some distance to the eastward of Red River, were difficult to pass in wet weather. The usual way of forming a roadway in low prairie ground, where better material cannot be obtained, is by means of fascines and turf; and a number of embankments of this kind were commenced last fall, and are now in process of construction. They will be completed by the middle of summer, and improvements to the extent of the means appropriated made in other sections where most needed.

The length of the Lake of the Woods road is ninety-five miles, sixty-five miles being through forest, and thirty over open prairie.

#### HOUSES FOR IMMIGRANTS.

Commodious buildings for the accommodation of immigrants, have been erected at Thunder Bay, Shebandowan, Kashaboiwe, and Height of Land, and huts of smaller

dimensions at Matawin, Baril, and Brulé stations. On the Lake of the Woods road there are good houses at intervals of from fourteen to twenty-eight miles, namely:—at Birch River, White Mouth River, Broken-head River, and Oak Point Settlement.

At other stopping-places and portages, immigrants are still accommodated in tents; but arrangements are being made for the putting up of suitable houses at these also; and in order that material may be more cheaply provided, a small steam saw-mill will soon be put in operation, and the costly work of sawing boards by hand avoided.

#### STEAMBOATS.

It having been determined on by your Department to place two large steamers on the Red River route, plans and specifications were prepared, and on 12th January, 1871, an advertisement put out, calling for tenders. Eight tenders were received, varying in amount from \$35,100 to \$64,000, for the two steamers. That of Messrs. James Dick and Company, of Toronto, proving the lowest, was accepted, and on the 30th March following, a contract entered into with these gentlemen, by which they bound themselves to “construct, complete, finish, and have in every respect ready for use, by the 1st October following, two side-wheel steamboats, including machinery,” one of which was to be delivered on the Lake of the Woods and the other on Rainy Lake, for the total sum of \$35,100. The hull of the Lake of the Woods’ steamer was to be 120 feet in length of keel by 20 feet beam, and her machinery of the dimensions and power indicated by a 22-inch cylinder with 5 feet stroke of piston, and a steam-return tubular boiler of proportionate size.

The Rainy Lake steamer 100 feet in length of keel, and 19 feet breadth of beam, with machinery in proportion.

The specifications were most carefully drawn up, both for the hulls and every detail of the machinery, so that the contractors, being practical men, may be supposed to have considered well the nature of the undertaking on which they were about to enter.

The result has shewn, however, that they had not sufficiently reflected on the many difficulties to be encountered in carrying on operations in a wilderness, eight hundred miles from the nearest source of supply.

Soon after the opening of navigation, the contractors began to send forward mechanics, material and supplies, from Thunder Bay to Fort Frances, at which latter place they had decided on building the steamers. The journey of their people to that place was slow, and attended with many mishaps. The men were in general respectable tradesmen, shipbuilders and others, from various quarters; but they had never been in the wilderness to such an extent before, and everything was new to them. They were not accustomed to the management of fires in the woods, nor aware of the danger of allowing them to spread, and some of their provisions and tools were burned by the fires which they themselves had left smouldering on the portages. Arrived at Fort Frances, new troubles awaited them. They had used all their provisions by the way, but, fortunately, stores had been sent forward for other works in progress, and they were supplied from these. They could not find tamarac for timbers, although it was soon discovered to exist in sufficient quantity for many steamers within a radius of three miles of the spot where they were. They saw painted savages in alarming numbers enjoying their scalp-dance and dog feasts, and thought they wanted to stop them from taking timber, although the chiefs assert that they were kind to them, and offered to shew them where it could be had. Finally, they collected some timber, laid down a keel, and put up several of the frame timbers for the Rainy Lake steambot; but these timbers, being of an inferior description, were rejected by the Inspector. The whole party then struck work and returned to Lake Superior, and thence to their homes. The leader of these men, before leaving Thunder Bay, sent me a strong protest against the manner in which he had been treated by the contractors; and, no doubt, he had some grounds for complaint.

The men having all left, I called on Captain James Dick, then representing the contractors at Thunder Bay, to replace them; and in order that the work might not be

wholly stopped, turned over to him a number of skilled mechanics and labourers from the works. It is due to Captain Dick to say that, in this emergency, he exerted himself to the utmost to replace the men who had left him, and in a short time had other ship-builders on the ground; but the season was so far advanced, that, up to the close of navigation, little more had been done than to get out the timber. The contractors had no supplies of provisions for the winter; but this contingency having been foreseen, stores were sent in and served out to their workmen as actually required, and as the work advanced.

The machinery reached Thunder Bay late in the fall, some of it at the very close of navigation. It was stored for the winter, partly at Shebandowan and partly at Brulé Portage.

At Fort Frances, the work on the steamers was continued during winter; but towards the spring it became quite evident that Messrs. James Dick & Co. were not in a position to fulfil their engagement; that, in fact, they had not at their command the funds wherewith to carry on the work, and the contract was in consequence cancelled.

Arrangements were then made for completing the steamers by day labour, under the immediate supervision of the Inspector; and on the opening of the navigation, instructions were sent to that officer, directing him to continue operations and take over all the mechanics and workmen to the service of the Department. Before communication, however, could be had with Fort Frances, the contractors' men had again struck work and left.

They were replaced as soon as circumstances would permit, and the work is now progressing rapidly, under the direction of Mr. Brunel, the Inspector.

In concluding my reference to this unfortunate contract, I would remark that, if Messrs. James Dick & Co. had many difficulties to contend with, they have also had some advantages not usually accorded to contractors. They were furnished with provisions at Fort Frances, after a futile effort on their own part to get forward supplies. They had boats and all the appliances for transportation along the navigable sections of the route at their command; and when their own men left, they were enabled in part to fill their places with men from the public works. Their contract was not cancelled until it had become indisputable that they were not in a position to fulfil it, and the time long passed within which the work was to have been completed. Their failure is due, not so much to any remissness on their part as to the want of capital; and I believe that contracts, even where there is a less narrow margin for profit than there was on theirs, cannot be advantageously undertaken in such a remote region, except by companies, having ample means at their command.

The steamers have been thrown back a full year by reason of the failure of this contract, and can only now be in readiness for next season's operations.

To have cancelled the contract sooner would not have expedited the work; for during the winter there was no way of conveying mechanics or material to Fort Frances, except at enormous cost.

#### THE MANITOBA EXPEDITION.

On the evening of the 16th October last, while proceeding up Shebandowan Lake, I met a messenger with despatches from His Excellency the Lieut.-Governor of Manitoba, informing me that a Fenian raid had been made at Pembina, and that he had applied for troops.

At that time, the voyageurs were about to be withdrawn for the season, and the steam-launches dismantled and laid up for the winter. Orders were immediately sent along the line for all the men to remain at their posts, and measures taken to have provisions in sufficient quantity sent to the different stations in the interior, so that the force expected might be enabled to proceed the faster from being unencumbered with stores.

The troops reached Prince Arthur's Landing on the afternoon of the 24th October; and although notice of their coming had been received but eight days' previously, the

preparations were so well advanced, that supplies had been placed at convenient intervals along a distance of three hundred and fifty miles, and voyageurs with boats were in readiness on the navigable sections intervening between the Thunder Bay and Fort Garry roads.

On the day on which the troops arrived, I received a letter from your Department, conveying the instructions which the timely notice received from the Governor of Manitoba had enabled me to anticipate.

The force was accompanied by a number of men, who were brought forward from Collingwood to act as voyageurs; but as the route had been amply provided, they were sent back, to avoid unnecessary expense.

Most fortunately, the Adjutant General, with a true appreciation of the circumstances, had provided and sent forward thirty horses; and with this reinforcement to the transport (most of the horses appertaining to the route having been sent off for the season), there was no delay in getting baggage and accoutrements over the Thunder Bay road. On the 25th, the first detachment of troops set out from Prince Arthur's Landing, and by 4 p.m., on the 27th, the whole force had reached Shebandowan. On the night of the 23th, the rear detachments encamped at Kashaboive, and the front at Baril Portage. The weather had now become so intensely cold that I was apprehensive of the smaller lakes freezing up. The water froze on the oars, and the boats were heavy with ice and snow. Troops and voyageurs, nevertheless, pressed on with alacrity, and by one o'clock p.m., on the 1st of November, were clear of French Portage, having, so far, met with no ice to speak of, except at the upper end of Baril Bay, where a thin coating had formed in a sheltered nook close to the portage. French portage was not then in the condition in which it is now, neither the dam nor road having been completed—so that the troops had to go round by the old portage and creek, which were much in the same condition as when the expedition of the previous year had passed. At this point, however, a strong force of voyageurs was in readiness to assist them, so that but little delay was experienced.

On the night of the 2nd November, the front encamped at Island portage and the rear at the Maligne. On the 5th, the rear had reached Kettle Falls, at the head of Rainy Lake. The weather still continued cold and stormy, with snow falling at intervals, and in coming round by Loon River the water was so low that for some distance the boats had to be dragged by hand, and, to add to the difficulty, ice was encountered in the shallow parts. Soldiers and voyageurs were, however, equal to the occasion, and bore up cheerfully under the severe toil involved in dragging boats, carrying part of their loads on their backs, and wading in congealed water.

Arrived at Kettle Falls, the tugs to the westward being all in order, voyageurs were no longer necessary, except as pilots and to keep the boats in order, and for these purposes two in each boat would be sufficient. With this exception, therefore, the voyageurs were sent back from the Kettle Falls, under the command of Davieaux, one of their number. They encountered ice on the return journey, and had to walk considerable distances, but reached Prince Arthur's Landing in time for the last steamer to Collingwood. On the evening of the 7th November, the whole of the military force had assembled at Fort Frances. Here boats and tugs were soon put in order for what remained of the journey to the north-west angle of the Lake of the Woods; and about midday on the 8th, the little fleet set out, with all the force on board, in tow of three steam launches, one of which had been transferred from Rainy Lake to the Rainy River, below the Falls at Fort Frances.

On the evening of the 11th, after a delay of thirty-six hours, occasioned by a storm on the Lake of the Woods, the entrance to the North-West Angle Bay was reached. This bay, being exceedingly shallow and completely land-locked, was found to be frozen over, and that so strongly as to be impenetrable, to boats or steam launches. The troops were, therefore, marched from the Narrows, the point at which the boats had stuck, to the landing, along the margin of the bay, a distance of some eight or ten miles.

Colonel Smith, who had come round by way of Minnesota, joined the force on the morning of the 11th, while crossing the Grand Traverse, and he, with the aid of Mr. McKay, the Superintendent of the Lake of the Woods road, had made all necessary arrangements for the march from the North-West Angle to Fort Garry. Colonel Smith had, moreover—with a foresight which could not, as the event proved, have been more fortunately exercised—engaged a force of voyageurs, whose services became essential in providing hand-sleds and assisting in conveying the articles with which the boats had been loaded to the landing at the starting point of the Fort Garry road.

From the north-west angle to Fort Garry, the march was easily accomplished, and the detachments in rear reached the latter place on the 18th November.

In concluding this brief notice of the Manitoba Expedition of 1871, I may be permitted to express the high appreciation which any one, situated as I was, and having such opportunities of judging, must have formed of the officers and men composing it. Major Scott, the officer in command, was most energetic in pushing forward, and was ably seconded by his subordinate officers. In soldier-like appearance the men could not be excelled; and of their courage and endurance, a journey of 450 miles, successfully accomplished in the very teeth of winter, through forests heavy with snow, over lakes at the point of freezing, and at a more than usually inclement time, affords abundant proof.

Should a winter march on snow shoes ever become necessary from Thunder Bay to Fort Garry, a body of such men, led by such officers, would be quite equal to the task.

This is the second time that the Department of Public Works has been called upon, in emergency, to provide for the transport of a military force to the North-West Territories, and on both occasions the arrangements made have proved equal to the end.

#### THE INDIANS.

The question as to the best manner of dealing with the native tribes, on the line of the Red River route, cannot be left out of consideration in carrying on operations in their territory.

On that section of the route intervening between French Portage and the north west angle of the Lake of the Woods, embracing a distance of 250 miles, the Indians are numerous, and often lang in considerable bands about the voyageurs and working parties.

Until the works were commenced, these Indians, living in a region to which access was difficult, had not come to any great extent in contact with the white man. Unmixed with other races, and unchanged in their habits, they are much in the same condition in every respect as when the first adventurous explorers reached their country nearly two hundred years ago. They are all, without exception, heathens, and manifest a strong distaste for Christianity and the habits of civilization.

They live chiefly by fishing or the chase, and their general affairs are regulated by a primitive sort of government of their own. They claim not only territorial but sovereign rights, and this has led to questions somewhat embarrassing, but, so far, always amicably arranged—at least, for the time being.

The population in the district through which the line of route passes is entirely Indian, and numbers about three thousand six hundred souls, exclusive of those of the same tribe who live on the United States' side of the international boundary. The Indians are, as a rule, well armed, each man having his gun, tomahawk and hunting or, as it is called, scalping knife.

The voyageurs and workmen taken to the Indian country in the summer season have usually numbered from two to three hundred men, quite unarmed, and they have quietly carried on their operations among many times their number of armed savages.

From these facts, it will be readily inferred that the Indians have not been very fierce nor the workmen obtrusive. Good feeling has, in fact, prevailed on both sides; and this is fortunate, for there are no legal tribunals to appeal to in case of difficulty, and no military force to call on in the event of disturbance.

That no serious differences have arisen, may fairly, I think, be attributed to two causes:—In the first place, the utmost care has been taken to bring none but men from

classes known from their habits to be amenable to discipline to the Indian country ; and in the next, intoxicating liquors—the grand source of Indian troubles—have been completely excluded. Added to which, the spectacle of considerable bodies of armed men passing through their territory, on the way to Manitoba, has not lessened the respect of the Indian for the white man.

The operations carried on under the direction of the Department of Public Works have, from the outset, been conducted on the temperance system, in the strictest sense, and with the happiest results as to the well-being of the Indians, and the health and discipline of the men.

But this state of things cannot always last. With the opening of the line to general traffic, and the introduction of settlement, the position of the Indians relative to the white man will be altered ; and I believe that, in the interests of both, the time has come when some provision should be made to meet the approaching change.

Fort Frances, on Rainy River, is at present the grand rendezvous of the Indians in summer, and it is a point which, from its natural advantages, must become a centre of population. At this point, therefore, I would propose that there should be placed a stipendiary magistrate, with the usual staff appertaining to such office ; and I would further respectfully suggest the expediency of having a military force, consisting of at least two companies of troops stationed at Fort Frances for a limited period every summer. This, I am confident, would not necessitate any great increase to the military establishments now in Manitoba, inasmuch as the force in question could be supplied, I think, without inconvenience, from Fort Garry.

It is in June and July that Indians assemble in the greatest numbers on Rainy River, many of them coming from Red Lake in the neighbouring State of Minnesota ; and in these months, when troops are most needed at Fort Frances, they could be best spared in Manitoba. A stockade and suitable buildings to accommodate the military might be put up at no great cost, for timber is in great abundance ; and a lock-up, in connection with the stipendiary magistrate's establishment, would, of course, be necessary.

In making these suggestions, I am far from wishing to excite alarm. The Indians are at present tranquil, and apparently easily managed ; but they are a community by themselves, having few affinities with the white man—and the experience on the opposite side of the lines, in Minnesota, where a neighbouring tribe had lived in apparent amity for years with the settlers, and yet rose simultaneously, in one night, and committed a terrible massacre, should not be lost on this.

It would manifestly be unsafe to found settlements on the beautiful lands of Rainy River, without the means of protecting them, and it should not be forgotten that, not only in the introduction of settlement, but in bringing in the large number of workmen that will be required for the construction of the Pacific Railroad, many causes of difference with the native tribes are likely to arise.

I regret to say (and I believe it will not be out of place to mention it,) that for some years past the Indians have suffered terribly from failures in their usual resources, and chief among these is the sudden and almost total extinction of the rabbits. At one time the Alpine hare—or rabbit, so called—was to be found in inconceivable numbers throughout the whole territory occupied by the Saulteux. These rabbits were the staff of life to the Indians, affording them both food and clothing ; for while they ate the flesh, they had a way of plaiting and weaving the skins, so as to form from them comfortable garments and blankets. In the Fall of 1868, a disease, extending with greater or less virulence from Labrador to the Rocky Mountains, attacked the rabbits, and in the country of the Saulteux swept them literally from the face of the earth.

A wide spread calamity of this nature falling on a civilized community, is mitigated by the relief which is sure to pour in from every quarter ; but the Indian has no outside world to appeal to, and must suffer in silence. In the case of the Saulteux, however, relief to some extent has been afforded by employing them, when possible, on the works in progress. In the winter of 1870-71, when their misfortunes were aggravated by a



partial failure in the wild rice crop of the previous summer, they came in considerable numbers to seek for work, and being employed as axemen on the Lake of the Woods road, were enabled to ameliorate the condition of their starving families.

Since then a branch of industry quite new to them has arisen in the demand for cordwood, occasioned by the use of steam launches. Small contracts for this article are given out to them at so much per cord, and they deliver it at certain fixed places. The work they obtain in this way, though quite limited in extent, has been of some advantage to them, more especially at Hungry Hall, where the failure of rabbits and wild rice have been the most severely felt. At that place I have seen children with no other covering than a thin cotton rag wrapped around them, wading barefooted in deep snow. As a natural consequence of this state of things, the mortality among the children has of late years been great.

Before concluding this notice of the Indians, I would remark that nothing could tend more to reconcile them to the change which is coming over their country and attach them to the white man, than the establishment of an asylum for the aged and infirm, in which they could at least be sure of food and shelter.

Whatever may be the faults of the Saulteaux Indians, and they are many, they are at least strong in their attachments to each other, and remarkable in their reverence for the aged people of their tribe. In former years, the Hudson's Bay Company's establishments were always open to such as were incapacitated from age or unable from other causes to gain their living by the chase; but the fur trade has fallen off, and these establishments in the country of the Saulteaux at least, are reduced in number and extent, so that the Indians have to provide otherwise for the infirm and feeble, and all they can do before setting out on their hunting campaigns in winter, is to take them to some place, where, by cutting holes in the ice, they can catch fish enough for themselves to keep them from starving.

If the aged and helpless were in the care of the Government, and provided for even in the most moderate way, it would take a great deal to excite hostility among the Indians.

#### CLIMATE AND SOIL.

The experience of some years on the Red River route has served to show that the climate, in the high and hilly region immediately to the north-west of Lake Superior, is much milder than it was at one time believed to be; and the soil, notwithstanding that there are wide areas unfit for cultivation, is in some places of the very best description.

In the valley of the Kaministiquia, a little to the south of the Thunder Bay road, the soil is of deep alluvial loam, and in every way well adapted for settlement.

On the Thunder Bay road, too, after proceeding for a few miles from the coast of Lake Superior, the land is in many places good. Oats, barley and potatoes—already tried on a limited scale—grow remarkably well, and I have no doubt but that wheat also would come to perfection. In this section, however, it must be admitted that the cultivable areas are small as compared to the extent of mountainous and broken country, but they are all the more valuable on that account. Already a large demand has arisen for agricultural produce which cannot be supplied in the district, and the numerous mines being opened will stimulate this demand to a degree which it would be difficult to estimate.

Intending settlers could find no more desirable locality in which to establish themselves than the valley of the Kaministiquia. Whatever they could raise would always command a ready market at their own doors, at highly remunerative prices. This fine valley is but little elevated over the level of Lake Superior, and both the summer's heat and winter's cold are tempered by proximity to that inland sea.

In the region of the lakes, that is in the county extending from Shebandowan to Rainy Lake, there are occasional spots of good land which settlers might occupy to advantage; but the country in this section generally, is too rough and broken to become of considerable value as an agricultural district. Nevertheless, such settlers as could find eligible situations would have the prospect of obtaining a good market for their produce from the lumber trade sure to arise, and probably also from the development of the mines.

At the outlet of Rainy Lake the character of the country completely changes. Rocks and hills disappear, and a tract of land is entered upon than which there is nothing finer or richer, even in the wide regions of the North-west. From Rainy Lake to the Lake of the Woods, the distance by the windings of the stream is about eighty miles, and throughout this long section the banks of Rainy River present a gentle slope of the finest alluvial soil, running far inland. Old clearings, which had once been cultivated by a race of which there remains not even a tradition, are met with at intervals, and in these are numerous fine oak trees and elms with spreading branches, giving them a park-like appearance. Nor does this fine tract of land end with Rainy River, but continues eastward along the southerly coast of the Lake of the Woods to the Sabaskia district, some thirty miles farther, making in all something over a hundred miles of country in the highest degree susceptible of cultivation. So great a tract of such land would, anywhere, be of no small importance; but here it derives additional interest from the fact that it is in the heart of a region not otherwise inviting to the agriculturist, but which, from its forests of timber and its minerals, is sure to afford him a ready market for what he can produce in this the finest agricultural section on the Red River Route.

That the climate of Rainy River is in every way adapted to cereals cannot be doubted. The Hudson's Bay Company raise wheat at Fort Frances, and the Indians grow maize at the Lake of the Woods. The wild rice, wild grape, and other plants, requiring a high summer temperature, come to perfection throughout the district.

The Islands in the Lake of the Woods are in some instances large and well adapted to cultivation, in others, small, rocky and barren. From the north-west angle, westward to Oak Point—a distance of 60 miles—the land is low, and in general swampy, presenting few places fit for agricultural settlement. Oak Point is at the eastern side of the great prairies, and from thence to Fort Garry, where the Red River Route ends, the land is of the finest description.

#### MINERALS AND FORESTS.

The opening of the Red River route has already had an important influence in the development of the country from Lake Huron westward. At the time the works were commenced, there were no industrial occupations of any kind except fur trading and fishing going on, on the north coast of Lake Superior.

The mines which had been commenced many years previously had been abandoned, and the forest lands excited but little interest.

This state of things is now completely changed. A vast extent of mineral lands and timber berths have been sold by the Government of Ontario. Mines are being opened, saw-mills put in operation, and the thriving village of Prince Arthur's Landing has sprung up at Thunder Bay. That all this is due to the opening of the Red River route and the chartering of lines of steamers by the Government in connection therewith, there can be no doubt.

The mineral districts at Thunder Bay, and on various parts of the route, promise soon to become of great importance. Numerous silver mines are being opened in the Lower Silurian strata and trap upheavals at and in the vicinity of Prince Arthur's Landing. Gold, iron and copper have been found in the Huronian schists of Shebandowan. Bismuth is to be had on the Seine, apparently in large quantity, and the Silurian rocks, in the lower reaches of Rainy Lake, give promise of proving rich in the precious metals. The importance of these discoveries occurring, as some of them do, in what was believed to be the most barren sections of the route, cannot be overrated, for they will be the means of drawing population to districts which might otherwise remain undeveloped for an indefinite period.

Valuable, however, as these discoveries may become, they are scarcely equal in importance to the pine forests which cover extensive tracts in the wide region intervening between the height of land and Fort Frances. On Lac des Milles Laes both white and red pine of fair size and good quality are to be found in considerable quantity. In the vicinity of Kaogassikok Lake and at the Pine and Deux Rivières Portages, white and

red pine are abundant. Red pine, of a size and quality equal to any ever taken to the Quebec market, is to be seen in large quantities and over extensive areas on the Maligne. On the lower reaches of the Seine, and on other rivers tributary to Rainy Lake, coming from the north, are numerous groves of white pine. Taking the very extensive region which drains into Rainy Lake, in its general character, it would compare not unfavorably, as a timber country, with the districts of the Upper Ottawa, from which such quantities of logs are yearly taken. In this great region, however, the fire has been at work, and in many places the primæval forests of pine have been swept off, and in their place has sprung up a second growth of less valuable wood, but much still remains.

On Rainy River, pine of a large size is to be found, but not in dense groves. On the north coast of the Lake of the Woods, the fire has in many places destroyed the timber, but enough remains to afford a considerable supply of logs for saw-mills.

When the forests on the streams tributary to Rainy River and the Lake of the Woods are considered in connection with the vast prairie region, which commences some distance further to the westward and runs to the Rocky Mountains, their importance becomes manifest.

It needs but the connecting link of a railroad between the Lake of the Woods and Fort Garry to make the pine woods of Rainy River available to the population soon to spread over the treeless prairies of the west; and, on the other hand, it only requires this comparatively short railroad to render the agricultural produce to be raised on the prairies, subservient to the development of forests and mines on the Red River route.

I have only further to say, on this subject, that these pine woods present an inviting field to the enterprise of capitalists. In the forests of Rainy Lake, or rather I should say of the rivers flowing into that Lake, there are pine groves in abundance, and water power without limit; while, in the prairies of the west, there must soon arise a market which cannot be overstocked with the produce of the forests.

#### NEW WORKS.

If the navigation could be rendered continuous between Shebandowan Lake and the north-west angle of the Lake of the Woods, with a railroad from Thunder Bay to the former place, and a like work extending from Fort Garry to the latter, the Red River route would be in a state to defy competition in the transportation of heavy articles, but this would involve lockage to the extent of 450 feet, and the building of 150 miles of railroad.

Without dwelling for the present, therefore, on works of such magnitude as would be necessary to attain this end, I would, in the mean time, draw attention to the advantage which would be gained by building locks at Fort Frances and Kettle Falls, so as to admit of vessels passing from the north-west angle to Nequaquon Portage, a distance of one hundred and eighty miles. The difference of level at Fort Frances, between Rainy Lake and the pool below the Great Falls, is 28 feet, and at Kettle Falls, between Nameukan and Rainy Lakes, 9 feet, making in all 37 feet of lockage required to render the navigation continuous, as stated, for 180 miles.

In view of the transportation of merchandize, which is even now being called for by the importers of Manitoba, and the material required by the Pacific Railroad, this improvement to the navigation would be of great importance, and it could be effected at comparatively small outlay.

#### TELEGRAPH LINES.

There still remain large quantities of telegraph wire at Fort Garry and York Factory and a portion thereof could not be more usefully applied than in the construction of a line from Fort Garry to the Lake of the Woods. This line would be of advantage in connection with the transportation service, and would be the means of saving a great deal of outlay, inasmuch as men with waggons and horses could be at any time called for when wanted, instead of being, as now, often kept in waiting for passengers. And, in

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the event of having a small military establishment at Fort Frances, it would be in a position to communicate rapidly with head quarters at Fort Garry.

No doubt, a company could be found to undertake the construction of this line, perhaps on the same terms as those on which the North-Western Telegraph Company built the one now in operation at Fort Garry.

A line of telegraph is also needed on the Thunder Bay road. It would be the means of facilitating arrangements in connection with the transportation service, and thus lead to a saving of expense, and it would at once, I think, be self-supporting, for there are numerous miners now exploring in the Shebandowan district, and the line would be made use of by them in keeping up communication with their depôts of supply at Prince Arthur's Landing.

#### CONCLUSION.

In concluding this report, I would call attention to the valuable aid received from my assistants. Mr. Grant, the paymaster and accountant at Thunder Bay, has been most assiduous in attending to the duties of his office. Mr. Towers displayed great energy in getting forward supplies in advance of the Manitoba expedition. Mr. Burton and Mr. Whitcher distinguished themselves by their activity and usefulness, and Mr. Baine was careful and diligent as store keeper.

In the western division Mr. McKay, the Superintendent of the Fort Garry and Lake of the Woods road, kept his section in good order, and speaks highly of the aid received from his assistant Mr. Buchanan.

Respectfully submitted.

S. J. DAWSON.

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 APPENDIX No. 20.
 

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 PUBLIC BUILDINGS.
 

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REPORT OF THOMAS S. SCOTT, ESQ., CHIEF ARCHITECT, REGARDING  
WORKS AND REPAIRS EXECUTED DURING THE FISCAL YEAR  
ENDING, 30TH JUNE, 1872.

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DEPARTMENT PUBLIC WORKS,  
OTTAWA, 31st December, 1872.

F. BRAUN, Esq.,  
Secretary.

SIR,—I have the honor to transmit the following general remarks upon the construction of New Works, and the repairs made to the Public Buildings, under the control of the Department, for the fiscal year ending the 30th June, 1872.

## PUBLIC BUILDINGS, OTTAWA.

## PARLIAMENT BUILDING.

Several necessary and usual repairs have been done to the roofs and interior. Ventilation of the House of Commons has been altered in detail, with a good result. A new throne for "the Speaker" and gallery for "reporters" is being prepared, in keeping with the style of architecture adopted in the House. Drawings made by the Department, and the work arranged for to be done by the staff.

## PARLIAMENT BUILDING—MAIN TOWER.

The contract for the completion of the lantern portion, including iron work, &c., of the Central or Main-tower is now being proceeded with. Drawings prepared by the Department. Contractor, Mr. J. W. Webster.

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## WEST BLOCK, DEPARTMENTAL BUILDINGS.

A portion of the roofs have been re-covered with galvanized iron, &c., forming a double or ventilated covering; this being done in order to make the rooms available for offices. The whole of the attic floor of this block will thus be made use of. One portion is now used as the Model Room of the Patent Office, and offices for Census officers in connection with the Department of Agriculture; the other is in course of alteration to be made available for offices of the Public Works' Department. These alterations have been made in order to meet extra requirements for space and increase of staff,

## LIBRARY.

The work has been advancing, and walls are now in part ready for the iron roof. The shafts for ventilating, &c., are in a forward state. The whole of the necessary external mason work will, with ordinary rate of progress, be finished this fall. Iron work can be erected during the ensuing winter, and roof covered in next spring.

Drawings made by the Department. Contractor for mason and brick work, Messrs. W. Farquhar & Co.

## FENCE WALLS AND ENCLOSURES.

The contract for the walls and approaches on the line of Wellington Street having been let, the work is now in course of being carried out. At the time, it was deemed advisable to give out a portion only of the whole of the work to be done, which eventually will embrace walls, &c., on either end of the Grounds, extending as far as the Ottawa River.

Drawings made by the Department. Contractor, Mr. James Goodwin.

## POST OFFICE, CUSTOM HOUSE, AND INLAND REVENUE OFFICE.

A site for the above building has been selected, being a portion of the "Ordnance Property," situated between the west ends of the "Sappers' Bridge" and the "New Bridge," now in course of erection, at the end of Wellington Street, between which it is proposed to have, in front of the buildings, a terrace connecting the bridges, and giving access to the Post Office.

The position is central, and in close contiguity to the "Public Buildings."

The ground floor of the building will be used entirely for the Post Office, the first floor for the Customs' and Inland Revenue Department offices.

The general arrangements have been approved of, and contract plans for the building are now being prepared by Mr. Chesterton, Architect.

## RIDEAU HALL.

The ordinary and necessary repairs have been made. Heating apparatus, and work consequent thereon, remodelled and fixed.

A portion of the outbuildings, viz., a workshop, was destroyed by fire, and been rebuilt.

## TORONTO.

## POST OFFICE.

The site is a plot of land 120ft. front by 180ft. in depth, bounded on the front by Adelaide Street, on the rear by Stanley Street, or immediately opposite the end of Toronto Street. The building extends the full depth of the lot by 75 feet frontage, leaving on either side roadways, for mail carts and for light.

The building is now ready for the roof. The front, and portion of the side-walls are built of cut and dressed stone, backed with brick; the balance, of white brick, which assimilates as to colour. The front portion is three stories in height, rear portion one story only. Under the whole, a good basement floor is obtained.

The work is now progressing, and the building, will, when finished, not only from its position but its size, be found equal to the requirements of this rapidly increasing city. Architect, Mr. Henry Langley ; Contractor, Mr. John Elliott.

#### NEW CUSTOM HOUSE.

The rapidly increasing wants of the Department, has necessitated, in order to meet the demands of the community, the erection of a new building to take the place of the present Custom House.

The present site, has, from its central position, and its proximity to the various Banks, and centre of business, been retained.

Extra ground, for depth, has been bought from the "Ewart Estate," extending from the present rear boundary to Esplanade Street—size of which is 193ft. 6in., on line of Yonge Street, and 86ft. 10in., on Esplanade Street. For side extension or frontage another plot of land has been purchased from Messrs. Thompson & Burns, measuring on line of Front Street, about 25ft. 8in., and in depth about 156ft.

The size of the present lot is thus increased in depth and width.

Plans for the new building are now in course of preparation by Mr. R. C. Windeyer, architect, of Toronto.

#### TEMPORARY CUSTOM HOUSE.

Owing to the present building having to be taken down, another in the immediate neighbourhood has been rented for a limited period. This is now in course of being altered and arranged to suit the officials, and will in a short time be ready to receive them.

#### IMMIGRANT STATION.

Repairs and additions in shape of extra water supply and alterations to the out-buildings, have been made. Also certain internal repairs.

The above were required to work the dépôt in the winter, or cold season.

### LONDON.

#### CUSTOM HOUSE.

This building is situated on a lot of land 80ft. by 120ft., forming the junction of Richmond and East North Streets.

It is now in course of construction, the roof being on, and internal work about to be started.

The main Entrance front is towards Richmond Street, 67ft. in extent, with a depth of 45ft., and three stories in height. In rear of the main building, and attached thereto, is the Examining warehouse, 43ft. by 28ft., and one story in height.

Walls are of cut stone, the dressings of doors and windows being of the same material, but from a different quarry. Internal walls are of brick.

Roof, on the slope, of slate, and on the flat, or deck portion, of galvanized iron.

Architect, Mr. W. Robinson ; Contractor, Mr. Charles Dunnett.

#### POST OFFICE.

Repairs to entrance have been done; they were slight in extent. Others are now under contract. Both are in connection with mason's work—necessitated by wear and tear, and action of the weather.

## IMMIGRANT STATION, KINGSTON.

The depôt, 60 feet by 37 feet, is built upon a small lot of Land in connection with branch of the Grand Trunk Railway, and is situate at the city end of it. It is constructed of framed timber, cased with brick—two stories in height—is built on stone foundations, roof covered with gravel.

The lower floor contains the various offices, dining room, kitchen, &c., and the upper floor is devoted entirely to sleeping apartments.

The works are now finished and station in operation.

Architect, Mr. John Power; Contractor, Mr. Thomas Overend.

## CORNWALL.

A house for the Superintendent of the Cornwall Canal, 34ft. 4in. by 38ft. 4 in., two stories in height, built of brick on stone foundations, has been erected near the Town of Cornwall.

Plans were supplied by the Department. Contractors, Messrs. Skeith and Johnstone.

*Extension of Collector's Office.*

An addition of about twenty feet has been made to the present building, affording accommodation for offices, &c.

Mr. Johnstone, of Cornwall, contractor.

## QUEBEC.

## POST OFFICE.

This building is now approaching completion—walls being [up, roof on, and plaster work being executed.

It is situate on a lot of land, bounded on two fronts by Rue Buade and Rue Fort, on which are placed the entrances for the public; on the third, in part by Rue St. Anne, from which an entrance for mail and other carts is obtained, and in part by property belonging to Hon. H. Black; the fourth front faces Rue Frontenac. Size of building, 95ft. by 68ft., and three stories high. Materials used are grey cut stone (limestone,) for all external walls; the divisions, walls of main floor, and staircase, being of brick; roof of timber, covered with tin.

The main or principal floor is devoted entirely to the Post Office; floor above for the officers of the Department; this floor has a separate external entrance, apart from the main one of the building. Basement floor (portion only of which is *excavated*) for the keeper's apartments, furnaces, and fuel.

Architect, Mr. P. Gauvreau; Contractors, Messrs. Breton and Frère.

## CUSTOM HOUSE.

This building has had small but necessary repairs made.

A new landing stage or wharf, for the accommodation of the Custom House officials, is now in course of construction. Arrangements are made for the repairs necessary to the coping and steps of wharf, adjoining the Custom House; also for the approaches from the City.

Architect, Mr. P. Gauvreau; Contractor, Simon Peters.

## IMMIGRANT SHED, POINT LEVI.

These various buildings, constructed of wood, covered with iron, and shingles, are now completed, and in use—situate in the immediate vicinity of the landing stage of the Ocean steamers, and the terminus of the Grand Trunk Railway, they afford every



facility to the immigrants to land from the former, and re-embark on the latter. Extra accommodation is afforded in the large shed, which is 200 feet long by 40 feet wide, two complete stories in height, with an extra one for emergencies, on the lower floor are placed, the offices of the Grand Trunk Railway and Emigration Agents, together with a place for refreshment. Immediately adjoining this shed are the others, used as dining rooms, kitchens, lavatories, &c. &c.

A full supply of water is laid on to the buildings. The cars of the Grand Trunk Railway run the full length of one side of two sheds. Passengers and baggage can thus easily be transferred to them from the sheds.

Architect—Mr. Pierre Gauvreau. ; Contractor—Jacques Jobin.

#### QUARANTINE STATION, GROSSE ISLE, NEAR QUEBEC.

The contracts for extension of the pier and for residence of the doctor have been executed, and work finished.

Certain essential repairs to the other buildings done. Application is made for new dwellings for the boatmen, and repairs to present buildings ; and to the two chapels, and for completion of the new pier. Plans, &c., are being prepared for the proper carrying out of this work.

Architect for works executed, Mr. P. Gauvreau ; Contractor's, Joseph Matthieu and Augustin Matthieu.

### MONTREAL.

#### NEW POST OFFICE.

The site chosen for this building is that lately occupied by the "Banque du Peuple." Its main front is on the line of St. James Street, one side on St. Francois Xavier Street, the other side on the vacant portion of the lot on which the "Bank of Montreal" is situate, and the rear front on Fortification Lane. Its position gives every facility for the complete and essential lighting of the building.

Plans are now being prepared by Mr. H. M. Perrault, architect, Montreal, for the building, which it is intended shall occupy the whole size of the lot, viz., 128ft. 9in. Frontage on St. James' Street, by 93ft. 1in. on St. Francois Xavier Street.

#### CUSTOM HOUSE.

Necessary and usual repairs have, during the last year, been done to this building, they were slight in extent. The heating apparatus will however, have to be altered or enlarged, it not being sufficient to warm the whole of the building.

#### OLD CUSTOM HOUSE.

This building having been altered to suit the requirements of, is now occupied by the Inland Revenue Department. The alterations consisted in dividing some of the rooms of the main floor, repairing the basement floor, painting the whole building, putting on a new covering to roof, &c. &c. These were necessary to suit the wants of the staff.

Drawings, &c., prepared by the Department. Messrs. Laberge & Son, contractors.

#### IMMIGRANT STATION.

The Building or Dépôt is situate on a portion of a lot of land, the Property of the Government, on the line of Mill Street, and fronting on the River St. Lawrence, built of brick, on a stone foundation, with gravel roof. The central portion is two stories in

height; the wings one. One of the latter is devoted to the reception, &c., of baggage, and the other for the necessary cooking and household arrangements; the central portion being used for the immigrants offices, &c., the upper story (to which good access is arranged for) being devoted to sleeping apartments.

There is a plentiful supply of water on the premises; gas is also introduced. The buildings are now occupied and in use.

Architect, Mr. M. Laurent; Contractor, Mr. Joseph Laplante.

#### GEOLOGICAL MUSEUM.

Additional accommodation being required for the increasing number of geological and mineral specimens of the Dominion, the rooms occupied by the keeper of the building had to be vacated. One of the outbuildings was therefore utilized, the old walls being raised upon with brick, and a new roof, covered with gravel, made. The interior is arranged to suit the usual requirements of a dwelling.

Plans prepared by the Department. Contractor, Mr. Robert Weir.

#### IMMIGRATION STATION, SHERBROOKE.

A depôt has been erected in the immediate vicinity of the Grand Trunk Railway station, and between it, and close to, the River St. Francis. It is a frame building, covered with shingle, two stories in height.

Plans made by the Department. Contractor, Mr. John Woodward.

#### DOMINION BUILDING, HALIFAX, N.S.

This building, recently arranged for with the Government of Nova Scotia, occupies a space of 125 feet on Cheapside and George Streets by 55 feet on Bedford Row and Hollis Street, thus having four fronts.

It is a cut-stone building, three stories in height, with good basement floor—roof covered with metal. The building is bold and striking in appearance.

Owing to the numerous offices—viz.: the Post Office, Custom House and Examining Warehouse, Inland Revenue and Assistant Receiver General's Departments, together with the Museum and other offices—which it was required to contain—changes of an extensive and expensive character were required. They are now carried out. The Post Office Department occupies nearly one half of the building from and including the principal floor to the roof, using the central corridor or staircase for the public; it is fitted with the latest improvements, and its internal arrangements are, up to this time, the most complete in the Dominion. The other portion of main floor is occupied by the Custom House "Long Room" and "Collector's rooms," the upper portion of the building giving accommodation to the balance of the offices before named. Further repairs, etc., are still required.

Architect, Mr. H. G. Hill. Contractor for the main portion of the work, Samuel Brockfield.

#### QUARANTINE STATION NEAR HALIFAX, N.S.

The site chosen, viz., Lawlor's Island, is situate near the entrance of Halifax Harbour, distant from the city three to four miles. This Island has an area of 100 acres, more or less. The soil is light, partly covered with trees and underbrush, a portion being cleared. Easy access by boats is had to the main or east shore, from which it is distant about two hundred yards. Vessels of light draught can lie in the immediate neighbourhood, and sea-going ships at a slight distance: in both cases with good and secure anchorage.

The Island has, for the purposes of the establishment, been divided into three distinct districts, viz., for the "sick," "convalescent," and "healthy" patients, and on each of these appropriate and new buildings have been erected, in addition to the existing ones. Others are now in course of erection. All are built of wood, on stone foundations. Those now finished and in use are :—

	Feet.	×	Feet.
No. 2.—Hospitals: size .....	40	×	20
" 1.—Convalescent shed .....	120	×	20
" 1.—Store shed.....	30	×	20

with necessary outbuildings connected therewith. Roads of easy grade and of good construction, being rocked or pitched, and gravelled, connect the various buildings and landing places to and with each other. These piers or jetties, however, are not yet built or contracted for.

Architect, Mr. H. G. Hill; Contractor for the whole, Jacob Bowser.

#### ST. JOHN, N. B.

##### NEW POST OFFICE.

A plot of land, 50ft. 6in. by 91ft, bounded on the front by Prince William Street, in the rear by Water Street, on one side by Princess Street, and on the other by property of the Bank of New Brunswick—has recently been purchased, on which to place the new Post Office. The position is central, so far as regards the city, and in close proximity to the wharf of the Ferry line of steamers running to Carleton, and to the terminus of the European and North American Railway station. The building will cover the whole of the plot.

The foundation walls, which are of a difficult character, are now being built, whilst the plans for the superstructure are being prepared.

Architect, Mr. Matthew Stead; Contractors for foundations, C. F. Tilley & Redfern and Charles McGuigan.

##### CUSTOM HOUSE.

This building has recently undergone extensive repairs, a new roof taking the place of the old one, adding to the height and general effect of the building; in connection with which, the building, externally, has been to a certain extent renovated, and internally repaired and cleaned. Further improvements are now under consideration.

Architect—Mr. Matthew Stead; Contractors, Messrs. Quinton and Tilley.

##### SAVINGS BANK.

This building is now under course of extensive alterations, to suit the requirements of the Receiver General. It is built of cut stone masonry on granite foundations, in size 50ft. by 40ft; two stories in height; and situated upon a plot of ground about 100 feet by 55 feet. The front entrance is on Princess Street, with lateral view on Canterbury Street.

Architect, Mr. M Stead, Contractor; Messrs Tilley & Redfern.

##### QUARANTINE STATION, PARTRIDGE ISLAND.

A new wharf or slip has been erected for the accommodation of the Dépôt. Essential repairs to the building have been executed, and further repairs are now in course of execution.

Architect, Mr. Matthew Stead; Contractors, Messrs. Clark and Stackhouse.

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 MANITOBA.

Plans are now in course of preparation by the Department, for the following Buildings, to be erected at or near Fort Garry, viz. :—

- 1st. Custom House and Inland Revenue Office.
  - 2nd. Post Office.
  - 3rd. Land Office and Receiver General's Office.
- Tenders for same will be asked for at an early date.

Before concluding this Report, I beg to state that more than the ordinary delay in the erecting and finishing of the above Buildings has been caused by—

1st. The unparalleled and exceptional great demand for labour, called for in the construction of works, both public and private, throughout the whole of the Dominion.

2nd. To the more than usual demand on the artizans of this country, made by contractors for works in the United States.

3rd. By the heavy and exceptional demand for labor caused by the great fire at Chicago, which induced so many of our best artizans to leave the Dominion for that city.

4th. By the higher rate of wages offered and given in the United States over and above what men obtained in this Dominion.

The above remarks refer to labour only; but the same might be said and applies equally to, the difficulty in the obtaining of materials, such as quarried stone and brick, both of which, though products, are the result of labour.

Owing to the great demand, and short supply, the workmen who remained have obtained not only higher rates of wages, but shorter hours of labor, the latter being another cause of the difficulty referred to in the first instance.

I have the honor to be, Sir,  
Your obedient servant,

THOS. S. SCOTT,  
*Chief Architect, Public Works.*

APPENDIX No. 21.

GENERAL STATEMENTS showing: 1st, Water Power and other Public Property leased on Canals, &c., during the Fiscal year ending 30th June, 1872.

Date.	Term of Lease.	Lessees.	Property Leased.	For what purpose used.	Amount of Water Power Leased.	Area of property.	Date from which the Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
									Annual Rental.	Am't of each instalment.	When payable each year.	
2 Oct., 1871...	1 year.	M. S. McCoy.....	The Tolls on Huntington and Lake St. Francois Road.	Tolls.....			10 Oct., 1871	\$ cts. \$ cts. 426 00 106 50	{ 1 Jan. April, July, Oct. }	{ 1 Jan. 1872. }		
26 Jan., 1872..	Plea- sure of Govt.	Montreal Tele- graph Co.....	To place poles on Piers above Bridge, River des Prairies.	For their Wires.....			26 Jan., 1872	5 00	1 May..	At delivery in ad- vance of lease.		
14 31	do	do	do	do			31	3 00	"	"	"	
28 Aug., 1871.	do	Dominion Tele- graph Co.....	Lot at St. Gabriel Basin, West side, Laachine Canal.	Lumber yards.....	107 x 595 feet.....		28 Aug., 1871	100 00	1 July..	"	"	
16 Dec., "	21 yr's renew- able.	W. C. Bailey, et al.	Part of Lot No. 23, 1st con. Matilda, St. Iroquois Canal.	Grist Mill.	4 runs..	1 r. 28 p.	1 July, 1870.	140 00	{ 1 Jan. 1 July }	{ 1 Jan. 1871. }	Water taken from above Lock No. 25.	
"	do	Z. W. Darkee.....	Part of Lot No. 2 & 3, 1st con Grand River, Moulton, Dunville, Welland Canal.	Foundry, &c.....	1 run..	14 acre.	1 June, 1871.	120 00	"	1 July, 1872..	Not yet signed.	
24 Oct., "	do	G. Howland.....	Surplus water from Lock No. 24, at Thorold, Welland C.	Flour Mills	4 runs..		1 Jan., 1872.	222 00	"	"	Formerly J. Keefer	
27 May, 1872..	do	Richard Miller.....	Surplus water from Lock No. 23, at Thorold, Welland C.	Brewery	2 inch pipe.....		1 Aug., 1871.	12 00	1 Aug..	Delivery of lease in advance.		

GENERAL STATEMENTS—Continued,

Date.	Term of Lease	Lessees.	Property Leased.	For what purpose used.	Amount of Water Power. — Leased.	Area of property.	Date from which the Lease is reckoned.	Annual Rental. \$ cts.	Terms of Payment.		Remarks.
									Am't of each instalment. \$ cts.	When payable each year. When 1st instalment was payable.	
9 Feb., 1872.	Long as he holds Lot 14	M. K. Dickinson.	To bridge over a wedge shaped lot over Sappers Bridge, Rideau Canal.	Stores, &c.			9 Feb., 1872.	25 00	25 00	1 July, 1872.	
27 Dec, 1871..	Plea- sure of Govt.	H. Bishoprick . . . . .	To take sand and gravel from Govt. Reserve, Mutchmor's Cut, Rideau Canal.	To make concrete blocks . . . . .			Date of o. c.	\$1 per 100 lbs do	100 lbs do gravel sand..		
" "	do	Chaudiere Mill Owners . . . . .	Lot on Albert Island, Ottawa, to store Steam Fire Engine.	Building . . . . .			Date of signature . . . . .	10 00	10 00	1 July, 1871.	In advance not signed yet.
14 Nov., " . . .	do	Bronsons & Weston	To bridge over Chaudiere Slide, Ottawa City. . . . .	Bridge . . . . .			do	10 00	70 00	" "	" "
18 Sept., " . . .	10 yr's	J. R. O'Connor . . . . .	Lot at head of Chaudiere Slide, Ottawa City. . . . .	Workshops . . . . .			do	180 00	180 00	1 Sept., 1871.	" "
31 Jan., 1872.	Plea- sure of Govt.	Levi Young . . . . .	Two strips of land on Reserve, Victoria Isl'd, Ottawa City				do	200 00	200 00	1 Jan. . . . .	Delivery in advance of lease
7 Feb., " . . .	do	Bronsons & Weston and E. Young . . . . .	Part of Government Reserve, Amelia Island, Ottawa City				do	100 00	100 00	" "	" "
20 Sept., 1871.	14 yr's	James Foley . . . . .	To cut and gather wild Rice Plant, in Ontario. . . . .	To make paper. . . . .			11 Dec., 1868	Free			

No. 2.—Property purchased or sold by the Department during the Fiscal Year ending 30th June, 1872.

Date.	Vendors.	Purchasers.	Property Sold or Purchased.	For what purpose used.	Area of Land.	Price of sale.	Remarks.
17th May, 1872	Hon. H. Black.	Her Majesty.	Mitoyenneté in a wall, on Fort street.	Quebec Post Office.		\$ 130 50	
23rd Sept., 1871	Bank of New Brunswick	"	Lot of land on Prince William, Princess and St. John streets	St. John, N.B., Post Office.	50 x 92 feet	14,000 00	} and \$500 for right of way.
19th Oct.	La Banque du Peuple	"	Lot of land on Great St. James st., Francis X. st, and fortification lane	Montreal Post Office	129 x 94 feet.	150,000 00	{ Paid 18 April, 1872, and right of way.
1st July	L. Allen & uxors	"	Lot of land on Jourmain Island, N. B. do No. 6, 3rd con. South Sherbrooke, for damages	Lighthouse, &c	1 acre, 1 r., 17 p.	200 00	
6th Nov.	J. Korry & uxors	"		Robs Lake, Rideau Canal.	1 acre	100 00	
6th Sept.	do	"	Release for damages to lots 5 and 6, No. 6, 3rd con. Sherbrooke, by damages	"	"	285 00	
14th Nov.	J. Shellington & uxors	"	Release for damages to lots 18 in 3rd and 18th in 4th con., Berford, by damages	"	"	205 00	
"	Sarah Anderson	"	Release for damages to mills, and to lot 21, in 2nd con. Berford, by damages	"	"	400 00	
"	H. Thompson	"	Release for damages to lot 21, in 2nd con. Berford, by damages	"	"	100 00	
"	A. Bygrove & uxors	"	Release for damages to lot 2 and 3, in 1st con. South Sherbrooke, by damages	"	"	200 00	
Jan., Feb., 1872	J. Elliott & others	"	31 releases for damages to lots in N. and S. Elmsley, S. Burgess, Bastard, N. Crosby, and Portland	By Poonamalie dam, Rideau Canal	In all	3,846 00	
Oct., 1871	J. Yule & four others.	"	To make and maintain fences along their lots 25 to 32, Chambly Village	Chambly Canal	"	60 82	
March, April, 1868	A. Longtin & others	"	225 releases for past and future Seigniorial dues taken from the	For Beauhar- nois Canal.	"	2,162 37	
May, June 1872	N. Papineau & others	"	161 releases for making and maintaining fences, south side	"	"	4,032 00	

No. 3.—Property under the control of the Department, transferred during the Fiscal Year ending 30th June, 1872.

Date of Order in Council.	Works transferred.	To whom.	Remarks.
27th July, 1871.	Slides and Works on South Branch, Petewawa River.	Abandoned.	Collectors abolished.
28th May, 1872.	Old Government House, Jacques Cartier Normal School, &c., Montreal.	Government of Quebec.	Transferred.
26th June, 1872.	St. Vincent de Paul, Reformatory Prison and lands.	Federal Government.	Re-transferred for a Penitentiary.



APPENDIX No. 22.

BAIE VERTE CANAL SURVEY.

*Report by G. F. Baillairge, Assistant Chief Engineer, on the Baie Verte Canal Survey.*

OTTAWA, 8th April, 1872.

SIR,—I have the honor to transmit you herewith the general map, plans and profiles, showing the routes examined for the projected Baie Verte Ship Canal across the Isthmus between Cumberland Basin at the head of the Bay of Fundy and Baie Verte, on the Gulf of St. Lawrence.

The survey, upon which the following report is now submitted for your consideration, embraces all the routes you instructed me to explore, and their termini in both bays, as far as the line of three fathoms of water in depth or more at lowest tides. It extends over an area of 200 square miles. The field work was commenced in August, 1870, and completed in June, 1871.

*Map.*

Having been unable to procure any correct map showing the general features of the country to be traversed by the projected canal, these had to be determined by means of a regular trigonometrical survey; the map furnished shows nothing but what has been thus established. It has been drawn to a scale of 800 feet per inch, and measures 15ft by 5ft; although the smallest scale that could conveniently be used for the purpose intended, has been adopted, it does not embrace all that has been surveyed, the width of the paper being insufficient. The portions of survey not shown are the branches of the River Tintamarre, as far as Gravelly and Long Lakes, and the main trunk of the River Gaspereau to the upper end of Lowther's Lake.

The various lines measured and levelled are drawn in *green*, the distances being marked in the same color, and the relative corresponding elevations of the ground indicated by red figures.

The red dotted lines indicate the probable location of each route in order to obtain the best curves, lowest ground, and proper termini in each case.

The full line in red lead represents the route recommended for the canal.

The soundings of the Bay of Fundy and Baie Verte are referred to extreme low water in each bay, the blue figures indicating the depth of water below this level, and the yellow figures the elevation of the bottom of the sea above it.

The depth of water in the lakes is marked in black.

*Profiles.*

These are drawn to a scale of 400 feet horizontal, and 20 feet vertical per inch.

The datum line adopted for all the levels shown on the map and profiles is 50 feet below ordinary low water of spring tides of the Bay of Fundy.

The profiles show the probable nature of the material to be excavated according to borings made by means of iron rods with bits and augurs. The rock surface so determined must only be considered as approximate, as it is quite possible that the boring rods may in some cases have struck boulders instead of solid rock.

*General Description of Isthmus.*

The general course of the Isthmus from the Bay of Fundy to Baie Verte is westerly, and its length on a straight line across the narrowest part is  $15\frac{1}{4}$  miles ; it is bounded towards the north by the high lands, extending from Sackville to the head of the River Gaspereau at Lowther's lake, and towards the south by those extending from Amherst to the River Tidnish ; its breadth on the Bay of Fundy, from Sackville to Amherst, is 9 miles, and on Bay Verte from Port Elgin near the mouth of the Gaspereau, to the Tidnish,  $4\frac{1}{2}$  miles.

The eastern section of this tract of country is occupied chiefly by uplands, which attain their greatest elevation at Mount Uniacke, whence they incline northward to the Gaspereau, southward to the Tidnish, eastward to Baie Verte and westward to the Cumberland bogs and lakes. From the summit of this mount the view extends over the entire Bay eastward as far as Northumberland Straits and Prince Edward's Island, and across the low lands westward as far as Amherst and Mount Whatley on Cumberland Basin.

The western section is occupied by extensive bogs, marshes and numerous lakes in the valleys of the streams which discharge into the Bay of Fundy. These valleys are separated from each other by tracts of higher land, the most elevated of which is that whereon the post road is located from Fort Cumberland to Baie Verte Village ; its most prominent points command a general view of the low land section on either side.

The general direction of the high land dividing the waters which flow into the Gulf from those waters that flow into the Bay of Fundy is from north to south, and covers a breadth of about  $5\frac{1}{2}$  miles from the Baie Verte shore.

*Rivers.*

The principal streams emptying into Baie Verte are the Gaspereau on the north side, and the Tidnish on the south side ; the tide flows up the former a distance of two and a quarter miles, or as far as Turner's mill dam, and up the latter as far as Doyle's mill dam, a distance of three and two-thirds miles. Prior to the erection of this dam it ascended about one and a half miles farther.

Those discharging into Cumberland Basin are the Rivers Hebert, Macan and Napan, some seven miles above Amherst, and the La Planche, Missiguash, Au Lac and Tintamarre between Amherst and Sackville.

The three former were not surveyed, not being on the Isthmus. The outlets of the La Planche and Missiguash are at three and a half miles below Amherst, and are so contiguous to each other that they will eventually merge into one entrance ; the outlets of the Au Lac and Tintamarre are one and three quarter miles north-west of Fort Cumberland, or three miles below Sackville, and are close to each other.

The tides have been shut out from the La Planche and Au Lac by means of dams with tide gates called Aboideaux ; but before these were constructed, they flowed up the Au Lac a distance of about seven miles, and up the La Planche eight miles or more towards McLellan's mill and Long Lake. They ascend the Missiguash as far as the Black Island bogs and lakes, a distance of more than seven miles, and up the Tintamarre to Gravelly and Long Lakes about seven miles above Sackville. The tides are allowed to flow up the two last named rivers as far as they can reach, and new channels have been cut to conduct them still further, in order that the Bay of Fundy mud deposits may form new marsh land in the shallow lakes and on the surrounding bogs and swamps.

*Marshes, Bogs, Dykes, &c.*

The surface of the marshes and bogs around Cumberland Basin is from one to three feet lower than the average range of the Bay of Fundy spring tides, for more than seven miles inland ; the average tidal range here referred to is 89.77 feet above the datum

adopted for all the levels as already explained. The original settlers found it necessary therefore to exclude the sea water from these low lands by constructing dykes near the margin of the bay and along all the streams subject to the influence of the tides. These dykes extend several miles inland, and now enclose vast tracts of rich alluvial meadow land; the undyked portions are covered with coarse grasses and are unproductive. The extent of these dykes along the various streams from their mouth upwards is shown on the map.

Beyond the dyked marshes the low land is generally wet and boggy, especially near the lakes. In the valley of the Missiguash, these bogs commence at five miles from the outlet of that river, and extend seven miles or more further up; they consist of decayed vegetable matter saturated with water and covered with coarse grasses or moss, varying from four to eight feet in thickness. This crust of semi-fluid muck rests upon clay, or sand and clay of a compact nature, below which rock is found at various points at depths varying from nineteen to twenty-four feet, whilst at other points an understratum of hard black muck of a peaty nature is found below the first layer of clay and sand at depths of from thirteen to twenty-four feet below the top surface of the bog. This peaty understratum which rests chiefly on hard white sand, has been also found beneath the soil of the dyked marshes at depths varying from fifteen to twenty-five feet below their surface; it appears to extend for a distance of about nine miles from the Bay of Fundy eastward, and to have a thickness of from one to four feet as shown by the profile of the Missiguash line. The same peaty substance and underlying soil crop out on the banks of Cumberland Basin, where pine and beech stumps are found imbedded in a similar description of soil near the outlets of Sharp's Creek, the River La Planche and Cumberland Creek, when the tide is out; this would lead to the supposition already made by Professor Dawson, in his *Acadian Geology*, that the Cumberland marshes rest on old upland surfaces, and that either a subsidence of the soil has taken place, or that the tides have increased in height.

#### *Ridges.*

Southward of the La Planche the high land is known as Amherst Ridge; the valley of this stream is separated from that of the Missiguash by the Fort Lawrence Ridge; the upland between the valley of the latter and that of the Au Lac is called the Fort Cumberland or Pont à Buot Ridge. The valley of the Au Lac is separated from that of the Tintamarre partly by Cole's Island near the post road from Sackville to the Au Lac railway station, and chiefly by what is generally known as the Jolicœur Ridge.

These ridges and the Sackville uplands together with the uplands around Baie Verte, are well settled for the greatest part.

#### *Routes Explored.*

Several lines have been examined for the projected canal across the Isthmus, and the bays at both ends have been carefully sounded, in order to determine the best location with respect to the lowest ground, the nature and quantity of the material to be excavated, the proper termini to the Gulf and in the Bay of Fundy, and the water supply.

The following is a general description of each line:—

The Sharp's Creek line commences at its western terminus in Cumberland Basin, at a distance of one-and-a-quarter miles below the mouth of Sharp's Creek, at the level of ordinary low water, whence it strikes the shore between the La Planche and Sharp's Creek at three-fourths of a mile below the entrance of the latter; thence with the requisite curves, it traverses the marshes eastward between Amherst ridge and the La Planche, crosses the Post Road, Intercolonial Railway and Eddy Road at about half a mile north from Amherst, and continues thence in a direct course, crossing the last named stream several times, until it connects with the La Planche line at a distance of eight and

six-tenths miles from Station Zero on the shore; it afterwards follows the La Planche line towards Tidnish and Baie Verte.

The elevation of the bed of Cumberland Basin at the Bay of Fundy terminus, at extreme low water, varies from fifty to sixty-two and eighty-eight feet above datum; the elevation of the marshes on this line to where it intersects that of the La Planche is from ninety to ninety-four above the same datum. The levels of the remainder of the Sharp's Creek line are given in the description of the La Planche line.

#### *The La Planche Line.*

The western terminus of this line extends from the shore down the outlet of the La Planche to the ordinary low water line of Cumberland Basin in a westerly direction, and for a distance of 3,700 feet. Eastward from the shore, and southward from the Fort Lawrence Ridge, the line crosses the Intercolonial Railway and Post Road two miles from Amherst, and afterwards the Eddy Road; thence it curves slightly along the south side of Black Point and Fox Point, and crosses the outlet of Long Lake, run into the La Planche; thence passing about three-fourths of a mile southward of this lake, and in a north-easterly direction, it ascends the high ground which separates the waters of the La Planche from those of the Tidnish, and afterwards on a more easterly course it descends into the valley of the latter as far as the Tidnish Bridge and down to the south-east side of Tidnish Head at a quarter of a mile therefrom; thence the line terminates in Baie Verte at a depth of sixteen feet at extreme low water.

The elevations of the ground on this and the other lines to be described are all referred to the same datum as the Sharp's Creek line, and are marked in feet; the distances are given from Station Zero at the western end of each line, and are marked in chains of one hundred feet.

#### *Elevation and distances on La Planche Line.*

The bed of the water terminus in Cumberland Basin, at extreme low water, varies between forty-seven, seventy-two, fifty and eighty-seven feet in a distance of thirty-seven chains from Station Zero; thence eastward, the elevation of the marsh and bog land, as far as Long Lake, run at 310 chains, is from eighty-nine to ninety-five feet, and thence to the junction of the Sharp's Creek line at 400 chains it is from ninety-four to 120 feet.

From this junction to the summit level at 510 chains, the elevation of the ground increases to 130 feet; thence it decreases to eighty-one feet at 650 chains; thence to the intersection of the Au Lac line at 720 chains it varies from eighty-one to 111 feet.

From this intersection to Tidnish Bridge at 795 chains the ground is very uneven and the levels vary from 111 to seventy-five feet; thence towards Tidnish Head at 908 chains they vary from seventy-three to 104 and seventy-five feet; thence, or from the shore along the eastern terminus of the line, as far as sixteen feet of water in depth at extreme low water in Baie Verte, the elevation of the bed of the bay is from seventy-one to forty-nine feet at a distance of 1,000 chains from the western end of the line at Station Zero, on the shore of Cumberland Basin.

From the junction of the La Planche line with that of the Au Lac, the distances marked upon the map are given from Station Zero of the latter line to the end of its eastern terminus in Baie Verte, and are  $83\frac{1}{2}$  chains greater than those marked above.

#### *The Missiguash Line.*

The western terminus of this line on the shore of Cumberland Basin is about one quarter of a mile below the mouth of the Au Lac, and corresponds with that of the Au Lac line; thence the Missiguash line runs in a south-easterly direction across the marsh towards the base of the Fort Cumberland Heights at their western extremity, where it intersects the Intercolonial Railway; thence curving to the eastward, it cuts the Post

Road and Mount Whatley Road and ascends the valley of the Missiguash, which it follows until it connects with the Au Lac line, which it afterwards follows, *viâ* Tidnish Head, to its deep water terminus in Baie Verte.

*Elevations and Distances of Missiguash Line.*

Those of the western terminus seawards, being the same as upon the Au Lac line, will be given in the description of that line. The elevation of the Missiguash marshes and bogs from Cumberland Basin to the junction of the Au Lac line at 614  $\frac{2}{10}$  chains from station zero, varies from ninety to 100 feet above datum. From the junction down to Tidnish Head and along the eastern terminus in Baie Verte at 996 chains from Station Zero, the elevations are the same as on the Au Lac line.

*The Au Lac Line via Tidnish.*

The western terminus of this line from Station Zero,  $\frac{1}{4}$  of a mile below the mouth of the Au Lac, to a depth of sixteen feet water at extreme low water in the Bay of Fundy, follows a westerly direction; thence or from Station Zero, which is on the shore, the line ascends the valley of the Au Lac between the south side of the river and the base of the Fort Cumberland Ridge on a north-easterly course; it runs across the Intercolonial Railway and Post Road between Sackville and Amherst at about 700 feet south of the Au Lac-Railway Station, and intersects three cross roads from Cumberland Ridge to Jolicœur Ridge and Upper Sackville; it also intersects the River Au Lac westward and eastward of the last of these cross-roads which leads to the head of Jolicœur Lake; thence curving to the south-eastward it runs across the Post Road between Fort Cumberland and Baie Verte at a distance of about 8  $\frac{1}{2}$  miles, whence it passes over and between the lakes and the bogs at the head of the Missiguash marshes, and connects with the Missiguash line at 11  $\frac{6}{10}$  miles from Station Zero, and at  $\frac{1}{4}$  mile south of Goose Lake, thence two courses may be followed—one to the south-eastward and the other more to the eastward, as far as 15  $\frac{6}{10}$  miles towards the River Tidnish. Supposing the latter course to be adopted, the line from opposite Goose Lake continues in an easterly direction as far as the thirteenth mile, at 694 chains from Station Zero, after which it takes a south-easterly course to the summit level at 787  $\frac{1}{2}$  chains, or at 14  $\frac{9}{10}$  miles; thence curving eastward towards the valley of the Tidnish, it connects with the La Planche line at 807  $\frac{1}{2}$  chains; it afterwards runs in a north-easterly direction to Tidnish Bridge and towards Tidnish Head, whence it terminates on an easterly course in Baie Verte at a depth of 16 feet of water at extreme low water, and at a distance of nearly 20  $\frac{6}{10}$  miles from Station Zero on the Bay of Fundy shore.

*Elevations and Distances on the Au Lac Line viâ Tidnish.*

At the western terminus seaward the bed of the Cumberland Basin is from 31 to 89 feet above datum, and the distance from Station Zero on the shore is 4,500 feet, thence eastward, the elevation of the marshes varies from 90 to 92 feet for a distance of 410 chains, or up to the road leading from Roy's Corner to the head of Jolicœur Lake; near the Baie Verte Post road at 448 chains the level of the ground increases to 110 feet, and afterwards decreases to 96 feet towards the Province Boundary at 506 chains; thence to the Junction of the Missiguash line at 613  $\frac{2}{10}$  chains they vary from 96 to 99 feet; the ground thence ascends gradually until it attains an elevation of 113 feet at 685 chains; thence descending to the valley of the north-west branch of the Tidnish, the elevation decreases to 99 feet at 713 chains; and increases to 116 feet at the summit level, or at 787  $\frac{1}{2}$  chains; thence to the junction of the La Planche line at 807  $\frac{1}{2}$  chains the levels vary from 116 to 106 feet.

From the junction of the Au Lac and La Planche lines to Tidnish bridge at 882 chains the ground is very uneven, and the levels vary from 111 to 75 feet; thence to Tidnish

Head at 995 chains they vary from 73 to 104 feet, and 75 feet; thence the line terminates in Baie Verte at 1,087 chains into 16 feet depth of water, at extreme low water, and the elevation of the bed of the bay varies from 71 to 49 feet above the datum.

*Au Lac Line viâ Baie Verte Village.*

This line has already been described from the Bay of Fundy to the intersection of the Baie Verte Post Road at 448 chains from Station Zero; it afterwards curves around the base of the Jolicœur Ridge in its easterly direction, and around the base of Hall's Hill on a north-easterly course, passing across the head of the Missiguash bogs near the Province boundary, as far as Station 627; thence it crosses the Baie Verte Post Road a second time at 632 chains or at 5 chains east of the Portage Bridge; thence following the Missiguash Gully, it attains the highest elevation at 691 chains or at 23 chains above Rufus Oulton's mill; whence it continues in a north-easterly direction to the west branch of the Baie Verte Creek at 730 chains, and at  $\frac{1}{2}$  mile north of the Post Road from Port Cumberland; thence the line curves to the eastward until it reaches the Cobourg Road at 801 chains; thence passing between the Methodist and Episcopal Churches of Baie Verte Village, on a south-easterly course, the line reaches Dank's Point at 900 chains, and terminates in a depth of 16 feet of water, at extreme low tide in Baie Verte, at 1,090 chains from the Bay of Fundy.

*Elevations and distances on Au Lac Line viâ Baie Verte Village.*

From the 450 chains near the intersection of the Baie Verte Post Road to 475 chains on the Missiguash bog levels vary from 104 to 110 and to 97 feet; from 475 to 628 chains at the head of the Missiguash bog near the Portage bridge on the Baie Verte Post Road, the ground is very uneven, and the levels vary from 93 to 112 feet; from 628 chains to the summit level at 691 chains and 800 feet north from the Post Road, the levels vary from 98 to 160 feet; from the summit level to 733 chains in the valley of the west branch of Baie Verte Creek the elevation of the ground decreased from 160 to 105 feet; from 733 chains to the lower intersection of the west branch of Baie Verte Creek at 787 chains the levels vary from 105 to 119 for a distance of 10 chains, and thence to 81 at the creek. From 787 chains to Dank's Point at 900 chains, the levels vary between 82 and 72 feet; thence to a depth of 16 feet water at extreme low water in Baie Verte, along the eastern terminus of the line which ends at 1,090 chains from Station Zero, the levels vary from 71 to 49 feet above the datum.

*The Tintamarre Line.*

This line at its western terminus follows the channel of the River Tintamarre in a south-westerly direction to its junction with the River Au Lac, thence it continues along the common outlet of both streams into Cumberland Basin. The breadth of the Tintamarre channel at extreme low water is from 200 to 400 feet wide to the junction of the River Au Lac, whence it increases to 700 feet at the outlet into Cumberland Basin.

From the eastern shore of the Tintamarre or from Station Zero, the line runs on a straight course eastward across the Intercolonial Railway, the adjoining Post road and two cross roads from the Baie Verte Road to the Jolicœur Road, and terminates at 384 chains, where it joins the Au Lac line a short distance below the road leading to the head of Jolicœur Lake.

The first 220 chains are upon the Tintamarre Marsh north of the River Au Lac; the remainder of the line is in the valley of the Au Lac, between Fort Cumberland and Jolicœur Ridges, where it cuts the La Courbe stream from the Jolicœur Lake and bogs, and also the main stream of the Au Lac several times.

From 384 chains the Tintamarre line follows that of the Au Lac to Baie Verte Village or to Tidnish.

*Elevations on the Tintamarre Line.*

The depth of water in the channel of the Tintamarre and Au Lac varies from 6 to 18 feet at extreme low water into Cumberland Basin. From Station Zero, on the shore of the junction of the Au Lac line, the elevation of the ground is generally from 90 to 92 feet.

*Bay of Fundy.*

According to the sailing directions published in 1866 "Ships navigating the Bay of Fundy have to encounter an atmosphere almost constantly enveloped in dense fogs, the tides setting with great rapidity over the rocks and shoals with which it abounds, and a difficulty of obtaining anchorage on account of the depth; so that, under these circumstances, the most unremitting attention is requisite to prevent the disastrous consequences which must necessarily attend a want of knowledge and caution."

From St. John to the entrance of the River Au Lac, on Cumberland Basin, the course of the bay is north-eastward, and the total distance on a direct line is about 100 miles; the breadth across from St. John to the entrance of Digby Gut is nearly 41 miles.

At Cape Chignecto, at the junction of the Chignecto channel, and the branch leading easterly to the Basin of Minas, or at 55 miles above St. John, the entire breadth of the bay is 30 miles, the entrance of the Chignecto channel being  $15\frac{1}{2}$  miles from the Cape to the north shore. The depth of water from St. John to this channel varies from 50 to 20 fathoms, and the current is at the rate of  $1\frac{1}{2}$  knots per hour.

At Cape Enragé, on the north side of the bay, at 70 miles above St. John, the distance across the Chignecto channel is  $5\frac{1}{2}$  miles, the depth varies from 20 to 30 fathoms, and the current from  $1\frac{1}{2}$  to 2 knots.

From Cape Enragé to Grindstone Island, on the west side of the common outlet of the Petitcodiac, and Memramcook Rivers, at a distance of  $12\frac{3}{4}$  miles farther eastward, the depth of water at the centre of the channel is from 20 fathoms to 6, and the breadth across from the north to the south shore is about 6 miles.

From Grindstone Island, across the mouth of the last named rivers to Cape Maringouin,  $3\frac{3}{4}$  miles upwards, the depth is from 6 to 5 fathoms.

The velocity of the current from Cape Enragé to the latter is from 2 to 3 knots, except off Grindstone Island, where it runs from 2 to 4 knots an hour.

At Cape Maringouin, 85 miles above St. John, the Chignecto channel divides into two branches, the one running northerly up the River Petitcodiac, and the other north-easterly to Cumberland Basin; the latter is  $1\frac{1}{2}$  miles wide, and 5 to 12 fathoms deep across to Boss Point, and the current is at the rate of 4 knots.

From Cape Maringouin to Woody Point, at 97 miles from St. John, the depth varies from 5 to 3 fathoms; breadth of the navigable channel is from  $1\frac{1}{2}$  to  $1\frac{1}{2}$  miles, and the current from 4 to 5 knots.

From Woody Point to the mouth of the River Au Lac, at 100 miles, the channel is about  $\frac{1}{2}$  mile wide, and 5 to  $2\frac{1}{2}$  fathoms in depth.

Thence south eastward up Cumberland Basin, towards Sharp's Creek, the distance is  $4\frac{1}{2}$  miles, and the depth diminishes to almost nothing at extreme low water, which is about 3 feet below ordinary low water; the depths stated in the foregoing are referred to the latter or low water of ordinary spring tides; the distances are expressed in statute miles.

*Anchorage, Bay of Fundy.*

See Admiralty Sailing Directions, published in 1866, 1867. "Temporary anchorage may be obtained in moderate weather along the whole extent of coast between Cape Spencer, 10 miles S. E. of St. John and Cape St. Mary, on the south point of the outlet of Shepody River, west of Grindstone Island.

"There is an anchorage in 4 fathoms of water to the northward of Grindstone Island, between it and the mouth of the Shepody, on the west side of the Petitcodiac, but it is some-

what difficult of approach, and the holding ground is not good. There is another anchorage to the N.E. of the Island which is frequently used in about 3 fathoms, a short  $\frac{1}{2}$  mile N.E. + E. from its eastern point.

“Eastward from Peek Point, 2 miles N.E. from Cape Maringouin to Woody Point, on the north shore of the channel leading to Cumberland Basin, vessels may anchor any where except during strong westerly winds, which frequently occur when the ebb stream, which attains a velocity of 4 or 5 knots an hour, causes a very disagreeable sea.

“Both branches of the Chignecto channel are encumbered by extensive flats of quicksand and mud, many of which are left dry at low water, and require careful pilot navigation.”

#### *Winds.*

“The prevailing winds throughout the whole coast of Nova Scotia are from W.S.W. to S.W., nearly as steady as trade winds, except during the summer months, when they become rather more southerly, accompanied with but little intermission of fog, which requires a north-westerly wind to disperse.” (See Sailing Directions, published in 1866).

#### *Local Information respecting Bay of Fundy.*

The bed of the channel from Woody Point upward is from 1 to 2 feet deeper in April-May and June, then what it is from June to November.

Navigation opens towards 1st April; it closes between 15th November and 1st December for ship navigation, and towards Christmas for the navigation of coasting vessels. Between 1855 and 1857 navigation opened on 18th April, when a vessel was fast in the ice between Cape Enragé and the Joggings; this may happen once in 10 years. Floating ice was seen on the 7th May same year, but this may occur once in 70 years.

The prevailing winds during the season of navigation are S.W. to W., and in April and October they are north-easterly, after the equinoxes; in November the winds are N.N.E. and westerly, but chiefly westerly.

The calmest months are the latter half of May, June and July; the worst months for wind are the latter half of September, October and November.

#### *Baie Verte*

The following is from the St. Lawrence Pilot, published by order of the Admiralty:—

“Baie Verte is 9 miles wide across its entrance from Indian Point at the southern extremity of the promontory called Cape Tormentine, in New Brunswick, to Cold Spring Head in Nova Scotia, but contracts to the breadth of  $2\frac{1}{2}$  miles near its head. It is 11 miles deep, and separates the Province of New Brunswick from that of Nova Scotia; their boundary continuing across the Isthmus from the head of Baie Verte to Cumberland Basin.

Baie Verte is completely open to easterly winds, as well as very shallow near its head, where flats of mud and weeds dry out to a distance of  $\frac{3}{4}$  mile from the shore. It was formerly erroneously represented as being free from danger, with mud bottom, shoaling gradually to its head. The Admiralty survey has in great part deprived it of that character by the discovery of the following dangerous rocky shoals lying directly in the way of vessels entering the bay.”

Proceeding south-westward across the entrance of the bay, these shoals are the Spare Shoal, having a patch of rock with 10 feet least water near its east end; the Heart Shoal lying about a mile W.N.W. from the Spare Shoal, and S.W. by S.  $1\frac{1}{4}$  miles from Cape Spear, has 9 feet water, and 15 feet between it and the shore; the Laurent Shoal, of rock and sand, with 16 feet least water, is about  $\frac{3}{4}$  mile long by half that distance in breadth; this shoal is bold on the east side, where there are  $4\frac{1}{2}$  fathoms close to; the Aggermore rock, with 18 feet least water, and bearing N.E.  $\frac{1}{4}$  E.,  $2\frac{3}{4}$  miles from Cold Spring Head, is, like the Laurent Shoal, one of the shallowest points of an extensive rocky bank, which is thinly covered with mud and sand, and which extends out from Cape St.



Laurent and Ephraim Island, in a S.E. direction, so as to leave a deep channel, about 2 miles, between it and Cold Spring Head.

At low water, not more than  $3\frac{1}{2}$  fathoms could be safely reckoned upon, in running between the Aggermore rock, and the Laurent Shoal, or between the latter and the Ephraim Banks, extending off the northern shore.

Between Boss and Jackson Points, there is a dangerous shoal called Boss's Sandspit, extending  $\frac{3}{4}$  mile from the south shore at  $3\frac{1}{4}$  miles to the north-west from Cold Spring Head. This spit dries out to its edge, and is so steep too, that there are 17 feet water close to its outer point.

The depth of water between these shoals and Jackson's Point varies from  $3\frac{3}{4}$  to 6 and  $3\frac{1}{4}$  fathoms ; from Jackson's Point midway towards Tidnish Head it decreases to  $2\frac{3}{4}$  fathoms. Further up the bay there are two patches of stone with 3 and 5 feet water at the distance of  $\frac{1}{2}$  and  $\frac{3}{4}$  of a mile N.N.E.  $\frac{1}{2}$  E. from Tidnish Head ; the depth of water at about  $1\frac{1}{4}$  miles northward from the shore is 2 fathoms ; thence it diminishes gradually towards the head of the bay.

*Local information respecting Baie Verte.*

Navigation opens sometimes on 1st March, but generally on 1st April, and closes towards 30th November.

The most prevalent winds are S.W. in spring, S. to S.W. in summer, and N.W. in autumn. Easterly winds are not of frequent occurrence ; the worst winds causing the roughest sea are from the E. and S.E.

There is less water in the bay than 30 years ago ; between Jackson's and Weeks' Points, the bottom was of clay, and is now covered over with sand one foot in depth ; one of the worst parts for sand is about one mile out from Weeks' Point. Towards the entrance of the Tidnish there are oyster and mussel beds.

**FRESH WATER DISCHARGES FROM RIVERS AND LAKES.**

The volume of fresh water discharged by each of the streams was measured in August, 1870, after a succession of several weeks of very dry weather, and may therefore be considered as a minimum ; it is as follows :—

	Cubic Feet per Section.
Gaspereau.....	9-23
Tidnish.....	10-11
Tintamarre.....	24-17
Au Lac (almost dry).....	0-00
Missiguash.....	11-30
La Planche.....	11-54
<b>Total per second.....</b>	<b>66-35</b>

Equal to 3,981 cubic feet per minute.

The general surface elevation of the streams and lakes available for the supply of a canal across the Isthmus, is scarcely above the level of the highest spring tides of the Bay of Fundy ; Square Lake, or Lowther's Lake at the head of the Gaspereau, is about 50 feet above this level, its depth is about 14 feet, and it covers an area of nearly half a square mile.

The supply that could, under any circumstances, be derived from navigation from any of these sources, is so small compared to what will be required, and would be so soon exhausted that its use would not warrant the expenditure necessary to obtain it.

TIDAL FLUCTUATIONS.

*Bay of Fundy and Baie Verte.*

The variations of the tide were noted every five minutes each day in both bays, except when stormy weather or other obstacles prevented, by means of gauges divided into feet and tenths from low water level upwards. The Bay of Fundy gauges were placed near the mouth of the Au Lac, the Baie Verte tide gauges next to the Tidnish Bridge, one and a quarter miles from the outlet of the river. At the Bay of Fundy the tide register was kept from 13th August, 1870, to 21st January, 1871, when the gauges were broken down by floating ice; at Baie Verte it was kept from 10th August, 1870, to 1st June, 1871. According to these registers and other observations the tidal fluctuations affecting the practicability of the canal may be enumerated as follows, viz. :—

*Bay of Fundy Tidal Observations.*

13th August, 1870, to 21st January 1871.

	Elevation above Datum. Feet <sup>1</sup>
High water <i>Saxby</i> tidal wave, October, 1869.....	100·00
Highest water observed during survey, 25th October, 1870....	96·00
Average maximum range of high water, taking the highest spring tide of each month.....	94·08
Average mean range of high water, taking the average of high water of every day of each month .....	89·77
Average minimum range of high water, taking the lowest neap tide of each month.....	85·71
Average maximum range of low water, taking its highest elevation of each month.....	57·13
Average mean range of low water, taking the average low water of each month.....	52·90
Average minimum range of low water, taking the lowest tide of each month .....	48·26
Ordinary low water Spring tides.....	50·00
Extreme.....	47·20
	Feet.
Spring tides rise—per Bayfield.....	45·25
Neap.....	38·00

N. B.—High water, Bay of Fundy, remains stationary from 15 to 20 minutes.

*Baie Verte Tidal Observations.*

11th August, 1870, to 1st June, 1871.

Highest tide observed prior to survey.....	77·60
do do 29th December, 1870.....	77·37
Average maximum range of high water, taking the highest spring tide of each month.....	75·75
Average mean range of high water, taking the average of high water of every day of each month.....	73·93
Average minimum range of high water, taking the lowest neap tide of each month.....	72·15
Average maximum range of low water, taking the highest elevation of each month.....	70·66
Average mean range of low water, taking the lowest tide of each month.....	67·85

Lowest water observed 30th September, 1870.....	66.87
Extreme low water, according to local information,—Baie Verte soundings are referred to this line.....	65.57
Rise of extreme spring tides, or greatest variation observed between extreme high and extreme low water .....	Feet. 10.50
Difference between lowest tide observed, and average maximum of spring tides.....	8.88
Spring tide rises—per Bayfield.....	9.00
Neap do do .....	5.00

COMPARISON of tidal fluctuations, Bay of Fundy and Baie Verte, showing differences of elevation between both bays at high water and low water, affecting the question of lockage.

High Water.	Above Datum.		Elevation Bay of Fundy above Baie Verte.
	Bay of Fundy.	Baie Verte.	
Highest known tides .....	100.00	77.60	22.40
Highest water observed during survey.....	96.00	77.37	18.63
Maximum range of high water.....	94.08	75.75	18.33
Mean do do .....	89.77	73.93	15.84
Minimum do do .....	85.71	72.15	13.56
Low Water.			Elevation Baie Verte above Bay of Fundy.
Lowest water, according to local information .....	47.20	65.57	18.37
do observed during survey.....	47.20	66.87	19.67
Maximum range of low water.....	57.13	70.66	13.53
Mean do do .....	52.90	69.28	16.38
Minimum do do .....	48.26	67.85	19.59

Any further details respecting the rise and fall of the tides may be obtained by reference to the summary appended to this Report, pages 13 and 14, and to the tide gauge register books.

AUGUST, 1870 TO JANUARY, 1871.—Longest duration of the lowest range of high water observable during  $4\frac{1}{2}$  months, in the Bay of Fundy.

Date.	Feet above Datum.	Length of time the water remained above elevation of 85 feet over Datum.
13th August, 1870	90·4	2·38
14th do	90·2	2·36
15th do	88·9	2·25
16th do	88·4	2·15
17th do	87·5	1·55
18th do	87·7	2·00
19th do	85·6	1·00
20th do	85·0	0·00
21st do	85·0	0·00
22nd do	85·5	1·50
23rd do	86·0	1·30
24th do	86·5	1·35
25th do	88·2	2·10
26th do	89·7	2·30
27th do	90·9	2·40
28th do	91·5	2·55
29th do	92·5	3·50

Rise of extreme spring tides, or greatest variation observed between extreme high and extreme low water.....	48·80
Difference between lowest tide observed and average maximum of spring tides .....	46·88
Spring tides—rise per Bayfield.....	45·25
Neap.....	38·00

*Difference of time of high and low water at Baie Verte, St. John, and Cumberland Basin.*

According to calculation the difference is as follows, viz :—

	H.	M.
Earlier at Baie Verte than St. John.....	2	22
"    St. John than Cumberland Basin .....	0	38
"    Baie Verte                    "                    " .....	3	00

According to simultaneous observations made at each place, the difference is—

	H.	M.
Earlier at Baie Verte than St. John .....	2	00
"    St. John than Cumberland Basin.....	0	30
"    Baie Verte                    "                    " .....	2	30

ELEVATION of Bay of Fundy Tides above ordinary low water, according to tide gauge, half a mile below mouth of the River Au La, from 13th August, 1870, to 21st January, 1871:—

Year and Month.	High Water.			Low Water.		
	Maximum.	Mean.	Minimum.	Maximum.	Mean.	Minimum.
1870.						
August.....	42.50	38.70	35.00	Lower section of gauge destroyed by vessel.		
September.....	44.65	40.14	35.00	5.75	0.38	-2.75
October.....	46.05	40.35	35.00	8.50	3.07	-2.60
November.....	44.50	39.98	36.20	7.30	4.40	-1.00
December.....	44.20	39.92	37.10	7.00	3.76	-0.60
1871.						
January.....	42.60	39.25	36.00	Lower section of gauge destroyed by ice.		
	264.50	238.64	214.30	28.55	11.61	-6.95
Average.....	44.08	39.77	35.71	7.13	2.90	-1.74

N. B.—2.75 feet added to the above figures in each column will show elevation of tides above extreme low water.

50.00 feet added to the same figures will show elevation of tides above the datum line to which the levels of the canal lines have been referred.

The zero of the Bay of Fundy gauge was placed at ordinary low water of spring tides, and the datum 50 feet below that level.

Extreme low water of spring tides is 2.75 feet below zero of gauge.

The soundings in the Bay of Fundy have been referred to extreme low water.

ELEVATION of Baie Verte Tides above extreme low water of Baie Verte, to which line the soundings of that Bay have been referred. From 11th August, 1870, to 1st June, 1871.

Year and Month	High Water.			Low Water.		
	Maximum	Mean.	Minimum.	Maximum	Mean.	Minimum.
1870.						
August.....	9.45	8.46	6.95	3.60	2.69	1.60
September.....	9.66	8.32	6.10	4.17	2.40	1.30
October.....	11.00	8.00	5.30	4.00	2.90	1.41
November.....	10.00	8.30	6.50	4.30	3.10	1.70
December.....	11.80	8.83	7.18	5.58	3.64	2.08
1871.						
January.....	9.38	7.76	5.83	5.63	3.82	2.63
February.....	9.38	8.32	6.61	5.95	4.81	3.45
March.....	10.08	8.41	7.18	6.00	5.07	4.00
April.....	10.20	8.66	7.03	5.85	4.50	2.60
May.....	10.80	8.56	7.10	5.85	4.19	2.05
	101.75	83.56	65.78	50.93	37.12	22.82
Mean for 10 months.....	10.18	8.36	6.58	5.09	3.71	2.28
Elevation of Baie Verte Tides above ordinary low water of Spring Tides in the Bay of Fundy.						
1870.						
August.....	25.02	23.97	22.52	19.17	18.26	17.17
September.....	25.23	23.89	21.67	19.74	17.97	16.87
October.....	26.57	23.57	28.87	19.57	18.47	16.98
November.....	25.57	23.87	22.17	19.87	18.67	17.27
December.....	37.37	23.40	22.75	21.15	19.21	17.65
1871.						
January.....	24.95	23.33	21.40	21.20	19.39	18.20
February.....	24.95	23.89	22.18	21.52	20.38	19.02
March.....	25.65	23.98	22.75	21.57	20.64	19.57
April.....	25.77	24.23	22.60	21.42	20.07	18.17
May.....	26.37	24.13	22.67	21.42	19.76	17.62
	257.45	239.26	221.58	206.63	192.82	178.52
Mean for 10 months.....	25.75	23.93	22.15	20.66	19.28	17.85

N.B.—2.75 feet added to elevations above ordinary low water, Bay of Fundy, will give elevation above extreme low water of that Bay.

#### *Mud Deposits, Bay of Fundy.*

The waters of the Bay of Fundy are highly charged with mud and sand washed by the sea from the red sandstone cliffs and the banks on the borders of the bay.

During the first four hours or more of the rise of the tide, and during the last four hours of its fall, these waters contain so much sediment that they cannot be then used for a canal.

According to the tidal fluctuations observed, the Bay of Fundy waters are available for feeding a canal only when the tide is at least eighty-five feet above datum.

In the event of any lock being placed, or any channel being dredged below the level of extreme low water, provision will have to be made for the purpose of cleaning out the bottom of the lock chamber, so as to ensure the proper working of the lock gates, and a dredge may be required for cleaning out the channel.

*Source of Supply Recommended.*

From the foregoing data, it is evident that the only source of supply adequate to the requirements of a ship canal is the Bay of Fundy.

Under the above circumstances, the following mode of obtaining an efficient supply of comparatively clear water is proposed :—

1. To admit the Bay of Fundy water freely into the projected canal, after it has attained an elevation of eighty-five feet in Cumberland Basin.

2. To keep as great a volume of water as possible in reserve in the canal, in order to draw the supply therefrom during low neap tides, without permanently impairing the drainage of the marshes.

3. If this supply is found to be insufficient, to construct dams across one or more of the rivers emptying into Cumberland Basin near their outlets, in order to convert them into reservoirs from which water can be drawn when required.

*Reservoirs.*

The rivers or portions thereof that may be used as reservoirs of supply, in connection with the several lines examined, are the Tintamarre, Au Lac, Missiguash and La Planche.

In order to be in a position to accelerate the flow of the supply to be derived from the reservoirs, towards Baie Verte, as much as their natural disposition on the Isthmus will permit, and moreover to provide for the simultaneous distribution of the water over as large an extent of canal as practicable, it is of importance that the upper reach of the canal should be accessible from these reservoirs, and contiguous thereto at their extreme eastern end, and at several intermediate points, between it and the Bay of Fundy.

Bearing in mind that Fort Cumberland Ridge is between the Rivers Au Lac and Missiguash, and Fort Lawrence Ridge between the Missiguash and La Planche, it is evident that the only rivers suitable as reservoirs on each of the routes examined, are the Rivers Tintamarre and Au Lac for the Tintamarre and Au Lac lines, the River Missiguash for the Missiguash line, and the River La Planche for the La Planche and Sharp's Creek lines.

The streams have been accurately surveyed and cross-sectioned at various points.

The following are their respective capacities for one foot in depth, at ordinary high water, or when the tide has reached an elevation of eighty-seven to eighty-eight feet above datum :—

	Cubic Feet.
Large bend of the Tintamarre cut off by dams X and Y, the river being diverted into new channel Z, so as to allow the tide to ascend as usual to Long and Gravelly Lakes, for the formation of new marsh land.....	8,500,000
River Au Lac, as far as tide water will reach an elevation of eighty-eight feet.....	12,600,000
River Missiguash, from outlet to first intersection with Missiguash Canal line.....	4,700,000
River La Planche, from outlet to Abouidau on Post road.....	7,800,000
River Tidnish from bridge on Post road, at east end of Province boundary, to Doyle's mill dam, during ordinary high water at Baie Verte, or when the tide has reached an elevation of <sup>water</sup> <del>water</del> about seventy-four feet.....	2,500,000
The Tidnish is merely intended to receive the waste water from the canal.	

*Proposed Canal.*

The draught of water, as recommended by the Canal Commissioners in their Report of the 24th February, 1871, is fifteen feet in the canal; they have omitted, however, to state whether this draught should be available during low water at each terminus.

According to the soundings taken, the depth available at extreme low water for vessels ascending the Bay of Fundy to Cumberland Basin, towards the Tintamarre and Au Lac, is 16 feet at 31.20 above datum.

Thence the channel leading to Sharp's Creek becomes very shallow and circuitous, and is obstructed by cross currents, shifting quicksands, mud deposits, boulders and ledges of rock; it ceases to be navigable at low water, except for small craft, part of the way.

The only terminus therefore for a canal accessible at low water to vessels of fifteen feet draught, is near the mouth of the River Au Lac.

The terminus for a canal accessible to vessels of the same draught at about half tide, or when the surface of the water in Cumberland Basin has attained an elevation of sixty-six feet above datum, can be located between Au Lac Point and Sharp's Creek; the best entrance in such case would be between the outlet of the La Planche and Sharp's Creek.

In Baie Verte the tide recedes from one half to three-fourths mile from the west shore sea-ward, at extreme low water, which is at an elevation of 66.57 above datum.

Any channel below this level must be obtained by dredging, and the sides of the cut must be protected by crib work from the shore eastward. In order to obtain such a channel with a navigable depth of fifteen feet at extreme low water, at the shortest distance from the western shore, the eastern terminus of the canal should be located near Tidnish Head, whence the distance is 9,200 feet in sixteen feet depth of water.

At the eastern terminus of the Au Lac line, *via* Baie Verte Village, near Dank's Point; the length of artificial channel to be dredged to the same depth, and to be protected by crib work, would be 19,000 feet.

The most favorable route with respect to access of low water, elevation of the ground, water supply and drainage of adjoining lands, is the Au Lac line, *via* Tidnish.

The levels best adapted for insuring an uninterrupted and sufficient supply of clear water are as follows, viz:—

	Above Datum.
Water surface, upper reach of canal and resevation,—minimum elevation.....	85.00
Water surface of tide water retained in upper reach of canal and reservoirs, maximum elevation.....	88.00
Canal bottom, upper reach.....	69.00
Top of embankment and towing path two feet higher than highest known tides, minimum elevation.....	102.00
Top of dykes along River Au Lac from which the tide is now shut out by the Etter Aboideau.....	98.00

If this river is converted into a reservoir, the aboideau will have to be removed for the passage of the water, and a bridge constructed for the post road and railway across the same; new dykes will also have to be constructed in the place of the old ones, which are now in a dilapidated condition, for a total length of 19,000 lineal yards by about eight feet in height.

The total number of locks required is four at the western and two at the eastern terminus; their respective elevations and lifts from one level to the other, are as follows:—



At Cumberland Basin :—

	Elevation above Datum.	Lift. Feet.
1st lift from extreme low water in lock.....	No. 1 at 47·20	} 15·13
To water surface in lock.....	No. 2 at 62·33	
2nd lift from water surface of lock.....	No. 2 at 62·33	} 12·33
To surface of lock.....	No. 3 at 74·66	
3rd lift from water surface of lock.....	No. 3 at 74·66	} 13·33
To water surface of lock No. 4 when this surface is at.....	88 00	
		40·80

Lock No. 4 has been added in order to exclude the tide from the upper reach of the canal, after it has reached a greater elevation than eighty-eight, in case it should be found necessary to do so.

At Baie Verte :—

	Elevation above Datum.	Lift. Feet.
1st lift from extreme low water in lock.....	No. 6 at 65·57	} 12·00
At eastern entrance to water surface of tide lock No. 5 at 77·57	No. 5 at 77·57	
2nd lift from surface of water in lock.....	No. 5 at 77·57	} 10·43
To surface of water in upper reach of canal.....	at 88·00	
		22·43

As the increase of trade might prove hereafter to be such as to require a depth of nineteen instead of sixteen feet in the canal for vessels of a greater draught, it is advisable to sink Locks Nos. 4 and 5 three feet lower at each end of the upper reach than what is actually required for a draught of fifteen feet over the sills. In such case, however, at extreme low water spring tides, vessels drawing over fifteen feet can neither enter the canal nor leave it before the tide has risen at least three feet, or to an elevation of 50·20 above the datum line.

It may be proper to observe that the word draught, in all cases, means the depth of water over the tops of the lock sills, and that the sills are placed one foot above canal bottom.

**Basin.** At the western terminus there is a basin of 600 by 300 feet above each of the first three locks ; at the eastern terminus there is the same number of basins, one above Lock No. 5, one between Locks Nos. 5 and 6, and one below Lock No. 6.

These basins will give increased accommodation to vessels in their passage from one lock to another ; they will also serve to economize the greater portion of the water that would otherwise be lost, in case of successive lockages in opposite directions through the same flight of locks.

**Canal Prism.** At the western terminus on Au Lac Point, the artificial channel to be excavated is some 2,000 feet in length and 300 feet in width between the piers required for its protection from the shore westward ; thence some dredging will be required for a distance of 2,500 feet further in the same direction.

From Lock No. 4 to Lock No. 5 above Tidnish Bridge, the bottom of the canal prism on the upper reach is 100 feet wide, at the elevation of 69 feet, and the side slopes are two horizontal to one vertical ; the depth of water is three feet more than what is required for navigation in order to ensure a full supply towards the Baie Verte end of the canal, and to provide against the emergency of the water being drawn off by repeated lockages faster than it can be supplied during a long succession of neap tides ; this surplus quantity will also be required in case the supply from the reservoirs should have to be stopped for the purpose of cleaning out or repairing the same.

From the basin below Lock No. 6 at Tidnish Bridge, the canal prism as far as Tidnish Head, is of the same dimensions as the upper reach ; thence to sixteen feet water in Baie

Verte, at extreme low water, the channel to be dredged from the shore, seaward, is 9,200 feet in length and 300 feet in width between the piers necessary for its protection.

*Efflux and Supply of Water.*

The probable average maximum lifts on which the volume of efflux depends, are affected by the tidal fluctuations at each end of the projected canal ; they may be set down at thirteen feet in the Bay of Fundy, and at eight feet in Baie Verte.

If sixty lockages per day of twenty-four hours, through the canal, are taken as the basis of calculation, the average volume of water discharged daily into Cumberland Basin, after deducting 20,000 cubic feet for the space occupied by a vessel in any of the locks,

	Cubic Feet.
would be . . . . .	7,100,000
and the volume discharged into Baie Verte would amount to . . . . .	3,984,000
	11,084,000
The whole would thus be equivalent to a daily discharge of . . .	11,084,000
or to a semi-diurnal discharge of . . . . .	5,542,000
The quantity likely to be discharged or wasted in addition thereto, for scouring purposes, leakage, evaporation and absorption, is . .	858,000
	6,400,000
The total semi-diurnal discharge, will therefore probably amount to	6,400,000

As tide water supplies are intermittent and variable according to the phases of the moon, it is evident that in order to be constantly in a position to meet the daily consumption of 12,800,000 cubic feet, the total volume of water kept in reserve and available at elevations varying from 85 feet upwards above datum, must necessarily be large enough to allow of keeping up the supply the whole of the time during which the semi-diurnal tidal influxes fail to make up the corresponding losses sustained.

Although such a deficiency in the supply might occur for as many as ten consecutive days, during an unfavorable succession of tides similar to that observed in August, 1870, when the water rose scarcely to an elevation of 88 feet, or to the height proposed for the summit level of the upper reach of the projected canal (see tidal fluctuations, page 12)—it may be safely assumed that the volume of water that would have to be drawn from the surplus kept in reserve between the elevations of 85 and 88, would never exceed the total quantity necessary to work the canal during 6 days, viz :—76,800,000 cubic feet ; this quantity is considered sufficient to supply the total deficiency during a range of tides such as that referred to.

Out of the total volume required, 44,000,000 cubic feet are admitted directly into the canal through the locks and main feeder at the western end of the canal ; the remaining 32,800,000 cubic feet, and a surplus quantity of 5,000,000 are held in reserve in the River Au Lac between the same elevation of 85 and 88, by means of a dam constructed across it towards its outlet ; the water from this reservoir must be furnished to the canal by means of supply weirs and raceways, as indicated on the plan at the points marked A. B. C. D. E.

If a greater quantity of water is required at any time, on account of the deepening of the canal, for the passage of vessels of eighteen feet draught instead of fifteen, or for other purposes, the portion of the River Tintamarre before referred to, may be converted into a reservoir, thus adding 25,000,000 cubic feet to the volume of water in reserve.

The main feeder at the western entrance of the canal, as shown on the plan, is about 5,000 feet in length, and varies in width from 500 feet at the shore end, to 250 feet at its junction with the canal ; its elevation at bottom is 84 feet above datum, and its water surface corresponds with that of the tide above this elevation.

The bottom elevation of the supply weirs and raceways should be the same as that of the main feeder, the water surface being the same as that of the reservoirs.

The dam at the mouth of the Au Lac should be constructed with sluice gates for the purpose of emptying the reservoirs when necessary at low tide, and for draining the canal; it should also be built so as to maintain the water at the required height in the reservoirs, and so as to shut out the tide if found necessary.

Two of the supply weirs should be sunk to a depth of one foot below the bottom level of the canal or to an elevation of sixty eight above datum at B and D, so as to drain off the water into the River Au Lac, and two waste weirs should be constructed at the points H and I, so as to drain the canal, or let off the surplus water into the River Tidnish, independent of the three waste weirs shown at the points F, G and J, for the efflux of the surface water.

#### *Excavation.*

In calculating the quantity of excavation to be done for the construction of the canal, provision has been made for the removal of the muck and soft material from the side slopes of the canal prism, and from the seat of all embankments across the bogs, swamps or other wet lands.

On the south side of the canal, where it is proposed to place the towing path, if the elevation of the ground is greater than 102 feet above datum, it is reduced to this level for a breadth of 20 feet, including 5 feet for a side ditch, or to a lower level if necessary on account of mucking. On the north side, the breadth calculated to be removed to prevent the sliding of muck, sand, or of any soft material into the canal, is 10 feet.

The towing path embankment is supposed to be 15 feet wide at the top, with side slopes of two horizontal to one vertical.

The calculation of the dredging at the termini includes the removal of all material for a breadth and depth sufficient to sink the piers to the same level as the bed of the channel.

At the eastern end of the canal, the lower locks Nos. 5 and 6 are shown on the upper side of Tidnish Bridge, with dams on either side across the river, for which a new channel with a regulating weir is supposed to be constructed for the passage of the water through the lower reach of the canal into Baie Verte.

This location appears to be advisable—

1st. In order to avoid the construction of a tunnel for the escape of the river water under the canal, because it would be liable to fill up with sand and sawdust or other refuse matter from the stream and mills thereon above.

2nd. If a dam is built across the Tidnish without any outlet for the water, the mills would become useless, an extensive area of low land would be permanently flooded, and the drainage of lands along the river would be much impaired.

3rd. The soil between Tidnish Bridge and Tidnish Head, for a distance of  $1\frac{1}{2}$  miles, according to the borings made, is of a sandy nature, and does not appear to be suitable for lock foundations.

4th. Even if a good foundation can be found, on further examination, by the sinking of test pits, the waters of the Tidnish would be permanently raised to the same height as the summit level of the canals and the lowlands inundated for several miles upwards, or a tunnel for the escape of the water would have to be built if the locks were placed near Tidnish Head.

The location of the locks near Tidnish Bridge will, however, involve the necessity of excavating an extra depth of  $19\frac{1}{2}$  feet for a distance of  $1\frac{1}{2}$  miles, or an additional quantity of 443,500 cubic yards.

As ditches for the drainage of the lands on the north and south sides of the canal must be dug, the quantity to excavate for this purpose has been included with the other excavation.

The probable quantity of excavation to be done on each of the lines examined for the projected canal, the length of each line, and that of the piers required at the various termini, are shown on the comparative statement appended hereto at pages 21 and 22.

*Land Required.*

The extent of land that would probably be required for the canal and outside drainage is about 500 feet in width for a distance of 18.84 miles, equal say to 1,146 acres.

Its cost, according to an estimate made by A. Munro, Esq., P.L.S., who acted as one of my assistants during the survey, will probably amount to \$68,000, including water damages.

*Fencing Required.*

The total length of fencing required on both sides of the canal from shore to shore, will be about 199,000 feet.

*Number of Bridges Required.*

One permanent bridge of probably 700 feet in length will be required across the River Au Lac for the Intercolonial Railway and Post Road, and 9 swing bridges across the other roads traversed by the canal.

*Extent of Bog and Bush Land.*

The line passes over 27,000 feet in length of bog land, and 24,700 feet of bush land.

In concluding this report on the Baie Verte Canal Survey, I beg to acknowledge the valuable assistance rendered during the survey by Messrs. T. Guerin, A. Monro and R. Steckel.

Should any further information be required during my absence from Ottawa this spring and next summer, I beg to refer you to Mr. Steckel, who has assisted me constantly on the field, and has prepared the general map and principal profiles of the entire work.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

G. F. BAILLAIRGE,

Assistant Chief Engineer, Public Works.

John Page, Esquire,  
Chief Engineer,  
Department Public Works.

COMPARISON of the various lines described, with respect to Length, Quantity of Excavation and the Piers at the Termini.

Names of Lines.	Length of each line. Miles.	Quantity of Excavation to be done.				Total excavation. Cubic yards.	Length of Piers at Termini Feet.	Total length of Piers at Termini. Feet.
		Dredging. Cubic yards.	Mucking. Cubic yds.	Earth. Cubic Yards.	Rock. Cubic yards.			
Sharp's Creek line, accessible only at half-tide, at the Bay of Fundy Terminus, for vessels of 15-ft. draught	18.07						West. 6,000'00	
Do ordinary low water at the Bay of Fundy	0.60						East. 18,400'00	
Do 16-ft. at extreme low water, Baie Verte	1.74							
	20.41	1,572,222.12	308,967.51	16,156,463.87	3,686,529.02	21,724,182.52	23,400'00	24,400'00
La Planche line, accessible only at half-tide, at the Bay of Fundy Terminus, for vessels of 16-ft. draught							West. 7,200'00	
Do ordinary low water, Bay of Fundy	17.19						East. 18,400'00	
Do 16-ft. at extreme low water, Baie Verte	0.70							
	1.74							
	19.63	1,811,657.31	342,963.80	15,542,697.02	3,686,529.02	21,383,847.15	25,600'00	25,600'00
Missiguash line, accessible at extreme low water in Bay of Fundy and Baie Verte, for vessels of 15-ft. draught							West. 4,000'00	
Shore to shore	18.86						East. 18,400'00	
Do 16-ft. at extreme low water, Bay of Fundy	0.85							
Do " " Baie Verte	1.74							
	21.45	2,255,677.73	493,198.14	18,684,358.89	1,207,508.47	22,640,743.23	22,400'00	22,400'00
Au Lac line, <i>via</i> Tidnish, accessible at extreme low water in Bay of Fundy and Baie Verte, for vessels of 15-ft. draught							West. 4,000'00	
Shore to shore	18.84						East. 18,400'00	
Do 16-ft. at extreme low water, Bay of Fundy	0.85							
Do " " Baie Verte	1.74							
	21.43	2,255,677.73	357,505.90	16,972,395.29	4,472,054.22	22,057,633.14	22,400'00	22,400'00

COMPARISON of the various lines described, with respect to Length, Quantity of Excavation and the Piers at the Termini.—Continued.

Names of Lines.	Length of line. Miles.	Quantity of Excavation to be done.				Total excavation. Cubic yards.	Length of Piers at Termini. Feet.	Total length of Piers at Termini. Feet.
		Dredging. Cubic Yards.	Mucking. Cubic yds.	Earth. Cubic Yards.	Rock. Cubic yards.			
Au Lac line, $\frac{1}{4}$ Baie Verte Village, accessible at extreme low water in Bay of Fundy and Baie Verte, for vessels of 16-ft. draught.	17.04						West. 4,000'00 East. 38,000'00	
Do 16ft at extreme low water, Bay of Fundy	3.60							
Do " "								
Tintamarre line, $\frac{1}{4}$ Tidnish, accessible at extreme low water in Bay of Fundy and Baie Verte, for vessels of 15-ft. draught.	21.49	3,787,785.15	698,627.79	12,812,249.26	4,878,815.91	22,177,778.11	42,000'00	42,000'00
Shore to shore.	18.46						West. 500'00 East. 18,400'00	
Do 16-ft at extreme low water, Bay of Fundy	1.36							
Do " "	1.74							
Do " "								
Do " "	21.36	2,250,000'00	357,505'90	16,780,662'01	2,472,054'22	21,840,222'13	18,900'00	18,900'00

NOTE.—The foregoing statement represents the maximum of excavation and pier work for a Canal 16 feet in depth below the lowest water surface, 100 feet wide at bottom, with side slopes of 2 horizontal to 1 vertical, navigable at all times and at periods of the tide, during the season of navigation, with the same sectional area throughout, whether of rock or earth, except in those portions where the soil is boggy; in such cases, the width is increased above the surface to prevent sliding.

It also embraces a towing path, raised or reduced, to one uniform height; also a draught of 18 feet on the sills of four of the locks, in case of increasing the canal depth hereafter; and the excavations for the feeders, raceways, drains, ditches, &c., required in connection with the canal.

The quantities as given above, can, if necessary, be greatly reduced—

- 1st. By increasing the number of curves.
- 2nd. By reducing the sectional area through deep cuttings, and especially through rock cuttings.
- 3rd. By placing the towing path through the high lands at a greater elevation.
- 4th. By diminishing the number and size of the basins.
- 5th. By reducing the breadth of the channels to be dredged.
- 6th. By altering the position of the locks at Tidnish.
- 7th. By placing the bed of the upper reach of the canal at a higher level, without diminishing the required draught of 15 feet, except when the water is drawn off by repeated lockages during a long succession of neap tides.
- 8th. By making a final location survey, instead of the preliminary one, upon which the calculations are based.
- 9th. By making the canal accessible only at half tide, but with a terminus capable of being extended hereafter to access at low water. This power of extension is applicable to all the lines shown in the above statement, except those of Sharp's Creek and La Planchette at the terminus in the Bay of Fundy.

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# REPORT

ON

# BAY VERTE CANAL

SUBMITTED AS

SUPPLEMENTARY ANNUAL REPORT

OF THE

MINISTER OF PUBLIC WORKS.

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*PRINTED BY ORDER OF PARLIAMENT.*

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OTTAWA:  
PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET.  
1873.

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## SUPPLEMENTARY CANAL REPORT

Of the Minister of Public Works; being a Report by Samuel Keefer, Esq., C. E., dated the 18th February, 1873, on the Baie Verte Canal, prefixed by a letter of C. S. Gzowski, Esq., approving the same.

HECTOR L. LANGEVIN,

*Minister of Public Works.*

OTTAWA, 4th April, 1873.

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### REPORT ON BAIE VERTE CANAL

OTTAWA, 19th February, 1873.

THE HON. H. L. LANGEVIN, C. B.,  
Minister of Public Works, Ottawa.

SIR,—After having given Mr. Keefer's exhaustive report on the Baie Verte Canal the best consideration I am able to apply to that subject, I fully endorse the conclusions he has arrived at, both as to the selection of the best and most efficient line for the Canal, the proposed mode of construction, and his estimate of its cost.

He has located the Canal on the shortest route between Baie Verte and Cumberland Basin, with the lowest summit, therefore requiring least amount of lockage and the smallest amount of earth and rock excavation.

The entrances to the Canal are safe and obtained at less cost in the erection of piers, &c., &c., than on any of the other suggested routes.

The provision for the supply of water, based on the largest amount of traffic each way, is more than sufficient.

I would, however, recommend that the cutting through rock at the summit of the Canal be reduced from 100 to 50 feet in width. The length of this cutting being only about  $1\frac{1}{2}$  mile, a width of 50 feet will, in my opinion, be sufficient, and whilst it will not injuriously affect the traffic on the Canal, it will materially reduce the cost of construction.

In regard to the plan suggested by Mr. Keefer, of making use of the power of the tide to remove a very large portion of the earth from the prism of the Canal, it must be said that considerable advantage will be derived from the plan, if it should, as I have every reason to believe it will, work satisfactorily.

It will have the effect of reducing the cost of earthwork, and the regular semi-diurnal action will secure constant progress irrespective of weather and independent of manual labor, a very important question at present.

I would at the same time suggest, that in the arrangement of carrying on the work according to Mr. Keefer's plan, and his recommendation to let the portion from Lapancue



to Tidnish in one contract at a bulk sum, that care be taken in the selection of the parties to whom the execution of the work will be entrusted.

The plan proposed is simple, but it requires to be carried out by men of experience, intelligence, and possessed of means sufficient to secure the required plant, such as dredges, harrows, appliances for rapidly removing boulders, &c., &c., and such other mechanical aid as may appear to be necessary, and as will suggest itself during the progress of the work.

I have honor to be, Sir,

Your obedient servant,

C. S. GZOWSKI.

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## BAIE VERTE CANAL.

### REPORT ON THE LOCATION SURVEY OF THE LAPLANCHE AND TIDNISH LINE.

To the Honorable H. L. Langevin, C.B.,  
Minister of Public Works, Ottawa.

SIR,—The location survey of the Baie Verte Canal, on the Laplanche and Tidnish line, as recommended by me and approved by Mr. Gzowski in our report of the 27th August last, and for which I received your authority on the 10th September last, is completed, and I have now the honor to submit the following report and plans in reference thereto.

The plans accompanying this report embrace the two lines explored in New Brunswick under your authority of the 7th November last, one by the Memramcook, and the other by the bend of the Peticodiac and Shediac Harbor, and are such, I trust, as will for ever set at rest the question of the best route for the Canal.

The plans and documents submitted with this report are :—

I. Mr. Stark's report on the surveys, with his plan and profile of the location survey of the Laplanche and Tidnish line, and his plan and profiles of the lines explored in New Brunswick by Memramcook and Moncton to Shediac.

II. Comparative profiles of the six projected lines between the Bay of Fundy and the Northumberland Straits, namely :—

1. The Laplanche and Tidnish line as located under my directions.
2. The Laplanche and Tidnish line according to the Departmental survey.
3. The Missiquash line according to the Departmental survey.
4. The Au Lac and Tidnish line according to the Departmental survey.
5. The Memramcook and Shediac line according to Mr. Stark's survey.
6. The Peticodiac and Shediac line according to Mr. Stark's survey.

These profiles are all drawn to the same scale, 40 feet to an inch vertical, and 2,000 feet to an inch horizontal, and present a clear distinct picture to the eye of the relative amount of work to be encountered in each.

III. A general map of the Isthmus of Chignecto and of a portion of New Brunswick, showing the several lines projected for a Ship Canal to connect the waters of the Bay of Fundy with those of the Northumberland Straits at Baie Verte and Shediac Bay, compiled from the admiralty charts and from recent surveys of the Department of Public Works.

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### APPENDIX CONTAINING :

(1.) Comparative statement of quantities of work to be performed on the located line and other proposed lines between the Bay of Fundy and the Northumberland Straits.

(2.) Copy of memorandum on Baie Verte Canal, by Messrs. Gzowski and Keefer, 2nd May, 1872.

(3.) Copy of their 2nd report on same subject, 22nd May, 1872.

(4.) Copy of 3rd report on same subject, 27th August, 1872.

(5.) Copy of sailing directions, Gulf and River St. Lawrence (1871), relating to Pugwash, Baie Verte and Shediac Harbours, including Cape Tormentine.

(6.) Copy of sailing directions, Bay of Fundy, Chignecto Bay and Cumberland Basin, extracted from sailing directions of Commander G. F. McDougall, R.N., 1871.

The difficulties to be encountered in the construction of a Ship Canal through this isthmus are no doubt of a formidable character, and in some respects peculiar. Nature has interposed a barrier between the waters which they cannot pass without serious effort from the art of man. Where the land divides the streams that flow to either bay we might naturally expect to find a barrier of solid rock. This has been traced out and measured, and at the very lowest point it has been ascertained to be a mile and a half across with 15 feet of the crest to be cut through. The material is a soft red sandstone. Throughout the rest of the summit level it will be necessary to cut a canal 22 feet deep through clay to give a safe 15 feet navigation.

But the tidal phenomena are those which present the greater difficulties, and they are such as the history of engineering furnishes no example. The entrances to the canal are likewise beset with difficulties, but it is believed that none of these are insurmountable. With care and skill, and the judicious application of the same principles, as have guided and governed the construction of the great engineering works of the day, the opening of a canal by the line I have selected is not only practicable and feasible, but can be executed at a reasonable cost.

#### THE LAPLANCHE AND TIDNISH LINE.

This line as been located by Mr. Stark, for the most part, in strict accordance with the course indicated for it in my report of 27th August last, after having made my first personal examination of the ground. The only variation from the projected line is at the summit between the bays. Here it was found, after passing Long Lake, that the lowest ground did not represent the least work, for by swerving to the eastward, he found the watershed occupied by a deep spongy moss, resting on what might in former ages have been a lake, but which is now wholly occupied by this vegetable growth for a space of a quarter of a mile in width, a mile and a half in length, and for a depth varying from 10 to 20 feet, the greatest depth being in the middle. M. Stark reports the substance of this moss as "entirely free from any mixture of sand or soil, being simply a growth of vegetation."

Under this moss we find the red clay from 10 to 15 feet deep, resting on the old red sandstone, the surface of which is a little below the low-water surface of the canal. This sandstone is a very soft rock to excavate, and is by no means a serious obstacle to the construction of a canal. It is believed that the moss, when drained, can mostly be removed by burning, and so reduce the summit excavation to an average depth of 28 feet at the passing of the watershed. The located line passes lengthwise through this moss.

To ascertain the feasibility of the canal, the discovery of a practicable pass through this watershed was the first object to which attention was directed. The facts which have been developed by the survey have put the matter beyond question, as may be seen by reference to Mr. Stark's report, as well as to the comparative profiles and the comparative statement of quantities herewith submitted. Entertaining no doubt on this point, the centre line on the canal has been established throughout, and the nature of the soil examined by borings at intervals of 500 to 1,000 feet. The profile furnished by Mr. Stark represents, in this approximate way, the quantity of clay, sand, rock and moss likely to be found in the excavation.

It is not improbable that some further improvement may yet be made in the location so as to avoid rock cutting, but in other respects the line which has been run out may be considered as final, and the work may be laid out from it.

This line begins at the mouth of the Laplanche, as before stated, and runs in a straight line to Fox's Point, crossing the Intercolonial Railway at the bend of the Laplanche. From Fox's Point it trends to the westward, passing over low wet ground to Long Lake.

It passes through this lake, through the mossy swamp before described, through the Black Ash swamp, and descends the little west branch of the Tidnish, and locks down into the Tidnish a little above Doyle's Mills. Thence to Baie Verte the canal will occupy the main channel of this river, which is to be raised 5 feet over high water of the Baie Verte by a dam across its mouth, and the channel straightened by cuts across the flats at the base of the upland ridges. The tide now flows up the Tidnish as far as Doyle's mill dam, and the raising of that river 5 feet, for the purpose of reducing the quantity of excavation, will render it necessary to cancel this mill privilege. The canal, with this raised level, is to be carried across the point of lowland to Tidnish head, and thence by a sea embankment  $2\frac{1}{2}$  miles long over the shallows of the bay to the 4th lock, which is to be placed under shelter of the rocky reef projecting out from Wick's Point (called Roache's Head in the admiralty charts), and joined to the main land by another embankment 1,600 feet in length, run out from that point. The two parallel entrance piers at this end of the canal will be about 1,800 feet in length, and will run out in a N.N.E. direction to 15 feet water at low water. At the south end of the canal there will be but one pier, which will be placed on the west side. Its length will be about 2,500 feet. It will be backed up on the west side by the earth taken from the excavation of the lock pit.

There will be four locks on this canal, one of which, the 2nd from Cumberland Basin, will be a guard lock with reverse gate to keep out all spring tides above + 92, which represents the high water surface of the canal, and corresponds with the present level of Long Lake. The first lock will be situated just within the mouth of the Laplanche, where, lying embayed, it will be protected from the strong tidal currents flowing to and from the Macan and Hebert Rivers, and from the winds which sweep up the Bay of Fundy by the protecting point formed by the Minudie (*Main-à-Dieu*) Marshes.

The second lock will be separated from the first by a basin 600 feet in length. These two locks must have their walls carried up to the same height.

The first will have a lift varying from 0 to 12 feet, the second a lift varying from 0 to 10 feet towards the Bay of Fundy, and from 0 to 10 feet towards Baie Verte.

The third lock, near Boyle's Mill, will have a lift varying from 4 to 10 feet, and the fourth lock at Week's Point a lift varying from 5 to 15 feet.

The summit level between the second and third locks is  $12\frac{1}{2}$  miles long, and will have a variable surface of 6 feet below Long Lake, in order to provide storage for an adequate supply of water for the navigation. High water in this level will be 92 feet above datum, and will be on a level with Long Lake and the series of small lakes at the head of the Laplanche, while low water will be 86 feet above datum. Datum being assumed 50 feet under ordinary low water as in the Departmental Survey.

The sills of the entrance lock at the mouth of the Laplanche will be placed at + 55 above datum, so that vessels of 15 feet draught can enter when the water stands at + 70.

The mean level of the sea, as reduced from the tidal observations of the Departmental Survey, is found to be + 71, 60 above datum, so that the canal can be used for  $12\frac{1}{2}$  out of every 24 hours.

It is one of the remarkable results of this survey, and goes to confirm the accuracy of the tidal observations, that the mean level of the sea is found to be the same in both bays, namely : + 71, 60 above datum.

The sill of the entrance lock at Baie Verte will be placed at + 52 above datum in order that vessels may enter it at any time of tide. This is done because it is so easy to make provision for continuous lockage at this end of the canal. It is only necessary to sink the lock sills and entrance piers 3 feet lower than at the west end to gain this great advantage for vessels entering or departing from this end of the canal.

The length of the second reach, between the third and fourth locks, is  $7\frac{7}{10}$  miles.

The total length of the canal between the entrance locks on the located line is  $20\frac{1}{2}$  miles.

The direct course on an air line from the mouth of the Laplanche to Tidnish Head is 17.10 miles. The distance between the same points on the located line is 18.37; the difference being due to the fact that to save cost the canal has followed the lowest ground through the summit, and then several windings of the Tidnish Valley.

The bottom of the summit level having been assumed at + 70 above datum. The general depth of cutting through the marshes will be 22 feet. The highest point of this summit is on the moss already described, 48 feet above canal bottom, and deducting from this 20 feet for the thickness of the moss, the solid excavation across the watershed is reduced to 28 feet, as before stated, or only 6 feet above the general level of the marshland.

For a canal of the dimensions recommended by the Canal Commission, 100 feet at bottom with 16 feet depth of water to afford 15 feet draught for vessels, with slopes in clay 2 to 1, and in rock  $\frac{1}{4}$  to 1, Mr. Stark reports that the total quantity of earth excavation on the located line will be ..... 9,160,000  
 Of rock excavation ..... 440,000  
 And of the moss, most of which can be removed by draining and burning.... 1,090,000

The quantity of rock excavation may be materially reduced by (1) shifting the line so as to avoid the 40,000 cubic yards shown on the profile at Black Point and Fox's Point, and (2) by reducing the bottom width of the rock cutting through the watershed to 50 feet. But in order to make a fair comparison of this line with the other projected lines, it is considered proper to state the full quantities.

THE MECHANICAL STRUCTURES.

Besides the four locks before mentioned, there will be required for the proper furnishing and service of this canal,—

A supply and stopgate at the bend of the Laplanche near the crossing of the Intercolonial Railway, fitted with reverse gates so as to serve the purpose of supplying and emptying the summit level when required, and high enough to shut out all tides above + 92, the high water level of the canal.

Two waste weirs with flood gates, one near the Tyndal Road to let off the flood waters from the summit level into the Tidnish, and the other in the Dam at the mouth of the Tidnish. These must be constructed to regulate the water level in the first and second reaches, and also to afford the means of emptying those reaches for convenience of making repairs.

One single track railway swing-bridge at the crossing of the Intercolonial Railway. It will be of wrought iron, balanced on a central pier of solid masonry, with two openings of 50 feet each to admit of vessels passing in both directions whenever the bridge is open.

The abutment walls will likewise be of solid masonry. These and the central pier will be protected by means of pile fenders. The pier and abutments will rest upon a wooden platform, extending all across the canal, and sheet piled at the ends to protect the channel from erosion when the water is drawn off to scour out the bottom.

One wooden swing bridge across the chamber of the second lock, and another across the chamber of the third lock. Four common road bridges at (1) the main road between Amherst and Sackville, (2) the Eddy Road, (3) the Tyndal Road, and (4) the main road between Baie Verte Village and Pugwash. These four bridges to be of wood, single track, and presenting each one opening of fifty feet. The piers and abutments to be of pile work protected by pile fenders.

Besides these bridges, it may be necessary at certain intermediate stations to provide scows, as on the Beaubarnois Canal, for the accommodation of the landed proprietors.

These will be moored in little nooks or bays constructed for the purpose, and be worked by wire ropes or chains stretched across the Canal and lying on the bottom.

It will not be necessary to construct more than one culvert under this canal throughout its whole length from sea to sea. This will be at the bend of the Laplanche near the crossing of the Railway, for the purpose of giving an outlet for the backwater from the aboiteau under the Railway near the crossing.

It may be built of timber, or a cast iron pipe may be laid under the canal to answer the purpose.

### WATER SUPPLY.

Without an abundant supply of water the construction of a canal would be utterly futile,—unless it can be clearly shewn that it is ample to afford continuous lockages in both directions, during the time the canal can be approached, and a large per centage in addition to make up for leakage and evaporation, this canal should never be undertaken. But I think it must be admitted, from the facts I have to communicate on this point, that this question is placed beyond doubt.

It is proposed, as stated in my former report, to take the supply from two sources—first, from the high water of the Bay of Fundy; secondly from the freshwater lakes at the sources of the Laplanche. As before stated, Round Lake, Long Lake and the other smaller lakes which feed the Laplanche are nearly all on the same level, +92 feet above datum, and on a level with the surface of the Amherst marshes. Indeed between Long Lake and Fox's Point, for about  $2\frac{1}{2}$  miles in extent, the whole country seems to be afloat. The surface of these lakes is therefore assumed as the high water level of the Canal, the lowest being +86 above datum. This variable level of 6 feet affords the storage for the water to be used for working the Canal.

It will be replenished from time to time, in case of need, by the high waters of Cumberland Basin, whenever they rise over the level of +86 above datum. And while low water at that basin is exceedingly muddy, the high water is generally pretty clear, and quite as admissible for Canal purposes, as that taken from the Grand River to feed the Welland Canal. No exception can therefore be taken to the admission of any tide water above the low water level of the summit.

The low water level of the summit +86 corresponds with the average minimum range of high water, taking the lowest neap tides, of each month, as given in the tidal observations of the Departmental survey; so that the maximum range of all neaps above that level, and the whole range of springs up to +96, the highest observed, are available for the Canal. Although we may not count on the highest observed tides such as +96, nor yet on the Saxby tide of +100, as feeders, still they must be guarded against; but we may reasonably take the average monthly range of spring tides +94 as deduced from the survey, or 2 feet above the assumed high water of the canal as a reliable source from whence a supply can be drawn for canal purposes. This can be drawn both through the second lock and through the supply gates at the bend of the Laplanche, while these same structures by their reverse gates will serve to shut out the highest tides which cannot with safety be admitted into the Canal.

The quantity of water that can be stored between the fluctuating surfaces of the summit level, six feet deep, and  $12\frac{1}{2}$  miles long is

69,696,000 cubic feet.

The Lakes however furnish a much larger storage—

	Square feet.
The area of Round Lake is.....	7,695,600
„ of Long Lake.....	10,002,800
The other smaller Lake.....	7,050,000
Total.....	24,748,400

Not counting the floating bays around these Lakes.

If these Lakes are all drawn down 6 feet to feed the Canal at its lowest stage of + 86 above datum, they will afford a supply, or a storage of

	Cubic feet.
$24,748,400 \times 6 =$	148,490,400
To this add the storage in the prism of the Canal.....	69,696,000
Total.....	218,186,400
Being an average for every foot rise, of.....	36,364,400
or for every inch of rise and fall.....	3,030,560

It will be shewn that this, with the facilities of replenishment by the tide, is ample for the service of the Canal, but should the future increase of trade hereafter demand a larger water supply, this quantity can be doubled, simply by cutting a canal, 6 feet deep and only one mile in length, through the marsh lands which divide Round Lake on the Laplanche, from Hackmatack Lake on the Missiquash, with other shorter cuts to connect these with Patten Lake and Long Lake, and the endless series of Lakes forming the source of the Missiquash, the surfaces of which are from 3 to 4 feet above Round Lake—thus uniting the head waters of both rivers, and affording additional fresh water for scouring, and ample storage for the service of the Canal.

The surveys have established the fact that Fort Lawrence ridge, which divides the Laplanche from the Missiquash, is an island in the marsh, so that the series of lakes which empty into each river can easily be united in the manner suggested.

THE CONSUMPTION.

The working of the Canal, allowing for continuous lockages in both directions from the summit, and for one lockage every 15 minutes during the  $12\frac{1}{2}$  hours out of every 24 hours, demands 50 lockages a day, from each of the summit locks No. 2 and 3, equal altogether to 100 lockage a day, or 50 vessels each way in 24 hours.

These locks have lifts varying from 4 to 10 feet.

The average lift of all the locks may be assumed at 8 feet.

	Cubic feet.
Then one lockage will take $270 + 40 + 8 = 86,400$ cubic feet, and one hundred lockages will consume.....	8,640,000
Add for 10 lockages towards Baie Verte, in consequence of facility of entrance there at all times of tide, which may possibly be continued for 10 days at one time.....	864,000
Add for leakage and scouring.....	2,496,000
Total daily expenditure.....	12,000,000

when the canal is worked up to its capacity.

Evaporation at the summit level will be compensated for by the rain fall and natural springs which feed these lakes and keep them always full of water, proving by this fact that they are not reduced by evaporation.

As for infiltration there can be little or no waste from that cause, when we reflect that the Canal is to be cut deep into a stiff clay soil already saturated with water and in-

tersected probably by springs; and likewise that there can be no drainage through the banks of the canal to any lower level.

On the second reach, the Tidnish itself will more than make up for the waste from these causes.

Therefore the lockages, leakage and scouring are the only quantities to be provided for under the circumstances, and the allowance of 12 millions of cubic feet expenditure per day is ample for the requirements.

Then as the volume of waters in the canal and in the lakes between +86 and +92 on the summit level, is 218,186,400 cubic feet, it will be sufficient to keep the canal in full operation with 110 lockages a day, for no less than 18 days, without any addition from other sources. But the spring tides which occur about every 14 days will be sure to render that supply continuous.

It will take 30 lockages to reduce the summit level one inch, and the utmost effect of a full day's consumption for 110 lockages, would not lower the water more than 4 inches.

These calculations shew that the scheme proposed for the water supply is a safe one; at high water in the canal the draught will be 22 feet, and at low water 16 feet, and it will never be necessary to draw down the level below low water line, except when it may be found desirable to scour out the canal.

In view of the facts above stated it might be supposed that inasmuch as the draught to be provided for is only 15 feet, the bottom of the canal might be elevated as much as two feet and save so much excavation on the summit level, still leaving a range of four feet for the canal surface, and affording a storage capacity of 145,457,600 cubic feet, equal to 12 days' supply. This would appear to be quite safe, but then it must be observed that there would be no means left of draining and improving the lands at the head of these marshes. By keeping the bottom down to +70, and reducing the level of the lakes to +90, sufficient drainage will be afforded for this object; or they may be reduced to a still lower level with better effect, so long as the surface areas are not materially diminished.

## HARBORS.

It is no doubt quite as important that there should be reasonable convenience of access to both ends of the Canal, as that there should be an abundant supply of water for it. Looking first at

### BAIE VERTE.

We find a minute description of this bay and the mode of access to it in the sailing directions for the Gulf and River St. Lawrence, published in 1871, a copy of which will be found in the Appendix.

It will appear from reference to these directions and the admiralty charts, corrected up to 1867, that vessels can have no difficulty in making this entrance to the canal.

The piers run out from Roache's Head, which is situated two miles to the eastward of Tidnish Head, in a N.N.E. direction, so as to protect the lock-gates from the assault of the sea, and to favor the entrance and departure of vessels as much as possible from all winds, more especially from those from the eastward.

The entrance to this canal at Roach's Head is about ten miles N.N.W. of Pugwash Harbor, where, if necessary, vessels approaching from that direction can find good anchorage and shelter until the weather is favorable for running up to the canal.—(See sailing direction in Appendix.)

The Canal entrance is protected from northerly and north-westerly winds by Cape Tormentine, and from the north-easterly winds by Prince Edward Island. The bay is

only open to easterly winds, and the direction given to the piers is such as to give as great facilities as possible for entrance and departure.

#### BAY OF FUNDY TERMINUS.

The Bay of Fundy is remarkable for the extraordinary range of its tides. It is one of the wonders of the world, and the wonder is, that such a prodigious volume of water as enters and leaves it twice a day does not produce a greater commotion. On the direct course up the Bay to Cumberland Basin, and in the basin itself, there is no bore; the water being too deep and the course too direct to admit of such a phenomenon. Having observed the operation of the tides, both at Laplanche and Au Lac, I was surprised to see with what ease and regularity it was done. The surface of the great Basin rises and falls almost imperceptibly, all the while, preserving, in the absence of any wind, the placid appearance of a lake.

The range of the tide at St. John is 27 feet for springs and 23 for neaps, while, according to the Departmental survey, it is 48 feet for springs and 38 for neaps at the head of Cumberland Basin.

Here then, according to the moon's position, and the other causes which influence the tides, the water rises from 19 to 24 feet above the mean level of the sea, and falls from 19 to 24 feet below the same level, twice in every 24 hours. At one time the water is piled up to a height of 24 feet above the average level of the sea, and at another, just so much is taken out of the bay below that level. Like the oscillations of a pendulum, or the arms of a balance, these vast bodies of water vibrate about the neutral axis, represented by the average level of the sea; and furnish a striking example of the stupendous forces that govern the motion of the tides—yet so gradual are the changes that, with care and skill, this bay can be navigated, except in bad weather, with perfect safety.

The Admiralty charts and the elaborate Departmental survey of this basin, both shew that the deep water comes up to the mouth of Au Lac, and then turns off at right angles  $2\frac{3}{4}$  miles along the marsh coast to Laplanche; but it will be observed that the depth is not sufficient for any large vessel to approach either entrance at low water.

According to the sailing directions there is no low water anchorage above Woody Point, known as the Sackville anchorage. Above this anchorage, it is remarked, "only small vessels can lay afloat at low water, but trading craft can lay aground on the mud." A careful study of these charts and directions must satisfy any practical person that it is impossible to place the entrance of the Canal at any point in this basin that will be accessible at all stages of the tide. There is in fact no navigation for vessels of 15 feet draught at low water. They can only begin to move in safety at half-tide, or at the level of 70 feet above datum fixed upon for entering the Canal.

So whether the terminus is at Au Lac or at Laplanche, a half-tide canal is all that can be attained. But a terminus at Au Lac, as represented on the Departmental Chart, would expose the lock-gates to the direct assault of the sea and the full force of the south-west winds, the heaviest that beat upon this shore. In such a position it would be impossible to maintain the lock gates, and the difficulty for vessels making or leaving the entrance would be serious.

On the other hand, by placing the entrance locks enbayed in the mouth of the Laplanche, and under cover of Minudie Point, and sheltered from the prevailing south-west winds, the gates will be protected from the sea and vessels may enter in safety.

In proof of the statement that the south-west winds act with more force at Au Lac than at Laplanche, it is only necessary to refer to the character and condition of the dykes at each place. At Laplanche they are of simple construction and easily maintained, while at Au Lac they have to be of stronger build, and protected from the sea by close piling outside, at a very considerable expense—so great indeed that since the occurrence of the Saxby tide, in 1869, many hundreds of acres of valuable marshlands have been abandoned, it being too costly to restore the dykes.



When the Canal is in full operation it will always be necessary to have the modern appliances of steam-tugs at each end, and others in the reaches for towing. In adverse winds vessels may remain in the Canal until a favorable time comes for being towed out to sea; or if they wish to leave their anchorage outside, they may signal a tug to take them into the Canal.

Before the railway was opened for traffic, Amherst received its water-borne supplies at the mouth of Sharp's Creek, a mile and a half further up the basin; and although no facilities whatever were created, either here or at the mouth of the Laplanche, trading vessels have frequented these places, from time to time, whenever there was any business to be done.

We may therefore fairly conclude, that with suitable entrance piers at the mouth of the Laplanche, a safe and commodious harbor may be formed at this end of the canal; easily accessible at all reasonable times when the flood and ebb tide will permit of entrance. It will not be denied that for at least 3 hours before flood and 3 hours after the ebb, vessels can enter in fair weather. This gives 6 hours each tide, or 12 hours a day; or more likely  $12\frac{1}{2}$  hours, as assumed in the scheme now submitted.

Objection may be raised to the plan of a Canal which I have submitted, on the ground of it being a whole tide canal at one end, and a half tide canal at the other; and that twice as many vessels can enter it at one end, as can depart from it at the other.

The fact of this anomalous condition is admitted, but will any one propose to have it changed? If, as has been shewn, we can have only a half tide canal at the west end, it becomes a choice between having that or none at all. But if we choose to have the canal, it will scarcely be urged, for this reason, that we should aim at nothing more than a half tide canal at the east end, where, in consequence of the limited range of the tide, we have only to sink the entrance lock and piers three feet deeper to secure the very great convenience and advantage of an entrance accessible at all times of tide.

But if the physical conditions are such as to preclude the possibility of a whole tide canal throughout, and if the increase of trade should hereafter demand greater accommodation than the single line of locks will afford, then by doubling the locks at Cumberland Basin, we can pass as many vessels through them in 12 hours as can be passed through the single lock at Baie Verte in 24 hours. In this way the conditions could be equalized, and the half tide canal at one end be made to do as much work as the whole tide canal at the other.

And if it could be shewn that the trade at the outset would demand this accommodation, I would be disposed to go even further, and advise at once to build a set of double combined locks at the Laplanche, because this arrangement, under the circumstances, presents many structural advantages. The more prudent course, however, seems to be, to await the result of the opening of the Canal, built in the most economical manner, consistent with efficiency; and see what the actual requirements of the trade may be, before embarking in any more expensive works.

## THE OTHER PROJECTED LINES.

The second profile on the plan is that of

### THE LAPLANCHE AND TIDNISH

Of the Departmental survey. This, according to the report, is 17.19 miles in length from shore to shore, and 19.63 miles to low water, with 7,200 lineal feet of piers at the west end, and 18,400 feet at the east end. According to the same report, the total quantity of excavation on this line is 21,383,847 cubic yards, of which 3,686,529 cubic yards are solid rock. The great difference between the quantity of work on this and on

the located line is accounted for, in the first place, by the fact that I have selected a lower level for the canal, where much less rock is found, and where the other excavation is reduced to a minimum. The located line passes through Long Lake, a mile to the westward of the point where the above line is in cutting, from 30 to 40 feet deeper, and where, as may be seen by the profile, an immense body of solid rock would have to be excavated. In the next place, this line passes directly over the high ground to Tidnish Head, on a shorter course, but encountering no end of unnecessary work.

It will be seen that by descending into the Valley of the Tidnish, locking down at Doyle's Mill, and by raising its level 5 feet over high water, a large amount of excavation can be saved.

#### THE MISSIQUASH LINE

Of the Departmental survey, the third line on the profile, starts from the mouth of the Au Lac, sweeps round the base of the Cumberland ridge, and ascends the Missiquash Valley, crossing this river and uniting with the Au Lac line at the head waters of that river. Its length to Tidnish Head, from shore to shore, is 18.86 miles, and between low water at each bay 21.45 miles. It has 4,000 feet lineal of piers at the west end, and 18,400 feet at the east end. The report shews the total quantity of excavation to be 22,640,743 cubic yards, of which 1,207,508 cubic yards are solid rock.

The proper location of a line by the Valley of Missiquash would be as follows: Starting from Cumberland Basin on the west side of Tongues Island, and about half way between that Island and Cumberland Creek, it would pass in a direct line up the valley towards the point where the Province boundary intersects the Missiquash, and then, from a point opposite the tide-feeder, proceeds in a straight line through Round Lake until it intersects the recent location of the Laplanche Line. Next to the Laplanche line this is the most favourable one that could be found. It is but a trifle longer, but the quantity of rock and earth excavation would be much greater than on the Laplanche Line.

But the more serious objections to this line are (1), The exposure of the locks at the western entrance to the action of the waves, and (2), The interference with the tide feeder for forming marsh lands. Any canal that is built must be isolated from the river, as well for its own protection, as for leaving open the means of forming new marsh lands.

#### THE AU LAC AND TIDNISH LINE.

Since the time that Robert C. Minnitte, Land Surveyor, first traced out a line for a Canal between Cumberland Basin and Baie Verte, by the Tantamar, Au Lac and Tidnish Rivers, in the year 1822, this seems to have been the favoured route. It is recommended by Francis Hall, Civil Engineer, who followed Minnitte's line pretty closely in 1825. For an eight feet navigation, with 6 locks  $105\frac{1}{2} \times 20\frac{1}{2} \times 8$  feet, he proposed to make use of  $3\frac{1}{2}$  miles of the Au Lac from its junction with the Tantamar, and reported that the length of artificial navigation between Au Lac River and Tidnish was only 11 miles and 241 yards, while the total distance between low water anchorages at either end was  $19\frac{1}{2}$  miles. His estimate for a canal of this description was £67,728 14s. 10d.

Mr. Hall's plans were submitted to Thomas Telford, the founder of the Institution of Civil Engineers, who, in a report printed without date, and following the line traced out by Mr. Hall, changed the levels, reduced the number of locks to four, and furnished an estimate for a canal of 13 feet navigation, with locks  $150 \times 40 \times 13$  feet, amounting to £155,898 5s. 5d. sterling. After this, in 1843, we have the examination plans and report of Capt. Crawley, Royal Engineers, of the Petitcodiac and Memramcook routes to Shediac, and likewise the Au Lac and Tidnish from Cumberland Basin to Baie Verte. While he looked upon the latter as the most natural position for a channel of communication between

the Bay of Fundy and the Gulf of St. Lawrence, he considered the construction of any canal of the ordinary description impracticable.

According to the Departmental Survey, the accuracy of which cannot be doubted, the line between Au Lac and Tidnish Head is 18.84 miles long, from shore to shore, and the total length between low water at each bay is 21.43 miles. The total quantity of excavation is given in the report at 22,057,633 cubic yards, 2,472,054 cubic yards of which is rock—The length of piers at the west end is 4,000 feet, and at the east end, 18,400 feet.

Having pointed out the objections to this line in my report of the 27th August last, (See Appendix) it is unnecessary to repeat them here. They have been fairly stated, and are sufficient to shew that this line is inadmissible.

### MEMRAMCOOK AND SHEDIAC LINE.

A line was explored for a canal between Dorchester Island, on the Bay of Fundy, and Shediac Bay up the Valley of Memramcook, by Robert C. Minnitte, as early as 1823, and was afterwards surveyed and reported on by Francis Hall, C.E., in 1825, and by Captain Crawley, Royal Engineers, in 1843. Plans and profiles of the first and third mentioned surveys are now in possession of the Government. It was known the latter had reported "that the deficiency of head-water renders the construction of a canal of the ordinary description impracticable," but in consequence of representation made to the Government, while Mr. Stark was engaged in the location survey of the Laplanche line, I received your instructions to have this and the Moncton line examined once more. The principal object of this survey was to see that the projected lines in New Brunswick had received proper engineering treatment in previous explorations, and to test the accuracy of previous surveys. As soon therefore as this test was applied, the further prosecution of the surveys was discontinued. It was considered useless to expend any more time and money upon lines, which were found on first examination, to illustrate in the most forcible manner what Captain Crawley meant when he designated them as "*impracticable*."

To be satisfied of this, it is only necessary to look at the sheet of comparative profiles, herewith submitted, and to consider the following statement:—

The Memramcook line, from shore to shore, is 22.92 miles long, and from end to end of entrance piers, 25.59 miles. The quantity of excavation is not given because of the considerations which follow.

If there was water to supply the canal at the summit, 16 locks would be required, and 28,200 lineal feet of pier work, but as all the water available is only a fractional portion of the quantity required for working the canal, the construction of locks is not to be entertained.

Then, if we have the hardihood to look at a thorough cut through the country for a tide canal, it will be seen to require an excavation through rock and earth 25 miles long, and a 115 feet deep at the summit. The cubic contents of such a cutting would be prodigious.

### THE MONCTON AND SHEDIAC LINE.

This line is even less favourable for a canal than the Memramcook, and the quantities of excavation are not given for the same reason. It is supposed that the mere statement of the facts of the survey are sufficient to satisfy any one that it cannot for a moment be entertained.

The length of artificial navigation, were any navigation possible, would be 34.69 miles, and the number of locks, if there were any water to work them, would be nineteen.

The only source of supply for a canal from Moncton to Shediac is a little basin among the hills, known as Humphrey's Pond, about 500 acres in extent, with a very limited drainage area to feed it. It is now used for milling purposes.

Should the construction of a tide canal be propounded, it would require a thorough cut of 17 miles in length, between Moncton and Shediac, and 150 feet deep at the summit. It would also be necessary to throw a dam across the mouth of the Petitcodiac, in order to kill the bore, and make slackwater navigation up to Moncton, a distance of 17 miles more, through the most of which a channel would have to be dredged.

I think it is only necessary to state these leading facts in regard to the projected lines through New Brunswick, between the Bay of Fundy and Shediac, to shew conclusively, that the idea of constructing a navigable canal either by Memramcook or Moncton is not to be entertained, and is not worthy of serious discussion.

#### THE ESTIMATE.

My estimate of the cost of constructing a canal of the dimensions recommended by the Canal Commission, 100 feet at bottom and 15 feet clean draught of water, with locks 270 × 40 × 15, by the Laplanche and Tidnish line, located by Mr. Stark, is \$5,317,000.

But if the rock excavation be reduced to 50 feet in width at bottom, as herein suggested, the estimate in this case will be \$5,000,000.

This estimate is made up of the following items :—

	Cubic yards.										
For excavation	<table style="display: inline-table; vertical-align: middle;"> <tr> <td style="font-size: 2em; vertical-align: middle;">{</td> <td>In earth.....</td> <td style="text-align: right;">9,160,000</td> </tr> <tr> <td></td> <td>In rock.....</td> <td style="text-align: right;">440,000</td> </tr> <tr> <td></td> <td>Moss.....</td> <td style="text-align: right;">1,090,000</td> </tr> </table>	{	In earth.....	9,160,000		In rock.....	440,000		Moss.....	1,090,000	\$3,517,000
{	In earth.....	9,160,000									
	In rock.....	440,000									
	Moss.....	1,090,000									
For embankments, Baie Verte.....		268,000									
For four locks.....		793,000									
For one railway and four common road bridges.....		69,000									
For entrance piers at Bay of Fundy and Baie Verte.....		365,000									
For Tidnish dam and for waste weirs and stop gates.....		105,000									
For land, land damages, damages to property, engineering and superintendence.....		200,000									

#### THE METHOD OF PROCEEDING WITH THE WORK.

The foregoing estimate is based on the supposition that the whole of earthwork, including clay, sand and muck, shall be removed by manual labour, or by mechanical means of some sort, and at prices sufficient to cover the cost of performing the work in the ordinary manner.

I propose, however, to remove the principal part of this earthwork—it is impossible to say how much—by means of the tidal power of the Bay of Fundy.

From the foregoing description of the tidal phenomena in this wonderful bay, as well as from a consideration and appreciation of the scouring effect of the tides as seen in the four rivers which drain the Amherst and Sackville marshes, unassisted by art, as well as in the tide feeders constructed for making new marine marsh lands, it will be understood that these forces are very great, and yet that they can be turned to useful purposes.

It is well known that the scouring effect of the tide is in direct proportion to the fall and volume of the water employed in the operation.

It is proposed, in the first place, to excavate through the marsh lands on the summit level, and in the axis of the canal, a channel fifty-four feet wide at surface, eighteen feet wide at bottom, and eighteen feet deep or thereabouts; and with the material taken from this cut to form embankments on either side, at proper distances from the centre line, to allow for the full width of the canal, including its slopes and bermes. These banks to serve as dykes effectually to isolate the canal from the adjacent lands, and to be raised to × 102, or two feet above the Sxxby tide. They will be ten feet high above the marsh and twenty feet wide at top, and thus form a good waggon road, on both sides of the canal, which will be of great convenience in carrying on the works.

This gullet, with its attendant dykes, is to be carried from the mouth of the Laplanche all across the marsh lands and through Long Lake to the highland at the watershed, and again from the east side of this dividing ridge to the site of the third lock on the Tidnish River.

One or more gullets of smaller dimensions are to be cut through the moss at the summit to drain it and dry it up so that it can be burned. When this is accomplished, a channel is to be cut through the earth and rock at the summit, of such dimensions as may be considered best, and at some convenient point in this channel a temporary guard and stop gate will be placed to afford the means of controlling the current through it. Another temporary stop gate may be necessary between the second lock and the Intercolonial Railway, but this is not considered imperative.

While this work is in progress, steam dredges are to be set at work on the Tidnish to straighten the channel across the flats, and to deposit the stuff taken therefrom into the bends of the old crooked channel, so as to give a proper direction to the current which is designed to enlarge and complete it.

It will be necessary to proceed at once with the construction of the swing bridge for the Intercolonial Railway, as before described, taking care that the work is performed in the most perfect manner so as to prevent the possibility of that important structure being affected by the scouring current either during the construction of the canal or after it is open for traffic.

Temporary fixed bridges may be thrown over this channel where it crosses the common roads, and protected by piles, brush and stones if necessary.

The permanent supply and stop gates at the bend of the Laplanche may also be proceeded with at once, but it will be better not to commence the first, second and third locks until the channel has been scoured out,—but in the mean time the materials for them may be delivered and prepared for building.

The cut across the Tidnish Point, however, and the construction of the sea embankment forming the basin above Lock No. 4, as well as the lock and piers, may be commenced and proceeded with immediately after the work is let.

Then, when all these works are properly provided for, and the channel cut through the summit, and an outfit of steam dredges, tugs, scows, and harrows has been provided and a telegraph established for instantaneous communication from end to end of the canal, the high water of Cumberland Basin may be admitted into it and allowed to take its course freely to Baie Verte, and its effect during each tide carefully noted.

According to the state of the tides the fall from Bay of Fundy to Baie Verte, at high water, will vary from 14 to 24 feet, producing a velocity, if uniform throughout, varying from 2 to  $5\frac{1}{2}$  miles an hour, the least of which is sufficient to sweep along sand, gravel and rounded pebbles. The scour may be increased, checked or altogether stopped at any time, and twice a day the channel will be laid bare for inspection, so that its progress may be seen and regulated. During the continuance of this tidal scour, which will be materially assisted by the back water from the lakes, the dredges, scows and harrows should be kept at work breaking down the harder parts of the slopes and bottom, removing stones and so giving proper direction to the current.

The floating bog below Long Lake may be cut up into convenient patches, and floated out to sea. In this way it is believed the most of it may be got rid of at a trifling cost.

It is of course impossible to estimate the length of time that may be required to accomplish the work if conducted in this manner. But I am free to say, that while it is the most economical, it is also likely to prove the most expeditious and the most effectual way of removing the material. Twice every day, rain or shine, fair or foul, night and day, winter and summer, the operation continues, and with increasing effect from month to month, until it is found necessary to put a final stop to it.

In no other way will it be possible to deal so effectually with the quicksands which are more than likely to be met with in the course of the excavation. A running sand cannot be excavated, but it can be washed away by a very moderate current. This point alone should decide the question.

If the most of the material can be thus disposed of, instead of covering valuable marine marsh lands with useless spoil banks, then the width of land required for the canal can be reduced with advantage.

It will naturally be asked, what is to become of the five or six millions of cubic yards of stuff washed out of this canal if removed in this way? The greater part, I think, will be thrown into the shallow water of Baie Verte, and will there, by the force of the east winds, to which this Bay is open, be deposited chiefly along the shore, and go to form valuable marine marsh lands for the benefit of the proprietors along this coast. The rest will settle on the shallows of this bay which are not now, and never will be of any use for navigation.

It is not likely the fishery grounds in Baie Verte can receive any permanent injury from this accession to its mud deposits, because it is well known that the more valuable shad fisheries of Cumberland Basin have a bottom precisely similar to that which this material will supply.

On the other hand, it will do little or no harm to send back to Cumberland Basin a small fractional portion—an infinitesimal amount of the same material, which in the ages that are past, its own waters have thrown upon the land; while the scour at the mouth of the Laplanche will materially improve this entrance to the canal and possibly prepare better sites for the two entrance locks.

#### THE CONTRACTS.

If the works are conducted in the manner here suggested, it will be for the advantage of the contractor, as well as for the interest of the Government, that the canal should be let either in one contract, or certainly in not more than two contracts; making the division in the latter case at the mouth of the Tidnish.

The contract from Laplanche to Tidnish should be let in one bulk sum, with a schedule of prices attached, merely for the convenience of making the progress estimates. The contractor to take the risk and benefit of the scouring operations, and, with the approval of the resident Engineer, directing the works in his own way, so as to receive the full benefit of the scouring process.

The contract from the mouth of the Tidnish to Roach's Head should be let only by schedule prices.

I have the honor to be, Sir,

Your obedient servant,

SAMUEL KEEFER,

M. Inst., C.E.

Ottawa, 18<sup>th</sup> February, 1873.

## APPENDIX TO REPORT ON BAIE VERTE CANAL.

## APPENDIX NO. 1.

OTTAWA, 27th December, 1872.

DEAR SIR,—In accordance with an arrangement made between us, in the month of September last, I began a location survey of the Baie Verte Canal, *via* the Laplanche and Tidnish Rivers in Nova Scotia, on the 1st October, and by the 1st November, had so far completed it, as to discover, beyond question, that your idea respecting the facilities this route would afford was well founded.

In order that the real nature of the summit might be at once ascertained, the survey was begun at the head of Long Lake.

From thence it was carried on your projected line, in an easterly direction, over the summit and down the Tidnish River to near its mouth, where turning to the right it crosses the neck of land formed by Tidnish Head, and skirting the shore of Baie Verte for a distance of nearly two miles further, ends opposite the entrance lock of the Canal, in deep water, about 1,600 feet off the point known as Week's or Roche's Head.

The water between this and Tidnish Head is confined by an embankment, made from the cutting across the latter, forming a large and commodious basin for Canal purposes.

This portion of the line completed, the starting point at the head of Long Lake was returned to, and the survey continued westerly through the Lake and along the tidal marshes to the mouth of the Laplanche River and the Bay of Fundy.

The great desideratum being to find the lowest ground over the summit, through which to convey the Canal, a regular system of lines and cross sections was laid down to be run out with a view of securing this, and as the country here is very thickly wooded, a considerable amount of time and labour was anticipated before certainty with regard to the question could be reached, but the necessity for this work was obviated by the discovery that a level plain, over which one of the lines was run, consisted to a depth of from 10 to 20 feet entirely of moss, lying upon the bed of a lake which its formation had buried.

The depth of this moss at once reduced the cutting in solid excavation across the summit to an average of only five to six feet greater than that on the marshes, and settled the question of location, as putting the moss aside it became a pass, and the only one through the summit from one side to the other.

Borings since carefully taken, at intervals of 500 feet over this plain, have verified the conclusion I then came to, *viz.*—that a lake once existed, or rather still exists at the bottom of the moss, which rests upon or has absorbed the water it contains. Two small streams, one at each end of the summit, issue from this bed of vegetation, and flow both ways, *viz.*—the easterly one into Baie Verte, and the westerly into the Bay of Fundy. The effect of drainage upon the lake will be the reducing the bulk of this moss perhaps two-thirds, and rendering it in time ignitable, so that it may for the most part be consumed by burning.

It is entirely free from any mixture of sand or soil, being simply a growth of vegetation. Its immediate substratum is the red clay of the country; but borings through this strike red sandstone rock, about 400,000 cubic yards of which will have to be excavated. This, with about 40,000 cubic yards additional, chiefly at two woodland projections into the marsh known as Black Point and Fox's Point, which can be avoided, if deemed necessary, by curving the line to the southward, embraces the whole of the rock excavation the borings shew to exist.

From the summit towards the Bay of Fundy, and at the head of the Amherst Marshes, the country is inundated and dotted in all directions with small lakes, the water in which stands at nearly a uniform elevation of 92.00 above the datum line, or 22 feet above Canal bottom, and even with the surface of the marshes. In the great storm known as the Saxby tide, the water of the Bay of Fundy rose to an elevation of 100.00 above datum, and consequently flooded both these lakes and the marshes to a depth of eight feet.

Low water in the Canal being assumed at only 86.00 above datum, or six feet below the level of these lakes, they can all be utilized as assistant feeders, and from the large quantity of water they contain will form an important item towards the Canal supply.

The borings throughout these marshes have been taken at intervals of from 500 to 1,000 feet apart, as changes in the nature of the material or its uniformity demanded. They shew for the most part a red clayey soil, sometimes of a harder, sometimes of a softer description, as the points from the upland penetrate into the marsh lands beyond the centre line of the Canal or otherwise.

The marshes themselves are, of course, composed of the red mud of the Bay of Fundy, which is easily excavated.

The results of the borings are marked on the section in colors representing each kind of material.

The borings at the bay, taken with a view of ascertaining the nature of the soil in the foundations of the entrance locks shew precisely the same formation, or the alluvial deposit of the bay resting upon the natural red clay of the country.

The total length of this canal, from water to water at the mean level of the sea, is 97,000 feet, or 18.37 miles, and between the points affording 16 feet of water over the entrance bottom levels of the canal, 110,000 feet, or 20.62 miles.

Its length, according to the Departmental survey, with reference to the same points, is 17.19 miles and 19.63 miles, but the survey giving these distances was not a location one.

The length of the line by the Missiquash, also surveyed by the Department and referring to the same points, is 18.86 miles, and 21.45 miles. That by the Au Lac River being 18.84 miles and 21.43 miles.

The remark made upon the Departmental Survey of the Laplanche, is equally applicable to these two last routes, and that is that neither of them were actually location surveys.

The highest elevation over the summit by the present survey above the bottom of the canal is 48.00 feet, or 118 feet above datum, and taking from this the depth of the moss already described, or 20 feet, will leave the elevation of solid ground only 28 feet above canal bottom, or six feet above the marsh level.

That by the Departmental Survey the same route is 132 ft. above datum.  
 By the Missiquash..... 115 " "  
 By the Au Lac..... 115 " "

But all through solid excavation.

	Cubic yards.
The total quantity of excavation found by the present survey is.....	9,600,000
Of this, there is of earth.....	9,160,000
Of rock.....	440,000



These figures are calculated for canal dimensions of 100 feet width of bottom, with a depth of 16 feet of water, and slopes in clay of 2 to 1, and in rock,  $\frac{1}{4}$  to 1.

The moss at the summit however is not included in the calculation, which embraces solid excavation only. Its cubic contents amount to 1,090,000 yards.

THE SURVEYS BETWEEN SHEDIAC AND MONCTON AND SHEDIAC AND DORCHESTER.

Upon the completion of the survey by the Laplanche route, and on my return to Ottawa, I was notified by you that the Government desired further surveys in New Brunswick to show the precise nature of the above mentioned points as termini of canals, and I accordingly returned to Moncton to institute them.

The chief object in making them was to ascertain whether or not a reliable water supply existed for a summit level; the cutting through for a tidal one at once showing itself so expensive an undertaking, as to all intents and purposes stamp them impracticable.

It is proposed, by the gentlemen advocating these routes, to obtain this supply from the sources of such rivers as the Cocagne and Shediac, with what tributaries they possess at a sufficiently high elevation, together with the contents of a small lake, shown upon the plan, and known as Humphrey's Mill Pond; but the distance of the heads of these rivers from the sites of the canals is so great as to render the conveyance of their water to them a very expensive operation, even granting them the ability to furnish an adequate supply when it is done. Now, taking into consideration the immense amount of traffic which may be reasonably expected to pass through the canal, and the large number of locks to be worked by either of the routes, this is a demand upon those streams which even in the present wild and uncultivated state of the swamps that feed them they could never meet, and still less so when the consequence of the cultivation of a wild country ensues, and the water area becomes reduced by clearing, tillage and drainage to perhaps a tithe of its existing quantity. The Intercolonial Railway crosses the Cocagne with a bridge of 20 feet span, and heads the source of the Shediac river altogether, and to depend upon such means for a sure and unlimited supply of the magnitude required would be futile. The supply for so large a canal, and one whose traffic must go on increasing as in the present case, should exist not only beyond the shadow of a doubt but be illimitable. For the reason already advanced, therefore, viz. :—The enormous expenditure to be met in constructing tidal communication by either of the routes, both projects must unavoidably be regarded as impracticable.

The plans of the lines and their sections speak for themselves. That by the Peti-codiac leaves the river at the mouth of Hall's stream close to Moncton, and following its valley to Humphrey's Mill Pond, and passing the summit between that and the Wyesnor River (a tributary of the Shediac), keeps the course of that stream to its junction with the main one which then leads it to the Gulf of the St. Lawrence at a point about 3 miles north of the old village of Shediac.

In connection with this route, it becomes necessary to notice a feature which none of the others have to contend with, and that is, the rush of the tide, for some 12 or 15 miles of the river below the town of Moncton, in a wave familiarly known as the "bore."

The dash up of this tide and its receding are so rapid as to render the lockage of vessels within the time allowed by it a matter of great difficulty, and the stream being quite un-navigable for the whole of the distance at low water, the delay caused to ships in waiting for sufficient depth to take them in, would be found a very serious drawback.

Indeed, with a heavy traffic, two or even more tides might be lost before it would be possible to get the number of vessels waiting, either in or out of the entrance lock; a difficulty which could only be obviated by the erection of a lock and dam somewhere below the bore altogether, keeping the water above the dam to the elevation of high tide, and so virtually adding this distance to the length of the Canal navigation.

The construction of such a dam, in view of the tremendous tide to be contended against would be of itself a work of great cost, and when done would only give entrance

to a canal devoid of all the advantages of a tidal one, unless by expenditure of a magnitude which I believe would never be entertained.

The line by the Memramcook and Scadouc Rivers starts from navigable water at Dorchester Island on the former river, and crossing the summit between those streams descends the latter to its outlet into Shediac Harbour close to the present village, whence a channel of about two miles in length will have to be dredged out to the required depth of water.

The length of this line, between the entrance locks, would be 121,000 feet, or nearly 23 miles. Its entrance pier, on the Bay of Fundy, is 3,600 feet long, and that at Shediac Harbour 10,500.

The elevation of its summit above high water in the Bay of Fundy is 80 feet.

The length of canal by the Peticodiac route would have to be between its entrance locks, 172,500 feet or 32.70 miles, and its length of pier at the Shediac end the same as that by the Memramcook, or nearly two miles. The elevation of its summit above high water in the Bay of Fundy is 128 feet.

I think I have now embraced all the leading features of the various routes.

The survey of those in New Brunswick, although to some extent a cursory one, is still with respect to levels and distances substantially correct.

A line of levels was run over both lines from the Bay of Fundy to the St. Lawrence, which are found to agree exactly with those taken by Captain Crawley, and the distances from tide to tide were also chained with the same result.

By having run lines into the actual summits of the streams up and down which a Canal would naturally be carried, and then adopted their gradients to the sea, I am enabled to give a quite sufficiently accurate idea of its character, one in fact from which I feel persuaded an actual location would differ immaterially. Certainly all the data necessary for demonstrating the difficulties attendant upon the adoption of either of these routes are given, and more than this is unnecessary and beyond the scope of my instructions.

In closing this report, I desire to express the hope that the survey to Baie Verte via the Laplanche and Tidnish Rivers in Nova Scotia, may be found so far to meet the views of the Government as to grant the coasting trade of the Dominion the boon, which in view of the present circuitous and stormy navigation it has to encounter on the Atlantic Ocean, the construction of such a canal must confer upon it.

I am, dear Sir,

Yours truly,

D. STARK, C. E.

SAMUEL KEEFER, Esq., C. E.

V.

STATEMENT showing the comparative lengths and amounts of work on the different proposed Canals in the Provinces of Nova Scotia and New Brunswick, by Surveys made for the Dominion Government in the years 1870, 1871 and 1872.

NAME OF CANAL.	Distances.		No. of Locks.	Number of Swing Bridges.	Number Railway Bridges.	Amount of Excavation.			Length of Pier Work.		
	Length of line from shore to	Length of line from end to end of piers.				Earth.	Rock.	Total.	West end.	East end.	Total.
Laplanche (Location) .....	Miles. 18.37	Miles. 20.62	4	4	1	Cubic Yards 9,160,000	440,000	9,600,000	2,500	1,800 x 2	6,100
Laplanche (Length of Basin, Baie Verte) .....	2.25							1,690,000			
In addition to the above excavation, there is of moss not included, being merely vegetable matter .....											
Laplanche (Departmental) .....	17.19	19.63	4	4	1	17,697,319	3,686,629	21,383,947	7,200	18,400	25,600
Missiquash do .....	18.86	21.45	6	6	1	21,433,235	1,207,508	22,640,743	4,000	18,400	22,400
Au Lac do .....	18.84	21.43	6	9	1	19,585,579	2,472,054	22,057,633	4,000	18,400	22,400
Memramcook .....	22.92	25.59	16	No quantities stated because the line is impracticable.				2 x 3,600	7,200	2 x 10,500	21,000
Petitcodiac .....	32.70	34.69	19	do	do	do	do	do	2 x 3,600	2 x 10,500	28,200
								do	7,200	21,000	28,200
								Total.			28,200
								do			28,200
								Total.			28,200

## APPENDIX No. 2.

FIRST REPORT OF MESSRS. GZOWSKI AND KEEFER ON BAIE VERTE  
CANAL.

## MEMORANDUM.

To the Hon. H. L. Langevin, C.B.,  
Minister of Public Works.

The undersigned having being called upon by the Honorable the Minister of Public Works to examine the report, map and profile of the proposed Baie Verte Canal, recently submitted to him by the Chief Assistant Engineer of his Department, have now the honor to lay before him the following memorandum in reference thereto.

The map accompanying this report contains the result of the survey which has been conducted during the past two years under the instructions of the Chief Engineer. His assistant has evidently discharged his duty with ability and fidelity. The survey appears to have been carefully and elaborately performed, and as far as regards the general features of the country, the levels, distances, and topography of the isthmus, we assume it to be correct.

The report, however, while it contains a great deal of most valuable information bearing upon this project, including an estimate of all the quantities, excepting the masonry and bridge-work, does not furnish any estimate of the probable cost, nor any remarks in relation to the materials available in the vicinity or elsewhere, and suitable for the construction of the works, so that as far as regards the total expenditure required for the construction of this canal, the necessary information has not yet been supplied.

We have to remark that the quantities of excavation given on the projected line (the Au Lac and Tidnish) from a comparison with the plan and profile, appear to be greatly in excess of what is really required to carry out the plan as submitted; and that further very material reductions in these quantities can be effected by an entire re-arrangement of the location of the locks, and by reducing the lengths of the piers.

We are also under the impression that a lower level for the summit of the canal has been assumed than the circumstances of the tidal elevations seem to render necessary, and if this should prove to be the case, a still further saving would be effected. On this point, however, we can offer no decisive opinion without a personal examination of the locality, and more time to consider the question. It is also worthy of consideration whether, for the sake of saving expense in the first instance, it might not be advisable to fix the entrances in either bay, not at extreme low water as M. Baillaigé assumes, but at some intermediate stage of the tide, permitting vessels to enter the canal, as they do at some of the largest sea ports in the world, Liverpool for instance, only on the rise of the tide. By this modification of the plan, the expense of two locks and of one-half of the pier work can be saved, or postponed until the exigencies of the trade called for further accommodation.

Accepting the survey of the canal as correct, it appears that its length on the projected line will be nearly  $21\frac{1}{2}$  miles, instead of 15 miles as given in the previous explorations; and since the estimates furnished by the Canal Commission is based on the latter, it is evident that, *ceteris paribus*, it would have to be increased directly in proportion to the increased length of the canal as now determined by the survey.

While, therefore, it must be admitted as one of the results of this survey, that the cost of the work will exceed the rough estimate of the Canal Commission, formed as it was on the imperfect information laid before them, we have still to observe that our examination of the plans only confirm us in the belief of the entire practicability of constructing a canal through this isthmus, of sufficient capacity to meet the wants of the

trade, and at a reasonable cost. What that cost may be, after the modifications and reductions we have suggested are made, we are not now prepared to state, because the necessary information is not before us.

(Signed,)

C. S. GZOWSKI,  
SAMUEL KEEFER.

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Ottawa, 2nd May, 1872.

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### APPENDIX No. 3.

#### SECOND REPORT OF MESSRS. GZOWSKI AND KEEFER ON BAIE VERTE CANAL.

BROCKVILLE, 22nd May, 1872.

Hon. H. L. Langevin, C.B.,  
Minister of Public Works, Ottawa.

SIR,—We have carefully considered your letter of the 11th inst., in which you refer to our memorandum on the Baie Verte Canal, and request us to particularize the information still required to complete the data of the survey; and to submit for consideration and definite action our views as to the best and speediest means of obtaining the same, so as to enable your Department to take the necessary steps for arriving at a decision as to the construction and cost of the projected canal.

In our memorandum above referred to, we pointed out some of the more important particulars in regard to which the survey and report of Mr. Baillairgé failed to supply the information required by the Department; but, inasmuch, as no estimate of cost was submitted to us, nor any details of construction, further than a projected line traced on the map, and a profile of the surface of the ground, shewing the tidal elevations and assumed levels of the canal, we were ourselves unable to form any definite opinion as to the plan on which the works were proposed to be constructed, and could not, therefore, enter more particularly into the desired information.

Assuming the general survey itself to be a true and proper delineation of the topographical features of the isthmus, everything after that depends on the practical skill, ability and judgment brought to bear upon the general design and location of the works; and before any estimate of cost can be satisfactorily arrived at, the plan of construction must be fully matured and settled. We see nothing in the plans and report submitted to us to show that this has been done, or to indicate clearly the character of the work to be performed; but as far as we can judge from them we are clearly of opinion that there are important defects in the general design, more especially in the arrangement of the location of the locks, which tend materially to enhance the cost of the canal. In this stage of the enquiry, and with only these facts before us, we feel that it would be impossible for us to name any sum, as the probable cost of the canal, or to attempt to specify all the particulars essential to complete the data of the survey. It is only from a personal examination of the ground, along with the survey and report of your engineer, that we should feel ourselves warranted in expressing any definite opinion as to the location, plan of construction, and cost of the work. We adhere to our previously expressed opinion of the entire practicability of the proposed canal, and believe it can be constructed to meet all essential requirements of the trade at a reasonable cost; but before approving of any plan, or naming any sum, the ground should first be gone over to satisfy us that the best line has been selected. This one of us is ready to do if desired. We suppose that Mr. Baillairgé's survey is sufficiently complete to answer our purpose, but in case it should be necessary, after an examination of the ground, to trace out some other lines, or to run

some more levels, some of your official staff might be detained to perform this service for us. This we think is the speediest way of bringing this subject before you for definite action.

We have the honor to be, Sir,

Your obedient servants,

(Signed,)

C. S. GZOWSKI,  
SAMUEL KEEFER.

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APPENDIX No. 4.

THIRD REPORT OF MESSRS. GZOWSKI AND KEEFER ON BAIE VERTE CANAL.

TORONTO, 27th August, 1872.

SIR,—We have the honor to submit for your consideration the accompanying memorandum respecting the Baie Verte Canal, prepared in compliance with your instructions of the 20th June last, together with a map, copied from the Departmental survey for this canal, on which is laid down the line which we recommend as most feasible.

It will be well understood on perusal of this memorandum, that further surveys will be necessary in order to establish the best line. In view of the public interest we consider it advisable that a location survey of the proposed line should be made by a competent person under our own direction, so as to place us in a position to report in a satisfactory manner both as to plan and cost. This survey should be undertaken at once, and can, if properly conducted, be completed within a period of three months.

From the results of this examination we are satisfied of the entire correctness of the opinion we have heretofore expressed, that the canal is quite feasible, and can be constructed at a moderate expense. We have refrained heretofore from naming any sum as the probable cost of the undertaking, because sufficient information was not in our possession, and was not to be found in the Departmental survey. By Mr. Keefer's examination, however, the very grave faults of location in the Departmental survey, as well as the very great facilities of the line which we recommend have been made manifest; and although for want of the location survey, which we recommend, we are not in a position to report definitely as to plan and cost, yet we may state for your information, that we think the cost of a canal of the dimensions recommended by the Canal Commission, with facilities for entrance at any stage above medium tides, can be constructed in the most permanent and efficient manner, at a cost of between five and six millions of dollars.

We have the honor to be, Sir,

Your obedient servants,

SAMUEL KEEFER,  
C. S. GZOWSKI.

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MEMORANDUM RESPECTING THE BAIE VERTE CANAL.

At the request of the Hon. the Minister of Public Works, contained in his letter dated the 20th June last, and addressed to Mr. Gzowski and myself, I have personally examined the tract of county known as the Isthmus of Chignecto, uniting Nova Scotia and New Brunswick, and separating the waters of the Bay of Fundy at Cumberland Basin from those of the Northumberland Straits at the Baie Verte. My colleague, Mr. Gzowski, owing to other pressing engagements at the time, was unable to accompany me in this examination, and I was therefore obliged to perform this duty alone.

I had with me on this occasion the elaborate survey prepared under instructions from the Department of Public Works, which I shall refer to hereinafter as the Departmental survey, together with the report thereon of the officer in charge of it : the latest editions of the Admiralty charts of these two bays with the sailing directions for the Gulf and River St. Lawrence, and Nova Scotia to Boston. I had also the previous reports of Francis Hall and Thomas Telford, Civil Engineers, and of Captain Crawley, Royal Engineers, and that of John Page, Chief Engineer of the Department, on the three last mentioned reports, dated 7th May, 1869, and the report of the Canal-Commission of February, 1871.

I examined both lines of the Isthmus from Amherst, N.S., to Sackville, N.B., on the Cumberland Basin, and from the Gaspereaux to Jackson's Head on the Baie Verte side ; and also both sides of the marsh lands lying between these two bays, through which the several lines for the proposed canal have been projected.

Fort Cumberland and Fort Lawrence Ridges, rising to a height of 100 to 150 feet above the surface of the surrounding marshes, and dividing them longitudinally into three separate bands, each furnished with its own river system, and so elevated and so well cleared that an Engineer has a good opportunity, even without the advantage of a survey, of forming his judgment as to the proper location for the canal, simply by observation and inspection from these heights ; but with the aid of the Departmental map to guide him as to the levels, and the general direction of the Rivers as they are lost to view in the distance, he should not fail to see the proper course which Nature has pointed out for the canal. That line, however, is not the Au Lac and Tidnish, as recommended in the Report of the Departmental Survey. The objections to this line are :—

1. Taking Tidnish Head as the objective point on Baie Verte, it is the longest line from shore to shore ;

2. It crosses the Fort Cumberland Ridge unnecessarily, throwing the canal into very heavy cutting, 44 feet deep at the summit, the greater part of which is solid rock ; whereas, by keeping to the eastward of this ridge, on the level of the marsh lands, the cutting would not exceed 23 feet in depth, and all probably in clay. The section on this line also shows a large amount of quicksand—a material still more difficult to deal with than solid rock itself, and rendering the operations of cutting a canal through it most uncertain.

3. It passes over higher ground at the head of the Missiquash than that at the head of the Laplanche—the western side of the marsh at these places being higher than the eastern.

4. It crosses the high ridges on either side of the N. W. branch of the Tidnish, passing over summits from 43 to 47 feet cutting, with a large amount of rock, whereas it is evident from the section, that much lower ground can be found to the eastward, or by descending into the valley of the Tidnish. It is remarkable, that with all the particularity of the Departmental Survey, the water-shed between the Laplanche and the Tidnish was not traced out so as to show the lowest and best point for crossing it ; and both the Laplanche and the Au Lac lines seems to avoid this lowest summit, one passing to the east and the other to the west of it.

5. The line continues on over the high grounds direct to Tidnish Head, regardless apparently of the great natural facilities offered by the valley of the Tidnish for the construction of the canal at the least possible expense. By occupying this valley, as hereinafter proposed, between three and four miles of this very expensive class of work can be avoided.

6. By locating the two lower locks south of the Tidnish crossing, instead of placing them at Tidnish Head, as they should have been for this plan, the cutting is made 19½ feet deeper than necessary, for a distance of 3,200 yards, involving additional excavation to the extent of about two millions of cubic yards, instead of only 443,500 cubic yards, as represented in the report of the Departmental survey. By this plan an immense body of material will have to be disposed of in spoil bank, for I see no use made of it in connection with the entrance piers, thus occupying and wasting valuable lands ; whereas, by proper skill in making the location, all this may be avoided.

7. The piers at Baie Verte are not only excessively lengthy and expensive (they are 9,200 feet long), but they are placed too nearly in the direction of the east wind—the wind that blows with the greatest force into this bay, owing to the longer sweep up the strait, thus rendering the entrance more difficult for vessels coming from that direction.

8. This plan deals with the Tintamar and Au Lac Rivers, modifying their currents by dams and regulating sluices, so as to provide and maintain an adequate supply of water. It is to be feared that any such artificial means of converting these rivers into reservoirs, or sources of supply, will not only affect the important question of making and draining the marine marsh lands, but will entail upon the Government continued outlay for repairs and maintenance. The only safe course is to isolate the canal from the river systems, especially in the vicinity of these valuable lands.

In view then of those serious objections, it must be evident that if any regard is to be paid to efficiency and economy, this line cannot be adopted.

Irrespective, however, of faults of location, the scale proposed is uncalled for. It is quite unnecessary to incur the very great additional expense of a canal, suited to all stages of the tide, more especially as it appears from the survey as well as from my own observations, that it is only the high water of the Bay of Fundy that is admissible for canal uses. Nor is it at all necessary at this stage of our commerce that greater facilities should be created for it here than are enjoyed at many of the first-class seaports of the world, where vessels can only enter at certain stages of the tide.

#### THE LINE RECOMMENDED.

I propose to start the line for the canal from the mouth of the Laplanche, where I place the two entrance Locks, and suitable entrance piers, adjusted for admitting vessels at and above medium tides, when the water stands at 70 feet above datum of the Departmental Survey, and then to run it so as to touch the western bend of that river near the crossing of the Intercolonial Railway, where the canal can be fed from it at high water.

• Then continuing on in the same direction, and skirting the eastern limits of Black Point and Fox's Point, nearly on a line coinciding with the line surveyed, its trends to the west and passes through Long Lake and the Black Ash swamp, to the little west branch of the Tidnish River, crossing the water-shed between Baie Verte and Bay of Fundy at some point in this swamp, as yet undetermined, because the Departmental Survey does not supply the information.

Then following the general course of this branch of the Tidnish to Doyle's Saw mill, the third lock, descending towards Baie Verte, will be placed on the most favourable ground that can be selected for it in this vicinity.

Thence to Baie Verte, the canal will occupy the main channel of the Tidnish, which is to be raised by a dam at the mouth, to a level of about five feet above high water of Baie Verte, and the channel straightened by cutting across the flats at the base of the upland ridges. From the mouth of the Tidnish River, a canal is to be cut across the lowlands to Tidnish Head, having the same raised level as that of the river, and thence by a sea embankment over the shallows of the bay, made from the excavation through this cut, it is to be carried to the fourth lock, the last one, which is to be placed under the cover of the reef of rocks projecting out from Week's Point, otherwise known as Roach's Head. The entrance piers in this bay will run out about 1,800 feet from the lock in a N.N.E. direction to the line of 15 feet water at low water.

As measured on the Departmental map, the length of the canal from the mouth of the Laplanche to Tidnish Head will be about  $18\frac{1}{4}$  miles, and the total length between the entrance locks at each end will be about  $20\frac{1}{2}$  miles.

The line thus indicated is laid down on the lithographic copy of the Departmental map which accompanies this memorandum, but it cannot be definitely located by the aid of the previous surveys.

They do not give the levels of Long Lake, Round Lake, nor yet of the Black Ash swamp where the dividing ridge between the waters must be passed. It is remarkable



that the levels shown on the *Copp check line* of the Departmental Survey, running from the eastward, stop at the entrance of this swamp, although they show a continual descent to the westward as far as they go. On the section laid down on the survey of the Laplanche line, a summit of 34 feet is shown above Long Lake, and of 38 feet above Round Lake at points opposite to these lakes, respectively, and by which, of course, this line has been placed at a disadvantage when brought into comparison with other lines. I have traced the connection between the lakes forming the source of the Laplanche, and find that Round Lake, Long Lake, Wild Goose Lake, Laplanche Lake, Lusky's Lake and Green Lake are all very nearly on the same level, being connected by "runs" with little or no perceptible current, while that level, according to the survey, where it touches Laplanche Lake, is about 92 feet above datum, that being also the level of the marsh lands through which the canal is to be formed.

A location survey on my projected line should therefore be made, and conducted under our own direction, and that it may be entirely satisfactory the soil should be tested by borings at proper intervals, by which means, should any serious obstacle be encountered, the line may be shifted so as to avoid them as much as possible. It is not likely that much, if any rock will be found on this line, except possibly at the point where the dividing line between Baie Verte and Bay of Fundy is passed. This survey can be accomplished in about three months' time, and will place us in a position to make the final estimate of cost. Without it, it can only be arrived at approximately. But I can now say, confidently, after having examined the ground, what we stated as our opinion some time since to the Minister of Public Works, that the canal is quite feasible, and can be constructed at a reasonable cost.

The supply of water for this canal must be taken chiefly from the high water of the Bay of Fundy. It will be supplemented by the stores of fresh water found in the lakes before mentioned as the sources of the Laplanche, and these are so situated that they may be replenished from time to time, or from day to day by the influence of the tide. Again, if necessary, the system of lakes which empty into the Missiquash can be made to feed the canal, since, according to the survey, they stand at a higher level by about four feet than those of the Laplanche.

The high water of the Bay of Fundy is quite clear at the mouth of the Laplanche; as clear, if not clearer, than that of the Welland canal, and may therefore be considered perfectly admissible for canal uses.

All of which is submitted for the consideration of my colleague, Mr. Gzowski, to whom I have also given verbal explanations on the several points hereinbefore referred to.

(Signed) SAMUEL KEEFER.

Toronto, 27th August, 1872.

Having carefully examined the details on which Mr. Keefer's memorandum is based, and after full and exhaustive examination with him of all the points connected with the location of the line for the canal described by him, I am of opinion that the line selected by Mr. Keefer is in the direction pointed out by the natural conformation of the Peninsula, and that the construction of the canal upon that line is practicable at a moderate cost. Before naming the cost definitely it is necessary that a final location of the canal be made under our direction on the line traced out by Mr. Keefer.

C. S. GZOWSKI.

Toronto, 27th August, 1872.

## APPENDIX No. 5.

## EXTRACTS FROM SAILING DIRECTIONS FOR GULF AND RIVER ST. LAWRENCE—PUGWASH TO SHEDIAC.

*Pugwash Harbour* is to the southward of the point, and at the head of the bay of that name; there are 14 feet at low water on the bar, and sufficient water inside for larger vessels than cross the bar. This is a snug little harbour, and the vessels lie in a small land-locked basin to load, where there is plenty of water for large ships; the town and the church are on the east side of the river. The timber trade of this place has much decreased of late years, the stock of timber in the neighbourhood being nearly exhausted, and there are no fisheries here of any consequence; but the settlements in this neighbourhood are increasing. The bar is about half a mile within the entrance of the bay; and thence to the harbour the channel is crooked, and from 50 to 100 fathoms wide. A pilot is always necessary; they are able, experienced men, and may be obtained by making the usual signal.

It is high water at Pugwash, on F. and C. days, at ten hours thirty minutes; spring tides rise 7 feet, neaps 4 feet. In the roads it seldom runs a knot, but sometimes in the entrance of the harbour the tides run nearly two knots.

Pugwash Reefs surround the point of that name to the distance of three-quarters of a mile, and dry half a mile out. A stranger, when approaching, should not come within the 5 fathoms line as shown by the chart. In Pugwash Road there is excellent anchorage in 3 fathoms at low water, sand and clay, well sheltered by Phillip's Reef to the N.W. and Pugwash Reef to the N.E.; there is seldom any sea here in the summer, even with northerly winds.

To take Pugwash Roads, if without a pilot, being to the northward in 5 fathoms, you must bring the English Church steeple at Pugwash, so as to be seen over, and only just within the west extreme of the low cliff at Fishing Point (the east point of the bay,) bearing S. by E.  $\frac{1}{2}$  E., running with these marks you must not open the church in the least, to the westward of the point until the south point of Phillip River (Bergamen Point) bears S.W. by W., or until the water decreases to  $3\frac{1}{2}$  fathoms, you will then be close to the N.W. end of Pugwash Reef; now change your course to S.S.W., three-quarters of a mile, when you may anchor in 16 or 18 feet at low water, with Fishing Point E. by S.  $\frac{1}{2}$  S., distant about half a mile, or you may lie in 14 feet half a mile further to the southward.

*Phillip River.*—Lewis Head is two miles to the westward of Pugwash Head, and is the north point of the entrance to Phillip River. Lewis Reefs run off to the N.E. two and a half miles from the head, as shown by the chart, and are extremely dangerous, for strangers to approach. The inner part of this reef is shallow, having only 6 ft. on it at the distance of one and a half miles from the shore: but on the outer part there are from 15 to 18 ft., on rocky patches, with deeper water between.

Phillip River has a dangerous bar of stones and sand, having only a narrow, crooked channel of 8 feet at low water. This river is not used as a loading port; but boats can go up nine miles. The new vessels built here are brought down to Pugwash to load; and the lumber is likewise taken to Pugwash to be shipped. There are increasing settlements along the borders of this river.

*Baie Verte.*—Cold Spring Head is N.N.W., eight miles from Lewis Head. Vessels bound up the Baie Verte may run along between the latter heads in  $6\frac{1}{2}$  to 7 fathoms. The Baie Verte is nine miles wide across the entrance from Cold Spring Head to Indian Head, in New Brunswick; it is about 11 miles deep, and  $2\frac{1}{2}$  miles in breadth near its head, where the two Provinces of Nova Scotia and New Brunswick separate. The head of the bay is very shallow some distance from the shore. In the entrance to this bay are some shoals, which should be carefully avoided when navigating this part of the strait; these are the Aggermore Rock, Laurent Shoal, Heart Shoal and Spear Shoal.

The Aggermore Rock, with only 18 feet on it, is N.E.  $\frac{3}{4}$  E.,  $2\frac{3}{4}$  miles from Cold Spring Head, having a deep-water channel between; but in a N.N.W. direction towards Cape St. Laurent, not more than  $3\frac{1}{2}$  fathoms, will be found at low water and in some places less.

Laurent Shoal, with 16 ft. least water on it, is of sand and rock, and about three-quarters of a mile long, and half a mile broad. From the shoalest part, Cape St. Laurent bears N.W. by N., two and three-quarters miles; Cold Spring Head, S.S.W.  $\frac{1}{2}$  W.; and Indian Point N.E. by E.  $\frac{1}{4}$  E. There are  $4\frac{1}{4}$  fathoms close to the eastern side of this shoal.

Heart Shoal is S.W. by S.,  $1\frac{1}{4}$  mile from Cape Spear; the least water on it is 6 feet, with  $2\frac{1}{4}$  fathoms between it and the shore, as will be seen by the chart.

Spear Shoal is about a mile E.S.E. from Heart Shoal; it has a patch of rock of only 10 feet near its east end, with 15 to 18 feet on other parts; it is a bank of stone and sand about a mile long from east to west, and one-third of a mile broad. In approaching this shoal from the eastward the lead gives little warning, there being 4 to  $4\frac{1}{2}$  fathoms very near it. From the shoal part of the bank Indian Point bears N.N.E.  $2\frac{1}{4}$  miles, and Cape Spear N.W. by N., one and two-thirds mile.

Boss Spit is three and a quarter miles N.W. by N. of Cold Spring Point: it dries full three-quarters of a mile from the shore, and is dangerous as its outer edge is steep, there being 17 feet close to its point: you should keep in  $3\frac{1}{2}$  fathoms, when passing this spit.

Tidnish Head is four and a quarter miles north-westward of Boss Spit; there are *no dangers* between, the water shoaling gradually until you arrive off the head, where there are *two shallow patches of 5 to 6 feet*, all stones. N.N.E.  $\frac{1}{2}$  E. from the head three-quarters of a mile.

Tidnish River is the principal stream in the Baie Verte, and has only 3 feet at low water; it is both narrow and crooked, and unfit for shipping; but it is frequented by schooners. About five miles up the river there are saw mills, where large quantities of deal are cut, which are sent down by small craft to Pugwash to be shipped for the British market; in the summer they are sometimes sent along shore in rafts. Spring tide rises 9 feet, neaps 5 feet. From here it was proposed to cut a canal to Cumberland Fort, Bay of Fundy.

Gaspereaux River is on the northern side near the head of the bay, on the southern shore of which stands Fort Moncton on old Ford Point, now washed by the sea. The Baie Verte is rising considerably in importance in consequence of its proximity to the Bay of Fundy; and the interior is in a highly improving state, with an increasing population. There are thriving settlements on both sides of the bay, particularly near its head, where large tracts of meadow land have been formed by embanking out the tide.

Vessels bound up the Baie Verte should keep the Nova Scotia coast on board, running up in  $6\frac{3}{4}$  and 7 fathoms until they arrive off Cold Spring Head, where at the distance of about one and a half mile from the shore they will find the water deepens to 8 or 9 and even nearly to 10 fathoms as they pass to the southward of the banks and shoals which have been described. After passing Cold Spring Head about three miles, the depth decreases to less than 5 fathoms, and continues to shoal gradually, with mud and sand bottom to the head of the bay. A reference to the chart will show the general extent of the shoal water off the shore. Vessels should be careful not to get into less water than  $3\frac{1}{4}$  fathoms until they are past Boss Spit. Farther up the bay there is nothing in the way except two patches of stone already noticed.

Cape Tormentine is the great headland which forms the eastern extremity of New Brunswick within the Gulf. Indian Point may be said to form the southern and Cape Jouriman the northern points of this headland; they are nearly north and south of each other, distant four and a half miles; this promontory is surrounded by dangerous and extensive shoals.

The Tormentine Reefs are rendered very dangerous by the strong tides in their vicinity. From Indian Point they run off E.S.E. full three miles, and foul ground runs off a mile farther to four fathoms; a small part of this reef dries at low water; this bears

E.S.E.  $\frac{1}{2}$ E., two and three-quarters miles from Indian Point. These reefs should at all times be approached with caution by the lead, and particularly with light winds not nearer than nine fathoms, where to the north-eastward of them as the flood tide sets over them to the southward, into Baie Verte at the rate of three knots, which causes a great rippling over the part that dries. There is another patch of 6 feet at low water, a mile within this, in the direction of the point, small vessels pass between the latter patch and Indian Point in  $2\frac{1}{2}$  fathoms at low water, and often anchor under the point with northerly winds.

To run through the  $2\frac{1}{2}$  fathoms channel, between Indian Point and the dry part of Tormentine Reefs, bring Indian Point and Cape Spear in one, bearing W.S.W.  $\frac{1}{2}$  W., and run towards them, until the eastern extreme of Cape Tormentine touches the western side of the outer Cape Jouriman Island north by west, then run out to the south by east with the last named marks astern, until the water deepens to 5 fathoms, at low water; you will then be to the southward of the reefs.

Cape Jouriman is the northern point of the Jouriman Islands, and to vessels running through the strait it forms the extreme point of land either from the westward or eastward.

The Jouriman Shoals are very dangerous to vessels in the night, and the lead should always be kept going when approaching them in dark weather; and when to the eastward of them, come no nearer than 9 fathoms, but to the westward they may be approached within 7 or 6 fathoms. From the Cape shoal water extends N. by W.  $1\frac{1}{2}$  miles, and from thence it extends  $4\frac{1}{2}$  miles to the S.E.  $\frac{1}{2}$ S.; near this point of the shoal is a patch of only 6 ft. at low water, as shown by the chart; this is  $1\frac{3}{4}$  miles from the shore, and is very dangerous, being bold on the eastern side. To the westward of the cape the shoal water extends full four miles and runs off two miles from the shore; but you may approach this part to five or six fathoms.

*Light.*—An octagonal white lighthouse is erected on the Jouriman Island, 40 feet in height, and 70 feet above the sea, exhibiting a *fixed* white light, visible 14 miles. It stands 66 feet from the extremity of the cliff, in latitude  $46^{\circ} 10' 0''$  and longitude  $63^{\circ} 50' 0''$ . The keeper's dwelling is 50 feet westward of the lighthouse, and is also painted white.

Cape Bruin is N.W. by W.  $\frac{1}{2}$ W.,  $6\frac{1}{2}$  miles from Cape Jouriman. Cape Bald is a sandstone cliff, 40 feet high, 12 miles N.W.  $\frac{3}{4}$ W. of Cape Bruin; between there is a good anchorage in 5 fathoms, muddy bottom, of the mouths of the Great and Little Shemogue Rivers—these rivers are only fit for boats. You may safely approach this part of the coast at night to 6 fathoms. Bouleaux Point is W.N.W. 7 miles from Cape Bald; off the former point shoal water runs off a full mile.

Chêne Point is  $4\frac{1}{2}$  miles to the W.N.W. of Bouleaux Point and is the Point whereon the light of Shediac is exhibited.

*Shediac Bay.*—Shediac Point is N.N.W.,  $6\frac{1}{2}$  miles from Bouleaux Point, between which is Shediac Bay, 5 miles deep; on the western side of the Bay is Shediac Island, about 2 miles in length. Shediac Village is on the western shore about W. by S. from the southern end of the island, and there is a narrow channel within the island for vessels of seven or eight feet. The harbour is between the S.W. point of Shediac Island and Point Chêne, the latter bearing from the former S. S. E. three-quarters of a mile. From Point Chêne a bar runs out to the northward three-quarters of a mile, and nearly all dries, which makes the harbour more secure. Near the middle of the bay, which is all shallow, there are two rocks of six and nine feet, E.S.E. from the centre of Shediac Island. The easternmost, called Medea Rock, is two miles from the Island, the western rock is called Zephyr Rock, and is nearly midway between Medea Rock and the Island, and a full mile to the westward of the former; between the Zephyr Rock and the shallows running off a short distance from the island is the passage into the harbour.

*Light.*—On Chêne wharf is a fixed light, from a lantern on a pole, elevated 15 feet, and visible 6 miles. It is only shown in the summer season.

Shediac is not a place of much trade; a few cargoes of deals are shipped here. Strangers bound to this place should take a pilot. By making the usual signal, the

harbour master or pilot will attend. The depth that can be carried in by a good pilot is 14 feet at low water, and 18 feet on spring tides. In the space where the shipping is moored, are 12 to 17 feet at low water, mud; it is about three-quarters of a mile long, and from  $1\frac{1}{2}$  to three cables' length wide. The Shediac and Scadouc are very small rivers, only navigable for boats a few miles to the saw mills. Spring tides rise 4 feet, neaps about 2 feet.

Shediac Bay ought not to be entered by large vessels, as there are little more than 3 fathoms in it, and it is rendered dangerous by the Medea and Zephyr Rocks; the shoal water extends full two miles from Shediac Point. Between Cape Bald and Cocagne Head five fathoms is near enough for a large ship to approach this part of the coast.

#### APPENDIX No. 6.

#### EXTRACTS FROM SAILING DIRECTIONS, BAY OF FUNDY AND CUMBERLAND BASIN, BY COMMANDER G. F. McDOUGALL, R.N., 1871.

*Cape Spencer*, a bold headland, from 400 to 600 feet high, with steep rock cliffs, is thickly wooded, and lies about 3 miles from Mispeck Point, with a bay between, which only affords shelter with winds from north round to east.

In the Bay, however, there are several creeks, the largest of which, Ball creek, about three-fourths of a cable broad, enables small vessels to ascend during the flood, and lie aground in safety along the inner side of a small pier. On nearing the entrance of the creek, bring the end of the pier about midway between the two shores, in order to avoid a rocky spur which runs off nearly a cable from the eastern point.

Black Rock, of small size and 10 feet high, lies about half a mile from Conley Head, a point in the middle of the bay just described; the rock is steep to all around without off-lying dangers.

From Cape Spencer to Cape Enragé, on the north side of Chignecto channel, the land is bold, and thickly wooded, varying in height from 400 to 900 feet, and divided into hills by numerous valleys through which small streams find their way to the Bay of Fundy.

The mouths of these streams are very similar in appearance, being composed of a bar of shingle and gravel across the entrance, leaving a narrow passage at one side through which small vessels may enter at high water, and lay on the mud at low water, generally safe from all winds. Here vessels load with timber, sawn by mills near the entrance, from logs brought down the streams.

*Anchorage*.—Vessels wishing to obtain temporary anchorage under Quaco Head, should—on approaching the lighthouse from the westward—keep McCoy Head open to Rogers' head, until the Roman Catholic Church-tower of Quaco comes open to the eastward of the northern cliff of Quaco Head, in order to clear the outer end of the ledge on which the lighthouse stands.

There are no good leading marks into the anchorage, which is in five or six fathoms, mud; with the lighthouse S.S.W., distant about half a mile. The anchorage is unsafe with winds from N.E., round by east to south. Along Quaco Head many ships are built, as well as in some of the creeks along shore.

These and timber are the only exports from this part of the coast.

*Anchorage*.—During the summer months vessels may anchor along the full length of the coast from Cape Spencer, at a moderate distance from the shore, the best place to shelter from the prevailing westerly winds being Quaco Bay.

Salisbury Bay is unsafe, in consequence of the frequency of westerly and south-westerly winds to which the bay is exposed, and of the sudden shifting of the wind to these quarters. The tidal stream generally sets towards Cape Enragé lighthouse.

*Cape Enragé Light.*—Cape Enragé is composed of perpendicular rocky cliffs, about 100 feet high, and thickly wooded, excepting in the immediate vicinity of the lighthouse, which stands close to the extremity of the cape. The lighthouse is a square white building from which, at an elevation of 120 feet above high water, is exhibited a fixed white light, which should be visible in clear weather from a distance of 15 miles.

From Cape Enragé, a rocky spur, which dries at low water, extends in a south westerly direction a quarter of a mile.

Chignecto Channel divides the shores of New Brunswick and Nova Scotia at the head of the Bay of Fundy, and leads into Cumberland Basin and the River Petit Coudiac; it is free from off-lying dangers, and even in thick weather the gradual decrease of soundings on either side is sufficiently well defined to insure safe navigation.

At *Cape Enragé* the breadth of the channel is considerably decreased, and the northern shore is deflected more to the northward for a distance of about 10 miles as far as Grindstone Island, to the northward of which the River Shepody flows into the channel, whilst on the southern or Nova Scotian shore the coast continues its general north-easterly trend towards Boss Point at the entrance of Cumberland Basin.

Abreast of Grindstone Island, Cape Marangouin divides the water into two branches, the northern of the two running in that direction towards the mouths of Petit Coudiac and Memramcook Rivers, and the other with a north-easterly trend flowing into Cumberland Basin.

*Horton Flats.*—The shores on either side of Chignecto Channel may be safely approached to half a mile, excepting in the vicinity of Horton Flats, about 7 miles to the north-eastward of Cape Enragé. Between this position and Cape St. Mary, flats extend in a straight line a considerable distance off the high line, which here forms a bay.

*Grindstone Light*—Grindstone Island, nearly half a mile in length, lies on the north-east side of Chignecto Channel, and nearly a mile to the eastward of Cape St. Mary, the southern point of entrance to Shepody River.

The lighthouse of wood, octagonal in form and painted white, stands on the western point of the island, and from an elevation of 60 feet above high water is exhibited a *fixed* white light, which should be visible in clear weather from a distance of 12 miles. The light should not be approached on its western side nearer than four cables.

*Grindstone Shoal*, with 10 feet water, is the shallowest part of a narrow bank of sand and mud, nearly four miles in length, whose north-eastern end is a little south of Grindstone Island, from whence it extends S.W. by W.  $\frac{1}{2}$  W., leaving a navigable channel a mile wide between it and Horton Flats. The shoal spot lies six-tenths of a mile S. by W.  $\frac{1}{4}$  W. from Grindstone Lighthouse, with a passage between; the high line of the south side of Grindstone Island may be approached to a cable's length.

St. Mary Ledge extends off Cape St. Mary three-fourths of a mile N.E. by E.  $\frac{1}{2}$  E., is highest point covers at four hours' flood, and when uncovered may be approached to a cable's length on its south-east side.

*The Coast.*—From Cape Chignecto, the southern shore of Chignecto channel trends about N.E. by N.  $6\frac{1}{2}$  miles to Squally Point, the intervening shore being steep—to and without detached dangers; but from thence, as far as Apple Head Lighthouse, the shore should not be neared within a third of a mile.

*Apple River Light.*—The lighthouse is a square white building, standing on the low northern point of entrance to Apple River, and from an elevation of 40 feet above high water, two horizontal *fixed* white lights are exhibited, 24 feet apart, and during clear weather they should be visible from a distance of 10 miles.

*Tides.*—It is high water at Spicer Cove at 11 h. 35 m.; springs rise 37 feet, neaps  $30\frac{1}{2}$  feet. At Grindstone Island it is high water at 11 h. 47 m.; springs rise 41 feet, neaps  $34\frac{1}{2}$  feet.

From Cape Spencer the flood tides set to the eastward, generally parallel to the shore as far as Grindstone Island, at the average rate of about two knots, the ebb running in a

contrary direction to the westward; several eddies are formed behind the salient points of this coast. In the vicinity of Cape Spencer the tidal stream changes its direction about two hours before high and low water by the shore; but further east, off Quaco Head, this difference is reduced to three-quarters of an hour. Off shore the stream continues to run from a quarter to three-quarters of an hour after the time of high and low water.

Off Cape Spencer, a rip, which is very heavy with westerly winds, is formed on the ebb; it is caused by a strong eddy sweeping round to the bay to the westward of the cape, and impinging on the ebb tide at right angles. A similar rip occurs off Quaco Head, occasioned by the tide sweeping round the bay to the southward, and meeting the main streams of flood and ebb off the lighthouse. Off Grindstone Island the tidal current runs from two to four knots an hour.

*Cape Marangouin* is the southern termination of a promontory dividing the north-eastern arm of the Bay of Fundy into two branches, viz., the River Petit Coudiac to the north, and Cumberland Basin to the east. The Cape attains an elevation of 220 feet, and from it an extensive bank, formed by the debris of the two branches, runs out in a south-westerly direction; the three fathom line being  $1\frac{1}{2}$  miles from the Cape.

*Directions.*—When off Cape Spencer and bound to the eastward, keep close to the Cape if on the ebb, and avoid the tide-rip already described, by passing either inside or outside. From an offing of a mile south of Cape Spencer, an  $E.\frac{1}{2}N.$  course for a distance of 53 miles will place a ship about 2 miles south of Cape Enragé, but care must be taken not to pass within half a mile of the lighthouse when on a N.E. bearing, in order to avoid the rocky ledge which runs off in a S.W. direction.

If bound to Cape Chignecto from an offing about a mile off Cape Spencer, an east course of  $19\frac{1}{2}$  miles should place the vessel on the line of bearing between Quaco Lighthouse and Quaco ledge, distant nearly 5 miles from the latter; from this position Cape Chignecto will bear E. by S,  $\frac{1}{4}$  S., 22 miles, and Cape d'Ore E. by S,  $\frac{2}{3}$  S., 29 miles. Care must be taken to make allowance for the effect of the tides which will modify the above courses.

Temporary anchorage may be obtained in moderate weather along the whole extent of coast between Capes Spencer and St. Mary, but when the winds to which the coast is exposed blow with any force, the anchorage is bad especially in localities where the strength of tide is great. There is an anchorage to the northward of Grindstone Island between it and the mouth of Shepody River, but it is somewhat difficult to approach by a stranger; to enter it from a safe offing off Cape Enragé, steer so as to bring Grindstone Lighthouse N.E. by E,  $\frac{1}{4}$  E. until about a mile distant, when haul a little to the northward, taking care not to shut in Cape Enragé Lighthouse with Cape St. Mary, nor approach Grindstone Island nearer than four cables. When Grindstone Lighthouse bears S.S.E.  $\frac{1}{2}$  E. St. Mary ledge will have been passed, and the vessel may be hauled up for the Shepody Mountain; anchor clear of the shoal ground north of the lighthouse with the latter bearing about S. and Cape St. Mary S.W. by W.; here there will be four fathoms, but the holding ground is not good.

Another anchorage to the N.E. of Grindstone Island, which is frequently used, is in about three fathoms, mud, a short half mile N.E. by E. from the eastern point of the island.

Vessels in moderate weather may anchor anywhere off the mouth of the River Petit-Coudiac, below Folly Point, according to their draught of water, but the best anchorage is between Folly Point and Stone Wharf, which is as high as vessels of any size can lay afloat at low water. Here in about three fathoms, mud, vessels may anchor with Folly Point E.  $\frac{1}{2}$  N. and Indian Church N.  $\frac{1}{3}$  W., but as the tide current runs from three to four knots, there is a disagreeable sea when the wind is against the stream, and if intending to stop longer than a tide, it is necessary to moor, in order to avoid fouling the anchor.

If intending to proceed further up the river, the services of a competent pilot must be obtained, as the direction of the narrow shallow channel is frequently changed. Though there are no regular pilots, men can be procured from Hillsborough who are acquainted with the river.

*River Memra ncook.*—From Folly Point this river takes a N. by E.  $\frac{1}{2}$  E. trend, its western shore being of a moderate elevation and covered with trees, whilst its eastern shore is partially cleared.

There is a small hole with 9 feet water to the south-west of Dorchester Island, but even small vessels should be moored, if intended to remain afloat.

*Cumberland Basin* is the eastern termination of the Chignecto channel, and receives the waters of numerous rivers. It lies on the eastern side of Cape Marangouin, between which and Boss Point the entrance is  $1\frac{1}{2}$  mile across; from this position the channel is straight and navigable for a distance of 8 miles to a little beyond Woody Point on the northern shore; where anchorage may be obtained in the narrow channel in about 4 fathoms. This place, about one-third of a mile off the northern shore, is known as Sackville anchorage, where vessels should moor and their position be selected by means of the lead.

There is also another anchorage to the eastward of Peck Point, on the north shore of the entrance, in about 5 fathoms, mud, with the south east extreme of Cape Marangouin open of Peck Point S. W.  $\frac{3}{4}$  W., and the end of the wharf in Peck Cove W.  $\frac{3}{4}$  N.

Vessels may anchor anywhere between the above places, excepting during strong westerly winds which frequently occur, when the ebb stream, which attains a velocity of 4 or 5 knots an hour, causes a very disagreeable sea. It is advisable to moor at any of the anchorages, especially with southwesterly winds and an ebb stream. Above Sackville anchorage only small vessels can lay afloat at low water, but trading craft lay aground on the mud.

In *Cumberland Basin* there is a profitable shad fishery, which commences in June; the exports are coals from the South Joggins and River Hebert, as well as some agricultural produce and a few small vessels.

*Tides.*—It is high water, full and change in Cumberland Basin at 11h. 55m.; springs rise  $45\frac{1}{4}$  feet, neaps 38 feet. The rise and fall being so great, the velocity of the tide is very great.

*Directions* — In running for Cumberland Basin care must be taken on approaching the entrance to open Minudie Point to the southward of the east tangent of Cape Marangouin, bearing E. N. E. in order to clear Marangouin Shoal, after, passing which a course should be steered so as to pass the east extremity of the Cape and Peck Point not less than an eighth of a mile, to which distance both can safely be approached.

If intending to proceed beyond Peck anchorage, keep the east tangent of Cape Marangouin open of Peak Point, S. W. by W.  $\frac{3}{4}$  W., and with these marks astern a vessel will be kept in the deep water channel to abreast of Minudie Point, after which a more northerly course should be steered in order to avoid the mud bank which dries at low water, and extends to a considerable distance from the southern shore.



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REPORT

OF THE

SECRETARY OF STATE

OF

CANADA,

FOR THE YEAR ENDING THE 30<sup>TH</sup> JUNE, 1872.

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*PRINTED BY ORDER OF PARLIAMENT.*

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OTTAWA :  
PRINTED BY I. B. TAYLOR, 29, 31 & 33 RIDEAU STREET.  
1872.



# REPORT

OF THE

## SECRETARY OF STATE OF CANADA,

FOR THE YEAR ENDING ON THE 30TH JUNE, 1872.

*To His Excellency the Right Honorable Sir FREDERICK TEMPLE, Earl of Dufferin, Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honor to lay before Your Excellency the report of my Department, for the year ending 30th June, 1872.

The number of letters received and sent by the different branches of the Department during the year has been 10,866, divided as follows, viz. :—

Corresponding and Ordnance Lands Branches, and of the liquidation of the Estate of the Bank of Upper Canada.....	7,494
Queen's Printer's Branch.....	2,070
Dominion Lands Branch.....	1,302

In the above statement are not comprised the simple acknowledgements of letters.

The work in the Registry Branch has much increased, consisting for the most part in registration and engrossing. The records show that it has been performed with fidelity and care.

The report of the Ordnance Land Branch includes sales made of lands belonging to the estate of the late Bank of Upper Canada. The report of this branch continues to be very satisfactory. (Appendix A. to this report.)

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Unavoidable delays having retarded sales beyond the close of the fiscal year, 30th June, 1872, I have, for general information, directed that the returns of the sales of the Bank of Upper Canada Estate should be made up to the present date. The manner in which this work has been done, reflects credit on Mr. Gamble and the officers who have had it in charge.

The Queen's Printer's report (marked B., and appended) shows that, in view of the increase of wages and cost of material, the printing services of the year have been creditably performed by the contractor.

The deficit arising out of the difference between the receipts for the *Canada Gazette* and its cost, has been reduced. The cost of the statutes, largely increased by the greater bulk of the volume, by the added cost of the paper and of transportation, is nevertheless, less per sheet than in the previous year, and much less than in 1869, the only year before the present contracts were entered into, when a volume of similar size was issued.

The cost of the Departmental Printing shows a small decrease, as compared with that of the previous year, or a slight increase, if the exceptional cost of census work in 1870-71, is left out of the account.

But this increase was not more, rather less, than was to have been anticipated from the added territory and development of resources and revenues, and consequently of the public business.

The transactions of the Dominion Lands Branch of the Department are restricted to the Province of Manitoba and the North West Territories.

They are brought down to the 31st December, rather than to the end of the fiscal year, because that, at the latter time, one of the principal matters occupying the branch—the surveying operations for that year—had little more than commenced.

As will be seen by reference to the report of the Surveyor General (marked C. appended) the progress for the past season of the surveys in Manitoba and the North West Territory has been good, particularly so when certain adverse circumstances pointed out by him are considered.

The number of Surveyors employed was forty-two, with Mr. Lindsay Russell as Inspector, and Messrs. Milner Hart and A. W. Whitcher as his assistants, in all forty-five, the largest number of surveyors ever engaged in Canada on one service, and with the most satisfactory results as to the quantity and quality of the work they performed.

The necessary working parties for this staff involved a force of about 400 men, with 100 horses and carts for transport service. This gave to many of the newly arriving immigrants a remunerative employment, whilst affording them an opportunity to acquire, in the course of the surveys, a knowledge of the country valuable to them when deciding as to locality in which they would settle.

Of the expenditure in the country for the surveys, the benefit of that for transport would be reaped principally by the native half-breed farmers, who are generally possessed of numbers of horses and carts suitable for prairie travel.

To ensure that these numerous survey parties should incur no loss of time through difficulty of obtaining sufficient and wholesome supplies, large quantities of provisions, consisting of bacon, biscuit, dried fruit, and compressed vegetables were procured, forwarded to Manitoba, and there furnished to surveyors at cost price. This entailed a considerable amount of labour, that, it is considered, may after the present season be dispensed with. In all probability, the progress of business in Manitoba will be such that sufficient supplies may be provided at reasonable cost by private enterprise.

The small map attached shews the townships surveyed and localities explored up to the present time. It also indicates, by a difference of shade explained in its margin, the surveys that it is thought desirable to make during the coming year. They are projected to cover lands known to be particularly suited for immediate settlement; in the first place, on account of their exceeding fertility, and advantages of much better wood supply than the average country in Manitoba; and next, by their favorable situation along the present main highway of traffic westward, and most probable route of the Canadian Pacific Railway.

Reference to this small map, and to the series of descriptive extracts from Surveyors' returns, which form one of the appendices to this report, will, it is deemed, give information useful to the public generally, but more particularly so to intending settlers, enabling them to judge by comparisons of advantage in position, quality of soil, &c., what may be to them the most desirable localities in which to seek a home.

A larger and more detailed map of the season's surveys is in course of preparation. The materials for it are now in the hands of the lithographers. The map of Manitoba, made last year, to illustrate the progress of the surveys to that time, is made available for the present purpose, by having the work that has since been done filled in upon it.

With respect to the general character of the country that has been opened to settlement by the surveys of the year, the returns of these shew that it is on the whole exceedingly favorable for agricultural occupation. The soil met with is of the same extreme richness as that of the lands surveyed last year, whilst the proportion of wooded country to treeless prairie is somewhat greater.

In the north-western section of Manitoba, an exceedingly fine tract of country, partly prairie, partly wooded, and well supplied with water, has been subdivided. This tract, there is good reason to believe, will extend all along the eastern slope of the Riding, Dauphin, and Duck Mountain Range, a distance of 150 miles or more. Besides its capabilities as a farming country, it is, on account of the superior size of its woods, likely to be the principal source of supply of building timber for the adjacent prairies.

The south-western portion of the Province is almost equally favorable for settlement: the growth of wood is not so large as the last mentioned, but it exists in quantities that will yield a fair supply. The soil is rich and abundantly watered.

Between these two last sections of country, and in the vicinity of the River Assiniboine, occurs a less inviting area. Its surface is much broken by sand hills, with intervening marshes; little, if any valuable wood grows upon it, and altogether its character is such that it is not likely to be taken up by settlers until more attractive places in the surrounding country are all occupied. This would make it advisable to leave it for the present unsurveyed, passing rather to better localities beyond.

The middle southerly portion of the Province, west of the Red River and from the International Boundary northward, is nearly a treeless prairie. This occurs in one of the finest areas, as far as richness of soil and evenness of surface are concerned, that there is in the Province. When railways are built, giving facilities for the transport of building material and fuel, this tract will, by its position, its extreme productiveness, and its favorable conditions for employment of all the modern appliances in agricultural machinery, offer great inducements to settlers.

The eastern section of the surveys extends over the country situated along what may be termed the border ground between the eastern woods that extend on the one hand to Labrador and the western prairies, that on the other reach to the Rocky Mountains. It embraces the country extending eastward of the Red River for a distance therefrom, varying from ten to thirty miles, and north and south through nearly the entire breadth, in that direction, of the Province.

With the exception of the marshy lands in the vicinity of Lake Winnipeg, and marshes on the River Seine, the whole of this area may be said to be good land for settlement. It is mixed wood and prairie, interspersed with occasional meadows or marshes, affording a luxurious growth of wild hay; has an abundance of water, and by its proximity to the main eastern woods is certain of a never failing supply of timber and fuel.

Continuing from this last section eastward, the swamps become more frequent; these, though valuable for the spruce and tamarac woods that grow in them, and facilities exist for draining them, would, through necessity of such drainage, make the locality at first undesirable for settlers. This being the case, it is considered unnecessary to prosecute the subdivision in farm lots farther in that direction.

The block outline surveys will, however, be carried over these tracts, because, only by some such survey can the desirable knowledge of the leading topographical features of the country be obtained, and a correct judgment formed as to expediency of a more minute sub-division.

These outlines further serve the purpose in the course of their survey of laying out blocks that can be made available as timber berths.

It has been learned by the explorations referred to in the report of the Surveyor General, and made with a view to ascertaining what localities were so timbered as to supply the growing want in Manitoba of sawn lumber and other building material of like kind, that on the Lake of the Woods, and about the head waters of the

River Roseau, pine can be obtained of a fair quality, and in sufficient quantity to remunerate those who would engage in the enterprise of bringing it to market.

The land transactions in the Province of Manitoba are set forth in the appended report of the Surveyor General.

As the Lands Agent is not prepared to enter settlers for their locations until the surveys have been completed, and he has been furnished with plans thereof, his returns only commenced after the close of the fiscal year, and his transactions quoted by the Surveyor General include the six months period from July to December only.

These are, further, no index to the number of settlers that have gone into the Province during the year: many would settle on lands, for which, for the reasons above, the Agent would be unprepared to enter them. Even though on the ground, their lots might already by the current season's surveys, have had their boundaries duly established, yet not until at the close of the season, the Surveyor's returns had been sent in could plans of the townships be in the Agent's office.

To ensure that in any township, the greatest possible numbers of its settlers should benefit alike by such wood as might occur therein, and to prevent its monopoly by the few first comers, who might take up all the best wooded lands, it was provided, in the Dominion Lands Act, that in townships consisting of partly prairie and partly wood-land, the timbered portions should be divided into wood lots, varying from ten to twenty acres in extent, so as to afford as nearly as circumstances would admit, one such wood lot to each farm of 160 acres.

Had the country been surveyed ere settlement began, these provisions of the Act could have been applied as soon as it was passed. They could not have failed to work well in the carrying out, and would have exactly met one of the first wants of the new settler on prairie land, some certainty as to his source of supply of fuel and fencing material. But at the time of the transfer of the North West Territories to the Dominion, before surveys could have been commenced, the people of the Red River Settlement were cutting large quantities of wood for timber, fencing and fuel, on the wild lands other than their own property. As new settlers taking up prairie locations came in, they followed the existing practice. It was impossible that such irregular procedure could go on without trouble ensuing among the settlers themselves, and the impression arising that the impropriety of general trespass on the public domain was being overlooked by the government. To prevent the lawless appropriation, by a comparatively few individuals, of the choicest timber in the Province, and at the same time to provide for the absolute necessities of the growing population, something had to be done to regulate the cutting of woods without using any arbitrary measures that would tend to check the market supply. The wood-lands involved were yet unsurveyed: it was therefore impossible to apply the system provided by the Act. To meet this emergency, and until the completed surveys of the country would admit of carrying out the terms of the Act, a temporary system of permits, under Order in

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Council was adopted; so arranged as to legalize and regulate all cutting of woods from that of the settlers' fuel for his own wants, up to the supply of logs for the sawmills that furnish lumber to the business centres of the Province.

A small tax is levied in connection with these permits, not so much as a source of revenue as for the recognition of authority, and acknowledgment of benefit conferred that it involves.

This system of permits has, the Surveyor General reports, been cheerfully accepted by all concerned, and is now being successfully carried out.

All of which is respectfully submitted.

J. C. AIKINS,  
*Secretary of State of Canada.*

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,  
OTTAWA, February 28th, 1873.



## APPENDIX A.

To the Hon. J. C. AIKINS,  
Secretary of State of Canada.

SIR,—I have the honor to submit my annual Report on the duties performed in this branch of your Department, and the result for the fiscal year terminating 30th June, 1872.

New sales of scattered Lots in divers portions of the ordnance properties have been made during the past year, realizing.....	\$ 8,167 85
The total receipts for the fiscal year amount to.....	50,466 04
Which may be subdivided as follows :—	
Principal, being price paid up.....	30,265 70
Rent or interest equivalent to rent.....	20,200 34

The correspondence of this Branch during the same period cover 909 folios, comprising reports on subjects submitted, 975 letters sent (apart from letters of form) in answer to 410 received, 111 patents have been prepared, and 156 assignments registered and certified. In the accountant's department, the books kept invite inspection. They are kept with care and neatness. The accounts open are 1300, covering 34 localities in Ontario and Quebec ; see schedule annexed.

Surveys of ordnance property at Kingston, Ont., have been ordered, and are in progress. Sales will be advertised according to practice, and had in the spring.

Also ordnance property at Jones's Fall, on the line of the Rideau navigation, is now being laid off in lots, preparatory to sales in the spring.

I beg leave to call your attention to the fact that the Province of Ontario has retained possession since confederation, and continues to hold extensive buildings (formerly fitted at considerable expense) for the purpose of a Lunatic Asylum, and 50 acres of land, at Amherstburg.

Also extensive and costly buildings at Penetanguishene, and about 200 acres of ordnance land employed for the purpose of a Juvenile Reformatory, for which no compensation has been made nor price offered.

I take also advantage of this occasion to remind you that the Parliament and Departmental Buildings at Ottawa occupy 32 acres of ordnance property, and that the property known as the "Major's Hill," on the eastern side of the Rideau Canal, containing in superficies 39 acres 1 rood 39 perches, has also been appropriated by the Department of Public Works for the public use of the Dominion. At the present value of land in Ottawa, these properties would be worth at least \$550,000.

It is satisfactory to observe that these ordnance properties, which previous to the transfer to Canada in 1856, did not produce \$15,000—did not indeed defray the expense of management—have produced every year since, a large and increasing income, while the expense is not one half of the annual cost to our predecessors.

The following statement of annual receipts from 5th November, 1856, to 31st December, 1872, show the amounts received, and the annual income :—

5th November, 1856, to 31st December, 1857.....	\$21,822 93
do 1858.....	15,127 50
do 1859.....	32,213 68
do 1860.....	26,210 49
do 1861.....	23,101 58
do 1862.....	22,181 61
do 1863.....	19,758 47
do 1864.....	28,311 29

30th June, 1865.....	13,536 48
do 1866.....	32,356 48
do 1867.....	45,981 85
do 1868.....	44,645 48
do 1869.....	48,219 22
do 1870.....	73,845 40
do 1871.....	69,505 00
do 1872.....	50,466 04
31st December, 1872.....	22,221 83

\$589,505 33

Which, added to the sum of above \$175,000, now due and payable in Montreal and elsewhere, will, before the end of the present fiscal year, raise the general receipts of this Branch to a total of above \$760,000.

The Departmental details of the management of the properties of the late Bank of Upper Canada, having been undertaken by this Branch, I have the honor to report that at the close of the last fiscal year the amount received from lands sold, belonging to the said estate, was \$66,678.12.

Since that period, up to the 25th December, 1872, sales of land appertaining to the said estates were made, producing \$1,204.45.

After some delay, incident to the necessity of long and laborious searches in proof of titles, since the commencement of the present year, extensive sales have been made of the lands of the Bank of Upper Canada estates by public auction.

In the County of Frontenac, in the Townships of Bedford, Kingston, Town of Adolphustown, City of Kingston.

County of Hastings, Township of Marmora, Village of Trenton.

County of Lanark, Township of Montague.

County of Peterborough, Town of Peterborough, Townships of Douro, Dummer, Belmont, Monahan.

County of Victoria, Township of Verulam, Town of Lindsay.

County of Durham, Town of Port Hope, Townships of Cavan and Cramahe.

County of Grey, Townships of Sullivan, Bentinck, Melancthon, Euphrasia, Artemesia, Keppel.

County of Simcoe, Townships of Nottawasaga, Oro, Tay, West Gwillimbury, Medonte, Tosorontio.

County of Ontario, Township of Uxbridge.

County of Wellington, Township of Luther.

County of Perth, Town of Stratford.

County of Lambton, Townships of Plympton, Moore, Dawn, Sombra.

County of Kent, Township of Dover East.

County of Brant, Township of Brantford, Town of Brantford.

County of Welland, Town of Clifton, Village of Allanborough, Township of Niagara, Village of Chippewa.

County of Bruce, Township of Saugeen.

With the following results:—

The lands in Kingston, Peterboro, Lindsay, Port Hope, Toronto, Stratford, Sarnia, Brantford, Clifton, Chippewa and Walkerton have been sold for the sum of \$46,357.25, leaving many other properties still unsold—which will be brought to sale at an early date. The whole amount therefore received, or in course of receipt, by this Department, from sales of Lands belonging to the Estates of the late Bank of Upper Canada, to present date, will be \$114,239.82.

I have the honor to be, Sir,

Your most obedient servant,

(Signed),

WILLIAM F. COFFIN,  
Ordinance Lands' Agent.

DEPARTMENT OF THE SECRETARY OF STATE.

ORDNANCE LANDS BRANCH. LIST OF ACCOUNTS OPEN.

Locality.	No.	Locality.	No.
Ottawa, City.....	738	<i>Brought forward.....</i>	931
		Montreal.....	1
		St. John's.....	2
		Chambly.....	34
		Coteau-du-Lac.....	7
		Cornwall.....	2
		Prescott.....	32
		Kingston, City.....	10
		Toronto.....	90
		Burlington Heights.....	19
		Clifton.....	1
		Niagara.....	1
		Stamford.....	1
		Fort Erie.....	106
		London.....	1
		Amherstburg.....	6
		Windsor.....	1
		Scania (Point Edward).....	1
		Nottawasaga.....	1
		Penetanguishene.....	53
		<i>Carried forward.....</i>	931
		<i>Total.....</i>	1300

Ottawa, March 5th, 1873.

## APPENDIX B.

To the Honcrable JAMES COX AIKINS,  
Secretary of State of Canada, &c., &c., &c.

SIR,—I have the honor to report that, considering the constant and very considerable rise of wages and prices of material and living, and the consequent disturbance of the labour market, and of calculations upon which tenders must have been based for contracts entered into several years ago, the printing and binding of the Departments have been performed, during the last fiscal year, in a manner very creditable to the Contractor.

### THE CANADA GAZETTE.

The cost of the Canada Gazette during the year ending, 30th June last, was,—

SERVICE.	Amount.
For paper (207 reams, 19 quires, 5 sheets Quad. Cap.).....	\$ cts. 708 92
„ Printing and distribution.....	1,794 69
	2,503 61

The Revenue was,—

SOURCE OF REVENUE.	Amount.	Total Amount.
From Subscriptions.....	\$ cts. 192 90	\$ cts.
“ Advertisements.....	639 09	
“ Casual Sales.....	11 80	843 79
Leaving a deficit of.....		1,659 82

against a deficit of \$1,989.15 last year, or \$329.33 less.

There has been a falling off in the receipt for subscriptions—due, however, for the most part to the fact that a considerable proportion of the receipts for 1870-71 was for arrears, while none remained to be collected during the last fiscal year. The number of subscribers at the end of the fiscal year was but 54; a few have been added during the last six months.

There has been an increase in the amount received for advertising, due entirely to the unusual amount of Private Bill legislation during the last Session, and confined to the two or three months immediately preceding the Session of Parliament. On the other hand, during the month of September, 1871, the total amount received amounted to less than \$16, and during the month of May, 1872, to less than \$12.

## THE STATUTES.

The number of copies of the Statutes of the Session of 1872 printed, was 22,000, viz : 17,500 in English and 4,500 in French.

The cost was nearly as follows :—

SERVICE.	Amount.
* For paper, 1,964 reams, 1 quire, 5 sheets .....	\$    cts. 6,280 75
,, Printing .....	1,622 50
,, Binding (about) .....	3,043 27
+ ,, Distribution ( ,, ) .....	1,148 00
	12,094 52

(The last two items are only approximate, the accounts not having been finally closed.)

The cost of these Statutes was very much swollen by the printing, in the volume, of a considerable number of Imperial Acts—none having been published during the two previous years—together with Orders in Council respecting Manitoba and British Columbia and the Treaty of Washington. These made 126 pages of the 666 in the English edition. The unusual number of Private Bills passed, has also swollen the volume very much. These Private Acts fill 355 pages of the 540 of Canadian legislation printed in the volume.

In view of this fact, it becomes a question worthy of consideration whether it would not be well here, as in Great Britain, to bind up a comparatively small number of the Statutes at large, furnishing only the Public General Statutes for general distribution, and printing Private Acts upon separate sheets, leaving them unbound. The distribution, by tens of thousands of copies, of this great mass of Private Bill legislation,—for the most part entirely useless and uninteresting to the official persons receiving it—entails a considerable cost, which might, it would seem, be saved.

The average actual cost per volume was, it will be seen, about fifty-five cents. In the English edition there were nearly forty-two sheets, and in the French edition forty-five, per volume. If we take forty-three sheets as an average, the cost was less than  $1\frac{1}{2}$  cent per sheet, as compared with  $2\frac{1}{2}$  cents per sheet paid for the Statutes of 1869, at which rate the Statutes of this year would have cost about \$26,500. The cost per sheet last year was about two cents: at that rate the cost of this edition would have been about \$19,000.

During the year the contract for binding the Statutes, heretofore held by Messrs. Hunter, Rose & Co., was, with the assent of His Excellency the Governor General in Council, transferred to Mr. A. Mortimer, of this city, at the same prices.

## DEPARTMENTAL PRINTING, BINDING &amp;c.

As will be seen by the annexed tables, the cost of the Departmental Printing, Binding &c., was less during the year 1871-72 than in the previous fiscal year, by \$1,455.82, amounting to \$36,432.24 as compared with \$37,888.06 in 1870-71. But the difference in the cost of the Census work, which so much increased the total in 1870-71, accounts for more than the apparent reduction now. In that year it cost \$5,657.04, while last year it only amounted to \$547.06. If these two items are deducted from the two years, an

\*The cost of paper at former rates would have been less by more than \$400.

† NOTE—This does not include the charges on the parcels sent to Manitoba or British Columbia, or those beyond Portland, on the copies sent to New Brunswick and Nova Scotia. The express charges so far as ascertained, are \$624.16 against \$392.76 last year, the increase being due to the greater bulk and weight of the volume.

increase is shewn in the last fiscal year over 1870-71 of \$3,653.16. The increase over the year ending October, 1870, was \$8,205.52—certainly a not surprising amount, considering the increased territory and population of the country, the increase of public business transacted, and of revenue collected. And it should be added, as stated in my first report, that by no means the whole of the public printing was in that year (1869-70) done by the contractor, or accounted for through this office.

A table is appended shewing the cost of printing &c., for six months just ended, amounting to \$16,841.38, of which \$273.38 was on Census account. This is less than the total for the same months in 1871.

The number of requisitions issued during the last year was 1957, or 109 less than in 1870-71. But this has been owing to the larger orders given at one time, not to diminished work; for the number of jobs executed under those requisitions, amounted to 3,630 or 348 more than in the previous year. The audit of the accounts for this work involved the examination and checking of over 20,000 items. The proportions of forms &c., and of books, &c., are much the same as last year, being between 5,000,000 and 6,000,000 of the one, and about 70,000 of the other.

#### PRINTING PAPER.

The ordinary printing paper for the work executed through this office was, for the most part, furnished by it during the year. Its cost has been \$2,001.81 against \$3,558.91, in 1870-1. In this case also, the difference in favour of last year is much more than accounted for by the difference in the work done for the Census.

Mr. Cotton, the contractor for the supply of printing paper, finding it impracticable to fulfil his contract to the satisfaction of the Government at the prices for which he tendered, asked to be relieved of his undertaking. A great deal of difficulty having arisen respecting the supply of paper, permission to withdraw from his contract was given to him in June last, by His Excellency the Governor General in Council.

Tenders were forthwith asked for, from the principal paper-makers in Canada, and a new contract thereupon entered into with Messrs. Barber Bros. of Georgetown, Ontario, who sent in the lowest tenders, at the following rates, viz:—

For No. 1	Royal,	500 sheets per ream, weighing 26 lbs. . . .	\$3.22
„	1. Double Royal	„ „ „ 52 „ . . . .	6.44
„	1. „ Demy	„ „ „ 50 „ . . . .	6.18
„	2. Qd. Cap	„ „ „ 32 „ . . . .	3.63

The whole respectfully submitted.

B. CHAMBERLIN,

*Queen's Printer.*

Ottawa, 31st December, 1872.

Subjoined are the tables referred to in the above report.

B. C

Cost of Departmental Printing, &c., by Departments, for the years ending 30th June, 1871, and 30th June, 1872.

DEPARTMENT.	—	Year ending 30th June, 1871.	—	Year ending 30th June, 1872.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Agriculture .....	876 93	6,333 97	1,067 36	1,614 42
"    Census .....	5,657 04	4 01	547 06	8 38
Civil Service Board .....		353 04		21 99
*Clerk Crown in Chancery .....		3,677 09		4,037 70
Customs .....	1,034 74		1,827 58	
"    Audit .....	490 68		561 72	
"    Treasury Board .....	99 79		54 58	
"    Contingencies .....			3 33	
"    Marriage Licence Fund .....	23 43	1,648 64	48 12	
"    Stationery Office .....		345 46	100 70	2,596 03
Governor General's Secretary .....		86 74		46 45
Inland Revenue .....		5,137 35		3,629 88
*Intercolonial Railway .....		392 08	99 71	
"    Engineer's Branch .....			54 13	153 84
Justice .....		240 43		390 12
Marine and Fisheries .....		1,054 58		695 14
Militia .....		1,221 05		1,661 56
Post Office .....	12,862 43		16,016 16	
"    Savings Bank .....	980 84	13,843 27	1,236 31	17,252 47
Privy Council .....		189 47		143 18
Public Works .....		720 92	1,055 53	
"    Pacific Railway .....		7 19	10 28	1,065 81
Receiver General .....		595 38		289 45
Secretary of State of Canada .....	172 57		153 79	
"    Dominion Lands .....	477 92		703 64	
"    Ordinance Lands .....	21 61		15 77	
"    Registrar's Branch .....	40 35	712 45	62 17	
"    Bank of Upper Canada .....		3 30	0 60	
"    Queen's Printer .....		117 52	176 34	1,112 31
Secretary of State for Provinces .....	59 35		637 53	
"    Indian Lands .....	60 00	119 35	129 02	766 55
		36,803 29		35,485 28
CONFIDENTIAL.				
Finance .....		417 23	376 62	
"    Audit .....			282 44	659 06
Marine and Fisheries .....		550 60		2 25
Privy Council .....		116 94		
Militia and Defence .....				11 20
Secretary of State, Dominion Lands .....				15 07
"    for Provinces, Indian Lands .....				28 32
"    Total Confidential .....		1,084 77		715 90
PAID BY WARRANTS.				
Justice, against vote for Assimilation of Laws .....			77 03	
Miscellaneous, for Bills in preparation for Ministry .....			154 03	
"    Total paid by Warrants .....				231 06

\* Paid by Departments directly.

AMOUNTS paid to Clerk of Parliamentary Committee on Printing, for copies of Departmental Reports, paid during year ending June 30th, 1872.

Agriculture.....	211 50	
Customs.....	234 45	
Finance.....	396 12	
Inland Revenue.....	118 87	
Marine and Fisheries.....	562 24	
Militia and Defence.....	1,450 99	
Post Office.....	163 70	
Public Works.....	205 33	
Secretary of State of Canada.....	6 75	
"    for Provinces.....	6 95	
<b>Total for Departmental Reports .....</b>		<b>3,356 90</b>

COST of Departmental Printing, &c., by months, for the years ending 30th June 1871, and 30th June, 1872.

MONTH.	Year.	Year ending	Year.	Year ending
		30th June, 1871.		30th June, 1872.
		\$ cts.		\$ cts.
July .....	1870	2,696 32	1871	3,537 23
August .....	"	1,859 56	"	2,891 94
September .....	"	2,347 03	"	5,022 26
October .....	"	5,448 04	"	2,124 40
November .....	"	1,554 97	"	1,605 06
December .....	"	2,329 08	"	2,500 72
January .....	1871	2,608 89	1872	3,210 98
February .....	"	3,777 79	"	3,290 29
March .....	"	4,382 65	"	2,856 95
April .....	"	3,198 29	"	2,290 52
May .....	"	2,698 75	"	3,530 12
June .....	"	3,901 92	"	2,624 81
		<b>36,803 29</b>		<b>35,485 28</b>
<b>CONFIDENTIAL.</b>				
September.....	1870	13 89		
October.....	"	5 10		
November.....	"	10 03		
December.....	"	657 60		
January.....	1871	72 72		
March.....	"	325 43	1872	28 32
April.....	"		"	592 49
May.....	"		"	95 09
		<b>1,084 77</b>		<b>715 90</b>
<b>BY WARRANTS.</b>				
August.....			1871	77 03
June.....			1872	154 03
		<b>37,888 06</b>		<b>231 06</b>
				<b>36,432 24</b>



## RECAPITULATION.

TO WHOM PAID.	For year ending 30th June, 1872.		
	\$	cts.	\$ cts.
Amounts paid to Contractor, through Clerk of Contingencies :—			
For ordinary work .....	35,308	85	
For confidential work .....		715 90	
Amounts paid to Contractor by Departments .....	176	43	
"                    "    Warrant or from special vote .....		231 06	
Amount paid to Parliamentary Clerk of Printing for Departmental Reports .....			36,432 24
			3,356 90
Total payments .....			39,789 14

Cost of Departmental Printing, &c., by months, for six months ending  
31st December, 1872.

MONTH.	Total.		Census.	—
	\$	cts.	\$ cts.	\$ cts.
July .....	2,983	31	47	24
August .....	3,541	74		
September .....	2,832	97	5	60
October .....	2,538	45	53	61
November .....	3,229	69	112	77
December .....	1,715	22	54	16
	16,841	38	273	38
Total Ordinary .....				16,568 00
"    Census .....				273 38
Total .....				16,841 38

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## APPENDIX C.

DEPARTMENT OF STATE OF CANADA,  
DOMINION LANDS OFFICE,

OTTAWA, 1st March, 1873.

SIR,—I have the honor to report to you on the business of the branch under my charge during the year.

### SURVEYS.

Although a very large portion of the Province of Manitoba has been, during the past season, subdivided into townships and sections; much more "1" & "2." would have been accomplished, but for the fact that the spring floods left many townships in a state which rendered it impossible to proceed with their survey till quite late in the season. The same cause interfered with the prosecution of several of the block surveys.

Notwithstanding this drawback,—to which may be added considerable difficulty in obtaining, in some parts of the country, the necessary facilities of transport, in consequence of the great demand on this head from the requirements of the survey, increased by the stimulus to business generally caused by immigration to the country,—it will be seen that 178 townships have been subdivided during the past season, opening to settlement an extent equal to 3,552,771 acres, not including the quarter sections along those of their block outlines which were posted last year.

The survey of the settled portions of the Province have progressed satisfactorily, although in their nature necessarily involving much time to effect.

It will be remembered that the settlements in the Province at the time of the transfer, were, with one or two exceptions, confined to the banks of the Red and Assiniboine rivers, where the people were found to occupy the land in lots, varying from one and a-half to twenty chains in width, and extending back an average depth of two miles.

The survey of these portions of the Province is now nearly closed, with the exception of marking the rear lines in some of the portions of the Red River above Fort Garry, in which district some interruption to the work was caused by the death of Mr. D'Auteuil, Deputy Surveyor, the gentleman to whom the same had been entrusted. The portions so left, however, will be finished as soon as the coming spring will permit of posts being driven.

In the meantime, the line of settlement on the river in the parishes in question has been accurately surveyed, and the projection of the rear lines has been laid down with sufficient accuracy to permit of the allotment of the adjoining Half Breed Townships.

The several isolated settlements of "Point des Chênes" or Parish of Ste. Anne, of Manitoba Lake, or "St. Laurent," and of "Oak Point," Manitoba, in all of which the lands are occupied with the same narrow fronts and two miles deep, have also been surveyed, and the working maps completed.

The condition of the settlement surveys generally, justifies me in expressing the hope that the Department will soon be able to issue the patents for this class of holdings.

The request of the Chief Commissioner of the Hudson Bay Company to have surveys of the blocks around the posts of the Company, reserved under the deed of surrender, effected by the Surveyor General of Dominion Lands, (the Company paying the expenses,) having been complied with, your instructions in relation thereto, have been

carried out. The reserves alluded to are at certain posts of the Company, distributed throughout the North West Territory, and their survey will afford facilities to acquire information respecting the climate and resources of many parts of the country, in regard to which little is as yet publicly known.

The attention of the gentleman to whom the work has been entrusted, Mr. W. S. Gore, P.L.S., has been directed specially to the acquiring of all such information obtainable at the posts visited, and his report will doubtless be a valuable one. The surveys will probably occupy Mr. Gore for two years.

#### INSPECTION OF SURVEYS.

The number of surveys in Manitoba, contract and otherwise, undertaken during the past season, having rendered it absolutely necessary that Mr. Russell should receive assistance, the appointment of Messrs. Milner Hart, of St. Marys, Ontario, and A. H. Whitcher, of Sherbrooke, Quebec, as Assistant Inspectors, has provided the means of exercising a strict supervision over the surveys by gentlemen in whose ability and integrity implicit confidence may be placed. These appointments became the more needed, owing to circumstances having rendered it necessary to make Mr. Russell's services as an Astronomer available, in connection with fixing the longitude of certain points affecting important boundaries within the Dominion.

An abstract from the report of the Inspector of Surveys, accompanied by a series of descriptive extracts from the report of Deputy Surveyors, is appended hereto, numbered six.

#### EXPLORATIONS.

Certain of these have been conducted during the past season, with a view to ascertain the timber supply, and obtain information by which to judge of the fitness for settlement of the tracts explored, and consequently whether it would be desirable to extend the regular survey to these localities.

In addition to the details of explorations afforded by the schedule, a reconnaissance Schedule "3." of the Pine Lands along the forty-ninth parallel, as lately surveyed, east of Pembina, and also an examination of a tract said to contain spruce timber, in the vicinity of the source of the River Seine, are now being proceeded with.

As regards the future lumber supply of the Province, it will be seen by reference to the schedule, that the same must be looked for principally in the forests bounding on the east, the settlements in the Red River Valley, and in the region lying between this Province and Lake Superior.

As settlements extend along the line of Pacific Railway, northwesterly, the supply will be obtained from spruce forests, which exist in the "Duck and Dauphin" Mountains, and in the vicinity of the Saskatchewan.

#### BUILDING TIMBER AND FUEL REGULATIONS.

In compliance with your instructions, measures have been adopted to prevent the wanton destruction of timber and wood in the Province, and at the same time to provide legitimate means by which settlers on prairie lands can obtain a supply for their own use, within certain limits, free of tax.

The regulations adopted under Order in Council, provide as well for the issue of special permits to parties who may wish to furnish building timber or fuel, on payment of a small tax, for supplying people in towns and villages, the object sought, being not to create a revenue from this source, but, in controlling the cutting of timber and fuel for market, to cause as little waste as possible.

It is gratifying to know that the above measures have been recognised as necessary, and have been cheerfully concurred in by all classes in the Province.

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 WATER SUPPLY.

So far the progress of settlement in the Province has been along the immediate banks of the principal rivers and lakes. The desirable lands so situated, will, however be gradually taken up, and people will be forced to settle outside on the prairies.

There are vast tracts of prairie land, the soil of which is known to be excellent and having timber within a reasonable distance, but, so far as known, without running waters. It is suggested that settlements in many of these localities might be stimulated were it shewn that water can be had at a reasonable expense by digging or boring. It might be in the interests of the country to take steps to ascertain this.

Wherever it was evident that water was readily obtained by digging, such lands would be speedily taken up, and in the few places where it is possible that to obtain water in this manner might involve more cost than would be within the means of settlers; it might be desirable that the government should cause to be made a certain number of wells in such locality, placing the same at the intersections of main roads, in this manner they might be made to serve the wants of many families on the adjoining quarter sections. Even were the cost of such wells assessed on and added to the price of the lands benefited by them, it is likely that settlers would consider the very slight increase in cost per acre as more than counterbalanced by the advantage conferred.

## DOMINION LANDS.

The Lands Act passed during the last session has so far worked well and gives every satisfaction.

The facilities of access to Manitoba have not hitherto, been such as to afford much encouragement to immigration. During the coming year however, the improvements on the Dawson Route and the probable completion of the Northern Pacific Railway to Pembina will greatly contribute to the comfort of families seeking a home in Manitoba as well as enable them to take in their stock, furniture, &c.

Under all the circumstances quite as much business has been done in the Land Office as could have been expected. The result already has been that a number of thriving settlements such as Springfield, North East from Fort Garry, ten miles; Victoria, Northwesterly from Fort Garry twenty two miles, and the "Third Crossing," of the White Mud River, Northwesterly from Prairie Portage some forty miles, have been founded during the past season.

The returns of the Dominion Lands Agent at Winnipeg shew that the transactions in lands have been as follows:

ACRES.	
Sales.....	23,200 at \$1.00 per acre.
Homestead Entries.....	97,760 at \$10 fee for each entry.
Military Bounty Entries....	33,440.
Total.....	154,400.

The allotment of the fourteen hundred thousand (1,400,000) acres set apart under the Manitoba Act, for Half Breeds is now on the point of being commenced. Pursuant to late instructions which I have had the honor to receive from you, every possible means is being used to hasten the preparation of plans and other data giving the necessary information to enable His Honor the Lieutenant Governor to proceed with the allotment.

There is every prospect that during the coming year not only this allotment but all other land claims created or provided for under the Manitoba Act will be settled and finally disposed of.

Until all these claims are definitely arranged there may be more or less anxiety in the minds of those interested, fearful that immigrants and others in taking up lands may interfere with the rights they claim ; but with those sources of irritation removed, and with the opening of railway communication with Manitoba, it is safe to say that a splendid future, awaits the Prairie Province.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

J. S. DENNIS,  
Surveyor General.



SCHEDULE (No. 2.) showing Contract Surveys.

No.	Name.	Residence.	Character of Survey.	Extent.	Completed.	Remarks.
1	Walter Beatty.....	Delta, O.....	Block.....	535 miles.	Mls. cha. 532 76	Includes block work by W. D. Beatty. Accepted as completed.
2	A. C. Webb.....	Brighton, O., ..	do .....	340 do	344 27	Accepted as completed.
3	Jos. Doupe.....	Angus, O.....	do .....	340 do	241 64	To be completed in 1873.
4	John Johnston.....	Hull, Q.....	do .....	303 do	234 35	69 miles to be completed.
5	L. Kennedy.....	Toronto, O.....	do .....	303 do	226 76	To be completed in 1873.
6	John McLatchie.....	Templeton, Q.....	do .....	400 do	140 40	Includes remainder of Mr. Hart's contract. To be completed in 1873.
7	Edgar Bray.....	Oakville, O.....	do .....	400 do	93 58	To be completed in 1873.
8	A. L. Russell.....	Ottawa, O.....	do .....	400 do	48 72	Transferred to International boundary survey.
9	J. L. Reid.....	Bowmanville, O.....	do .....	400 do	84 44	To be completed in 1873.
10	Chas. Bouchette.....	Montreal, Q.....	Subdivision.....	5 townships.	336 15	Accepted as completed.
11	Geo. A. Bayne.....	Pictou, N.S.....	do .....	4 do	189 22	do
12	W. & D. Beatty.....	Delta, O.....	do .....	26 do	1,748 14	do
13	Wm. Burke.....	Coburg, O.....	do .....	6 do	403 34	do
14	Thos. Cheeseman.....	Mitchell, O.....	do .....	6 do	354 42	do
15	T. W. Cooper.....	Guelph, O.....	do .....	4 do	268 76	do
16	D. S. Campbell.....	Mitchell, O.....	do .....	4 do	67 19	Abandoned his contract.
17	E. C. Caddy.....	Coburg, O.....	do .....	7 do	385 07	Accepted as completed.
18	C. F. Chapman.....	Prescott, O.....	do .....	4 do	194 46	do
19	O. B. Davidson.....	Amherst, N.S.....	do .....	4 do	268 76	do
20	John Johnston.....	Hull, Q.....	do .....	1 do	67 19	do
21	John Grant.....	Winnipeg, M.....	do .....	6 do	403 34	do
22	Herman & Bolton.....	Listowel, O.....	do .....	9 do	591 24	do
23	Henry Lawe.....	Dunnville, O.....	do .....	4 do	288 76	do
24	H. LeBer.....	St. Wincelias, Q.....	do .....	4 do	288 76	do
25	Chas. LeBer.....	Montreal, Q.....	do .....	4 do	268 76	do
26	A. W. Lippe.....	Acton, Q.....	do .....	4 do	234 09	do
27	F. A. Martin.....	Bic, Q.....	do .....	4 do	103 73	To be completed in 1873.
28	John Morris.....	Perth, O.....	do .....	5 do	336 15	Accepted as completed.
29	S. O. McGuin.....	Loughboro', O.....	do .....	4 do	263 76	do
30	Jas. McArthur.....	Aylmer, Q.....	do .....	4 do	268 76	do
31	J. McLatchie.....	Templeton, Q.....	do .....	8 do	537 72	do
32	John Neilson.....	Quebec, Q.....	do .....	4 do	.....	Survey not proceeded with, on account of the swamps being covered with water.

SCHEDULE (No. 2.) showing Contract Surveys.

No.	Name.	Residences.	Character of Survey.	Extent.	Completed.	Remarks.
33	J. McG. Otty .....	St. John, N.B. ....	do	4 do	Mls. chs. 268 76	Accepted as completed.
34	Wm. Otty .....	do	do	4 do	268 76	do
35	J. B. Richard .....	Wotton, Q. ....	do	7 do	404 36	do
36	F. H. Lynch Staunton .....	Dundas, O. ....	do	4 do	223 09	do
37	David Sadler .....	Dalhousie, N.B. ....	do	5 do	336 15	do
38	A. H. Vaughan .....	Bury, Q. ....	do	4 do	154 68	To be completed in 1873.
39	Wm. Wagner .....	Toronto, O. ....	do	10 do	515 39	Accepted as completed.
40	Jas. Warren .....	Acton, O. ....	do	6 do	313 20	do
41	J. A. Snow .....	Hull, Q. ....	do	12 do	709 68	do
42	C. F. Brown .....	Fredricton, N.B. ....	do	4 do	187 36	do
43	L. Kennedy .....	Toronto, O. ....	do	3 do	201 57	do
44	E. Bray .....	Oakville, O. ....	do	2 do	134 38	do



## SCHEDULE (No. 3,) showing Exploration Surveys.

No.	Name of Explorer.	Region Examined.	Character of Country or Timber, as reported.
1	G. C. Rainboth, Aylmer, Q. ....	East shore of Lake Winnipeg, including rivers as far north as Berens' River .....	Worthless for farming purposes, but signs of iron and other minerals observed. Timber small and scarce, worth little or nothing for manufacturing into lumber.
2	H. Svenkerud, Ottawa, O. ....	Lake of the Woods and Lake Roseaux .....	Some good timber on certain islands in the Lake of the Woods. A few inconsiderable groves also in the vicinity of Lake Roseaux. The same thought to be in the United States territory. Country generally unfit for farming purposes.
3	M. Harris, Thunder Bay	Duck Mountains, Dauphin Lake, and west shore of Lake Manitoba, south of Manitoba House .....	Townships 15, 16, 17, 18, and 19, in ranges 15 to 22 west, possess a good supply of spruce and poplar timber, good size. Should be set apart as timber limits. Timber could be floated down the Little Saskatchewan. Fair supply of oak and poplar on west shore of Lake Manitoba, for all settlement on that coast, but not to send away. Soil, as a rule, is sandy loam.
4	G. F. Newcomb, King's County, N.S. ....	West shore of Lake Winnipeg, including islands and rivers, as far north as Straits .....	Pretty well timbered—poplar and spruce 10 to 20 inches diameter—in patches at points on west shore; also on certain islands in the lake, notably among the latter on Great Black Island; nowhere however, of much size, and more poplar than anything else. Poor farming country.
5	J. Dennis, Weston, O. ...	Country on Broken Head River, and towards the foot of the Lake of the Woods .....	A great deal of spruce timber, 8 to 10 inches in diameter (interspersed with poplar), scattered through the country, much of which is suitable to cut up, but expensive to manufacture, from being small. Better timber further east. Soil sandy and gravelly loam, with rocky ridges.

## SCHEDULE of Rates.

Character of Survey.	1st Class.	2nd Class.	3rd Class.
		Open Prairie.	Poplar Woods.
	Per mile.	Per mile.	Per mile.
Block Surveys .....	\$9 00	\$15 00	\$25 00
Subdivision Block Surveys .....	7 00	11 00	18 00

For measuring and marking the section and quarter section corners on one limit of the road allowance on a correction line, the other limit having been previously run and marked, the uniform rate of eight dollars per mile shall be paid.

It being further understood that stationary lines in traversing shores of lakes or navigable rivers, as own in field notes, shall be paid for according to the above schedule.

SCHEDULE showing Settlement Surveys.

No.	Name.	Residence.	Parishes or parts of Parishes covered by Survey, and Extent.		Pay and Allowances of Surveyors.				Remarks.	
			Locality.	Square Miles.	Daily rate for professional services.	Allowance for men - actual disbursements according to sworn pay list.	Ration allowance per day for himself and men.	Transport & camp equipment - actual disbursements.		
1	Duncan Sinclair	Winnipeg, Ma.	St. James, Parish of St. Charles, St. John, Kilodonan, St. Paul, St. Boniface, St. Vital and St. Norbert	78	5 00	.....	.....	0 60	.....	Rear lines posted, and maps for registration being prepared.
2	G. McPhillips	Seaforth, O.	St. Charles, Headingly, St. Anne's and St. François Xavier	114	5 00	.....	.....	0 60	.....	do do
3	M. McFadden	Newry, O.	St. Paul in Bay, Peplar Point, High Bluff, and Prairie Portage	152	5 00	.....	.....	0 60	.....	do do
4	A. H. Vaughan	Bury, Q.	St. Andrews, St. Clements, and St. Peters	72	5 00	.....	.....	0 60	.....	do do
5	T. A. Martin	Bic, Q.	St. Agathe	130	5 00	.....	.....	0 60	.....	do do

## EXTRACT FROM REPORT OF THE INSPECTOR OF SURVEYS.

"The accompanying map, on a scale of twenty-five miles to the inch has been prepared to illustrate the season's surveys and as a reference, in connection with the descriptive extracts from surveyors reports appended hereto. The latter are not quite complete, as at the present time the returns of several of the surveys have not yet been received; as soon as they come in similar extracts from them will be made and submitted to supply the omissions in the present list.

"I would respectfully beg permission to make some suggestions relating to the future prosecution of the surveys, particularly those of the block outlines, and in connection with the following questions. The gentlemen in charge of these have, almost without exception, represented to me the difficulty of carrying out these surveys under contracts at previously stipulated prices per mile, and plead that the method of paying for the surveys most likely to be fair, alike to the Government and to the surveyor employed, is that of daily pay and allowances for actual disbursements.

"They reason as follows:—The contract system suited well the conditions of character of country and facilities for transport that existed at the outset of most of the block surveys, and in anticipation of which conditions the prices allowed were fixed; but the country to be surveyed proved not to be nearly as uniform in character as was expected. Much less of it than had been estimated was found to be open prairie. Obstacles to progress, in the shape of extensive marshes, thick woods, windfalls, &c., occurred, presenting varying degrees of difficulty and delay, to arrange prices corresponding to the different shades of which would be impracticable. Some surveyors who were fortunate enough to fall in good country realized fair remuneration from their contracts, but the majority would not, unless some consideration beyond the terms of their contract were allowed for special difficulties encountered. This might at first sight seem simple to remedy, by allowing higher rates per mile for lines run in certain kinds of country; but the difficulty of so doing justly by both parties to the contract, lay in the impossibility of estimating beforehand for an unknown tract of country to what extent obstacles to survey existed, and precisely what increase of cost they entailed. Only by fixing a rate per mile so high as to be more than work of average difficulty would be worth, could it be ensured to the surveyor that he would in all cases make his fair daily pay. An average price, though fair to the surveyors as a body, might prove exceedingly unjust to the individual. And the cases of the block and the subdivision surveyors were widely different. The former, besides being the pioneer of the latter, extend over distances in some cases reaching a hundred miles and more, with consequent vicissitudes in the survey of the line and transport of supplies that the varying character of the country traversed would produce. For example, one surveyor in the course of his season's work had to cut thirty miles of road through the woods to enable his carts to follow him with his supplies. Another, not very remote from him, worked all summer on open plain where his horses hardly ever required to deviate from the line he was running. Where, in the matter of transport, delay had cost the first surveyor weeks of his whole party's pay and food, they had not cost the second an hour. The contract price to each of these was not the same, but it was difficult, until the work was done and actual cost known, to assign a difference in price per mile run that would exactly meet the circumstances.

"Their case thus set forth by the block outline surveyors is fairly stated. I would add thereto, in favor of their being remunerated by daily pay and allowances, that under the contract system, adverse circumstances, such as bad weather, difficult country, &c., act as a pressure on the surveyor to slight his work in his endeavour to make up by hurrying through it, for time lost. It sometimes occurs at governing points, where, by the rules laid down to him, the surveyor should, before proceeding farther, check his positions by astronomical observation, that he is kept, with his whole party idle, waiting days for the requisite clear weather. He is here, by the dead loss of his disbursements for pay and expenses of a large and costly party, and of his own time, tempted to disregard

his instructions, to proceed with his line and to assume that it is correct, thus involving that very liability to error against which the rule was intended to guard. As the subdivision of a township is confined to a distance each way of six miles, and its character is, by the previously made block survey, to a great extent known, the contract system can be successfully applied to subdivision surveys.

"It would be exceedingly desirable in connection with the next season's surveys to ensure that the surveyors should not in any way be hindered by the Indians. More than one party was seriously delayed by their interference last year. These poor savages are easily worked upon by their civilized neighbours the Half Breeds, to some of whom it is a thoughtless amusement to witness the effect of their idle stories as to the object and consequences of surveyors' lines. Filled with the idea that where a line passes though their reserve their stipulated rights in it are about to be set aside and the reserve thrown open to white settlement, the Indians naturally remonstrate with the first surveyor who plants a picket on their lands, their form and manner of doing so depending much on circumstances. Besides possibility of collision, the effect of this on the Indian is in every case bad. When their numbers are such that their remonstrance is disregarded they go away with a feeling of injustice done them. When the surveyor has to give way to them, they are encouraged in the demoralizing idea that they have the law in their own hands and can act as they please—a very serious matter in an Indian frontier country, its evil effects spreading by hearsay far beyond the circle of the individuals concerned. This it might be possible to prevent in either of the following manners :—

"The proper agents of the Government could see the Indians belonging to the localities to be surveyed, and explain to them fully and clearly that the laying out in Townships did not in the least affect their rights ; on the contrary afforded the means of defining their reserves, and specifying those sections on which whites would not be allowed to intrude. Or special survey of their reserves could be made (in advance of the regular survey) and its meaning and object well explained to the Indians."

## DESCRIPTIVE EXTRACTS FROM SURVEYORS REPORTS.

### RANGES EAST OF PRINCIPAL MERIDIAN.

#### FIRST RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—Has a very good soil, and is well adapted for farming purposes.

There is no running water in the township, but many parts of the north-western sections are low and marshy during the spring months. No timber is available nearer than the Red River, which is five or six miles distant from the centre of the township.

*Township No. 3.*—The soil all over this township is first class. It is of the very best kind for the production of all kinds of grain.

In this township there is no timber fit for building or other purposes ; plentiful supply of good water can readily be found.

*Township No. 4.*—The soil throughout this township is of the very best quality, and can favorably compare with the finest in the Province. There is, however, no timber which can be utilized.

Good water can be found in several places.

*Township No. 5.*—Is high dry land with a very rich soil. It is open prairie, with the exception of one poplar grove, in section No. 33, three fourths of a mile long by one fourth broad, and a few small patches of willows. The Scratching River runs in a south eastern direction through the township.

*Township No. 6.*—The soil of this township cannot be surpassed for richness. Its surface is beautifully diversified with dry prairie, suitable for cultivation, and moist prairie, producing a heavy growth of wild grass.

The Scratching River is the only stream in this township.

With the exception of a few willows in the south-west angle, and a small part of the poplar grove which extends southward into Township No. 5, in the same range, it is entirely destitute of timber.

*Township No. 7.*—Is a beautiful plain with a rich and productive soil, but totally devoid of timber and running water.

*Township No. 8.*—Has exceedingly fertile soil. A fine belt of oak and poplar timber fringes the Rivière Sale, a river so called from the smell, taste and appearance of its waters.

*Township No. 9.*—Is all prairie, with the exception of a few small bluffs of poplar and willow.

The land is high and of good quality.

During the time of survey the whole township was devastated by fire, which destroyed nearly all the wood growing upon it.

There is no running water in the township, the nearest water is that of Stinking River and Red River.

*Township No. 10.*—Is excellent dry rolling prairie, with the exception of about one fourth of it, which is hay land. This portion of it is low rich bottom land, and produces a rank growth of hay. The dry land is excellent soil, having a rich black loam with subsoil of clay.

This township is lightly timbered with clumps of poplar and willow.

*Township No. 11.*—Is a level prairie with a few willow bushes. The Sturgeon Creek running through it from west to east, and about the middle from north to south, gives to this township a great advantage.

The soil is in general of first class and very well adapted for agricultural purposes.

*Township No. 12.*—Is a rolling prairie with a good many depressions thereon, forming meadows, part of which have been cut. Some of these meadows are covered with a most luxuriant growth of grass reaching upwards of five feet.

In places where these meadows had been cut the second crop was found to be eighteen inches high. Two crops of hay may be procured in one season with ease.

A prominent ridge runs from the north-west to the south-east containing lime, marl and gravel. There is no running stream or natural spring of water in this township, but wells have been dug by the hay makers, of which one contained some water in a depth of eight feet, at dry season, leading to the conclusion that a supply of water will never fail when properly looked for.

At the places where the wells have been dug the section of the ground was two to four feet of black mould, and under it blue or yellow clay.

On the higher prairie the surface soil has a depth of from six inches to one foot, with clay under it, except in those places where the gravel predominated.

There is not much wood in this township, the whole may be estimated at about three hundred and fifty to four hundred acres, consisting of young poplar and scrubby oak.

*Township No. 13.*—Three fourths of this township comes under the head of "First Class." The soil is a rich loam, in some places mixed with gravel. The remaining one fourth rates second or third class, being covered by boulders and marshes, some of which are very extensive.

No valuable timber is to be found, the chief being poplar with a few scattered scrubby oak.

Wild fruit such as plums, cherries, strawberries and raspberries and hazel nuts, are very plentiful.

*Township No. 14.*—This township is partially covered with poplar bluffs. The north sections have the largest quantity. The fire having run over the greater part of them, young poplar is growing rapidly among the burnt timber. The western portion of the township is stony and gravelly, with scattering stunted oaks.

There is some excellent hay land in the south-eastern part. The soil is generally a fine clay loam; and water may be obtained at a moderate depth from the surface.

Narrow ridges of stone and gravel are to be found throughout the township. Taken altogether, this township is well adapted for agricultural purposes.

*Township No. 15.*—The surface of this township is principally wooded, the best timber extends in a strip about a mile wide, from the north boundary of section thirty-five into section eleven. The remainder is more broken and principally dense thicket of poplar saplings, with very bad and frequently occurring windfalls.

The southern and eastern tiers of sections are excellent land, but the remainder is alternate marshes and ridges.

SECOND RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 5.*—The soil of this township is very rich, and covered with thickets of poplars and willows, with beautiful tracts of open prairie between.

There is sufficient wood in this section for all immediate purposes, including building timber, which is abundant along the east side of the Red River.

There is only one small stream, and this was dry in the month of July, except in holes here and there; but water was easily obtained by digging in the bed of the stream.

*Township No. 6.*—Is all good land, being partly high dry prairie, and level low marsh or hay land.

*Township No. 7.*—Has a considerable part of its surface wet and marshy. The greatest part is, however, dry and fit for agricultural purposes. It contains no timber of any kind.

*Township No. 8.*—The soil of this township is excellent for both sowing and grazing purposes, but it is defective in two very essential things, wood and water. What little wood there is, is small, and the water in the river is impregnated with salt.

*Township No. 9.*—Is low, wet prairie land; about one-half of it is covered with small poplar and willow.

Sections 31, 32, 33, in the north end, and 1, 2, 3, 4 in the south end, as well as the extreme western tier of quarter sections, are dry prairie of good quality, and fit for cultivation.

Large quantities of hay are cut yearly upon this township.

*Township No. 10.*—About three-fourths of this township is bush land. The poplar timber is generally small; but will be valuable for fencing and firewood, although none of it will be suitable for building purposes.

The soil where timbered, inclines to sand and white clay, but the greater portion of it is first class land.

The remaining portion of the township is good hay land, and produces an excellent growth of hay.

*Township No. 11.*—Is wholly deficient in timber, there being only a few swamp willow and some dying poplar in Section 27, but till lately that tract was quite a luxuriant poplar bluff.

The supply of water is plentiful. Sturgeon Creek waters the south west corner, and there is a small pond or large spring of most excellent water between sections 20 and 21. There is also a spring in the ravine in Section 22.

The entire township will make valuable agricultural land.

A rocky or stony ridge traverses this township from north to south.

Stone is quarried in the 34th Section and brought to Winnipeg for building—it is a soft greyish limestone.

*Township No. 12.*—Is for the most part an open prairie, there being but three or four groves of poplar, a few oak, and some swamp willow found on it; and it is quite likely that the fires which passed over it in the early part of October, 1871, have killed the greater portion of the trees, so that the future inhabitants of the township will have to obtain their supplies of firewood and fencing from other lands.

With the exception of some small areas of salty land, where a very scanty herbage grows, the entire township may be classed as superior agricultural land.

*Township No. 13.*—The south-easterly portion—about two-thirds of the township—is chiefly open prairie of the very best description. The soil is composed of a black vegetable mould, from eight to twelve inches deep, with a subsoil of clay and gravelly loam, and cannot be surpassed for richness. The north-west part is principally level; the soil a gravelly loam, and somewhat stony in places. It is thickly covered with bluffs of poplar and clumps of large willows and alders.

*Township No. 14.*—This township is for the most part level prairie. An extensive marsh runs through its length from south to north, through which a stream runs, generally called Jack Fish Creek.

On the south-west there is a good deal of poplar, a large portion of which is fit for building purposes. There are some small islands of poplar on some of the prairie land.

The soil is generally loam mixed with clay.

#### THIRD RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—Is generally low and drained by the Roseaux River, a fine stream having an average width of one chain, and a depth varying from eighteen inches to four feet, frequently even ten feet.

That portion of the township to the north of said river has a very rich soil, heavily covered with undergrowth of willow, poplar, oak &c. [The sections adjoining the river are in general very desirable locations for intending settlers, being well timbered with oak, poplar, elm, basswood &c.

The greater portion of the township to the south of the river is low, with a luxuriant growth of grass well adapted for stock raising.

No timber except on those sections along the river.

The soil is clay loam, and exhibits indications of being wet during the early part of the season.

*Township No. 3.*—Is of excellent quality for agricultural purposes. It is quite dry, and gradually slopes towards the Roseaux River. The soil is black loam, and the subsoil blue clay.

Large sized oak, elm and ash fringes the banks of the Roseaux River, the water of which is fresh and clear.

The general surface of the township is level prairie. The east and north-east portions are open. The remainder is densely covered with small poplars and willows from 5 to 7 feet in height.

*Township No. 4.*—May be considered first-class agricultural land. It has a deep black loam top soil, and a blue clay sub soil.

The south-west sections are covered with a thick growth of scrub, poplar, and oak. The Wetweather Creek in the south-west part of the township contained in several places on the 2nd July, good, clear, fresh water. Good water can be obtained in nearly any part by digging.

*Township No. 5.*—Is not well adapted for agricultural purposes. Low marshy ground stripped of all kinds of timber, cover one half thereof.

The River aux Marais or Marsh River runs through the western sections numbered 7, 18, 19, 30 and 31, which, with the adjacent sections 20, 17, 32, 29 and 8, may be said to be of a very good soil.

Oak, elm and poplar timber are to be found along the river.

*Township No. 6.*—Generally an excellent soil for agricultural purposes. The sections numbered 25, 36, 26, 35, 27, 34, 23, 29, 32, 30, 19, 18 and 17 are covered with timber consisting of oak, ash, elm and poplar, the last predominating. Several small groves of oak and poplar are to be found in a few other sections. Rat River flows from the south-east to the north-west of this township.

The surface is very level, and contains generally fine rolling prairie land.

*Township No. 7.*—Is well suited for agricultural purposes. It is wooded in the south and along the bank of Rat River.



*Township No. 8.*—Is suitable for farming. Timber scarce.

*Township No. 9.*—Is apparently good land, to form an opinion, however, was difficult on account of late fires which had entirely destroyed every trace of vegetation, and in many cases consumed the surface soil itself.

*Township No. 11.*—The land is of the best quality, with few exceptions, level, and well adapted for meadows. It could be easily drained into the Red River.

There is a considerable quantity of timber.

*Township No. 12.*—Is fine rolling prairie well suited for cultivation. Salt appears in the soil in many places.

There is a considerable quantity of timber.

*Township No. 13.*—(North-East part.)—This portion of the township is almost surrounded by bogs, but the land is sufficiently high and dry for agricultural purposes. The soil is dark and rather a stiff clay.

The belt of meadow land running about three-fourths of the distance around it, and parts of sections twenty-five and twenty-six produce large quantities of hay.

The western part is heavily timbered with oak and poplar, but a considerable portion of it has been lately damaged by fire. The southern part is thickly covered with the same kind of timber, though of much later growth. The central part is covered with willow bush interspersed with bluffs of poplar.

*Township No. 14.*—The part surveyed is on the west side of the township, and is nearly all fine rolling prairie.

The soil is a good rich loam mixed with clay.

#### FOURTH RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—The soil in the east half of this township is light but well adapted for the growth of light grains. Granite stones are numerous. In the west half, the soil is good clay and good clay loam.

The water supply is confined principally to the north east quarter of the township, and consists of two or three streams, which retain water the greater part of the season.

In the west half there is no timber of any kind. The east half has many large groves of a new growth of poplars and willows.

*Township No. 3.*—Is of the very best quality for agricultural purposes, having a deep black loam soil with a blue clay sub-soil.

In general, and especially along Mosquito Creek, the timber is of the larger class of poplar and balm of Gilead. Along the Roseau River, there is a fringe of large sized oak, elm, ash, basswood, maple, balm of Gilead and poplar.

This township is well watered, having Mosquito Creek in the north east, and the Roseau River crossing it in the south.

*Township No. 4.*—The west part of this township is excellent farming land, good deep soil; a few scattered clumps of poplar.

The centre section is only fit for hay, it being low and flat, and in wet seasons is covered with water from six to 15 inches, being the overflow of Musquito Creek and Rat River.

Musquito Creek, coming in on the south, averages on the prairie about 60 links in width, about four feet deep, and of the purest water.

*Township No. 5.*—Is generally well adapted for agricultural purposes.

The surface of this township, though level in parts, is considerably broken. The west branch of Rat River crosses the township from the south to the north, and its east branch runs through sections numbered 24, 25, 36, 35 and 34. Water is excellent in both streams. Some rafts of timber have already been made on the west branch, and taken down in the spring season. Oak, elm, ash and poplar is to be found along the banks of both streams, extending on either side from five to twenty chains. It is of good quality for building timber.

*Township No. 6.*—This township is well adapted for agricultural purposes, the ground undulating gently excepting in the vicinity of Rat River, where several ravines with small elevations are to be met with. The main river, towards the south of this township, receives the waters of two streams, the larger of which is called the western branch and the smaller the eastern branch. On the banks of both these streams belts of timber are to be found, consisting of oak, ash, elm and poplar.

*Township No. 7.*—A large part of this township is covered by marshes, interspersed with high ridges of prairie. Timber is very scarce throughout the whole township. Notwithstanding these disadvantages, about one half of the township is good farming land.

*Township No. 8.*—Excellent land, and well adapted for farming.

*Township No. 9.*—A large portion of this township consists of deep marsh, quite unfit for cultivation. The remainder is flat, the land nowhere of really good quality; on the whole the north eastern part is the best.

Towards the south and east the land is flat, with black soil and generally clumps of willow and poplar.

Large quantities of coarse hay are cut on these lands. The southwestern part is pretty good land; to form an opinion, however, was difficult, by reason of the late fires which had entirely destroyed every trace of vegetation, and in many cases consumed the surface soil itself.

*Township No. 10.*—The soil is generally good, although to the south and west there is a quantity of marsh.

There are no streams, and no timber of any value, except for firewood. There is a good deal of hayland. At the time of survey, the great fire which had recently passed over the whole district, had destroyed all grasses, and left the open country a blackened waste, it was therefore difficult to judge of the quality of the land.

*Townships Nos. 11 & 12.*—The land in these townships is of the best quality, with few exceptions. There is a considerable quantity of timber.

*Township No. 13.*—With the exception of the bogs on the west side, which cover parts of sections 18, 19, 20, 30 and 31, this township is level, with a deep light loam soil, producing, where cultivated, heavy crops of wheat of very superior quality. There are numerous groves of willow, poplar and hazel scattered over the townships, none of very large extent, and although thickly they are not heavily timbered. The lands not thus occupied are chiefly covered with willow, oak and hazel scrub, there being but little prairie.

Several enclosures have been made in the township, and large quantities of wheat raised by persons living on the Red River.

*Township No. 14.*—Is generally level and dry, with the exception of parts of sections 2, 3, 10 and 11, and a large morass extending from the centre of section 6 to the centre of section 17, which make excellent hay lands. The soil is very suitable for farming purposes, especially that portion which is covered with short oak and hazel, being a dark friable loam.

#### FIFTH RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 6.*—Contains no timber, and is not well adapted to agricultural purposes.

*Township No. 7.*—Is chiefly level prairie with a heavy clay soil, undulating slightly on the western side through sections 17, 19, 20 and 30. There is a considerable tract of wet land which produces, where not too much flooded, an abundance of tall rank grass. There is but little wood in the township, and that is of inferior growth and much damaged by fire; it is composed chiefly of poplar and willow, with some tamarac on sections Nos. 6 and 8.

*Township No. 8.*—The northern part of this township, extending from the north boundary nearly to the road which leads from Winnipeg to Oak Point, is either bog or level wet land, broken occasionally by low dry willow or poplar ridges. In the southwest corner there is also a quantity of low flooded land, which renders some four or five

sections unfit for farming. From the west boundary of the township at its intersection with the Winnipeg and Oak Point Road, there is a belt of good clay loam prairie land, running along the north side of the above mentioned road to the east boundary, and running along the south side of the road about one-third of the distance across the township, at which point it widens out and extends to the south boundary of the township.

*Township No. 9.*—The surface of this township is generally level prairie, interspersed with islands of poplar, with a fair quantity of low rich bottom land, good for hay, which, with a small amount of drainage, could be made first-class farming land.

The River Seine runs through the south part of the township from east to west, the banks of which descend abruptly, averaging about ten feet in height, and are generally wooded with poplar and small oak. The water is fresh and good, and the soil a deep rich loam well mixed with clay.

*Township No. 10.*—A great part of this township is open and level prairie, with a large portion of hay land which lies principally to the south. There are some groves of poplar timber in the south-eastern part of the township. The soil is a deep rich loam well mixed with clay.

*Township No. 11.*—This is a first-class township for farming purposes, furnishing fine pasture lands with soil of the richest quality.

About one-sixth of the area of the township is taken up by marshy meadow land, very valuable for its hay. This marshy land has a considerable fall and outlet to the north-east and north-west, the water emptying into "Cook's Creek." Though springs are numerous there are no creeks or running water in the township.

Strawberries, raspberries, cherries, plums and currants, are the principal wild fruits.

*Township No. 13.*—Is well adapted for cultivation. Though there are numbers of swamps they are neither deep nor large in extent.

The prevailing timber is poplar and is not of any great size, excepting along the banks of "Cook's Creek." A large part of the township is covered with scrub. The creek is supplied by springs along its course, and is consequently never dry in summer nor much frozen in winter. The water is pure and good.

Large quantities of hay are cut from the swamp land each year.

*Township No. 14.*—Very good farming land. Sections 25 and 36 are heavily timbered with poplar. There are a few swamps but they are not extensive.

The soil is good and deep, and water can be obtained by sinking wells to no great depth.

#### SIXTH RANGE EAST OF PRINCIPAL MERIDIAN.

*Township No. 5.*—Is a flat level surface, totally unfit for farming purposes, the land alternating from marsh to a coarse, sandy, stony soil. The woods which cover its surface are of a very inferior kind. In a few places, however, a few good trees can be found large enough to be used in the construction of buildings. In general the timber consists of aspen and elm, spruce and tamarac.

Water, pure and good, can be readily found all over the township, either on the ground or by digging.

*Township No. 6.*—Is nearly all bush. At one time it has been very heavily timbered with large poplar, but the only large timber which has escaped the fire consists of groves of tamarac, fit for building purposes. The chief part of the bush is small poplar and willow underbrush. The land is of poor quality with rolling surface, the sections bordering on the base line being low and swampy. The extreme western tier of sections are covered with large boulders and quite unfit for settlement. The soil is light and generally mixed with sand and gravel.

*Township No. 7.*—The two northern tiers of this township are chiefly level prairie. The southern part is undulating and intersected by gullies or ravines which effectually drain it of all surface water. The beds of these gullies when drained off in summer produce heavy crops of hay of superior quality.

The soil is a deep clay loam, easily worked, and well adapted for agricultural purposes. The timber is chiefly young poplar of vigorous growth, though, as is frequently the case, it has been much injured by fire. On parts of sections 4, 8, 11 and 14, there are some tamaracs of good size.

*Township No. 8.*—The portion subdivided is a level prairie with a deep strong clay soil. The only woods are a few small bluffs of poplar and willow.

The northern part of the township is composed of marsh and burnt swamp of no value.

The River Seine, which comes in at the north, will average about one hundred links wide and from eight to ten feet deep, without any perceptible current. It becomes lost in a great marsh.

*Township No. 9.*—Is chiefly level prairie with a large portion of hay land on the south part. On the south side of the River Seine there is a large marsh, totally unfit for cultivation, a part of which could not be surveyed.

The River Seine runs through the south-west corner of the township, the water in which is fresh and good.

The soil is generally a rich deep clay loam.

*Township No. 10.*—Has generally a low level surface with a large quantity of hay land.

The soil is for the most part a deep rich clay loam. There is scarcely any wood with the exception of some groves of poplar on the north-west corner, in which most of the timber is dead, owing to fire having run through them.

*Township No. 11.*—The soil is a rich clay loam on the westerly two-thirds; the easterly third has a gravelly loam on the top of the ridges, in some places stony, and a rich loam at the foot of the ridges. Over one-sixth of the area is taken up by marshy meadow, most of which would be unfit for cultivation; it is valuable for the hay it produces. The largest portion of this marshy land lies on the western side, and appears to be a good deal higher than the bottom of "Cook's Creek," into which it drains; most of it could be drained at very little cost. Several sections are all poplar.

Water can be found by digging at no great depth.

*Township No. 12.*—Rolling land, traversed by numerous ridges and marshes, mostly bearing north-west and south-east. Some of these marshes are very extensive and miry, though very valuable for their hay. Nearly half of the township is covered by poplar bush. There are several small creeks in the township, one of which is called "Cook's Creek." This, being a spring creek, furnishes water during the whole year.

*Township No. 13.*—Is not well adapted to farming, excepting sections numbered 19 and 30. The swamps are large, numerous, and impassable, except in midsummer or during the winter season. The remaining portions of the townships are heavily wooded with poplar and a few scattered oak and spruce.

The soil, however, along the banks of the "Devil's Creek" is good, as is shewn by the heavy growth of underbrush amongst the poplars. Fires have, at some former time, run over the principal part of the township, leaving extensive and heavy windfalls.

*Township No. 14.*—This township is traversed by numerous roads, which are used for lumbering purpose.

The best of the timber has been cut off, though there is still considerable quantities fit for building and fencing purposes.

Were a channel cut through the swamps for the "Devil's Creek," it would, by draining them, make good farming land, the soil being dark loam and very deep.

## RANGES WEST OF PRINCIPAL MERIDIAN.

### FIRST RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township is level prairie; soil, black loam, and is all fit for settlement.

*Township No. 3.*—This township is open, level prairie, with a stiff, heavy clay soil. In the south-west portion of the township the soil is a light clay loam. The land is higher and has a gentle slope to the south.

The lake, on the south-west part, is a fine body of water abounding in wildfowl.

*Township No. 5.*—Is clear open prairie, with a fine clay loam soil. It is well fitted for agricultural purposes.

Towards the south it is very level and free from bush, but towards the north it is somewhat rough and rolling. There is no timber of any description in the whole township.

*Township No. 6.*—Is well suited for settlement. The soil is in most places a clay loam. In the vicinity of the "Scratching River," the banks of which are some 18 or 20 feet high, it is a stiff, heavy clay.

This township is entirely destitute of timber.

*Township No. 7.*—This township is watered and drained by the east branch of the Scratching River, which takes its rise partly in this township and partly in the adjacent one on the west.

A large proportion of the land is high No. 1 prairie. On the west of the Scratching River the township skirts and takes in a part of the Great Hay Marsh, which divides the Rivière aux Islets du Bois from the Scratching River.

This township is entirely destitute of timber.

*Township No. 8.*—Twenty sections of this township are sufficiently dry for cultivation, and the balance good hay land.

The River Sale runs through section thirty-six, and touches the north east angle of section thirty-five.

This stream has running water in it all through the summer. Its banks are tolerably well wooded.

*Township No. 9.*—Is suitable for grazing purposes. That portion contiguous to the River Sale is wooded and watered, and is well adapted to crop raising.

*Township No. 10.*—The land is a little undulating. It is made up of dry land, fit for immediate cultivation, and moist hay land. The whole may be easily drained. The soil is very rich, being an alluvial deposit, overlying a porous clay or marl.

There is no waste land in this township. Water can easily be obtained in many places, by digging a few feet. There is no timber.

*Township No. 11.*—This township is all open level prairie, with the land gently sloping to the south and south-east.

The soil is dark clay loam, very deep and rich, and well adapted to farming purposes.

No stones are to be seen, and no timber grows on the part surveyed. This township is very dry, there being scarcely any wet land, and very little hay land. There are no running streams of water, but there is no difficulty in getting water by digging. The water is good and free from any brackish taste.

*Township No. 12.*—This township is nearly all open prairie, gently sloping to the south. There is no timber in it except a few small poplar groves, on sections 23, 24, 25 and 36, but the timber is very small.

There are a few hay swamps, the one on and near the northerly limit of the township is large and good.

There are no running streams of water, but water can be had by digging, at no great depth.

The soil is very rich, being dark clay loam, and is well adapted for agricultural purposes.

*Township No. 13.*—The south and west parts of this township are prairie. The north is well wooded with poplar. Fire has run through the principal portion of bush. The land is generally of good quality where the groves of wood occur. It is slightly stony.

The prairie is full of hay marshes, but in places dry ridges are to be found.

On section 1 a ridge of limestone exists about half a mile in circumference; here a lime kiln has been built, which burns a large quantity of first class lime.

*Township No. 14.*—Consists of groves of poplar, and glades of prairie. The prairie and bush are about equally divided : A large portion of the latter has been killed by fire. The soil is dry and of average quality ; a gravel ridge extends along the northern tier of sections, the soil in which is light and sandy.

At the foot of the ridge the soil is stony. From about one mile south of the ridge to the Base Line the soil is of good quality.

Good water can be obtained by digging wells.

*Township No. 15.*—About two-thirds of this township are good land for settlement. Scattered groves of small poplar woods occur fit for fencing and fuel but none of sufficient size to be of value for building.

In the vicinity of Shoal Lake a few stony ridges are to be met with. The lake mentioned is of slightly brackish water but not known to be unwholesome.

*Township No. 16.*—The greater part of this township is suited for settlement. The northern portions are more or less thickly wooded with poplar. The smallness of the trees met with restricts their use for the present to fencing and fuel.

Stony patches or ridges occur in a few places.

*Township No. 17.*—Is suitable for settlement, having, with the exception of a few stony ridges, a good soil for cultivation, and is well supplied with wood for fencing and fuel.

The surface is undulating, in some of the low grounds hay marshes occur.

#### SECOND RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township is prairie. Soil good. Surface water to be had in gullies.

*Township No. 3.*—This township is all prairie. In the north-eastern and north-western portions it is low and flat, with a heavy clay soil, which forms excellent hay land. The west part of the township is high, with a rich clay loam, and is well watered. In the east part of the township there is a fine body of water, with good high land surrounding it.

*Township No. 4.*—This township is wholly prairie. The northern tier of sections are low and flat, the remainder is rolling land with rich clay loam.

There is no running water in the township.

*Township No. 5.*—Is prairie land, well adapted for agricultural purposes. The land throughout is very level. There being no gullies to drain the surface water it gathers in low places which make good hay land.

There is no timber in this township for fencing, building, or fuel.

The land is clear of stones.

*Township No. 6.*—Is a clear open prairie of very good quality, and well adapted for agricultural purposes. The soil is a black mould with a clay or loamy clay sub soil. There is no timber in the township, the nearest bush being some three miles to the westward.

*Township No. 7.*—About two-thirds of this township is occupied by the great hay marsh, over which the waters of the Rivière Islets de Bois must pass in spring to reach and be discharged by the Scratching River, which may be said to take its rise in this marsh.

There are but few spots which are not solid prairie soil, and oxen have been driven with heavy loads in every direction over the marsh without difficulty.

The soil is very rich, and produces a fine clean growth of grass from two to five feet in height at full growth.

If a channel were cut for the water from where the Rivière aux Islets de Bois enters the marsh to the Scratching River, these lands would become sufficiently dry for all purposes.

In the south-west angle of this township, there is one block of about eight square miles of beautiful high rolling prairie with an excellent sandy loam soil.

*Township No. 8.*—The surface of this township is generally very level, and a large portion is dry during the summer months. In the spring the greater part of the township is covered with water. Large tracts of the surface have a hard and cracked appearance when dry.

About nine square miles are included in the hay marsh. The rest, with few exceptions, is dry prairie.

There is a stream in this township.

*Township No. 9.*—The soil of this township is very good, consisting of a considerable depth of rich mould, underlaid by a strong clay subsoil. The land is generally dry. The only marshes of any consequence are in the southern part of the township, and they are surrounded by good hay land.

The chief timber is oak, elm and poplar. It is of poor quality, being short and scrubby. The greater part of the woods is on the River Sale, running through the northerly part of the township in a south-easterly direction. The water in the stream is fresh and good.

*Township No. 10.*—The soil is excellent, being an alluvial deposit, overlaying a subsoil of clay, valuable for growing either grass or grain.

A branch of the River Sale flows through one corner of the township, watering twelve quarter sections. The water is good. There is oak and poplar along the river, but not in sufficient quantities to supply the whole township.

*Township No. 11.*—The soil in this township is well adapted for agriculture, it being for the most part clay loam. The land gently slopes to the north and north-east.

There are a few poplar groves, but these are not of any extent, and the timber is very small.

There are also a few hay swamps yielding good grass. On sections 19 and part of 20 there is a large gravel ridge, which will be of great value for road making, as there are no other gravel ridges near it. The ridge is deep, and the gravel is of good quality. There are no streams; but water can be easily found by digging.

*Township No. 12.*—The soil in this township is dark clay loam, very rich, and well adapted for agriculture. The land is very level, gently sloping to the south and south-east.

A few hay swamps are to be found but of no great size. There is an entire absence of timber, and no running water.

*Township No. 13.*—This is a prairie township; the soil is good, and dotted with hay marshes. There are a few groves of poplar on sections 21, 20 and 19. Section 31 is half covered with wood.

*Township No. 14.*—This township is well fitted for settlement. The land is of the best quality, and along the western portion of the township is covered with large poplars suitable for building purposes. A fine ridge across the two northern tier of sections, elevated about twenty feet above the surrounding country to the south, and sloping gradually to the north. Anywhere along the ridge a good supply of water can be obtained a few feet from the surface.

*Township No. 15.*—On the south side of Shoal Lake is all fit for settlement, being good land, partially wooded with a growth of poplar serviceable for fencing and fuel, and some oak of a size suitable for building. A few good hay marshes are found in this township.

*Township No. 16.*—Is a broken township on the west shore of Shoal Lake, of about one-third the full area. It is well fitted for settlement, has a rich soil, a supply of wood of small growth, and excellent hay marshes along the lake shore.

*Township No. 17.*—Adjoins the western shore of Shoal Lake, is adapted for settlement, has a black loam soil, is mixed wood and prairie. There are extensive hay meadows along the borders of the lake.

THIRD RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township is level prairie. Soil black loam.

*Township No. 5.*—About one quarter of this township is swamp ; good hay ground, but much too low for cultivation. The central and western part are good level prairie. The soil is black loam.

*Township No. 6.*—Is good level prairie with a soil of black loam. There is no running water in this township, and but two small islands of oak timber, one in sections sixteen and twenty-one, and one in the north-east corner of section eighteen. In a gully running along the line between sections twenty and twenty-one, and seventeen and sixteen are pools of good water which remain throughout the season.

There is a good hay swamp extending across the south of the township, where a number of the settlers from Township 6, Range 4 west, get their winter's supply.

*Township No. 7.*—About two-thirds of this township is occupied by the great hay marsh lying between and dividing the River aux Isles de Bois from the Scratching River. It produces excellent hay about its margin, but the central parts, and particularly the west side of the township, are overgrown with black rushes.

The remaining part of this township is excellent high prairie, especially that block extending the whole length of the southern boundary of about ten square miles.

Except a few isolated clumps of willows, there is no timber in the township.

*Township No. 8.*—Only a small portion of this township is covered by the great hay marsh. Of the remaining thirty-two sections about twenty-nine are high, slightly undulating prairie, and the remainder excellent hay land.

There can be no better land than the dry portion of this township, and the hay land, with the exception of some places in the great hay marsh, is good solid prairie soil.

There is neither wood nor water in this township.

*Township No. 9.*—This township consists of level open prairies with here and there a few small marshes and some patches of scattering willows and small poplars. The soil is generally a black loam.

*Township No. 10.*—This township consists partly of low rich bottom prairie, with heavy hay grass, and partly of dry level prairie.

The township is traversed near the north boundary by a dry channel from three to four chains in width, having clay banks rising from six to eight feet above the bed. The bed (which consists of about eighteen inches of black mud) is grown up with tall grass. Clean, fine sand underlies the mud ; good clear water being found in this sand at about a depth of three feet. This dry channel is timbered on both banks with oak and poplar, the latter timber, however, prevails.

*Township No. 11.*—This township is better adapted for grazing than for agricultural purposes, water and shelter for stock being both convenient.

The upper portion of it is traversed by the River Sale and a creek running parallel with it. The land between these is covered with thick underbrush and some oak and elm, although the greater portion of the latter has been already cut. South of these streams the country is much intersected by wet sloughs and hay swamp with occasional poplar islands.

*Township No. 13.*—About three-fourths of this township is good arable prairie, well adapted for settlement. It is near the leading line of road along the north bank of the River Assiniboine, and close to it are the extensive meadows of Long Lake.

Plenty of good fencing and building timber may be found along the ridges which cross the northern part of the township. North of these ridges the land becomes gravelly and stony, and is fit only for grazing purposes.

*Township No. 14.*—Is of inferior soil throughout, but more especially along the east and south limits, where there is a heavy gravel ridge like the beach of an ancient lake. For some distance north of this ridge the land is low and swampy, in addition to being gravelly and stony.

There are plenty of good fencing poles throughout the township, and some good building timber along the east side.

*Township No. 16.*—Is all good farming land, undulating prairie, with scattered groves of poplar of moderate size.



Adjoins the western shore of Shoal Lake.

*Township No. 17.*—Is well suited for settlement; has an undulating surface, good soil, and a fair supply of timber for fuel, fencing and such building as would require pieces of no great size.

Has no streams, but water can be obtained by digging.

FOURTH RANGE WEST OF PRINCIPAL MERIDIAN,

*Township No. 2.*—This township is level prairie; soil, black loam. Two small islands of oak and black ash woods lie near the centre.

*Township No. 5.*—Is good land, with the exception of some 1,500 acres in the north-easterly portion of the township, which is swampy.

Through the centre runs a lasting stream of good water, along the banks of which there is some fine timber, such as oak, ash, maple and elm.

*Township No. 6.*—Every lot in this township is fit for settlement. The soil is a very deep black mould overlying white clay. The Boyne River flows across the north-westerly part of the township; the banks are about 12 feet high and the current about three miles per hour. A belt of good oak timber, intermixed with elm, poplar and bass-wood, averaging 12 inches diameter, extends along either bank of the river, having a width of from 10 to 20 chains. Another belt of oak timber, of the same quality and width extends in a south-easterly direction from section 28 to section 12. All the sections containing wood, as well as some of the adjacent prairie lots, have been taken up and more or less improvements made thereon. Very fine crops of wheat, barley and oats were raised here during the past season.

*Township No. 7.*—About 26 square miles of this township are beautiful undulating prairie, with sandy loam soil.

Wood is within a short distance of every part of the township.

Along the eastern margin is the Great Marsh, covering about seven sections. The marsh is here very wet and boggy, and overgrown with rushes. In summer cattle roam at liberty over the greater part of it, but it is not safe for loaded carts, especially near the mouth of the Rivière aux Islets du Bois.

*Township No. 8.*—The surface of this township is generally level, or slightly rolling. The soil is sandy loam, which allows the surface water to disappear early in the spring. Nearly all the township is suitable for cultivation, and sufficient wood for fuel and fencing is everywhere convenient.

*Township No. 9.*—This township consists partly of prairie land and partly of poplar bush. A large portion of the prairie land is of a low marshy character, covered with coarse rank grass, and having in places scattering willows and small poplar and oak groves. The poplar timber (which is found at the south-west corner of the township) is very small, and has been much destroyed by fire. The high land consists of a black loam.

*Township No. 10.*—A large portion of this township consists of low bottom prairie with tall rich grass and low wet marshes. The high prairie is generally of a fair quality, and has, in places, scattering willows and small poplars.

The township is traversed by a dry channel (near the north boundary) from three to four chains in width, having banks from six to eight feet high. The bed of this channel consists of black mud about 18 inches deep, and is grown up with tall grass. Clean fine sand underlies the mud, in which good clear water can be obtained. This dry channel is timbered on both banks with oak, poplar and elm; the timber, however, has been destroyed in some places by fire.

*Township No. 11.*—This ranks as a second-rate township. The northern half is covered with poplar, willow and underbrush; on the third mile south there is a heavy belt of poplar and oak. South of this the country is more open, and on the Third Correction Line, a large wet marsh exists, covered with long thick reeds.

Some good timber is still standing on the northern half; it is being rapidly destroyed year after year by fire.

*Township No. 12 (South Half).*—This township is covered with thick poplar and underbrush, some heavy oak and elm occurring on the banks of the River Sale and Mill Creek. A few hay meadows of no great extent run through this timber.

The timber, particularly on the northern portion of the township, has been much thinned for fencing, although a great deal is still standing which is fit for rails.

The land in this half of the township is of second-rate quality.

*Township No. 13.*—A very attractive township for settlement; the soil is excellent in quality, being a rich clay loam. Along the ridge in the northern part of the township is plenty of timber for fencing, fuel and building purposes. "Long Lake" affords an abundant supply of good water, and the meadow lands in the vicinity are extensive and good.

*Township No. 14.*—Is better adapted to grazing and stock-raising than to farming. The south and east portions are stony and gravelly; the north and west are free from stones and have a slightly deeper soil, while here and there there are many fine prairie glades.

The timber is mostly small poplar, and fit only for fencing purposes.

#### FIFTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township is chiefly prairie soil, black loam. A belt of very fine oak, say thirty chains in width, runs through the southerly tier of sections in which are laid off twenty-six wood lots.

*Township No. 3.*—A belt of timber passes through this township. With this exception it is all prairie land.

*Township No. 4.*—Is prairie. There is no timber, but timber for settlement purposes could be brought from the slopes of the Pembina Mountains, which traverse the western townships of the block in which this township is situated.

*Township No. 5.*—The surface of this township is level. There are a few small patches of hay land and a few dry gullies. The soil is a very rich black loam. Tobacco Creek passes through the northern part of the township, running from west to east. The water is fresh.

The scattered trees and clumps along Tobacco Creek form the only timber to be found.

*Township No. 6.*—The surface of this township is generally level, with a slight inclination towards the Boyne River for about a mile and a half on either side of the river.

The soil is a black loam.

The township is well watered by the River Boyne passing through the centre, running from west to east.

The water is good and fresh.

The township is well wooded by a belt of mixed oak, elm and basswood, stretching through it on each side of the Boyne, with a width of from five to twenty chains.

*Township No. 7.*—The soil in this township is generally too sandy for good agricultural land.

The timber consists mainly of poplar, the best of which has, in most cases, been killed by fire. In places, however, some good oak and poplar wood are to be found.

*Township No. 8.*—The timber in this township is chiefly poplar, willow and scattered oak. The greater part of this timber is fit for building, fencing, &c.; a considerable quantity has been destroyed by fire.

Water is found in several places, but with the exception of that supplied by Elm Creek, it is generally very bad.

The soil is light and sandy.

There are some very good hay marshes.

*Township No. 9.*—One half of this township is suitable for farming purposes, that is all the prairie (marshes excepted), and that portion of the woodland, for a depth of about a mile, which borders on the prairie. The soil here varies from clay to sand, and is generally of a slightly inferior quality. The other parts of the township, comprising the whole of the westerly and south-westerly sections, are of no value, having for the most part a very light sandy soil.

Poplar timber covers about two-thirds of the township, of this, only that part which lies near the prairie is of any value, the remainder is very thick, scrubby poplar, mostly dead and only about two feet high.

The land is slightly rolling, with a gradual descent towards the north and north-east. Good water can be found in any of the marshes by digging from one to three feet.

*Township No. 10.*—With the exception of the hay marshes this township is composed of good agricultural land, especially in the northerly sections, where the soil is of a very superior quality.

The hay marshes are too wet for cultivation, but they are valuable for hay, of which they produce a large quantity each year. The timber is chiefly poplar, of good quality, and in quantities only sufficient for the use of settlers.

The greater part of the township is almost level prairie. The soil is a black loamy clay, full of vegetable and mineral deposits.

Running water is not plentiful within the township, but where it can be found it is of good quality.

*Township No. 12.*—(*Fractional.*)—Fractional township number twelve is excellent for agricultural purposes.

*Township No. 13.*—The southern portion of this township is excellent farming land, but towards the north it becomes stony and gravelly. The timber along "Stony Ridge," is small poplar and oak, affording abundance of good fencing material. The stones are of the boulder character; these will prove useful for building purposes.

The north-west quarter of the township is very good for agricultural purposes.

*Township No. 14.*—Is only suited for grazing and stock raising. The surface is very strong and the water for the most part alkaline. There are extensive meadows along the margin of the great marsh.

#### SIXTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—One half of this township is prairie. Soil, black sandy loam. The remainder is covered with good oak timber, averaging eight inches in size. Six wood lots have been laid off in Section 15.

There is good water in a gully which runs across this township.

*Township No. 3.*—Prairie and woodland. The greater portion of the township is rather stony.

*Township No 4.*—Prairie and woodland. The eastern part of this township is well adapted for settlement. An abundance of oak is to be found on the slopes of the Pembina Mountains.

*Township No. 5.*—The surface of this township is level. In the south-west part, at the foot of the Pembina Mountains, it is low and wet. The soil is a dark loam.

The township is well watered by "Tobacco Creek" which flows through it from west to east. The south-western part is well wooded with basswood, oak and elm.

*Township No. 6.*—The surface of this township is level, or slightly inclined towards the Riviere aux Islets de Bois. The soil in the eastern part is a dark loam, in the western it is of a sandy nature. The "Rivière aux Islets de Bois" passes through this township, flowing from west to east.

A belt of timber consisting of oak, elm, and basswood, extends along the river on each side, varying from five to ten chains in width. There are also some poplars in the northern and western parts, but the growth is small.

There is a large amount of willow brush in the western part.

*Township No. 12*—This township is almost entirely an open prairie. The soil is most excellent; the surface gently undulates, and, owing to the proximity of large blocks of heavy bush along the Assiniboine, it is a desirable location to settle on.

*Township No. 13*—This may be justly considered a most desirable locality for settlement.

There are numerous wooded groves toward the north part of the township, and the soil is everywhere most excellent for farming purposes.

Abundance of good water can be had at a depth of from six to eight feet in the low grounds, and from twelve to twenty feet in the high grounds.

#### SEVENTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2*—About three-fourths of this township is undulating prairie. Soil, black loam.

On the remainder there is poplar wood of average size—say eight inches. Sixty (60) timber lots have been laid off in the southern part. Pembina River runs through sections 4 and 5. The south-west corner is much broken by steep hills and deep gulleys.

*Township No. 3*—Consists partly of prairie, and partly of timbered lands. The south-east portion is for the most part prairie, the rest is covered with poplar and bush, mixed in some places with oak. Sections 34, 35 and 36 are intersected by a spur of the Pembina Mountains. They are unfit for settlement, as the surface is broken by deep ravines, with banks 100 feet high. At the bottoms of the ravines there are creeks containing excellent water, all running in a south-easterly direction.

The north-westerly part of the township contains good land, well timbered with poplar and oak, but the prairie portion in the south-east of the township is of inferior quality.

There are many marshes where wild hay and water can be procured.

*Township No. 4*—Is heavily timbered with oak and poplar. There are also some elm, ash, maple, and white birch. There is not one section of prairie land in the township, but there are some clearings made by recent fires.

The Pembina Mountains intersect it almost diagonally, and the surface is so much broken by ravines as to render one third of the area unfit for settlement.

The rest of the township is well suited for farming. There are numerous creeks of good water running down the sides of these mountains. No fixed rocks are visible, but boulders may be met with occasionally.

*Township No. 12*—Is all excellent rolling prairie. The soil is a fine, rich, black loam, with a slight mixture of sand. The sub-soil is clay.

This township, though well suited for farming, is without timber of any value, there being only a few clumps of poplar, willow and small oak.

*Township No. 13*—Is all land of a kind suited for settlement; has a rich soil and undulating surface.

There is hardly any wood in the township.

*Township No. 14*—This township borders on Lake Manitoba. It consists of very fine prairie. Land well watered by several streams which discharge into the lake.

There is very little timber in this township.

#### EIGHTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2*—The western side of this township is rough prairie, the eastern side contains oak timber and willow bush. Soil, second rate. Nearly one half of the township is covered with brush. There is no water except a small spring creek in south-east corner.

*Township No. 3*—Consists partly of prairie and partly of timbered land. The surface is undulating, and the soil is what is usually denominated "drift." There are some groves and ridges of oak, but the prevailing timber is poplar.

There is an abundant supply of water at all seasons.

*Township No. 4.*—This township is situated to the west of the Pembina Mountain. It has a good soil and is well suited for settlement.

There is a sufficient supply of water, but that on the surface is neither pure nor good.

The northern part of the township is heavily timbered with oak and poplar. Fire has destroyed a great deal of this timber. The south-west part is nearly all open prairie.

There are a number of marshes which afford a supply of hay, sufficient for the wants of the early settler.

There appear to be no fixed rocks and but few boulders throughout the whole township.

*Township No. 12.*—Well adapted for farming. The land slopes gradually towards the south, and several sloughs intersect it, draining the surface water into "Rat Creek," which runs from the south-west to the north-east part of the township. Excepting in the south-west part, the soil is a rich loam, under which, at various depths, lies a hard blue clay. The eastern part of the township is bare of all bush, except in the south on Rat Creek, where a few willows are to be found. The western portion is studded with groves of poplar and willows.

*Township No. 13.*—Is composed of prairie. There is only one grove of small oak woods. This lies between sections thirty-five and thirty-six.

The land on the east of Rat Creek is dry rolling prairie of excellent quality, that on the west is low and marshy, with the exception of a small strip of dry prairie about ten chains wide, lying along the "White Mud Road."

*Township No. 14.*—Borders on Lake Manitoba, and is composed of beautiful prairie land with very little timber. There is a considerable track of marshy or low land on the borders of Lake Manitoba and several sloughs or creeks, running into the lake from the south.

#### NINTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—The western side of this township is level prairie. Soil, black loam. Pembina River runs through the eastern side of the township and averages one chain in width. The valley of the river on an average is one and a half miles wide.

The alluvial deposits common in such places have been carried off by the floods in this section of the country leaving in many places only a subsoil of clay mixed with shale. Good oak and poplar timber is found in places.

*Township No. 5.*—The surface is rolling. One quarter of the township is covered with poplar, balm of Gilead, and oak; and about one third of the remainder is sparsely covered with poplar, burned timber, windfalls, &c.

The quality of the land is excellent. The soil, a very black loam, has an average depth of two feet.

Good fresh water can be easily obtained in almost every part of the township by digging to the depth of four feet in the low-ground. In the vicinity of the lakes never failing springs of cold fresh water are to be found. At least thirty of the thirty-six sections will make most excellent farms.

*Township No. 11.*—The soil of this township being chiefly black clay loam, is well adapted for agricultural purposes. The surface is undulating, having a few small swamps which if drained would produce good hay; it also contains several small streams. The remainder is covered with bush of small size, chiefly poplar and birch.

*Township No. 12.*—The greater part of this township is open, and a good deal prairie. In the southerly part of it there are a few poplar groves, but the timber is small in size, scarcely any of it being fit for building purposes. A good deal of it could be used for fencing. In the west there are many willows and thick bush. In this township there are a few good hay swamps.

The soil, with the exception of that in a few sections, is very good, being chiefly black clay loam, and is well fitted for agriculture.

Water can be easily obtained, except in the north-easterly part of the township where it is necessary to dig for it.

*Township No. 13.*—The White Mud River runs through the northern quarter of the township, and is bordered on its banks, at the south side with oak chiefly, and on its northern side with oak and poplar forest, interspersed with willow.

The soil of the north side of the White Mud River is of a light loamy character, most of it is covered with timber or brush. The south side, excepting about a half mile back, is wet, and without drainage can only be used in a very dry season.

*Township No. 14.*—This township is well suited for agricultural purposes.

The timber is chiefly small poplar, through which frequent fires have passed. It is in general valuable only for roofing houses and firewood; but towards the north there is some fit for lumber.

TENTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township is slightly undulating prairie. Soil, black loam, excellent farming land. There are several good hay swamps in this township, but with the exception of the swamps there is no water.

*Township No. 5.*—With the exception of sections 6, 7 and 18, the land in which is rough and broken, this township is excellent for farming purposes.

A belt of poplar timber of good quality runs along the south, east and north boundaries of the township. The central and western portion are chiefly covered with dense oak and willow scrub. In the north-east corner there is a small brook of good fresh water with several fine cold springs in its banks, and in the south-west a deep ravine with a creek which has its head about four miles from the Pembina River. In sections 2 and 29 there are two small lakes, the water in which is salt and stagnant.

Water can be obtained at any place in the township at a depth of from eight to twenty feet.

*Township No. 6.*—The north-west portion of this township is quite hilly, too much so for cultivation, excepting very small portions, adjacent to muskeags, which are very numerous. The remaining portion of the township is well adapted to farming. The land is rolling and the soil excellent. There is excellent water and a fair quantity of wood. This is almost entirely poplar.

There are a great number of hay flats growing an excellent quality of hay. Nearly every section has one or more of these.

*Township No. 14.*—This township offers great inducements to the settler. Its soil is in most places a very rich and deep black mould, resting on a marl subsoil.

There is plenty of timber for fencing and fuel. For building purposes, good poplar and oak timber may be obtained along the bank of the White Mud River.

ELEVENTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township consists of rolling prairie, excellent land. Soil, black loam. Water none, except that on the surface.

*Township No. 3.*—This township is well suited for settlement. It is nearly all rolling prairie, and the soil is in most places very fine. It grows in nearly every section good grass and hay. In most of the sloughs good water may be had by digging.

Settlers can be supplied with wood from the two adjacent townships in the same block.

*Township No. 4.*—Is principally woodland. There is a belt of poplar and oak timber along the base line, about four miles long and from one to three miles wide. Portions of this have been destroyed by fire. The oak is of poor quality.

The surface of the ground is broken in some places, and in others undulating. The soil is good.

*Township No. 5.*—The north and east parts of this township consist of poplar woods of good quality. The rest is a brushy prairie suitable for cultivation, excepting the Valley of the Pembina River, the land in which is for the most part of a slaty formation. Swan Lake, an expansion of the Pembina River, lies in the southern part of the township.

It is about six miles in length by one in breadth. Its banks are about fifty feet high, and are of slaty formation. The hill tops are in most cases sandy, and the level parts sandy loam. Several fresh-water springs may be found in the interior of the township.

*Township No. 6.*—Contains but little land fit for cultivation, bolls, morasses, and alkaline lakes being its characteristic features. There is a small second growth of poplar and cherry growing in old windfalls.

A stream flows through the south-easterly portion of the township.

*Township No. 13.*—The soil of this township is mostly sandy loam. Towards the south it is too wet and low to be of much use unless drained. The surface is gently undulating.

The township is well timbered, and along Pine Creek offers some good locations for settlement. Good water can be obtained by digging from 6 to 12 feet down. The sub-soil contains quick sand.

*Township No. 14.*—Is well suited for settlement. The soil is excellent. Water is abundant and good. Timber is plentiful, and distributed in belts and groves all through the township.

The White Mud River passes along the northern part of the township. A chain of small lakes, the water of which is good, stretch along the southern part.

*Township No. 15.*—Is well adapted for agricultural purposes, having excellent hay land. Portions of the ground is covered with clumps of willow bushes and poplars.

*Township No. 16.*—The northern part of this township is mostly prairie—the southern part alternate clumps of willow, poplars and patches of prairie. Soil good for agricultural purpose. About half of this township is a marsh, and if drained would produce an immense quantity of hay land.

#### TWELFTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—This township consists of a rolling prairie, having good soil. Crystal River, a small stream of the purest water which flows through a large gully, crosses the township in a south-easterly direction. There is some good timber in the northerly portion of the township, and also in places in the gully.

*Township No. 3.*—Offers great advantages to the settler. It consists partly of woodland and partly of prairie. The soil is good, water is abundant and excellent, and timber plentiful and of good quality. Hay and grass can also be obtained in abundance.

Pembina River and its tributary brook pass through this township.

*Township No. 4.*—Is partly woodland and partly prairie. It is abundantly supplied with good water and timber. The latter consists for the most part of small oak and poplar. On the banks of the Pembina River, which passes through this township, are some very fine large sized elms.

The immediate valley of the Pembina River is from a half a mile to a mile in width. The soil here is excellent.

*Township No. 5.*—This township is nearly all covered with brush, generally growing among fallen timber. The soil in most parts is good, excepting on the hills where it is slaty. The lakes are in most cases shallow, some being little more than marshes, fast filling up and becoming solid. There is some good poplar fit for building and fencing. The most of the swamps afford good hay. Cypress River runs through the north-east part of the township.

*Township No. 6.*—The north-east portion of this township is for the most part good rolling prairie. The remainder is covered with brush and fallen timber. The soil in the valleys is a fine black loam, slightly inclined to be sandy; on the hill-tops, it is either sandy or of a clay slate nature.

Cypress River runs through the south-western part of this township. The water is of good quality.

*Township No. 13.*—The soil is generally very good, being of a sandy loamy character. The entire surface is covered with dense scrub, and in some parts with poplar and scrub.

Good water can be obtained in abundance, both by digging and from small creeks. The south-west is low and swampy. Several belts of low lands stretch in different directions through the township.

*Township No. 14.*—This township is well adapted for settlement. The soil is a rich loam, mostly dry and arable.

The White Mud River flows across the township from west to east. The water is excellent in quality.

Timber is abundant—suitable for building and fencing purposes.

*Townships Nos. 15 and 16.*—Are generally well adapted for agricultural purposes. In the centre of township number sixteen there is a large belt of heavy poplar timber, and in the south-west corner of township number fifteen there is a considerable quantity of wood land.

#### THIRTEENTH RANGE WEST OF PRINCIPAL MERIDIAN.

*Township No. 2.*—Is rolling prairie land with good soil. No water is to be found excepting in swamps and gullies and by digging. Some timber grows in the north and north-east parts of the township.

*Township No. 3.*—The surface of this township is rough and broken, particularly in the neighborhood of "Rock Lake," which is situated about 300 feet below the level of the surrounding prairie. The ground, for about half a mile on all sides, slopes towards the lake, and is very much broken by knolls and gullies. The soil on the south side of the lake, on the high lands, is sandy and in the valleys is of a loamy nature. The soil to the north of the lake is in most places a sandy loam. The water in the lake is of considerable depth and quite fresh and good.

The Pembina River flows eastward from the lake; it is about 1 chain and 50 links wide, and about four feet deep in summer, very crooked and with a slow current. A large quantity of oak grows along the northern shore of the lake, and on the southern shore a quantity of poplar.

In the northern part of the township oak and poplar is to be found in large quantities.

*Township No. 4.*—The surface of this township is in most places broken with knolls and ponds.

In the north-eastern part it is very low, and in the spring and fall of the year is generally flooded.

The soil is a dark loam, except on the tops of the knolls, where it is gravelly.

There are no streams in the township, but there are a great number of lakes, most of which are impregnated with salt, so much so that the water cannot be used.

There is not much large timber, though small poplars, stunted oak and willows abound, particularly around the largest lake, which is situated in the south-western part of the township.

There is no stone nor indications of minerals of any kind.

*Township No. 5.*—The northern part of this township is a series of broken hills, covered chiefly with brush, scrub-oak and poplar. Alkaline lakes are to be found in sections 33, 34, 25, 36, 29 and 31. The southern part is made up of patches of brush and prairie.

Two deep gullies, with standing pools of good spring water, run across the township.

The soil on the hills is rather gravelly, but good black loam may be found in the lowlands.

*Township No. 6.*—Is rolling land; the southern part very hilly. Cypress River runs through the north-east corner. A large creek runs through the centre of the township and empties into a swamp at the north, which has an area of some 1,200 acres. A very large spring of good water rises near this creek in section 29. There is some good timber along the banks of the Cypress River and the above-mentioned creek, and also in the south-east corner of the township.



The soil is good with the exception of that on the hill tops, which is very gravelly.

*Township No. 15.*—The soil is generally a light sandy loam.

The land is in most places level. A few gravel ridges run in a north-westerly direction across it.

On sections 6, 7 and 18 there is a considerable quantity of large poplars. The timber in the rest of the township is suitable for fencing and fuel.

The White Mud River passes through section 6. It contains an abundant supply of excellent water.

*Township No. 16.*—The soil is generally of an inferior quality, being light sandy loam. In many places in the north-west quarter of the township the soil does not exceed six inches in depth, the subsoil being composed of gravel and boulders.

The timber is of very little value except for fuel. Fencing and building timber can be procured at the Riding Mountains, some 15 miles distant.

*Township No. 17.*—The soil is of light sandy loam. The land, excepting two small gravel ridges, which run in a north-westerly direction across it, is level. The marshes produce good hay.

*Township No. 18.*—Contains very little good farming land. The soil, with the exception of that on the marshy land, is principally light sandy loam.

This township being very low and level, is flooded with the water from the Riding Mountain.

Nearly one-third of this township is marsh or hay land, and in the spring more than one-half of it is covered with water.

The timber has been all destroyed by fire, and consequently is of no value except for fuel.

#### FOURTEENTH RANGE WEST PRINCIPAL MERIDIAN.

*Township No. 2.*—Is chiefly good rolling prairie. A gully about sixty feet in depth runs through the western part of the township, in which pools of standing water are to be found.

There is some good timber in the north-east.

*Township No. 3.*—The soil of this township is a dark loam, somewhat inclined to be sandy. On the top of knolls it becomes gravelly.

Oak, elm, poplar and basswood are abundant along the shores of the lake, and in the valley of the river. There is likewise a large quantity of timber in the southern part of the township.

The Pembina River which empties itself into the lake is a crooked, sluggish stream. It averages about one and a half chains in width, and about four feet in depth in summer.

On the north side of the timber, along the Pembina River, there is a fine strip of rich hay land, running from the marsh at the end of the lake to the west boundary of the township.

*Township No. 4.*—The surface of this township is rolling or broken. The soil in most places is good, being of a dark loamy nature. It produces a good growth of grass.

There are no streams in the township, and few ponds or springs, but what there are, are fresh.

There is little or no timber, the greater part being prairie, with occasional clumps of willow. No stone or indications of minerals.

*Township No. 5.*—This township is rough rolling land. Hay swamps are numerous. The water is nearly all alkaline, and the soil gravelly. At the north and centre there are hills covered with thrifty oak and poplar. The southern part is chiefly brushy prairie.

*Township No. 6.*—Is principally composed of good rolling prairie. About one-sixth is irreclaimable swamp, the remainder fit for farming purposes. Some good timber is to be found in the south-west part of the township. The lowlands have a black loam soil, and the uplands a gravelly soil.

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*Township No. 15.*—Is excellent farming land with the exception of that portion lying east of the beautiful Plain Ridge, and sections 6, 7 and 18, where the soil is a light sandy loam.

The White Mud River, with several other small streams passing eastward through this township, give an unlimited supply of excellent water.

The marshy land along the streams produces a rank growth of hay.

Large ash, oak, elm and maple is found skirting the banks of the White Mud River. This, with a few groves of poplar, is the only timber in this township available for building purposes.

*Township No. 16.*—West of the beautiful Plain Ridge, this township is all excellent farming land, and owing to its proximity to the Riding Mountain, where fencing and building timber can be procured, is well suited for immediate settlement.

This township is nearly all covered with willow and small poplar, the most of which has been destroyed by fire.

*Township No. 17.*—The westerly half of this township contains some excellent farming land. It is nearly all covered with rose and willow bushes and small poplar. The eastern portion of the township is intersected with small gravel ridges.

The soil is a light sandy loam.

This portion of the township has no timber of any value, except for fuel.

A large marsh is formed near the centre of the township by the spreading out of the waters of two large streams flowing eastward from the Riding Mountains. Those streams supply an abundance of excellent water.

Portions of the marshy land produce an excellent growth of hay.

Building timber can be obtained at a distance of about two miles.

*Township No. 18.*—Nearly one fourth of this township is marsh or hay land. The soil is a light sandy loam. Excepting a few gravel ridges, in the west half of the township, the land is very low and level. About one half of the township is flooded in the spring, the waters of several streams from the Riding Mountains passing through it.

A large portion of the marshy land produces a rank growth of hay.

The timber, except that in sections 6, 7 and 18, has been destroyed by fire.