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- Additional comments /
Commentaires supplémentaires:

Various pagings.

In Sessional paper No. 13, Part II, Dominion Lands Surveys ... pages 26, 35 & 114-115 are incorrectly numbered pages 62, 53, 115 & 114.

In Sessional paper No. 13, Part VI, Reports of European ... page 125 is incorrectly numbered page 128.

SESSIONAL PAPERS

11-13^a

VOLUME 8

THIRD SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1893



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OF THE
PARLIAMENT OF CANADA

THIRD SESSION, SEVENTH PARLIAMENT, 1893

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

CONTENTS OF VOLUME 1.

1. Report of the Auditor General on Appropriation Accounts for the year ended 30th June, 1892. Presented 27th January, 1893, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1892. Presented 27th January, 1893, by Hon. G. E. Foster. 2a. Estimates for the year ending 30th June, 1894; presented 30th January, 1893. 2b. Supplementary Estimates for the financial year ending 30th June, 1893; presented 17th February, 1893. 2-1b*. Further Supplementary Estimates for the year ending 30th June, 1893; presented 16th March, 1893. 2c. Supplementary Estimates for the year ending 30th June, 1894; presented 27th March, 1893.....*Printed for both distribution and sessional papers.*
- 2d. Trade with Great Britain—Horses.....*Printed for both distribution and sessional papers.*
- 2e. Commercial Relations, Canada, No. 1. Reports upon Trade and Trade Openings in Great Britain and other countries, to 31st December, 1892.....*Printed for both distribution and sessional papers.*
3. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1892. Presented 24th March, 1893, by Hon. G. E. Foster.....*Printed for both distribution and sessional papers.*

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- 3a. Report of dividends remaining unpaid and amounts, or balances, in respect to which no transactions have taken place, or upon which no interest has been paid for five years or upwards prior to 31st December, 1892, in chartered banks of Canada.....*Printed for both distribution and sessional papers.*
4. Report of the Superintendent of Insurance for the year ending 31st December, 1892.
Printed for both distribution and sessional papers.
- 4a. Preliminary abstract of the business of the Canadian Life Insurance Companies for the year ending 31st December, 1892. Presented 20th February, 1893, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
- 4b. Abstract of statements of Insurance Companies in Canada for the year ending 31st December, 1892.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

5. Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1892. Presented 27th January, 1893, by Mr. Wood (Brockville). *Printed for both distribution and sessional papers.*
6. Inland Revenues of Canada. Part I., Excise, &c., for the fiscal year ended 30th June, 1892. Presented 26th January, 1893, by Mr. Wood, (Brockville). *Printed for both distribution and sessional papers.*
- 6a. Inland Revenues of Canada. Part II., Inspection of Weights, Measures and Gas, for the fiscal year ended 30th June, 1892. *Printed for both distribution and sessional papers.*
- 6b. Inland Revenues of Canada. Part III., Adulteration of Food, for the fiscal year ended 30th June, 1892. Presented 27th January, 1893, by Mr. Wood (Brockville).
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

7. Report of the Minister of Agriculture for Canada, for the calendar year 1892. Presented 23rd February, 1893, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 7a. Report on Canadian Archives, 1892. *Printed for both distribution and sessional papers.*
- 7b. Report of the Director and Officers of the Experimental Farms, for the year 1892. Presented 20th March, 1893, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 7c. Criminal Statistics for the year 1892. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

8. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1892. Presented 20th February, 1893, by Hon. J. A. Ouimet. *Printed for both distribution and sessional papers.*
9. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1891, to the 30th June, 1892. Presented 10th February, 1893, by Hon. J. G. Haggart.
Printed for both distribution and sessional papers.
- 9a. Canal Statistics for Season of Navigation, 1892. Presented 10th February, 1893, by Hon. J. G. Haggart.
Printed for both distribution and sessional papers.
- 9b. Railway Statistics, and Capital, Traffic and Working Expenditure of the Railways of Canada, for 1892. Presented 29th March, 1893, by Hon. J. G. Haggart.
Printed for both distribution and sessional papers.

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10. Annual Report of the Department of Marine and Fisheries for the fiscal year ended 30th June, 1892. Presented 27th January, 1893, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 10a. Fisheries Statements and Inspectors' Reports for the year 1892.
Printed for both distribution and sessional papers.
- 10b. Report on the Oyster Fisheries of Canada, 1892. Presented 30th January, 1893, by Hon. J. Costigan.
Printed for both distribution and sessional papers.
- 10c. Report of British Columbia Fishery Commission, 1892.
Printed for both distribution and sessional papers.
- 10d. Report on the Lobster Industry of Canada, 1892. *Printed for both distribution and sessional papers.*

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11. Report of the Chairman of the Board of Steam-boat Inspection, etc., for calendar year ended 31st December, 1892. *Printed for both distribution and sessional papers.*
12. Report of the Postmaster-General of Canada for the fiscal year ended 30th June, 1892. Presented 3rd February, 1893, by Sir A. P. Caron. *Printed for both distribution and sessional papers.*
13. Annual Report of the Department of the Interior, for the year 1892. Presented 22nd March, 1893, by Hon. T. M. Daly. *Printed for both distribution and sessional papers.*
- 13a. Summary Report of the Geological Survey Department for the year ended 1892.
Printed for both distribution and sessional papers.

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- 14.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1892. Presented 7th March, 1893, by Hon. T. M. Daly. *Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1892. Presented 3rd March, 1893, by Hon. W. B. Ives. *Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada for the year ended 31st December, 1892. Presented 6th March, 1893, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1892. Presented 9th February, 1893, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 16b.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1892. Presented 29th March, 1893, by Hon. J. C. Patterson. *Printed for both distribution and sessional papers.*
- 16d.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ended 30th June, 1892, with a partial report for services during six months ending 31st December, 1892. Presented 28th February, 1893, by Hon. J. Costigan. *Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament, on the state of the Library of Parliament. Presented 26th January, 1893, by Hon. Mr. Speaker. *Printed for sessional papers only.*

CONTENTS OF VOLUME 10.

- 18.** Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1892. Presented 27th January, 1893, by Sir John Thompson. *Printed for both distribution and sessional papers.*
- 19.** Annual Report of the Department of Militia and Defence of Canada, for the half-year ended 30th June, 1892. Presented 31st January, 1893, by Hon. J. C. Patterson. *Printed for both distribution and sessional papers.*
- 19a.** Establishment Lists of the Active Militia for the financial year 1893-94. Presented 25th March, 1893, by Hon. J. C. Patterson. *Printed for both distribution and sessional papers.*
- 20.** Return to an order of the House of Commons, dated 23rd March, 1892, for a return showing the number and names of men and vessel-owners applying for bounties for the years 1889, 1890 and 1891, and not receiving the same, giving the reasons why such applications were not granted; also whether any were refused and afterwards granted, the names, amounts and reasons given why such were afterwards granted; also all papers and correspondence since 1888 in reference to the bounty system and in regard to applications granted and ungranted. Presented 27th January, 1893.—*Mr. Bowers.* *Not printed.*
- 20a.** Return to an order of the House of Commons, dated 27th May, 1891, for a return giving a comparative statement for the years 1882 to 1891, inclusive, (by province) of: (a) Total number of bounty claims received by department. (b) Total number paid. (c) Number of vessels, tonnage, and number of men entitled to bounty in each year. (d) Number of boats among which bounty was distributed, and number of men engaged in boat-fishing receiving bounty. (e) Total number of men receiving bounty. (f) Total annual payments of fishing bounty. Presented 30th January, 1893.—*Mr. Flint.* *Not printed.*
- 20b.** Statement in reference to fishing bounty payments for 1891-92, required by chapter 96 of the Revised Statutes of Canada. Presented 6th February, 1893, by Hon. J. Costigan. *Not printed.*
- 20c.** Return to an order of the House of Commons, dated 30th May, 1892, for a copy of all correspondence, papers and reports relating to the investigation into the conduct of William Prosser, fishery overseer for the district fronting the county of Essex, on lake Erie, and his dismissal from office. Presented 8th February, 1893.—*Mr. Allan.* *Not printed.*
- 20d.** Copy of the proceedings of the conference recently held at Halifax between delegates from the governments of Canada and Newfoundland upon the fishery question and other questions between the two governments. Presented 8th February, 1893, by Sir John Thompson. *Printed for sessional papers only.*

VOLUME 10—Continued.

- 20e.** Further papers respecting the enforcement by the Newfoundland authorities against Canadian vessels of the Newfoundland act respecting the sale of bait to foreign fishing vessels. Presented 9th February, 1893, by Hon. J. Costigan, *Printed for sessional papers only.*
- 20f.** Further papers respecting the several questions at issue between the dominion of Canada and the colony of Newfoundland. Presented 13th March, 1893, by Hon. G. E. Foster. *Printed for sessional papers only.*
- 20g.** Return to an address of the House of Commons to his excellency the Governor-General, dated 27th July, 1891, for copies of all documents, petitions and letters in relation to the fishing rights of F. F. Rouleau, Esq., advocate, of Rimouski, which said rights he and his predecessors have always exercised on his property at Rimouski. Presented 13th March, 1893.—*Mr. Choquette.* *Not printed.*
- 20h.** Return to an order of the House of Commons, dated 1st March, 1893, for copies of all correspondence between the government and the Quebec board of trade, respecting the appointment of a fishery officer in the place of Mr. W. H. Whitely, for the Bonne Espérance division, from Checatica to Blancs Sablons. Presented 29th March, 1893.—*Mr. Joneas.* *Not printed.*
- 20i.** Return to an order of the House of Commons, dated 13th March, 1893, for a return showing a copy of a certificate of qualification held by each of the commanders of the fishery protection service last season, as follows: Commander O. G. V. Spain, "Acadia;" W. H. Kent, "Agnes Macdonald;" E. Dun, "Bayfield;" Geo. M. May, "Constance;" J. H. Pratt, "Dream;" Wm. Wakeham, "La Canadienne;" A. Finlayson, "Stanley;" C. T. Knowlton, "Vigilant." Presented 29th March, 1893.—*Mr. McMullen.* *Not printed.*
- 20j.** Return to an address of the House of Commons to his excellency the Governor-General, dated 20th March, 1893, for copies of all documents, reports and correspondence between the government and the Quebec Board of Trade, or any other person, in relation to the treatment endured by Canadian fishermen from Newfoundland fishermen along the Canadian Labrador coast. Presented 30th March, 1893.—*Mr. Joneas.* *Not printed.*
- 20k.** Return to an order of the House of Commons, dated 20th March, 1893, for: 1. Copies of instructions issued to the fishery overseers of Berthier, Maskinongé, St. Maurice, Champlain, Nicolet, Yamaska and Richelieu, since 1st January, 1892, and of all correspondence on the subject between the Government and the said fishery overseers; or between the government and any other persons from 1st January, 1892, up to this date, in relation to such instructions and the enforcement thereof. 2. A statement of fishing licenses issued in the counties aforesaid during the years 1891 and 1892, separately. 3. A statement of the quantity and value of the various kinds of fish taken in the said counties—separately—during the years 1891 and 1892. Presented 30th March, 1893.—*Mr. Bruneau.* *Not printed.*
- 20l.** Return to an order of the House of Commons, dated 20th February, 1893, for a return of all persons receiving fishery bounties in the counties of Victoria and Guysboro', N.S., for the year 1892, with amount paid each. Presented 30th March, 1893.—*Mr. Fraser.* *Not printed.*
- 21.** Return to an order of the House of Commons, dated 2nd May, 1892, for a return giving all papers, letters, petitions, applications, and every other document relating to the dismissal of the postmaster of McIntyre, and the appointment of his successor. Presented 27th January, 1893.—*Mr. Landerkin.* *Not printed.*
- 21a.** Return to an order of the House of Commons, dated 20th February, 1893, for copies of all letters, correspondence, petitions and other documents received and exchanged by the government, respecting the dismissal of Edouard Lesage, postmaster of St. Léon, in the county of Maskinongé, and to any appointment or appointments made to the position since the discharge of the said official. Presented 16th March, 1893.—*Mr. Legris.* *Not printed.*
- 21b.** Return to an address of the Senate, to his excellency the Governor-General, dated the 7th March, 1893, for copies of the order in council, information, evidence and papers upon which the dismissal of John J. Cosgrove, an officer of the inland revenue department, proceeded and was determined. Presented 23rd March, 1893.—*Hon. Mr. O'Donohue.* *Not printed.*
- 22.** Statement of Governor-General's Warrants issued since last session of parliament, in accordance with the Consolidated Revenue and Audit Act, section 32, subsection b. Presented 30th January, 1893, by Hon. G. E. Foster. *Printed for distribution only.*

VOLUME 10—*Concluded.*

- 23.** Statement of expenditure on account of miscellaneous unforeseen expenses. Presented 30th January, 1893, by Hon. G. E. Foster.....*Not printed.*
- 24.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th January, 1892, and from the 11th to the 20th January, 1893. Presented 30th January, 1893, by Hon. G. E. Foster.....*Not printed.*
- 24a.** Statement of the receipts and payments of Canada, 1891-92 and 1892-93, to 31st January. Presented 6th February, 1893, by Hon. G. E. Foster.....*Not printed.*
- 24b.** Statement of the receipts and payments of Canada, 1891-92 and 1892-93, to 10th February. Presented 17th February, 1893, by Hon. G. E. Foster. *Not printed.*
- 24c.** Statement of the receipts and payments of Canada, 1891-92 and 1892-93, to 10th March. Presented 15th March, 1893, by Hon. G. E. Foster.....*Not printed.*
- 24d.** Statement of the receipts and payments of Canada, 1891-92 and 1892-93, to 20th March. Presented 21st March, 1893, by Hon. G. E. Foster.....*Not printed.*
- 25.** Rules of the Exchequer Court of Canada in respect to any proceeding that may be had or taken in the Exchequer Court of Canada to impeach any patent issued under "The Patent Act." Presented 27th January, 1893, by Hon. J. Costigan.....*Printed for sessional papers only.*
- 26.** Return to an address of the Senate to his excellency the Governor-General, dated 9th July, 1892, for a copy of the latest time-table adopted to govern the running of passenger trains on the Intercolonial Railway. Presented 30th January, 1893.—*Hon. Mr. Power*..... *Not printed.*
- 26a.** Return to an order of the House of Commons, dated 6th February, 1893, for a statement of the working expenses of the Intercolonial Railway for the year 1890-91 and also for the year 1891-92, and from the 1st July, 1892, to the 31st December, inclusive, under the following headings, viz. :— Locomotive power, car expenses, maintenance of way and works, station expenses, general charges, car mileage. Presented 27th February, 1893.—*Sir Hector Langevin.*
Printed for distribution only.
- 26b.** Return to an order of the House of Commons, dated 6th February, 1893, for a statement showing the revenue of the Intercolonial Railway for the years 1890-91 and 1891-92, and from the 1st July, 1892, to the 31st December, inclusive, under the following headings, viz. :—Passengers, freight, mails and sundries; giving also the number of passengers and the number of tons of freight carried in each of the above-named years. Presented 27th February, 1893.—*Sir Hector Langevin.*
Printed for distribution only.
- 26c.** Return to an order of the House of Commons, dated 13th March, 1893, for copies of all correspondence, reports and other documents relative to the reduction in rank of C. A. Atkinson from conductor to brakeman, on or about October, 1887. Presented 30th March, 1893.—*Mr. Wood (Westmoreland)*..... *Not printed.*
- 26d.** Return to an order of the House of Commons, dated 28th March, 1892, for copies of all letters, telegrams and correspondence relating to the use by the Canadian Pacific Railway of running privileges over the Intercolonial Railway between Halifax and St. John; and copies of all agreements between the Canadian Pacific Railway and the Intercolonial Railway, or any department or officer of the government of Canada, relating to the running privileges given to the Canadian Pacific Railway over the Intercolonial Railway and to the payments to be made therefor; and also of all agreements for the payments by the Intercolonial Railway to the Canadian Pacific Railway for the cars and engines of the latter run over the Intercolonial Railway. Presented 1st April, 1893.—*Mr. Davies*.....*Not printed.*
- 27.** Copy of the Report of the Commissioners appointed by Royal Commission to take evidence as to the truth or falsity of certain charges made against Sir Adolphe P. Caron, member of the House of Commons and of the Queen's Privy Council for Canada, with copies of the evidence and exhibits thereto pertaining. Presented 6th February, 1893, by Sir John Thompson.
Printed for both distribution and sessional papers.

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- 28.** Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service; his allowance and cause of retirement, whether vacancy has been filled by promotion or new appointment, etc., for year ended 31st December, 1892. Presented 7th February, 1893, by Hon. G. E. Foster.
Printed for sessional papers only.
- 28a.** Return to an address of the House of Commons to his excellency the Governor-General, dated 1st March, 1893, for copies of all correspondence, papers or orders in council relating to the superannuation or retirement of Mr. T. Trudeau, late deputy of the minister of railways and canals. Presented 21st March, 1893.—*Mr. Edgar*..... *Not printed.*
- 29.** Return of orders in council of 1892 relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. Presented 9th February, 1893, by Hon. T. M. Daly..... *Printed for sessional papers only.*
- 30.** Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 9th February, 1893, by Hon. T. M. Daly..... *Printed for sessional papers only.*
- 30a.** List of all lands sold by the Canadian Pacific Railway Company from the 1st October, 1891, to the 1st October last. Presented 9th February, 1893, by Hon. T. M. Daly.
Printed for sessional papers only.
- 31.** List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the past year, 1892. Presented 9th February, 1893, by Hon. J. Costigan.
Printed in No. 16.
- 32.** Return to an address of the House of Commons to his excellency the Governor-General, dated 17th March, 1892, for copy of all correspondence between the imperial government and the Canadian government concerning the defences of Esquimalt. Presented 10th February, 1893.—*Mr. Laurier.*
Printed for sessional papers only.
- 33.** Return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for copy of all petitions, memorials, appeals, and of any other documents addressed to his excellency in council, since the 15th March, 1892, relating to the Manitoba School Acts of 1890 and to section 22 of the "Manitoba Act" and section 93 of the "British North America Act." Also copy of all reports to and of all orders in council in reference to the same. Also copies of all correspondence in connection therewith. Presented 10th February, 1893.—*Mr. LaRivière.*
Printed for both distribution and sessional papers.
- 33a.** Return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for a copy of the judgment of the judicial committee of her majesty's privy council in the appealed case of *Barrett vs. the City of Winnipeg*, commonly known as the "Manitoba School Case." Also copy of factums, reports and other documents in connection therewith. Presented 14th February, 1893.—*Mr. LaRivière*..... *Printed for both distribution and sessional papers.*
- 33b.** Further return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for a copy of the judgment of the judicial committee of her majesty's privy council in the appealed case of *Barrett vs. the City of Winnipeg*, commonly known as the "Manitoba School Case." Also copy of factums, reports and other documents in connection therewith. Presented 20th February, 1893.—*Mr. LaRivière.*
Printed for both distribution and sessional papers.
- 33c.** Supplementary return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, on the subject of the Manitoba School Acts of 1890, with a certified copy of a report of a committee of the honourable the privy council, approved by his excellency the Governor-General in council on 22nd February, 1893, relative to the settlement of important questions of law concerning certain statutes of the province of Manitoba relating to education. Presented 1st March, 1893.—*Mr. LaRivière*..... *Printed for both distribution and sessional papers.*
- 33d.** Partial return to an address of the Senate to his excellency the Governor-General, dated 3rd February, 1893, for: 1. A copy of the deliberations, resolutions and ordinances of the former council of Assiniboia, relating to educational matters within its jurisdiction as it existed on the banks of

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the Red River before the creation of the province of Manitoba. 2. A statement of the amounts paid by the said council of Assiniboia for the maintenance of schools, showing the persons to whom such payments were made, the schools for which such amounts were paid, and the religious denomination to which such schools belonged. 3. A statement of the amounts paid by the Hudson's Bay Company or by its agents, to the schools then existing in the territories forming to-day the province of Manitoba. 4. A copy of all memoranda and instructions serving as basis for the negotiations as a result of which Manitoba became one of the provinces of the confederation; together with a copy of the minutes of the deliberations of the persons charged, on both parts, to settle the conditions of the creation of the province of Manitoba and of its entrance into the confederation; and also a copy of all memoranda, returns and orders in council, establishing such conditions of entrance, or serving as a basis for the preparation of "The Manitoba Act." 5. A copy of the despatches and instructions from the imperial government to the government of Canada on the subject of the entrance of the province of Manitoba into the confederation, comprising therein the recommendations of the imperial government concerning the rights and privileges of the population of the territories, and the guarantees of protection to be accorded to the acquired rights, to the property, to the customs and to the institutions of that population by the government of Canada, in the settlement of the difficulties which marked that period of the history of the Canadian west. 6. A copy of the acts passed by the legislature of Manitoba relating to education in that province, and especially of the first act passed on this subject after the entrance of the said province of Manitoba into the confederation, and of the laws existing upon the same subject in the said province immediately before the passing of the acts of 1890, relating to the public schools and relating to the department of education. 7. A copy of all regulations with respect to schools passed by the government of Manitoba or by the advisory board in virtue of the laws passed in 1890, by the legislature of Manitoba, relating to public schools and the department of education. 8. A copy of all correspondence, petitions, memoranda, resolutions, briefs, factums, judgments (as well of first instance as in all stages of appeal), relating to the school laws of the said province of Manitoba, since the 1st June, 1890, or to the claims of catholics on this subject; and also a copy of all reports to the privy council and of all orders in council relating to the same subject since the same date. Presented 30th March, 1893.—*Hon. Mr. Bernier.*

Printed for both distribution and sessional papers.

- 34.** Return to an order of the House of Commons, dated 13th April, 1892, for copies of the instructions issued to Prof. Saunders when he was directed to inquire into the question of the growing of sugar-beet and the manufacture of beet-root sugar in Canada, or since that date up to the time when his report was laid before this House. Presented 10th February, 1893—*Mr. Beausoleil.*
Not printed.
- 35.** Return to an Address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for all correspondence, documents, reports and orders in council about a special commission to inquire into the most feasible means of completing the telegraphic system of the empire. Presented 10th February, 1893—*Sir H. Langevin.*.....*Printed for sessional papers only.*
- 36.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1892, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 13th February, 1893, by Hon. J. Costigan.
Not printed
- 37.** Statement showing quantity and bounty paid on pig iron produced in Canada since date of last return to House of Commons, 16th March, 1892. Presented 16th February, 1893, by Mr. Wallace.
Printed for sessional papers only.
- 37a.** Return to an order of the House of Commons, dated 20th February, 1893, for return showing the quantity of pig iron produced in Canada in the years 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879 and 1880, and bounty paid, if any, during those years; also amount of pig iron imported from Great Britain and the United States respectively, and the total amount imported during those years. Presented 28th February, 1893.—*Mr. Macdonald (Huron).*
Printed for sessional papers only.
- 37b.** Return to an order of the House of Commons, dated 6th February, 1893, for a return showing the quantity of pig iron produced in Canada in the years 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1890, 1891, 1892; and the bounty paid for the production in each of those years. Presented 13th March, 1893.—*Mr. McMullen.*.....*Printed for sessional papers only.*

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38. Return to an order of the House of Commons, dated 20th February, 1893, for the evidence taken before Mr. James G. Moylan, inspector of penitentiaries, in connection with the investigation or investigations held by that official at Kingston penitentiary during the past year which resulted in the dismissal or resignation of certain officials of that institution. Presented 22nd February, 1893.—*Mr. Somerville*.....*Not printed.*
39. Return to an order of the House of Commons, dated 20th February, 1893, for a copy of the questions put and the subjects submitted to the parties who presented themselves for preliminary or qualifying examination, or both, at the last examination for the civil service. Presented 23rd February, 1893.—*Sir Hector Langevin*.....*Not printed.*
40. Return to an order of the House of Commons, dated 20th February, 1893, for a return showing the number of *Experimental Farm Reports* published for the year 1891; the number published in English and French respectively; the number allotted to each member of the House of Commons and Senate, and the number still on hand. Presented 24th February, 1893.—*Mr. Grieve*.....*Not printed.*
41. Return to an address of the House of Commons to his excellency the Governor-General, dated 20th February, 1893, for a copy of any report to council made by Hon. J. A. Chapleau when minister of customs, on the reorganization of the customs department or recommending changes regarding that department. Presented 24th February, 1893.—*Mr. Landerkin*.....*Not printed.*
42. Return to an order of the House of Commons, dated 6th February, 1893, for a list of the names of all tenderers for section eight of the Soulanges canal, also of the residence of each such tenderers, and of the amount of each tender. Presented 27th February, 1893.—*Sir Hector Langevin*. *Not printed.*
43. Return to an address of the House of Commons to his excellency the Governor-General, dated 2nd February, 1893, for copies of all correspondence, memorials, departmental orders and orders in council, not already laid before the House, respecting the north-western, northern and eastern boundaries of the province of Quebec, together with all reports of surveys or explorations ordered thereon or in connection therewith, by the government of Canada, since last session of parliament, including the instructions for said surveys or explorations. Presented 27th February, 1893.—*Sir Hector Langevin*.....*Printed for sessional papers only.*
44. Return to an address of the House of Commons to his excellency the Governor General, dated 6th February, 1893, for a copy of any order in council or other document which gave power to the "Stanstead, Shefford and Chambly Railway Co." or their successors "The Vermont Central Railway Company" to build a bridge across the Richelieu river at St. John's, P.Q. Presented 28th February, 1893.—*Mr. Béchard*.....*Not printed.*
45. Return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for copies of all petitions, correspondence and documents whatsoever respecting the granting of a subsidy to the Quebec Oriental Railway. Presented 28th February, 1893.—*Mr. Vaillancourt*.....*Not printed.*
46. Return to an order of the House of Commons, dated 1st March, 1893, for copies of instructions to officers employed in the taking of the third census of Canada, 1891, and copies of forms used. Presented 1st March, 1893, by Hon. G. E. Foster.....*Not printed.*
- 46a. Return to an address of the Senate to his excellency the Governor-General, dated 6th February, 1893, for information, accompanied with full explanatory remarks, from the officer in charge of the direction and superintendence of the last Canadian Census of 1891, on the following points: 1. Was the enumeration of the French element of the population, in the taking of the Census of 1891, intended and carried on to convey the same information as was furnished by the previous Census of 1851 and 1861 of the former province of Canada, and the Canadian Census of 1871 and 1881? 2. What was the meaning intended and the interpretation given, in the taking of the Census of 1891, to the words *French-Canadian* and *Canadian-French* as heading of one of the columns of Census Schedule No. 1? 3. What is the precise meaning and what is to be understood by the various words made use of in the Census Bulletin No. 11, signed George Johnson, statistician, namely, the words *Nationalities*, *Nationalités*, French-speaking, English-speaking, *Canadiens-Anglais*, as part of the new nomenclature adopted? 4. Were there people of French nationality, real Frenchmen, excluded from the registration of the French element of the population on account of being born outside of Canada, and were there French people included among the English-

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- speaking on account of being able to speak the English language? Is there any connection between such cases and the nomenclature of Bulletin No. 11, and if not, why is it that the simple word French, formerly used as meaning the French element, was abandoned, to be variously replaced by the words French-speaking, French-Canadians, and so forth? 5. What were, in addition to the printed instructions, the practical explanations and directions given to the officers, commissioners and enumerators, as regards the registration of the French element of the population, or persons of French origin or nationality? 6. Was the actual enumeration of the French, in 1891, uniformly carried on throughout, in the various Census districts, subdistricts and divisions? 7. Are there reasons to apprehend, from direct investigation, personal knowledge, or statistical criticism, that the figures given as representing the number of French people, are notably deficient in some or many returns of the enumeration of 1891? 8. Were the returns delivered by the enumerators examined by the commissioners, the officers, and at the central office under the supervision, the responsibility of the superintendent, in view to test their accuracy and to correct apparent errors? 9. Was it noticed by some of the officers or the superintendent, that very serious discrepancies existed in the return of the French between the Census of 1891 and the statistical series of previous censuses, and was thereby trouble taken to investigate the serious question raised by the very striking want of concordance? 10. Is there any rational explanation of the returns of 1891 by which the French appear to have met abnormal losses in their number, especially in Nova Scotia, Ontario and the Territories? 11. Are there local or accidental causes capable of explaining the vast differences in the multiplication of the French which would have taken place, if the figures of the Census of 1891 were correct, between Prince Edward Island, New Brunswick and Nova Scotia, for instance? 12. Was there, at any time, steps taken to ascertain the cause and extent of such extraordinary returns; if not, what was the cause of that omission; if so, what were the proceedings adopted, and what the results? 13. Has the superintendent of the Census of 1891 taken notice of the very determined objection to accept the extraordinary figures of 1891, as representing the actual number of the French in Canada, and has any serious investigation of this important question been undertaken by him; if so, what are the conclusions arrived at, including the statistical criticism involved? 14. And that the said information include all instructions given to the enumerators in the several years, 1881 and 1891, be brought down with the return. Presented 30th March, 1893.—*Hon. Mr. Tassé*. *Not printed.*
47. Return to an address of the House of Commons to his excellency the Governor-General, dated 20th February, 1893, for a copy of the report of the Honourable Mr. Justice Wetmore, appointed by royal commission to inquire into certain charges against Lawrence Herchmer, commissioner of the North-west Mounted Police. Presented 3rd March, 1893.—*Mr. Davin*. *Not printed.*
48. Return to an address of the House of Commons to his excellency the Governor-General, dated 20th February, 1893, for a return of all correspondence, telegrams, reports and other papers relating to the suspension of Mr. Edward Hackett, Inspector of Fisheries, Prince Edward Island, in the year 1892; together with copies of the charges made against Mr. Hackett, the authority given to the commissioner in Prince Edward Island to take evidence on such charges, together with the evidence taken, and the report of the minister of marine thereon, together with any letters, correspondence, orders or reports relating to the reinstatement of Mr. Hackett. Presented 6th March, 1893.—*Mr. Davies*. *Not printed.*
49. Return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for a statement showing total amount of money paid by years since confederation on each of the following accounts: (a) Salary of Governor-General. (b) Travelling expenses of Governor-General. (c) Expenditure on Rideau Hall on capital account and maintenance; expenditure on Rideau Hall grounds on capital account and maintenance. (d) Expenditure on furnishings of all kinds for Rideau Hall. (e) Allowance to Governor-General for coal and light. (f) Expenditure on any other account in connection with the office of Governor-General. (g) Expenditure on any other account in connection with Rideau Hall and grounds. (h) Total expenditure of every kind since confederation in connection with the office of Governor-General. (i) Total expenditure of every kind in connection with Rideau Hall and grounds. Presented 6th March, 1893.—*Mr. Mulock*. *Printed for sessional papers only.*
50. Return to an address of the House of Commons to his excellency the Governor-General, dated 6th February, 1893, for a return of all letters, correspondence, reports and all other matter on record, passed between the department of agriculture and the high commissioner of Canada in London,

VOLUME 11—*Continued.*

the imperial board of trade or any other officials of an authoritative body in reference to the scheduling of Canadian cattle in the ports of Great Britain and Ireland, on and after 20th October, last. Presented 6th March, 1893.—*Mr. Sproule*.....*Printed for sessional papers only.*

- 51.** Agreement entered into between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, regulating the commercial relations between Canada and France in respect of customs tariffs. Presented 6th March, 1893, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 51a.** Return to an address of the House of Commons to his excellency the Governor-General, for copies of correspondence and other papers in relation to an agreement entered into between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, regulating the commercial relations between Canada and France in respect of customs tariffs. Presented 15th March, 1893, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
- 51b.** Supplementary return to an address of the House of Commons to his excellency the Governor-General, dated 15th March, 1893, for copies of correspondence and other papers in relation to an agreement entered into between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, regulating the commercial relations between Canada and France in respect of customs tariffs. Presented 20th March, 1893, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*
- 51c.** Further supplementary return to an address of the House of Commons to his excellency the Governor-General, dated 15th March, 1893, for copies of correspondence and other papers in relation to an agreement entered into between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the President of the French Republic, regulating the commercial relations between Canada and France in respect of customs tariffs. Presented 25th March, 1893, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*
- 52.** Papers relating to the conference held at Washington in February, 1892, between the delegates of the Canadian government and the secretary of state of the United States upon the several subjects therein mentioned. Presented 7th March, 1893, by Hon. G. E. Foster. *Printed for sessional papers only.*
- 53.** Return to an address of the House of Commons to his excellency the Governor-General, dated 1st March, 1893, for copies of all letters, telegrams and correspondence between the government or any member thereof, and the late English financial agents of Canada in London and the Bank of Montreal in reference to the recent change of agency at London. Presented 7th March, 1893.—*Sir Richard Cartwright*..... *Not printed.*
- 54.** Copy of an order in council of the 17th January, 1893, authorizing the issue of licenses to United States fishing vessels during the year 1893, for the purchase of bait, ice, lines and all other supplies, the transshipment of catch and shipping of crews. Presented 7th March, 1893, by Hon. J. Costigan..... *Not printed.*
- 55.** Statement of the affairs of the British Canadian Loan and Investment Company, on 31st December, 1892. Also a list of shareholders on the 31st December, 1892. Presented 30th March, 1893, by Hon. Mr. Speaker..... *Not printed.*
- 56.** Return to an address of the Senate to his excellency the Governor-General, dated 21st February, 1893, for copies of all letters, communications and telegrams between the minister of agriculture or any official under him, or any other minister or official of the Dominion government and the Canadian Pacific Railway Company, the British Columbia government, the mayors of the cities of Victoria and Vancouver, the Dominion health officers of the ports of Victoria and Vancouver, relating to the introduction of small-pox into Victoria and Vancouver, in May and June, 1892, by the mail steamers from Japan and China. Presented 9th March, 1893.—*Hon. Mr. McInnes (Victoria)*. *Not printed.*
- 57.** Return of applications for registration under the provisions of chapter 131, Revised Statutes of Canada, "An Act respecting Trades Unions." Presented 15th March, 1893, by Hon. J. Costigan..... *Not printed.*

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58. Return to an order of the House of Commons, dated 15th March, 1893, for a statement showing in detail the expenditure incurred since last session of parliament, in carrying on the borings in the Straits of Northumberland to obtain data as to the probable cost of a tunnel, also for all contracts, correspondence, telegrams or papers in anywise relating to such borings or such expenditure. Presented 15th March, 1893.—*Mr. Perry*.....*Not printed.*
59. Return to an order of the House of Commons, dated 20th February, 1893, for copies of all petitions, letters and documents whatsoever, in relation to the change in the location of the post office of Notre Dame du Rossaire. Presented 20th March, 1893.—*Mr. Choquette*.....*Not printed.*
- 59a. Return to an order of the House of Commons, dated 6th February, 1893, for a return of all petitions, documents and letters in relation to a request made for increased mail service at the Harkaway post office, during the past six years. Presented 29th March, 1893.—*Mr. Landerkin*.....*Not printed.*
- 59b. Return to an order of the House of Commons, dated 1st March, 1893, for copies of all correspondence and petitions asking for a change in the post office of St. Sébastien, in the county of Beauce; and of the report of the post office inspector in relation thereto. Presented 29th March, 1893.—*Mr. Godbout*.....*Not printed.*
60. Return to an order of the House of Commons, dated 1st March, 1893, for copies of all accounts, letters, receipts and other documents in relation to the claim of Charles I. Labrie, of Lévis, for professional service in connection with expropriation, during the construction of the St. Charles Branch. Presented 20th March, 1893.—*Mr. Frémont*.....*Not printed.*
61. Return to an order of the House of Commons, dated 1st March, 1893, for copies of petitions from county councils and other municipal corporations asking that railways under Dominion control be compelled to build culverts on natural watercourses crossing their lines, and correspondence relating thereto. Presented 21st March, 1893.—*Mr. Casey*.....*Not printed.*
62. Return to an address of the House of Commons to his excellency the Governor-General, dated 1st March, 1893, for copies of all communications, memorials, etc., addressed to his excellency in council, to the Dominion government or any member thereof, since 1888, urging the granting of a federal subsidy to the Central Ontario Railway Company, to enable that company to extend its line from Coehill northward. Presented 21st March, 1893.—*Mr. Corby*.....*Not printed.*
63. Return to an address of the House of Commons to his excellency the Governor-General, dated 1st March, 1893, for all correspondence, petitions and papers that are in the possession of the government relating to the disallowance of chapter 1 of the Acts of Nova Scotia, dated 1892: "An act to amend and consolidate the Acts relating to Mines and Minerals," including any petition of David McKeen, Esq., M.P.; and others, in respect of the said act. Presented 21st March, 1893.—*Mr. Weldqn*.....*Printed for sessional papers only.*
64. Return to an order of the House of Commons, dated 6th February, 1893, for a return, in the form used in the statements usually published in the *Gazette*, of the exports and imports from the first day of July, 1892, to the first day of January, 1893, distinguishing the products of Canada and those of other countries; and comparative statements from the first day of July, 1891, to the first day of January, 1892. Presented 21st March, 1893.—*Sir R. Cartwright*.....*Not printed.*
65. Return to an order of the House of Commons, dated 20th February, 1893, for all papers, documents, correspondence, etc., addressed to the government in relation to the best means to be adopted to prevent the spreading of cholera. Presented 23rd March, 1893.—*Mr. Landerkin*.....*Not printed.*
66. Return to an order of the House of Commons, dated 15th March, 1893, for copies of all correspondence between the minister of justice and the Hon. J. G. Bossé, judge of the court of Queen's Bench, in relation to the trial and condemnation of R. H. McGreevy and O. E. Murphy, charged with a conspiracy to defraud; of all recommendations and of all reports made by the said Hon. J. G. Bossé in relation to the conviction of the said Murphy and McGreevy and to a commutation of the sentence of R. H. McGreevy; of the order for the commutation of the sentence of R. H. McGreevy, and of any petitions, letters, etc., in relation thereto. Presented 24th March, 1893.—*Mr. Tarte*.....*Not printed.*

VOLUME 11—*Continued.*

- 67.** Return to an address of the Senate to his excellency the Governor-General, dated 23rd February, 1893, for: 1. A copy of the commission issued appointing and constituting certain persons a royal commission to obtain reliable data respecting the operation and effects of legislative prohibition of the traffic in intoxicating liquors. 2. Also a copy of any and all instructions given for the guidance of the said royal commission by or under the authority of the government. 3. Also copies of any and all documents and statistics furnished to the said royal commission, by any of the departments of the civil service, or any officer of the government, embodying information or suggestions in relation to the subjects which the said royal commission was appointed to examine and report upon. Presented 15th March, 1893.—*Hon. Mr. Vidal*. *Not printed.*
- 68.** Return to an address of the Senate to his excellency the Governor-General, dated 7th February, 1893, for copies of all letters, communications and telegrams between the minister of agriculture, or any official under him, or any other minister or official of the Dominion government, and the government of British Columbia or any official thereof, the British Columbia board of trade, and the local Dominion engineer, relating to the erection of a proper quarantine station at Albert Head or William Head, British Columbia. Presented 15th March, 1893.—*Hon. Mr. McInnes (Victoria)*.
Not printed.
- 69.** Return to an address of the Senate to his excellency the Governor-General, dated 7th March, 1893, for a copy of the royal instructions from her most gracious majesty the Queen to his excellency, on his appointment to his present office. Presented 20th March, 1893.—*Hon. Mr. Wark*.
Printed for sessional papers only.
- 70.** Return to an order of the House of Commons, dated 6th February, 1893, for copies of all correspondence between Mr. Robertson, dairy commissioner for Canada, and the department of agriculture, in relation to a certain resolution adopted by a committee of the board of trade of Bristol, England, against accepting as Canadian cheese, cheese designated by the said committee under the name of "French Cheese" and manufactured in the province of Quebec. Copies of all speeches, letters and reports made by the said dairy commissioner, Mr. Robertson, on the value of cheese manufactured in the provinces of Quebec and Ontario. Presented 25th March, 1893.—*Mr. Rinfret*.
Not printed.
- 71.** Return to an address of the House of Commons to his excellency the Governor-General, dated 20th February, 1893, for copy of the claims made by Messrs. F. B. McNamee & Co., contractors, in connection with the recommendations made by a select committee of the House of Commons, June, 1887, with all reports, orders in council and other papers relating thereto. Presented 28th March, 1893.—*Sir Hector Langevin*. *Not printed.*
- 72.** Return to an order of the House of Commons, dated 20th February, 1893, for copies of all correspondence and reports accumulated between the years 1876 and 1893 in the hands of the government relating to the Lurcher Shoal, near the entrance to the Bay of Fundy, and proposed means for the protection of navigation in that vicinity. Presented 29th March, 1893.—*Mr. Bowers*.
Not printed.
- 73.** Return to an order of the House of Commons, dated 13th March, 1893, for copies of all correspondence relating to the claim of Mr. Lauchlin McDougall, of Victoria County, Nova Scotia, for superannuation allowance, together with the amounts paid him as lighthouse-keeper in St. Paul's and Ingonish, giving the separate amounts for each year. Presented 29th March, 1893.—*Mr. Fraser*. *Not printed.*
- 74.** Return to an address of the House of Commons to his excellency the Governor-General, dated 13th March, 1893, for copies of all tenders, letters, telegrams and correspondence between the government and their agents and any other persons, in regard to the contract let for the repairing of the Dominion steamer "Quadra." Presented 30th March, 1893.—*Mr. Prior*. *Not printed.*
- 75.** General statements and returns of baptisms, marriages and burials in the districts of Chicoutimi, Gaspé, Joliette, Iberville, Montmagny, Ottawa and Saguenay, for the year 1892. Presented 30th March, 1893, by Hon. Mr. Speaker. *Not printed.*
- 76.** Return to an address of the Senate to his excellency the Governor-General, dated 14th March, 1893, for a statement and account showing the amount said to have been improperly retained by William Ellis, superintendent of the Welland canal, and subsequently refunded by him, and not included in a return laid before the Senate, in answer to an address of the Senate of the 18th June, 1891. Presented 28th March, 1893.—*Hon. Mr. McCallum*. *Not printed.*

VOLUME 11—*Concluded.*

- 77.** Return to an address of the Senate to his excellency the Governor-General, dated 28th February, 1893, for a list giving the names of all persons employed permanently or temporarily at the custom-house at Montreal, on the first day of January, 1868; also a similar list of those so employed on the first of January, ultimo, with, in both cases, their ages, nationality, religion, salary, occupation and date of appointment. Presented 30th March, 1893.—*Hon. Mr. Bellerose* *Not printed.*

56 Victoria.

Sessional Papers (No. 11.)

A. 1893.

SUPPLEMENT

OF THE

TWENTY-FIFTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE
BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1892.

REPORTS

OF THE

CHAIRMAN OF THE BOARD OF

STEAMBOAT INSPECTION

THE

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

HARBOUR COMMISSIONERS

THE PILOTAGE AUTHORITIES

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

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1892

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1893

[No. 11.—1893.] Price 15 cents.

OTTAWA, 16th May, 1893.

Hon. CHARLES H. TUPPER,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith Supplement to the Twenty-fifth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1892, containing the report on merchant shipping, consisting of steam-boat inspection and statement of wrecks and casualties, list of certificates granted to engineers of steam-boats, and certificates granted to masters and mates ; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney ; report of harbour master at Halifax ; list of harbour masters ; reports of harbour masters generally ; report relating to tidal service, signal service ; reports of pilotage commissioners ; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,

Your obedient servant,

WM. SMITH,
Deputy Minister of Marine and Fisheries.

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APPENDIX No. I.
MERCHANT SHIPPING.

It will be seen by reference to the Twenty-fifth Annual Report that the following statements in connection with merchant shipping were not ready for publication when the Report was printed, as the returns from collectors of customs had not been received. These returns are made at the end of the calendar year and not the financial year, therefore the statements did not appear as usual in the annual report.

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December in each year, from 1873 to 1892, both inclusive.

Provinces.	1873.		1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick..	1,147	277,856	1,114	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980
Nova Scotia.....	2,803	449,701	2,787	479,659	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778
Quebec.....	1,842	214,083	1,837	219,046	1,831	222,865	1,902	228,502	1,951	248,399	1,976	248,349	1,975	246,025	1,889	233,341	1,830	224,986	1,754	215,804
Ontario.....	681	89,111	815	113,008	825	114,990	889	123,947	926	131,761	968	136,440	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061
P. E. Island.....	280	36,918	312	43,368	335	50,677	388	56,692	342	56,647	322	54,250	298	49,807	288	45,931	273	45,410	248	41,684
British Columbia	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482	60	4,701	63	5,049	74	6,296	84	7,687
Manitoba.....	.....	.....	.....	.....	2	178	2	178	6	246	17	1,161	22	1,924	21	1,992	24	2,130	23	2,783
Total.....	6,783	1,073,718	6,930	1,158,363	6,962	1,206,565	7,192	1,260,893	7,362	1,310,468	7,469	1,363,015	7,471	1,332,094	7,377	1,311,218	7,394	1,310,866	7,312	1,260,777
Provinces.	1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.		1892.	
New Brunswick..	1,107	315,906	1,096	308,132	1,050	288,589	1,042	269,224	1,027	255,126	1,009	239,332	1,013	218,873	981	209,460	969	193,193	946	181,779
Nova Scotia.....	3,037	541,715	2,942	544,048	2,988	541,832	2,929	526,321	2,845	496,878	2,851	485,709	2,855	464,431	2,793	464,194	2,778	461,758	2,731	426,690
Quebec.....	1,739	216,977	1,628	202,842	1,631	203,636	1,650	232,556	1,586	189,044	1,496	178,520	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638
Ontario.....	1,133	140,972	1,184	142,367	1,223	144,487	1,248	140,929	1,275	139,548	1,300	139,502	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750
P. E. Island.....	241	49,446	234	39,213	237	36,040	225	30,588	225	29,031	218	28,586	224	25,506	231	26,080	195	23,316	196	22,706
British Columbia	94	9,046	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249	176	15,241	196	16,024	246	19,767	298	23,448
Manitoba.....	24	2,778	55	5,722	63	5,436	65	5,578	71	5,811	69	6,744	77	6,091	79	6,475	78	6,197	81	6,118
Total.....	7,374	1,276,440	7,254	1,253,747	7,315	1,281,866	7,294	1,217,667	7,178	1,130,247	7,142	1,086,642	7,153	1,040,481	6,991	1,024,974	7,015	1,045,475	7,007	964,129

Steam-boat Inspection.

COMPARATIVE STATEMENT of New Vessels built and registered in the Dominion of Canada during the years ended 31st December, in each year from 1874 to 1892, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368	43	19,067	63	18,896	57	18,259	66	16,820	72	21,103
Nova Scotia	175	84,480	177	67,106	194	58,771	210	47,980	196	49,784	126	39,208	126	31,257	150	40,465	117	26,711	202	35,765
Quebec	73	20,796	103	22,825	51	17,800	62	19,283	46	10,870	29	7,421	33	8,219	56	5,673	26	6,765	42	6,594
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409	42	2,409	44	3,610	54	5,111	55	3,508	34	4,311
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382	20	5,279	21	3,359	15	4,351	15	3,500	17	5,343
British Columbia	5	276	1	121	1	121	2	204	2	45	5	788	1	100	2	85	8	1,631	5	845
Manitoba							3	48	1	15					2	116	1	1,289	2	125
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873	265	74,227	271	65,441	336	74,060	288	60,113	374	74,090
And new vessels which left Quebec for registration in Germany.	6	7,446			3	2,721	2	1,943	1	663							1	1,029		
Total	406	190,756	480	151,012	420	130,901	432	120,928	340	101,506	265	74,227	271	65,441	336	74,060	289	61,142	374	74,090
New Brunswick	46	12,888	34	7,736	34	4,931	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572	43	6,269	21	1,873
Nova Scotia	178	42,032	102	24,703	93	20,948	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907	130	35,528	105	16,446
Quebec	32	3,815	29	4,556	27	2,683	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880	46	4,200	34	2,620
Ontario	58	4,446	45	4,504	52	2,075	66	2,075	66	2,903	62	5,045	45	3,259	41	4,917	44	2,662	34	3,684
Prince Edward Island	21	5,189	11	1,707	12	1,318	7	601	7	601	12	1,412	12	1,503	12	2,008	5	1,000	9	967
British Columbia	15	675	6	648	8	134	9	376	18	448	12	840	12	840	15	876	41	2,364	46	2,887
Manitoba	37	3,366	13	320	3	98	3	98	8	439	1	11	8	548	7	218	3	122	6	296
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.	387	72,411	240	43,179	229	32,207	224	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773
And new vessels which left Quebec for registration in Germany	387	72,411	240	43,179	229	32,207	224	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773
Total	387	72,411	240	43,179	229	32,207	224	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773

APPENDIX No. 2.

STEAM Vessels inspected for the year ended 31st December, 1892.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Dolphin		April 12	13	6 04	Screw, tug, Toronto Harbour.
W. B. Hall		do 20	608	53 64	do freight, Great Lakes.
Maid of the Mist	80	May 17. . .	62	9 96	do ferry, Niagara Falls.
			683	69 64	

W. J. MENEILLEY,
Chairman Board of Steam-boat Inspectors.

Steam-boat Inspection.

STEAM Vessels inspected for the year ended 31st December, 1892.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Ontario	500	Mar. 17....	1,615	137 20	Paddle, Detroit and Windsor.
Michigan	500	do 18....	1,730	146 40	do do
Orion		do 29....	591	52 28	Screw, freight, Kingston and Duluth.
Tecumseh		do 30....	839	72 20	do do do
John Hunter		April 1....	32	7 56	do tug, Toronto Bay.
St. Magnus	50	do 7....	853	76 24	do Montreal and Duluth.
Celtic	60	do 7....	698	63 84	do do
Ocean	150	do 7....	684	62 72	do Hamilton and Montreal.
Lakeside	493	do 8....	348	35 84	do Toronto and St. Catharines
Erin		do 8....	512	45 96	do freight, Kingston and Duluth.
Wales		do 11....	350	33 00	do tug, Great Lakes.
Harvey Neelon		do 12....	65	10 12	do do Welland Canal.
Algonquin		do 6....	1,806	149 48	do freight, Kingston and Duluth.
Mary		do 12....	62	9 96	do tug, Welland Canal.
Charles John Gemley Munro.		do 12....	43	8 44	do do do
United Lumberman		do 14....	399	36 92	do freight, Kingston and Duluth.
Telegram	200	do 14....	198	23 84	do Windsor and ports on Lake Erie.
City of Windsor	80	do 15....	511	48 88	do Windsor and ports on Lake Huron.
Henry Smyth		do 15....	40	8 20	do fishing tug, Lake Huron.
Scotia		Not issued..	458	41 64	do freight.
United Empire	396	April 16....	1,961	164 88	do Sarnia and Duluth.
Joe Mac		do 18....	44	8 44	do tug, Welland Canal.
Sir S. L. Tilley.....	10	do 11....	1,178	102 24	do Kingston and Duluth.
Enterprise.....		do 18....	620	54 60	do freight, Kingston and Port Arthur.
James Norris		do 18....	50	9 00	do tug, Welland Canal.
Persia.....	150	do 18....	757	68 56	do St. Catharines and Montreal.
Hector		do 19....	43	8 44	do tug, Welland Canal.
Alert		do 19....	47	8 76	do do
Inez		do 19....	59	9 72	do do
Maggie		do 19....	37	7 96	do do
Sylvester Kneeland		do 19....	46	8 68	do do
Jane Armstrong		do 20....	44	8 52	do do

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Clinton.....		April 6....	430	39	40	Screw, freight, Kingston and Duluth.
Dominion.....		do 20....	478	43	24	do freight, Kingston and Port Arthur.
Edward Blake.....		do 20....	22	6	76	do tug, lakes and rivers.
Lothair.....		do 14....	413	37	96	do freight, Kingston and Duluth.
Charlton.....		do 23....	261	25	88	do tug, lakes and rivers.
Esperanza.....		do 27....	17	6	36	do yacht, Toronto Bay.
Acadia.....	125	do 28....	806	72	50	do Montreal and Chicago.
Onaping.....		do 29....	256	25	48	do tug, lakes and rivers.
Vick.....		May 2....	13	6	04	do do Thames River.
City of Dresden.....	40	do 3....	194	23	52	do Rondeau and Sandusky.
Willie Scagel.....		do 3....	22	6	76	do tug, Rondeau Bay.
City of Chatham.....	553	do 4....	341	35	28	do Windsor to Chatham.
Saginaw.....		Sept. 15....	357	33	56	do tug, lakes and rivers.
Lurline.....		May 6....	66	10	28	do yacht do
Truant.....	148	do 10....	23	6	84	do Toronto to the Island.
Island Queen.....	148	do 10....	23	6	84	do do do
Jessie L. McEdwards..	100	do 10....	21	6	68	do do do
Modjeska.....	720	do 13....	455	44	40	Twin-screw, Hamilton to Toronto.
Mazeppa.....	300	do 13....	146	19	65	Screw, Hamilton to Burlington Beach.
Maggie R. Mitchell....		do 16....	40	8	20	do tug, Welland Canal.
Ella Taylor.....		do 17....	34	7	72	do do do
Union.....	130	do 17....	267	29	36	Paddle, Fort Erie to Black Rock.
Maggie A. Bennett....		do 18....	34	7	72	Screw, tug, Welland Canal.
Nautilus.....		do 18....	9	5	72	do do do
Home Rule.....		1892. Dec. 31....	81	11	48	do do lakes and rivers.
C. H. Merritt.....	335	1893. May 19....	122	17	68	do Toronto to Victoria Park.
Thames.....	300	do 23....	82	11	56	Paddle, London to Spring Bank.
Greyhound.....	335	do 25....	337	34	96	Screw, Toronto and Lake Ontario ports.
Abeona.....		do 25....	46	8	68	do yacht, lakes and rivers.
Joe Milton.....	200	do 26....	93	12	44	do Pt. Stanley and Lake Erie ports.
Ruby.....		do 27....	72	10	76	do fishing tug, Lake Erie.
Snowstorm.....		do 27....	17	6	36	do do do
Ada Alice.....	40	do 28....	15	6	20	do Niagara to Youngstown.

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Eurydice.....	546	May 28....	590	55 20	Paddle, Toronto to Wilson.
Ivey Alderson.....	87	do 30....	39	8 04	Screw, Pt. Dover to Pt. Rowan.
Clark Bros.....		June 1....	5	5 40	do freight, Toronto Bay.
Canada.....		do 2....	557	49 56	do do Kingston & Duluth
Hope.....	200	Nov. 3....	170	21 60	do Windsor and Detroit. †
Arbutus.....		Not issued..	49	8 92	do tug, Lake Huron.
Jas. Leighton.....		1893. June 9....	23	6 84	do do do
Ocean Lily.....		Not issued..	3	5 24	do do do
Elgin.....		June 9....	16	6 28	do do do
Spray.....		do 9....	15	6 20	do do do
Victoria.....		do 9....	3	5 24	do do do
P. Cress.....		do 10....	63	10 04	do freight do
Phenix.....		do 10....	37	7 96	do tug do
Mary Arnott.....		do 10....	8	5 64	do do do
Verbena May.....		do 10....	5	5 40	do do do
Sarah E. Day.....		do 10....	5	5 40	do do do
Ontario.....		do 17....	57	9 56	do do lakes and rivers.
Evelyn.....		do 22....	85	11 80	do do do
Imperial.....	20	1892. Nov. 30....	210	24 80	do Kingsville & Pelee Islands.
Garden City.....	711	1893. June 28....	637	50 96	Paddle, Toronto & St. Catharines
Mabel Macdonald.....		do 28....	42	8 36	Screw, tug, lakes and rivers.
Albani.....	19	1892. Oct. 31....	5	5 40	do Port Dover and Fishers' Glen.
A. H. Jennie.....		1893. June 29....	148	16 84	do freight, lakes and rivers.
Hazard.....		do 29....	34	7 72	do fishing tug, Lake Erie.
Maggie Mason.....	40	do 30....	56	9 48	do Hamilton and Burlington Beach.
J. W. Steinhoff.....	400	July 1....	312	33 96	do Toronto and vicinity.
Curlew.....					do Government cruiser for fishery protection.
Uncle John.....		July 5....	7	5 56	do fishing tug, Lake Erie.
Enterprise.....		do 5....	18	6 44	do fishing tug, Lake Erie.
Lottie Maud.....		do 6....	10	5 80	do do do
Kingfisher.....		do 6....	14	6 12	do do do
Conservative.....		do 6....	7	5 56	do do do
Ida Bell.....		do 6....	6	5 48	do do do

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage	Remarks.
				Dues and Inspection Fees paid.	
		1893.		\$ cts.	
A. M. Petrie.....		Not issued..	20	6 60	Screw, yacht, lakes and rivers.
A. J. Tymon.....	398	July 20....	194	23 52	do Hamilton and Cobourg.
W. S. Ireland.....		do 27....	105	13 40	do freight, Detroit River.
Alfred Wilson.....		do 27....	33	7 64	do tug, Thames River.
Nina.....		do 28....	11	5 88	do do Sydenham and Detroit Rivers.
Frankie.....	25	Aug. 2....	24	6 92	do Sydenham River.
Ariadne.....		do 3....	38	8 04	do tug, Sydenham River.
Byron Terrice.....	390	do 3....	268	29 44	do Sarnia and Amherstburg.
Energy.....		do 4....	116	14 28	do freight, Sydenham and Detroit Rivers.
Sea Gull.....		Dec. 31.... 1892.	41	8 28	do tug do
Ripple.....		Aug. 4.... 1893.	15	6 60	do do do
Euna.....		do 5....	6	5 48	do do do
Harry Sewell.....		do 5....	25	7 00	do do do
City of Mount Clemens.....		do 4....	102	13 16	do freight do
Interocean.....		do 5....	148	16 84	do tug do
Grace Darling.....		Dec. 31.... 1892.	26	7 08	do do do
Messenger.....		do 31.... 1893.	15	6 20	do do do
Juno.....		Aug. 11....	210	21 80	do freight, Buffalo and Georgian Bay.
La Belle.....		do 12....	75	11 00	do freight, Buffalo River.
Sea Flower.....		do 16....	7	5 56	do tug, Lake Simcoe.
Lillie.....	40	June 6....	50	9 00	do Barrie and Big Bay Point.
R. Kendrick.....	40	Aug. 19....	15	6 20	do Lake Simcoe.
Clucas.....		do 24....	28	7 32	do fishing tug, Lake Huron and Georgian Bay.
A. Chambers.....		do 24....	23	6 84	do do do
Juno.....		do 24....	28	7 24	do do do
Sea Queen.....		do 25....	18	6 44	do do do
Sea Gull.....		do 25....	19	6 52	do do do
Orcadia.....		do 29....	23	6 84	do do do
Sea King.....		do 29....	26	7 08	do do do
St. George.....		Sept. 3....	21	6 60	do tug, Lake Ontario.
Gordon Jerry.....		do 8....	124	14 92	do freight do
Arabian.....		do 13....	1,073	93 84	do do Montreal and Du-luth.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—West Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Queen	20	Aug. 22	7	5 56	Screw, Belle Ewart to Roches Point.
Minota		Sept. 16	29	7 32	do yacht, Lake Simcoe.
Isabella		Not issued	44		do tug. do
Sweet Mary		Sept. 18	13	6 04	do do Georgian Bay.
Severn Belle		do 19	8	5 56	do do do
H. L. Lovering		do 20	55	9 40	do do Severn River.
Minnie Martin		do 20	10	5 80	do do Georgian Bay.
Coponaning		do 23	18	6 44	do do French River.
Maggie McLean		do 23	37	7 96	do do do
Susan C. Doty		do 26	26	7 08	do do Georgian Bay.
Tender		do 26	31	7 48	do do do
W. M. German		Not issued	28		do do Detroit River.
Owen		Oct. 10	103	13 24	do freight, lakes and rivers.
E. Windsor		Not issued	86	11 88	do do Detroit River.
Vera		Oct. 12	14	6 12	do tug, Rondeau Bay.
Dominion		do 13	138	16 04	do freight, Detroit River.
			29,123	3,112 07	

JOHN DODDS,
Steam-boat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1892.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Electric		Mar. 29 ..	6	5	48	Screw, yacht, Lake Ontario.
Frank Jackman.		do 31	39	8	12	do tug do
Niagara		do 31	468	42	44	do freight, Montreal and Duluth.
Rosedale		April 5	1,507	125	56	do freight, Kingston and Duluth.
L. Shickluna.....		do 7	626	55	08	do freight, Montreal and Duluth.
Africa.....		do 7	482	43	56	do freight, Kingston and Duluth.
Seguin.....	20	do 9	818	73	44	do Kingston and Duluth.
Fred. A. Hodgson.....		do 12.....	63	10	04	do fishing tug, Georgian Bay.
Bob Foote.....		do 12.....	39	8	20	do do do
Ethel.....		do 12.....	13	6	04	do do do
Welcome.....		do 12.....	21	6	68	do do Lake Huron.
Gertrude A. Rennie.....		do 12.....	14	6	12	do do Georgian Bay.
Grace Darling.....		do 12.....	28	7	24	do do do
Anderson.....		do 13.....	16	6	28	do do do
City of Midland.....	400	do 13.....	748	67	84	do Collingwood and Sault Ste Marie.
Rover.....		do 13.....	51	9	00	do fishing tug, Lake Superior.
Northern Belle.....	250	do 13.....	514	49	04	do Collingwood and Sault Ste Marie.
Atlantic.....	310	do 13.....	683	72	64	do do do
Pacific.....	300	do 13.....	918	81	44	do do do
Baltic.....	307	do 13.....	1,324	113	92	Paddle do do
Manitou.....	300	do 13.....	497	47	76	do Penetanguishene & Parry Sound.
City of London.....	178	do 13.....	516	49	28	Screw, Collingwood and Sault Ste Marie.
Maud S.....		do 14.....	14	6	12	do fishing tug, Georgian Bay.
Killarney Belle.....		do 14.....	28	7	24	do do do
Hiawatha.....	40	do 14.....	39	8	12	do Midland and Muskoka Mills.
Favourite.....	361	do 15.....	491	47	28	do Georgian Bay.
Myles.....		do 18.....	1,211	101	88	do freight, Montreal and Duluth.
Macassa.....	539	do 18.....	459	44	72	Twin-screw, Toronto and Hamilton.
Athabasca.....	500	do 19.....	2,269	189	52	Screw, Owen Sound and Port Arthur.
Alberta.....	500	do 19.....	2,282	190	56	do do do
Manitoba.....	500	do 19.....	2,616	217	28	do do do
Kincardine.....		do 26.....	190	20	20	do tug, Great Lakes.

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
C. W. Chamberlain		April 21...	385	35 80	Screw, freight, Kingston and Georgian Bay.
Shawanaga		do 21....	96	12 66	do tug, Georgian Bay.
Maganetawan		do 22....	269	29 52	do do do
Waubashene		do 22...	97	12 76	do do do
Severn		do 22....	44	8 52	do do do
Mayflower.....		do 23....	14	6 12	do do do
Cibola	1,176	do 28....	961	84 88	Paddle, Toronto and Lewiston.
Chicora	872	do 28....	931	82 48	do do do
Ongiara	244	do 30....	98	12 84	Screw, Niagara River.
Lake Michigan.....		May 3....	537	50 84	do freight, Montreal and Duluth.
Cambria.....	334	April 26....	937	82 96	Paddle, Port Arthur and Duluth.
Reliance		May 6....	311	29 88	Screw, tug, Great Lakes.
Superior		do 12....	89	12 12	do do do
Lilly.....		do 13....	22	6 76	do do Georgian Bay.
Carmona	492	do 11....	980	86 40	Paddle, Lake Ontario.
Canadian.....	340	do 16....	231	24 48	do Toronto Bay.
Sadie	377	do 16....	154	20 32	do do
Mayflower.....	900	do 16....	189	23 12	do do
Primrose	900	do 17....	189	23 12	do do
John Hanlan	172	do 17....	37	7 96	Screw do
Gertrude	171	do 17....	76	11 08	do do
Luella	122	do 18....	38	8 04	do do
Kathleen.....	200	do 18....	110	16 80	do do
Arlington.....	100	do 18....	23	6 84	do do
Mascotte.....	128	do 19....	49	8 92	do do
Chicoutimi	278	do 23....	110	16 80	Paddle, Toronto and Victoria Park.
Campana.....	300	do 23....	1,679	142 32	Twin-screw, Kingston & Chicago.
Adam Ainslie.....		do 25....	59	9 72	Screw, tug, Georgian Bay.
Viola		do 26....	68	10 44	do yacht, Lake Ontario.
Wenonah.....	100	do 30....	161	20 88	Paddle and screw, Maganetawan River.
Glenrosa	54	do 31....	63	10 04	Screw, Maganetawan River.
Emulator		do 31....	25	7 00	do tug, Maganetawan River.
Enterprise.....	280	June 3....	148	19 84	Twin-screw, Lake Simcoe.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Orillia.....	234	June 6.....	135	18 80	Screw, Lake Simcoe and Couchiching.
Gypsy.....		do 6.....	20	6 60	Screw, yacht, Lake Simcoe.
Longford.....	40	do 7.....	53	9 24	do Lake Couchiching.
Comet.....		do 7.....	20	6 60	do tug, Lake St. John.
Curlew.....	Government	nt cruiser or	fishery pro	tection.	do
Queen of the Isles.....	100	June 13.....	40	8 20	do Brighton and Prescott.
Southwood.....		do 14.....	19	6 52	do tug, Muskoka Lakes.
Nipissing.....	343	do 14.....	275	30 00	Paddle do
Muskoka.....	40	do 15.....	99	12 92	Screw do
Lake Joseph.....		do 15.....	28	7 24	do tug do
Edith May.....	40	do 16.....	45	8 60	do do do
Bertha May.....		do 16.....	20	6 60	do tug do
Rosseau.....		do 16.....	53	9 24	do do do
Kate Murray.....		Not issued..	3	.....	do do do
Onaganoh.....	25	June 17.....	19	6 52	do do do
Sunbeam.....		do 17.....	4	5 32	do tug do
Oriole.....	40	do 17.....	75	11 00	do do do
Mink.....	40	do 18.....	13	6 04	do do do
Kenozha.....	200	do 18.....	191	23 28	do do do
Sonntag.....		do 22.....	7	5 56	do yacht, Lake On'ario.
Equal Rights.....		do 27.....	6	5 46	do do Georgian Bay.
Bruce.....		do 27.....	16	6 28	do tug do
Fred Davidson..		do 28.....	43	8 46	do do do
Maud.....		Not issued..	18	6 46	do do do
Mabel.....		June 28.....	11	5 90	do tug do
Halero.....		do 28.....	8	16 92	do yacht do
Alfred Morrell.....		do 30.....	40	8 76	do tug do
Eagle.....	14	do 30.....	12	5 96	do Parry Sound to Moon River
Estella.....		Not issued..	9	5 72	do yacht, Georgian Bay.
Minnehaha.....		June 30.....	32	7 56	do tug do
Mary Beck.....		July 2.....	16	6 28	do do do
Home Rule.....		do 2.....	3	5 26	do tug do
Despatch.....		do 7.....	33	7 64	do fishing tug, Lake Huron.

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Kittie Haight.....		July 8.....	60	9 80	Screw, tug, Lake Huron and Detroit River.
Lillie Smith.....		do 7.....	275	27 00	do freight, Kingston and Georgian Bay ports.
J. D. Hewis.....		Dec. 18.....	51	9 08	do freight, Spanish River.
Stella.....		July 20.....	16	6 28	do tug, Georgian Bay.
Metamora.....		do 21.....	239	24 12	do do Great Lakes.
Iris.....		do 26.....	9	5 72	do yacht, Lake Huron.
J. H. Jones.....	20	do 27.....	152	17 16	do Georgian Bay and Lake Huron.
A. V. Crawford.....		do 28.....	51	9 16	do tug, Lake Huron.
Agnes.....		do 28.....	23	6 92	do do Georgian Bay.
James Clark.....		do 29.....	48	8 92	do freight, Georgian Bay.
Heather Belle.....		Aug. 1.....	20	6 60	do fishing tug, Georgian Bay.
Mary Louise.....	40	do 6.....	64	10 12	do Port George and vicinity.
Florence.....	13	do 5.....	27	7 16	do Lake of Bays.
Nothern.....		do 6.....	99	12 92	Paddle, tug, Lake of Bays
Erastus Wiman.....	37	do 6.....	54	9 32	Screw, Huntsville and vicinity.
Excelsior.....	40	do 6.....	96	12 68	do do do
Naiad.....		do 8.....	29	7 32	do yacht, Muskoka Lakes.
Jennie Wilson.....		do 10.....	7	5 56	do tug do
Ethel May.....		Not issued..	4	.....	do yacht do
Ontario.....		Aug. 11.....	11	5 88	do tug do
Ripple.....		do 16.....	5	5 40	do yacht, Georgian Bay.
Evangeline.....		do 16.....	24	6 92	do do Great Lakes.
Rival.....		do 18.....	125	15 00	Paddle, tug, Georgian Bay.
Ann Long.....		do 18.....	45	8 60	Screw, tug, Lake Huron.
James Storey.....		do 19.....	49	8 84	do do do
Houghton.....		do 19.....	49	8 92	Twin-screw, tug, Sault River.
Delight.....		do 20.....	26	7 08	Screw, tug, Lake Huron.
Hattie Vinton.....		do 22.....	55	9 40	do do do
Annie Clark.....		do 22.....	51	9 08	do fishing tug, Lake Huron.
Edgar P. Sawyer.....		do 23.....	52	9 16	do tug, Sault River.
Clara.....		Not issued..	12	5 96	do fishing tug, Sault River.
Clara Hickler.....		Aug. 24.....	42	8 36	do tug, Sault River.
W. L. Davis.....		do 25.....	46	8 68	do do do

STEAM Vessels inspected, &c.—Western Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Bertha Endress..		Aug. 25...	32	7	56	Screw, tug, Sault River.
W. A. Rooth		do 26...	52	9	16	do do Great Lakes.
Thames.....		Not issued..	76	11	08	do freight, Georgian Bay.
W. J. Aikens		Sept. 10...	42	8	36	do tug do
Lansdowne.....	500	do 14 ..	1,571	133	68	Paddle, Windsor to Detroit.
Great Western..	250	April 16...	1,080	94	40	do do do
Saginaw		Sept. 15...	357	33	56	Screw, wrecking tug, Great Lakes.
International.....		do 15....	82	11	56	do tug, Great Lakes.
Ranger		do 16....	8	11	28	do yacht, Detroit River.
City of Stratford.....		do 17....	4	5	32	Twin screw, yacht, Thames River.
Monarch	332	do 23....	2,017	169	36	Screw, Sarnia and Duluth.
Mizpah		do 19....	18	6	44	do tug, Georgian Bay.
Hiawatha.....	300	do 24 ..	163	20	96	do Sarnia to Port Huron.
William Wilson.....		Not issued..	12	5	96	do fishing tug, Lake Erie.
John Harrison.....		Oct. 6....	44	8	52	do tug, Georgian Bay.
Frank Reed		do 6....	34	7	72	do do do
Maggie May.....		do 7 ..	46	8	78	do do do
Yacht Maida.....		do 7....	3	5	24	do do North channel of Lake Huron.
Advance		do 8 ..	72	21	52	do fishing tug, North channel of Lake Huron.
P. S. Hiesordt.....		do 10...	45	8	60	do tug, Lake Huron.
Garnet		do 11...	19	6	52	do fishing tug, Lake Huron.
P. M. Campbell.....		do 15...	49	8	92	do freight, Killarney and Collins' Inlet.
Fanny Arnold		do 17....	73	10	84	do tug, Lake Huron.
			37,351	3,873	78	

JAMES JOHNSTON,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.
WESTERN ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and Class of Vessel.
			\$ cts.	
Ontario	1,338	910		Screw, passenger.
J. C. Clark	145	99		do do
Huron	1,052	688		Twin screw, Ry. car ferry.
International	851	559		do do
Meteor	337	181		Paddle, tug
Cecebe	11	8		Screw, do
Herbert M.	26	18		do do
Mary, of Port Stanley ..	4	3		do do
Siskiwit	47	37		do do
Butcher Boy	94	64		do do
Golden City	35	26		do do
Conqueror	25	17		do do
Startled Fawn	25	17		do yacht
Blandina	46	32		do do
Rosamond	23	15		do do
Adrelexa	15	10		do do
Rescue.	7	5		do passenger.
Nocross.	20	14		do tug.
Zeypher	19	11		do yacht
Dan	56	38		do passenger.
Mocking Bird	38	26		do do
Maud L.	14	10		do tug.
Vixen	68	53		do do
Camillia	42	37		do yacht
Pochahontas	32	20		Paddle, tug
Douglas	5	4		Screw, do
John Williams	14	10		do do
Lewis Shickluna	16	11		do do
Mary A. Day	45	36		do fishing tug.
Eva Belle	10	7		do do
Maid of the Mill	8	6		do yacht
Siesta	3	2		do do
Total.	4,471	2,974		

} Not running.

} Laid up before former certificate expired.

} Left the District.

} No application for inspection.

JOHN DODDS,
JAMES JOHNSTON,

Steam-boat Inspectors, Western Ontario Division.

STEAM Vessels inspected for the year ended 31st December, 1892.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
Michigan.....	500	Mar. 17...	1,729·80	146 40	Paddle, Windsor and Detroit.
Ontario.....	500	do 18....	1,615·40	137 20	do do do
Niagara.....		April 4....	468 00	42 44	Screw, freight, all the lakes.
Orion.....		do 6....	599·99	52 28	do do Kingston and Duluth.
Tecumseh.....		do 6....	839·67	70 20	do do all the lakes.
Clinton.....		do 6....	430·00	39 40	do do do
Algonquin.....		do 6....	1,805·61	149 48	do do do
Rosedale.....		do 8....	1,506·93	125 56	do do Kingston and Duluth.
L. Shickluna.....		do 18....	625·81	55 08	do do do do
Africa.....		do 9....	484·39	43 56	do do do do
Lakeside.....	491	do 11....	348·24	35 84	do Toronto and St. Catharines.
Sir S. L. Tilley.....	10	do 11....	1,177·77	102 24	do Kingston and Duluth.
Ocean.....	150	do 12....	683·72	62 72	do Hamilton and Montreal.
Celtic.....	60	do 12....	698·04	63 84	do Montreal and Duluth.
United Lumbermen.....		do 13....	396·91	36 92	do freight, Kingston and Duluth.
Lothair.....		do 14....	412 92	37 96	do freight, Kingston to Georgian Bay ports.
Telegram.....	200	do 14....	197 72	23 84	do Windsor and Lake Erie ports.
Baltic.....	307	do 15....	1,323·77	113 92	Paddle, Collingwood & Sault Ste. Marie.
Northern Belle.....	250	do 16....	513·68	49 04	Screw, Collingwood and Georgian Bay ports.
City of Midland.....	400	do 16....	748·41	67 84	do Collingwood and Sault Ste. Marie.
Manitou.....	300	do 16....	497·11	47 76	do Midland and Parry Sound
Dominion.....		do 19....	478·13	43 24	do freight, Kingston and Duluth.
Erin.....		do 19....	512·22	45 96	do do do
Enterprise.....		do 19....	620·42	54 60	do do do
W. B. Hall.....		do 20....	607·70	53 64	do freight, Kingston and Port Arthur.
C. W. Chamberlin.....		do 21....	384·93	35 80	do freight, Kingston and ports on Georgian Bay.
Myles.....		do 22....	1,210·63	101 88	do freight, Kingston and Duluth.
Alberta.....	500	do 25....	2,282·14	190 56	do Owen Sound and Port Arthur.
Athabasca.....	500	do 25....	2,268·63	189 52	do do do
Atlantic.....	318	do 15....	682·63	62 64	do Collingwood and Sault Ste. Marie.
Pacific.....	310	do 15....	918·08	81 44	do do do
Manitoba.....	500	do 26....	2,615·85	217 28	do Owen Sound and Port Arthur.

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Cambria	334	April 26....	937·26	82 96	Paddle, Port Arthur and Duluth.
City of London	178	do 27....	515·77	49 28	Screw, Collingwood and Sault Ste. Marie.
Persia	150	do 28....	756·64	68 56	do St. Catharines and Montreal.
Acadia	125	do 28....	806·36	72 50	do Montreal and Chicago.
United Empire	390	do 29....	1,960·65	164 88	do Sarnia and Duluth.
City of Windsor	80	do 30....	510·52	48 88	do Windsor and ports on Lake Huron.
Lake Michigan		May 3....	573·28	50 84	do Montreal and Duluth.
Favourite	361	do 5....	491·33	47 28	do Collingwood and ports on Georgian Bay.
Macassa	539	do 7....	459·06	44 72	do Toronto and Hamilton.
Cibola	1,176	do 7....	961·47	84 88	Paddle, Toronto and Niagara.
Chicora	872	do 9....	930·50	82 48	do do do
Ongiara	244	do 9....	97·77	12 84	Screw, Niagara River.
Carmona	492	do 11....	979·93	86 40	Paddle, Toronto and Rochester.
City of Dresden	40	do 13....	193·87	23 52	Screw, Rondeau and Sandusky.
Island Queen	148	do 12....	23·31	6 84	do Toronto and the Island.
Truant	148	do 12....	23·31	6 84	do do do
Union	130	do 17....	266·96	29 36	do Fort Erie and Black Rock.
Maid of the Mist	80	do 17....	61·97	9 96	do Niagara River, Canadian and American side.
Luella	122	do 18....	37·83	8 04	do Toronto and the Island.
John Hanlan	172	do 18....	36·96	7 96	do do do
May Flower	900	do 18....	189·40	23 12	Paddle do do
Primrose	900	do 19....	189·40	23 12	do do do
Canadian	340	do 19....	230·51	26 48	do do do
Sadia	377	do 19....	154·18	20 32	do do do
Mascott	128	do 20....	48·94	8 92	Screw do do
C. H. Merritt	335	do 20....	121·58	17 68	do do Victoria Park.
St. Magnus	40	do 21....	852·85	76 24	do Montreal and Duluth.
Maze pa	900	do 21....	145·59	19 65	do Toronto and Burlington Beach.
Modjeska	720	do 23....	454·98	44 40	Paddle, Hamilton and Toronto.
Thames	800	do 23....	81·72	11 56	do London and Spring Bank.
Chicoutimi	278	do 24....	110·47	16 80	do Toronto and Victoria Park
Greyhound	335	do 25....	337·03	34 90	Screw, Lake Ontario ports.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.			
Joe Milton.....	200	May 26....	93·30	12 44	Screw, Port Stanley and Lake Erie ports.
Campana.....	300	do 27....	1,678·79	149 32	do Montreal and Chicago.
Arlington.....	100	do 28....	23·37	6 84	do Toronto and the Island.
Ada Alice.....	40	do 31....	15·43	86 20	do ferry, Niagara and Youngstown.
Ivey Alderson.....	87	do 30....	38·67	8 04	do Port Dover to Port Rowan
Canada.....		June 2....	557·16	49 56	do freight, Kingston and Duluth.
Hope.....	200	do 3....	169·96	21 60	do Windsor and Detroit.
City of Chatham.....	553	do 3....	340·54	35 28	do Chatham and Windsor.
Orillia.....	234	do 6....	134·51	18 80	do Orillia and places on Lake Simcoe.
Langford.....	40	do 6....	53·29	9 24	do Orillia and places on Lake Couchiching.
Enterprise.....	280	do 7....	148·19	19·84	do Barrie and places on Lake Simcoe.
Lillie.....	40	do 7....	49·53	9 00	do Barrie and Big Bay Point
Curlw.....			157·83		do fisheries protection.
Osprey.....	50	June 14....	39·33	8 12	do Midland and Muskoka Mills.
Kathleen.....	200	do 15....	109·82	16 80	do Toronto and the Island.
Gertrude.....	171	do 15....	75·54	11 80	do do do
Eurydice.....	546	do 16....	589·89	55 20	Paddle, Toronto and Wilson.
Nipissing.....	343	do 21....	275·45	30 00	Screw, Muskoka Lakes.
Kenozha.....	200	do 22....	191·58	23 28	do do
Mink.....	40	do 21....	13·32	6 04	do do
Edith May.....	40	do 22....	44·88	8 60	do do
Onagana.....	25	do 22....	18·73	6 52	do do
Oriole.....	40	do 23....	74·79	11 00	do do
Muskoka.....	40	do 23....	98·98	12 92	do do
Glenrosa.....	54	do 24....	63·18	10 04	do Maganetawan River.
Winonah.....	100	do 24....	160·60	20 88	Paddle & screw do
Garden City.....	711	do 29....	637· 25	58 96	Paddle, Toronto and St. Catharines
Albani.....	19	1892. Oct. 31....	5·26	5 40	Screw, Port Dover and Fisher's Glen.
Maggie Mason.....	40	1893. July 1....	55·77	9 48	do Burlington Bay.
J. W. Steinhoff.....	400	do 3....	311·80	32 96	do Toronto and Victoria Park
J. C. Clark.....	264	do 6....	145·23	19 60	do Sarnia and Amherstburg.
Lillie Smith.....		do 7....	302·31	27 00	do freight, Kingston and Georgian Bay.
Imperial.....	20	Nov. 30....	210·06	24 80	do Kingsville and Pelee Island

Steam-boat Inspection.

STEAM Vessels inspected, &c.—West Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Dixie.....			37 02	7 96	Screw, Chippawa and Black Rock.
J. D. Hewis.....			51 08		do tug, not certificated.
A. J. Lyman.....	398	July 20....	193 85	23 52	Screw, Lake Ontario ports.
Vera.....			13 52	6 12	do tug, Rondeau Bay.
J. S. McEdwards.....	100	July 28....	21 40	6 68	do Toronto and the Island.
J. H. Jones.....	20	Aug. 3....	152 41	17 16	do Wiarton and Georgian Bay
Excelsior.....	40	do 5....	95 75	12 68	do Huntsville and Muskoka.
Mary Louise.....	40	do 6....	63 62	10 12	do do do
Florence.....	13	do 6....	27 08	7 16	do do do
Erastus Wyman.....	37	do 6....	53 53	9 32	do do do
Frankie.....	25	do 11....	16 00	6 92	do Wallaceburg and places on Sydenham River.
Byron Trerice.....	390	do 12....	268 04	29 44	do Sarnia and Amherstburg.
Juno.....		do 12....	209 50	21 80	do freight, Buffalo and Georgian Bay ports.
Queen.....	20	do 22....	6 23	5 56	do Belle Ewart and Roches Point.
R. Kendrick.....	40	do 22....	14 96	6 25	do Lake Simcoe.
Shamrock.....	40	do 27....	79 84	11 40	do Rat Portage and Rainy River.
Kennima.....	40	do 27....	41 86	8 36	do Rat Portage and Keewatin.
Highland Maid.....	30	do 29....	106 24	16 48	do do Rainy River.
Kakabaka.....			112 67	17 04	do tug, Port Arthur.
Arabian.....		Sept. 17....	1,073 49	93 84	do all the lakes.
Great Western.....	300	April 15....	1,080 33	94 40	Paddle, Windsor and Detroit.
Lansdowne.....	300	Sept. 15....	1,570 90	133 68	do do
Eagle.....	14	do 20....	12 06	5 96	Screw, Parry Sound.
Monarch.....	332	do 24....	2,017 41	169 30	do Sarnia and Duluth.
Hiawatha.....	300	do 24....	162 62	20 96	do do Port Huron.
Seguin.....	20	Oct. 12....	818 07	73 44	do Kingston to Duluth.
Clark Bros.....	30	do 19....	5 06	5 40	do Toronto and the Island.
			58,125 49	5,539 80	

THOS. HARBOTTLE,
Hull Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1892.

WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
			8 cts.	
Ontario.....	1,103·91	750·95	.....	Screw, passenger and freight—not running.
International.....	850·92	559·49	.....	Screw, car ferry—not running.
Huron.....	1,052·41	688·34	.....	do do do
Meteor.....	336·61	180·72	.....	Paddle, freight and tug—not running.
	3,343·85	2,179·50		

THOS. HARBOTTLE,
Hull Inspector.

Steam-boat Inspection.

STEAM Vessels inspected for the year ended 31st December, 1892.

EAST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
D. D. Calvin		April 2....	749·53	65 00	Screw, freight, all lakes.
Armenia		do 2....	642 67	56 44	do do
Pierrepoint	415	do 4....	251·98	28 16	Paddle, passenger, Trenton and Prescott.
Maud	390	do 4....	292·81	31 44	do do
Hero	475	do 5....	342·12	35 36	Paddle, passenger, Brighton and Prescott.
Rescue	25	do 8....	52·29	9 16	Screw, tug and passenger, Trenton and Prescott.
Reliance	25	do 8....	239·14	27 12	Screw, freight and passenger, all lakes.
Ella Ross	300	do 8....	324·88	34 00	Paddle, passenger, Brighton and Prescott.
Nile		do 9....	96·30	12 68	Screw, freight, Rideau Canal.
Resolute	25	do 8....	371·86	37 76	do freight and passenger, all lakes.
Deseronto	85	do 9....	67·91	10 44	do passenger, Trenton and Prescott.
D. R. Van Allen		do 11....	317·95	30 44	do freight, all lakes.
Maggie May		do 11....	29·03	7 32	do tug, Rideau Canal.
Chieftain		do 12....	434·68	39 80	Paddle, tug, lake and river.
James A. Walker		do 13....	183·58	19 72	Screw, tug, all lakes.
Glengarry		do 13....	494·83	44 60	do freight, all lakes.
North King	525	do 14....	872·95	77 84	Paddle, passenger, Lake Ontario.
H. F. Bronson		do 14....	137·12	15 96	Screw, tug, lake and river.
Hiram A. Calvin		do 16....	300·00	29 00	Paddle, tug, lake and river.
William Johnston		do 16....	80·65	11 48	Screw, tug, harbour.
Lorelei	100	do 16....	44·29	8 52	do passenger, Brighton and Prescott.
Glide		do 18....	77·90	11 24	Screw, tug, River St. Lawrence.
Jessie Hall		do 18....	56·54	9 56	do do do
Active		do 19....	301·70	29 16	do all lakes.
Olivia Gordon		do 21....	36·07	7 88	do harbour.
Rideau Belle	50	do 23....	130·59	18 48	Screw, passenger, Kingston and Ottawa.
Traveller		do 25....	207·52	21 64	Paddle, tug, River St. Lawrence.
Antelope	40	do 26....	19·59	6 60	Screw, passenger, Trenton and Prescott.
Water Lily		do 27....	95·09	12 60	Screw, freight, lake and river.
Alexandria	450	do 29....	863·15	77 04	Paddle, passenger, Charlotte and Montreal.
John A. Macdonald		Dec. 30....	273·00	26 84	Paddle, tug, River St. Lawrence.
Freemason		May 6....	104·82	13 40	Screw, freight, Rideau Canal.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Richelieu.....	329	May 9....	125·57	18 08	Paddle, passenger, Trenton and Prescott.
John Haggart.....	250	do 11....	201·60	24 16	Screw, passenger, Kingston and Ottawa.
Corsican.....	400	do 12....	1,203·24	104 24	Paddle, passenger, Toronto and Montreal.
Wherenow.....		do 13....	47·78	8 84	Screw, pleasure yacht.
Spartan.....	375	do 13....	1,168·92	101 52	Paddle, passenger, Toronto and Montreal.
Col. By.....		do 13....	9·31	5 72	Screw, tug, Rideau Canal.
Empress of India.....	680	do 14....	579·05	54 32	Paddle, passenger, Toronto and Port Dalhousie.
Reindeer.....	165	do 16....	58·29	9 64	Screw, passenger, Trenton and Prescott.
Varuna.....	225	do 16....	134·04	18 72	Screw, passenger, Brighton and Prescott.
Quebec.....		do 17....	108·31	13 64	Screw, freight, Ottawa and Oswego
David G. Thomson.....		do 18....	185·05	19 80	do tug, all lakes.
Thistle.....		do 3....	36·02	7 88	do fishing tug.
Princess Louise.....	200	do 20....	114·88	17 20	do passenger, Trenton and Prescott.
Lily.....		do 21....	16·01	6 28	do tug, harbour.
Ranger.....		do 28....	13·83	6 12	do tug, Rideau Canal.
Edmond.....		do 31....	39·10	8 12	do do do
Nellie Cuthbert.....	100	June 2....	59·03	9 72	do passenger, Brighton and Prescott.
Beaver.....		do 2....	40·88	8 28	do tug, Bay of Quinté.
Outlet Queen.....	40	do 3....	18·45	6 44	do passenger, Brighton and Picton.
Startled Fawn.....	40	do 3....	25·49	7 08	do do do
Annie Gilbert.....	30	do 4....	19·00	6 60	do passenger, Brighton and Prescott.
Dan.....		do 4....	56·08	9 48	do pleasure yacht.
Omota.....		do 6....	18·68	6 52	do do
Nora.....		do 7....	28·13	7 24	do tug, Bay of Quinté.
Armenia.....		do 8....	109·99	16 80	do freight, Bay of Quinté and River.
Ingomar.....		do 13....	22·48	6 76	do pleasure yacht.
Sandy.....		do 14....	29·57	7 32	do tug, canal.
H. C. Curtis.....		do 15....	36·19	7 88	do do
Mona.....		do 15....	24·87	7 00	do do
A. B. Cook.....		do 16....	34·17	7 72	do do
Minnie Bell.....		do 16....	21·74	6 76	do do
Montmorency.....		do 17....	17·81	6 44	do do
Hubert Larkin.....		do 17....	48·73	8 92	do do
D. P. Dey.....		do 18....	11·26	5 88	do do

Steam-boat Inspection.

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
Myra.....		1893. June 18....	73·21	10	84	Screw, Oswego and Montreal.
South Eastern.....	700	do 20....	395·31	39	60	do passenger, Kingston and Prescott.
Caribou.....	250	do 20 ..	144·19	19	52	do passenger, Kingston and Montreal.
Gilbert.....		do 21....	40·83	8	28	do tug, River St. Lawrence.
Triton.....	25	do 21....	11·11	5	88	do passenger, Rockport and Cornwall.
Dorothy.....		do 22....	10·09	5	80	do yacht.
Umbria.....		do 22....	42·98	8	44	do tug, canal.
C. Anderson.....		do 23....	105·18	16	48	do survey boat.
Transit.....	450	do 24....	140·81	19	28	do passenger, Prescott and Kingston.
Pomona.....		do 25 ..	4·88	5	40	do yacht.
City of Belleville.....	250	do 25....	101·17	16	08	do passenger, Kingston and Montreal.
Island Queen.....	300	do 25 ..	98·09	12	84	do passenger, Trenton and Cornwall.
Zeila.....		do 27....	3·40	5	24	do yacht.
Corrella.....		do 28....	3·81	5	32	do do
Echo.....		do 28....	6·06	5	48	do do
Spray.....		do 29....	4·19	5	32	do do
Siesta.....	40	July 2....	14·96	6	20	do passenger, Trenton and Prescott.
Khartoum.....		1892. Dec. 30....	62·71	10	04	do freight, Rideau Canal.
Petrel.....		1893. July 11 ..	345·76	35	68	do tug, all lakes.
Daisy.....	40	do 13....	7·20	5	56	do passenger, Rice Lake and tributaries.
Golden Eye.....	171	do 13....	287·60	31	04	Paddle, passenger, Rice Lake and tributaries.
Sunbeam.....		do 14....	13·43	6	08	Screw, tug, Rice Lake and tributaries.
Beaver.....	75	do 14....	18·00	6	44	Screw, passenger, Rice Lake and tributaries.
Pearl.....		do 15....	7·70	5	64	Screw, yacht, Rice Lake and tributaries.
Golden City.....	175	do 16....	68·02	10	45	Screw, passenger, Victoria and Peterboro' waters.
Undine.....	20	do 16....	13·81	6	12	do do
Sunbeam.....	200	do 18....	111·89	16	96	Paddle, passenger, Victoria and Peterboro' waters.
Mary Ellen.....	130	do 18....	44·50	8	60	Screw, passenger, Victoria and Peterboro' waters.
Mary Louise.....	40	do 19....	10·00	5	80	Screw, passenger, Victoria and Peterboro' waters.
Eva.....		do 20....	33·60	7	72	Screw, tug, Victoria and Peterboro' waters.
Crandella.....	400	do 20....	266·20	29	28	Paddle, passenger, Victoria and Peterboro' waters.
Stranger.....		do 21....	28·00	7	24	Screw, tug, Victoria and Peterboro' waters.
Alice Ethel.....	175	do 21....	71·75	10	76	Paddle, passenger, Victoria and Peterboro' waters.
Zetta Bruce.....	25	do 21....	8·75	5	72	Screw, passenger, Victoria and Peterboro' waters.

STEAM Vessels inspected &c.—East Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1895.				
Dominion.....		July 22 ..	45 88	8 68		Paddle, tug, Victoria and Peterboro' waters.
Waterwitch.....		do 22 ..	9 20	5 72		Screw, tug, Victoria and Peterboro' waters.
Myrtle.....		1892. Dec. 15 ..	27 46	7 16		Paddle, tug, Cameron Lake.
Express	20	1893. July 23 ..	3 90	5 32		Screw, passenger, Scugog River.
Esturion.....	325	do 25 ..	118 36	17 44		Paddle, passenger, Victoria and Peterboro' waters.
Dawn.....	40	do 26 ..	20 20	6 60		Screw, passenger, Victoria and Peterboro' waters.
Beaubocage.....	150	do 26 ..	129 00	18 32		Paddle, passenger, Victoria and Peterboro' waters.
Bella Fair.....		do 27 ..	6 60	5 56		Screw, tug, Victoria and Peterboro' waters.
Maple Leaf.....	70	do 27 ..	26 08	7 08		Screw, passenger, Victoria and Peterboro' waters.
Vesta.....		Aug. 3 ..	14 17	6 12		Screw, yacht.
J. H. Ward.....		do 6 ..	23 09	6 84		do tug.
Bertha.....	40	do 10 ..	17 64	6 44		do passenger, Trenton and Prescott.
Iona.....		do 11 ..	231 53	26 56		do freight, all lakes.
Columbian.....	375	do 16 ..	355 30	36 40		Paddle, passenger, Victoria and Peterboro' waters.
Sarah Daly.....		do 23 ..	24 61	7 00		Screw, tug, canal.
Grenada.....	175	do 23 ..	57 00	9 56		do passenger, Kingston and Montreal.
Ivy.....	35	do 24 ..	7 43	5 56		do passenger, Cornwall and Lake St. Francis.
Princess Louise.....	100	do 25 ..	26 36	7 08		do passenger, Kingston and Montreal.
Albert Wright.....		do 26 ..	29 00	7 32		Screw, tug, canal.
C. F. Dunbar.....		do 26 ..	32 86	7 64		do do
Alaska.....	100	do 26 ..	48 74	8 92		do passenger, Kingston and Montreal.
Alert.....	40	do 27 ..	49 83	9 00		do do do
Fearless.....	40	do 27 ..	46 38	8 68		do passenger, Trenton and Montreal.
E. Davis.....		None issued.	37 00	7 96		do ferry, Quyon and Fitzroy.
Maud L.....		Sept. 9 ..	14 05	6 12		do fishing tug.
Tropic.....	35	do 9 ..	8 86	5 72		do passenger, Kingston and Ottawa.
Alberta.....		Sept. 12 ..	68 00	10 44		Centre-wheel, ferry, Deseronto and Fredericksburg.
Enterprise.....		do 20 ..	60 38	9 80		Paddle tug, Mississippi River.
Elsie Ross.....		do 20 ..	9 83	5 80		Screw, yacht do
May Flower.....		do 21 ..	4 20	5 32		do tug do
Nellie.....	25	do 9 ..	6 82	5 56		do passenger, Kingston and Ottawa.
Prince Edward.....		do 28 ..	18 22	6 44		Centre-wheel, ferry, Tyendingaga and Sophiasburg.
Emma Munson.....		April 16 ..	32 63	7 64		Screw, tug, Bay and River.
			17,365 89	2,144 73		

EDWARD ADAMS, *Steam-boat Inspector.*

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

EAST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			\$ cts.	
Anna	7 89	6 49		Not employed ; screw, tug.
Pioneer	28 07	19 09		do do passenger.
Mary Allan.	81 20	51 16		do paddle, tug.
Anglo-Saxon.....	69 01	43 41		do do
Mary Ethel.	98 61	56 13		do centre-wheel, ferry.
Belle Amelia.....	3 80	2 60		do screw, tug.
Dream.....	12 16	9 24		do screw, yacht.
Naiad.....	17 55	11 25		do do
Marquis of Lorne.....	20 19	10 59		do do
Blue Bell.....	11 97	7 63		do do
Daisy.....	4 89	3 33		do do
Robert Anglin.....	97 18	52 10		Inspection not applied for ; screw, freight.
Geraldine.	17 90	14 39		Laid up before inspection ; screw, yacht.
	470 42	287 41		

EDWARD ADAMS,
Steam-boat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1892.

EAST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Pierrepont.....	415	April 4 ..	251·98	28	16	Paddle, Trenton and Prescott.
Maud.....	390	do 4 ...	292·81	31	44	do do
Armenia.....		do 2	642·67	56	44	Screw, all lakes and rivers.
D. D. Calvin.....		do 2	749·53	65	00	do do
Resolute.....	25	do 8 ...	371·86	37	76	Twin-screw do
Rescue.....	25	do 8 ...	52·29	9	16	Screw, Trenton and Prescott.
Reliance.....	25	do 8 ...	239·14	27	12	Twin-screw, all lakes and rivers.
Ella Ross.....	300	do 8 ...	324·88	34	00	Paddle, Brighton and Prescott.
Deseronto.....	85	do 9 ...	67·91	10	44	Screw, Trenton and Prescott.
D. R. VanAllen.....		do 11....	317·95	30	44	do all lakes and river.
Hero.....	475	do 5 ...	342·12	35	36	Paddle, Trenton and Prescott.
Lorelei.....	100	do 16....	41·29	8	52	Screw, Brighton and Prescott.
Glengarry.....		do 13....	494·83	44	60	do all lakes and rivers.
North King.....	525	do 14....	872·95	77	84	Paddle, Lake Ontario and River St. Lawrence.
Rideau Belle.....	50	do 23....	130·59	18	48	Screw, Kingston and Ottawa.
Antelope.....	40	do 26....	19·59	6	60	do Trenton and Prescott.
Alexandria.....	450	do 29....	863·15	77	04	Paddle, Charlotte and Montreal.
Richelieu.....	329	May 9....	125·57	18	08	do Trenton and Prescott.
John Haggart.....	250	do 11...	201·60	24	16	Screw, Kingston and Ottawa.
Corsican.....	400	do 12....	1,203·24	104	24	Paddle, Toronto and Montreal.
Spartan.....	375	do 13....	1,168·92	101	52	do do
Empress of India.....	680	do 14....	579·05	54	32	do Toronto and Pt. Dalhousie
Reindeer.....	165	do 16....	58·29	9	64	Screw, Trenton and Prescott.
Varuna.....	225	do 16....	134·04	18	72	do Brighton and Prescott.
Princess Louise.....	200	do 20....	114·88	17	20	do Trenton and Prescott.
Rocket.....	{ 650 river } { 400 lake. }	April 7....	320·50	33	68	Paddle, Hamilton and Montreal.
Outlet Queen.....		June 3....	18·45	6	44	Screw, Brighton and Picton.
Annie Gilbert.....	30	do 4....	19·00	6	60	do do Prescott.
Nellie Cuthbert.....	100	do 2....	59·03	9	72	do do do
Startled Fawn.....	40	do 3....	25·49	7	08	do do Picton.
Queen of the Isles.....	100	do 13....	40·22	8	20	do do Prescott.
Caribou.....	250	do 20....	144·19	19	52	Screw, Kingston and Montreal.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Southeastern.....	700	June 20....	395·31	39 60	Twin-screw, Kingston & Prescott.
Triton.....	25	do 21....	11·11	5 88	Screw, Rockport and Cornwall.
Island Queen.....	300	do 25....	98·09	12 84	do Trenton and Cornwall.
City of Belleville.....	250	do 25....	101·17	16 08	do Kingston and Montreal.
Transit.....	450	do 24....	140·81	19 28	Twin-screw, Kingston & Prescott.
Siesta.....	40	July 2....	14·96	6 20	Screw, Trenton and Prescott.
Otonabee.....	200	do 13....	49·00	3 92	Scow, Rice Lake and tributaries.
Daisy.....	40	do 13....	7·20	5 56	Screw do do
Golden Eye.....	171	do 13....	287·60	31 04	Paddle do do
Beaver.....	75	do 14....	18·00	6 44	Screw do do
Ark.....	192	do 14....	48·20	3 84	Scow do do
City of Peterboro'.....	385	do 15....	49·50	3 96	do do do
Rice Lake.....	230	do 15....	44·41	3 55	do do do
Golden City.....	175	do 16....	68·02	10 45	Screw, counties Victoria & Peterboro'.
Undine.....	20	do 16....	13·81	6 12	do do do
Sunbeam.....	200	do 18....	111·89	16 96	Paddle do do
Paragon.....	400	do 18....	71·00	5 70	Scow do do
Mary Ellen.....	130	do 18....	44·50	8 60	Screw do do
Mary Louise.....	40	do 19....	10·00	5 80	do do do
Crandella.....	400	do 20....	266·20	29 28	Paddle do do
Alice Ethel.....	175	do 21....	71·75	10 76	do do do
Lindsay.....	575	do 21....	75·00	6 00	Scow do do
Zetta Bruce.....	25	do 21....	8·75	5 72	Screw do do
Consort.....	110	do 23....	16·20	1 28	Scow do do
Express.....	20	do 23....	3·90	5 32	Screw, Scugog lake and river.
Esturion.....	325	do 25....	118·36	17 44	Paddle, counties Victoria & Peterboro'.
Dawn.....	40	do 26....	20·20	6 60	Screw do do
Beaubocage.....	150	do 26....	129·00	18 32	Paddle do do
Poloma.....	700	do 26....	121·50	9 76	Barge do do
Maple Leaf.....	70	do 27....	26·08	7 08	Screw do do
Chemong.....	400	do 27....	103·23	8 24	Scow do do
Bertha.....	40	Aug. 10....	17·64	6 44	Screw, Trenton and Prescott.
Iona.....	.....	do 11....	231·53	26 56	do all lakes and rivers.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		8 cts.	
Columbian.....	375	Aug. 16....	355 30	36 40	Paddle, counties Victoria and Peterboro'.
Grenada.....	175	do 23....	57 00	9 56	Screw, Kingston and Montreal....
Ivy.....	35	do 24....	7 43	5 56	do Cornwall and Lake St. Francis.
Princess Louise.....	100	do 25....	26 36	7 08	do Kingston and Montreal.
Alaska.....	100	do 26....	48 74	8 92	do do do
Alert.....	40	do 27....	49 83	9 00	do do do
Fearless.....	40	do 27....	46 38	8 68	do do do
Tropic.....	35	Sept. 9....	8 86	5 72	do do Ottawa.
Alberta.....		do 12....	68 00	10 44	Centre-paddle, ferry, Deseronto and Fredericksburg.
Nellie.....	25	do 9....	6 82	5 56	Screw, Kingston and Ottawa.
Prince Edward.....		do 28....	18 22	6 44	Centre-paddle, ferry, Tyendinaga and Sophiasburg.
			13,777 87	1,521 59	

THOMAS DONNELLY,
Inspector of Hulls and Equipments, East Ontario Division.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

EAST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of vessel.
			8 cts.	
Pioneer	28·07	19·09	.....	Screw, passenger; not running.
Mary Ethel.....	98·61	56·13	.....	Centre-wheel, ferry do
Scotia	458·33	268·54	.....	Screw, freight; out of district.
Pearl.....	7·70	5·30	.....	do private yacht only.
Nora.....	28·13	19·13	.....	do employed as tug.
	620·84	368·19	.....

THOMAS DONNELLY,
Inspector of Hulls and Equipments, East Ontario Division.

STEAM Vessels inspected for the year ended 31st December, 1892.

MONTREAL DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		8 cts.	
E. G. Laverdure.....	100	Nov. 25....	54 00	9 32	Ottawa and Kettle Island.
Emile.....	92	July 23....	11 80	5 96	do Hull.
Mansfield.....	50	Nov. 25....	121 00	17 86	New Edinburgh and Gatineau Pt.
Birdie Jones.....	22	Sept. 9....	2 00	5 16	Rideau Canal.
Dolphin.....	Crew.....	do 12....	70 00	10 60	Screw, tug, Ottawa River.
Archie Stewart.....	do.....	do 13....	80 00	11 40	do do
Ada.....	do.....	do 19....	28 00	7 24	do do
John.....	50	Aug. 8....	35 00	7 80	Carillon and Pointe Fortune.
Owens..	Crew.....	Sept. 20....	156 00	17 48	Paddle, tug, Ottawa River.
Sir Hector.....	do.....	do 21....	39 72	8 20	Screw do do
Hiram Easton.....	do.....	do 22....	34 00	7 72	do do do
G. H. Notter.....	do.....	do 23....	14 00	6 12	do do do
John Heney.....	do.....	do 24....	19 00	6 52	do do do
Cape Breton.....	do.....	Aug. 23....	1,764 00	149 12	do foreign, freight.
Louisburg.....	do.....	do 31....	1,815 00	153 28	do do do
			4,243 00	423 78	

GEO. T. CLIFT,
Inspector, Montreal.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			8 cts.	
Charlotte.....	59·00	36·00		Screw, tug, Ottawa River.
Union.....	75·00	66·00		do passenger do
Ottawa.....	116·89	89·00		Paddle do do
H. F. Bronson.....	72·00	46·00		Screw tug do
Dauntless.....	342·00	216·00		Paddle do do
H. Robinson.....	61·00	39·00		Screw do do
J. L. Murphy.....	173·00	109·00		do do do
G. H. Perley.....	102·00	79·00		do do do
Pembroke.....	162·00	102·00		Paddle do (Upper) do
Albert.....	217·00	146·00		do do do do
Monitor.....	333·00	210·00		do do do do
G. B. Pattee.....	30·00	18·00		Screw, tug do
Janet Craig.....	12·00	6·00		do passenger do
Empress.....	677·00	371·00		Paddle do do
Monarque.....	136·00	85·00		do tug do
Florence.....	62·00	24·00		Screw do do
Agnes McMahan.....	82·00	47·00		do do do
Nosbonsing.....	25·00	19·00		do do do
Booth.....	234·00	194·00		Paddle do do
Minnie Belle.....	22·00	15·00		Screw do do
Vesta.....	14·00	7·00		do yacht. Laid up.
Plover.....	43·00	30·00		do tug, Montreal Harbour.
Reliance.....	78·00	50·00		Paddle, passenger, Ottawa River.
Isleway.....	7·00	5·00		Screw, pleasure yacht.
Squaw.....	22·00	18·00		do tug, Ottawa River.
Agnes.....	29·00	19·00		do passenger.
Rockland.....	78·00	50·00		do do Ottawa River.
Aid.....	25·00	15·00		Paddle, tug do
Mouche-à-Feu.....	20·00	14·00		Paddle, passenger, Ottawa River.
Bonito.....	17·00	11·00		Screw do do
Glide.....	80·00	58·00		do do do
Belmont.....	133·00	84·00		Paddle do do
Chaffey.....	42·00	39·00		Screw do do

STEAM Vessels not inspected, &c.—Montreal Division—*Concluded.*

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			8 cts.	
Tim Doyle	20 00	14 00		Screw, tug, Montreal Harbour.
Lady of the Lake.....	607 00	369 00		Paddle, passenger, Lake Magog.
John A.....	19 00	13 00		Screw, tug, Lake Magog.
Charlemagne	76 00	52 00		do do Ottawa River.
Rigaud	46 00	24 00		do do do
Wm. Paul	7 00	3 00		do do Montreal Harbour.
John Frazer.....	118 00	99 00		Paddle, passenger, North Bay.
Meteor.....	132 00	116 00		do do Ottawa River.
Clyde	29 00	26 00		Screw do do
Argo	154 00	96 00		Paddle do do
D. A. Martin.....	47 00	44 00		Screw do do
Emerillon.....	15 00	13 00		do do do
Charlotte.....	14 00	9 00		do do do
Mattawan.....	22 00	15 00		do do do
Sainte Anne	25 18	18 00	7 00	do tug, Ottawa River.
Bonavista.....	1,306 00	836 00	112 48	do freight, passenger, Foreign.
Elfin.....	108 00	67 00		do tug, Montreal Harbour.
Maggie R. King.....	27 00	18 00		do do do
Mildred.....	15 00	13 00		Screw, passenger, Ottawa River.
Titania	17 00	11 00	6 36	do yacht do
Grain elevator No. 9	172 00		18 76	do in Montreal Harbour.
do do 11.....	169 00		18 52	do do do
do do 12.....	183 00		19 64	do do do
do do 7.....	170 00		18 60	do do do
do do 1.....	83 00		18 20	do do do
do do 10.....	173 00		18 84	do do do
do do 13.....	178 00		19 28	do do do
do do 14.....	181 00		19 52	do do do
Dredge No. 1.....	100 00		13 00	do do do
do 2.....	100 00		Not paid.	do do do
Spoon dredge No. 3.....	100 00		do ..	do do do
	4,705 18	2,062 00	290 23	

GEO. T. CLIFT,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels inspected for the year ended 31st December, 1892.

QUEBEC DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Rivière du Loup.....	150	Nov. 25....	173	21 84	Side-wheel, passenger, Varennes and L'Assomption.
Terrebonne	450	do 25....	601	56 08	do passenger, Contre-cœur and Montreal.
Chambly	600	do 25....	647	59 76	do passenger, Chambly and Montreal.
Arthur.....					do tug, tow-boat, Sorel River.
Laprairie.....	997	Nov. 25....	523	49 84	do ferry steamer, Laprairie and Montreal.
Sorel.....	300	do 25....	158	20 64	do passenger, St. Thomas and Sorel.
Richelieu.....	141		33	7 64	Screw, propeller, St. Hilaire and Sorel.
Berthier.....	700	Nov. 25....	1,101	96 08	Side-wheel, passenger, Trois Rivières and Montreal.
Cultivateur.....	750	do 25....	362	36 96	do passenger, Sorel and Montreal.
Mouche-à-feu.....	300	do 25....	214	25 12	do passenger, Sorel and Berthier.
St. Paul		do 25....			Screw, tug, attending Government dredge.
St. Francis.....		do 25....			do do
C. J. Bridges.....		do 25....	39	8 12	Screw, tug, Montreal dredge.
Ed. Arpin	25	do 25....	5	5 40	do propeller, passenger, Sorel River.
Trois Rivières.....	1,000	do 25....	1,710	144 80	Paddle, passenger, Ste. Anne and Montreal.
Rodolphe.....		do 25....			do tug, tow-boat, Sorel.
Quebec.....	800	do 25....	3,056	252 48	do passenger, Quebec and Montreal.
M. F. Pearson.....		Nov. 25, 1896.			Screw, tug, attending Government dredge.
John Pratt.....		Nov. 25, 1892.			do do
Canadian.....					Screw, tug, Sorel.
Montreal.....	800	Nov. 25....	2,211	184 88	Paddle, passenger, Quebec and Montreal.
Otter.....	123	do 25....	198	23 84	Screw, propeller, passenger, Quebec and Nataashquan.
Miramichi.....	300	do 25....	727	66 16	Paddle, Montreal and Pictou, N.S.
Contest.....	150	do 25....	231	26 48	do mail tender, Rimouski.
Beaver.....	70	do 25....	147	19 76	Screw, propeller, passenger, Montreal and Gaspé.
Relief.....		Dec. 25....	381	35 48	do passenger, tug, Montreal and Gulf.
North.....	450	Nov. 25....	289	31 12	Paddle, ferry boat, Quebec and Lévis.
South.....	450	do 25....	349	35 92	do do
Montmagny	516	do 25....	351	36 08	Paddle, passenger boat, Berthier and Quebec.
Welshman.....		do 25, 1893.	143	16 44	Screw, propeller, freight boat, Montreal and Kingston.
Ida (Kingston).....	95	May 20, 1893.	247	27 76	do do
Cuba.....	125	do 9....	931	82 48	Screw, propeller, freight and passenger, Montreal and Chicago.

STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Alma Munro.....	125	May 9.....	891	79 28	Screw, propeller, freight and passenger, Montreal and Chicago.
Antelope.....		1892 Nov. 25.....	82	11 56	Screw, propeller, tug, Montreal and Ottawa.
J. R. Booth.....		Dec. 25.....	132	15 56	do do
E. B. Eddy.....		do 25.....	78	11 24	do do
George H. Harris.....		do 25.....	87	11 96	do do
Spoon Dredge No. 1..	Crew only	do 25.....	100	13 00	Harbour dredge, Montreal.
Spoon Dredge No. 7..	do	do 25.....	100	13 00	do do
Spoon Dredge No. 4..	do	do 25.....	100	13 00	do do
Steam Derrick No. 3..	do	do 25.....	100	13 00	Harbour works, Montreal.
Steam Derrick No. 2..	do	do 25.....	100	13 00	do do
Steam Derrick No. 4..	do	do 25.....	100	13 00	do do
Rocket.....	650	do 25.....	321	33 68	Paddle wheel, passenger, Hamilton and Montreal.
Hudson.....		do 25.....	158	17 64	do tug, Quebec and Montreal.
Anna McGee.....		do 25.....	60	9 80	Screw, wrecking, Gulf.
St. Louis.....	541	Nov. 25.....	428	42 24	Paddle-wheel, passenger, Quebec and St. Jean.
Etoile.....	591	do 25.....	560	52 80	do do
Lord Stanley.....		Dec. 25.....	276	27 08	Twin-screw, tug, towing, Gulf.
Bohemian.....	500	do 25.....	1,138	99 04	Paddle-wheel, passenger, Montreal and Beauharnois.
Canada.....	800	Nov. 25.....	2,009	168 72	do passenger, Montreal and Chicoutimi.
Magnet.....	735	do 25.....	1,029	90 32	do ferry, Montreal and St. Helen's.
Arctic.....	200	do 25.....	65	10 20	Screw, ferry, Montreal and Longueuil.
St. Roch.....		do 25.....	18	6 44	Screw, Quebec, harbour tug.
Two Brothers.....		Dec. 25.....	14	6 12	do do
J. R. Souter.....		do 25.....			do do
St. George.....		do 25.....	13	6 04	do do
St. Croix.....	541	Nov. 25.....	445	43 60	Paddle-wheel, passenger, Quebec and Ste. Croix.
Brothers.....	526	do 25.....	262	28 90	do Quebec and St. Ann.
Lady Belleau.....		Dec. 25.....	81	11 48	Screw, wrecking, tug, in Gulf.
Saguenay.....	773	Nov. 25.....	687	62 96	Paddle-wheel, passenger, Quebec Chicoutimi.
Alert.....	Crew and lighthouse keeper.				Screw, propeller, light-house service.
Orleans.....	475	Nov. 25.....	181	22 48	do ferry, Quebec and Orleans.
Vega.....	250	do 25.....	132	18 56	do ferry, Montreal and Longueuil

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1892.				
Lévis	350	Nov. 25	156	20	48	Screw, propeller, ferry, Quebec & St. Romuald.
Silver Spray		Dec. 25	130	15	40	do towing, Montr'l and Quebec.
Dandy		do 25	46	8	68	do do
Spoon Dredge No. 2.	Crew only	do 25	100	13	00	Harbour works, Montreal.
St. Peter.	do ..	do 25	46	8	44	do do tug.
St. James.....	do ..	do 25	91	12	28	do do do
M. P. Davis	do ..	do 25	11	5	88	do do do
St. Louis.....	do ..	do 25	34	7	72	do do do
Spoon Dredge No. 6.	do ..	do 25	100	13	00	do do
Columbian.....			717	65	36	Twin-screw, passenger, Montreal and Kingston.
Steam Derrick No. 4.	Crew		100	13	00	Montreal Harbour works.
Steam Derrick No. 5.	do		100	13	00	do do
Steam Derrick No. 5.	do		100	13	00	do do
Asilda	do	Dec. 25	23	6	84	Screw, harbour tug.
Passport	400	Nov. 25	1,034	90	72	Side-wheel, passenger, Montreal and Toronto.
Algerian	400	do 25	1,014	89	12	do do
Filgate	658	do 25	263	29	04	do passenger, Montreal and Beauharnois.
Longueuil	850	do 25	365	37	20	do ferry, Montreal and Longueuil.
Hochelaga.....	775	do 25	419	41	52	do ferry, Montreal and Boucherville.
W. C. Francis.....		Dec. 12	37	7	96	Screw, tug, Montreal harbour.
Garnet	252	do 25	152	20	16	Paddle-wheel, passenger, Montr'l and Beauharnois
Maud	350	Nov. 25	269	29	52	do passenger, Montreal and Ottawa.
Prince of Wales.	500	do 25	610	56	80	do passenger, Montreal and Carillon.
T. H. Nasmith.....		Dec. 25	49	8	92	Screw, tug, Montreal harbour.
Princes.....	443	do 25	579	54	32	Paddle-wheel, passenger, Montreal and Carillon.
Polaris.....	400	Aug. 1	533	50	64	Screw, winter ferry, Quebec and Lévis.
Diver		Dec. 25	86	11	88	do tug, wrecking in Gulf.
C. W. Jones		do 25	38	8	04	Screw tug, Quebec harbour.
Florence		do 25	113	15	04	do do Montreal and Gulf.
Dauntless.....		do 25	81	11	48	do do do
McNaughton				do	do	do do do
LeCultivateur	100	Dec. 25	152	20	16	Paddle-wheel, ferry, Verdun and Côte Ste. Catherine.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
Constance		1893.				Screw, Government cruiser in Gulf.
Cacomna		Aug. 16 1892.	1,451	124	08	do freight, Montreal and Newfoundland.
Sovereign	500	Nov. 25 1892.	637	58	96	Paddle-wheel, passenger, Montreal and Carillon.
Georgiana		Dec. 25 1892.	53	9	24	Screw, tug, Montreal harbour.
Hall	300	June 14 1893.	247	27	76	Screw, propeller, freight and passenger, Montreal and Ottawa.
Olive	192	June 30 1892.	213	25	04	do do
Conqueror		Dec. 25 1892.	233	23	64	Paddle-wheel, tug, Gulf and Montreal.
St. Louis						Screw, tug, Bersimis River.
Corinthian	400	Nov. 25 1893.	1,062	92	96	Paddle-wheel, passenger, Montreal and Toronto.
Powerful	300	do 25 1893.	254	28	32	Paddle-wheel, ferry, Montreal and Boucherville.
Acadian		Sept. 30 1893.	931	79	48	Screw, propeller, freight, Montreal and foreign ports.
Polino	30	July 16 1892.	807	72	56	Screw, propeller, freight and passenger, Montreal and St. John, Nfld.
Florence	Crew only	Aug. 2 1892.	133	15	64	Screw, wrecking in Gulf and Montreal.
Jacques Cartier	300	Nov. 25 1892.	143	19	44	Side-wheel, passenger, P.E.I.
John Young		do 25 1893.	163	18	04	do tug, Montreal and Quebec.
Queen	350	Sept. 9 1892.	367	37	36	Screw, winter ferry, Quebec and Levis.
Rhoda		Nov. 25 1892.	182	19	56	Paddle-wheel, tug, Montreal and Bic.
Beaver		do 25 1893.	273	26	84	do do
Glacial	145	July 14 1892.	109	16	72	Screw, winter ferry, Three Rivers and Ste. Angele.
Bourgeois	200	Dec. 25 1892.	94	12	52	Paddle, ferry, Three Rivers and Laval.
Como	100	do 25 1892.	75	11	00	do Three Rivers and Nicolet.
Maud						Paddle, tow-boat, Three Rivers.
Arthur						do do
Lucie						Stern-wheel, tow-boat, Nicolet.
Pacific						Not registered.
Robert Stoker						Screw, canal tug, Montreal and foreign ports.
Coban	40	Aug. 16 1892.	1,063	93	04	do freight and passenger, Montreal and foreign ports.
Thames		do 16 1892.	1,683	142	64	do do do
Pilgrim	455	Nov. 25 1892.	262	28	96	Paddle wheel, passenger, Quebec and St. Nicholas.
Hope		Dec. 25 1892.	20	6	60	Screw, Quebec harbour tug.
Randolph						do do do
Victor		Dec. 25 1892.	35	7	80	do do do

Steam-boat Inspection.

STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Lake.....		Nov. 25....	145	16 60	Screw, tug, Montreal and Quebec.
Honke Dore.....					do Quebec harbour tug.
Ida.....		Dec. 25....	26	7 08	do do do
Ida.....		Nov. 25....	5	5 40	do pleasure yacht, Lake St. Joseph.
Missitaimis.....					Paddle wheel, passenger, Lake St. John.
Paribonka.....					do passenger, Lake St. John.
Undine.....					Screw, tug, Lake St. John.
Activity.....		Dec. 25....	22	6 76	do Quebec harbour tug.
Harry Bate.....		do 25....	254	28 32	do freight, Montreal & Ottawa.
Nellie Reid.....		do 25....	55	9 40	do tug, Montreal and Quebec.
W. F. Loggie.....		do 25....	17	6 36	do do do
Calumet.....		Nov. 25....	40	8 20	do do do
Fairy.....		Dec. 25....	16	6 28	do tug, Quebec harbour.
May Flower.....		do 25....	13	6 04	do do do
Commodore Holiwell.....		do 25....	9	5 72	do do do
do.....		Paid for 1891 1892.	9	5 72	do do do
Alexandria.....		Dec. 25....	53	9 24	do pleasure yacht, Montreal and Gulf.
C. S. Parnell.....					do Quebec harbour tug.
Albani.....		1893. Aug. 18....	58	9 64	do pleasure yacht, lake and river.
L'Isle aux Noix.....		1892. Dec. 25....	20	6 60	do tug, Lake Mégantic.
Lena.....					Unfit to run.
Admiral.....	350	Nov. 25....	682	62 56	Paddle, passenger, Gaspé and Dalhousie.
Vulcan.....	40	do 25....	22	6 76	Screw, ferry, Dalhousie and Maquash.
Frances.....	60	do 25....	19	6 52	Paddle, ferry, Cross Point and Campbellton.
Christiana.....		Dec. 25....	57	9 56	do tug, Restigouche River.
Oak Bay.....		do 25....	27	7 16	do do do
Greetland.....	80	1893. Oct. 8....	1,091	95 28	Screw, freight and passenger, Montreal and foreign ports.
Elfin.....		Dec. 25....	108	13 64	Twin-screw, tug, Montreal and Lake Champlain.
Newfoundland.....		Sept. 20....	918	78 44	Screw, freight, Montreal and foreign ports.
Pilot.....	350	do 1....	426	42 08	do winter ferry, Quebec and Lévis.
Antoine.....					do pleasure yacht.
Almanda.....		1892. Dec. 25....	11	5 88	do Quebec harbour tug.
Mersey.....		do 25....	60	9 80	do do do

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Mersey.....		Paid for 1891	60	9 80	Screw, Quebec harbour tug.
Swallow.....		1892. Dec. 25....	9	5 72	do do do
Aurelia.....		do 25....	32	7 56	do do do
Thor.....		do 25....	322	30 78	Paddle, tow-boat, Saguenay River
Belle.....		do 25....	51	9 08	Screw do do
Kinogami.....		do 25....	21	6 68	do do do
Batiscan.....		do 25....	40	8 20	Paddle, tow-boat, Batiscan River.
Lillie H.....		do 25....	12	5 96	Screw, Quebec harbour tug.
Anglesea.....		Nov. 25....	153	17 24	Paddle, tow-boat.
Osprey.....		Dec. 25....	21	6 68	Screw do
L'Isle aux Noix.....		Paid for 1891	20	6 60	
			47,005	4,675 44	

JOS. SAMSON,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

QUEBEC DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of vessel.
			\$ cts.	
Maggie Bell.....	372	226	Not paid..	Laid up; not running.
Johanna B.....	17	9	do ..	do do
Frank.....	58	39	do ..	do do
Patrick Murphy.....	10	4	do ..	do do
James.....	127	31	do ..	do do
St. George.....			do ..	Not registered. Laid up; not running.
Dot.....	10	7	do ..	Laid up; not running.
Victory.....	55	37	do ..	do do
Marie Louise.....	99	63	do ..	Year not up, and could not spare time.
Forest.....	26	18	do ..	Not being down that way yet.
Coukoo.....	6	4	do ..	do do
	780	438		

JOS. SAMSON,
Steam-boat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1892.

QUEBEC AND MONTREAL DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
Berthier.....	700	Nov. 25....	1,101	96 08	Side-wheel, passenger.
Trois-Rivières.....	1,000	do 25....	1,710	144 80	do do
Quebec.....	800	do 25....	3,056	252 48	do do
Saguenay.....	773	do 25....	687	62 96	do do
Richelieu.....	141	do 25....	33	7 64	Screw, passenger.
Montreal.....	800	do 25....	2,211	184 88	Side-wheel, passenger, Quebec and Montreal.
Sorel.....	300	do 25....	158	20 64	do do do
Hochelaga.....	775	do 25....	419	41 52	Side-wheel, passenger, Montreal and Boucherville.
Mouche-à-feu.....	300	do 25....	214	25 12	Side-wheel, passenger, Montreal and Sorel.
Beaver.....	70	Dec. 10....	147	19 76	Screw, passenger and freight.
Terrebonne.....	450	Nov. 25....	601	56 08	Side-wheel, passenger, Montreal and Verchères.
Laprairie.....	997	do 25....	523	49 84	Side-wheel, passenger, Montreal and Laprairie.
Chambly.....	600	do 25....	647	59 76	Side-wheel, passenger, Montreal and Chambly.
Cuba.....	125	Oct. 1....	931	82 48	Screw, passenger and freight.
Alma Munro.....	125	do 1....	891	79 28	do do
North.....	450	Nov. 25....	289	31 12	Side-wheel, ferry, Quebec and Lévis.
South.....	450	do 25....	349	35 92	do do do
Orleans.....	475	do 25....	181	22 48	Screw, ferry, Quebec and Island of Orleans.
Longueuil.....	850	do 25....	365	37 20	Side-wheel, ferry, Hochelaga and Longueuil.
Chaffee.....	50	.....	.....	.....	Screw, ferry, Valleyfield and Lancaster.
Le Cultivateur.....	100	Nov. 25....	152	20 16	Centre-wheel, ferry, Verdun and Côte Ste. Catherine.
Rocket.....	650	do 25....	321	33 68	Side-wheel, passenger, Montreal and Hamilton.
Princess.....	443	do 25....	579	54 32	Side-wheel, passenger, Montreal and Carillon.
Maud.....	350	do 25....	269	29 52	do do do
Canada.....	800	do 25....	2,009	168 72	Side-wheel, passenger, Montreal and Chicoutimi.
Bohemian.....	500	do 25....	1,138	99 04	Side-wheel, passenger, Montreal and Beauharnois.
Lévis.....	350	do 25....	156	20 48	Screw, ferry, Quebec and St. Romuald.
St. Louis.....	541	do 25....	428	42 24	Side-wheel, passenger, Quebec and St. Jean Deschaillons.
Etoile.....	591	do 25....	560	52 80	do do do
Ste. Croix.....	541	do 25....	445	43 60	Side-wheel, passenger, Quebec and Ste. Croix.
Ôtter.....	123	Dec. 1....	198	23 84	Screw, passenger and freight.
Montmagny.....	516	Nov. 25....	351	36 08	Side-wheel, passenger, Quebec and Berthier.

Steam-boat Inspection.

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.			
Passport.....	400	Nov. 25...	1,034	90 72	Side-wheel, passenger, Montreal and Toronto.
Algerian.....	400	do 25...	914	81 12	do do do
Cultivateur.....	750	do 25...	362	36 96	Side-wheel, ferry, Montreal and Sorel.
Prince of Wales.....	500	do 25...	610	56 80	Side-wheel, passenger, Montreal and Carillon.
Filgate.....	658	do 25...	263	29 04	Side-wheel, passenger, Montreal and Beauharnois.
Garnet.....	252	do 25...	152	20 16	Side-wheel, passenger, Montreal and Valleyfield.
Admiral.....	350	do 25...	682	62 56	Side-wheel, passenger, Dalhousie and Gaspé.
Vulcan.....	40	do 25...	22	6 76	Screw, ferry, Dalhousie and Maquash.
Frances.....	60	do 25...	19	6 52	Side-wheel, ferry, Campbellton and Cross Point.
Contest.....	150	do 25...	231	26 48	Side-wheel, passenger, Quebec and Rimouski.
Miranichi.....	300	do 25...	727	66 16	Side-wheel, passenger and freight, Montreal and Pictou.
Corinthian.....	400	do 25...	1,062	92 96	Side-wheel, passenger, Montreal and Toronto.
Vega.....	250	do 25...	132	18 56	Screw, ferry, Montreal and Longueuil.
Glacial.....	145	July 14, 1893.	109	16 72	Screw, ferry, Three Rivers and Ste. Angele.
Bourgeois.....	200	Nov. 25, 1892.	94	12 52	Side-wheel, ferry, Three Rivers and St. Grégoire.
Como.....	100	do 25...	75	11 00	Side-wheel, ferry, Three Rivers and Nicolet.
Magnet.....	735	do 25, 1893.	1,029	90 32	Side-wheel, ferry, Montreal and Island of St. Helen.
Polino.....	20	July 16, 1892.	807	72 56	Screw, passenger and freight, Montreal and St. John, N.B.
Thames.....		do 16...	1,683	142 64	Screw, freight, Montreal and Gulf.
Bonavista.....	50	do 18, 1892.	1,306	112 48	Screw, passenger and freight, Montreal and foreign ports.
Jacques-Cartier.....	300	Nov. 25...	143	19 44	Side-wheel, ferry, Charlottetown.
Arctic.....	200	do 25...	65	10 20	Screw, ferry, Montreal and Longueuil.
Reliance.....	50	do 25, 1893.			Side-wheel, ferry, Lachine and Caughnawaga.
Emile.....	92	July 23, 1892.	12	5 96	Screw, ferry, Ottawa and Hull.
E. G. Laverdure.....	100	Nov. 25...			Screw, passenger, Ottawa River and Rideau Canal.
Mansfield.....	50	do 25, 1893.	121	17 68	Screw, ferry, Ottawa and Gatineau Point.
Empress.....	800	July 25, 1893.	677	62 16	Side-wheel, passenger, Ottawa and Grenville.
Pearl.....	25	do 25...	5	5 40	Screw, pleasure yacht, Ottawa River and Rideau Canal.
Clyde.....	50	do 29...	29	7 32	Screw, passenger, Lake Temiscamingue.
Meteor.....	50				do do do
Emerillon.....	25				do do do
Lottie.....	25				do do do
Charlotte.....	25				do do do

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.			
Mattawan	60				Screw, passenger, Lake Temiscamingue.
Toneata	35				do do do
Union	40	Aug. 3....	75	11 00	do ferry, Pembroke and Island Allumette.
Ottawa	200	do 3....	116	17 28	Side-wheel, passenger, Pembroke and Joachim.
Janet Craig.....	40	do 4....	12	5 96	Screw, ferry, Sand Point and Bristol.
Ed. Davis	25				do ferry, Quyon and Fitzroy.
Birdie Jones.....	22	Aug. 5....	2	5 16	do pleasure yacht, Ottawa River and Rideau Canal.
Agnes	50				do ferry, Buckingham and High Rock.
Thurso.....	50	Aug. 6....	23	6 84	Centre-wheel, ferry, Thurso and Clarence.
Bonito	30	do 6....			Screw, ferry, Calumet and L'Original.
Glide.....	50	do 6....			do ferry, Calumet and Hawkesbury.
John	50	do 8....	35	7 80	Centre-wheel, ferry, Carillon and Pointe Fortune.
Sovereign.....	500	Nov. 25.... 1892.	637	58 96	Side-wheel, passenger, Montreal and Carillon.
Paul Smith.....	300	Aug. 9.... 1893.	293	31 44	Side-wheel, passenger, Montreal and Valleyfield.
Harry Bate.....		do 12....	254	28 32	Screw, freight, Montreal and Toronto.
Cacouna		do 16....	1,451	124 08	do freight, Montreal and foreign ports.
Coban	40	do 16....	1,063	93 04	do passenger and ferry, Montreal and foreign ports.
Louisburg		do 18....	1,816	153 28	do freight, Montreal and foreign ports.
Lady of the Lake.....	700	do 19.... 1892.			Side-wheel, passenger, Newport and Magog.
Rivière du Loup.....	150	Nov. 25....	173	21 84	Side-wheel, ferry, Varennes and L'Assomption.
Powerful.....	300	do 25....	254	28 32	Side-wheel, passenger, Montreal and Boucherville.
Bonenfant	25				Centre-wheel, ferry, Charlemagne.
Cape Breton		Aug. 23.... 1893.	1,764	149 12	Screw, freight, Montreal and foreign ports.
Pilgrim.....	455	Nov. 25.... 1892.	262	28 96	Side-wheel, passenger, Quebec and St. Nicholas.
Newfoundland.....		Sept. 20.... 1893.	918	78 44	Screw, freight, Montreal and Gulf.
Columbian.....			717	65 36	do passenger, Montreal and Toronto.
Acadian		Sept. 30....	931	79 48	do freight, Montreal and Gulf ports.
Greetlands	80	Oct. 8....	1,091	95 28	do passenger and ferry, Montreal and foreign ports.
Ed. Arpin.....	25	Nov. 25.... 1892.	5	5 40	do pleasure yacht, Sorel and Berthier.
Hall.....	75	Oct. 14.... 1893.	247	27 76	do passenger and freight, Montreal and Toronto.
Brothers.....	526	Nov. 25.... 1892.	262	28 96	Side-wheel, passenger, Quebec and Ste. Anne.
Polaris.....	400	Oct. 15.... 1893.	533	50 64	Screw, winter ferry, Quebec and Lévis.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—Quebec and Montreal Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Pilot.....	350	Oct. 15....	426	42 08	Screw, winter ferry, Quebec and Lévis.
Queen	350	do 15....	367	37 36	do do do
			47,211	4,397 88	

PIERRE D. BRUNELLE,
Steam-boat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1892.

QUEBEC AND MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of vessel.
			\$ cts.	
Argo	154·00	96·00	.....	Not carrying passengers.
D. A. Martin.. ..	47·00	44·00	.....	do do
May Flower.	18·09	11·40	.....	Laid up.
Dora.....	48·00	44·00	.....	do
Lena.....	22·05	14·09	.....	do
Ida	6·00	4·00	.....	do
Canadian	26·00	17·09	.....	Not carrying passengers.
John Fraser.....	118·00	99·00	.....	Laid up.
	439·14	329·49		

PIERRE D. BRUNELLE,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels inspected for the year ended 31st December, 1892.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Dominion.....	150	Feb. 6	594·08	55 52	Screw, passenger; Nova Scotia, New Brunswick and Boston.
Ralph E. S.....		Mar. 19.....	27·82	7 24	Screw, fish-boat.
Collector.....		do 19.....	52·02	9 16	Screw, lighter; Halifax harbour.
Alpha	25	do 22.....	306·91	32 48	Screw, passenger; Halifax, Yarmouth and St. John, N.B.
Boston.....	120	do 24.....	1,694·50	143 52	Screw, passenger; Yarmouth, N.S. and Boston, U.S.
City of St. John.....	130	Dec. 1.....	709·12	64 72	Paddle, passenger; Yarmouth and Halifax.
Fastnet.....	50	Mar. 30.....	337·71	35 04	Screw, passenger; Halifax and Prince Edward Island.
A. C. Whitney.....		April 2	62·67	10 04	Screw-tug.
Premier	90	do 5.....	373·56	37 92	Screw, passenger; Halifax and Prince Edward Island.
Harlaw.....	75	do 5.....	451·36	44 08	Screw, passenger; Halifax, Newfoundland and New York, or West Indies.
Halifax.....	300	do 18.....	338·42	35 04	Paddle, ferry; Halifax and Dartmouth, N.S.
Sir C. Ogle.....	200	do 18.....	126·09	18 08	Paddle, ferry; Halifax and Dartmouth, N.S.
Havana	40	Dec. 12.....	470·98	45 68	Screw, passenger; Halifax and Newfoundland.
Aid.....		April 20.....	98·55	12 92	Screw, wrecker.
Dartmouth.....	700	do 21.....	311·23	32 88	Paddle, ferry; Halifax and Dartmouth, N.S.
Electra.....	75	Dec. 11.....	106·96	16 56	Screw, passenger.
Blue Hill.....	100	do 1.....	195·83	20 60	Twin-screw, passenger; Yarmouth and Liverpool, N.S.
Hiawatha	300	April 27.....	229·79	26 40	Screw, passenger; Nova Scotia and New Brunswick.
Scotia.....		do 28.....	41·58	8 36	Screw, tug.
Chester.....		do 29.....	79·50	11 32	do
Avon.....	130	do 27.....	64·66	10 12	Screw, ferry; Avon River.
Pinafore.....		do 29.....	25·86	7 08	Screw, tug.
City of Ghent.....	38	do 29.....	198·64	23 92	Screw, passenger; Halifax and Prince Edward Island.
Wee Laddie		May 7.....	16·60	6 28	Screw, tug.
Dream.....		do 9.....	44·51	8 52	Screw, yacht.
Waring.....		do 9.....	28·74	7 32	Screw, tug.
W. E. Vroom.....	24	April 18.....	10·05	5 80	Screw, ferry; Indiantown and Pleasant Point, N.B.
Tourist.....	25	Dec. 10.....	11·78	5 88	Screw, passenger; St. John River, N.B.
Hope.....		May 10.....	305·77	29 40	Screw, tug.
Storm King.....		do 10.....	107·87	13 56	do
Arbutus.....	86	do 10.....	46·76	8 76	Screw, passenger; St. Stephen's, Deer Island and Campobello.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Rescue.....		May 17...	124 09	14 92	Screw, wrecker.
Acadia.....			74 21	10 92	Screw, passenger.
Acadia.....			520 00		Screw, Government cruiser.
Newfield.....			784 91		Screw, light and cable service.
St. Lawrence.....			467 13		Screw, Government dredge.
Maggie Miller.....	150	June 7...	104 66	16 32	Paddle, ferry; Millidgeville and Milkish, N.B.
Worcester.....			1,332 56	114 64	Screw, passenger.
Eva Johnston.....		June 11....	15 77	6 28	Screw, tug.
Ada.....		do 11....	3 66	5 32	Screw, yacht.
Bismarck.....		do 13....	49 04	8 92	Paddle-tug.
Alice S.....			4 00	5 32	Screw, tug.
Ernest.....		June 13....	12 58	5 96	do
Fanchon.....		do 13....	95 66	12 60	Paddle, tug.
Florenceville.....	270	do 13....	185 14	22 80	Stern-wheel, passenger; Fredericton and Woodstock, N.B.
Miramichi.....	60	do 17....	75 18	11 00	Screw, passenger; Chatham, Neguac and Escuminac.
Mascott.....		do 17....	70 50	10 60	Screw, tug.
St. Andrew.....		do 17....	76 64	11 08	do
Sybella H.....	160	do 17....	70 68	10 60	Paddle, ferry; Chatham and Moorfield, N.B.
Sarcelle.....		do 18....	21 86	6 68	Screw, tug.
Nelson.....	100	do 18....	64 34	10 12	Screw, passenger; Nelson, Newcastle and Chatham, N.B.
St. Nicholas.....	60	do 18....	60 20	9 96	Screw, passenger; Nelson, Neguac and Escuminac.
Zulu.....		do 21....	17 60	6 36	Paddle, tug.
Marion.....		do 20....	11 57	5 96	Screw, yacht
Derby.....		do 20....	11 66	5 96	Paddle, tug.
Laura.....		do 20....	13 55	6 12	Screw, tug.
Bessie.....		do 20....	5 18	5 40	Screw, fish-boat.
Loyalist.....		do 20....	17 57	6 44	Paddle, tug.
Bridgetown.....		do 20....	14 66	6 20	Screw, tug.
St. George.....		do 21....	160 57	17 80	Paddle, tug.
Rustler.....	100	do 20....	77 47	11 16	Paddle, ferry; Red Bank, Newcastle and Chatham, N.B.
Lady Dufferin.....	75	do 20....	47 48	8 76	Paddle, ferry; Newcastle and Chatham Head, N.B.
Rover.....		do 22....	4 72	5 40	Screw, fish-boat.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—Maritime Provinces Division—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Utopia.....		June 23....	25 00	7 00	Screw, tug.
Henrietta.....		do 24....	19 12	6 52	do do
East Riding.....		do 25....	85 55	11 88	Paddle, tug.
Squirrel.....		do 25....	13 11	6 04	Screw do
Dorcas.....		July 8....	215 34	22 20	do freight and tug.
Britannia.....	250	do 15....	1,484 55	132 00	do passenger, Boston, Halifax and P. E. Island.
Mic-Mac.....	250	do 22....	150 63	20 00	do Paddle, ferry, Halifax and Dartmouth, N.S.
Highland Mary.....	140	do 9....	73 73	10 92	do lighter and passenger, Halifax Harbour.
Lunenburg.....	175	do 23....	265 55	29 28	do passenger, Halifax and Lunenburg, N.S.
Weymouth.....	75	do 16....	153 93	20 32	do passenger, Halifax and Mahone Bay, N.S.
Ulala.....			13 70		do yacht.
Peerless.....	200	Aug. 3....	94 27	15 52	do passenger, Sydney and North Sydney, C.B.
Zaidee.....		do 3....	18 63	6 65	do water boat.
M. & E. Rudderham.....		do 3....	33 54	7 64	do do and tug.
Eleanor M. Cates.....		do 4....	58 81	9 72	do tug.
May Queen.....	100	do 5....	142 09	19 36	Paddle, passenger, Baddeck and Grand Narrows, C.B.
Magnolia.....	100	Dec. 25, 1892.	260 50	28 80	do passenger, Pt. Mulgrave & St. Peter's Canal, C.B.
Merrimac.....		Aug. 5, 1893.	85 80	11 80	Screw, tug.
Gipsy.....		do 6....	16 70	6 28	do do
Marion.....	250	do 3....	478 47	46 24	Paddle, passenger, Sydney, C.B., and Pt. Mulgrave, N.S.
Lennox.....	100	do 9....	66 29	10 28	do ferry, Lennox and Grandique, C.B.
Rimouski.....	70	do 8....	124 70	18 00	Screw, passenger, Arichat, Cans, Port Mulgrave and Guysboro'.
May Flour.....	100	do 6....	392 05	39 36	Twin screw, ferry, Port Mulgrave, N.S., and Pt. Tupper, C.B.
Mary Odell.....		do 11....	22 55	6 84	Screw, fish-boat.
Arrow.....		do 17....	10 02	5 80	do yacht.
Carroll.....			1,372 29	117 76	do passenger.
Gladiator.....		do 24....	70 40	10 60	do tug.
Jessie Gray.....		do 25....	76 01	10 08	Stern-wheel, lighter.
Elsie.....		do 27....	22 14	6 76	Screw, tug.
Ellida.....		Sept. 27....	37 52	8 04	do yacht.
Jacques Cartier.....	300	Aug. 24....	379 96	38 40	Paddle, passenger, Charlottetown, Orwell, Crapaud and Mt. Stewart, P. E. I.
Commodore.....					Screw, tug.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Maple Leaf.....	150	Oct. 10....	129 06	18 32	Paddle, ferry.
St. Pierre.....		.....		48 68	Screw, passenger.
Annie.....		Oct. 11....	42 12	8 36	do water-boat.
			19,098 51	1,938 25	

DOUGLAS STEVENS,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			\$ cts.	
Soulanges	318 37	206 57		Putting in new engines; paddle, pass.
Quiddy.....	30 59	14 27		Laid up; paddle, tug.
Peri	11 77	8 00		do screw do
Western Extension.	424 89	196 48		Time not up; paddle, ferry, passenger.
Bessie Ardilla	11 17	7 77		do screw, tug.
Marguerite.....	19 66	12 30		Laid up; screw, yacht.
Grip	4 81	3 27		do do tug.
Mary Ann.....	25 38	17 26		do do do
Coila	325 45	161 79		Away to West Indies; screw, freight.
Chebucto.	108 33	65 28		Laid up; paddle, ferry, passenger.
Robbie Burns.....	88 93	37 18		Getting new boiler; screw, lighter.
Salvor.....	44 93	34 90		Out of port; screw, lighter.
Bridgewater	207 79	118 95		Time not up; screw, passenger.
Argus	26 74	18 96		Screw, revenue cutter.
Delta.	871 21	549 71		Out of port; screw, freight.
Mascott	22 88	15 05		Time not up; screw, tug.
Henry Hoover	54 64	37 16		do do do
Gambrinus.....	28 36	19 28		do do do
Halifax	1,738 45	957 78		do do passenger.
Zuleika	12 38	7 70		Laid up; screw, yacht.
Water-boat.....	6 17	2 02		do do water-boat.
Princess of Wales.....	935 54	685 62		do paddle, passenger.
M. A. Starr.....	244 32	166 14		Time not up; screw, freight.
Island Gem.....	15 62	10 63		Laid up; screw, fish-boat.
Yarmouth	1,432 16	745 87		Time not up; screw, passenger.
Melburne.....	4 00			Not yet inspected; screw, tug.
	7,014 54	4,099 94		

DOUGLAS STEVENS,
Steam-boat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1892.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Maggie		Feb. 13	21 43	6	68	Screw, tug.
La Tour	75	do 19	154 43	20	32	do passenger, Yarmouth and Barrington.
Marina		do 19	32 46	6	28	do tug.
Goliah		do 24	146 83	16	76	do do
Star	300	Dec. 10	461 03	44	88	Paddle, passenger; St. John River and tributaries.
Springfield	144	do 10	232 73	26	56	Stern-wheel, passenger, St. John River.
St. Olaf	150	do 19	305 27	32	40	Screw, passenger, Pictou, Gaspé and Magdalen Islands.
Anticosti		April 5	19 00	6	50	Screw, fish-boat.
J. B. Hamblin	12	Dec. 1	31 71	7	56	do passenger, Pictou harbour.
New City		April 11	78 38	11	24	do tug.
David Weston	450	Dec. 10	765 15	69	20	Paddle, passenger, St. John River.
May Queen	330	do 10	539 40	51	12	Paddle, passenger, St. John River and Grand Lake.
Captain		April 13	68 43	11	44	Screw, tug.
G. D. Hunter		do 14	67 97	10	36	do do
Clifton	150	Dec. 10	138 21	19	04	Stern-wheel, passenger, St. John River.
Lillie Glasier		April 14	209 31	21	72	Paddle, tug.
City of Monticello	350	do 16	1,033 65	90	64	do passenger, St. John, Digby and Annapolis.
Hercules		do 16	87 11	11	96	Screw, tug.
Sea King		do 19	128 63	15	32	do do
Bertha		do 20	29 79	7	32	do do
Hero		do 12	127 60	15	16	Paddle do
Admiral		do 12	158 20	17	64	do do
Onangondy			249 75	31	52	do ferry, passenger, St. John harbour.
Bellisla	125	Dec. 10	155 44	20	40	Stern-wheel, passenger, St. John River.
Champion		April 26	190 14	20	20	Paddle, tug.
Fred. Clinch		do 28	23 87	6	84	Screw do
Novelty		do 29	42 66	8	36	Paddle do
Lillie		do 30	71 64	10	76	Screw do
Ada G.		do 30	102 08	13	16	Paddle do
Bessie and Harry		May 5	22 00	6	76	Screw, water-boat, Halifax harbour.
Arcadia	12	Dec. 1	61 64	9	96	Screw, passenger; Pictou, Mabou Port Hood and Cheticamp.
Meadow Flower		May 16	6 56	5	28	Screw, water-boat, Canso harbour.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
L. Boyer		May 20	60 00	9	80	Screw, tug, Pictou harbour.
Daisy		do 20	10 74	5	80	do do do
Alice		do 20	15 77	6	28	do do do
Eldon		do 20	37 91	7	88	do fish-boat do
Shannon		do 20	75 11	11	00	do tug do
Egerton	165	do 13	112 70	16	96	Paddle, passenger, Pictou and New Glasgow, N.S.
Southport	300	do 23	239 92	27	20	Paddle, ferry passenger, Charlottetown, P.E.I., harbour.
Elfin	200	do 26	122 42	17	76	do do do
T. A. Stewart		do 23	35 94	7	88	Twin-screw, tug and fish-boat, Charlottetown, P.E.I.
William Aitken		do 25	74 87	11	00	Screw, tug.
St. Lawrence	350	do 26	845 63	75	60	Paddle, passenger, Charlottetown, P.E.I., and Pictou, N.S.
Montagne	250	do 28	129 55	18	32	Paddle, ferry passenger, Georgetown to Lower Montague.
Fred. M. Batt		do 28	59 90	9	72	Screw, tug.
Frank C. Batt	40	do 31	32 90	7	56	do ferry passenger, Summerside harbour.
Alameda		June 1	33 93	7	72	do tug.
Lenora		do 9	5 00	5	40	do yacht.
Fannie		do 13	33 44	7	64	do tug, St. John Harbour.
Maggie M.		do 13	65 78	10	20	do do do
Winnie		do 13	12 46	5	96	do do do
Amanda Green		do 13	19 63	6	52	do do do
St. Lawrence		do 18	50 82	9	00	do do do
Northumberland	400	do 1	1,255 46	108	40	Twin-screw, passenger, Pointe du Chêne, N.B., and Summerside, P.E.I.
Westport	25	do 22	80 06	11	40	Screw, passenger, Yarmouth and Westport, N.S.
Norman		July 4	46 87	8	68	do tug, St. John River.
Dirigo		do 4	70 13	10	60	do do St. John harbour.
Neptune		do 4	71 15	10	68	do do do
Flushing	38	do 4	257 09	28	56	do passenger, St. John, St. Andrew's, Eastport and Grand Manan.
St. John		do 6	47 28	8	76	do tug.
Victor		do 12	45 51	8	60	Paddle, tug.
Lulu C.		do 12	10 37	5	80	Screw, fish-boat, Richibucto harbour.
Yantic		do 14	14 16	6	12	do tug.
Lion		do 15	19 82	6	60	do do

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
May Queen.....		July 21....	35.92	7	88	Screw, tug.
Evangeline.....	83	June 10....	78.74	11	32	Twin-screw, passenger, Moncton, Hillsborough & Hopewell Cape, N.B.
Freddie V.....		July 29....	26.69	7	08	Screw, tug.
Wenola.....		Aug. 2....	25.10	6	70	do do
Atlas.....			15.79	5	88	do do
Tangent.....		Aug. 15....	35.74	7	80	Twin-screw, tug.
W. M. Weatherspoon..	50	do 1....	59.29	9	72	Screw, tug and passenger, Hantsport, Minas Basin and Ann River, N.S.
John L. Cann.....		do 25....	142.08	16	35	Screw, tug.
Glencoe.....	40	do 19....	32.21	7	56	do ferry passenger, Annapolis and Granville Ferry.
David Duncan.....		do 24....	20.59	6	68	do tug.
Carrie.....		do 25....	14.83	6	12	do do
Yuba.....			12.04	5	96	do ferry passenger, Barrington Passage to Island.
St. Michael.....			39.20	8	12	do tug.
La Have.....		Sept. 1....	49.27	8	92	do do
May Flower.....		do 1....	5.92	5	48	do fish-boat, La Have River.
Fairy.....		do 2....	5.07	5	40	do water-boat, Lunenburg harbour.
C. M. Winch.....		do 13....	87.72	12	04	do tug.
Kingsville.....		do 26....	36.59	7	88	do do
Victor.....			9.62	5	80	do do
Wanda.....			38.48	8	04	do do
			10,525.11	1,213	47	

W. LEE WARING,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels inspected, to the 20th October, 1892.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
		1893.				
Alpha	25	Mar. 25....	306	32	48	Screw, Yarmouth to St. John.
Acadia	140	July 6....	74	10	92	do ferry service, Hantsport.
Avon	130	April 27... 1892.	64	10	12	do do do
Arcadia.....	12	Dec. 1... 1893.	61	9	96	do Pictou to P.E. Island.
Arbutus.....	86	July 26... 1893.	46	8	76	do St. Stephen to Eastport, &c.
Blue Hill.....	100	April 26....	195	20	60	do Barrington, &c. to Yarm'th.
Boston.....	320	do 6.... 1892.	1,694	143	52	do Boston, U.S., to Yarmouth.
Bellisle	125	Dec. 10.... 1893.	155	20	40	Stern-wheel, St. John River.
Britannia.....	250	Sept. 9....	1,484	132	08	Twin screws, Boston to P.E. Island
Carroll	300	Oct. 13....	1,372	117	76	Screw do
City of Monticello	350	April 16... 1892.	1,033	90	64	Paddle-wheel, St. John to Annapolis.
City of St. John	130	Dec. 1....	709	64	72	do Yarmouth to Halifax.
Clifton	150	do 10... 1893.	138	19	04	Stern-wheel, St. John River.
City of Ghent	38	April 28....	198	23	92	Screw, Halifax to P.E. Island.
Collector.....	126	July 9... 1892.	52	9	16	do steam barge, harbour of Halifax.
David Weston.....	450	Dec. 10.... 1893.	765	69	20	Paddle-wheel, St. John River.
Dartmouth.....	700	April 21....	311	35	04	do ferry service, Dartmouth.
Dorcas.....	700	July 8....	215	22	20	Screw, freight, Dominion.
Dominion.....	150	Feb. 8....	594	55	52	do Yarmouth to St. John.
Evangeline.....	83	June 10... 1892.	78	11	32	do ferry service on the Hillsboro'.
Electra	30	Dec. 1... 1893.	106	16	56	do Pictou to P.E. Island.
Egerton.....	165	May 13....	112	16	96	Paddle-wheel, New Glasgow to Pictou, ferry.
Elfin	200	do 26....	122	17	76	Paddle-wheel, Charlottetown ferry to Southport.
Flushing.....	38	July 4... 1892.	257	28	56	Screw, St. John to Grand Manan.
F. C. Batt	40	June 1....	32	7	56	do ferry service at Summer-side above Fredericton.
Florenceville.....	270	do 13....	185	22	80	Stern-wheel, St. John River.
Fastnet.....	50	April 4....	337	35	04	Screw, Halifax to P.E. Island.
Glencoe.....	40	Aug. 19... 1892.	32	7	56	do ferry service at Annapolis.
Highland Mary.....	140	July 9... 1892.	73	10	92	do steam barge in the harbour of Halifax.
Hiawatha.....	200	April 27... 1892.	229	26	40	do Hantsport to St. John.
Harlaw.....	75	do 5....	266	44	08	do Halifax to Newfoundland.
Halifax	300	do 23....	338	35	04	Paddle-wheel, Halifax to Dartmouth, ferry service.

STEAM Vessels inspected, &c.—Maritime Provinces Division—Continued.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.]	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
J., B. Hamblin	12	Dec. 1....	31	7 56	Screw, Pictou to Mabou.
Jacques Cartier... ..	300	1893. Aug. 24....	379	26 96	Paddle-wheel, Charlottetown to Orwell, Crapaud and Mt. Stewart.
Lennox.....	100	do 9....	66	10 25	Paddle-wheel, ferry at Grandique, C.B.
La Tour	75	April 6....	154	20 32	Screw, Yarmouth to Argyle, N.S.
Lady Dufferin	75	June 20....	47	8 76	Paddle-wheel, ferry at Newcastle.
Lunenburg	175	July 30....	265	29 28	Screw, Halifax to Lunenburg.
May Queen	330	1892. Dec. 10....	539	51 12	Paddle-wheel, St. John River.
Miramichi.....	60	1893. June 20....	75	11 00	Screw, Chatham to Neguac.
Mic-Mac.....	250	July 30....	150	20 00	Paddle-wheel, ferry service, Hal'fx
Marion.....	250	Aug. 3....	478	46 24	do Mulgrave to Sydney C.B.
May Queen.....	100	do 5....	142	19 36	do Narrows to Baddeck, C.B.
Maple Leaf	150	Oct. 8....	120	18 32	do Pictou ferry service.
Montague	250	May 28....	129	18 32	do Mont'ge to Georgetown, ferry.
Mayflower.....	100	Aug. 6....	392	39 36	Twin-screw, ferry from Mulgrave to Point Tupper.
Maggie Miller.....	150	June 7....	114	16 32	Paddle-wheel, ferry from Milkish to Milledgeville.
Magnolia.....	100	1892. Dec. 25....	260	28 80	do Mulgrave to the canal, C.B.
Northumberland... ..	400	1893. June 1....	1,255	108 40	Twin-screw, P. E. Island to Shediac or Pictou.
Nelson.....	100	do 18....	64	10 12	Screw, ferry service between Chatham and Newcastle.
Peerless.....	200	Aug. 3....	94	15 52	do ferry service between N. and S. Sydney.
Premier.....	90	Sept. 15....	373	37 92	do Halifax and P.E. Island.
Rimouski	70	Aug. 8....	124	18 00	do Mulgrave and Port Hood.
Rustler	100	June 20....	77	11 16	Paddle-wheel, ferry between Nelson and Chatham.
Sybella H.	160	do 18....	70	10 60	Paddle-wheel, ferry service at Chatham.
St. Olaf.....	150	1892. Dec. 19....	305	32 40	Screw, Pictou and P.E. Island.
Springfield.....	144	do 10....	232	26 56	Stern-wheel, St. John River.
Star	300	do 10....	461	44 88	Paddle-wheel, St. John River.
St. Lawrence	350	1893. May 26....	845	75 60	do Charlottetown, P. E. I., and Pictou.
St. Pierre	60	Oct. 7....	496	37 68	Screw, Halifax and St. Pierre, Miquelon.
Sir C. Ogle	150	April 21....	126	18 08	Paddle-wheel, ferry service at Halifax.
Southport.....	300	May 26....	239	27 00	do ferry service at Charl'town, P.E.I.
St. Nicholas.....	60	June 18....	62	9 96	Screw, ferry service, Chatham.
Tourist	25	1892. Dec. 10....	11	5 88	do St. John River.
Weymouth	75	1893. July 16....	153	20 32	do Halifax to Mahone Bay.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
W. M. Weatherspoon.	50	Aug. 1 . . .	59	9 72	Screw, Digby to Annapolis.
W. E. Vroom	24	April 18 . . .	10	5 80	do ferry from Indiantown to Lancaster.
Westport	25	Aug. 18 . . .	80	11 40	do Yarmouth to Weymouth.
Worcester	275	Sept. 27 . . .	1,322	114 64	do Boston to P.F. Island.
			20,561	2,019 71	

CHARLES R. COKER,
Dominion Inspector of Hulls, &c.

STEAM Vessels inspected for the year ended 31st December, 1892.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Angler.....		April 22....	16	6 28	Screw, tug, Selkirk.
Miles.....		do 23....	63	10 04	do fishing tug, Lake Winnipeg.
Hazel.....		do 26....	8	5 64	do do
D. L. Mather.....		May 6....	103	13 24	do tug, Lake of the Woods.
Algoma.....			99	12 92	do do
Cruiser.....		May 6....	12	5 96	do do
Keewatin.....		do 6....	41	8 28	do do
Mary Hatch.....			121	14 68	do do
Shamrock.....	40	Aug. 27....	80	11 40	do passenger, Rat Portage and Rainy River.
Kennina.....	40	do 27....	42	8 36	do passenger, Rat Portage and Keewatin.
Highland Maid.....	30	do 29....	106	16 48	do passenger, Rat Portage and Rainy River.
Kakabeka.....		Not certified	113	17 04	do tug, Port Arthur.
			804	103 32	

EDMUND R. ABELL,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 31st December, 1892.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			\$ cts.	
Mountain Belle.	1			Screw, yacht, Banff.
Alice Sprague.	98			Stern-paddle, not in use.
Marquis.	754			do do Prince Albert
Northcote.	461			do do do
North-west.	425			do do do
Saskatchewan.	337			Screw, Lake Manitoba.
Ogema.	62			do fishing tug, Lake Winnipeg.
Antelope.	143			Paddle, Red River.
Victoria.				Screw, tug, Government dredge.
Sir Hector.				do do
Empress.	129	73	18 32	Screw, not in port when inspector at Rat Portage.
Queen.	32	19	7 56	Screw, tug, Rat Portage; no inspector.
Thistle.	23	14	6 84	do do do
Victoria.	40	27	8 20	do do do
Dryberry.	12	8	5 96	do do do
Couchiching.	105	91	13 40	do do do
Regina.	7	5	5 56	do do do
Rambler.	14	9	6 12	do do do
Rover.	4	3	5 32	do do do
Annie Mac.	25	17	7 00	do do do
Caro.	14	10	6 12	do do do
Alma T.	16	11	6 28	do do do
Chieftain.	40	27	8 20	do do do
Beaver.	34	23	7 72	do do do
Sunbeam.	3	2		do do do
Athabasca.	167			Paddle, passenger, Lesser Slave River
Grahame.	332			do do Peace and Athabasca rivers.
Wrigley.	90			Screw, freight, Mackenzie River.
Harry Montgomery.	4			do fishing tug, Lake Winnipeg.
Aurora.	225			Paddle, Lake Winnipeg.
Minnie Howell.	24			Screw, fishing tug, Lake Winnipeg
Red River.	166			do freight and passenger.

STEAM Vessels not inspected, &c.—Manitoba, Keewatin and North-west Territories
Division—*Concluded.*

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
			\$ cts.	
Sultana	356			Screw, freight and passenger, Lake Winnipeg.
Colville.....	164			Twin-screw, passenger, Lake Winnipeg.
Ripple.....	10			Paddle, passenger, Red River.
Lady Ellen.	19			Screw, fishing boat, Lake Winnipeg.
Marquette.....	149			Stern-paddle, not in use.
Princess.....	531			do do

EDMUND R. ABELL,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels inspected for the year ended 20th October, 1892.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Barbara Boscowitz....	150	January....	269·08	29 52	Screw, waters of British Columbia.
City of Nanaimo.....	380	do	761·37	68 88	Twin-screw, Westminster and Nanaimo.
Islander	500	do	1,495·09	127 60	Twin-screw, waters of British Columbia.
Hope		do	78·49	11 32	Screw, tug, waters of British Columbia.
Danube.	300	October	386·89	78 96	Screw, waters of British Columbia.
Capilano.....		February....	231·14	26 48	do do do
Mischief.		do	65·49	10 20	do sealing schooner.
Surrey.	50	do	263·26	29 04	Paddle, ferry, Fraser River.
Dreadnought		do	38·65	8 12	Screw, tug, coast.
Burt		do	13·05	6 04	do
Nagasaki		March.....	15·13	6 20	do
Tepic.	15	do	70·87	10 68	do
Cruiser		do	12·74	6 04	do
Bon Accord.....	45	do	84·15	11 72	Stern-wheel, Fraser River.
Fairy Queen.....	38	do	24·94	7 00	do do
Agnes		do	22·70	6 84	Screw, freight, coast.
Glad Tidings		do	43·02	8 44	Missionary yacht, screw.
Sunbury	37	do	73·36	10 84	Paddle, Fraser River.
Blonde.....		do	32·64	7 64	Screw, tug.
Wm. Irving	200	April.....	737·86	67 04	Stern-wheel, Fraser River.
Gladys	70	do	211·23	24 88	do do
Muriel		do	44·13	8 52	Screw, tug, coast.
Florence.. ..		do	59·44	9 80	Stern-wheel, water tank.
Daisy	15	do	84·16	11 72	Screw, tug, coast.
Spratt's Ark		August.....	307·88	32 64	Certificate for three months only.
Mystery		Fee paid April 23, 1893.	64·80	5 00	Special repairs to boiler.
Enterprise.....		April.....	2·95	5 24	Screw, yacht.
Skidegate.....	20	do	37·08	7 96	Screw, waters of British Columbia.
Clyde		do	67·87	10 84	Twin-screw, freight, coast.
Alert.....	20	May.....	43·81	8 52	Screw, tug, waters of British Columbia.
Tepic.....	15	do	70·87	10 68	do do

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

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.		Remarks.
				\$	cts.	
Georgie.....		1893. May.....	32·16	7	56	Screw, tug, Rivers Inlet.
Sadie.....		do.....	49·30	8	92	do waters of British Columbia.
Active.....	20	do.....	171·74	21	76	do do
Mamie.....	15	do.....	89·60	12	20	do do
R. P. Rithet.....	250	do.....	816·69	73	36	Stern-wheel, Victoria and Mainland.
Yosemite.....	400	do.....	1,525·03	130	00	Paddle, waters of British Columbia.
Badger.....		do.....	49·93	9	00	Screw, tug do
George.....		do.....	2·70	5	24	do tug, Victoria harbour.
Mascotte.....		do.....	191·53	23	36	Twin-screw, waters of British Columbia.
Leonora.....		do.....	33·00	7	64	Screw, tug do
Coquitlam.....	25	June.....	256·33	28	48	do freight do
Comet.....	12	do.....	85·26	11	80	do tug do
Buzz.....		do.....	12·59	6	04	do do
Eliza Edwards.....		do.....	54·63	9	40	do do
Cariboo and Fly.....		do.....	281·82	30	56	Twin-screw, freight, waters of British Columbia.
Nell.....	25	do.....	207·97	49	28	Twin-screw, freight, 2 years' dues.
Caledonia.....	14	do.....	237·00	26	96	Stern-wheel, Skeena River.
Spitfire.....		do.....	8·00	5	64	Screw, tug, Naas River.
Florence.....		do.....	30·41	7	40	do Skeena River.
Nora.....		do.....	19·43	6	60	do do
Westminster.....		do.....	18·29	12	88	do do
Minnie.....		do.....	9·53	5	80	do do
Isabel.....	200	Fee paid June 27	.....	8	00	Special increase of passengers.
Courser.....	100	July.....	160·79	20	88	Stern-wheel, Fraser River.
Joe Adams.....		do.....	11·89	5	96	Screw, tug do
Winnefred.....		do.....	12·96	6	04	do do
Delta.....		do.....	14·19	6	12	do do
May Queen.....		do.....	14·10	6	12	do do
Wellington.....		do.....	16·30	6	28	do do
Princess Louise.....	300	do.....	931·76	82	56	Paddle, waters of British Columbia.
Cutch.....	150	do.....	324·27	33	92	Screw do
Constance.....		do.....	49·52	9	00	Screw, tug, waters of British Columbia.
Rainbow.....	80	do.....	207·21	24	64	Screw, passenger, waters of British Columbia.

Steam-boat Inspection.

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1893.		\$ cts.	
Joan.....	400	August.....	821 21	73 68	Twin-screw, passenger, waters of British Columbia.
Senator.....	30	do	27 63	7 24	Screw, ferry, Burrard Inlet.
Lilly.....		do	33 38	7 64	do freight, Alberni.
Mischief.....	20	February...	65 49	5 00	Special for passengers.
Glad Tidings.....	20	August.....	43 02	8 44	Missionary service.
Lois.....		do	25 15	7 00	Screw, tug, coast.
Swan.....		May.....	16 65	6 36	do do
Iona.....		August.....	52 62	9 24	do do
Brunette.....		do	37 03	7 96	do do
Iris.....		September..	19 32	6 60	do do
Surprise.....		do	14 80	6 12	do tug, Kootenay Lake.
Idaho.....		do	6 04	5 48	do do do
Galena.....	25	do	47 64	8 84	Twin-screw, Kootenay Lake.
Nelson.....	125	do	496 01	47 68	Stern-wheel, passenger, Kootenay Lake.
Marion.....		do	14 78	6 20	do Columbia River.
Dispatch.....		do	37 10	7 96	Catamaran, paddle, Columbia River.
Lytton.....	125	do	451 66	44 16	Stern-wheel, passenger, Columbia River.
Hyak.....	40	do	39 04	8 12	do passenger, Columbia River.
Duchess.....	80	do	145 48	19 60	do passenger, Columbia River.
Penticton.....	25	do	49 69	9 00	Twin-screw, Okanagan Lake.
Constance.....	25	do	49 52	9 00	Screw, tug, coast.
Mystery.....	40	do	64 80	10 20	do do
City of Ainsworth.....	50	do	193 49	23 44	Stern-wheel, Kootenay Lake.
Kaslo.....		do	51 17	9 08	Screw, tug do
Kildonan.....		do	51 41	9 08	do tug, coast.
Eva.....		do	34 99	7 80	do do
Telephone.....	40	October....	80 66	11 48	Stern-wheel, Fraser River.
Delaware.....	150	do	475 20	46 00	do do
Etta White.....	15	do	97 35	12 76	Screw, tug, coast.
Saturna.....	15	September..	22 05	6 76	do do
Skidegate.....	20	October....	37 08	7 96	do do
Phantom.....		do	46 53	8 76	do do
Angerona.....		do	13 79	6 12	do yacht.

STEAM Vessels inspected, &c.—British Columbia Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
				\$ cts.	
Minnehaha		October	6 72	5 56	Screw, yacht.
Falcon		do	52 44	9 24	do tug, coast.
Lottie		do	29 24	7 32	do do
Maude	40	do	174 99	22 00	do freight, coast.
Lorne	30	do	287 96	31 04	do tug, coast.
Velos		do	72 52	10 84	do do
Gemini		do	8 15	5 64	Twin-screw, yacht.
			16,333 87	1,937 20	

J. A. THOMSON,
Steam-boat Inspector.

Steam-boat Inspection.

STEAM Vessels not inspected for the year ended 20th October, 1892.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
			\$ cts.	
Isabel	445·93	338·48	43 68	Paddle, passenger, laid up.
Earl	74·78	49·86	11 00	Screw, bought by Dominion Government.
Clara Young	30·75	21·22	7 48	Screw, tug, laid up.
Red Star No. 2	36·85	23·21	7 96	Stern-wheel, freight, laid up.
Vancouver	49·96	33·96	9 00	Screw, tug, in hands of sheriff.
Bella	8·01	5·61	5 64	Beyond reach, except at great expense.
Morris	11·66	8·04	5 96	do do
Robt. Dunsmuir.	231·75	146·00	26 56	To be inspected before 31st Dec., '92 .
Gipsy.	49·63	31·28	9 00	do do
Belle	66·62	45·30	10 36	do do
Danube.	886·89	561·20	78 96	do do
Logger	18·84	12·82	6 52	do do
Eliza	7·55	5·14	5 64	do do
Evangeline	13·86	8·79	6 12	do do
Stella	16·32	12·64	6 28	do do
Comox	101·17	60·16	16 08	do do
T. W. Carter	26·94	17·00	7 16	do do
Nanaimo	70·79	44·61	16 08	do do
Wilna	4·04	2·75	5 32	do do
Rover	6·57	4·47	5 56	do do
Cora	25·12	17·09	7 00	do do
Estelle	84·06	57·17	11 72	do do
Thistle	222·36	146·89	25 72	do do
Chieftain	64·80	38·75	10 20	do do
Esperanza	30·88	21·31	7 48	do do

J. A. THOMSON,
Steam-boat Inspector.

STEAM Vessels inspected for the year ended 13th October, 1892.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
				§ cts.	
Barbara Boscowitz....	150	Jan., 1893..	269·08	29 52	Screw.
Comox.....	140	Dec., 1892..	101·17	16 08	do
City of Nanaimo.....	380	Jan., 1893..	761·37	68 88	Twin-screw.
Islander.....	500	do 1893..	1,495·09	127 60	do
Danube.....	300	Oct., 1892..	886·89	78 96	Screw.
Capilano.....	25	Feb., 1893..	231·14	26 48	do
Surrey.....	50	do 1893..	263·26	29 04	Paddle, ferry, Fraser River.
Tepic.....	15	Mar., 1893..	70·87	10 68	Screw.
Fairy Queen.....	38	do 1893..	24·94	7 00	Stern-wheel, Fraser River.
Bon Accord.....	45	do 1893..	84·15	11 72	do do
Sunbury.....	37	do 1893..	73·36	10 84	Paddle do
Gladys.....	70	April, 1893..	211·23	24 88	Stern-wheel do
Wm. Irving.....	200	do 1893..	737·86	67 04	do do
Daisy.....	15	do 1893..	84·16	11 72	Screw.
Spratt's Ark.....		Aug., 1892..	307·88	32 64	Twin screw.
Skidegate.....	20	April, 1893..	37·08	7 96	Screw.
Alert.....	20	May, 1893..	43·81	8 52	do
Active.....	20	do 1893..	171·74	21 76	do
Mamie.....	15	do 1893..	89·60	12 20	do
R. P. Rithet.....	250	Oct., 1892..	816·69	73 36	Stern-wheel.
Yosemite.....	400	May, 1893..	1,525·08	130 00	Paddle.
Tepic.....	15	do 1893..	70·87	10 68	Screw, after being wrecked.
Florence.....	70	do 1892..	30·41	7 40	Stern-wheel.
Gamma.....	180	do 1892..	60·14	Not paid ...	Scow.
Alpha.....	160	do 1892..	44·10	do	do
Black Mike.....	155	do 1892..	48·28	do	do
Falcon No. 8.....	200	do 1892..	55·80	do	do
Falcon No. 9.....	260	do 1892..	79·00	do	do
Phantom No. 2.....	190	do 1892..	72·96	10 00	do
Badger No. 2.....	160	do 1892..	44·00	10 00	do
Katie.....	120	do 1892..	30·80	Not paid ...	do
Vancouver.....	260	do 1892..	104·40	do	do

Steam-boat Inspection.

STEAM Vessels inspected, &c.—British Columbia Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
				\$ cts.	
*Mascotte.....		May, 1893..	191·53	23 36	Twin-screw.
Coquitlam.....	25	June, 1893..	256·33	28 48	do
Comet.....	12	do 1893..	85·26	11 80	do
May.....	144	Oct., 1892..	46·23	10 00	Scow.
June.....	168	do 1892..	79·48	10 00	do
Cariboo Fly.....		June, 1893..	281·82	30 56	Twin-screw.
F. C. No. 1.....	140	Nov., 1892..	49·04	10 00	Scow.
Isabel.....	200	June, 1892..		8 00	Special for extra passengers.
Princess Louise.....	300	July, 1893..	931·76	82 56	Paddle.
Cutch.....	150	do 1893..	324·27	33 92	Screw.
July.....	175	Oct., 1892..	95·33	10 00	Scow.
Rainbow.....	80	July, 1893..	207·21	73 68	Screw.
Courser.....	100	do 1893..	160·79	20 88	Stern-wheel, Fraser River.
Joan.....	400	Aug., 1893..	821·21	73 68	Twin-screw.
Senator.....	30	do 1893..	27·63	7 24	Screw, ferry, Burrard Inlet.
Mischief.....	20	Feb., 1893..	65·49	5 00	Special for passengers.
Glad Tidings.....	20	Aug., 1893..	43·02	8 44	Screw.
Gabriola.....	20	Sept., 1893..	6·74	10 00	Scow.
Constance.....	25	do 1893..	49·52	9 00	Screw.
Mystery.....	40	do 1893..	64·80	10 20	do
Maude.....	40	Oct., 1893..	174·99	22 00	do
Lorne.....	30	do 1893..	287·96	31 04	do
Etta White.....	15	do 1893..	97·35	12 76	do
Belle.....	12	do 1893..	66·62	10 36	do
Delaware.....	150	do 1893..	475·20	46 00	Stern-wheel, Fraser River.
Telephone.....	40	do 1893..	80·66	11 48	do do
Skidegate.....	20	do 1893..	37·08	7 96	After being wrecked.
Saturna.....	12	do 1893..	22·05	6 76	Screw.
			13,956·58	1,470 12	

R. COLLISTER.
Hull Inspector.

STEAM Vessels not inspected for the year ended 13th October, 1892.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks.
				Why not inspected and class of vessel.
			\$ cts.	
Isabel.....	445·93	338·48	43 68	Paddle; not inspected yet.
Robert Dunsmuir..	231·75	146·00	26 56	Twin-screw do
Comox.....	101·17	60·16	16 08	Screw do
Estelle.....	84·06	57·17	11 72	do do
Thistle.....	222·36	146·89	25 76	do do
Velos.....	72·52	49·31	10 54	do do
Gemini.....	8·15	5·55	5 64	Twin-screw do
Danube.....	886·89	561·20	78 96	do do
	2,052·83	1,364·76	218 94	

R. COLLISTER,
Hull Inspector.

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Arabian	67·00	Screw	Steel	1,073	770	Hamilton, Ont.	Montreal and Duluth, freight.
Albani	1·35	do	Wood	5	4	Simcoe, Ont.	Port Dover and Fisher's Glen, passenger.
A. M. Petrie	1·40	do	do	20	13	Hamilton, Ont.	Lakes and rivers, pleasure yacht.
A. J. Tynon	18·13	do	do	194	132	Toronto, Ont.	Hamilton and Cobourg, passenger.
Evelyn	31·80	do	do	85	46	Sandwich, Ont.	Lakes and rivers, tug.
Enterprise	3·33	do	do	18	13	Port Bruce, Ont.	Lake Erie, fishing tug.
Garden City	123·30	Paddle	Steel	637	401	Toronto, Ont.	Toronto and St. Catharines, passenger.
Hazard	4·80	Screw	Wood	34	23	Simcoe, Ont.	Lake Erie, fishing tug.
Mabel MacDonald	8·53	do	do	42	28	Toronto, Ont.	Lakes and rivers, tug.
Sea Queen	6·43	do	do	18	12	Goderich, Ont.	Lake Huron and Georgian Bay, fishing tug.
Sea King	9·90	do	do	26	17	do	do
	275·97			2,152	1,459		

JOHN DODDS,
Steam-boat Inspector, West Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Killarney Belle.	3.33	Screw	Wood	28	19	Collingwood	Fishing tug, Lake Huron.
Adam Ainslie.	30.87	do	do	59	40	Owen Sound	Tug on Georgian Bay.
Stella	1.63	do	do	16	11	Collingwood	do do
Iris	2.13	do	do	9	6	Southampton	Pleasure yacht, Lake Huron.
Ripple.	0.87	do	do	5	4	Collingwood	do Georgian Bay.
William Wilson	1.30	do	do	12	8	Chippewa	Fishing tug do
Reliance	62.83	do	Composite	311	182	Collingwood	Tug, Great Lakes.
	102.69			440	270		

JAMES JOHNSTON,
Steam-boat Inspector, West Ontario Division.

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Garden City.....	A 1	Steel.....	637.25	401.47	Toronto.....	Passenger and freight, Toronto and St. Catharines.
Mable McDonald	A 2	Wood	41.81	38.44	do	Tug.
A. G. Tyman.....	A 2	do	193.85	132.14	do	Passenger boat on Lake Ontario.
J. D. Hewis	do	51.09	34.74	Midland.....	Freight on Spanish River.
Arabian.....	A 1	Steel.....	1,073.40	770.33	Hamilton.....	Freight—All the lakes.
Constance.....	A 1	Composite.	.....	.....	Owen Sound.....	For the Government.
Curlew	A 1	do	157.83	95.52	do	do
Albani.....	Wood	5.26	3.58	Port Dover.....	Passenger, Port Dover.
				2,160.58	1,492.41		

THOMAS HARBOTTLE,
Hull Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Beaver	10·0	Screw	Wood	40 88	24·28	Belleville, Ont.....	Bay of Quinté, tug boat.
Petrel	21·6	do	Iron	345 76	198·65	Collins' Bay, Ont.....	Great Lakes do
Iona	10·8	do	Wood	231 53	157 45	Trenton, Ont.....	do freight boat.
Columbian	37·5	Paddle.....	do	355 30	223 80	Lindsay, Ont.....	Co.'s Victoria and Peterboro' waters, passenger.
	79·9			973 47	604 18		

EDWARD ADAMS,
Steam-boat Inspector.

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892 ; their Class and Horse power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Iona.....	10·8	Screw.....	Wood	231·53	157·45	Trenton	Freight, all lakes and rivers.
Columbian.....	37·5	Paddle.....	do	355·30	223·80	Lindsay	Passenger, counties Victoria and Peterborough.
	48·3			586·83	381·25		

THOMAS DONNELLY,
Inspector of Hulls and Equipments, East Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Emile.....	3 3	Screw.....	Wood.....	11 80	7 92	Ottawa.....	Ottawa and Hull.
Cape Breton	180 0	do	Steel.....	1,764 19	1,108 56	Sunderland, England.....	Foreign and Gulf of St. Lawrence.
Louisburg.....	176 0	do	Iron	1,815 60	1,181 75	do	do
	359 3			3,591 59	2,298 23		

GEO. T. CLIFT,
Montreal.

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Spray.....	9.63	Screw.....	Wood.....	21.02	14.30	Quebec, 1892.....	Quebec, harbour tug.
Activity.....	9.18	do.....	do.....	21.80	14.83	Lauzon, 1892.....	do
Bourgeois.....	16.13	Paddle-wheel	do.....	94.33	59.44	Three Rivers, 1892.....	Ferry, Three Rivers and Laval.
Alma.....	5.76	Screw.....	do.....	11.86	8.07	Port Neuf, 1891.....	Tug, Port Neuf and Quebec.
Mistassini.....	53.60	Paddle.....	Composite..	248.79	156.74	Roberval, 1892.....	Passenger, Lake St. John.
	94.30			397.80	255.38		

J. SAMSON,
Steam-boat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Emile	Screw	Wood.....	11.80	7.92	Ottawa.....	As a ferry boat between Ottawa and Hull.
Bourgeois,	Paddle.....	do	94.34	59.44	Three Rivers	do Three Rivers and St. Grégoire.
Mistassini	do	Composite.	.....	.....	Roberval.....	As a passenger boat on Lake St. John, P.Q.
Thurso	Centre-wheel	Wood	23.41	12.43	Rockland.....	As a ferry between Pointe Fortune and Carillon.
				129.55	79.79		

PIERRE D. BRUNELLE,
Steam-boat Inspector.

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Premier.....	80 66	Screw	Steel.....	373 56	187 77	Ayr, Scotland	Halifax, N.S., and P. E. Island, passenger and freight.
City of Ghent.....	30 00	do	Iron	198 64	119 15	Grimsby, England	Halifax and eastern shore, passenger and freight.
Waring.....	13 50	do	Wood	28 74	19 54	King's Co., New Brunswick	St. John River and Bay of Fundy, tug.
Maggie Miller.....	7 50	Paddle	do	104 66	65 94	Millidgeville, N.B.	Millidgeville, ferry.
Alice S.....	0 80	Screw	do	4 00	.....	St. John, N.B.	Fredericton, tug, towing logs.
Ernest.....	7 26	do	do	12 58	8 55	Oromocto, N.B.	do
Britannia.....	267 94	do	Iron	1,484 55	672 10	Bergen, Norway	Boston, Halifax and P. E. Island, passenger and freight.
Ulala.....	8 60	do	Wood	13 70	3 55	Dumbarton, G.B.	Halifax and N. S. coast, yacht.
Electra.....	1 20	do	do	6 00	.....	St. John, N.B.	Woodstock, N.B., tug.
Elsie.....	10 67	do	Steel	22 14	15 06	New Glasgow, N.S.	New Glasgow, N.S., tug.
Commodore.....	1 54	do	Wood	.....	.....	P. E. Island	Charlottetown, P.E.I., tug.
Annie.....	14 80	do	do	42 12	28 64	Dartmouth, N.S.	Halifax, N.S., water-boat.
	434 47			2,290 69	1,120 30		

D. STEVENS,
Steam-boat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Maggie	2·70	Screw	Wood	21·43	14·58	Lunenburg, N.S.	Lunenburg harbour, tug.
T. A. Stewart	5·40	do	do	35·94	24·59	Charlottetown	Charlottetown, P.E.I., tug and lobster-boat.
Westport	13·50	do	do	80·06	55·65	Meteghan, N.S.	Yarmouth and Westport, passenger.
Lulu C.	7·26	do	do	10·37	7·05	Richibucto, N.B.	Richibucto harbour, fish-boat.
May Queen	3·30	do	do	35·92	17·94	Charlottetown, P.E.I.	Charlottetown, P.E.I., tug.
Wenola	2·10	do	do	25·10	17·10	Basie Verto, N.B.	Straits of Northumberland, tug.
Victor	2·10	do	do	9·62	6·41	Charlottetown, P.E.I.	Northport, N.S., tug.
Wanda	18·30	do	do	38·48	32·11	Lockeport, N.S.	Newfoundland, fish-boat.
	54·66			256·92	175·43		

W. LEE WARING,
Steam-boat Inspector

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion up to the 20th October, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Westport.....			Wood.....	80	55	Westport, N.S., 1892.....	Freight and passenger, Yarmouth to Weymouth.
Premier.....		A 1.....	Steel.....	373	187	Ayr, G.B., 1891.....	Freight and passengers, Halifax and P.E.I.
Britannia.....			Iron.....	1,484	672	Be gen, Norway, 1890.....	do do P.E.I. to Boston.
Maggie Miller.....			Wood.....	104	64	Milledgeville, 1892.....	Ferry service, to Milkish.
Rustler.....			do.....	77	48	Newcastle, 1891.....	do at Newcastle.
City of Ghent.....			Iron.....	198	119	Great Grimby, G.B., 1871.....	Freight and passenger, Halifax to P.E.I.
				2,316	1,145		

CHARLES R. COKER,
Dominion Inspector of Hulls, &c.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
City of Nanaimo	58 0	Twin-screw.	Wood	761 37	517 63	Vancouver..	New Westminster to Nanaimo, freight and passenger.
Capilano	28 0	Screw	Steel	231 14	157 18	.....	Freight, waters of British Columbia.
Cruiser	5 2	do	Wood	12 74	8 67	Vancouver.....	Tug, lumbering, waters of British Columbia.
Gorge	0 5	do	do	2 70	1 84	Victoria	do harbour service, Victoria.
Coquitlam	28 0	do	Steel	256 33	165 67	.....	Freight, waters of British Columbia.
Sadie	13 5	do	Wood	49 30	29 21	Victoria	Tug, towing do
Courseur	17 0	Stern-wheel.	do	160 79	101 30	New Westminster.	Passenger, Fraser River.
Minnie	1 0	Screw	do	9 53	6 49	Port Essington.....	Fishing, Skeena River.
Lully	2 0	do	do	33 38	22 70	Victoria	Freight, Alberni Canal.
Joan	85 0	Twin-screw.	do	821 21	544 03	do	Victoria to Comox, passenger.
Mischief	2 6	Screw	do	65 49	44 54	Yaquina, Cal, U.S.A	Pacific, sealing.
Hyak	2 4	Stern-wheel.	do	39 04	24 60	Golden, B.C	Columbia River, passenger.
City of Ainsworth.	6 6	do ..	do	193 49	121 90	Kootenay River, B.C	do
Kaslo	13 0	Screw	do	51 17	35 31	Kaslo.....	do tug, towing.
	262 8			2687 58	1781 07		

J. A. THOMSON,
Steam-boat Inspector, British Columbia,

Steam-boat Inspection.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1892; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
City of Nanaimo	58.0	Twin-screw.	Wood	761.37	517.63	Vancouver	New Westminster and Nanaimo, passenger.
Capilano	28.0	Screw	Steel	231.14	157.18	do	Freight and passenger, waters of British Columbia.
Cruiser	5.2	do	Wood	12.74	8.67	do	Lumbering, waters of British Columbia.
Gorge	0.5	do	do	2.70	1.84	Victoria	Tug, Victoria harbour.
Coquitlam	28.0	do	Steel	256.33	165.67	Vancouver	Freight and passenger, waters of British Columbia.
Co Sadie	13.5	do	Wood	49.30	29.21	Victoria	Freight and tug.
Courser	17.0	Stern-wheel.	do	160.79	101.30	New Westminster	Passenger and freight, Fraser River.
Minnie	1.0	Screw	do	9.53	6.49	Port Essington	Fishing, Skeena River.
Lilly	2.0	do	do	33.38	22.70	Victoria	Freight, Alberni.
Joan	85.0	Twin-screw.	do	821.21	544.03	do	Victoria and Comox, freight and passenger.
Mischief	2.6	Screw	do	65.49	44.54	Yaquina, U.S	Freight and passenger.
Hyak	2.4	Stern-wheel.	do	39.04	24.60	Golden	Columbia River, passenger.
City of Ainsworth	6.6	do	do	193.49	121.90	Kootenay River	Kootenay River do
Kaslo	13.0	Screw	do	51.17	35.31	Kaslo	do towing.
	262.8			2687.68	1781.07		

R. COLLISTER,
Hull Inspector.

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ended 31st December, 1892, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Rupert.....	Lake Ontario, passenger.	Spray	Lake Huron, tug.
Dixie	Niagara River do	Fanny.	Georgian Bay, tug.
Cherokee.....	Georgian Bay, tug.	Rock	do do
George Maytham.	Lake Huron do	Mary A. Laughlin	Toronto Bay do
Marshall & Murray	Georgian Bay do	Nellie May.	Lake Erie, fishing tug.
Celtic	Great Lakes, passenger and freight	Kincardine	Georgian Bay, tug.
Starlight	Spanish River, tug.	Isabella.....	Lake Simcoe do
City of London ...	Thames River, passenger.	Prowett Beyer...	Lake Erie, fishing tug.
Interocean	Detroit River, tug.		

JOHN DODDS,
JAMES JOHNSTON,
Steam-boat Inspectors.

WEST ONTARIO DIVISION.

City of London ...	Thames River, passenger.	Rupert	Lake Ontario, passenger.
Kincardine	Georgian Bay, ferry boat.	Dixie	Chippawa and Buffalo, passenger
Celtic	Great Lakes, freight and passenger		

THOS. HARBOTTLE,
Hull Inspector.

EAST ONTARIO DIVISION.

Eliza Bonar.	Bay of Quinté, tug boat.	Utica.	Bay of Quinté, passenger boat.
Saxon	Lake Ontario, freight boat.	Water Lily	West Lake, screw tug.

EDWARD ADAMS,
Steam-boat Inspector.

EAST ONTARIO DIVISION.

Saxon	Lake Ontario, freight.	Utica.....	Bay of Quinté, passenger.
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THOMAS DONNELLY,
Inspector of Hulls and Equipments.

MONTREAL DIVISION.

Corinthian..	Ottawa River and St. Lawrence, passenger; burned.	Thousand Island Rambler.	Ferry, Ottawa.
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GEO. T. CLIFT,
Steam-boat Inspector.

Steam-boat Inspection.

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Concluded.*

QUEBEC DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Activity	Screw, Quebec harbour, tug.	Flora	Screw, Quebec harbour, tug.
Osprey	do do do	John	Paddle, towing, Montreal and Chambly.
Arctic	do ferry, Montreal and Longueuil.	Bourgeois	Paddle, ferry, Three Rivers and Laval.

JOS. SAMSON,
Steam-boat Inspector.

QUEBEC AND MONTREAL DIVISION.

Arctic	Ferry, Montreal and Longueuil.	Albion	Passenger, Lake Megantic.
Corinthian	Passenger, Montreal and Toronto.		

PIERRE D. BRUNELLE,
Steam-boat Inspector.

MARITIME PROVINCES DIVISION.

William	Charlottetown, P.E.I., freight.	Rd. Doane	St. John, N.B., tug.
Willoughby	Summerside, P.E.I., fish-boat.	Enterprise	King's Co., N.B., ferry.
Neptune	Cape Breton, passenger.	Acadia	St. John, N.B., passenger.
Wanda S.	Baie Verte, tug.		

D. STEVENS,
Steam-boat Inspector.

BRITISH COLUMBIA DIVISION.

Standard	Tug, Victoria; lost.	Spallumcheen	Kamloops, freight; unfit for service.
Eva	do Gardiner's Inlet; lost.	Amelia	Victoria; laid up.
Lady Dufferin	Kamloops, freight; unfit for service.	K. de K.	New Westminster; laid up.
Kamloops	do do do	Mermaid	Vancouver; laid up.
Peerless	do do do	Pilot	Victoria; dismantled.
Reliance	Fraser River, freight; unfit for service.	Adelaide	Fraser River; dismantled.

J. A. THOMSON,
Steam-boat Inspector.

BRITISH COLUMBIA DIVISION.

Standard	Tug, Victoria; lost.	Reliance	Fraser River; unfit for service.
Eva	do northern waters; lost.	Amelia	Victoria; laid up.
Lady Dufferin	Kamloops; unfit for service.	Mermaid	Vancouver; laid up.
Peerless	do do	K. de K.	New Westminster; laid up.
Kamloops	do do	Pilot	Victoria; dismantled.
Spallumcheen	do do		

R. COLLISTER,
Hull Inspector.

LIST of Certificates of Competency granted to Engineers of Steam-boats for the half-year ended 30th June, 1892.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
1246	Jan. 18.	J. T. Ellis.....	Third class ..	Toronto, Ont.	Toronto	5 00
1247	do 18.	J. H. Gray	Second class ..	Vancouver, B.C.....	Victoria	5 00
1248	do 25.	T. R. Ferguson.....	do ..	Pictou, N.S.....	Halifax	5 00
1249	do 25.	O. J. Hickey	do ..	Kingston, Ont.....	Kingston.....	5 00
1250	do 25.	J. Watt	Third class ..	Vancouver, B.C.....	Victoria	5 00
1251	do 25.	T. A. Kennedy.....	do ..	Victoria, B.C.	do	5 00
1252	do 25.	J. W. Taylor	do ..	Collingwood, Ont. /	Toronto	5 00
1253	do 25.	J. S. Beatty	Fourth class ..	Hamilton, Ont.....	do	5 00
1254	do 25.	J. A. Findlay	do ..	Toronto, Ont.	do	5 00
1255	do 25.	L. Smith	do ..	Pictou, Ont.....	Kingston.....	5 00
1256	do 25.	J. Jordan	do ..	Owen Sound, Ont.	Toronto	5 00
1257	do 25.	A. Vrooman.....	do ..	do	do	5 00
1258	do 25.	C. W. Clarke	do ..	do	do	5 00
1259	do 25.	W. McDougall.....	do ..	Hamilton, Ont.....	do	5 00
1260	do 25.	H. Brownlie.....	do ..	Victoria, B.C.	Victoria.....	5 00
1261	April 4.	E. H. Parry.....	do ..	Sarnia, Ont.....	Toronto	5 00
1262	do 4.	H. W. Clark	do ..	Carleton, N.B.....	St. John.....	5 00
1263	do 4.	A. S. Cordiner.....	do ..	East Boston	Halifax	5 00
1264	do 4.	C. F. Brown	do ..	Kingston, Ont.....	Kingston.....	5 00
1265	do 4.	G. Judge	do ..	Halifax, N.S.....	Halifax	5 00
1266	do 4.	E. Wood	do ..	Toronto, Ont.	Toronto	5 00
1267	do 4.	J. Carroll	do ..	Hantsport, N.S.....	Halifax	5 00
1268	do 4.	C. Hansen.....	do ..	St. John, N.B.....	St. John.....	5 00
1269	do 4.	L. A. Lantz.....	do ..	Halifax, N.S.....	Halifax	5 00
1270	do 4.	H. L. Lockhart	do ..	do	do	5 00
1271	do 4.	J. F. Williamson.....	Third class ..	St. John, N.B.....	St. John.....	5 00
1272	do 4.	W. Lockhart.....	do ..	do	do	5 00
1273	do 4.	J. T. G. Blewett.....	do ..	do	do	5 00
1274	do 4.	John Evans.....	do ..	Kingston, Ont.....	Kingston.....	05 0
1275	do 4.	W. W. Roberts.....	do ..	St. John, N.B.....	St. John.....	5 00
1276	do 4.	R. P. Nelson.....	Second class ..	Halifax, N.S.....	Halifax	5 00
1277	do 4.	E. J. Taylor.....	do ..	Kingston, Ont.....	Kingston.....	5 00

Steam-boat Inspection.

LIST of Certificates of Competency granted to Engineers of Steam-boats, &c.—*Con.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
1278	April 4.	J. Toppings	Fourth class	Deseronto, Ont.	Kingston	5 00
1279	do 4.	N. A. Currie	Second class	Charlottetown, P.E.I. .	Halifax	5 00
1280	do 4.	J. M. Carr	Fourth class	Port Dalhousie, Ont....	Toronto	5 00
1281	do 4.	E. T. Rafferty	do	Toronto, Ont.	do	5 00
1282	do 4.	M. Lepage	do	Lauzon, Que	Quebec	5 00
1283	do 4.	W. Julian	Third class	Port Dalhousie, Ont....	Toronto	5 00
1284	do 4.	G. McCallum	do	Midland, Ont.	do	5 00
1285	do 4.	C. Wilbur	do	Victoria Harbour	do	5 00
1286	do 4.	P. J. Carr, jun.	do	Port Dalhousie, Ont....	do	5 00
1287	do 11.	R. B. Halked	Permit	Shawingan Lake, B.C. .	Victoria	2 00
1288	do 11.	G. H. Shutliff	do	Gananoque, Ont	Kingston	2 00
1289	May 9.	G. S. Allen	Fourth class	Yarmouth, N.S.	Yarmouth	5 00
1290	do 9.	J. H. McNeill	do	Charlottetown, P.E.I. .	Halifax	5 00
1291	do 9.	T. T. Fowlis	do	Yarmouth, N.S.	Yarmouth	5 00
1292	do 9.	Frank Watson	do	Toronto, Ont.	Toronto	5 00
1293	do 9.	J. Rose	do	Meaford, Ont.	Meaford	5 00
1294	do 9.	A. Lang	Third class	Rat Portage	Selkirk	5 00
1295	do 19.	D. G. McAlpine	Second class	Chatham, N.B.	Montreal	5 00
1296	do 19.	J. Fyfe	Fourth class*	Victoria, B.C.	Victoria	5 00
1297	do 19.	E. Stephenson	Second class	do	do	5 00
1298	do 19.	A. T. Bloor	Third class*	do	do	5 00
1306	do 19.	R. Downie	Fourth class	Halifax, N.S.	Halifax	5 00
1300	do 19.	John Spence	Third class	Metlakahtla, B.C.	Victoria	5 00
1299	do 19.	J. T. Martin	do	Victoria, B.C.	do	5 00
1301	do 9.	John Harrison	Second class	Pembroke, Ont.	Montreal	5 00
1302	do 13.	G. H. Cooper	Third class	New Westminster, B.C. .	Victoria	5 00
1303	do 13.	J. A. Anderson	Fourth class	Port Colborne, Ont....	Toronto	5 00
1304	do 13.	J. McWha	Third class	Vernon, B.C.	Victoria	5 00
1305	do 13.	W. C. Lee	do	Wallaceburg, Ont.	Windsor	5 00
1307	do 13.	W. M. Moore	do	Orillia, Ont.	Toronto	5 00
1308	do 19.	J. Nye	Fourth class	Point Edward, Ont....	do	5 00
1309	do 27.	J. Currie	do	Toronto, Ont.	do	5 00

* United Kingdom.

List of Certificates of Competency granted to Engineers of Steam-boats, &c.—*Con.*

Number of Certificates.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1310	May 27..	P. Power	Second class ..	Halifax, N.S.	Halifax	5 00
1311	do 27..	H. H. McAdam	Third class ...	Oak Bay, N.B.	St. John	5 00
1312	do 27..	G. Francombe	First class	Windsor, Ont.	Toronto .....	.....
1313	June 2..	L. Whalen	Permit	Kingston, Ont.	Kingston	2 00
1314	do 2..	A. T. Lowe	do	Port Carling, Ont.	Port Carling..	2 00
1315	do 2..	F. H. Pearsall	do	Port Rowan	Toronto ...	2 60
1316	do 2..	A. M. Rowan	Second class ..	Indiantown, St. John, N.B.	Halifax	5 00
1317	do 10..	D. Simms	do *	St. John's, Nfld.	do	5 00
1318	do 10..	J. F. Robbin	Permit	Belleville, Ont.	Belleville	2 00
1319	do 14..	W. Beach	do	Toronto, Ont.	Toronto	2 00
1320	do 14..	D. O'Donnell	do	Belleville, Ont.	Belleville. ...	2 00
1321	do 23..	J. McRae, jun.	do	Penetanguishene.	Toronto	2 00

* United Kingdom.

Steam-boat Inspection.

APPENDIX No. 3.

LIST of Certificates of Competency granted to Masters and Mates, Foreign Sea-going, during the half year ended 30th June, 1892.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
2920	Jan. 5.	F. E. Landers.	Master.....	Yarmouth, N.S.....	Yarmouth...	10 00
2921	do 5.	K. B. Crosby.....	do	do	do	10 00
2922	do 5.	G. E. Armstrong.....	Mate.....	Windsor, N.S.....	do	5 00
2923	do 11.	John Steele	Master..	Victoria, B.C.....	Victoria.....	10 00
2924	do 11.	F. Whitman.....	do	City Island, N.Y., U.S.	do	10 00
2925	Feb. 10.	J. J. Landry.....	Mate.....	Arichat, N.S.....	Halifax.....	5 00
2926	Mar. 11.	E. G. Rouse.....	Master.....	St. John, N.B	St. John..	10 00
2927	do 11.	H. F. Siewerd.	do	Victoria, B.C.....	Victoria.....	10 00
2928	do 11.	James Priest	2nd Mate.....	North Shields, North- umberland.	do	5 00
2929	do 11.	N. Patten.....	Master.....	Yarmouth, N.S.....	Yarmouth...	10 00
2930	do 11.	H. A. Corbin.....	do	Aylesford, N.S.....	do	10 00
2931	do 11.	A. Casault.....	do	Quebec.....	Quebec.....	10 00
2932	do 11.	P. Lachance.....	do	St. Roch, P.Q	do	10 00
2933	do 11.	L. R. Demers.....	do	Quebec.....	do	10 00
2934	do 26.	W. Adam.....	do	Lunenburg, N.S.....	Halifax.....	10 00
2935	do 26.	E. Fernandez.....	do	Brooklyn, N.S.....	do	10 00
2936	do 26.	A. S. Filden.	do	Hantsport, N.S.....	do	10 00
2937	do 26.	W. A. Morehouse.....	Mate.....	Sandy Cove, N.S.....	St. John.....	5 00
2938	do 29.	A. G. King.....	Master..	Windsor, N.S.....	Halifax.....	10 00
2939	do 29.	A. McPhail.....	Mate.....	Pictou, N.S.....	do	10 00
2940	do 29.	S. Barbrick	do	Maitland, N.S.....	do	10 00
2941	April 22.	F. L. Cann.....	2nd Mate....	Yarmouth, N.S	Yarmouth...	5 00
2942	do 22.	J. A. Harris.....	Mate.....	do	do	10 00
2943	do 22.	J. H. Frask.....	Master.....	do	do	10 00
2944	May 2.	W. T. Crossley.....	do	Windsor, N.S.....	Halifax.....	10 00
2945	do 2.	C. A. Hunter	Mate.....	Mount Denson, N.S.....	do	5 00
2946	do 2.	R. J. Keown.....	do	Warren Point, Ireland..	St. John.....	5 00

List of Certificates of Competency granted to Masters and Mates, &c.—*Concluded.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
2947	May 2..	G. M. Dexter.....	Master.....	Cheverie, N.S.....	Halifax.....	10 00
2948	do 6..	R. Whittaker	2nd Mate.....	Manchester, Eng.....	Yarmouth.....	5 00
2949	do 6..	W. M. Lane.....	Mate.....	Pictou, N.S.....	Halifax.....	5 00
2950	do 13..	A. Dickman.....	do	London, Eng.....	St. John	5 00
2951	do 6..	E. J. King.....	Master.....	St. John.....	do	10 00
2952	do 6..	C. I. McBride.....	do	Harbourville.....	do	10 00
2953	do 25..	F. W. Crossley.....	Mate.....	Kempton, N.S.....	Halifax.....	5 00
2954	do 25..	C. L. Baxter.....	do	Windsor, N.S.....	do	5 00
2955	do 27..	L. Homes	do	St. John, N.B.....	do	5 00
2956	do 27..	I. Durkee.....	do	Yarmouth, N.S.....	Yarmouth.....	5 00
2957	June 10..	W. Davison.....	do	Hantsport.....	Halifax.....	5 00
2958	Mar. 11..	L. Henderson	do	Reawick, Scotland.....	Victoria.....	.....
2959	June 24..	A. Patten.....	Master.....	Hartford, N.S.....	Yarmouth.....	10 00
2960	do 24..	G. N. Purdy.....	do	Plymouth, N.S.....	do	10 00
2961	do 20..	S. Pettigrew.....	do	Riv. Blanche, P.Q.....	Quebec.....	10 00
2962	do 24..	L. Nickerson.....	do	Woods Harbour.....	Yarmouth.....	10 00

List of Certificates of Service granted to Masters and Mates of Foreign Sea-going Vessels, during the half year ended 30th June, 1892.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
1442	Mar. 29..	Clement Royds.....	Master.....	Vancouver, B.C.....	Vancouver.....	5 00

Steam-boat Inspection.

LIST of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels, for the half year ended 30th June, 1892.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
907	Jan. 11.	H. Mutchenbacher.....	Master.....	Rosseau Falls, Ont.....	St. Catharines.	8 00
908	do 11..	J. L. Baxter.....	do	Gore Bay, Ont	do ..	8 00
909	do 11..	J. W. Kinnee	do	Fesserton.....	do ..	8 00
910	do 11..	J. Johnson.....	do	St. John, N.B.....	St. John.....	8 00
911	do 14..	P. M. Frederick.....	.....	Belleville, Ont.	Kingston.....	8 00
912	do 14..	W. M. Tyson	Mate.....	Warton, Ont.....	St. Catharines.	4 00
913	do 18..	C. Williams	do	Belleville, Ont.	Kingston.....	4 00
914	Feb. 3..	W. Langley	Master.....	Victoria, B.C.	Victoria.....	8 00
915	do 3..	E. L. Stephen.....	do	Collingwood, Ont.....	Toronto.....	8 00
916	do 3..	W. P. Horan.....	do	Prescott, Ont.....	Kingston.....	.....
917	do 3..	E. Verner	do	St. John, N.B.....	St. John	8 00
918	do 3..	A. Nelson.....	Mate.....	Victoria, B.C.....	Victoria.....	4 00
919	do 3..	Geo. Heater.....	do	do	do	4 00
920	do 10..	J. W. Cruickshank.....	Master.....	Port Richmond, N.S.	Halifax.....	8 00
921	do 10..	C. E. Dixon	do	Dorchester, N.B.....	St. John.....	8 00
922	do 10..	C. Humble.....	do	Brockville, Ont.....	Ottawa.....	8 00
923	do 10..	G. G. Matthews.....	do	Parrsboro', N.S.....	St. John.....	8 00
924	do 10..	W. McLeod	Mate.....	do	do	4 00
925	do 10..	C. Boudreault.....	do	Murray Bay, Que...	Quebec.....	4 00
926	do 10..	E. Pettipas.....	Master.....	Descousse, N.S.....	Sydney, C.B.....	8 00
927	do 10..	A. Boudrot.....	do	do	do	8 00
928	do 10..	W. T. Cook	do	Harbourville, N.S.....	St. John.....	8 00
929	do 10..	H. Calhoun	do	Hopewell Cape, N.B....	do	8 00
930	Mar. 28.	D. Cameron.....	do	Dorchester, N.B.....	do	8 00
931	April 1..	H. Redfern.....	Mate.....	Lakeport, Ont.....	Kingston.....	4 00
932	do 1..	G. E. Day	Master.....	Hampstead, N.B.....	St. John.....	8 00
933	do 4..	J. A. Henderson.....	Mate	Lakeport, Ont.....	Kingston.....	4 00
934	do 1..	Geo. Philp	Master.....	Toronto, Ont.	Toronto.....	8 00
935	do 1..	A. Ley.....	do	Main-a-dieu, N.S.....	Sydney.....	8 00
936	do 1..	J. Lalonde	do	Belle River, Ont.....	St. Catharines.	8 00
937	do 8..	A. Langlois.....	do	D'Escousse, C.B.....	Sydney.....	8 00
938	do 8..	L. Daignault.....	Mate.....	Melocheville, Que...	Kingston.....	4 00

List of Certificates of Competency granted to Masters and Mates, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
939	April 8.	W. G. Cox	Mate.	Collingwood, Ont.	Toronto	4 00
940	do 8.	E. Walter	Master.	Parry Sound, Ont.	do	8 00
941	do 8.	J. O. Williams	Mate.	Victoria, B.C.	Victoria	4 00
942	do 8.	R. H. Weston	do	Gagetown, N.B.	St. John.	4 00
943	do 8.	J. Wood	do	Port Dalhousie	St. Catharines.	4 00
944	do 8.	J. Woodward	do	Ladner's Landing, B.C.	Victoria	4 00
945	do 8.	J. Malcomson	Master.	Hamilton, Ont.	St. Catharines.	8 00
946	do 11.	W. Robertson	do	Port Elgin, Ont.	do	8 00
947	do 11.	S. Milligan	do	Kingston, Ont.	do	8 00
948	do 11.	H. P. Grange	do	Coteau Landing, Que.	do	8 00
949	do 11.	C. Fenning	do	Kingston, Ont.	Kingston.	8 00
950	do 12.	J. Silversides	do	Owen Sound, Ont.	St. Catharines.	8 00
951	do 11.	L. Lefebvre	do	Melocheville, Que.	do	8 00
952	do 11.	A. McCullouch	do	Port Dalhousie, Ont.	do	8 00
953	do 11.	J. Gauley	do	Sault Ste. Marie, Ont.	do	8 00
954	do 11.	Caleb Read	do	Rockport, N.B.	St. John.	8 00
955	do 11.	J. C. Peters	do	Montague, P.E.I.	Sydney.	8 00
956	do 11.	H. T. Boyd	do	St. John, N.B.	St. John.	8 00
957	do 12.	J. Jeffrey	do	Huntsville, Ont.	St. Catharines.	.....
958	do 12.	J. Findall	do	Midland, Ont.	do	.....
959	do 12.	J. Firth	do	Toronto, Ont.	do	8 00
960	do 12.	A. F. Leeder	Mate.	Bracebridge, Ont.	do	4 00
961	do 12.	W. A. Reamsbotton	Master.	Mattawa, Ont.	Ottawa.	8 00
962	do 12.	W. A. Anderson	Mate.	Owen Sound, Ont.	Toronto	.....
963	do 12.	F. C. Antoni	do	Victoria, B.C.	Victoria	4 00
964	do 12.	C. F. Lewis	Master.	Freeport, N.S.	St. John	8 00
965	do 12.	J. W. Williams	Mate.	Victoria, B.C.	Victoria	4 00
966	do 12.	W. Nixon	Master.	Annapolis, N.S.	Halifax.	8 00
967	Feb. 16.	D. Brenmer	Mate.	Ainsworth, B.C.	Ottawa.	4 00
968	April 22.	E. Dingel	Master	Gagetown, N.B.	St. John.	8 00
969	do 22.	A. McLean	do	Goderich, Ont.	St. Catharines	8 00
970	do 22.	N. K. Wade	do	Granville, N. S.	St. John.	8 00
971	do 22.	J. A. Worden	Mate.	J. A. Worden.	do	4 00

Steam-boat Inspection.

List of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
972	April 26..	A. C. Newell.....	Mate.....	Cape Sable Island, N.S.	Yarmouth ...	4 00
973	May 2..	C. W. Croscup.....	Master.....	Granville, N.S.....	St. John.....	8 00
974	do 2..	S. S. Veinot.....	do	Lunenburg, N.S.....	Lunenburg....	8 00
975	do 2..	L. Pothier.....	do	Crosses Coques, N.S.....	Yarmouth....	8 00
976	do 2..	J. Colwell.....	do	Sarnia, Ont.....	St. Catharines	8 00
977	do 13..	W. Couillard.....	do	Montebello, Ont.....	Ottawa.....	8 00
978	do 13..	W. D. Owen.....	Mate.....	Vancouver, B.C.....	Victoria	4 00
979	do 13..	T. Ranger.....	Master.....	Ste. Anne's, Que.....	Ottawa.....	8 00
980	do 19..	J. Mason.....	Mate.....	Collingwood, Ont.....	St. Catharines	4 00
981	do 17..	G. Hackett.....	Master.....	Amherstburg, Ont.....	do	8 00
982	do 17..	J. Duguay.....	do	Chicoutimi, Que.....	Quebec.....	8 00
983	do 17..	A. Lavigne.....	do	Ste. Anne de Bellevue.....	Ottawa.....	8 00
984	do 17..	Neil Milligan.....	do	Wallaceburg, Ont.....	St. Catharines	8 00
985	do 17..	M. Hefferman.....	do	Pictou, N.S.....	Kingston.....	8 00
986	do 27..	M. Osborn.....	Mate.....	Toronto, Ont.....	St. Catharines	4 00
987	do 27..	A. Clark.....	Master.....	Windsor, Ont.....	do	8 00
988	do 27..	R. Conrad.....	do	Vogler's Cove, N.S.....	Lunenburg....	8 00
989	do 27..	A. M. Reinhardt.....	do	Getson's Cove, N.S.....	do	8 00
990	do 27..	C. E. Redfearn.....	Mate.....	Lakeport, Ont.....	Kingston.....	4 00
991	do 27..	J. W. Johnston.....	do	Bath, Ont.....	do	4 00
992	June 2..	J. Gauley.....	Master.....	Collingwood, Ont.....	St. Catharines	8 00
993	do 2..	C. E. Cummings.....	Mate.....	Wolfe Island, Ont.....	Kingston.....	4 00
994	do 2..	E. Gouin.....	do	Sorel, Que.....	Quebec.....	8 00
995	do 10..	D. R. Morris.....	do	Westfield, N.B.....	St. John.....	4 00
996	do 14..	J. Foster.....	Master.....	Windsor, Ont.....	Toronto.....	8 00
997	do 14..	A. Goguet.....	Mate.....	Montreal, Que.....	Quebec.....	4 00
998	do 24..	Jas. Purves.....	Master.....	Gore Bay, Ont.....	St. Catharines	8 00
999	do 24..	John Purves.....	do	do	do	8 00
1000	do 24..	Jas. Grant.....	do	Toronto, Ont.....	do	8 00
1001	do 24..	D. H. Worth.....	do	Guysboro', N.S.....	Guysboro'....	8 00

LIST of Service Certificates granted to Masters and Mates of Inland and Coasting Vessels, for the half year ended 30th June, 1892.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.	
						\$	cts.
	1892.					\$	cts.
2920	Jan. 11.	C. Newcomb	Master.....	Parrsboro', N.S.....	Parrsboro'.....	4	00
2921	do 26.	H. R. Nichols	Mate.....	do	do	2	00
2922	do 26.	J. Mayers	do	New Westminster, B.C.	Victoria	2	00
2923	do 26.	A. Ranger	Master.....	Ottawa, Ont.....	Ottawa.....	4	00
2924	Feb. 10.	M. A. Morrison	do	New Westminster, B.C.	Victoria.....	4	00
2925	Mar. 24.	W. Savage.....	Mate.....	Wellington, Ont	Picton.....	2	00
2926	do 24.	J. Sullivan	do	Picton, Ont.....	do	2	00
2927	do 24.	H. O'Hagan	do	do	do	2	00
2928	do 29.	J. L. Crowell.....	Master.....	Barrington Passage, N.S.	Barrington	4	00
2929	do 29.	J. H. Smith	do	Belleville, Ont.....	Kingston.....	4	00
2930	do 29.	F. Wood	Mate.....	Warton, Ont	St. Catharines.	2	00
2931	do 29.	L. Moser.....	Master.....	Dartmouth, N.S.....	Halifax.....	4	00
2932	do 29.	E. Norquay	do	Port Dover	St. Catharines.	4	00
2933	do 29.	J. S. Barnes	do	River Hebert, N.S.....	St. John.....	4	00
2934	do 29.	A. Bourget.....	do	Bienville, Levis, Que.	Quebec.....	4	00
2935	do 29.	George May	do	Dartmouth, N.S.....	Halifax.....	4	00
2936	do 29.	J. L. Anderson	do	Vancouver, B.C.....	Vancouver.....	4	00
2937	do 29.	W. Purvis	do	Gore Bay, Ont.....	St. Catharines.		
2938	do 29.	J. Beaubiah	do	Kingston, Ont.....	Kingston.....	4	00
2939	do 29.	R. J. Lake	do	Port Greville, N.S.....	Parrsboro'.....	4	00
2940	do 29.	J. Maloney	do	Port Arthur, Ont.....	Toronto	4	00
2941	do 29.	T. J. Duncan.....	do	West Selkirk, Man.....	Ottawa.....	4	00
2942	do 29.	T. Gamer	Mate.....	Toronto, Ont	St. Catharines.	2	00
2943	do 29.	N. Palmateer.....	do	Cherry Valley, Ont.....	Kingston.....	2	00
2944	do 29.	A. D. Williams.....	do	Toronto, Ont	Toronto	2	00
2945	do 29.	G. T. Dobson.....	do	Southampton, Ont.....	St. Catharines.	2	00
2946	April 1.	R. Waters.....	Master.....	Belleville, Ont.....	Kingston.....	4	00
2947	do 4.	A. Manenbean.....	do	Kamloops, B.C.....	Ottawa.....	4	00
2948	do 11.	G. Crandell	do	Lindsay, Ont.....	Toronto	4	00
2949	do 11.	W. H. Wilson.....	Mate.....	Brant, Ont.....	St. John.....	2	00
2950	do 26.	R. T. Flaherty.....	Master.....	Spry Bay, N.S.....	Halifax.....	4	00
2951	do 26.	J. Richards	do	Tusket Wedge, Ont.....	Yarmouth.....	4	00

Steam-boat Inspection.

LIST of Service Certificates granted to Masters and Mates, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1892.					\$ cts.
2952	Mar. 26..	W. Williams.....	Mate.....	Prince Edward Island...	Pictou.....	4 00
2953	do 26..	A. W. Perry	do	Liscombe, N.S.....	Halifax.....	4 00
2954	do 26..	P. Kenney.....	do	Charles Harbour, N.S...	do	4 00
2955	do 26..	J. S. Clyne.....	Mate.....	Toronto, Ont.....	Toronto.....	2 00
2956	do 26..	D. Rooney.....	do	Cobourg, Ont.....	Kingston.....	2 00
2957	do 26..	A. McNamara.....	do	Parrsboro', N.S.....	Parrsboro'.....	2 00
2958	May 6..	H. A. McCabe.....	Master.....	Advocate Harbour, N.S.	do	4 00
2959	do 6..	J. H. Lyons.....	do	Delhaven, N.S.....	do	4 00
2960	do 9..	D. Bagnell.....	Mate.....	Gabarus, N.S.....	Sydney, N.S..	2 00
2961	do 14..	W. B. Cromer.....	do	Oakville.....	Ottawa.....	2 00
2962	do 17..	J. Kelly	do	Louisburg, N.S.....	Halifax.....	2 00
2963	do 27..	J. H. Boutilier.....	do	Casheath, N.S.....	Sydney.....	2 00
2964	do 27..	J. Maughan.....	Master.....	Sault Ste. Marie.....	St. Catharines.	4 00
2965	do 27..	J. J. Roussain.....	do	North Namainse.....	do	4 00
2966	June 2..	J. W. Best.....	.....	Joggins Mines, N.S.	Parrsboro'.....	4 00
2967	do 14..	J. D. Johnson.....	.....	Rat Portage, Ont.....	Ottawa.....	4 00
2968	do 14..	R. Chevrier, sen.....	.....	St. Joseph de Sorel.....	Montreal.....	4 00
2969	do 24..	S. S. Richmond.....	.....	Port Arthur, Ont.....	St. Catharines.	4 00
2970	do 24..	J. Hudgin.....	Mate.....	Solmesville, Ont.....	Kingston.....	2 00
2971	do 20..	A. Black.....	Master.....	Selkirk, Man.....	Ottawa.....	4 00
2972	do 24..	C. Levesque.....	do	Soulanges, Que.....	Montreal.....	4 00
2973	do 24..	H. Black.....	do	Clandeboye.....	Winnipeg.....	4 00
2974	do 24..	J. Locke.....	do	Lockeport, N.S.....	Lockeport.....	4 00

Steam-boat Inspection.

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. — Iron or Wood. — Steam or Sailing.	Register Tonnage.	Port sailed from. — Port bound for.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.	\$
1892.											
Aug. 13	Annie	12	Arichat, C.B.	Schr., wood, sail.	161	Portland, Me., to New Carlisle.	Carlisle, Point, Bay	Damaged in a storm.		Not given.	
June 30	Arthur	23	Yarmouth, N.S.	Barque, wood, sail.	123	Martinique to Barbados.	Near Barbados, West Indies.	Vessel sprung a leak and was condemned.		Total loss. 3,000	
April 17	Arthur	23	do	do	123	Yarmouth to Martinique.	36° N. Lat., 63° W. Long., Atlantic Ocean	Lost main mast and all attached in a gale.		Partial loss. 1,200	
June 8	Africa	13	St. John, N.B.	do	1,131	Newport to Amoy.	Lat. 40° 12' S., Long. 35° 3' E., Indian Ocean	Vessel became water-logged and was abandoned.		Total loss. 20,000 Cargo. 44,400	
May 28	Annie May	6	St. Andrew's, N.B.	Schr., wood, sail.			Gulf Cove, Grand Manan.	Collision.		Loss not known.	
Oct. 13	Atlanta	15	Parrsboro', N.S.	do	37	Parrsboro' to Salmeh, N.S.	Off Economy Point, Cobequid Bay, N.S.	This vessel sprung a leak; was condemned and sold.		Partial loss. 250	
do	Alfred	14	Yarmouth, N.S.	do	46	Westport, fishing	Dartmouth Point, Beyer Island.	Caught in heavy sea and run on the reef.		Total loss. 1,300	
Nov. 10	Arbutus	3	Liverpool, N.S.	do	79	Sydney, N.S., to Annapolis, N.S.	Old Prospect Shoals, Gannet Light.	Stranded—owing to error in compass.		do 3,500 Cargo. 300	
Oct. 20	Angelia	1	St. John, N.B.	do	124	Bridgewater to Sydney, C.B.	Point Edwards, Sydney, C.B.	Stranded in a gale; anchors would not hold.		Partial loss. 500	
Sept. 18	Arcadia	8	Pictou, N.S.	do	41	Pictou, N.S., to Margaree, N.S.	Fast Bar, Margaree Harbour.	Vessel grounded on bar in low water.		do 1,500	
Aug. 13	Atlantic	36	Norway	Barque, wood, sail.	465	Belfast to Miramichi, N.B.	Preston Beach, Mira Bay.	Stranded.		Total loss. 5,500	
Oct. 14	Acara	11	St. John, N.B.	Schr., wood, sail.	92	Meteghan to Boston.	Crescent Beach, Massachusetts Bay, U.S.	Stranded in a heavy storm.		do 1,600	
July 16	Avuguda	11	Pictou, N.S.	Barque, wood, sail.	978	Iloilo to St. John, N.B.	Lat. 24° 32' S., Long. 27° 10' E., Indian Ocean.	Damaged in a hurricane.		Partial loss. 4,500	
Jan. 7	Belvidere	10	Parrsboro', N.S.	Schr., wood, sail.	109	Parrsboro', N.S., to St. John, N.B.	Fort Grant, Cape d'Or.	Drifted on the rocks.		Total loss. 3,000 Cargo. 300	
do	Bonnie Doon	8	Guyshoro', N.S.	do	13	Port Mulgrave to White Haven.	Supposed to have struck Canso Bull.			Total loss. 240	
April 5	Byrtle	37	St. John, N.B.	do	92	St. John, N.B.	South side Baker's Island, Me., U.S.A.	Stranded in a dense fog and took fire from a cargo of lime.		do 3,200	

do	— Blondel	34	St. John's, Nfld	do	Richibucto to Charlottetown, P.E.I.	66	Richibucto to Charlottetown, P.E.I.	Struck on a reef	do	Partial loss.
Feb.	20 Bessie E. Crane.	7	Parrsboro', N.S	do	Port of Spain to New York, U.S.	184	Port of Spain to New York, U.S.	Strained during a storm.	do	do
April	6 Bessie G.	8	do	do	Diligent River to Rockland, Me.	68	Diligent River to Rockland, Me.	Struck a rock at the mouth of the river and made a hole in her planking.	do	25
June	14 Blake	1	do	do	Parrsboro', N.S. to Yarmouth, N.S.	109	Parrsboro', N.S. to Yarmouth, N.S.	Was caught in heavy gale and had sails torn.	do	200
do	28 Bessie G.	8	do	do	Brockville, N.S. to Shelton, Conn.	68	Brockville, N.S. to Shelton, Conn.	Dragged ashore by a gale and had her bottom damaged.	do	1,300
July	4 Boreas	16	Lunenburg, N.S.	do	River Bourgeois to Shelton, Conn.	41	River Bourgeois to Shelton, Conn.	Four miles south of East Point, P.E.I. other slight damage.	do	150
July	3 B. N. Fullerton.	12	Parrsboro', N.S	do	Rockland, Me. to Parrsboro'.	97	Rockland, Me. to Parrsboro'.	Went ashore on the rocks	Total loss.	1,800
May	16 Bessie E. Crane.	7	do	do	Massora to Pernaibucto.	14	Massora to Pernaibucto.	Encountered terrific squalls and high seas; lost masts and sails.	Partial loss.	50
Sept.	7 Beau Basin	29	Charlottetown, P.E.I.	do	Anchored in port, Picton, N.S.	52	Anchored in port, Picton, N.S.	Vessel sprang a leak and sank.	do	200
Oct.	24 Britannia	2	London, Eng	Schr., iron steam.	Boston to Halifax	672	Boston to Halifax	Sprang a leak.	do	(Not known.)
Nov.	10 Burpee C.	9	St. John, N.B.	Schr., wood, sail	St. George, N.B., to Rockland, Me.	56	St. George, N.B., to Rockland, Me.	Stranded in a thick snow storm.	Total loss.	800
do	2 Boniform	4	Windsor, N.S.	do	North Sydney to Windsor.	148	North Sydney to Windsor.	Vessel struck on Brier Island.	Partial loss.	1,000
Mar.	10 Cygnet	10	Parrsboro', N.S	do	Annapolis, N.S., to St. John, N.B.	86	Annapolis, N.S., to St. John, N.B.	Beached vessel to save her in a heavy gale.	Cargo.	300
May	1 Celtic	18	Hamilton, Ont	Wood, steam.	Toledo, Ohio, to Montreal.	440	Toledo, Ohio, to Montreal.	Collided with steamer "Kussia" in a dense fog.	Damage slight.	
Mar.	5 Charles S. Whitney.	7	Parrsboro', N.S	Ship, wood, sail.	Shanghai to New York	1,651	Shanghai to New York	Encountered a snow storm in Atlantic Ocean.	Partial loss.	
April	25 Cecelia	12	do	Schr., wood, sail.	Joggins, N.S., to St. John, N.B.	70	Joggins, N.S., to St. John, N.B.	Sprang a leak and foundered.	Total loss.	2,000
Aug.	17 Castalai	20	Norway	Barque, wood, sail.	Bathurst to Barrow, G.B.	564	Bathurst to Barrow, G.B.	Struck by a hurricane.	Extent of damage not known.	
do	22 Chautauquan	6	Parrsboro', N.S	Schr., wood, sail.	St. Johns, Nfld., to Sydney, C.B.	97	St. Johns, Nfld., to Sydney, C.B.	Her anchors caught under a rock and had to be slipped.	Partial loss.	200
Sept.	17 Carita	3	Port Medway, N.S.	do	Cow Bay to Boston	120	Cow Bay to Boston	Sails carried away and main boom broken.	do	100
do	17 Cygnet	10	Parrsboro', N.S	do	St. John, N.B.	86	St. John, N.B.	Vessel encountered heavy weather and sustained considerable damage.	do	200
July	24 Caspian	2	Charlottetown, P.E.I.	Brigantine, wood, sail.	Havana, W.I., to Apalachicola, Florida.	207	Havana, W.I., to Apalachicola, Florida.	Stranded.	do	3,000

Steam-boat Inspection.

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										
D-c.	5 Charming Lass	9	St. Johns, Nfld	Schr., wood, sail.	67	Sydney Channel, Nfld.	Ingonish Harbour, Cape Breton, N.S.	Vessel ran on a sunken obstruction in the harbour.		Partial loss 300 Cargo. 142
Sept.	28 Calliope ..	24	Windsor, N.S.	Barque, wood, sail.	1,179	Parrsboro' to Fleetwood.	52° N., 29° W., Atlantic Ocean.	Vessel was abandoned at sea in a sinking condition.		Total loss. 12,000
Nov.	26 Annie C. Carter.	27	St. John, N.B.	Schr., wood, sail.	78	Newfoundland to Sydney, C.B. N.B., to Boston, Mass.	Entrance to Sydney Harbour.	Stranded in a thick snow storm.		Partial loss. 400
54	Daphne	11	do ..	do ..	120	St. John, N.B., to Windsor, N.S., to New York.	Devil's Bank, Broad Sound.	Foundered in gale.		Total loss. 2,500
Sept.	26 David	11	Parrsboro', N.S.	do ..	65	Pictou to Chatham	Swallow Tail, east end of Grand Manan.	Ran ashore in a fog.		do 9,000
Aug.	12 Duke of New-castle.	18	Chatham, N.B.	do ..	36	Sydney to Charlotte-town	Miramichi Bay, N.B.	Sprung a leak and abandoned.		Partial loss. 200
Nov.	11 Delphin	25	Arichat, N.S.	do ..	173	Oswego to New York.	Caribou Harbour, N.S.	.....		Damage slight.
Jan.	2 Eleanor	25	Kingston, Ont.	Wood, steam, screw.	73	Canning, N.S., to St. John, N.B.	Near Duck Island, Lake Ontario.	Sprung a leak.		Total loss. 1,500
Feb.	2 Evolution	24	Parrsboro', N.S.	Schr., wood, sail.	746	Autogasta	Horse Race Shore, Cape Sable.	Struck an old wrecked steamer.		do 3,000
Mar.	30 Elva C.	8	Lunenburg, N.S.	do ..	18 2/3	Ship lying at North-east Harbour, N.S.	San Antonio Bank, entrance to Basin.	Stranded.		do 20,000
Feb.	12 Eme Swedenborg	13	Yarmouth, N.S.	Brigantine, wood, sail.	73	Lockeport	13 miles S.S.E. from Bird Rocks.	Vessel at anchor fishing, strong wind came up and anchor was lost.		Partial loss. 250
.....	Enterprise	8 1/2	Shelburne, N.S.	Schr., wood, sail.	20	Boulogne to Quebec..	Quebec ballast ground.	Collided with the "Corin"		do 100
May	26 Ella A. Downie.	11	do ..	do ..	980	Montreal	St. Lawrence River....	Stranded, owing to ruder chain slipping.		Partial loss. (Not known.)
do	23 Ellerslie .....	.....	Liverpool, N.S.	Ship, wood, sail.						
do	22 Edmondsley ..	8	Sunderland ..	Schr., wood, steam.						

Emerald	48	Lunenburg, N.S.	Schr., wood, sail.	29	Halifax, N.S., to Prospect Basin, Halifax Co., N.S.	Ship was broken up in a gale and snow storm.	Total loss.
July 15 Emma G.	14	St. John, N.B.	do	82	Near Cape Spencer, Bay of Fundy.	Collided with another vessel.	Partial loss. 878
Aug. 27 E. Merriam.	10	Parrsboro', N.S.	do	331	St. John, N.B., to St. Johns, Nfld.	Stranded.	do 3,000
Sept. 15 Eva J. Moore	3	do	do	99	Parrsboro', N.S., to Harvey, N.B.	Was listed against by the "J. W. Falt," and slightly damaged.	do 300
do 7 Elihu Burrit	34	Digby, N.S.	do	50	Sydney, N.S., fishing, Yarmouth.	Stranded on reef, owing to strong current and wind.	do 300
Aug. 13 Europa	23	Norway	Barque, wood, sail.	622	Belfast to Miramichi.	Stranded in fog.	Total loss. 7,000
Nov. 11 Eva J. Moore	3	Parrsboro', N.S.	Schr., wood, sail.	99	Stonington to Parrsboro', Bay of Fundy.	Encountered a snow storm had foresail split.	Partial loss. 10
do 27 Emma Marr	15	St. John, N.B.	Barque, wood, sail.	799	Little Glace Bay to St. John, N.B.	Struck a sunken obstruction and sank.	Total loss. 30,000
Oct. 4 E. W. Gale	12	do	Brigantine, wood, sail.	298	Coleraine, Island, to Sydney, C.B.	Coleraine Bar near the mouth of the River Bath.	Cargo. 1,850
Jan. 20 Frederick Ger-ring.	22	Gloucester, U.S.	Schr., wood, sail.	67	Gloucester to Fishing Banks.	Heavy sea, foremasts broken off.	do 600
Feb. 19 Florence Christian.	11	Annapolis, N.S.	do	90	Boston to Annapolis.	Struck on Red Head and went to pieces.	Total loss. 2,500
Mar. 10 Franklin Pierce	29	Windsor, N.S.	do	56	Parrsboro', N.S., to St. John, N.B.	Foundered.	Partial loss. 300
May 14 Flora	25	Quebec	Tug, wood, steam.	25	Quebec	Burned.	Total loss. 16,000
June 2 Fred. B. Taylor	9	Yarmouth, N.S.	Ship, wood, sail	1,798	Havre to New York.	Was run into by steamer "Trave" and foundered immediately.	do 85,000
July 24 F. R. Walker	8	Gloucester, Mass.	Schr., wood, sail.	67	Gloucester, Nfld., fishing.	Sprung a leak.	Partial loss. 300
Aug. 22 Forest	15	St. John	Brigantine, wood, sail.	720	St. John to Limerick.	About 20 miles N.E. of Sable Island, Atlantic Ocean.	do 5,000
Sept. 3 Franklin Pierce	29	Windsor, N.S.	Schr., wood, sail.	57	Parrsboro' to Windsor, N.S.	Grounded on bar and went to pieces.	Total loss. 700
Nov. 5 Flora McLeod	16	St. John, N.B.	do	48	St. Stephen, N.B., to St. John, N.B.	Stranded.	Cargo. 180
Jan. 22 Greville	4	Parrsboro', N.S.	do	57	Wolfville to Port Williams.	Head gear carried away.	Total loss. 300
Mar. 28 Gladstone	1	do	do	150	Delaware Breakwater, New York.	Sails split.	do 25
do 18 Glengariff	11	do	do	67	Parrsboro', N.S., to Digby, N.S.	Supposed to be lost at sea, particulars not known.	do 1,400
May 2 Galena	9	Windsor	do	381	Hillboro', N.B., to New York.	Went ashore in a fog and became a wreck.	Total loss. 12,000

Steam-boat Inspection.

STATEMENT of Wrecks and Casualties to Sea going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										\$
June 16	Glengarry	6	Montreal	Barque, wood, sail.	300-52	Kingston	Locomotive Dock, Kingston, Ont.	Spontaneous combustion.	1	Partial loss, 20,000
	Gondola	7	St. John, N.B.	Schr., wood, sail.	185	Boston, Mass., to Alma, N.B.	Near Portland, Maine.	Stranded on the rocks while trying to make a harbour.		Total loss. 8,000
June 13	Gypsum Queen	1	Parrsboro', N.S.	do	609	New York to Windsor, N.S.	Long Island Sound, U.S.	Collided with schooner Edward Watts.		Partial loss. 100
July 15	Gulmare	20	Hamilton, Ont.	do	325	Huron, Ohio, to Hamilton, Ont.	Off Ashtabula, Lake Erie.	Stranded		Total loss. 85,000 Cargo. 2,000
Aug. 22	Gadabout	Nw	Parrsboro', N.S.	do	104	River Hebert, N.S., to St. John, N.B.	St. John, N.B. water.	Went ashore but afterwards floated.		Partial loss. 50
Oct. 1	Georgina	11	Guy'sboro', N.S.	do	94	New Carlisle to Boston	Pouliamon Harbour	Burnt		Total loss. 2,500 Cargo. 450
Sept. 9	Garfield White	2	Parrsboro', N.S.	do	99	Apple River, N.S., to New Bedford.	On the Flats, Falmouth Harbour, Mass.	Grounded on the flats and had to be towed off.		Partial loss. 275
June 2	George T. Hay	5	do	Ship, wood, sail.	1,647	Ilit to Montreal	Lat. 4° 32' S., Long. 23° 32' E., Pacific Ocean.	Struck by a heavy gale		do 2,000
Oct. 10	Gleaner	13	do	Schr., wood, sail.	13	Cheverie, N.S., to Windsor, N.S.	to Dimock wharf	Slightly damaged in a collision.		do 50
Nov. 16	Gleaner	12	St. John, N.B.	do	115	Sydney, C.B., to Chatham, N.B.	Near Esquimaux Point, N.B.	Captain misled by a piece of old wreck.		Total loss. 600
do	Gypsum Queen	1	Parrsboro', N.S.	do	609	Windsor, N.S., to New York, U.S.	New Hog Island Reef	Stranded		Partial loss. 303 65
do	George Harold	8	Barrington, N.S.	do	93	Shelburne, N.S., to Souris, P. E. I.	to Souris breakwater	do		Total loss. 3,500
Jan. 7	Herald	7½	Parrsboro', N.S.	do	86	Parrsboro', N.S., to Salem, Mass.	to Off Cape Elizabeth, Me.	Lost masts		Partial loss. 200
Feb. 19	H. B. Griffin	13	Gloucester, U.S.	do	117	Liverpool, N.S., to Gloucester, Mass.	to Shag Harbour	Fire		Total loss. 3,500
April 17	H. B. Kirkham	6	Liverpool, N.S.	do	186	Halifax to New York	Rose and Crown Shoal, 10 miles south of Sandy light, Nantucket.	Stranded in gale		do 9,500 Cargo. 16,000

May 3	Hiram Lowell	2	Gloucester, Mass.	do	574	Gloucester, Mass.	Ellenwood's Island	Struck a shoal	Partial loss. 1,200
June 14	Herat	17	Baccari	Barque, wood, sail.	584	Bangor to Greenock	Shoal, N.S. Devil's Lumb, Island	Struck at Seal Island, grounded	do (Not known.) Partial loss. 200
do 14	Henrietta	1	Norway	do	70	Sandefjord, Norway, to Parrsboro, N.S.	Bay of Fundy	Struck by a squall and had sails torn.	do 200
Aug. 4	Henry Nickerson	21	Parrsboro, N.S.	Schr., wood, sail.	112	Five Islands, U.S., to Gloucester, Mass.	Off West Quoddy, N.S.	do	do 200
Oct. 28	Hattie E. Worcester	3	Gloucester, Mass.	do	64	Pt. Bay St. George.	Cape Breton coast, N.S.	Heavy sea; vessel sprung a leak.	do 200
Oct. 28	Helen M. Crosby	27	Port Hawkesbury, N.S.	do	240	Port Hawkesbury to Pugwash.	Cape John Head, N.S.	Vessel struck on the rocks	Total loss. 1,200
Nov. 8	Hercules	22	Sarmia, Ont.	do	357	Sarmia to Sarmia.	Manitoulin Island, Lake Huron.	Stranded in a heavy storm	do 6,000
.....	Hattie Wells	8	(American)	do	2,020	Racine, Wis., to Buffalo	West side of Pt. Pelee, Lake Erie.	Foundered	Cargo. 1,500 Total loss. 20,000
July 20	Harvest Queen	5	Windsor, N.S.	Ship, wood, sail.	301	Calcutta to Hull, Eng.	Off Cape Good Hope	Ship encountered a very heavy gale off the cape.	Partial loss. 10,000
Jan. 20	Isabella	10	Parrsboro, N.S.	Brigantine, wood, sail.	54	Port de Paix to New York	North of Hatteras	Encountered gales.	do 100
Oct. 10	Island Belle	21	do	Schr., wood, sail.	5,048	Harvey, N.B., to Eastport, Maine.	N. E. of Cape Enragé, Chignecto Bay.	Stranded.	do 450
Dec. 8	International	21	(British)	Screw, steam, tug.	597	Windsor, Ont., lying at Anhefstrurg Dock.	Windsor, Ont., lying at Anhefstrurg Dock.	Vessel supposed to have caught fire from furnace.	Total loss. 7,000
Feb. 2	James G. Bain	11	Pictou, N.S.	Barque, wood, sail.	88	Glasgow to Montevideo	Glasgow to Montevideo	Fire	do 16,000
April 2	Janet S.	23	St. John, N.B.	Schr., wood, sail.	68	Musquash, N. B., to Rockland, Me.	Connors' Cove, Musquash Hbr., N. B.	Stranded.	Partial loss. 200
do 22	Jessen	11	Lunenburg, N.S.	do	65	Lunenburg, N.S.	Middle Ground, in Can. so, Harbour, N.S.	Struck a rock and began to leak.	do 500
July 5	Joe Kinney	28	Yarmouth, N.S.	do	999	Amsterdam to Sydney, N.S.	Sydney Harbour, Cape Breton, N.S.	Was run into while lying at anchor.	Total loss. (Not known.) Less trifling.
May 29	June	27	Porsgrund, Norway	Barque, wood, sail.	68	Halifax to Sydney, N.S.	Schooner Pond Shoal, Cape Breton, N.S.	Went on shoals in a fog.	Total loss. 1,000
July 22	J. W. Falt	25	Halifax, N.S.	Schr., wood, sail.	88	Boston to St. John, N.B.	Monhegan Island, Maine, U.S.	Run on breakers in heavy sea.	Total loss. 1,000
Aug. 31	Janet S.	23	St. John, N.S.	do	68	Parrsboro, N.S., to St. John, N.B.	Parrsboro' coal wharf, N.S.	Damaged slightly while lying at wharf.	Partial loss. 20
Sept. 15	J. W. Falt	25	Halifax, N.S.	do	76	St. John, N. B., to Sydney, N.S.	Lat. 45 42', long. 53 30'	Encountered gale; lost bowsprit, &c.	do 600
Oct. 14	Jubilee	5	Charlottesville, P.R.I.	do	1,295	Iloto to Montreal	China Sea	Drifted on reef	do 4,000
Feb. 5	J. V. Troop	13	St. John, N.S.	Ship, wood, sail.	211	Sherbrook, N. S., to New York	Coal Reef, Balabac Str., China Sea.	Collision	Cargo. 3,000 Partial loss. 1,400
Nov. 18	Jennie Parker	5	do	do	109	St. Johns, Nfld., to Sydney, C.B.	Nantucket shoals	Collision	Total loss. 4,000
.....	James Arthur	2	Halifax, N.S.	do				This vessel left St. Johns Nfld., 18th Oct., '92 and has not been heard of since.	5

Steam-boat Inspection.

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										
Nov. 19	John Gill.	13	Pictou, N.S.	Barque, wood, sail.	964	Dublin to Canso, N.S.	Straits of Canso, N.S.	Current stronger than was estimated and vessel stranded.	.....	Partial loss, 3,000
Jan. 20	Keewaydin.	2½	Parrsboro', N.S.	Schr., wood, sail.	187	St. John, N.B., to New York.	Off New London, Conn	Damaged by gale.	.....	do 15
Feb. 29	Kate Conn.	.....	Yarmouth, N.S.	Barque, wood, sail.	951	Bordeau to Sandy Hook	North Atlantic, 51° 50' N. Lat., 18° 45' W. Long.	Abandoned in gale	.....	Total loss, 12,000
Mar. 28	Kate.	.....	Halifax, N.S.	Schooner	77	Halifax to Yarmouth.	.....	Total wreck.	.....	do (Not known.)
July 16	Katie Stuart	.....	Charlottetown P. E. I.	Barque, wood, sail.	367	Loading at Caplin, Que	Off Caplin, Que.	Ship dragged her anchors and sustained considerable damage.	.....	Partial loss. (Not known.)
do 28	Kate.	.....	Oakville	Schr., wood, sail.	100	Belleville	Thompson's Point, Bay of Quinte, Ont.	Capsized in a squall.	.....	2 Extent of damage not known.
do 23	Kohmoor.	.....	Pictou, N.S.	do	77	Chatham, N.B.	Nantucket Shoals	Collision	.....	Partial loss. 200
Jan. 20	Lizzie Horton	.....	Charlottetown P. E. I.	Bgtn., wood, sail.	289	North Sydney, C. B., to St. Johns, Nfld.	50 miles S. S. W. Cape Race.	In a heavy sea became leaky.	.....	Total loss, 12,000
Feb. 29	Lillian.	6	Windsor, N.S.	do	395	Port Elizabeth, Africa, to New York.	Off Cape Hatteras.	Lost sails in a heavy gale	.....	Partial loss. 250
May 2	Laura Brown	11	Parrsboro', N.S.	Schr., wood, sail.	94	Parrsboro', N.S.	Partridge Island, Parrsboro', N.S.	Stranded.	.....	do 2,000
Mar. 5	Lulu.	19	do	do	451	Windsor, N.S. to Ches-ter, N.S.	Off Margaretsville, Bay of Fundy.	Struck by a squall, damaged.	.....	do 300
Jan. 16	Loediana.	2	Windsor, N.S.	Ship, wood, sail.	1,820	New York to London, Eng.	Supposed Lat. 40° N. Long. 19 W., Atlantic	She sailed from New York to London and has not been heard of.	.....	Total loss. 55,000
July 22	Laura Seyward.	21	Gloucester, Mass.	do	65	Port Hood to Aspy Bay	Wolf Island, Cape Breton.	Foundered.	.....	do 2,000
do 28	Louisa.	1	Windsor, N.S.	Barque, wood, sail.	880	Rotterdam to Yarmouth.	Gannet Rock Ledge, N.S.	Damaged by running on Gannet Rock Ledge.	.....	Partial loss. 500
.....	Lady McDonald	19	Port Burwell.	Schr., wood, sail.	.....	Toronto to Fair Haven	.....	.....	.....	.....

June 18	Laura	9	(Guysboro')	do	93	Causo, N.S., to Halifax.	12 miles S., Liscomb, Burnt N. S.		Total loss.	3,000
Sept. 14	Lillian	13	Arichat	do	134	St. John's, Nfld., to Cow Bay, N.S.	Lame Point, near Lawrence, Nfld.	Stranded.	Partial loss.	3,000
Oct. 18	Lulu C.		Richibucto, N.B.	Steamer		Lying at wharf, Richibucto, N.B.			do	1,000
do	Lucy Ann	42	Rockland, Me.	Schr. wood, sail.	44	Fishing supplies, Rockland.	3 miles S.W. from Seal Island, N.S.	Burnt.	Total loss.	(Not known.)
do	L. P. Churchill	18	Shelburne, N.S.	do	112	Halifax, N.S., to Sydney, N.S.	Near West Pt. Light, Seafarrie Isld. C.B., N.S.	Stranded.	Partial loss.	400
Nov. 10	Lizzie B.	2	Parrsboro', N.S.	do	96	Loading deals at Fraserville's shore, N.S.	Fraserville's shore, N.S.	Vessel beached in a gale.	do	50
Apr. 19	L. P.	4	St. John, N.B.	do	107	St. John, N.B., to New Bedford, Mass.	Parrsboro', N.S.	Struck by a heavy gale, and captain and crew perished.	Total loss.	3,000
Jan. 2	Mabel Purdy	9	do	do	93	St. John, N.B.	Bear Island	Thick snow storm; vessel driven on rocks.	Total loss.	1,200
do	Morning Star	14	Halifax, N.S.	do	67	Halifax to Sydney	On Black Ledge, off Fisherman's Harbour	Stranded.	Partial loss.	1,300
Feb. 19	Minnie Louiser	9	Arichat, N.S.	do	223	Fernandina, Florida, to Barbados, W.I.	On sand bar off Fernandina.	do	do	8,000
do	Minnie G. Whitney	8	Windsor, N.S.	Barque, wood, sail.	1,222	Hong Kong to New York.	60 miles N.E. of Cape Hatteras.	Lost spars, sails, &c., in hurricane.	do	150
Mar. 18	Mary Kate	27	Charlottetown, P.E.I.	Schr. wood, sail.	42	Cow Bay to North Sydney, C.B.	Peter's Ledge, Sydney Harbour, C.B.	Struck on a ledge in a storm and became a wreck.	Total loss.	(Not known.)
June 4	Minister of Marine	18	St. John, N.B.	Ship, wood, sail.	21	St. John, N.B.	Sydney Harbour, C.B., N.S.	Damaged in a storm.	Partial loss.	(Not known.)
do	Marie Adela	4	Quebec	Schr. wood, sail.	55	Escuminac	West end of Orleans Island.	Sails torn to pieces by hurricane.	Partial loss.	40
May 24	Mattie B.	4	Halifax, N.S.	do	32	Pictou, N.S., to Causo, N.S.	6 miles N.E. of Cape George, North Bay.	Sprung a leak.	do	300
July 4	Maggie Willet	14	St. John, N.B.	do	147	Tinks Glen to Boston to Guysboro'	Near Cape Breton.	Stranded.	do	200
June 25	Mary E. McDougall	14	Halifax, N.S.	do	118	Boston to Guysboro'	Near Causo, N.S.	do	do	400
July 16	Mish	17	Gloucester, Mass.	do	69	Gloucester to Pt. Hood	On reef near Cape Breton.	Damaged in a fog.	do	1,400
Aug. 6	Marquis of Lorne	9	Annapolis, N.S.	do	26-69	Lockeport to Causo fishing grounds.	Chedabucto Bay, N.S.	Leak.	do	800
do	Moselle	13	Windsor, N.S.	do	139	St. Andrew's, N.B., to Parrsboro', N.S.	Off St. Andrew's, N.B.	Collision.	do	5
Aug. 15	M. A. Nutter	11	St. John, N.B.	do	290	Youghal Ireland, to Glace Bay, C.B.	N.E. point of Chance Cove, Nfld.	Run on breakers and was broken up.	Total loss.	8,000
Sept. 17	Mar e Delphin	9	Sackville, N.B.	do	78	Parrsboro', N.S., to St. John, N.B.	Off St. John, N.B., Harbour.	Struck by a squall.	Partial loss.	50
Oct. 14	Magnolia		Sydney, C.B.	Wood, steamer	151	St. Peters, lying at wharf, Port Mulgrave	Port Mulgrave, east side.	Collision.	do	200
Sept. 6	Magnolia	34	Norway	Barque, wood, sail.	990	Chatham, N.B., to Horseshoe Bar, Miramichi Bay, N.B.	Horseshoe Bar, Miramichi Bay, N.B.	Struck on bar.	do	400

Steam-boat Inspection.

STATEMENT OF Wrecks and Casualties to Sea going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										\$
Aug. 11	Marghereta F.	23	Italy	Barque.	438	Italy to Miramichi, N.B.	East from Escuminae Light, N.B.	Stranded.		Loss not known.
Sept. 26	Monzenilla	13	Parrsboro', N.S.	Schr., wood, sail	99	Parrsboro', N.S., to St. John, N.B.	Off Quaco, N.B.	Leak		Partial loss. 100
Oct. 25	Maggie Willet	14	St. John, N.B.	do	147	St. Johns, N.B., to Sydney, C.B.	Near Scattarie Island, N.S.	Wrecked by storm		Total loss. 5,000
.....	Maria Dolorosa.	10	M a g d a l e n Islands.	do	44	Halifax, N.S., to Sydney, C.B.	Belfry Beach.	Damaged by gale.		Partial loss. 1,000
Feb. 6	Magnolia.	18	Y a r m o u t h, N.S.	Ship, wood, sail	998	Buenos Ayres to St. John, N.B.	34° 46' S. Lat., 54° 43' W. Long., Atlantic Ocean.	Hurricane.		do 12,000
Mar. 20	Magnolia.	18	do	do	998	do	20 miles from Caricola Point, Martinique.	Wrecked by storm		Total loss. 12,000
Nov. 10	Miletus.	4	Port Medway.	Schr., wood, sail	95	Liverpool to George-Morrison's Flats, Grand River, P. E. I.	Stranded			Partial loss. 680
Dec. 12	Magellan.	10	St. John, N.B.	do	198	Virginia to Halifax, N.S.	Hogs' Island, Virginia.	do		Total loss. 7,000 Cargo. 3,144 Partial loss. 700
Jan. 7	Newburgh.	3	Windsor, N.S.	Schooner.	504	Windsor to New York.	Captain's Island.	Collision.		Total loss. 4,000 Partial loss. 690
do 20	Nellie Bruce.	9	St. John, N.B.	Schr., wood, sail	117	New London to New York.	Entrance to New London Harbour.	Fire		Loss not known.
do —	N. H. Upham.	8	Parrsboro', N.S.	do	46	Windsor, N.S.	Kempt shore, Minas Basin.	The vessel was beached at high water.		Total loss. 3,000
April 22	Nellie Star.	26	Adison, Me.	do	217	Adison, Me.	East head of Little Musquash, N. B.	Stranded		Total loss. 3,000
do 28	Nellie Blanche.	5	Parrsboro', N.S.	do	89	Maitland, N.S.	Cobequid Bay, N.S.	Damaged in gale.		Partial loss. 100
May 13	Norwood.	18	Christiania.	Ship, wood, sail	1,587	Christiania.	Louise Basin, Que.	Hurricane		do 300
July 30	Nota Bene.	15	Parrsboro', N.S.	Schr., wood, sail	50	West Bay to Parrsboro', N.S.	Partridge Island, Parrsboro', N.S.	Vessel drifted on the rocks.		Loss not known.
June 28	New Day.	2	do	do	189	St. Catharines to Pernambuco.	Per-Arcatey Bar, River Jaquaribe, Brazil, S.A.	Stranded		Partial loss. 2,000

Sept. 1	Nellie Parker	7	St. John, N.B.	do	183	Halifax to New York	Mouth of Mabou Harbour, N.S.	Vessel grounded in shallow water.	do	1,000
Aug. 31	Nett Woodward	23	Port Rowan	do	183	Sarmia, loading	Entrance to Southampton Harbour.	Foundered	Total loss. (Not known.)	40
Oct. 16	N. H. Upham	8	Parrsboro', NS	do	46	St. John to Parrsboro', N.S.	Bay of Fundy, Atlantic Ocean.	Damaged in gale.	do	300
Nov. 16	Orleans	10	Quebec	Tug, wood, steam.	108	Quebec to Orleans Island.	(Off Indian Cove, Quebec Harbour.	The shaft broke.	do	2,500
June 28	Ocean Star	5	Halifax	Schr., wood, sail.	125	Sydney, C.B., to Campbellton.	Newport, P.Q., Gulf of St. Lawrence	Stranded in a thick fog.	Total loss. (Not known.)	
do	Owasco			do		Philadelphia to Montreal.	(Gunning Rock, Bettys Island, N.S.		do	
Feb. 29	Prudence		London	Bktn., steel, steam.	1,572	Dartmouth to Philadelphia.	Horn Head, five miles south of Rencous.		(Not known.)	
Mar. 28	Patriot	2	Parrsboro', NS	Schr., wood, sail.	107	St. John, N.B., to New York.	Off Cape Ann	Was found bottom up and no tidings of crew have been received.	5	Partial loss. 1,500
May 16	Peter S. Roberts	10	Gloucester, Me	do	72	Gloucester to Fortune Bay, Gloucester.	44° 18' N. L., 60° 50' W.	Storm.	do	2,000
do	Procyon	3	do	do	107	Magdalen Islands	N.W. side Flint Island.	Grounded.	do	600
	Phelo J. Woodriff.	8	Harwick, U.S.	do	499	Providence, U.S.	Near Scattarie Island.	Leak	do	
May 31	Peac	3	Liverpool, N.S	Schr., steel, steam.	1 656	Montreal	White Island Reef, St. Lawrence River.	Filled with water	(Not known.)	
July 3	Peter Stuart	4	Liverpool, Eng	Ship, iron, sail.	1,440	Havre, St. John and Liverpool.	Gannet Rock Ledge, Bay of Fundy.	Carried on the rocks by current.	14	Total loss. (Not known.)
June 30	Phoenix	9	Parrsboro', NS	Schr., wood, sail.	386	New York to Wind-or, N.S.	Mimas Gut, N.S.	Collision.	(Not known.)	100
Aug. 2	Princess Louise	13	Kingston, Ont.	do		Kingston, Ont., to Belleville, Ont.	Bay of Quinté.	do	do	500
Aug. 28	Play Fair	15	St. John	Schr., wood, sail.	114	St. John to Boston	Libby Island Bar, Me., U.S.	Stranded	Total loss.	1,200
do	Pacific	24	Christiana	Barque, wood, sail.	563	Guystrbo to Newfoundland.	Peter's Ledge, Sydney Harbour, N.S.	Run on ledge.	Partial loss. (Not known.)	
Nov. 18	Plover	20	Chatham	Schr., wood, sail.	30	Shippegan to Gaspé and Montreal to Quebec.	Gaspé Bay, Gulf of St. Lawrence.	Stranded	Partial loss.	150
May 11	Quebec	22	Montreal	Paddle, steel & wood stmr.	1,794	Montreal to Quebec	Three Rivers, St. Lawrence.	Collided	do	100
Aug. 5	Quartette	24	Halifax	Schr., wood, sail.	63	Charlottetown, P.E.I., to Halifax, N.S.	Near Cape Breton, N.S.	Leak	do	1,200
Feb. 2	Reward	2	Windsor, N.S.	do	83	Canning, N.S., to Dummerara, W.I.	Cranberry Creek Bar.	Stranded	do	500
Mar. 28	Rossignol	20	Yarmouth, NS	Ship, wood, sail.	1,463	St. John, N.B.	42° N., 62° W.	Leak	Cargo. Partial loss.	4,500
do	Rob Harry	10	St. John, N.B.	do	100	St. John to New York.	Vineyard Sound, Mass.	(Tot among breakers and was broken up.	Total loss. 2,000	
May 14	Rob't S. Bisnard	10	Parrsboro', NS	Barque, wood, sail.	1,199	Calais to St. John, N.B.	Hilyard's Reef, St. John Harbour.	Struck reef while towing into the dock.	Cargo. Partial loss.	2,500

Steam-boat Inspection.

STATEMENT of Wreck and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age of Vessels.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										\$
July 25	Roland	4	Parrsboro', N.S.	Schr., wood, sail.	93	Advocate, N.S., to Rockland, Me.	Off Advocate, N.S., Bay of Fundy	Struck by squall and slightly damaged.		(Not known).
do	Rimouski	10	Ottawa, Ont.	Schr., screw steamer.	85	Port Mlgrave to Port Hood and Port Mulgrave.	500 miles west of Cape Jack Light, N.S.	Stranded		Partial loss. 270
June 18	Reward	2	Windsor, N.S.	Schr., wood, sail.	83	Port of Spain	Caribbean Sea.	Encountered bad weather and was totally wrecked		Total loss. 4,000
Oct. 8	Rossignol	20	Yarmouth, N.S.	do	1,403	Parrsboro', N.S., to England.	to Scotts' Bay, N.S.	Stranded		do 3,500
Feb. 2	Sulitelma	11	Pictou, N.S.	Barque, wood, sail.	964	Carival, Chile, to Queenstown.	South Pacific Ocean	Damaged by heavy sea		do 2,000
do	Seafower	12	Parrsboro', N.S.	Schr., wood, sail.	48	Boston to Kingsport, N.S.	Bliss Island, N.B.			Partial loss. 40
Mar. 28	Stadacuna	7	do	Barque, wood, sail.	1,011	Caleta Buena to Philadelphia.	Off Hatteras			do 200
April 2	Sylvan	13	Maitland, N.S.	do	996	Barbados, W.I., to St. John, N.B.	Trinity Ledge, near Cape Fouchere.	Foundered		Total loss. 20,000
Mar. 21	Stormy Petrel	15	St. John, N.B.	Barquentine, wood, sail.	718	Barbados, W.I.	San Domingo	Stranded on account of strong current.		Total loss. 20,000
do	Sever-ighn	18	Sarnia, Ont.	Sloop, wood, steam.	387	Sarnia to Buffalo	Lake Superior	Leak		Partial loss. 12,500
May 31	Solvester	10	Sunderland	Schooner.	1301	Sunderland	River St. Lawrence.	Lost smokestack		do (Not known.)
do	South	7	Quebec	Steamer.		Levis	Close to Levis.	Collision.		Partial loss. 150
do	Star	11	Parrsboro', N.S.	Schr., wood, sail.	66	Parrsboro', N.S.	Parrsboro', N.S.	do		do (Not known.)
June 17	Standard		Victoria	Sloop, wood, steam.	31	Victoria, B.C., to Skeena River.	Near Cape Mudge.	Foundered.	3	Total loss. 12,000
July 23	Sunshine	26	Gloucester, U.S.	Schr., wood, sail.	63	Gloucester, Me.	15 miles N.N.E. of North Cape, P.E.I.	Struck by lightning		Partial loss. (Not known.)
do	Sirino	17	Charlottetown, P.E.I.	Brigantine, wood, sail.	122	Georgetown to Halifax.	Scatarie Island, Cape Breton.	Leak.		Partial loss. 700

Date	Ship Name	Origin	Destination	Incident	Losses
Aug. 11	Saginaw	Montreal, P. Q.	Woods, steam.	Fire.	(Not known.)
do	Sandolphon	Shelburne, N.S.	Schr., wood, sail.	Stranded.	Total loss, 5,500
do	Snowdrop	Jersey Channel Isles	Brigantine, wood, sail.	Damaged by heavy sea.	Cargo, 3,000
Oct. 28	Standard	Halifax, N.S.	Schr., wood, sail.		Partial loss, 750
Nov. 10	Susanna	Parrsboro', N.S.	do	Gale; lost sails and part of cargo.	do 450
Feb. 15	Treasure	do	Ship, wood, sail.	Stranded.	Partial loss, 200
June 2	Tacoma	do	Schr., wood, sail.	Slightly damaged.	do 10
do	Tacoma	do	do	Struck on the Wolves.	do 50
May 8	Theodore H. Kand.	do	Ship, wood, sail.	Collision.	do 30
do	Thenandosh	do	Schr., wood, sail.	Damaged in gale.	do 3,000
July 7	Tiger	Gloucester, Me.	Schr., wood, sail.	Stranded.	do 1,000
Aug. 13	Thracian	Yarmouth, N.S.	do	do	do 500
July 3	Theresa	Liverpool, G.B.	Barque, steel, sail.	Capsized.	17 Total loss, 108,000
do	Village Bride	New York, U.S.	Schr., wood, sail.	Leak.	do 4,000
do	Vera	Halifax, N.S.	do	Stranded.	Partial loss.
May 1	Vanveen	St. John, N.B.	do	do	(Not known.)
Oct. 14	Viking	Yarmouth, N.S.	Barque, wood, sail.	do	Partial loss, 2,500
do	Venice	Gloucester, Mass.	Schr., wood, sail.	Fire.	Total loss, 2,500
do	Viola	Weymouth, N.S.	Brigantine, wood, sail.	Leak.	Partial loss, 1,200
Jan. 20	Wand H. Wotherspoon.	Windsor, N.S.	do	Leak, and lost sails.	do 1,600
do	William	Parrsboro', N.S.	Schr., wood, sail.	Parted chains, and sustained slight damage.	do
Feb. 20	Wm. H. Jordan.	Charlottetown, P.E.I.	Schr., steam, sail.	Stranded.	Not known.
June 30	Wandrian	Gloucester, Me.	Schr., wood, sail.	Lost anchor in a storm.	Total loss, 15,000
Oct. 1	Warrior	Parrsboro', N.S.	do	Struck going into port.	Cargo, 100
June 28	Walter Holly	Pictou, N.S.	do	Stranded.	1 Partial loss, 600
		St. John, N.B.	do	Struck on breakers and had her bottom knocked out.	do 629
			do	Stranded.	Total loss, 1,900
			do	Struck on breakers and had her bottom knocked out.	do 10,000
			do		Cargo, 8,850

Steam-boat Inspection.

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—*Concluded.*

Date of Casualty.	Name of Vessel.	Age of Vessel.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										\$
Aug. 12	Worcester	30	Boston, Mass.	Schr., wood, steam.	796	Boston to Port Hawkesbury.	Point Michéau, 2 miles from shore.	Struck on a rock while under full steam.	Partial loss.	2,000
do	Wellman Hall	new	Parrsboro', N.S.	Schr., wood, sail.	136	Calais, Me., to Cheverie, N.S.	Off St. Andrew's, N.B.	Collision	do	20
do	Woodbine	2	St. John, N.B.	Brigantine, wood, sail.	364	Port Natal, Africa, to Brazil.	South Parakya, Brazil.	Vessel got on a reef.	do	3,000
Dec. 15	Willie B.	16	Halifax, N.S.	Schr., wood, sail.	39	Margaree to Halifax	Margaree Harbour	Stranded	do	200

SUPPLEMENT to the Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, during the Calendar Year of 1892.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	How rigged. Iron or Wood. Steam or Sailing.	Registered Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Description of Casualty.	Lives lost and saved.	Remarks.
1892.										
Oct. 2	Abmeda	10	St. John, N.B.	Schr., wood, sail.	84	River Herbert to Rock-land, Me.	Carter's Creek, Maecan River, N.S.	Foundered while being hauled out of berth.		Total loss. 2,400
May 5	Lawrence	16	Gaspé, Que.	do	63	Halifax, N.S., to Gaspé, Que.	Causo Harbour, N.S.	Schr. became leaky and took fire from lime, with which she was loaded.		do (Not given.)
Sept. 1	Lepreaux	15	St. John, N.B.	Barque, wood, sail.	769	Sydney, C.B., to St. John, N.B.	Chance Harbour, N.B.	Drifted ashore in a thick fog.		Partial loss. 200
2	Scranton	4	Buffalo, U.S.	Iron, steamer.	2,500	Buffalo, U.S., to Char-ago, U.S.	Bar Point, 5 miles south of Bois Blanc light.	Foundered.		Cargo: 100 Partial loss. 10,000
Oct. 23	C. N. Mader	2	Lunenburg, N.S.	Schr., wood, sail.	87	Mahone Bay, N.S., to Glace Bay, N.S.	Glace Bay, N.S.	Stranded in a gale.		Total loss. 3,600
July 8	Gazelle		Charlottetown, P.E.I.	do	21	Charlottetown, P.E.I.		Collision.		do 500
Nov. 15	Eliza Bomar	18	Napanee, Ont.	Wood, steamer	12 21		Belleville, Ont.	Caught fire.		Partial loss. 1,800
Jan. 18	Three Bells	7	Shelburne, N.S.	Schr., wood, sail.	92	Lockeport, U.S., to Yarmouth, N.S.	Off Shag Harbour, N.S.	Carried to sea; lost her spars.		do (Not given.)
Oct. 17	Richard S. Kings	9	Windsor, N.S.	Wood, steamer	39	French River to Tobermoray, N.S.	Tobermoray Harbour.	Caught fire.		Total loss. 6,500
	Hutching Bros.	1	Halifax, N.S.	Barquentine, wood, sail.	497	Brazil to New York.	Off Bermuda.	Sprunk a leak.		do Cargo. 20,000 45,000

Steam-boat Inspection.

APPENDIX No. 5.

REPORT OF HARBOUR COMMISSIONERS OF TORONTO FOR THE CAL- ENDAR YEAR ENDED 31ST DECEMBER, 1892.

SECRETARY of the Toronto Harbour Trust in Account with the Commissioners for the
year 1892.

DR.		GENERAL BALANCE SHEET.		CR.			
1892.		\$	cts.	1892.			
Dec. 31.	Wharf property.....	43,073	72	Dec. 31.	Profit and loss.....	59,382	20
do	31. Elevator property.....	10,250	00				
do	31. Office furniture.....	581	31				
do	31. Canadian Pacific Ry. Co.....	10	00				
do	31. Cash on hand.....	5,467	17				
		59,382 20				59,382 20	

We have examined the books, accounts and vouchers, and have compared the balance sheet as above with the said books, &c., and we certify the same to be correct and to represent a true statement of the affairs of the Trust to the 31st December, 1892.

COLIN W. POSTLETHWAITE,
Deputy Harbour Master.

C. B. GRASETT,
W. R. HARRIS,
Auditors.

MORGAN BALDWIN,
Harbour Master.

ARTHUR B. LEE,
Chairman.

A. M. SMITH,
J. T. MATHEWS,
R. H. GRAHAM,
GEORGE McMURRICH,
Commissioners.

TORONTO, 3rd January, 1893.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1892.

1892.	RECEIPTS.	\$	cts.	1892.	EXPENDITURE.	\$	cts.
January	Cash on hand.....	23	80	January	Overdraft in bank.....	40,649	03
do	Harbour dues.....	9,922	75	do	General repairs.....	3,443	23
do	Canadian Pacific Railway.....	5,000	00	do	Charges.....	400	00
do	Fines.....	120	00	do	Lights, buoys and beacons.....	152	23
do	Government grant.....	10,000	00	do	Insurance.....	128	00
do	Medler & Arnott, ret'd cheque.....	275	00	do	Printing and stationery.....	111	63
do	Debentures.....	35,534	20	do	Office expenses and rent.....	752	75
		60,875 75		do	Dredging.....	5,652	51
				do	Salaries.....	2,600	00
				do	Interest on overdraft.....	277	81
				do	Repairs to elevator.....	216	39
				do	Engineer's reports.....	90	00
				do	Fines refunded.....	60	00
				do	Interest on debentures for 6 m.....	875	00
				do	Cash in bank.....	5,463	15
				do	Cash on hand.....	4	02
						60,875 75	

Audited and found correct.

TORONTO, 3rd January, 1893.

C. B. GRASETT,
W. R. HARRIS,
Auditors.

STATEMENT of Accounts in detail.

		\$	cts.	\$	cts.
1892.		FURNITURE ACCOUNT.			
Dec.	31	Amount per ledger folio 197			581 31
		PROPERTY ACCOUNT.			
Dec.	31	Amount per ledger folio 408			43,073 72
		ELEVATOR.			
Dec.	31	Amount per ledger folio 408			10,250 00
		INTEREST ACCOUNT.			
Mar.	30	Interest on overdraft to date		362 90	
Dec.	31	Interest allowed on deposit to date		85 09	
					277 81
		INSURANCE ACCOUNT.			
Jan.	21	Premium on lighthouses, &c		8 00	
July	31	Premium on elevator		120 00	
					128 00
		CANADIAN PACIFIC RAILWAY.			
Dec.	31	Rent on elevator property, 12 months		3,000 00	
do	31	Rent on water lot, 12 months		2,000 00	
do	31	Balance due on account, interest		10 00	
					5,010 00
		DREDGING.			
Dec.	31	R. McDonald, per contract		5,207 40	
do	31	Medler & Arnott, rep. cribs		147 00	
do	31	K. Tully, Engineer's fees		267 71	
do	31	P. D. Ross, check clerk		134 00	
Apr.	30	Advertising for tenders		14 40	
July	4	Solicitor's fees for drawing agreement		12 00	
				5,781 51	
Nov.	9	Amount paid by city for dredging sewers		130 60	
					5,652 51
		CHARGES.			
Dec.	31	Commissioners' and auditors' fees, etc			400 00
		PRINTING AND STATIONERY.			
Jan.	25	Printing 250 annual statements		15 00	
April	30	Copp, Clark & Co., manifest book		20 00	
May	19	Rolph, Smith & Co., plans of western channel		19 00	
June	14	"Mail" account, for posters		4 75	
July	7	Grand & Toy, foolscap paper		4 75	
Aug.	23	"Mail" account, for posters		5 00	
Oct.	31	Copp, Clark & Co., receipt and cheque books		22 00	
Dec.	31	Stamps, ink, pens, &c., petty cash		30 13	
					111 63
		LIGHTS, BUOYS AND BEACONS.			
Dec.	31	Placing and raising buoys		75 00	
April	30	Painting and cleaning buoys		28 54	
July	7	Jackman, salvage on Canadian buoys		10 00	
Dec.	31	Gas account, for lighthouses		75 38	
May	31	New yawl, boat and freight charges		80 00	
Dec.	31	Sounding channel and posting bills		9 70	
					278 63
Mar.	10	By cash from W. W. per agreement		100 00	
June	6	By rebate on freight on yawl		8 00	
Nov.	30	By sale of old stock		18 40	
					126 40
					152 23

Steam-boat Inspection.

STATEMENT of Accounts in detail—*Continued.*

1892.	OFFICE EXPENSES.	\$ cts.	\$ cts.
Dec. 31	Rent for 12 months.....	650 00	
do 31	do t. o telephones.....	90 00	
do 31	Petty cash, directory, &c.....	12 75	752 75
DEBENTURE ACCOUNT.			
Mar. 2	Sale of 35 bonds.....	35,000 00	
do	2 Premium on same.....	534 20	35,534 20
July 4	Interest on coupons for 6 months.....		875 00
SALARIES.			
Dec. 31	Morgan Baldwin, Harbour Master.....	1,200 00	
do 31	C. W. Postlethwaite, Deputy Harbour Master.....	800 00	
do 31	Capt. Taylor, Light-house Keeper and Deputy Harbour Master.....	600 00	2,600 00

DR.		PROFIT AND LOSS.		CR.	
1892.	\$ cts.	1892.	\$ cts.	1892.	\$ cts.
General repairs.....	3,443 23	Balance per ledger folio 411.....	13,289 80		
Charges.....	400 00	Harbour dues.....	9,922 75		
Lights, buoys and beacons.....	152 23	Canadian Pacific Railway.....	5,000 00		
Insurance.....	128 00	Fines.....	120 00		
Printing and stationery.....	111 63	Government grant.....	10,000 00		
Office expenses and rent.....	752 75	Medler & Arnott, returned cheque.....	275 00		
Dredging.....	5,652 51	Debentures sold.....	35,534 20		
Salaries.....	2,600 00				
Interest on overdraft.....	277 81				
Interest on debentures.....	875 00				
Repairs to elevator.....	216 39				
Engineer's reports.....	90 00				
Refunded fines.....	60 00				
Balance to credit of profit and loss.....	59,982 20				
	74,141 75				74,141 75

Audited and found correct.

C. B. GRASETT,
W. R. HARRIS,
Auditors.

TORONTO, 3rd January, 1893.

COMPARATIVE STATEMENT.

Goods arrived per Steamer and Vessel for the years 1891 and 1892.

Description of Goods.	1891.	1892.	Description of Goods.	1891.	1892.
General merchandise tons	11,779 $\frac{1}{4}$	10,818 $\frac{1}{2}$	Fruit..... baskets	167,760	105,134
Coal..... tons	162,734	161,559	do..... bags	183	2
Stone..... toise	3,836	4,078 $\frac{1}{2}$	Bricks.....	109,000	1,103,000
Building stone..... tons	5,375	1,015	Lumber..... b.m.	20,400	162,000
Moulding sand..... do	543	197	Grain..... bushels	98,790	66,970
Fruit..... barrels	9,980	3,763	Horses, horned cattle, &c.	283	384
do..... boxes	9,425	7,653	Ice..... tons	.....	540

COLIN W. POSTLETHWAITE,

Deputy Harbour Master.

TORONTO, 3rd January, 1893.

FORTY-SECOND ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto :

GENTLEMEN,—I have the honour to lay before you my annual report for the year 1892.

The bay was frozen over on the 5th of January, and was clear of ice on the 31st March.

The first vessel to arrive was the "White Oak," Capt. Peer, with stone on the 29th of March; the captain secured the hat. The last arrival was the "Flora," Capt. Alf. Thomas, light, on the 7th of December. The first light ice on the bay this winter was on the morning of the 20th of December; it did not last. The bay was frozen over on the night of Thursday, the 22nd of December, and has remained frozen.

The number of arrivals at this port was 2,918.

	1891.	1892.	Increase.	Decrease.
Steamers loaded.....	1,038	1,289	251	
do light.....	8	2	...	6
Propellers loaded.....	137	121	...	16
do light.....	114	94	...	20
Schooners loaded.....	1,068	1,347	279	
do light.....	41	65	24	

The number of vessels wintering here is 83: schooners, 24; steamers and propellers, 19; steam yachts, 13; sail yachts, 20; tugs, 7; also dredges, 5, and scows, 23. Tonnage about 13,310 tons.

The cash receipts from all sources, including \$35,534.20 from sale of debentures with premiums on same, amount to \$60,875.75. The cash payments for year, including repayment to Bank of Toronto of an over-draft of \$40,649.03 and interest on same, amount to \$55,408.58, leaving a cash balance of \$5,467.17.

The amount of coal received by vessel is 161,559 tons. This is a decrease of 1,175 tons, and may be accounted for partly by the strike on the other side and by the rise in price, and partly by the disinclination on the part of the dealers to carry large stocks with the prospect of a sudden drop in price in the near future.

The amount of coal received by rail, as per information obtained from the custom-house, is: bituminous, 195,988 $\frac{1}{2}$ tons; anthracite, 171,997 tons. Total by rail and vessel, 529,544 $\frac{1}{2}$ tons. There is no soft coal brought by vessel to this port now.

The west end crib of the breakwater in the western channel during the last winter's gales sank and was rebuilt this spring. I think it will be necessary to have a groyne (either cribbing, sheet piling or mattress work) running south from the east end of the breakwater to prevent the scour that takes place with a heavy south-west wind and hinders the making up of the sand to the south of the breakwater. The sand ought by this time to be level with the water as the water is low, and all the sand dredged out in the construction of this work was placed to the south of it.

Steam-boat Inspection.

In 1890 the commissioners were promised by Sir Hector Langevin the sum of \$20,000 to assist them in building the breakwater to the south of the western channel. The commissioners received the half of the sum, \$10,000, on the 2nd of March, 1892, and the balance was placed in the supplementary estimates and passed before the House adjourned. I am given to understand that now that the Hon. Mr. Foster has returned from the old country, the money will be paid, as he is aware of it having been voted for this purpose.

The water was low again this year, causing inconvenience to deep draught vessels coming through the western channel.

The water was 7 inches below zero on the 1st of January and continued low, reaching $13\frac{1}{2}$ inches below on the 11th of March, when it began to rise and rose to $14\frac{1}{2}$ inches above by the 24th July; it then continued pretty steady until the middle of September, when it began to fall again, and on the 24th of November was again below zero.

Highest water, $14\frac{1}{2}$ inches above zero on the 24th of July.

Lowest water, $13\frac{1}{2}$ inches below zero on the 11th of March.

Average for the year, $1\frac{1}{2}$ inches above zero.

The range lights on the Queen's wharf and the lighthouse on the island point were lighted on the 31st of March, eighteen days later than last year, and were discontinued on the 12th of December, four days earlier than last year.

The buoys in the west channel and in the Don channel were placed out on the 20th of April, and those at the point by the 25th of April, and were all taken in by the 20th of December.

The resident engineer for the Government work at the "Gap," E. B. Temple, Esq., reports:

"That up to the present time 6,350 lineal feet of the breakwater along the lake front has been protected by large stone, and 7,980 lineal feet on the bay side with small stone.

"The contractors for the works in the eastern channel have up to date 40 cribs sunk in place and 2,655 lineal feet of superstructure constructed and filled with stone."

The fog-horn was in use forty-eight days this season. In April, 4 days; May, 15 days; June, 13 days; July, 6 days; August, 7 days; September, 4 days; October, 2 days; November, 6 days, and December, 1 day.

I have much pleasure in testifying to the zeal and ability with which my deputies, Mr. C. W. Postlethwaite and Capt. Taylor, have discharged their respective duties.

All of which is respectfully submitted.

MORGAN BALDWIN,

Harbour Master.

TORONTO HARBOUR WORKS,

TORONTO, 9th January, 1893.

SIR,—I have the honour to report that tenders were received in April last, after due advertisement, for the dredging required at the western channel and the several slips during the year 1892, the lowest being that of Messrs. Manning & Macdonald, viz., 13 cents per cubic yard, and \$6 per hour, which was accepted, and the following dredging was done:—

At Western channel, by the day, \$2,493.

Princess street slip.....	1,870 cubic yards.
Sherbourne street slip.....	4,290 do
Adamson's wharf.....	2,130 do
Farquhar's do.....	990 do
Brown & Love's wharf.....	880 do
Ontario Coal Co.'s do.....	400 do
Snarr's stone do.....	200 do
Stock & Co.'s do.....	1,540 do
Don channel do.....	8,580 do

Total.....20,880

The level of water was low during the past year, and it is now $2\frac{1}{2}$ inches below zero.

The western crib of the breakwater, south of the Queen's wharf, which was injured by the storms last winter, was repaired, and is now in good condition. The front of the Queen's wharf, except 200 feet at the west end, was taken down to the water's edge and repaired during the early portion of last year, and was completed before the opening of navigation. Some repairs were also made to the foundation of the lightkeeper's house. The lighthouses, boathouse, &c., were painted.

From soundings recently taken by Capt. Taylor, there are only two to three feet of water on the bar south of the breakwater, showing an increase of about two feet of deposit over the surface of the bar, and the sand has formed firmly against the cribwork of the breakwater, except in two or three places where the planking was washed off by recent storms, which the contractors have agreed to make good at their own expense.

In order to facilitate the formation of the sand south of the breakwater, I would recommend that a single row of sheet piling, about two feet above zero level, should be constructed from the last crib in a southerly direction to the point of the island about 500 feet in length, to prevent the flow of water behind the breakwater during westerly winds.

In accordance with your instructions on the 30th of July last, I reported in reference to the proposal of the City Council to make an opening 200 feet wide in the breakwater at the east end of the harbour, that it would be a permanent injury to the harbour, as the current from the east would bring with it the mud that has been deposited in the marsh for ages past, the mud in Ashbridge's Bay being at least twenty feet higher than the bottom of the harbour. The proposal was referred to the Dominion Public Works, and the chief engineer having reported against it, the proposal was not approved.

On the 16th of November, I reported respecting the further extension of the new Windmill line, 250 feet farther south, and recommended that the consent of the Board should be reserved until the City Council gave a guarantee in writing to construct a new entrance to the Don channel, which would be nearly closed up by the extension. I understand the guarantee has been given, and the further extension southward has been approved by the Board. On the 13th of December I also reported on the proposed new channel at the east end of the harbour, immediately south of the dry dock property, and diverting the River Don into Ashbridge's Bay.

I recommended the construction of the proposed channel, as it would be much further north than the opening proposed by the City Council in July last, and the sides would be protected by sheet piling. The whole question has of course to be submitted to the Dominion Public Works for their decision, as the northern portion of the breakwater would have to be taken down in constructing the new channel.

The Board will pardon me for stating that next March I shall have completed 40 years as engineer to the board, and I have to express my sincere thanks for the courtesy and consideration with which I have always been treated by the several Boards at all times.

I remain your obedient servant,

KIVAS TULLY,
Engineer.

A. B. LEE, Esq., Chairman Toronto Harbour Commissioners.

Steam-boat Inspection.

APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

BELLEVILLE, 17th January, 1893.

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

SIR,—The Harbour Commissioners of the city of Belleville beg to submit herewith a statement of the receipts and expenditure in connection with the harbour of Belleville for the year ending 31st December, 1892.

The receipts from harbour dues were considerably larger than the previous year, as will be observed by the annual report of the harbour master herein inclosed.

The work for the protection of the shores of Mill Island is now completed. It has been done in a very thorough and substantial manner, and has received the approval of our citizens generally. A detailed report by the superintendent, Mr. W. W. Lee, is herewith inclosed; also a description of other harbour work done under the same supervision.

In explanation of the larger expenditure than usual under heading of "Booms," it may be mentioned that it includes an account for repairs to and swinging of booms, extending over the past and several previous years.

The sum of \$2,000 has been sent to the Department of Public Works, Ottawa, to supplement an appropriation made by the Government for the dredging of this harbour, as agreed upon.

The dredging done during the past season has been of great value in removing obstructions in the mouth of the river, and in improving the channels in the harbour.

I have the honour to be, sir,

Your obedient servant,

GEORGE WALLBRIDGE,

Chairman, Board of Harbour Commissioners, Belleville, Ont.

DOMINION OF CANADA, }
PROVINCE OF ONTARIO, } I, George Wallbridge, of the city of Belleville, in the
County of Hastings. } county of Hastings, merchant, do solemnly declare :
To wit : } 1. That I am Chairman of the Harbour Commis-

2. That hereunto annexed is a statement of the receipts and expenditure of the Harbour Commissioners of Belleville for the year ending 31st December, 1892.

3. That the said statement is true and correct as therein set forth.

4. That nothing is wilfully omitted therefrom that should be stated therein, or improperly inserted therein, to the best of my knowledge and belief.

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

Declared before me at the city of Belleville, }
this 24th day of January, in the year of }
our Lord 1893. }

GEO. WALLBRIDGE.

W. N. PONTON,
Notary Public, Ontario.

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of Belleville, for the year ending 31st December, 1892.
Dr. Cr.

<i>Receipts.</i>	\$ cts.	\$ cts.	<i>Expenditure.</i>	\$ cts.	\$ cts.
Harbour Dues—Collected for the year as per Harbour Master's statement.....	3,688 78		Piers and Buoys—Removing piers from river channels and replacing same, also cost of new buoys and removing.....	141 80	
Material—Old iron and brick on Mill Island, proceeds of sale.....	25 00		Booms—Cost of repairs to booms, also for swinging and removing.....	814 08	
Interest received on bank balance.....	49 32		Mill Island Improvement B.—Amount expended during the year for material, labour, &c., as per Superintendent's report.....	2,949 25	
Gilmour & Co.—Amount of account for dues, 1891.....	386 60	4,149 70	Harbour Improvement—Crib-work, &c., at mouth of river, as per the Superintendent's report.....	632 56	
			Ice cutting at mouth of river for prevention of spring freshets.....	241 63	
			Dredging—Amount sent to Public Works Department, Ottawa, for harbour's share of appropriation for dredging.....	2,000 00	
			Salaries.....		
			Harbour Master, 12 months.....	566 68	
			Tally Clerk.....	88 00	
			Office Expenses—Fuel, \$2.75; stationery and postage, \$6.00; rents, \$13.50; boat for harbour use, \$35; sundries, \$5.75.....	63 90	7,497 90
To balance on hand, 1st January, 1892.....		3,563 90	Balance on hand, in bank.....		215 70
		7,713 60			7,713 60

E. & O. E.

Steam-boat Inspection.

BELLEVILLE, ONT., 3rd January, 1893.

GEO. WALLBRIDGE, Esq.,

Chairman of the Board of Harbour Commissioners,
Belleville, Ont.

SIR,—I beg to report that the improvements on “Mill Island” are now completed.

Although very much more work has been done than was at first contemplated, yet it has been done at a very low cost (due in a great measure to the circumstances of getting such excellent material from the harbour dredgings, together with the favourable conditions of water level).

We have now a complete embankment around the whole island, say 2,813 lineal feet, all of which is heavily “rip-rapped,” excepting only about 250 lineal feet on east-erly side of island which, under your instructions was made up with substantial “crib-work” in order to give a good wharfage for vessels in the inner harbour.

For the protection of the east side of the Moira River and to prevent ice jams, cribbing was built from the fire station No. 2, going north so as to make a continuous line of “cribbing,” as recommended by the chief engineer of the Department of Public Works, this will doubtless prove a great benefit to the surrounding property, and will also concentrate current which will in a great measure prevent anchor ice (*frazil*) lodging at mouth of the River Moira.

Acting under your instructions, last spring, 1892, a channel was cut in the ice at mouth of river and it was found that it did a great deal of good and was, we think, a very important factor in preventing a flood when the ice came down the river.

You will no doubt remember that my estimate, at the commencement of work on “Mill Island,” was \$2 per lineal foot; you will therefore see that the whole work has been completed for less than \$2 per foot, notwithstanding the work has been done in a more substantial way than was at first proposed, and that new cribbing for wharfage was not at that time taken into consideration.

All of which is respectfully submitted.

Your obedient servant,

W. W. LEE,
Superintendent.

The Honourable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned, Harbour Master of the city of Belleville, begs to submit the following report for the year ending 31st December, 1892 :—

DUES FROM IMPORTS.

17,353 tons coals.....	\$1,735 30
375 cubic yards stone	7 50
759,300 feet lumber.....	37 97
224 tons potter's clay.....	13 44
1,307½ tons merchandise	130 75
Sundries.....	30 09
	—————
	\$1,955 05

Brought forward..... \$1,955 05

DUES FROM EXPORTS.

39,189 bush. pease	\$ 48 76	
34,509 " wheat	43 12	
2,893 " buckwheat	3 63	
91,176 " barley	113 99	
32,449 " oats	40 55	
8,583 " rye	10 73	
92,374 cubic feet timber	9 44	
985 tons merchandise	98 50	
Logs, &c., passing through boom.....	1,440 79	
Sundries.....	6 32	
		1,815 83
		<u>\$3,770 88</u>
Less rebate on 1,142 tons coal transhipped.....		57 10
		<u>\$3,713 78</u>

It will be observed that the dues are considerably larger than last year; this may be accounted for by the importation of 17,353 tons coal, as compared with 14,062 tons last year.

There was also a large increase in the number of logs, &c., passing through the boom; the revenue from this source being \$1,440.79 as compared with \$951.74 last year.

The condition of the harbour has been considerably improved by the dredging done during the past season. Some of the obstructions in the channels have been removed and less difficulty has been experienced by the larger vessels in using the harbour. There is still a good deal to be done, however, to make the port entirely satisfactory.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

D. COLLINS,

Harbour Master.

DOMINION OF CANADA,)
 PROVINCE OF ONTARIO,)
 County of Hastings,)
 To Wit:)

In the matter of the report of the Harbour Master of the city of Belleville for the year ending 31st December, 1892.

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

1. That I am harbour master at the city of Belleville.
2. That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st December, 1892.
3. That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

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

Declared before me at the city of Belleville,)
 in the county of Hastings, this 24th)
 day of January, in the year of our Lord)
 1893.)

D. COLLINS,

Harbour Master.

W. N. PONTON,
Notary Public, Ontario.

Steam-boat Inspection.

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR THE YEAR ENDED 31st DECEMBER, 1892.

SECRETARY'S OFFICE,

MONTREAL, 14th March, 1893.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statement of the general receipts and disbursements of the trust, for the year ended 31st December, 1892.

The revenue from wharfage dues and rentals shows an increase of \$29,744.84, or more than 11 per cent over that of 1891, of which two-thirds accrued from exports.

The usual reports for the past year of the Montreal harbour master have already been forwarded you, while that of the chief engineer on the works for the improvement and maintenance of the harbour will be transmitted shortly.

From the harbour master's report it will be seen that there was an increase in the tonnage of ocean vessels of 98,050 tons, the total having been over a million tons.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

STATEMENT of General Receipts and Disbursements for the year ended 31st December, 1892—*Concluded.*

Steam-boat Inspection.

RECEIPTS— <i>Concluded.</i>		Revenue.	Capital.	DISBURSEMENTS— <i>Concluded.</i>		Revenue.	Capital.
		\$	cts.			\$	cts.
Brought forward.....		280,875	05	Brought forward.....			20,836 65
From Department of Railways and Canals, six months rental of its offices in harbour building (to 1st May, 1892).		625	00	Harbour plant, nails, fastenings, switches and charges thereon.....			5,772 81
From Marine Department, six months' rental of steam-boat inspector's office in harbour building (to 1st May, 1892).		125	00	do tug "Davis" and hull of No. 10 dredge two light locomotives.....			558 59
From John Lee & Co., rental of part of harbour yard during 1892.....		300	00	do 300 dredging boxes, 48 construction cars and spare parts.....			6,200 00
From Canada Sugar Refining Co., wharfage dues on 775 tons sugar landed in excess of quantity, on which wharfage was paid at Custom-house.....		183	75	do three new floats for oismshells, new scow ways and new coal barge.....			12,861 13
From Department of Railways and Canals, for use of pile driver (act. harbour repairs).....		31	82	do new spoon dredge No. 2 (see <i>contra</i> for credit).....			3,006 96
From Citizens' Light and Power Co., interest on electric light plant (act. harbour interest).....		137	47	do six new flat deck scows of 150 cubic yds. capacity.....			36,222 83
From Manufacturers' Accident Insurance Co., for sick allowance of two men injured (act. harbour expenses).....		51	90	do Three new floating derricks, hulls for, and fitting up, &c. John McDougall, on account of contract for machinery of 5 derricks.....			14,265 38
From Civic Police Committee, for taxes on station in harbour building (act. harbour expenses).....		44	25	do New pile driver, machinery, &c., for Harbour enlargement, new approach, dredging of Guard pier construction, dredging for depositing in, &c. (see <i>contra</i> for credit).....			20,634 58
From Allans, Rae & Co., (\$7.00) and Carbray, Routh & Co., (\$5.00) for binding charts (act. printing, stationery, &c.).....		12	00	do Hochelega construction, filling for railway embankment, &c., and macadamizing.....			15,000 00
From six apprentices, fees for license (\$30.00), and two pilots (\$4.00) fees for duplicate branches (act. pilotage expenses).....		34	00	do Chart act., printing and binding ship canal charts (see <i>contra</i> for credit).....			1,126 39
From Department of Railways and Canals, for cost of working No. 2 dredge in Lake St. Louis, and repairing two dump scows damaged (act. harbour dredging).....				do Montreal Decayed Pilot Fund, pensions to Montreal Decayed Pilot Fund, old pilots and widows.....			1,477 52
From Department of Railways and Canals, for depreciation of dipper handle of No. 2 dredge, broken while working in Lake St. Louis (act. No. 2 dredge).....				do Montreal Decayed Pilot Fund, audit of fund for 1891, postage, &c.....			77,898 10
From Manufacturers' Accident Insurance Co., for sick allowance to R. Semmitt, (act. harbour dredging).....				do Disbursements on capital account.....			47,228 92
From L. Tourville & Co., for hemlock ties sold (act. guard pier division of harbour enlargement works).....				do Disbursements on revenue account.....			905 00
From Citizens' Light and Power Co., on account of purchase of electric light plant.....				Total disbursements.....			5,825 65
For act. harbour dredging, sundry old material sold and work performed.....				Balance at 31st December, 1892.—			4,746 51
				Deposit in Bank of Montreal at credit of coupon account.....			274,027 02
							231,925 74
							505,952 76

Steam-boat Inspection.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL FOR THE YEAR 1892.

CAPTAIN THOMAS HOWARD, HARBOUR MASTER.

HARBOUR COMMISSIONERS OF MONTREAL,
HARBOUR MASTER'S OFFICE,
MONTREAL, 3rd January, 1893.

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

DEAR SIR,—For the information of the Board of Harbour Commissioners, I beg to submit the following as my annual report for the year 1892, with comparative statements showing the number, tonnage, classification, nationality, greatest number of vessels in port at one time, number and tonnage of sea-going vessels consigned to the different agents, with statements showing the number and tonnage of inland vessels, and the greatest number in port at one time during the past ten years.

Seven hundred and thirty-five sea-going vessels arrived in the harbour during the season, of the aggregate tonnage of 1,036,707 tons: of these vessels 659 were built of iron, of an aggregate tonnage of 1,008,178 tons, and 76 of wood, of an aggregate tonnage of 28,529 tons, showing an increase in ocean tonnage of 98,050 tons over the previous year. Of inland vessels there arrived in port 5,200, of an aggregate tonnage of 1,049,600 tons, showing a decrease of 58 vessels, and in tonnage 69,884 tons; and a total of 5,935 vessels of all classes, and 2,086,307 tons in tonnage, showing an increase of tonnage of vessels of all classes of 28,166 tons.

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

EXPORTS.

Lumber.—There were shipped during the season of lumber, square and wane timber, 198,622,466 feet, board measure, of this lumber 186,177,640 feet went to the United Kingdom and 12,444,826 feet to South America, showing an increase of 89,986,146 feet over the previous year.

Phosphate.—There were shipped 6,013 tons, showing a decrease of 8,722 tons as compared with 1891; this decrease is caused by the ruinous competition between southern and northern speculators.

Grain.—There were shipped 8,379,562 bushels of wheat, 1,763,854 of corn, 2,255,691 of peas, 5,930,750 of oats, 403,978 of barley, 160,391 of rye, making a grand total of 18,894,226 bushels, and an increase of 4,715,189 bushels over the previous year.

Flour.—There were shipped in bags and barrels equal to 601,243 barrels, showing a decrease of 121,145 barrels from the previous year.

Cheese.—There were shipped 1,652,628 boxes, showing an increase of 302,635 boxes over the previous year.

Butter.—There were shipped 103,139 packages, showing an increase over the previous year of 21,248 packages.

Apples.—There were shipped 470,480 barrels, showing an increase of 163,545 barrels over the previous year.

Cattle and Sheep.—Cattle shipped, 98,755 head, and 15,932 sheep, showing a decrease of 10,192 head of cattle and a decrease of 16,225 sheep.

Horses.—There were shipped during the season 1,739 horses, which is a large increase over the previous years, and is likely to go on increasing.

IMPORTS.

Coal.—We had from Great Britain 18,356 tons, showing a decrease of 357 tons. From the United States 221,863 tons, showing an increase of 37,442 tons; making a total of 240,219 tons. From the Maritime Provinces 549,971 tons, showing an increase

of 45,419 tons, and a grand total of 790,190 tons, and an increase over the previous year of 82,504 tons. Of this coal, 590,211 tons were discharged in the harbour and 199,979 tons in the canal.

Cement.—We had 120,358 barrels, showing a decrease of 14,073 barrels from the previous year. The manufacturing of cement in this province and Ontario accounts for the decrease in imports.

Scrap Iron.—We had discharged in the harbour 19,812 tons, showing an increase over the previous year of 3,659 tons.

HARBOUR IMPROVEMENTS.

The wharfs and roads were kept in good repair during the season. The filling in and levelling up between Hochelaga and the St. Lawrence sugar refinery has been pushed forward, so that your commissioners can extend their tracks in the early spring for the accommodation of the Grand Trunk and Canadian Pacific Railways, which will be of great advantage to the trade in general.

Yours respectfully,

THOMAS HOWARD,

Harbour Master.

WEATHER REPORT.

January.

1st.—East wind; temp. 16 above zero; no snow; dark morning.
 2nd.—East wind; temp. 27 above; rain this morning; rain all day.
 3rd.—Snow this morning and sleighing; temp. 30; east wind.
 4th.—Fine morning; west wind; temp. 17 above.
 5th.—North-west wind; temp. 5 above.
 6th.—East wind; temp. 8 above; fine morning.
 7th.—West wind; temp. 16 above; snow last night; good sleighing.
 8th.—West wind; temp. 19 above.
 9th.—Fine day; west wind; temp. 19 above.
 10th.—West wind; temp. 20 above.
 11th.—East wind; temp. 12 above.
 12th.—South-west wind; temp. 35; rain.
 13th.—East wind; temp. 29; sleighing bad; snowing.
 14th.—Snow last night; east wind; temp. 27.
 15th.—North-west wind; temp. 17 above.
 16th.—East wind; temp. 5 above; fine and clear.
 17th.—South-west wind; temp. 19 above.
 18th.—Temp. 25; south-west wind; channel all clear of ice; snowing.
 19th.—East wind; snow last night; 14 above.
 20th.—North-west wind; at 8 a.m., 9 below zero; fine clear day.
 21st.—South-west wind; temp. 10 above; snowing.
 22nd.—Fine morning; south-west wind; temp. 10 above. Water over the wharfs. Four men crossed this morning to the island.
 23rd.—Temp. 31; east wind; snow storm this morning.
 24th.—East wind; temp. 5 above; snow storm in the afternoon.
 25th.—East wind; temp. 10 above; snowing.
 26th.—West wind; temp. 5 above. Water last night 33 feet 6 inches.
 27th.—West wind; temp. 6 below zero; fine clear day.
 28th.—North-west wind; temp. 22 above; snowing.
 29th.—East wind; temp. 27 above. Sleighing good.

January—Continued.

30th.—East wind; temp. 17 above. No road on ice yet from the city.
 31st.—East wind; temp. 18; fine day.

February.

1st.—North-west wind; temp. 23 above.
 2nd.—South-east wind; temp. 23 above; fine day. First road made on ice from Hochelaga to Longueuil this winter.
 3rd.—East wind; temp. 23 above; snowing this morning.
 4th.—East wind; temp. 23 above.
 5th.—West wind; temp. 10 above; fine day.
 6th.—North-west wind; temp. 2 above. Crossing from St. Lambert's to city.
 7th.—East wind; temp. 13 above; 4 p.m., snow storm.
 8th.—East wind; temp. 23 above; snow storm.
 9th.—South-west wind; temp. 23 above; snow last night.
 10th.—West wind; temp. 20 above; fine day.
 11th.—Temp. 23 above; snowing; east wind.
 12th.—Snow storm; temp. 17 above; 10 p.m., 4 above.
 13th.—East wind; 8 a.m., 4 below zero; snowing.
 14th.—East wind; 4 above zero; snow storm.
 15th.—Fine morning; temp. 17 above; snow storm last night.
 16th.—West wind; temp. zero.
 17th.—North-west wind; temp. 6 above.
 18th.—West wind; temp. zero; fine day.
 19th.—South-west wind; temp. 8 above.
 20th.—East wind; temp. 27 above; snow last night.
 21st.—Mild; temp. 33; fine day.
 22nd.—East wind; temp. 34.
 23rd.—Temp. 34; east wind; fine sunshine.
 24th.—East wind; temp. 38; clear morning.
 25th.—South-west wind; temp. 30. Road to Laprairie bad and closed up.
 26th.—North-west wind; temp. 35. Bad sleighing.
 27th.—North-west wind; temp. at 8 a.m., 5 below zero.
 28th.—West wind; temp. zero; fine day.
 29th.—East wind; temp. 10 above. Water, 24 ft. 6 ins.; is very low for season.

Steam-boat Inspection.

March.

- 1st.—Cold north-east wind ; temp. 6 above.
- 2nd.—East wind ; temp. 7 above ; clear day.
- 3rd.—East wind ; temp. 9 above ; fine weather.
- 4th.—West wind ; temp. 10 above.
- 5th.—West wind ; temp. 15 above.
- 6th.—North wind ; temp. 33 above.
- 7th.—North-west wind ; temp. 35 ; fine.
- 8th.—South-west wind ; temp. 30.
- 9th.—South-east wind ; temp. 35.
- 10th.—West wind ; temp. 40. Bad roads.
- 11th.—West wind ; temp. 28. Snow storm continued all day and night ; most severe of the winter.
- 12th.—North-west wind ; temp. 10 above. Good sleighing.
- 13th.—North-west wind ; temp. 5 below zero.
- 14th.—North-west wind ; temp. zero ; fine.
- 15th.—North-west wind ; temp. 2 above.
- 16th.—North-west wind ; temp. 3 above.
- 17th.—West wind ; temp. zero.
- 18th.—East wind ; temp. 22 above. Good sleighing.
- 19th.—North-west wind ; temp. 30 above ; snow storm.
- 20th.—West wind ; temp. zero ; fine day.
- 21st.—West wind ; temp. 10 ; fine weather.
- 22nd.—West wind, temp. 22 above. Good sleighing ; crossing to Longueuil, no crossing opposite the city.
- 23rd.—South-west wind ; 1 p.m., rain storm ; temp. 35 ; very mild.
- 24th.—West wind ; temp. 30 ; fine morning.
- 25th.—North-west wind ; temp. 33. Sleighing bad.
- 26th.—North-west wind ; temp. 33 ; fine day.
- 27th.—Temp. 35 ; west wind.
- 28th.—North-east wind ; temp. 36 ; fine.
- 29th.—North-west wind ; temp. 32 ; bad roads.
- 30th.—East wind ; temp. 31. Crossing at head of St. Helen's Island, from St. Lamberts.
- 31st.—East wind ; temp. 30 ; fine morning.

April.

- 1st.—East wind ; temp. 47 ; fine, clear day. Street cars running on Notre-Dame street.
- 2nd.—West wind ; temp. 43 ; fine day.
- 3rd.—West wind ; temp. 50.
- 4th.—East wind ; temp. 40 ; fine day.
- 5th.—East wind ; temp. 38. Quantity of ice came down last night ; water, 36 feet.
- 6th.—West wind ; temp. 50. No change in the appearance of the ice.
- 7th.—West wind ; temp. 40. Ice and water same as yesterday.
- 8th.—East wind. No change in ice ; water same as yesterday.
- 9th.—East wind ; dark day ; temp. 44.
- 10th.—East wind ; temp. 30 ; no change.
- 11th.—West wind ; temp. 28.
- 12th.—Channel clear ; west wind.
- 13th.—Fine day ; west wind. Str. "Hoche-laga" arrived from winter quarters ; first arrival.
- 14th.—North-east wind ; temp. 40.
- 15th.—Fine ; west wind ; temp. 42.
- 16th.—Dark morning ; west wind ; temp. 43.
- 17th.—West wind ; temp. 43 ; fine.
- 18th.—East wind ; temp. 44.
- 19th.—Temp. 47 ; west wind.
- 20th.—West wind ; temp. 55. Ice still jammed at Cap Rouge.
- 21st.—East wind ; temp. 50. Ice gone at Cap Rouge ; river open between Montreal and Quebec.
- 22nd.—South-west wind ; temp. 55 ; rain last night.
- 23rd.—West wind ; temp. 45 ; rain last night. S.S. "Fremona" arrived 11 a.m. from sea.

April—Continued.

- 24th.—West wind, blowing hard ; temp. 25.
- 25th.—West wind ; temp. 30 ; fine and clear.
- 26th.—Temp. 40 ; north-west wind ; fine day.
- 27th.—Fine morning ; east wind.
- 28th.—West wind ; temp. 50 ; rain last night.
- 29th.—West wind ; temp. 50 ; fine morning.
- 30th.—North-west wind ; temp. 44.

May.

- 1st.—Cold morning ; temp. 40. Lachine Canal opened for navigation.
- 2nd.—North-west wind ; temp. 45.
- 3rd.—East wind ; temp. 45.
- 4th.—West wind ; great change ; temp. 70. Str. "Filgate" first boat down the rapids.
- 5th.—North-west wind ; temp. 45.
- 6th.—East wind ; temp. 40 ; fine. Sheds of the Hamburg-American Packet Company burned on Island wharf.
- 7th.—Cold east wind ; temp. 40.
- 8th.—West wind ; temp. 60.
- 9th.—East wind ; temp. 45 ; fine day.
- 10th.—East wind ; temp. 45 ; sunshine.
- 11th.—East wind ; temp. 45 at 9 a.m. ; rain.
- 12th.—East wind ; temp. 45 ; rain last night.
- 13th.—North wind ; temp. 50 ; fine day.
- 14th.—South-west wind ; temp. 65.
- 15th.—Temp. 50 ; south-west wind.
- 16th.—Rain last night ; temp. 55 ; south-west wind.
- 17th.—West wind ; temp. 60 ; fine clear day.
- 18th.—East wind ; temp. 65 ; fine weather.
- 19th.—West wind ; temp. 65.
- 20th.—West wind ; temp. 55.
- 21st.—South-east wind ; temp. 50.
- 22nd.—Temp. 47 ; east wind.
- 23rd.—Temp. 44 ; east wind.
- 24th.—North-west wind ; temp. 50 ; clear day.
- 25th.—West wind ; temp. 58 ; fine morning.
- 26th.—West wind ; temp. 65 ; fine day.
- 27th.—North-west wind ; rain all night ; temp. 57.
- 28th.—North-west wind ; temp. 55 ; fine clear day.
- 29th.—West wind ; temp. 65 ; rain.
- 30th.—West wind ; temp. 70.
- 31st.—South-west wind ; temp. 67 ; fog this morning ; at 10 p.m. temp. 76.

June.

- 1st.—South-west wind ; temp. at 7 a.m., 75 ; at 3 p.m. temp. 88.
- 2nd.—West wind ; temp. 76 at 1 p.m. ; rain storm.
- 3rd.—Temp. at 7 a.m., 60 ; great change.
- 4th.—Fine day ; west wind.
- 5th.—Temp. 65 ; west wind.
- 6th.—North-west wind ; temp. 70.
- 7th.—East wind ; temp. 60 ; fine day.
- 8th.—South-west wind ; temp. 65.
- 9th.—Rain all last night ; north-west wind ; temp. 65.
- 10th.—East wind ; temp. 60 ; fine day.
- 11th.—West wind ; temp. 65.
- 12th.—West wind ; temp. 80.
- 13th.—South-west wind ; temp. 75 ; at 2 p.m., temp. 85.
- 14th.—West wind ; temp. at 7 a.m., 77 ; at noon 85 ; rain storm.
- 15th.—Temp. at 7 a.m., 64 ; north-west wind.
- 16th.—West wind ; temp. 60 at 4 p.m. ; thunder and rain.
- 17th.—East wind ; rain this morning ; temp. 60.
- 18th.—North-west wind ; temp. 65.
- 19th.—Rain all last night and to-day ; temp. 65.

June—Continued.

- 20th.—Rain continues; east wind; 2 p.m., clearing up.
 21st.—West wind; temp. 70; fine morning.
 22nd.—Temp., 7 a.m., 70; west wind.
 23rd.—East wind; temp. 75.
 24th.—Temp. 70; south-east wind; 9 p.m., thunder storm.
 25th.—North-west wind; 9 a.m., great rain storm; temp. 70.
 26th.—West wind; temp. 70; noon, rain storm; 5 p.m., rain storm.
 27th.—South wind; temp. 70; rain.
 28th.—Temp. 70; west wind.
 29th.—West wind; temp. 70; clear day.
 30th.—South-west wind; rain this morning.

July.

- 1st.—West wind; temp. 65.
 2nd.—Temp., 7 a.m., 65; west wind.
 3rd.—Rain all forenoon; temp. 60. H.M.S. "Pylades" arrived at 6 p.m. and berthed at Longue Wharf.
 4th.—Temp. 57; west wind; fine day.
 5th.—North-east wind; temp. 60; fine day.
 6th.—South-west wind; temp. 65.
 7th.—South-west wind; temp. 70.
 8th.—Temp. 70; west wind.
 9th.—Dark morning; rain; temp. 65; west wind.
 10th.—West wind; temp. 65.
 11th.—South-west wind; temp. 74.
 12th.—Temp. 80; south wind.
 13th.—West wind; temp., 7 a.m., 77.
 14th.—East wind; temp. 75.
 15th.—West wind; temp. 80.
 16th.—Rain last night; temp. 62; west wind.
 17th.—Temp. 65; west wind; fine day.
 18th.—West wind; temp. 65.
 19th.—Temp. 70; west wind.
 20th.—West wind; temp. 72.
 21st.—Temp. 60; west wind.
 22nd.—West wind; temp. 70; 9 a.m., rain and thunder storm.
 23rd.—West wind; temp. 80.
 24th.—Temp. 80 at 11 a.m.; 10 p.m., 82.
 25th.—Temp. 78; 10 p.m., rain; west wind.
 26th.—76 at 7 a.m.; at 1 p.m., 86.
 27th.—North-west wind; temp. 77.
 28th.—East wind; temp. 75; 10 p.m., 84.
 29th.—West wind; temp., 7 a.m., 75; 11 a.m., temp. 85.
 30th.—South-east wind; 7 a.m., temp. 67.
 31st.—Temp. 75; south wind.

August.

- 1st.—South-west wind; temp. 70.
 2nd.—Temp. 70; south-east wind.
 3rd.—West wind; temp. 70.
 4th.—Temp. 74; west wind.
 5th.—North-east wind; temp. 70; fine day.
 6th.—Temp. 70; rain this morning.
 7th.—west wind; temp. 85.
 8th.—Temp. 84; west wind.
 9th.—Temp. 90; west wind.
 10th.—East wind; temp. 70; rain.
 11th.—Temp. 70; rain; north-east wind.
 12th.—North-east wind; temp. 65; rain.
 13th.—Temp. 65; rain; north-east wind.
 14th.—Temp. 67; east wind.
 15th.—Temp. 70; east wind; fine day.
 16th.—Temp. 75; east wind.
 17th.—West wind; temp. 75; fine weather.
 18th.—West wind; temp. 75.
 19th.—South-east wind; temp. 70.
 20th.—Temp. 70; east wind.

August—Continued.

- 21st.—West wind; temp. 70.
 22nd.—North-east wind; temp. 65.
 23rd.—Temp. 63; east wind.
 24th.—Temp. 65; south-west wind.
 25th.—South-west wind; temp. 65; rain this morning. At 5 p.m. French war ships "Arethuse" and "Hussard" arrived in a great rain storm and berthed at Victoria pier.
 26th.—South-east wind; temp. 65.
 27th.—East wind; temp. 60.
 28th.—Temp. 70; south-east wind.
 29th.—Temp. 63; north wind.
 30th.—West wind; temp. 65; fine weather.
 31st.—Rain; west wind; temp. 68.

September.

- 1st.—Fine but cold; temp. 60.
 2nd.—North-west wind; frost last night.
 3rd.—North-west wind; temp. 55.
 4th.—West wind; temp. 70; fine weather.
 5th.—South-west wind; temp. 70.
 6th.—West wind; temp. 65; rain this morning.
 7th.—West wind; temp. 55.
 8th.—West wind; temp. 55; H.M.S. "Magicienne" arrived at 9 a.m.; berthed at Victoria pier.
 9th.—West wind; temp. 36.
 10th.—North-west wind; temp. 55.
 11th.—South-east wind; temp. 65.
 12th.—South-west wind; temp. 65.
 13th.—Temp. 68; south-west wind.
 14th.—Rain last night and this morning; south-west wind, temp. 70. H.M.S. "Tartar" arrived at 10 a.m. and berthed at Victoria pier.
 15th.—West wind; temp. 65; blowing hard.
 16th.—West wind. H.M.S. "Magicienne" left port at 8 a.m.
 17th.—Temp. 66; west wind.
 18th.—Rain storm; temp. 60; west wind.
 19th.—East wind; temp. 60.
 20th.—North-east wind; temp. 55; frost last night.
 21st.—South-west wind; temp. 55.
 22nd.—Temp. 60; south-west wind.
 23rd.—Rain last night; temp. 65; west wind.
 24th.—Temp. 68; south-west wind; fine day.
 25th.—East wind; temp. 75.
 26th.—Rain storm last night; temp. 65; west wind.
 27th.—North-west wind; temp. 54; blowing hard. H.M.S. "Tartar" left at 10 a.m.
 28th.—Temp. 58; north-west wind.
 29th.—Temp. 56; north-west wind.
 30th.—Temp. 56; north-west wind; clear weather.

October.

- 1st.—Temp. 57; north-west wind.
 2nd.—South wind; temp. 55.
 3rd.—Temp. 52; south-west wind.
 4th.—Rain last night; temp. 55.
 5th.—North-west wind; temp. 50.
 6th.—Temp. 45; north-west wind.
 7th.—North-west wind; temp. 55.
 8th.—East wind; temp. 54.
 9th.—West wind; temp. 60.
 10th.—North-west wind; temp. 50.
 11th.—North-west wind; temp. 55; rain.
 12th.—North-east wind; temp. 42; frost last night.
 13th.—North-west wind; temp. 45; frost last night.
 14th.—West wind; temp. 60; fine morning.
 15th.—North-west wind; temp. 60.
 16th.—West wind; temp. 55.
 17th.—Temp. 50; north wind.

Steam-boat Inspection.

October—Continued.

- 18th.—South-east wind ; temp. 50.
- 19th.—North-west wind ; temp. 50 ; rain.
- 20th.—Temp. 50 ; north-west wind.
- 21st.—Temp. 45 ; north-west wind.
- 22nd.—Temp. 40 ; west wind.
- 23rd.—Temp. 45 ; west wind.
- 24th.—Temp. 45 ; north-west wind.
- 25th.—Temp. 46 ; north-west wind.
- 26th.—South-west wind ; temp. 55.
- 27th.—Temp. 45 ; west wind.
- 28th.—Temp. 45 ; north-west wind.
- 29th.—Temp. 50 ; south-west wind.
- 30th.—Temp. 50 ; north-west wind.
- 31st.—North-west wind ; temp. 45.

November.

- 1st.—North-east wind ; temp. 38.
- 2nd.—South-east wind ; temp. 34 ; snow storm last night and this morning.
- 3rd.—East wind ; temp. 34.
- 4th.—West wind ; temp. 40 ; fine day.
- 5th.—Snow storm last night ; temp. 30 ; north wind.
- 6th.—West wind ; temp. 35.
- 7th.—West wind ; temp. 38.
- 8th.—Temp. 44 ; west wind.
- 9th.—North-west wind ; temp. 35.
- 10th.—Temp. 30 ; east wind ; snow storm.
- 11th.—Frost last night ; temp. 25 ; north wind ; fine clear morning.
- 12th.—South west wind ; temp. 35 ; snow storm. SS. "Parisian" detained.
- 13th.—South west wind ; temp. 30.
- 14th.—Temp. 42 ; south-west wind.
- 15th.—Temp. 44 ; south-west wind.
- 16th.—North-east wind ; temp. 45.
- 17th.—North-west wind ; temp. 47.
- 18th.—South wind ; temp. 50.
- 19th.—South-west wind ; temp. 45.
- 20th.—South-west wind ; temp. 45.
- 21st.—North-west wind ; temp. 30.
- 22nd.—North-west wind ; temp. 30.
- 23rd.—North-west wind ; temp. 21.
- 24th.—West wind ; temp. 25. Buoys and beacons removed to-day by order of Harbour Commissioners.
- 25th.—North wind ; temp. 30.
- 26th.—North-west wind ; temp. 30.
- 27th.—West wind ; temp. 30. SS. "Thames" left port this morning for St. Johns, Nfld., being the last sea going vessel of the season.
- 28th.—South-east wind ; temp. 32 ; dark day.
- 29th.—East wind ; temp. 25.
- 30th.—East wind ; temp. 30 ; dark weather.

December.

- 1st.—West wind ; temp. 30 ; fine morning.
- 2nd.—West wind ; temp. 37 ; fine weather.
- 3rd.—West wind ; temp. 25 ; dark morning.
- 4th.—Temp. 28 ; north-west wind.
- 5th.—North-west wind ; temp. 25 ; fine day.
- 6th.—North-west wind ; temp. 22 ; no snow.
- 7th.—West wind ; temp. 30 ; no ice on river yet ; fine morning.
- 8th.—South-west wind ; temp. 35 ; rain this a.m.
- 9th.—North-west ; temp. 37 ; fine day.
- 10th.—North-west wind ; temp. 38 ; dark day.
- 11th.—Temp. 30 ; fine weather ; west wind.
- 12th.—West wind ; temp. 30 ; snowing.
- 13th.—Temp. 30 ; west wind ; fine weather.
- 14th.—East wind ; temp. 30 ; snow storm this morning.
- 15th.—Rain this morning ; temp. 35 ; west wind.
- 16th.—North-west wind ; temp. 35.
- 17th.—West wind ; temp. 22 ; fine weather.
- 18th.—West wind ; temp. 15 above.
- 19th.—Snow this morning ; temp. 25 ; east wind.
- 20th.—North-west wind ; temp. at 8 a.m., 8 above.
- 21st.—West wind ; temp. 20 above ; fine weather.
- 22nd.—North-west wind ; temp. 1 above zero.
- 23.—North-west wind ; temp. at 8 a.m., 5 below zero. Navigation closed ; steamers "Longueuil" and "Hochelega" left this morning for winter quarters.
- 24th.—North-west wind ; temp. 5 below zero ; clear weather.
- 25th.—North-west wind ; temp. at 8 a.m., 5 below zero.
- 26th.—North-west wind ; temp. at 8 a.m., 15 below zero ; coldest yet. Water level with docks ; river full of ice ; water 28 feet 4 inches.
- 27th.—North-west wind ; temp. 8 a.m., 8 below zero ; ice looks to be stationary opposite the city.
- 28th.—North-west wind ; temp. at 8 a.m., 6 above ; clear morning ; no change in the appearance of the river.
- 29th.—North-west wind ; 8 a.m., temp. 9 above ; fine clear weather.
- 30th.—Temp. 10 above ; sleighing bad ; w.ter in harbour, 33 feet ; north-west wind.
- 31.—North-west wind ; temp. 15 above. Crossing on ice to-day with loaded sleighs from Longueuil to Hochelega. This is a month earlier than last winter, when first crossing was on 2nd February. Water falling to-day ; 32 feet 5 inches ; 10 p.m., temp. 22 ; fine weather.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing Nationality and Tonnage of Sea-going Vessels that arrived in Port during the season of 1892, that were navigated by 23,018 seamen.

Nationality.	Number of Vessels.	Tonnage.
British	673	970,623
German	20	35,225
Norwegian	30	21,785
French	3	4,645
Dutch	2	2,241
American	6	1,105
Italian	1	1,083
Total	735	1,036,707

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

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

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1883	5,477	764,721	174—Sept. 5.
1884	4,808	726,015	161—July. 9.
1885	5,003	724,975	142—Oct. 1.
1886	5,521	809,819	178—Aug. 25.
1887	5,367	791,452	189—May 31.
1888	5,500	863,014	163—Aug. 14.
1889	5,847	1,069,709	187—Aug. 15.
1890	5,162	966,959	167—Oct. 20.
1891	5,268	1,119,484	151—Sept. 7.
1892	5,200	1,049,600	159—Aug. 6.

THOMAS HOWARD,
Harbour Master.

Steam-boat Inspection.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the opening and closing of navigation, first arrival from sea, and the last departure for sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1883	April 27	Dec. 16	May 5	Nov. 20
1884	do 22	do 18	do 2	do 20
1885	May 5	do 7	do 8	do 20
1886	April 24	do 4	April 30	do 25
1887	May 1	do 23	May 3	do 28
1888	April 29	do 14	do 4	do 22
1889	do 14	do 29	April 27	do 23
1890	do 14	do 3	do 30	do 24
1891	do 17	do 17	do 27	do 21
1892	do 13	do 23	do 23	do 27

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT, showing the number, tonnage and classification of sea-going vessels that arrived in port the past ten years, with the dates of the greatest number in port at one time, each year.

Years.	Steam-ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Greatest Num- ber in Port at one time.
1883	464	605,805	3	3,356	70	38,547	7	2,417	15	3,012	101	11,126	660	664,263	June 27 38
1884	444	535,397	2	2,218	83	49,047	3	1,036	13	2,996	81	8,679	626	649,374	Aug. 13 44
1885	441	619,647	2	2,792	76	45,560	1	338	23	6,141	86	9,376	629	683,854	July 15 43
1886	532	736,648	11	13,475	68	47,233	10	3,061	7	1,850	75	7,432	703	809,699	Aug. 18 44
1887	600	807,491	7	8,648	68	43,275	2	1,118	7	2,031	82	8,194	767	807,773	July 21 37
1888	532	742,276	7	9,634	32	20,218	.....	.....	19	2,631	74	7,714	655	782,473	June 27 36
1889	522	763,783	8	11,923	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	Aug. 14 39
1890	624	839,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	Sept. 3 37
1891	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,171	725	938,657	Aug. 19 46
1892	658	1,004,396	8	11,705	21	15,405	1	149	4	809	43	4,243	735	1,036,707	July 12 39

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

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

Years.	Steam-ships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Vessels.	Total Tonnage.
1883.	191	164,982			11	8,066	1	307	6	1,015	54	5,620	263	179,990
1884.	161	124,377			8	5,031			1	456	40	3,825	210	133,689
1885.	142	117,436			18	11,997			10	2,307	47	4,814	217	133,554
1886.	175	150,784			4	2,535	3	794	2	466	41	2,902	225	157,481
1887.	224	194,028	2	2,389	11	8,676	1	313	2	342	36	3,139	276	208,882
1888.	213	195,598	1	1,199	4	3,079			3	701	35	3,375	256	203,952
1889.	184	173,076			1	9,998			3	441	52	4,668	240	179,183
1890.	252	235,722							1	170	42	3,714	295	329,606
1891.	272	261,702			2	1,462			2	520	29	3,067	305	266,751
1892.	289	275,040			3	2,215	1	149	2	340	36	3,214	331	280,958

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following merchants during the season of 1892.

No.	Name of Firms.	Steam	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	H. & A. Allan	84	203,953			84	203,953
2	R. Reford & Co	79	140,560			79	140,560
3	D. Torrance & Co.	52	119,307			52	119,307
4	McLean, Kennedy & Co.	38	63,814	11	6,689	49	70,503
5	H. E. Murray	30	70,398			30	70,398
6	Carling, Ronald & Co	30	51,809	5	6,514	35	58,323
7	Kingman, Brown & Co.	54	52,106	2	2,374	56	54,480
8	Munderloh & Co	27	46,474	1	1,453	28	47,927
9	Carbray, Routh & Co.	45	47,488			45	47,488
10	H. Dobell & Co	47	39,988	1	547	48	40,535
11	F. C. Henshaw	31	35,792	3	969	34	36,761
12	J. & R. McLea	36	34,940			36	34,940
13	Intercolonial Coal Co.	32	33,256			32	33,256
14	J. G. Sidey	18	25,779	2	2,908	20	28,687
15	D. Shaw	7	11,761			7	11,761
16	J. G. Brock	27	7,384	13	1,096	40	8,480
17	Masters	11	6,176	9	2,262	20	8,438
18	Anderson McKenzie	2	2,214	5	4,881	7	7,095
19	Imperial Government	3	6,140			3	6,140
20	Three others	5	5,057	25	2,618	30	7,675
	Totals	658	1,004,396	77	32,311	735	1,086,707

THOMAS HOWARD,
Harbour Master.

Steam-boat Inspection.

APPENDIX No. 7.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE ON THE HARBOUR OF MONTREAL, FOR THE YEAR 1892.

JOHN KENNEDY, M. INST. C. E., *Chief Engineer.*

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE, MONTREAL, March 13th, 1893.

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

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners the following report upon the works in the harbour of Montreal for the year ended 31st December, 1892:—

NEW WORKS.

Sections 4 and 6 (Windmill Point Basin).—Some enlargement of the upper end of the basin was done by dredging at a cost of \$4,796.69; \$2,152.75 of which is chargeable to the basin and the remainder to places where the dredgings were sent. A small quantity of embanking was done in Section 4 with dredgings brought from sections 22 and 23. Portion of cost chargeable to Section 4, \$100.67.

Sections 42 to 46 (Hochelaga).—About one-third of the Commissioners' ground in rear of the lower end of the wharf in Section 42, which had previously been left low and unimproved, was last fall filled up to proper wharf level and macadamized back to the boundary line. An embankment 25 feet wide on top and 1,750 feet in length was made from the end of the finished wharf in section 42 to the new pier in section 46 for the purpose of extending the Commissioners' railway tracks down to the pier. Total expenditure for filling at both places and for macadamizing \$39,662.

A considerable part of the shoal places in front of sections 42 and 43 was dredged out to 27½ feet at low water. Cost \$2,565, exclusive of unloading by derricks.

The basin on the lower side of the new pier, section 46, was dredged out to an average of 30 feet deep at low water, and was enlarged sufficiently to afford easy access and a turning space for vessels. Cost \$5,243, exclusive of unloading by derricks.

The dredgings, both from this basin and opposite sections 42 and 43, were used for making up the wharf and railway bank, as above described.

Sections 37 to 39.—A part of the wharfs which was formerly used for lumber shipments was regraded and macadamized to fit it for general purposes. Cost \$5,177.

HARBOUR ENLARGEMENT AND FLOOD PROTECTION WORKS.

The work of constructing the guard pier was resumed on the opening of navigation and continued until the close. A trestle wharf of 40 feet in width by 260 feet in length was built at the upper end of navigable low water to serve as a landing and transhipping place for the material to be used in making the portion of the pier between that and the Victoria Bridge, 5,600 feet in length.

From the wharf upward, toward the bridge, a part of the pier itself was built, having a length of 400 feet with a breadth of 140 feet at low water line, and a height of six feet above low water level. Commencing at a distance of 180 feet below the trestle wharf and extending 700 feet downward or nearly to the intended lower end of the

pier, another portion was built. Most of this lower portion is submerged in deep water, but parts of it project above low water level to a height of 20 feet.

These embankments, or portions of the pier, are made wholly of dredgings of the following kinds and quantities :

From the Island shoal, between the guard pier and the ship channel, silt, mostly very tough, with gravel and boulders of all sizes up to immovable masses ; 242,636 cubic yards ;

From Windmill Point basin, sections 6 to 8, shale rock, 12,740 cubic yards ;

From the shoal immediately below the Victoria Pier and the basin, sections 20 to 23, sand, gravel and boulders, 7,875 cubic yards ;

From Allan's basin, sections 13 and 14, sand and stones, 250 cubic yards ;

From Dominion Line berths, sections 16 and 17, sand, 1,200 cubic yards ;

From a Government elevator dredge working in the ship channel at Hochelaga, sand, gravel and stones, 3,740 cubic yards, amounting in all to 268,441 cubic yards, ^{the}scow measurement.

It was intended, as is well known, that vastly more should have been done last summer than has been accomplished in the construction of the guard pier. The failure, as is also known, is because of the non-completion of a pair of new land derricks and the inefficiency of three new floating derricks which were being built under contract and should have been furnished to the commissioners last spring.

These derricks were to have transferred the dredged stuff from scows to cars and from the latter to its place in the embankment. For lack of them the dredgings could only be unloaded by the old derricks, by dumping scows and by hand, and so slowly that it was possible to work only some of the dredges and for only part of their time. The work accomplished, therefore, not only fell far short of what was intended, but its cost was greatly increased because of the disadvantages under which it was carried on.

Expenditure in 1892, \$76,698.10 ; in 1891, \$11,777.60. Total on Guard Pier construction to date, \$88,475.70.

HARBOUR REPAIRS.

Upon the clearing away of the ice in spring it was found that a piece of the crib-work wharf at the Beaver Line berths, section 20, had been undermined and forced out of position. No damage of importance was done elsewhere.

The total cost of maintenance and repairs for the year was \$72,175, which compares with the cost of previous years as follows :—

1875.....	\$16,499
1876.....	35,711
1877.....	26,077
1878.....	18,974
1879.....	18,819
18 0.....	17,330
1881.....	16,159
1882.....	27,962
1883.....	35,768
1884.....	44,869
1885.....	42,158
1886.....	64,989
1887.....	64,984
1888.....	49,520
1889.....	51,892
1890.....	56,380
1891.....	49,109
1892.....	72,175

The following are the principal items of repairs in 1892 :—

Section 6 (Windmill Point).—The raceway culvert under the wharf at Peck, Benny & Company's mills had the top raised in October and connected with a new portion built by that firm on their own property.

Steam-boat Inspection.

Sections 13 and 14 (Allan Line berths).—Some repairs were made to the wood-work of the wharf; new coping was put on and the back filling made up to proper height in November and December.

Section 15.—Light repairs were made to the outer end of the Island wharf.

Section 17.—The top planking was repaired in several places.

Sections 19 and 20.—Guard timbers were put along the edge of the inshore wharf and returned a short distance round the pier wharf to prevent the brick carts from being backed over.

Section 20.—Part of the cribwork wharf beginning at 357 feet from the corner of the pier and extending downward a distance of 190 feet was found, on the clearing away of the ice in spring, to be settled down and thrown forward, and from having become undermined by the winter scour. The damaged cribs were forthwith removed by dredging and new ones substituted and the back filling made good.

At each end of the part which failed the cribwork was examined by a diver and was found to be more or less undermined by scouring. All such parts were strengthened by piling driven close or open as the case required. Extent of space piled 570 linear feet.

Total cost of repairs, including cost of dredging old cribwork and part cost of material used for refilling cribwork, \$12,007.

On the outer side of the Victoria Pier a part of the cribwork which was sunken and out of repair had the top rebuilt and raised to proper level.

On the inner side of the pier the old cribwork has, in the past two or three years, been sinking and carrying down with it the timber and top planking at the back of the Pile wharf. After the vessels left in the fall the top was stripped and raised and repaired throughout a distance of 290 linear feet.

Sections 26, 27 and 28.—The cribwork of the wharf, from the small basin to the lower end of section 28, had become much decayed above low water line and also damaged by the grinding of the ice in successive years. The faulty portions throughout, about 1,250 feet in length, and mostly down to near low water line, were taken out and replaced with new timber work and top and face planking. Cost \$4,835.

Sections 36 to 40.—The top of the wharf was furnished with new top sleepers, planking and coping, and with nine new countersunk iron mooring posts. Cost \$4,068.

Roadways.—Macadamizing stone to the extent of 474 toises has been used in the maintenance of the wharfs distributed as follows:—

Section.	No. of Toises.	Section.	No. of Toises.
7.....	35	20.....	18
9.....	16	21.....	23
10.....	16	22.....	43
11.....	33	23.....	50
14.....	14	29.....	29
15.....	30	30.....	20
16.....	33	31.....	30
17.....	24	32.....	15
18.....	15	34.....	30

Nearly all the paved footpath crossings in the harbour were more or less repaired or relaid in May and June.

The quantity of ice left upon the wharfs, in spring, was less than usual from the Canadian Pacific elevators (Section 22) upward. Below the elevators the quantity was decidedly larger than the average. Expenditure in clearing the ice off the wharfs, \$7,639.

HARBOUR DREDGING PLANT.

The harbour dredging plant in use in 1892, was composed of five dipper or spoon dredges, six floating derricks, four tugs, one coal barge, twenty flat deck scows, four dumping or hopper scows, and a floating shop, as detailed in the appended table. One

of the tugs and the four dumping scows were borrowed from the ship channel dredging fleet.

A floating derrick and two scows with twelve boxes for dredgings to each, were borrowed from the Department of Railways and Canals in the early part of the season and worked 54 days on the guard pier work.

Dredges Nos. 1, 4 and 7, derricks Nos. 1, 2 and 3, the tugs "St. Peter" and "St. Louis" and some scows were wintered in 1891-92 in the Lachine Canal about half-way between the St. Gabriel locks and the Wellington bridge. The floating shop and some scows were wintered on the south side of the island above the St. Gabriel locks, dredge No. 6 was hauled out and wintered on the upper end of the same island, for rebuilding, and the steam launch "City of Stratford" was hauled out and wintered alongside the dredge.

The remaining scows and the coal barge "Nish" were wintered in the basins between the St. Gabriel locks and Wellington Bridge.

All repairs were made by the commissioners' own men, with the exception of some heavy machine work which was done in neighbouring shops.

Dredge No. 6 was entirely rebuilt in the sides and ends and with much stronger timbering and planking than before. The forward spud slides and connecting framing were renewed. The after spud, which was formerly of elm of 16" x 18", was replaced by one of Douglas fir 21" square during the rebuilding, and the two forward ones, which were formerly of elm built up to 24" x 26" were during summer replaced, also by solid Douglas fir of 24" x 30". During winter the machinery was overhauled generally. Cost of rebuilding and general overhaul, \$4,205.

No. 1 dredge had the fastenings of the hog frames changed and new timbers put in for carrying the sheaves of the swinging ropes.

All the fleet had such other light repairs to hulls and machinery as were required.

A large dipper dredge, No. 2, practically a duplicate of No. 1, was built by Messrs. Carrier, Lainé & Company, of Lévis, Que., under contract during the winter, and was handed over ready for work in Montreal on May 24th last. Cost complete, including spuds, wire ropes and equipment, \$35,822.83.

The hulls of the three floating derricks were built during winter by the Harbour Engineer's Department, on the island above St. Gabriel locks, for the reception of the machinery furnished under contract by Mr. John McDougall.

Cost of hulls, including alterations during summer, caused by alterations in the machinery; \$6,878.19 each.

A pair of land derricks upon one frame was built wholly by Mr. John McDougall, also on the island, under contract.

Six flat deck scows 85 feet x 25 feet x 6 feet 9 inches over all, and of 150 cubic yards capacity were built by the Harbour Engineer's Department during winter, upon the south bank of the canal, between St. Gabriel locks and Brewster's bridge. Cost \$2,377.56 each.

A small tug, the "M. P. Davis," of 10" x 12" cylinder, was purchased from the Dominion Government in the early part of the summer. Cost \$450.00.

The hull of the Government elevator dredge No. 10 was purchased and converted into a coal barge for serving the harbour dredging fleet.

The hull of the old coal barge, which was formerly the hull of the chain tug "A. G. Nish," was condemned and sold and subsequently broken up. Four old flat deck scows were also sold and broken up.

All the vessels of the dredging fleet, with exception of the new derricks and the new No. 2 dredge, were brought out into the harbour on the 2nd May, when released by the opening of the Lachine Canal.

The new dredge No. 2 arrived from Lévis on May 15th.

The new derrick No. 4 was brought into the harbour on June 10th; No. 5 followed on the 16th, and No. 6 on the 5th July, and finally the land derricks were floated out to the guard pier on a scow on the 8th July.

The first of the new floating derricks, No. 4, was got ready for work, and commenced on August 5th; No. 5 started on the 17th, and No. 6 on the 30th.

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The new land derricks were sufficiently advanced to have the engines moved by steam about 27th September, but other essential parts were not completed by the close of navigation and the derricks were therefore never used.

Dredge No. 7 commenced work on May 6th, No. 4 on the 9th, No. 1 on the 12th, No. 6 on the 24th, and the new No. 2 on June 1st.

All worked till November 22nd, when No. 1 was stopped to prepare for going into winter quarters. Nos. 4 and 6 were stopped on the 23rd, and Nos. 2 and 7 on the 24th.

The Harbour Commissioners' vessels were sent to winter in the Lachine Canal, and the Government tug was returned to Sorel.

The harbour dredges, floating derricks, the tugs "St. Peter" and "St. Louis" and scows were laid up in the Lachine Canal between Montmorency and St. Etienne streets.

The coal barge and all the remaining scows, except two, were laid up in the canal basins opposite.

The tug "M. P. Davis" and launch "City of Stratford" were laid up in Cantin's dry dock.

The land derricks, which are still in the contractor's hands, were floated on two scows loaned to him and were laid up at the island above St. Gabriel locks.

The number of days during which the dredges were on duty, reckoning every day except Sunday, from commencing in spring to leaving off in fall, was, for No. 1, 167 days and 98 $\frac{3}{4}$ nights; for No. 2, 105 days of harbour work, and 47 days loaned to the Department of Railways and Canals; for No. 4, 171 days and 1 $\frac{3}{4}$ nights; for No. 6, 158 days and for No. 7, 171 days. No. 1 dredge worked night and day from 29th June to 22nd October, and No. 2 was loaned to Government for work in Lake St. Louis from 19th July to 10th September.

Derrick No. 1 worked night and day from 29th June to 22nd October; No. 2, from 23rd June to 22nd October; No. 3, from 29th June to 22nd October, and the new No. 4, from 19th September to 22nd October.

The new floating derricks had many breaks and mishaps in working, and with the exception of about eleven weeks fairly steady work by No. 4, they rendered but little useful service.

The tugs were worked night and day so far as necessary for serving the dredges and derricks.

The nominal working time of the dredges was partly 10 hours and partly 11 hours when working by day only, and 11 hours each shift when working night and day. This gives a total of 8,958 hours' nominal service, but the actual dredging time, after deducting that lost for repairs, changing position, detentions by derricks, detentions by vessels, and all other causes, was reduced to 6,685 hours, or an average of 74.64 per cent. of the gross time of service.

The total outlay for working the whole fleet in harbour work, that is apart from the expenses of No. 2 dredge, when loaned to the Government, was \$92,595.53, and this, as usual, represents the entire cost of working the plant and machinery, repairs, outfit, fuel, wages, salaries, insurance, management charges and all other outlays, except interest on capital and depreciation of plant.

It also includes the cost of the rebuilding of No. 6 dredge.

The following are the comparative costs and quantities of dredging for 1892, and for previous years:—

Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Remarks.
		\$	\$ cts.	
1875	151,719	68,979	0 45	
1876	156,082	55,462	0 35 ⁰⁰ / ₁₀₀	
1877	173,499	45,103	0 26	
1878	211,731	48,748	0 23	
1879	189,609	41,006	0 21 ⁰⁰ / ₁₀₀	
1880	186,430	46,914	0 25 ⁰⁰ / ₁₀₀	
1881	170,764	54,128	0 31 ⁰⁰ / ₁₀₀	
1882	187,339	53,598	0 28 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifters. Elevator dredges.
	9,429	13,254	1 40 ⁰⁰ / ₁₀₀	
	196,768	66,852	0 33 ⁰⁰ / ₁₀₀	Totals and average.
1883	36,358	17,956	0 49 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifters. Elevator dredges—lifting rock and boulders, and clearing up.
	6,900	19,385	2 77 ⁰⁰ / ₁₀₀	
	43,348	37,341	0 86 ⁰⁰ / ₁₀₀	Totals and average.
1884	125,648	49,468	0 39 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifters.
1885	69,494	28,563	0 41	do do
1886	57,728	25,772	0 44	do do
1887	36,993	23,259	0 62	do do
1888	73,150	36,690	0 50 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifters. Elevator dredges.
	2,077	1,333	0 64 ⁰⁰ / ₁₀₀	
	75,227	38,023	0 50 ⁰⁰ / ₁₀₀	Totals and average.
1889	205,283	54,574	0 26 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifter. Elevator dredge.
	9,420	2,996	0 31 ⁰⁰ / ₁₀₀	
	214,703	57,570	0 26 ⁰⁰ / ₁₀₀	Totals and average.
1890	186,670	53,674	0 28 ⁰⁰ / ₁₀₀	Spoon dredges and stone-lifter.
1891	259,267	49,571	0 19 ⁰⁰ / ₁₀₀	Spoon dredges. Elevator dredge.
	43,290	14,232	0 32 ⁰⁰ / ₁₀₀	
	302,557	63,803	0 21 ⁰⁰ / ₁₀₀	Totals and average.
1892	361,947	93,595	0 25 ⁰⁰ / ₁₀₀	Spoon dredges.

The cost and character of the dredging done in the different parts of the harbour last year and the comparative cost of dredging by different dredges are as follows. All the quantities are scow measurements and the cost includes tug and scow service.

Sections 4 to 8 (Windmill Point Basin).—An effort was made to increase the breadth of the upper end of the basin to 150 feet with the new No. 2 dredge, but it was found that the *banc rouge* or trap portions, of which there are several, were undredgable, mainly because the steel teeth of the buckets could not be made to stand.

Some cleaning of the rock bottom of sections 6 to 8 was done by No. 6 dredge, and a considerable quantity of shale rock was dredged up by Nos. 2 and 6 in section 4. The

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greater part of the dredged rock was sent to the guard pier and the remainder was used in banking about the slip in section 4 for hauling out scows and other craft for repairs.

Total quantity dredged throughout the basin 13,175 cubic yards; average cost 39 $\frac{1}{2}$ cents per cubic yard. Of this, 9,575 yards were deposited from dump scows and the remaining 3,600 yards were unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Sections 13 and 14 (Allan Line Berths).—Some cleaning of very small scattered spots was done. Depth of water about 29 feet. Much detention by vessels; quantity 250 cubic yards; cost 98 cents per yard. Of this 100 yards were deposited from dump scows and the remaining 150 yards were unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Sections 16 and 17 (Dominion Line Berths).—Several places which had become shallow from accumulation of rubbish and silt were cleaned out to 27 $\frac{1}{2}$ feet at low water. Quantity 1,200 cubic yards; cost 37 $\frac{3}{4}$ cents per yard. Of this 750 yards were deposited from dump scows and the remaining 450 yards were unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Sections 20 to 22 (Military Basin).—The damaged cribwork mentioned under the head of harbour repairs was torn out by a dredge and the foundations and necessary space behind was cleaned out to receive the new cribwork. Depth of dredging 28 to 32 feet; quantity 7,875 cubic yards; material, cribwork, stones and sand; cost 22 cents per cubic yard; all of this was dumped direct from bucket of dredge into deep water alongside. A small quantity of material for filling the new crib was brought from dredges working at the Island Shoal.

Several places alongside the wharf in sections 20 to 22, which had become shallow, were cleaned out at different times. Depth about 29 feet; material mud and rubbish; quantity 2,325 cubic yards; cost 45 cents per yard. Of this 375 yards were deposited from dump scows and the remaining 1,950 yards were unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Sections 22 and 23.—In the approach from the ship channel to Victoria Pier several shallow places were deepened to 30 feet. Material; sand, gravel and stones; current very strong, much detention by vessels. Quantity 7,650 cubic yards; cost 21 $\frac{1}{2}$ cents per yard; all of which was unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Sections 42 and 43 (Hochelaga).—Parts of the shoals between the wharf and the ship channel were dredged down to 30 feet at low water; material hard silt with some boulders; quantity 19,875 cubic yards; cost 12 $\frac{3}{4}$ cents per yard. All of this was unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Section 46 (Maisonneuve).—The basin on the down-stream side of the new pier was enlarged and some shallow parts cleared out. Depth of dredging 30 to 32 feet; material varying from soft sand to tough silt; quantity 56,199 cubic yards; cost 9 $\frac{1}{2}$ cents per yard. All of this was unloaded at an additional cost of 8 $\frac{2}{3}$ cents per yard.

Harbour Enlargement.—Dredging on the Island Shoal in different places, chiefly alongside the site of the pier, at the lower end of the shoal and in a new channel from the guard pier to opposite section 12. Depths from 14 to 32 feet. Material chiefly tough silt, with boulders of all sizes; quantity 253,398 cubic yards; average cost 18 $\frac{8}{10}$ cents per yard. Of this 32,925 yards were deposited from dump scows and the remaining 220,473 yards were unloaded by derricks at an additional cost of 8 $\frac{2}{3}$ cents per yard.

The cost prices of dredging at the separate places above given have been made out in the way followed for years past, that is, all the expenses of every kind which are chargeable to the years working of all the dredges of one general type are summed up and divided by the aggregate number of days service.

The result is, therefore, the all round average cost of working one dredge and all that belongs to it for one day of the year in question, and from this the cost per yard is computed.

In the year just passed all the dredges were of the dipper (or spoon) type and they have therefore been grouped together as usual. By this system any unusual expenditures for repairs or mishaps in the individual items of plant are spread over the whole and an

average cost of working is obtained which is very useful in comparing the cost of dredging in different localities and kinds of material. Besides this, however, it is important in view of the large quantity of dredging to be done that a comparison of the performances of different sizes of dredges of the same type should be made, and the working of all together in the same class of material on the guard pier gives good data for doing so.

The five dredges which worked on the guard pier last year, though all of the dipper type, differ considerably as to size and construction.

Of these No. 7 is an old style crane dredge with a single 14" x 16" engine, No. 6 was originally the same, but was a few years ago made into an Osgood boom dredge with independent swinging engines; No. 4 was at first the same as No. 7 also, but was recently made into a boom dredge so proportioned as to have more digging power in deep water than has No. 6. No. 2 is a large new boom dredge with two main engines of 16" x 18" cylinders and independent swinging and backing engines, giving over twice the power and speed of action possessed by the small boom dredges; No. 1 is substantially the same as No. 2 but is a year older.

An analysis of the work done by each dredge and its cost shows the results in the table given below. The quantities are in each case by scow measurement, the material is from the island shoal and is almost all of very hard tough silt with stones of all sizes from gravel up to immoveable masses of rock.

The cost in each case includes everything connected with the dredge except rebuilding and special work not fairly chargeable to the year. It also includes the proper proportion of the cost of maintaining and working the tugs and scows and of general management, but it does not include the expense of rehandling the material by derricks or otherwise.

ITEMS.	Spoon Dredges Nos. 1 and 2 each.	Spoon Dredges Nos. 4 and 6 each.	Spoon Dredge No. 7.
Average per day.....	660 cub. yds.	335 cub. yds.	241 cub. yds.
Cost per cubic yard.....	11·266 cts.	20·488 cts.	24·258 cts.
Difference per yard over Nos. 1 and 2.....		9½ "	13 "

It will be seen from the above table that the large boom dredges work twice as fast as the smaller ones and at 9½ cents, or 45 per cent less cost per yard, and that the crane dredge is for this kind of work out of comparison altogether.

There are some 3,000,000 cubic yards of dredging, scow measurement, yet to be done in the harbour enlargement work, and about 800,000 yards of this would, under present conditions, be the share of the smaller boom dredges. If they be disposed of, as hitherto advised, or even laid aside, and another large dredge be purchased to do their work, the saving at 9½ cents per yard would pay for the new dredge and give over \$40,000 cash surplus.

In the comparison it should also be taken into account that owing to the inefficiency of the rehandling plant, the dredges were much delayed from not being properly served with scows, and that somehow the two large dredges were made to suffer over four times their legitimate share of this delay.

Had they been fairly served, and had they also been provided with the larger buckets which they are capable of carrying, the cost of dredging by these two large dredges would certainly have fallen below half the cost of that done by the two best of the smaller ones.

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

Yours respectfully,
JOHN KENNEDY,
Chief Engineer.

Steam-boat Inspection.

HARBOUR Commissioners' dredging plant employed in the Harbour of Montreal in 1892.

DESCRIPTION OF VESSEL.	HULL.			When Built.	Kind of Engine.	ENGINES.			Capacity of Bucket.	Depth to which dredge can work.	REMARKS.
	Length.	Breadth.	Depth.			No. of Cylinders.	Diameter of Cylinders.	Length of Stroke.				Pressure of Steam.
<i>Dredges.</i>											
Boom spoon dredge No. 1.	90-0	36-0	9-6	1890-1	Horizontal, non-condensing.	2	16	18	125	40	All wooden hulls.
do No. 2.	90-0	36-0	10-3	1892		2	16	18	110	40	
do No. 4.	77-3	27-0	6-6	1872		1	14	16	90	33	
do No. 6.	77-0	27-0	7-6	1874		1	14	16	90	35	
Crane spoon do No. 7.	77-3	27-0	7-0	1874	1	14	16	90	40	32	Rebuilt altered, '90. do do '92. Rebuilt in 1889.
<i>Derricks.</i>											
Clam-shell derrick, No. 1.	56-8	23-9	5-9	.....	Horizontal, non-condensing.	1	8	12	90		
do do No. 2.	57-0	23-6	5-9	1872		2	7	12	90		
do do No. 3.	61-9	24-0	5-9	1875		1	10	12	90		
do do No. 4.	75-0	26-10	7-6	1892		2	12	14	120		
do do No. 5.	75-0	26-10	7-6	1892		2	12	14	120		
do do No. 6.	75-0	26-10	7-6	1892		2	12	14	120		
<i>Tug Boats.</i>											
Tug St. Louis.	67-0	15-0	8-7	1875	Vertical, non-condensing.	1	16	20	85		Rebuilt in 1891. do do do do
do St. Peter.	71-6	16-6	8-6	1875		1	20	22	95		
do M. P. Davis.	40-5	10-7	5-3	1879		1	10	12	95		
<i>Barges.</i>											
Floating shop (Elev'r No. 3)	135-0	29-0	10-0	1874	Capacity, Cubic Yards.						
Coal barge (Elev'r No. 10)	135-0	29-0	10-0	1874							
<i>Scows.</i>											
1 Sounding scow, No. 2	70-6	18-0	5-0	.....	Capacity, Cubic Yards.						All wood. Rebuilt in 1891. do 1891. do 1892. do 1892.
1 Flat deck scow, No. 6	70-5	18-0	5-0	1873		45					
1 do do No. 11	70-0	18-3	5-1	1874		45					
1 do do No. 14	69-5	18-4	5-0	1875		45					
1 do do No. 15	70-4	18-2	5-0	1875		45					
1 do do No. 16	70-4	18-3	5-6	1875		45					
1 do do No. 17	75-0	20-2	6-0	1875		67-1/2					
1 do do No. 18	75-4	20-4	6-3	1876		67-1/2					
1 do do No. 19	75-6	20-3	6-5	1878		67-1/2					
1 do do No. 20	75-6	20-3	6-3	1878		67-1/2					
2 do do Nos. 21 & 22	85-0	25-0	7-5	1891		150					
2 do do Nos. 23 & 24	85-0	25-0	6-9	1891		150					
6 do do Nos. 25 to 30	85-0	25-0	6-9	1892		150					

In addition to the above there were borrowed from the Government one tug boat and four large dumping scows for use in 1892, and from the Department of Railways and Canals one floating derrick and two scows for part of the season.

HARBOUR DREDGING—Abstract of work done by each dredge for the Harbour of Montreal in 1892.

VESSELS.	PLACES AT WHICH DREDGING WAS DONE.	TIME OF SERVICE.		QUANTITIES DREDGED.		CHARACTER OF SOIL.
		Days.	Total.	Cubic Yards.	Totals.	
Spoon dredge No. 1.	Approach to Victoria Pier, Sec. 22 and 23. Maisonneuve, Sec. 46. Hochelega, Sec. 42 and 43. Island Shoal (Guard Pier).	21½ 69½ 34 140½		7,650 56,199 19,875 87,856		Gravel, sand and stones. Tough silt, sand and boulders. Hard silt and stones. Tough silt and boulders.
Spoon dredge No. 2.	Windmill Point, Sec. 4. Military Basin, Sec. 20. Island Shoal (Guard Pier).	45 23 37	265½ 105	11,535 7,875 29,400	171,580 48,810	Shale rock. Tearing up cribwork. Tough silt and boulders.
Spoon dredge No. 4.	Dominion Line Berths, Sec. 16 and 17. Military Basin, Sec. 20 to 23. Island Shoal (Guard Pier).	6 14 152½		1,200 2,325 52,200		Mud and sand. Mud and rubbish. Tough silt and boulders.
Spoon dredge No. 6.	Windmill Point, Sec. 6 to 8. Allan's Basin, Sec. 13 and 14. Island Shoal (Guard Pier).	23½ 34 131	172½	1,640 250 42,805	53,725	Shale rock. Sand and stones. Tough silt and boulders.
Spoon dredge No. 7.	Island Shoal (Guard Pier).	171	171	41,137	41,137	Tough silt and boulders.
	Total Dredging in Harbour.		872½		361,947	
Spoon dredge No. 2.	Machine (for Dept. of Railways and Canals).	47		7,575		Shale rock.
Spoon dredge No. 7.	Longueuil (owner of sunken barge).	2½		300		Wreckage timber.
	Total at expense of parties concerned.		49½			7,875

Steam-boat Inspection.

HARBOUR DREDGING—Statement showing the number of days worked by each dredge and the quantity dredged at each place for the Harbour of Montreal in 1892.

PLACES WHERE DREDGES WORKED.	VESSELS.	TIME OF SERVICE.		QUANTITIES DREDGED.		REMARKS.
		Days.	Total.	Cubic Yards.	Total.	
Section 4 to 8, Windmill Point.....	Dredge No. 2.....	45		11,535		} Shale rock.
	do No. 6.....	23½		1,640		
do 13 and 14, Allans' Basin.....	do No. 6.....	34	63½	250	13,175	} Sand and stones.
do 16 and 17, Dominion Line Berths.....	do No. 4.....	6	34	1,200	250	
do 22 and 23, opposite to Victoria Pier.....	do No. 1.....	21½	6	7,650	1,200	} Gravel, sand and stones.
do 20 to 23, Military Basin.....	do No. 2.....	23	21½	7,875	7,650	
	do No. 4.....	14		2,325		} Tearing up old cribwork. Mud and rubbish.
do 42 and 43, Hochelaga.....	do No. 1.....	34	37	19,875	10,200	
do 46, Maisonneuve.....	do No. 1.....	69½	34	56,199	19,872	} Tough silt and stones.
Island Shoal (Guard Pier).....	do No. 1.....	140½	69½	87,856	56,199	
	do No. 2.....	37		29,400		} Tough silt and boulders.
	do No. 4.....	132½		52,200		
	do No. 6.....	131		42,805		
	do No. 7.....	171		41,137		
	Totals.....		632½		253,398	
			872½		361,947	

APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF QUEBEC FOR THE
CALENDAR YEAR ENDING 31st DECEMBER, 1892.HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 23rd January, 1893.W.M. SMITH, Esq.,
Deputy Minister of Marine, Ottawa.

SIR,—I have the honour to transmit you herewith the Commissioners' report, in duplicate, with its annexures for 1892, prepared in conformity with the requirements of the 38th Victoria, chapter 55, section 14, as also a complete statement of the Commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,
JAS. WOODS,
Secretary-Treasurer.

QUEBEC, 2nd January, 1893.

To the Hon. CHAS. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have to report as follows on the doings of the Quebec Harbour Commissioners for the year 1892.

CHIEF ENGINEER'S REPORT.

The annexed report (marked "A1") from the chief engineer, Mr. St. George Boswell, conveys all the information in relation to the harbour works and the various additions and repairs made to them, and to the other properties of the Commissioners, during the past year.

WHARFINGER'S REPORT.

The annexed report (marked "A2") from the wharfinger, Mr. Jas. F. Golden, gives all the usual information regarding the number of vessels using the Louise docks, and the surface traffic over this portion of the Commissioners' property, during the year 1892.

REVENUE AND EXPENDITURE.

The Commissioners' revenue for 1892 was \$72,798.53, an increase over that of 1891 of \$14,593.71; and the working expenses \$27,800.21, a decrease as compared with those of 1891 of \$5,031.67; the net result for 1892 being a surplus of \$44,998.32 of receipts over the working expenses.

Capital account has been increased by \$98,522.35, of which \$83,802.42 was received from the Dominion Government out of the Commissioners' unexpended votes for the harbour improvements, and the balance of \$14,723.93 was withdrawn from the ordinary revenues of the Commissioners.

Steam-boat Inspection.

The larger proportion of this expenditure on capital account was in the settlement of the claim of Messrs. Peters, Moore & Wright, who, on the 29th October, were paid \$85,844.45 in full settlement of judgment, with interest to the date of payment, Messrs. W. & A. H. Cook having previously been paid \$841.47, the taxed costs in this case.

The remainder of the payments on account of capital have been in connection with the Louise docks and Pointe-à-Carey wharf, \$9,179.89 having been spent on the former and \$5,544.04 on the latter.

PREMISES LEASED.

All the different properties usually leased by the Commissioners were continued in occupancy of the various tenants, the only change being that the inside face and surface of one-half of the breakwater was leased to Messrs. Madden & Ellis, with such restrictions as would prevent any interference with the working of the Louise docks. The changes referred to in the reports of 1890 and 1891 in the arrangements with the Quebec and Lake St. John and Quebec, Montmorency and Charlevoix Railway Companies, giving them power to cross the embankment, have been completed and the deed embodying them signed.

SETTLEMENT OF TAXES.

The Corporation of Quebec having by an amendment to their Act included the new works of the Commissioners in the city limits, and collected taxes from them on same for 1887-88 and 1888-89, the Commissioners decided to resist this pretension, and after three years' contention, in February, 1892, they (the Corporation) abandoned their claim, returning all the moneys that had been overpaid and accepting what the Commissioners tendered. The reduction thus made up to the time of settlement being \$8,388.68.

BALLAST.

Four thousand and sixty tons of filling material, consisting of ballast taken from ships, nearly all of good granite, and costing \$358.75, or an average of 8 $\frac{3}{4}$ cents per ton, has been obtained during the year. It was disposed in the Commissioners' properties as follows:—Pointe-à-Carey wharf, 1,540 tons; Louise docks, 780 tons; and breakwater, 1,740 tons.

REPAIRS TO PROPERTY.

Particular attention has been paid during the year to the various properties of the Commission in maintaining and bringing them up to a first-class condition. Pointe-à-Carey is now under course of reconstruction, and will be completed during the course of this year; and the defect in the inner basin quay wall, known as the "bulge," is also being attended to. Details will be found in the chief engineer's report.

NOMINATION AND ELECTION TO COMMISSION.

On the 7th April, a communication was received from the Deputy Minister of Marine, Ottawa, stating that by an Order in Council of 17th of March, Mr. Felix Carbray, M.P.P. for Quebec West, had been appointed a Government member of the Harbour Commissioners of Quebec, and at the meeting of the Commissioners held on the 8th of August, letters were received from the shipping interest, informing that Messrs. Wm. Rae and R. H. Smith had been unanimously re-elected as their representatives on the Commission for the ensuing term of three years; from the Board of Trade, Quebec, and the Board of Trade, Lévis, that Mr. R. R. Dobell and Mr. Julien Chabot had been respectively re-elected as their representatives on the Commission for the same period.

CHAIRMAN'S VISIT TO OTTAWA.

On the 5th April the chairman (Mr. Edmond Giroux) proceeded to Ottawa, accompanied by the chief engineer and secretary-treasurer, for the purpose of having an interview with the Honourable the Minister of Public Works concerning certain works required to complete the harbour improvements and the advancing to the commissioners of the balance of their unexpended votes for this purpose.

At 11 a.m., on the 6th, accompanied by his officers and assisted by the presence of Messrs. A. J. Turcotte, M.P., L. G. Desjardins, M.P., and Senator Landry, the chairman had an extended interview with the Honourable the Minister, and placed the Commissioners' requirements before him in the clearest and most forcible manner. The Minister gave the various items thus stated his most earnest attention and finally decided to have it submitted to him in memorial form (Annex No. 3) with all the necessary plans and estimates, when he could give it more deliberate attention. This has been done, and since this interview the Honourable the Minister has caused his chief engineer to visit and inspect the works, and has himself, accompanied by his chief officers, made a thorough examination of them. The Commissioners trust that this present year will see them enabled to carry out these necessary improvements.

GRAIN ELEVATOR AND FLOUR SHED.

Anxious to encourage the shipments of grain and other produce from this port for which their new works possess such unrivalled facilities, the Commissioners have for a nominal rental conceded for twenty-five years to the Canadian Pacific Railway Company the sites for a grain elevator and flour shed, and trust to see the construction commenced this winter, so that they can be utilized for at least a portion of next season's business.

RIVER POLICE.

The following is a copy of the correspondence that has passed between the Department of Marine, Ottawa, Board of Trade, Quebec, and the Commissioners on this subject:—

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, 11th May, 1892.

HON. CHARLES H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—At a full meeting of the Quebec Harbour Commissioners it was unanimously resolved:—

“That the chairman and secretary be instructed to write to the Honourable the Minister of Marine and to call his attention to the present unsatisfactory position of the police force for the protection of the harbour.”

The Commissioners would respectfully advise the Honourable the Minister that they consider the retention of this force an absolute necessity.

The case of Montreal offers no comparison to the Harbour of Quebec, and no city force could be provided from the city funds, nor would it be consistent to exact it.

The ship-owners and shippers of Quebec would much prefer to have the river police force kept up to its old efficiency, even if the present tax is maintained.

They would strongly beg of the Government to organize the force without delay, as al eady the tax has been enforced and paid by steamers and ships which have arrived to date, and who look for the necessary protection in case of need.

We remain, sir,
Your most obedient servants,

EDMOND GIROUX,
Chairman.

JAMES WOODS,
Secretary-Treasurer.

Steam-boat Inspection.

MARINE DEPARTMENT, OTTAWA, 16th May, 1892.

EDMOND GIROUX, Esq.,
Chairman, Harbour Commissioners,
Quebec.

SIR,—I have your letter of the 11th instant transmitting, on behalf of the Quebec Harbour Commissioners, copy of the resolution passed by the Board, calling attention to the unsatisfactory position of the River Police Force, and asking that it be retained as an absolute necessity, and in reply, I beg to inform you that steps will be taken immediately for the organization of the force for the present season.

I may, however, state that the ship-owners who pay the river police tax, and who are for the most part foreigners, wish to have it removed and they are quite prepared to take care of their own seamen, as they consider they do not get sufficient benefit from the service to remunerate them for the dues paid.

There is also a great desire on the part of the principal ship-owners and steam-boat agents at Montreal for the abolition both of river police and sick mariners' dues so as to make the St. Lawrence as free as possible for the encouragement of shipping visiting it and for the purpose of enabling it to compete with shipping ports on the sea-board.

Yours faithfully,

CHARLES H. TUPPER.

OFFICE OF THE QUEBEC BOARD OF TRADE,

QUEBEC, 7th October, 1892.

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

SIR,—At the request of the president of the Quebec Board of Trade, I have the honour to transmit you inclosed copy of a letter that has been addressed to the Honourable the Minister of Marine and Fisheries at Ottawa, in *re* the transfer of the river police control to the Quebec Harbour Commission, and to express the hope that the Commissioners will likely assume that responsibility for the greater efficiency of the service in the interests of the port of Quebec, and in compliance with the wishes of a great number of those who are interested in the maritime trade of this port.

I have the honour to be, your humble servant,

N. LEVASSEUR,

Secretary.

OFFICE OF THE QUEBEC BOARD OF TRADE,

QUEBEC, 8th September, 1892.

Hon. C. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg leave to inform you on behalf of the Council of the Quebec Board of Trade, that at a recent meeting of the council, the question of the Quebec River Police was again seriously discussed, and that the general conclusion of the debate was a resolution recommending that the force be placed under the control of the Quebec Harbour Commission, and that the hospital dues now collected on tonnage for the sick mariners' fund be entirely abolished.

I have the honour to submit the above recommendations to your consideration.

I have the the honour to be, sir,

Your obedient servant,

N. LEVASSEUR,

Secretary.

HARBOUR COMMISSIONERS' OFFICE,
 QUEBEC, 12th October, 1892.

N. LEVASSEUR, Esq.,
 Secretary, Quebec Board of Trade,
 Quebec.

SIR,—I have the honour to acknowledge the receipt of yours of the 7th instant transmitting copy of letter sent by order of the Council of your Board to the Honourable the Minister of Marine and Fisheries, Ottawa, recommending the retention of the Harbour Police and the placing of their management in the hands of the Commissioners, and in same communication expressing the hope that for the greater efficiency of this service, and in compliance with the wishes of those who are interested in the maritime trade of this port, that the Commissioners will undertake this responsibility.

I am directed in reply to state, that if the Government desire it, the Commissioners are willing to assume the management of the Harbour Police, provided they are empowered to collect sufficient dues to meet the expenses connected with this service, such dues in no case to exceed the present rates.

I am, sir,
 Your most obedient servant,
 JAMES WOODS,
Secretary-Treasurer.

OFFICE OF THE QUEBEC BOARD OF TRADE,
 QUEBEC, 30th November, 1892.

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

DEAR SIR,—Herein inclosed please find copy of a letter from the Department of Marine and Fisheries, Ottawa, which I am instructed by the Council of the Quebec Board of Trade to transmit to your corporation.

I am,
 Your obedient servant,
 N. LEVASSEUR,
Secretary.

MARINE DEPARTMENT, OTTAWA, 22nd November, 1892.

N. LEVASSEUR, Esq.,
 Secretary of the Quebec Board of Trade,
 Quebec.

SIR,—I have to acknowledge the receipt of your letter of 7th instant to Sir John S. D. Thompson, Acting Minister of Marine and Fisheries, inclosing copy of a letter from the Harbour Commissioners of Quebec, in which they state that they will assume the responsibility of the management of the Quebec Harbour Police, provided they are empowered to collect sufficient dues to meet the expenses connected with the service, and I have to inform you that the matter will be placed before the Minister of Marine and Fisheries on his return to Ottawa.

I am, sir,
 Your obedient servant,
 WM. SMITH,
Deputy Minister of Marine.

ICE CUTTING.

Permission having been asked by several to be allowed to cut ice in the Louise Basin, the Commissioners had it analysed by the Reverend Professor Laflamme who, while pronouncing this ice of a fairly good quality did not consider it sufficiently pure

Steam-boat Inspection.

to be used for drinking purposes. Only two permits were therefore granted, viz. :— Messrs. Boswell Brothers and Proteau & Carignan, brewers, who each gave bonds to the extent of \$1,000 that the ice so cut would be used for *cooling purposes only*.

Thirty-eight thousand six hundred and forty-three blocks of ice, all for local use, have been cut during the winter of 1891–92, a difference of eight thousand six hundred and forty-three blocks in excess of the harvest of the previous year.

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

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 16th December, 1892.

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

SIR,—I have the honour to submit the following report of the various works executed during the season of 1892 :—

PRINCESS LOUISE BASIN.

The Commissioners' railway tracks on the embankment and cross-wall were used in common for the first time since their construction by three railway companies, viz., the Canadian Pacific, the Quebec and Lake St. John, and the Quebec, Montmorency and Charlevoix. The rules, issued by the Commissioners for the control of this joint traffic, have so far answered the purpose for which they were framed, and have required no amendment; as although the number of cars handled on the tracks daily has been considerable, there has been no confusion or conflict of interests.

The arrangement whereby a portion of railway track is used in common as a connection between the Commissioners' lines on the Louise embankment and the lines of the Canadian Pacific, Lake St. John and Montmorency and Charlevoix Railway companies; and as a connection between the railway bridge across the River St. Charles and the railway station on St. Andrew Street, has so far appeared to work satisfactorily, as no complaints on account of delay in reaching or leaving the embankment have been made.

The Commissioners' railway tracks on the embankment and cross-wall have been maintained in good order, and an additional siding has been placed in track No. 4, that is to say the track along the face of the northern cribwork; this additional siding was rendered necessary to afford sufficient accommodation to the constantly increasing lumber business done on this line.

The roadway on the embankment, between the ballast wharf and the crosswall, was macadamized and rolled, and generally put into good condition. The stone for this work was broken up during the winter, and consisted of granite taken from ships' ballast. An additional quantity of this stone has been collected during the past summer, and will be broken up during the winter for repairing the roadway between the cross-wall and the western end of the embankment.

The ballast wharf, forming the eastern wall of the tidal basin, has been put into a good state of repair, the repairs consisting essentially of building up the stairway at the southern end of the wharf; filling the entire interior portion of the wharf up to coping level with ships' ballast; planing the surface for the reception of coal cargoes; renewing a number of the mooring posts; renewing all the fenders on the St. Lawrence face, and sheathing the face for a distance of 800 feet with 3-inch tamarac deals; and placing fenders on the piling in the north-west angle. This wharf has also been repaired on three occasions when it had been cut down by vessels colliding with it.

POINTE-À-CARCY WHARF.

Extensive repairs have been made to this wharf and to the buildings situated thereon.

All the defective cribwork along the St. Lawrence and southern faces was cut down and rebuilt, the total length thus repaired being 420 feet in length. The outside pockets have been filled with stone, and the interior of the wharf is now ready to receive ordinary filling, two ships having already discharged ballast into the wharf since the above mentioned repairs were effected. The whole of the repaired face still requires to be planked. This work could not be done this year, owing to the lateness of the season when the work was taken in hand.

The foundation of store No. 2, which consisted of timber posts resting on the old cribwork, having become decayed, and endangering the safety of the store, they were renewed, and a solid cribwork foundation, extending from the old wharf up to the floor joists, substituted. The oak framing and pine sub-sills were also renewed, so that the whole foundation of this store is in good order. The space beneath the flooring, however, still remains to be filled.

STORE NO. 1.

The cribwork under this building having given away, it was in danger of overturning. The building has now been raised up and levelled, and a new foundation placed beneath it, a portion of the oak and pine sills has also been renewed, and the store generally put in good repair.

VARIOUS PROPERTIES.

A new fence has been constructed between Reynar's and Jalbert's wharfs and a portion of the surface of Reynar's wharf planked, besides minor repairs to the buildings situated on this property. New floor beams have been placed in the stores Nos. 6 and 8, and a new flooring and beams in the bonded portion of the store No. 4; a new floor has also been placed in a portion of store No. 11. New fenders have been placed on various wharfs during the summer.

The gates to the entrance of Wet Dock were closed for the first time during the season, on 11th May, and remained in operation until 28th October.

On the 2nd, 29th and 30th of September, owing to the tide not having risen sufficiently for the purpose, the gates were not opened with the day tide.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, 2nd January, 1893.

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

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

During the past season forty-two (42) ocean mail steamers of one hundred and ten thousand five hundred and seventy-five (110,575) tons register, used the docks for landing immigrants' baggage, and three thousand six hundred and fifteen (3,615) tons Quebec and western freight. Also thirty (30) steam-ships lightered seven hundred and seventy-seven (777) tons Quebec freight and also landed their immigrants.

Nineteen (19) ocean steamers of twenty-nine thousand nine hundred and seventy-eight (29,978) tons register, landed eight thousand seven hundred and eighty-seven (8,787) tons of Quebec freight.

Fourteen (14) steamers of one hundred and twenty-one thousand and sixty-eight (121,068) tons register used the docks, discharging their full cargoes of twenty-two thousand nine hundred and eighty-one (22,981) tons coal.

Steam-boat Inspection.

Eleven (11) sailing ships of eleven thousand four hundred and forty three (11,443) tons register, landed eight thousand and eighty-two (8,082) tons coal, and thirty (30) barges of three thousand two hundred (3,200) tons register, discharged four thousand seven hundred and thirty-six (4,736) tons coal, five (5) schooners of six hundred (600) tons register, also discharged nine hundred and twenty-five (925) tons coal.

Forty-six (46) sailing ships, of forty-one thousand four hundred and eighty (41,480) tons register, have used the docks loading full cargoes of timber and deals, and the surface traffic has required the employment of three thousand eight hundred and sixty-four (3,864) railway cars.

Immigration traffic.—During the past season the different ocean mail steamers landed fourteen thousand (14,000) steerage passengers at the immigration station, Louise docks, who were forwarded to their future homes by the Canadian Pacific Railway.

No record has been kept of cabin passengers.

The ss. "State of Georgia," in a sinking condition, having grounded and sunk on her way from Montreal, after being floated, was towed into Louise Docks and discharged there, prior to going into graving dock.

The ss. "Texas" having collided with another steamer in the channel on her way down from Montreal, with a full cargo, put into Louise Basin, for repairs, and same being made left for sea without having to discharge either cargo or cattle.

The ss. "Coomassee," on her outward trip, grounded in the north channel off the Island of Orleans and was placed in the Louise Basin, when after discharging a portion of her cargo, it was found that no repairs were required. She consequently re-loaded and proceeded to sea.

I have the honour to be, sir,

Your most obedient servant,

JAS. F. GOLDEN,

Wharfinger.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, April, 1892.

To the Honourable J. ALDÉRIC OUMET,
Minister of Public Works, &c.,
Ottawa.

SIR,—In compliance with your request at the interview I had the honour of having with you on the 6th inst., to place before you in memorial form the various matters then discussed, so that the Government might fully understand the needs of the Quebec Harbour Commissioners, and thus be enabled to deal with them intelligently, I have the honour to submit the following:—

COMMISSIONERS' WHARF.

This wharf was examined by the Commissioners' engineer in August, 1890, for the purpose of ascertaining its actual condition and of establishing the cost of effecting efficient repairs.

From the report then made (paper No. 1 transmitted herewith) and the plans submitted (sheet No. 1), it appears that this wharf requires to be filled from a depth of from 20 to 26 feet below up to the coping level of the wharf. That there is a space in the centre portion of the wharf, perfectly hollow, and only bridged over by a set of timbers, five feet in depth and now decayed. That the planking on the river face of the wharf has given way, and that the filling has partially fallen out into the St. Lawrence, giving in places along the face of the wharf a depth of only 19 feet of water at low tide. That the timbers of the wharf are decayed for a depth of 15 feet from coping and have to be renewed and made solid before the filling of the wharf can be completed. That the eastern end of the wharf requires to be raised three feet, it having settled down by so much since its construction. That the store No. 1 (paper No. 2 transmitted herewith) situated on this wharf and founded on the defective and hollow cribwork is now in a decayed condition, and that the cost of effecting permanent and efficient repairs, thereby rendering the wharf fit for use, would be about \$23,120.

DEEP WATER FACE TO NORTHERN SIDE OF THE COMMISSIONERS' WHARF.

The Commissioners' wharf, forming the southern side of the tidal basin of the Louise Docks, was constructed on the natural surface of the ground, which was, on the site of this wharf, generally above low water mark. It has been consequently impossible to complete the dredging of the tidal basin, as by so doing the Commissioners' wharf would have been undermined and destroyed.

The undredged portion of the basin is directly opposite the entrance to the docks, and is a source of great danger to vessels making use of them, one vessel, the "Wylo," having been wrecked, owing to the existence of this undredged bank. The Commissioners, therefore, to complete the tidal basin, wish to put a deep water face along the north side of the Commissioners' wharf.

This addition to the tidal basin would not only remove the dangerous shoal but would also give a berth 600 feet long for steam-ships drawing 30 ft. of water, and would largely increase the surface area and value of the Commissioners' wharf.

The cost of this work would be, if constructed of cribwork, about \$113,761 as per the report of the chief engineer (paper No. 3) and the herewith plans (sheets Nos. 1 and 2). If constructed of concrete and masonry, as per plan sheet No. 3, the cost would be about \$229,916 (estimate paper No. 3). The site of the projected deep water face to the Commissioners' wharf is shown on the general plan of the docks, sheet No. 4, coloured red, and embraced within the letters, E. F. G. H.

SOUTH QUAY WALL—WET DOCK.

By an agreement dated March 27th, 1892, with the Lake St. John and Montmorency and Charlevoix Railway companies, the Commissioners obtained possession of a strip of land 40 feet wide about 1,200 feet long, shown on the general plan, sheet No. 4, coloured red, and embraced within the letters A. B. C. D., immediately to the south of the Commissioners' line, in the wet dock; together with the riparian rights of all the properties to the south of it.

The Lake St. John Railway Company have now erected a station, a grain elevator, freight shed, &c., on, and are now completing the filling in of their terminal property, coloured yellow on the general plan, sheet No. 4, and are now using the property as the terminus for the railway companies.

The Commissioners, by constructing a cribwork retaining wall and filling in the property embraced within the letters A. B. C. D., would obtain a frontage for vessels drawing 30 feet of water, about 1,200 feet long at a comparatively low rate, thereby greatly increasing the value of the docks to the shipping community. They would also reap the benefits to be derived from the possession of the monopoly of the wharfage dues, &c., on goods handled by the railway companies interested in the terminus property. This projected work would be similar in character to that shown on sheet No. 2, for the deep water face to the Commissioners' wharf, and has been estimated to cost about \$128,000. (Paper No. 4.)

CLAIM OF PETERS, MOORE & WRIGHT.

Judgment was rendered in the Supreme Court in this case in November, 1891, condemning Commissioners to pay the sum of \$87,468.71, with interest from 4th February, 1886, and costs amounting to \$752.95.

From this total sum there is to be deducted payments made to Messrs. Peters, Moore & Wright to the extent of \$30,000 since the institution of suit, with interest upon each payment from the date thereof, leaving a balance due, say on 1st May, 1892, of \$83,037.65.

The original action in this case was taken by Messrs. Peters, Moore & Wright, in August, 1886, and their claim then was for \$184,241.26, with interest from 1st November, 1881. It will thus be seen that in contesting this claim the Commissioners have succeeded in making a considerable saving, in fact with the exception of the clerical error of \$34,472, which was given against them, all their pretensions have been maintained.

Steam-boat Inspection.

On the 7th May, 1889, to enable the Commissioners to appeal from judgment in the Superior Court in this case, an Order in Council was passed qualifying the then chairman and secretary as sureties to the extent of \$100,000, and now that the case is finished and judgment finally rendered those securities, and through them the government is responsible for this amount of \$100,000.

Accompanying this are the following annexures: A. 1, Letter of G. G. Stuart; A. 2, Letter of G. G. Stuart; A. 3, Copy of Order in Council; and A. 4, Statement of amount that would be due Peters, Moore & Wright on 1st May, 1892.

UNEXPENDED BALANCE OF AMOUNTS VOTED FOR THE HARBOUR IMPROVEMENTS NOW IN THE HANDS OF THE DOMINION GOVERNMENT.

By 36 Vic., cap. 62, 43 Vic., cap. 17, 45 Vic., cap. 47, 47 Vic., cap. 9, 49 Vic., cap. 19, and 50-51 Vic., cap. 41, \$3,975,000 were voted to the Quebec Harbour Commissioners, \$723,000 of this being for the redemption of the old debt, the balance to be used solely for the construction of improvements in the Harbour of Quebec and for no other purpose whatever. (See 36 Vic., cap. 62 and other Acts.)

Owing to some misunderstanding of the law, interest was paid out of capital to the extent of \$396,000, thus diverting improperly the funds voted by Parliament to a purpose for which they were never intended and the payment of which was certainly illegal.

By 51 Vic., cap. 6, the Commissioners were relieved of all obligations in connection with this amount of \$396,000, and bonds to that extent were returned to them, the Government by the same act and at the same time taking possession of all the Commissioners' surplus moneys, amounting to \$223,929.23.

It is thus evident that this improper payment of interest out of capital was fully recognized by Government, and by the Act just quoted, the Commissioners were placed in the same position as if it had never been drawn or paid,

The position now is that there are votes, none of which have been cancelled or modified, to the extent of \$3,975,000. Against this the Commissioners have drawn and the Government hold debentures for \$3,529,000, leaving a balance of \$446,000 available for the continuance of the harbour improvements.

What is now respectfully requested is, that out of this unexpended balance of \$446,000, the Government would advance \$348,000 for the following purposes:

Repairs, Pointe-à-Carcy	\$ 23,120 00
Deepening inside face, Pointe-à-Carcy	113,761 00
South Quay Wall, Wet Dock	128,000 00
Peters, Moore & Wright	83,037 65
Total	\$ 347,918 65

At the meeting I had with you on the 6th, I placed before you in as clear a manner as possible the advantages and necessity of those improvements, especially as touching Pointe-à-Carcy wharf, the danger of leaving it in its present delapidated condition with a sand bank at the entrance to dock that may at any day cause an accident of hundreds of thousands of dollars, and is an absolute preventative to first-class steamers using the Louise Docks.

In conclusion, I would respectfully mention that while there is a large amount of arrears due by Commissioners for interest, much the larger part was incurred while the works were in course of construction; that the Commissioners have contra claims against your department in connection with the graving dock for \$5,909.54, against the Department of Agriculture for the space occupied by the immigration buildings for \$79,142.88, and that the settlement of those claims would enable the Commissioners to meet some of this interest.

The Commissioners also believe that the improvements recommended, making entrance safe, utilizing ground acquired from Quebec and Lake St. John Railway Co., on which there is a grain elevator, together with the proposed erection of an elevator by the C. P. R. Co., will make a great change in the trade of this port, and likely to make the Quebec harbour improvements an interest returning and a paying investment.

Accompanying this, marked B 1, are copies of the correspondence that passed between Commissioners and Department of Finance, touching the balance of \$446,000 of unexpended votes.

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

EDM. GIROUX,
Chairman.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 31st December, 1892.

Statement showing the movement of the coasting trade of the harbour for the season of navigation of 1892 (as reported at this office):—

Cargoes by schooners.....	770
do batteaux.....	589
do barges.....	77
do steam-boats.....	281
Tonnage.....	396,167
Crews (men).....	17,459
Passengers.....	63,179

Steam-boat Inspection.

QUEBEC HARBOUR COMMISSION.

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December, 1892.

Nature of Works.	Total Expenditure, including Interest, &c.	Reduction effected under 51 Vic, cap. 5, representing Interest and Sinking Fund paid out of Capital.	Amount of Harbour Commissioners' Sinking Fund and accumulations which by 51 Vic, cap. 5, has become part of Consolidated Revenue of Canada.	Net Reduction.	Net Cost of Works.	Total Amount received from Federal Government.	Total Amount voted.	Designation of Statutes authorizing expenditure.	Amount available.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	
Harbour improvements	3,281,418 54	Int. 378,670 05 S.F. 17,329 95	223,929 23	Int. 154,740 82 S.F. 17,329 95	3,126,677 72	2,889,802 42	3,252,000 00	36 Vic, cap. 62 43 do 17 45 do 47 47 do 9 49 do 19 50-51 do 41	362,197 58	The debt of the Commission amounting to \$723,000 redeemed under 36 Vic., cap. 62, is not included in this statement.
		386,000 00		172,070 77						

Certified, JAMES WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
Quebec, 2nd January, 1893.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE Statement of the Revenue of the Commission for the years 1891 and 1892.

	1891.	1892.	Difference in 1892.
	\$ cts.	\$ cts.	\$ cts.
Tonnage dues	11,612 19	14,922 71	*3,303 52
Import dues	2,893 08	2,451 71	†441 37
Export dues	4,195 10	4,965 45	*770 35
Harbour dues	2,323 40	2,412 00	*89 09
Property receipts	34,161 47	44,662 26	*10,500 79
Interest	809 61	1,397 64	*588 03
Beach and deep water lots	1,977 37	1,977 37	.....
Sundries	232 60	8 90	+223 70
	58,204 82	72,798 53	*14,593 71

†Decrease. *Increase.

Steam-boat Inspection.

Cr.

REVENUE and Expenditure.

Dr.

	1892.	1892.	
Dec. 31. To	\$	\$	cts.
Tonnage dues.....	14,922 71		
Import dues.....	2,451 71		
Export dues.....	4,965 45		
Harbour dues.....	2,412 49		
Property receipts.....	44,662 26		
Beach and deep water lots.....	1,977 37		
Interest.....	1,387 64		
Sundries.....	8 90		
	72,798 53		
By Officers' salaries.....			8,005 28
Reporters.....			591 25
Legal expenditure.....			592 33
Report and annexures.....			501 25
Property expenditure.....			13,669 43
Auditors for 1891.....			200 00
Hardware.....			77 65
Removing snow.....			75 00
Harbour Master's service.....			387 50
Sundries.....			3,700 52
Surplus over working expenses.....			44,998 32
			72,798 53

JAS. WOODS,
Secretary-Treasurer.

DR.

BALANCE SHEET ON 31st DECEMBER, 1892.

	\$	cts.
To Office furniture.....		3,557 57
Amount at debit grantees.....		42,941 90
Beach and deep water lots.....		112,744 02
Amount at debit, sundries for rent, wharfage, &c., including unsettled claims against Government.....		224,039 54
Breakwater wharf.....		282,068 35
Point-à-Carcy wharf.....		48,552 99
East India do.....		16,740 32
Grand Trunk do.....		86,541 85
Wellington do.....		51,103 20
Atkinson's do.....		9,918 29
Reynar's do.....		3,126,677 72
Harbour improvements.....		45,340 24
Cash on hand.....	\$	394 87
do on deposit.....	\$	1,870 91
		256 90
		1,518 74
		2,650 47
Jackscrews account.....		4,065,924 48
Tools do.....		
Anchor do.....		
Bill receivable.....		
Suspense account.....		

	\$	cts.
By Beach and deep water lots.....		54,706 31
Receiver-General.....		43,380 00
Harbour debentures.....		3,612,802 42
Profit and loss.....		345,035 75
		4,065,924 48

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year ending 31st December, 1892, and that the above is a correct copy of the balance sheet.

A. GABOURY, }
A. AHERN, } *Auditors.*

Steam-boat Inspection.

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

1892.	ASSETS.	\$ cts.	1892.	LIABILITIES.	\$ cts.	\$ cts.
Dec. 31	Real estate—		Dec. 31	Quebec harbour debentures	3,612,802 42	3,656,182 42
	Breakwater wharf	224,039 54		Receiver-General	43,380 00	
	Point-a-Carcy do	282,066 35		SURPLUS.		
	East India do	48,552 99		Composed as follows—	54,706 31	
	Grand Trunk do	15,740 32		Beach and deep water lots	345,035 75	
	Wellington do	86,541 85		Profit and loss		399,742 06
	Atkinson's do	51,103 20				
	Reynar's do	9,918 29				
	Harbour improvements.....	717,962 54				
	Cash—	3,126,677 72				
	On hand	1,051 52				
	On deposit	44,288 72				
	<i>In re</i> beach and deep water lots—					
	Capital at debit sundries	34,756 84				
	Arrears of interest to 24th June.	8,185 06				
	do do 24th December.	988 68				
	Rents, wharfage, &c. :-					
	Due by sundries as per balance sheet,					
	including unsettled claims against					
	Government	112,744 02				
	Accrued but not due	1,670 79				
	Jackscrews on hand	114,414 81				
	Anchors do	394 87				
	Tools do	256 50				
	Office furniture do	1,870 91				
	Bills receivable	3,557 57				
		1,518 74				
		4,055,924 48				4,055,924 48

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the statement of Assets and Liabilities of the Quebec Harbour Commission, on the 31st December, 1892, and that we have found the same correct.

A. GABOURY, }
A. AHERN, } *Auditors.*

QUEBEC, 31st December, 1892.

QUEBEC, 20th January, 1893.

To the Chairman and Commissioners, Quebec Harbour Commission.

GENTLEMEN,—We beg to report that we have audited the books and vouchers of the Commission for the year 1892, and we are pleased to state that we have found everything in order.

We have to thank the secretary for having given us all the facilities possible.

We have the honour to be, gentlemen,
Your obedient servants,

A. GABOURY, }
A. AHERN, } *Auditors.*

TIDE Register for 1892, from a gauge at the Lévis Dry Dock, the zero of which is level with the sill of the dock, or 7 feet below low water spring tides.

<p>January—Highest tide, 26' 7" on 3rd, 9.15 p.m. Lowest do 8' 0" on 5th. West wind during 16 days. East do 12 days. Calm 3 days. Lowest temperature, 18° on 20th. Highest do 34° on 3rd.</p> <p>February—Highest tide, 28' 5" on 12th, 6.35 p.m. Lowest do 6' 3" on 29th. West wind during 15 days. East do 13 days. Calm 1 day. Lowest temperature, 6° on 6th. Highest do 52° on 25th.</p> <p>March—Highest tide, 28' 0" on 30th, 7.10 a.m. Lowest do 5' 6" on 13th. West wind during 21 days. East do 10 days. Lowest temperature, 2° on 13th. Highest do 62° on 30th.</p> <p>April—Highest tide, 27' 6" on 29th, 7.50 a.m. Lowest do 7' 0" on 11th. West wind during 24 days. East do 4 days. North do 2 days. Lowest temperature, 18° on 24th. Highest do 62° on 1st.</p> <p>May—Highest tide, 28' 6" on 27th, 6.45 a.m. Lowest do 8' 9" on 1st. West wind during 8 days. East do 18 days. North-west wind during 5 days. Lowest temperature, 32° on 8th. Highest do 70° on 4th, 14th & 30th.</p> <p>June—Highest tide, 27' 6" on 25th, 6.35 a.m. Lowest do 8' 9" on 16th. West wind during 14 days. East do 13 days. North do 3 days. Lowest temperature, 50° on 10th. Highest do 86° on 1st.</p>	<p>July—Highest tide, 26' 3" on 25th, 7.20 a.m. Lowest do 8' 3" on 16th. West wind during 27 days. East do 4 days. Lowest temperature, 56° on 6th. Highest do 87° on 12th, 25th & 26th.</p> <p>August—Highest tide, 23' 3" on 13th, 9.04 a.m. Lowest do 8' 3" on 8th. West wind during 17 days. East do 14 days. Lowest temperature, 54° on 23rd. Highest do 86° on 19th.</p> <p>September—Highest tide, 26' 3" on 11th, 9.45 p.m. Lowest do 7' 6" on 18th. West wind during 20 days. East do 5 days. North-west wind during 3 days. North wind during 1 day. Calm 1 day. Lowest temperature, 38° on 29th. Highest do 80° on 4th.</p> <p>October—Highest tide, 27' 3" on 9th, 8.40 p.m. Lowest do 8' 0" on 12th. West wind during 22 days. East do 4 days. North-west wind during 5 days. Lowest temperature, 28° on 31st. Highest do 58° on 18th and 19th.</p> <p>November—Highest tide, 27' 9" on 5th, 6.35 p.m. Lowest do 8' 0" on 6th. West wind during 19 days. East do 11 days. Lowest temperature, 20° on 6th, 11th, 21st and 23rd. Highest temperature, 50° on 18th.</p> <p>December—Highest tide, 27' 6" on 4th, 6.45 p.m. Lowest do 5' 9" on 26th. West wind during 26 days. East do 5 days. Lowest temperature, 19° on 26th. Highest do 36° on 8th and 9th.</p>
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The observations for temperature are taken at 7 a.m. and 3 p.m. in the shade.

U. VALIQUET,
Superintendent Dry Dock.

Steam-boat Inspection.

APPENDIX No. 9.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS, FOR THE CALENDAR YEAR ENDING 31st DECEMBER, 1892.

SECRETARY'S OFFICE,
THREE RIVERS, 27th February, 1893.

W. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the Commission for the year ended 31st December, 1892; also a comparative statement of trade and navigation of the port during the same year.

STATEMENT OF RECEIPTS AND DISBURSEMENTS.

RECEIPTS.

From the Collector of Customs—			
Harbour dues on goods, inwards.....	\$	619 35	
do do outwards.....		1,396 20	
Tonnage dues on vessels.....		929 49	
Moorage dues.....		134 23	
		\$ 3,079 27	
Local traffic—			
Harbour dues on goods, inwards.....	\$	158 07	
do do outwards.....		257 99	
Tonnage dues on vessels.....		443 50	
Commutation.....		1,028 00	
Rent of wharfs and moorage.....		373 52	
		2,261 08	
Total collection.....	\$	5,340 35	

EXPENDITURE.

Salaries of officers.....	\$	1,572 37	
Rent, fuel, office expenses, sundries.....		587 73	
Printing and office supplies.....		110 66	
Travelling expenses.....		22 25	
Collection refunded.....		268 99	
		\$ 2,562 00	
Construction and properties account—			
Dean's wharf.....	\$	12,489 69	
Commissioners' wharf, No. 1.....		245 71	
Sundries.....		178 55	
		12,913 95	
Interest account—			
Interest on Dean's wharf property.....	\$	630 00	
Debentures.....		210 93	
		840 93	
Total expenditure.....	\$	16,316 88	

DR.		BALANCE SHEET.				CR.	
1892.		\$ cts.	\$ cts.	1892.		\$ cts.	\$ cts.
Jan. 1	Deposit in bank	2,511 46		Dec. 31	Expenses for admin- istration	2,293 01	
do 1	Cash on hand	95 50		do 31	Expenses for harbour works	12,913 95	
Jan. 1			2,606 96	do 31	Expenses for debentures	210 93	
to				do 31	Expenses for interest	630 00	
Dec. 31	Harbour dues collected		5,340 35	do 31	Collection refunded		16,047 89
do 31	Notes discounted		9,000 00	do 31	Deposit in bank	614 21	268 99
				do 31	Cash on hand	16 22	
							630 43
			16,947 31				16,947 31

STATEMENT of the number and tonnage of sailing vessels and steamers, entered inward and outward the Customs Port of Three Rivers, for the year ending 1891.

Return of Vessels Inwards.			Return of Vessels Outwards.		
	No.	Tonnage.		No.	Tonnage.
Total of arrivals	24	26 202	Total of departures	24	26 202
Number of steamers	13	15 766	Number of steamers	13	15 766
do sailing vessels	11	10 436	do sailing vessels	11	10 436

NATIONALITY.

Norwegian	12	11 244	French	2	3 900
British and Canadian	9	10 251	Italian	1	807

Sailing from.			Sailing for.		
	No.	Tonnage.		No.	Tonnage.
Inland ports	7	7 832	Great Britain	13	12 822
Great Britain	5	5 215	Inland ports	4	6 844
Lower Provinces	5	4 841	Lower Provinces	3	2 682
Scandinavian	5	4 414	Newfoundland	2	2 143
France	2	3 900	Southern States	1	904
			Italy	1	807
	24	26 202		24	26 202

LOCAL TRAFFIC.

	Number.	Tonnage.
Bateaux, not registered	155	
Schooners	26	1 614
Barges	31	3 613
Steam-boats	144	11 899
American barges	283	27 606
	639	44 732

(Richelieu and Ontario Co.'s steam-boats and local boats not included.)

Steam-boat Inspection.

	\$	\$
The aggregate volume of foreign trade for 1892, as per custom and consular returns, amounted to \$934,808.		
Divided into:—		
Exports.....		804,015
Imports.....		130,793
As against a total of \$931,000 in 1891.		
The exports are divided as follows:—		
To the United States—		
40,916,650 feet lumber	301,488	
1,154 feet square timber	643	
12,062,750 shingles	24,443	
Telegraph poles	2,689	
48,590 railroad ties	9,575	
Other lumber	1,504	
20,298 cords pulpwood	76,255	
11,065,300 lbs. woodpulp	83,453	
288 cords hemlock bark	1,440	
7,378 tons hay	68,722	
16 horses	1,820	
10,545 sheep	30,176	
Other products of the farm	948	
Furs and hides	3,509	
Minerals—Asbestos, serpentine, stones, oxide of iron.....	27,531	
Household effects	22,171	
Miscellaneous	586	
		656,955
To Great Britain—		
11,344,100 feet lumber	125,540	
4,700 feet square timber	690	
470 tons hay	4,700	
		130,930
To Italy—		
660,000 feet lumber		6,850
To Newfoundland—		
244,000 feet lumber	2,440	
General cargo	1,890	
15 horses	1,200	
85 passengers.....		
		5,580
To Germany—		
Furs		3,750
		804,015
Total exports.....		
The imports were:—		
From the United States—		
Flour and provisions	3,209	
2,296 tons coal	8,162	
Smelting material, grindstones	1,162	
Hardware, tools and machinery	3,419	
Electrical implements, &c	659	
Drugs and chemicals	712	
Leather and leather goods	6,526	
Hides and furs	3,485	
Paper, books and prints	2,292	
Fancy goods, jewellery, &c	2,773	
Dry goods	2,215	
Buttons and glove fasteners.....	1,825	
Raw tobacco	560	
Settlers' effects	19,073	
Divers	1,917	
		57,989
From Great Britain—		
Dry goods	20,826	
Hats and caps	1,540	
Oil cloth and carpets	782	
Leather	1,778	
Bells, &c	1,526	
		26,452
From the Lower Provinces—		
10,132 tons coal		30,156
From Austria—		
Leather	6,585	
Furs	1,870	
		8,455

	\$	\$
Imports— <i>Continued.</i>		
From France—		
Books.....	1,912	
Instruments.....	148	
Furs.....	331	
Brandy.....	508	
Fancy and dress goods.....	1,399	
		4,298
From Holland—		
3,596 galls. gin.....	1,326	
Packages.....	989	
		2,315
From Germany—		
Leather.....	491	
Wine.....	93	
Tools.....	66	
		650
From Belgium—		
Glass.....	293	
Music.....	35	
		328
From Spain—		
306 galls. wine.....		150
Total imports.....		130,793

The prominent feature of last year's transaction is the constant increase in the export of lumber to the United States.

From 28 million feet in 1891, and 20 million in 1890, the quantity of sawn lumber shipped in 1892 amounted to nearly 41 million. In pulpwood the increase is over 200 per cent, and woodpulp also shows an advance.

On the other hand, our transactions with Great Britain continued to decrease. A little over 11 million feet has been shipped, as against 19 million in 1891 and 20½ million in 1890; 660,000 feet to Italy complete the transactions with foreign ports.

The exports of hay to the United States continued on a poor scale; the quantity shipped amounted to somewhat the same as the year before, viz.: some 7,000 tons, as against 30,000 and 35,000 tons in former years. The bulk of this, our agricultural staple, found ready sale in the home markets, principally Montreal, for the supply of cattle for shipment to Europe.

One complete cargo of our hay has been shipped directly to Scotland, with fair remuneration, and good prospects for future shipments to Europe.

Other transactions, exports as well as imports, continued about the same as in former years.

The whole respectfully submitted,

GEORGE BALCER,
Secretary.

Steam-boat Inspection.

APPENDIX No. 10.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE CALENDAR YEAR ENDING 31st DECEMBER, 1892.

NORTH SYDNEY, C.B., 6th February, 1893.

HON. CHAS. H. TUPPER, M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In accordance with the provisions of the Harbour Commissioners Act, we have the honour to submit our report for the year 1892.

The required repairs on the North Bar extension, referred to in our last report, was commenced in June and completed in September, which makes the inner work on the North Bar complete.

The block built was 440 feet long and 22 feet in width and averaged about 4½ feet in height, as per C. M. Odell's plan.

The work was done under the inspection of Mr. Odell, and the following is his report:—

“GENTLEMEN,—The repairs to the breakwater on the north-east bar of North Sydney Harbour being completed, I beg to report that the work has been well and truly built, in a thoroughly substantial manner, and in accordance with the plans and estimate furnished by me in May last. I inspected the work frequently during the construction from June till September of the same year, and found the timber and other materials being used of good sound quality, and the work being constructed in a thorough and workmanlike manner under the superintendence of a competent and careful foreman.

(Signed) “C. M. ODELL, *C.E.*”

We herewith send a detailed account of the cost, with receipts and vouchers for expenditure.

We also beg to submit the Harbour Master's report, giving the usual shipping and coal statistics for the year.

The block built in 1880 by A. McDonald requires repairs and to be extended out to make it flush with the other work built in 1881 and 1882.

RECEIPTS and Disbursements for 1892 were as follows.

	\$ cts.		\$ cts.	\$ cts.
Balance on hand from 1891.....	1,798 52			
1892.				
Received from Collector Customs.....	1,769 05			
		Paid Harbour Master salary	400 00	
		do boat-hire.....	50 00	
		V. Brown	25 00	
		A. C. Bertram	12 00	
		J. R. Lithgow	210 53	
		G. H. D. (the secretary)	250 00	
		M. J. Phoran, chairman.....	150 00	
				1,097 53
		Paid Cost of repairs on North Bar—		
		C. M. Odell, for plan	16 00	
		do for inspection	25 00	
		Paid for materials—		
		Neil McSween	57 04	
		M. McSween	19 34	
		H. Dunlap.....	7 00	
		E. Moore	45 30	
		Neil Campbell	46 92	
		James McDonald.....	9 28	
		M. McPherson	22 08	
		D. McQueen	18 90	
		Donald Beaton.....	47 38	
		J. Beaton	9 08	
		Lewis Moore.....	23 90	
		J. D. Malony.....	5 84	
		Thomas Moore	154 58	
		McKeen, Moore & Co.....	14 93	
		Robert Musgrave	103 70	
		W. H. Moore.....	5 09	
		Joseph Salter	4 96	
		James Connel.....	5 17	
		Paid Labour—		
		Angus McIntyre.....	26 25	
		Alex. Campbell	33 00	
		Philip McDonald	51 30	
		Hugh McDonald.....	43 50	
		J. W. D. McDonald.....	29 37	
		Charles Campbell.....	8 12	
		Charles Cann, &c.....	23 12	
		Joseph Nowlen	3 95	
		Alex. McPhee.....	3 50	
		E. Leslie	68 00	
		Isaac Jerret	40 60	
		J. W. Cann.....	0 45	
		Henry Langwith.....	37 50	
		Bayard Osborne.....	22 00	
		Alex. McRae.....	48 95	
		Alex. Walsh	0 50	
		John Walsh	1 25	
		John J. Walsh	0 25	
		Joseph Mumblequit.....	1 25	
		John Walsh	46 25	
		Alex. Walsh	20 00	
		Charles Cook	2 00	
		John J. Johnson.....	32 20	
		J. W. McMillan.....	37 80	
		B. Musgrave.....	2 50	
		W. Jerret	29 90	
		Archibald & Co.....	40 00	
		Steamer "Zaidee"	12 00	
		Ballast account.....	32 07	
		Cost of North Bar work		1,369 07
		W. H. Moore, 5 per cent commission.....		88 45
		Balance on hand.....		1 012 52
	3,567 57			567 57
To Balance.....	1,012 52			

We have the honour to be, sir,

Your obedient servants,

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

Steam-boat Inspection.

HARBOUR MASTER'S REPORT FOR NORTH SYDNEY, 1892.

NORTH SYDNEY, 2nd February, 1893.

GENTLEMEN,—I here beg to submit my report of the shipping and coal statistics for 1892.

SHIPPING ARRIVALS.

	1892.		1891.	
	No.	Tonnage.	No.	Tonnage.
Ocean steamers	310	247,245	386	352,469
Coasting steamers	56	12,768	82	16,315
Ships	11	14,300	6	7,906
Barques	70	42,544	67	47,101
Brigantines	38	8,180	81	17,090
Schooners	779	71,520	899	73,334
Seamen		12,389		16,000

The following are the Coal Exports.

Years.	Sydney Mines.	Victory.	Inter-national.	Bridgeport.	Reserve.	Totals.
1881	133,135		78,285		68,884	285,304
1882	133,623		102,927		74,432	310,982
1883	131,673	154	96,997		10,447	33,601
1884	131,339	10,408	80,798	3,045	86,500	312,140
1885	105,124	41,066	63,750	12,290	741,823	296,413
1886	122,000	46,745	105,590	12,500	84,500	371,335
1887	117,000	63,000	105,590	12,000	105,000	408,000
1888	130,000	78,000	102,000	25,000	106,771	440,000
1889	125,000	88,900	123,666	26,000	140,000	469,337
1890	144,100	94,000	135,000	32,000	153,200	526,000
1891	150,000	75,000	123,000	25,000	81,500	551,201
1892	163,000	108,000	107,000	33,000	135,852	846,852

PORT OF NORTH SYDNEY.

COMPARATIVE Statement showing the dates of the closing and opening of navigation ; also the first arrival from, and last departure to sea for the past eleven years.

Year.	Closing of Navigation.	Opening of Navigation.	Last Departure.	Last Arrivals.
1881	January 22.	February 25.	January 19.	April 1
1882	do 27.	May 2.	do 24.	May 2
1883	do 19.	March 29.	do 17.	April 1
1884	do 16.	April 22.	do 16.	do 27
1885	do 22.	do 24.	February 15.	do 25
1886	February 28.	do 4.	do 15.	do 15
1887	do 21.	do 2.	January 27.	do 28
1888	January 19.	March 25.	do 16.	do 7
1889	February 23.	do 6.	do 27.	March 30
1890	do 23.	do 6.	do 17.	do 30
1891	January 27.	do 14.	do 27.	do 15
1892	Open all winter		February 6.	February 7

The buoys were put out 1st May and taken up 30th December.

Respectfully submitted,
GEO. B. MOFFAT,
Harbour Master.

APPENDIX No. II.

REPORT OF THE HARBOUR MASTER AT HALIFAX, N.S., FOR THE
CALENDAR YEAR ENDING 31ST DECEMBER, 1892.

HARBOUR MASTER'S OFFICE,
HALIFAX, N.S., 27th January, 1893.

SIR,—I have the honour to submit herewith my statement for the year ending 31st December, 1892, showing the number, rig and tonnage of vessels subject to Harbour Master's dues that entered this port during the year.

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

E. O'BRYAN,
Harbour Master.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of the Harbour Master, Halifax, N.S., from 1st January
to 31st December, 1892.

DR.

CR.

				\$	cts.					\$	cts.	
				No.	Rig.	Tonnage.						
To fees collected from	151	Steamers..	227,756	702	00	By amount reverting to Harbour Master for expenses and remuneration . .		1,562 50				
To fees collected from	5	Ships	7,328	25	00							
To fees collected from	44	Barques..	27,625	167	50							
To fees collected from	8	Barquen- tines	3,800	25	00							
To fees collected from	4	Brigs	1,211	8	50							
To fees collected from	50	Brigan- tines	8,493	78	00							
To fees collected from	512	Schooners.	47,937	556	50							
				\$1,562 50						\$1,562 50		

Sworn to before me at Halifax, }
N.S., this 27th day of January }
1893.

WM. MCKERRON,
Notary Public.

E. O'BRYAN,
Harbour Master.

Steam-boat Inspection.

APPENDIX No. 12.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of Harbour Masters; the dates of proclamation; the names of the Harbour Masters appointed; the dates of the appointment of Harbour Masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1892, and the overplus, if any, paid into the credit of the Receiver-General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the	Amount collected in	Amount paid over to
				fees of office salary not to exceed.	1892.	Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Collingwood	3 March, '77	Andrew Lockerbie	3 March, '77	200 00	73 00	.....
Fort William	7 July, '91	J. J. O'Connor	7 July, '91	400 00	.....	.....
Goderich	28 April, '76	Thomas N. Dancey	22 April, '76	300 00	41 00	.....
Midland	22 July, '82	E. Polkinghorn	22 July, '82	200 00	191 00	.....
Parry Sound	24 March, '83	John Galna	19 March, '83	200 00	108 50	.....
Penetanguishene	2 Feb., '77	Francis Dunsome	3 June, '81	200 00	16 50	.....
Port Arthur	12 May, '84	J. J. O'Connor	6 July, '91	200 00	.....	.....
Rondeau	4 May, '78	W. R. Fellowes	17 Dec., '88	100 00	40 50	.....
Southampton	23 Sept., '75	W. H. Johnston	— Oct., '82	100 00	37 00	.....
Sarnia	25 July, '85	Robt. McAdam	3 May, '86	300 00	.....	.....

PROVINCE OF QUEBEC.

Amherst	14 Sept., '78	John Cassidy	2 Sept., '78	200 00	20 50	.....
Bersimis	31 July, '91	E. D. Chase	31 July, '91	200 00	.....	.....
Carleton	8 Dec., '81	Joseph Cauchon	26 July, '92	200 00	.....	.....
Chicoutimi	17 June, '85	Ainsworth Sturton	8 June, '86	200 00	.....	.....
Grand Entry	— Feb., '92	Colin Wallace	19 Feb., '92	200 00	.....	.....
Gaspé	25 Sept., '74	Francis J. Eden	3 April, '89	500 00	.....	.....
House Harbour	9 Aug., '87	Peter Bourque	9 Aug., '87	200 00	16 00	.....
Lachine	19 April, '80	Vacant .....	.....	.....	.....	.....
Matane	19 Oct., '77	G. C. Pelletier	11 Aug., '88	200 00	21 50	.....
Métis	7 Feb., '78	P. F. Leggatt	7 Feb., '78	200 00	64 00	.....
New Carlisle	25 Feb., '89	Digby Smollett	25 Feb., '89	200 00	5 50	.....
New Richmond	15 April, '82	Henry Leblanc	3 April, '82	200 00	25 50	.....
Oak Bay	27 March, '80	Jas. D. Sowerby	22 March, '80	200 00	.....	.....
Paspebiac	12 May, '77	Hugh Christie	22 May, '77	150 00	27 50	.....
Port Daniel	25 March, '89	J. Enright	11 Sept., '90	200 00	3 00	.....
Rimouski	5 March, '77	Jos. St. Laurent	30 May, '78	200 00	9 50	.....
Rivière Ouelle	22 July, '82	Achilles Fraser	22 July, '82	100 00	.....	.....
St. Thomas	2 Jan., '86	Eug. Hammond	21 Dec., '85	200 00	142 50	.....
St. John's	Within the Harbour of Montreal.	Alfred Pinsonneault	8 March, '88	500 00	548 00	48 00
Sorel		Pierre Bellefeuille	20 April, '75	300 00	322 50	22 50

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—Continued.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1892.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Bathurst.....	30 May, '73	James Andrew.....	23 March, '81	200 00	70 50	.....
Black's Harbour and Beaver Harbour.....	22 Sept., '83	E. W. Cross.....	17 Sept., '83	100 00	8 00	.....
Buctouche.....	30 May, '73	Melem Chase.....	30 July, '90	100 00	15 00	.....
Campbellton.....	30 May, '73	William Mott.....	9 July, '73	200 00	30 00	.....
Campobello.....	30 May, '73	W. E. Sulis.....	16 Dec., '92	100 00	.....	.....
Caraquet.....	30 May, '73	Louis Poirier.....	17 April, '83	150 00	14 50	.....
Chatham.....	30 May, '73	Wm. Johnston.....	25 June, '79	300 00	448 00	148 00
Cocagne.....	30 May, '73	John Brooks.....	7 July, '73	100 00	.....	.....
Dalhousie.....	30 May, '73	Wm. Smith.....	19 March, '88	200 00	166 00	.....
Dorchester.....	30 May, '73	E. Palmer.....	11 April, '87	200 00	20 00	.....
Fredericton.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Grand Manan, North.....	18 Sept., '76	James A. Pettis.....	21 May, '88	100 00	.....	.....
Grand Manan, South.....	22 Aug., '89	Abel Wilcox.....	22 Aug., '89	100 00	4 50	.....
Great Shemogue.....	17 May, '75	Fred. Chapman.....	21 May, '88	100 00	.....	.....
Harvey.....	30 May, '73	H. E. Graves.....	8 July, '84	100 00	46 50	.....
Hilsborough.....	30 May, '73	W. H. Carlisle.....	20 May, '90	150 00	66 50	.....
Hopewell Cape.....	25 Aug., '91	Josiah Christopher.....	25 Aug., '91	200 00	.....	.....
Ledge of St. Stephens.....	30 May, '73	Charles Young.....	22 April, '76	100 00	2 00	.....
Letete, &c.....	22 Sept., '83	Jos. Chambers.....	17 Sept., '83	100 00	6 50	.....
Little Shippegan and Miscou Gully.....	1 May, '86	Donald Harper.....	19 April, '86	100 00	3 50	.....
Little Shemogue.....	5 Sept., '88	Fred. Chapman.....	5 Sept., '88	100 00	.....	.....
Moncton.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Musquash.....	26 March, '74	George Rose.....	16 May, '87	100 00	.....	.....
Newcastle.....	30 May, '73	John Niven.....	7 July, '73	300 00	144 50	.....
North Joggins.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Port Elgin & Baie Verte.....	6 Feb., '73	Jacob Silliker.....	6 Feb., '78	200 00	.....	.....
Pokemouche.....	7 July, '83	Vital Lousie.....	23 June, '83	100 00	.....	.....
Richibucto.....	30 May, '73	James Alexander Jardine.....	11 May, '74	200 00	90 50	.....
Rockland.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Sackville.....	30 May, '73	Alexander Ford.....	28 June, '88	200 00	.....	.....
St. Andrew's.....	30 May, '73	John Wren.....	6 May, '84	100 00	64 50	.....
St. George.....	30 May, '73	Alexander Dick.....	29 Aug., '84	100 00	14 50	.....
St. Martin's and Quaco.....	14 May, '74	Joseph Carson.....	14 May, '74	100 00	5 50	.....
Shediac.....	30 May, '73	Alexander McQueen.....	19 May, '76	300 00	95 00	.....
Shippegan.....	30 May, '73	John DeGrace.....	10 Aug., '80	100 00	8 00	.....
Tracadie.....	7 May, '74	Vital Arceno.....	9 July, '75	100 00	3 00	.....
Waterside.....	.....	Wm. Riley Copp.....	3 Sept., '89	100 00	8 00	.....
West Isles.....	4 Feb., '79	Thos. K. Parker.....	4 Feb., '79	200 00	.....	.....

PROVINCE OF NOVA SCOTIA.

Advocate.....	15 May, '80	Samuel Morris.....	10 May, '80	100 00	.....	.....
Annapolis.....	12 March, '75	William Cummings.....	16 May, '79	200 00	.....	.....
Apple River.....	14 Aug., '86	Robt. Fields.....	9 Sept., '90	200 00	20 00	.....
Arichat.....	22 April, '79	Francis Marmeau.....	6 May, '84	200 00	.....	.....
Baddeck.....	23 Sept., '75	Alex. McAulay.....	10 Dec., '90	100 00	9 00	.....
Barrington.....	10 July, '82	Thos. L. Banks.....	23 Nov., '85	200 00	34 00	.....
Bayfield.....	11 July, '79	John McDonald.....	11 July, '79	200 00	.....	.....
Bay St. Lawrence.....	21 April, '87	G. Zwicker.....	21 April, '87	200 00	.....	.....
Bear River.....	25 Sept., '74	Robert Austin.....	4 April, '87	100 00	47 50	.....
Beaver Harbour.....	24 July, '80	Henry Hawboldt.....	22 Sept., '88	100 00	3 50	.....
Big Harbour.....	9 June, '83	Donald McKenzie.....	28 May, '83	100 00	19 50	.....
Bourgeoise River.....	1 May, '86	E. C. Bouchie.....	19 April, '86	100 00	9 00	.....
Bridgewater.....	6 May, '74	Joseph Robins Wyman.....	6 May, '74	100 00	49 00	.....
Bras d'Or, including New Campbelltown.....	6 May, '74	A. Livingston.....	25 Aug., '91	200 00	1 00	.....
Cape Canso.....	6 June, '76	William Walsh.....	6 June, '76	100 00	115 00	15 00

Steam-boat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—Continued.

PROVINCE OF NOVA SCOTIA—Continued.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1892.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Cape Negro or North East Harbour.....	18 May, '81	A. D. Perry.....	18 May, '81	200 00	22 50	
Chester.....	8 Sept., '83	Arch. Evans.....	4 Aug., '83	100 00	27 00	
Cheticamp.....	20 April, '76	Fulgence Ancoine.....	15 April, '76	100 00		
Clarke's Harbour.....	1 June, '81	J. B. Brennan.....	1 June, '81	200 00	12 50	
Clementsport.....	1 May, '77	Thomas Tracey.....	1 May, '77	100 00	14 00	
County Line to Grand Narrows.....	9 June, '83	Vacant.....				
Cow Bay.....	3 March, '79	Hector McDonald.....	3 March, '79	400 00	108 50	
Crow Harbour.....	30 Sept., '88	John Ehler.....	5 May, '90	100 00		
D'Escousse.....	23 Jan., '85	Arthur Pertus.....	6 March, '90	100 00	42 00	
Digby.....	19 Feb., '78	James A. Hughes.....	19 Feb., '78	300 00	26 50	
East Bay.....	25 Aug., '83	Donald McInnes.....	5 April, '86	100 00		
Fouchier.....	22 May, '89	Neil McLean.....	22 May, '89	100 00	1 00	
Gaberouse.....	3 March, '79	John Wm. Hardy.....	2 Nov., '86	100 00		
Glasgow and Cape Breton Pier.....	30 Oct., '80	Angus McQuarrie.....	30 Oct., '80	300 00	247 00	
Halifax.....	No proclamation required by Act.....	Edward O'Brien.....	18 March, '80	1,800 00	1,562 50	
Hantsport.....	27 June, '84	Edward Davison.....	27 June, '84	225 00	187 50	
Ingonish, North Bay of.....	22 March, '81	William Thompson.....	24 March, '81	200 00		
Ingonish, South Bay of.....	9 Oct., '84	P. C. Brewer.....	9 June, '86	100 00		
International Harbour, Sydney.....	30 Oct., '80	Michael Neville.....	30 Oct., '80	300 00	317 00	17 00
Isaac's Harbour.....	30 Oct., '89	Andrew J. Blakely.....	30 Oct., '89	100 00	25 00	
Jeddore.....	20 Sept., '90	Wm. Jennox.....	20 Sept., '90	100 00	6 50	
Jordan Bay.....	25 Oct., '76	Matthew Drips McKenzie.....	25 Oct., '76	150 00	16 50	
LaHave or Getson's Cove.....	12 March, '75	George Henry Zwicker.....	25 Feb., '75	300 00	27 50	
L'Ardoise, Upper and Lower.....	22 Aug., '84	George Burke.....	29 Aug., '84	100 00	2 50	
Lingan.....	12 July, '81	Thomas Laffin.....	12 July, '81	200 00		
Liscombe.....	18 May, '81	David Rosenheiser.....	9 Aug., '88	200 00	19 00	
Little Bras d'Or Lake, between McKay's Point and Grand Narrows.....	25 April, '84	Peter McLean.....	25 April, '84	100 00		
Little Bras d'Or Lake from McKay's Point to Washadebuck Rivers.....	25 April, '84	Alex. J. McNeill.....	25 April, '84	100 00		
Little Glace Bay.....	3 Aug., '74	E. Douglas Rigby.....	8 May, '84	200 00	183 50	
Little Narrows and Cranberry Point.....	9 June, '83	Norman Matheson.....	23 May, '83	100 00	2 00	
Liverpool.....	19 Jan., '77	Wm. A. Kenny.....	19 Jan., '77	200 00	131 50	
Lockeport.....	18 May, '81	E. A. Capstick.....	18 May, '81	200 00		
Louisburg.....	17 March, '79	Louis Dickson.....	5 Oct., '87	200 00	77 50	
Lunenburg.....	3 Dec., '75	William Henry Begg.....	3 Dec., '75	150 00	92 00	
Mabou.....	17 July, '80	Finlay Rankin.....	23 June, '80	100 00	0 50	
Mahone Bay.....	16 May, '87	W. A. Pickles.....	16 May, '87	200 00	28 00	
McNair's Cove.....	12 March, '75	Ronald McEachen.....	8 March, '75	150 00		
Main à Dieu.....	31 July, '86	John Farrell.....	21 July, '86	100 00	5 00	
Maitland.....	26 May, '85	Vacant.....				
Marble Mountain.....		D. Macdonald.....	26 March, '78	200 00	0 50	
Margaretsville.....	26 March, '78	Robert Earley.....	26 July, '92	100 00		
Margaret's Bay.....	16 July, '75	Francis Peter Boutillier.....	9 July, '75	100 00	33 50	
Margaree.....	12 June, '86	Julian White.....	2 Aug., '89	100 00	6 50	
Merigomish.....	26 March, '78	W. C. Olding.....	26 March, '78	100 00		
Meteghan River.....	10 Feb., '83	Urbain Doucette.....	31 Jan., '83	100 00	19 00	
McNeil's Harbour.....	9 June, '83	A. Hayman.....	28 May, '83	100 00		
Musquodoboit.....	19 May, '82	David Williams.....	19 May, '82	100 00		
New Haven.....	9 June, '83	H. A. McLeod.....	17 Aug., '89	100 00		

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the	Amount collected in	Amount paid over to
				fees of office salary not to exceed.	1892.	Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Northport.....	27 June, '82	John Burns.....	27 June, '82	100 00	39 00	.....
Northwest Cove, Coleman's Cove and Aspotogan Harbour.....	22 Dec., '76	P. Boutillier.....	30 June, '92	.....	.....	.....
Parrsboro'.....	22 Oct., '73	Edward Walter Beaty.....	22 Oct., '73	200 00	270 50	.....
Petite Rivière Bridge.....	7 July, '83	Joseph Nelson Parks.....	27 April, '88	100 00	.....	.....
Plaster Harbour.....	6 May, '74	Vacant.....	.....	.....	.....	.....
Port George.....	1 May, '77	Charles B. Weaver.....	1 May, '77	150 00	.....	.....
Port Greville.....	13 March, '80	George Hatfield.....	8 April, '91	200 00	20 00	.....
Port Hawkesbury.....	16 July, '75	Daniel Henesey.....	9 July, '75	200 00	119 00	.....
Port Hood.....	16 July, '75	John Murphy, jun.....	9 July, '75	200 00	5 50	.....
Port la Tour.....	14 April, '81	William Nickerson.....	14 April, '81	200 00	3 50	.....
Port Lorne.....	27 March, '86	Samuel Beardsley.....	13 March, '86	200 00	1 50	.....
Port Mulgrave.....	8 March, '76	David Murray.....	12 Oct., '92	200 00	2 50	.....
Port Medway.....	25 June, '79	John W. Hut.....	19 April, '84	200 00	.....	.....
Pubnico.....	27 Sept., '82	D. Q. Amireau.....	27 Sept., '82	100 00	53 00	.....
Pugwash.....	22 Oct., '73	A. A. Stevens.....	22 Oct., '73	100 00	40 50	.....
Ritcey's Cove.....	26 Sept., '84	Joseph Ritcey.....	29 Sept., '84	100 00	45 00	.....
River John.....	26 March, '78	H. Campbell.....	11 June, '91	100 00	1 50	.....
St. Ann's, including Fuches Cove.....	20 April, '81	Peter McLean.....	20 April, '81	200 00	9 50	.....
St. Mary's River.....	18 May, '81	James G. Pride.....	18 May, '81	200 00	13 50	.....
St. Peter's.....	24 Jan., '81	Peter McNeill.....	17 Sept., '83	200 00	83 50	.....
Sambro.....	27 Dec., '79	Ben Smith, sen.....	23 Dec., '79	200 00	17 00	.....
Sheet Harbour.....	14 May, '74	Malcolm, McFarlane.....	6 Dec., '83	150 00	74 00	.....
Shelburne.....	27 Aug., '77	John A. McGowan, jun.....	22 Jan., '80	200 00	183 00	.....
Ship Harbour.....	2 June, '84	Conrad Marks.....	2 June, '84	100 00	12 50	.....
Smith's Mountain.....	9 June, '83	James McKillop.....	28 May, '73	100 00	.....	.....
Tatamagouche.....	27 Feb., '78	Samuel Hingley.....	18 March, '87	200 00	3 50	.....
Tidnish.....	5 July, '82	Charles Fields.....	30 June, '84	100 00	27 00	.....
Torbay and Whitehead.....	18 May, '81	O. N. Feltmate.....	18 May, '81	200 00	19 00	.....
Tusket.....	18 March, '75	Charles W. Hatfield.....	7 March, '87	100 00	.....	.....
Victoria Pier, South Bar Sydney.....	25 July, '84	York H. Barrington.....	25 July, '84	200 00	215 50	15 50
Wallace.....	22 Oct., '73	Charles E. Kerr.....	28 July, '85	100 00	.....	.....
West Arichat.....	20 Aug., '90	Simon Terrio.....	20 Aug., '90	100 00	20 00	.....
West Bay.....	8 May, '84	John McInnes.....	8 May, '84	100 00	1 50	.....
West Port.....	8 March, '87	Joseph D. Payson.....	8 March, '87	200 00	24 50	.....
Whyecomagh.....	29 Oct., '75	Neil McKinnon.....	8 Oct., '75	100 00	1 00	.....
Woods Harbour.....	.....	S. K. Woods.....	19 July, '92	200 00	20 50	.....
Yarmouth.....	18 March, '75	Ebenezer Scott.....	19 Oct., '77	250 00	255 00	2 00

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton and Cascumpec Bay Fortune.....	15 July, '74	Algernon Wells.....	18 Dec., '90	200 00	7 50	.....
Burdnell.....	10 April, '75	John R. Coffin.....	29 April, '78	200 00	.....	.....
Cape Traverse.....	25 July, '85	John A. Gordon, jun.....	25 July, '85	200 00	.....	.....
Cardigan River, including Cardigan Bridge.....	23 May, '84	Vacant.....	.....	.....	.....	.....
Cardigan River, from head of river to north bank Mitchell River.....	2 July, '78	Hercules McDonald.....	2 July, '78	200 00	.....	.....
Cove Head.....	2 July, '78	Allan Campbell.....	14 June, '83	100 00	.....	.....
Charlottetown.....	15 May, '80	James D. McMillan.....	15 May, '80	100 00	.....	.....
Crapaud.....	15 July, '74	David Small.....	17 June, '74	400 00	168 50	.....
Egmont.....	15 July, '74	Wesley Myers.....	17 June, '74	200 00	.....	.....
Georgetown.....	15 July, '74	George Bollum.....	3 Nov., '85	200 00	.....	.....
Georgetown.....	15 July, '74	Samuel Hemphill.....	1 Dec., '87	200 00	80 00	.....

Steam-boat Inspection.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1892.	Amount paid over to Receiver General.
			•	\$ cts.	\$ cts.	\$ cts.
Grand River.....	10 April, '75	Ronald S. McDonald.....	10 April, '75	200 00		
Grand River, down to and including Poplar Point and Chapel Wharf.....	10 April, '75	Vacant				
Malpeque.....	10 July, '74	Alex. Thomson.....	5 April, '87	200 00	1 50	
Miminegash.....	17 April, '80	Michael McElroy.....	12 April, '80	100 00		
Montague Bridge.....	15 July, '74	J. M. Aitken.....	28 May, '92	200 00	11 00	
Murray Harbour.....	17 June, '74	Wm. Millar.....	17 June, '74	200 00		
Murray River.....	15 July, '74	Hugh McKay.....	8 May, '84	200 00		
New London.....	15 July, '74	George Mackenzie.....	17 June, '74	200 00	5 00	
Pinette.....	15 July, '74	Vacant				
Port Hill.....	15 July, '74	James Ellis.....	17 June, '74	200 00		
Pownal.....	10 July, '79	A. A. Moore.....	10 July, '79	100 00		
Rollo Bay.....	10 April, '75	Vacant				
Rustico.....	17 May, '75	Geo. W. McKay.....	12 April, '81	200 00		
St. Peter's Bay.....	10 April, '75	John McGrath.....	28 June, '87	200 00		
Souris, East and West.....	10 April, '75	John McCormick.....	25 April, '79	200 00		
Summerside.....	15 July, '74	James Grady.....	7 Nov., '87	200 00	27 00	
Tignish.....	22 April, '90	Vacant				
Tracadie.....	17 May, '75	Donald Campbell.....	31 Jan., '81	200 00		
Tryon.....	12 April, '77	Vacant				
Vernon River Bridge.....	19 May, '74	John Finlay.....	9 Oct., '84	200 00	3 50	
West River.....	17 May, '75	Vacant				

PROVINCE OF BRITISH COLUMBIA.

Nanaimo.....	10 April, '75	E. Quennell.....	24 Oct., '84	500 00	590 00	90 00
New Westminster.....	23 Jan., '80	J. N. Draper.....	18 Aug., '86	400 00	59 00	
Quadra.....	17 April, '77	Vacant				
Vancouver, including Burrard Inlet.....	22 Feb., '88	M. W. Thane.....	22 Feb., '81	400 00	428 00	
Victoria and Esquimalt.	20 March, '75	W. R. Clarke.....	23 March, '81	600 00	519 50	

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 13.

TIDAL SERVICE.

METEOROLOGICAL OFFICE,

TORONTO, 10th February, 1893.

SIR,—I have the honour to enclose herewith Captain Douglas's Report of Progress of the work in connection with the Tidal Service (both that which was done in conjunction with me and after I left him to the time he came to Toronto).

I have the honour to be, sir,

Your obedient servant,

CHARLES CARPMAEL,

Director.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,

Ottawa.

THE OBSERVATORY,

TORONTO, 30th December, 1892.

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.

Director Meteorological Service of Canada.

SIR,—In obedience to your instructions, I have the honour to report for your information my proceedings from the date of my joining you at Quebec on the 16th of July last, and acting under your orders at South-west Point, Anticosti; at Grindstone, Magdalen Islands; St. John, N.B., and subsequently as directed by you, visiting St. Paul's Island, returning to St. John and South-west Point, Anticosti.

For convenience of reference, I have divided my report into the following appendices, to which I respectfully invite your attention.

(a) Proceedings at South-west Point, Anticosti, in July and August with you, and subsequently alone in November.

(b) Proceedings at St. John, N.B., with you, and alone in connection with the erection of the tide gauge at that station.

(c) Report guage to be erected at Grindstone, Magdalen Islands.

(d) Report guage to be placed on Atlantic Cove, St. Paul's Island.

I have the honour to be, sir,

Your obedient servant,

BLOOMFIELD DOUGLAS,

R. N. R.

Steam-boat Inspection.

APPENDIX A.

SOUTH-WEST POINT, ANTICOSTI.

SIR,—Having joined you at Quebec on the 16th July, we proceeded by the Government steam-ship "Alert," and arrived at South-west Point, Anticosti, on the 26th.

The column and other materials for the erection of the gauge were landed, and with the assistance of two carpenters and some labourers the gauge was placed on the site you had selected in November, 1891, and it was in working order by the 12th of August.

On the 1st of October a very hard gale from the north-west brought in an unusually heavy sea, which washed away the beams and other fastenings of the gauge column, as well as a large quantity of stone ballast used in the foundation of the work, and as a protection from the outside.

Miss Jessie Pope, during the gale, at great personal risk, saved the valuable mechanism in connection with the automatic gauge, and enabled me to bring it to headquarters after my second visit to Anticosti.

Under Mr. Carpmael's orders I visited South-west Point in November last, and made a careful re-examination and survey of the bay.

Having given very careful consideration to the question of the best site for the gauge, I still adhere to the opinion that the site on which the gauge was placed on the 12th August last, can be made a safer one at less cost than any other, and the gauge could be placed on the shore line and convenient for the observer to visit it.

A breakwater constructed to seaward of the gauge would render the work perfectly secure from the effects of the heavy seas rolling into the bay from the north-west.

Cubic contents of breakwater, say 1408 ft. at 30 cents	
per cubic foot.....	\$423 00
Upper frame.....	30 00
Column of iron, 25x3 feet in diameter.....	50 00
Fitting.....	20 00
Freight from St. John, N.B., to Gaspé.....	25 00
Freight of timbers and column from Gaspé to South-west Point, Anticosti.....	40 00
Pipes.....	40 00
Office.....	40 00
	\$668 00

In reference to using iron columns in lieu of wooden ones, as hitherto constructed for the original gauge at South-west Point, and that recently placed at St. John, N.B., I would respectfully state that I have already brought under your notice that 6 iron boilers can be purchased at St. John, N.B., at the following rates: Five, 40 feet long by 2 feet 9 inches in diameter, at \$60 each; One, 40x3 feet in diameter, at \$75.

I found these boilers lying afloat in the harbour at St. John, N.B., and they at once struck me as being the best and cheapest description of column that could be used for tide gauges.

I regret I did not see them before the tenders were accepted for the gauge placed at St. John.

I would here most strongly advocate the immediate purchase of these boilers which are in good order, and of excellent wrought iron. They will fully provide for all the gauges that can be placed on the coast during the next season. I have referred to these boilers in my estimate for the placing of the new gauge at South-west Point, Anticosti.

APPENDIX B.

ST. JOHN, N.B.

On the 17th of August last, I accompanied you on your second visit to St. John, N.B., which port was inspected as a tidal station in November, 1891, and a very eligible site had been selected, but was not available in 1892, owing to some dispute between the corporation and the lessees of the wharf.

A site was selected in preference to the one where the gauge recently erected now stands, but at that time the harbour master considered it was not eligible, owing to its being exposed to danger of injury from ships' lines and hawsers.

Plans and specifications were prepared upon which tenders were invited from the contractors in St. John, undertaking works connected with the building of wharfs and jetties.

The contractors likely to send in tenders were seen, and the work proposed was fully explained to them.

The tenders received for the work being found far too high, in accordance with instructions received from the Deputy Minister of Marine and Fisheries, new tenders were called for, and an offer of Messrs. Beateay & Thompson to do the work for \$355 was accepted.

The site in the corner of the warehouse on Reed's Point Wharf was opened and was found to be most unsuitable.

On carefully examining the nature of the bottom to a depth of 26 feet below the level of the wharf, and the accumulation of clay like mud lying above the rocky substratum, I came to the conclusion that it would be wiser to abandon the site already chosen and select a fresh one.

This was found in the south-east corner of the wharf, near the landing steps.

Placing myself in communication with the mayor, Mr. Peters, the engineers to the corporation, and the harbour master, I obtained the necessary authority for placing the gauge there. Permission was also given to remove the mooring post used by the shipping which stood close to where the tide gauge is now placed.

On changing the site, fresh tenders were again invited, and that of Messrs. Beateay & Thompson, at \$505, was accepted.

The work was a very difficult one to accomplish, as the gauge column had to be placed on the rocky bottom of the harbour, in 53 feet of water at high water, spring tides.

The bottom was too hard to drive piles into. The wharf against which the gauge is placed is not in good condition. The rise and fall at spring is 30 feet, and the gauge column had to be heavily ballasted to counteract the floating power of 36 feet, which had to be perfectly water tight.

The hydraulic pressure at high water, at 36 feet in depth, was very great, amounting to over 100 tons on the first yard, and bottom of the water tight column.

Considerable difficulty and some delay was experienced in making the column by additional inside beams sufficiently strong to resist the above pressure, but I am glad to report that the contractors fully and satisfactorily carried out the work.

On returning to St. John on the 14th November, when the work was nearly completed, it was found the gauge column needed protection from ice and small craft using the small dock steps. To effect this, under your instructions, strong sheet piling was placed to about 2 feet below the zero I used in placing the gauge.

Not having any levelling instruments with me, and deeming it better to work in concert with the engineering staff of the corporation, I sought the assistance of Mr. Hurd Peters, C.E., engineer in chief to the corporation, to fix a bench mark on the granite foundation of the custom-house in connection with the gauge.

Mr. Peters cordially performed this duty.

The clock plate of the Sir William Thompson Automatic Gauge, the foundation of which is placed on the rock at the bottom of the river, is 36.95 feet above zero on the

Steam-boat Inspection.

Eye Observation Gauge, and 23.03 feet below the bench mark on the granite at the south-easterly corner of the custom-house.

Owing to the great height of the shaft in which the staff of the Eye Observation Gauge works and the objection of taking the stays to the warehouse or wharfs, all being affected more or less by the action of the tides, it was found necessary to place outriggers and iron braces on the roof of the office to give sufficient span to the iron stays supporting and steadying the shaft. There were also some difficulties to overcome in successfully placing the Eye Observation Gauge as designed by you, owing to the great range of the tide, and the staff having to move through a space of 72 feet, the shaft above only being 8 inches square, and the pipe in which the float is placed, being only 6 inches in diameter.

Eventually everything was satisfactorily completed and the Sir William Thompson Gauge was placed with great care and minuteness, and was found to work satisfactorily.

Owing to the additional beams which I found necessary to place to resist the pressure of the water at high tides, and the great length of the column, bailing out any leakage by a bucket would have been very difficult and expensive, I therefore placed a small pump in the office which has been found to be a very great convenience. The leakage in the column is very slight and a few minutes pumping once in 10 days is sufficient to keep the column dry.

At this station, as at every other one in this climate, the heating of the column to avoid the formation of ice in the pipes is necessary. Mr. Hutchinson, the observer, was instructed to ascertain the cost of heating by gas, in the meantime he will use a coal-oil lamp.

Having made the final comparisons of the public works, the Eye Observation, and the Sir William Thompson Gauges and seen that the station was complete in every respect and in working order, the Tidal Observatory was placed in charge of Mr. D. L. Hutchinson, who is meteorological observer at St. John.

Before concluding this report, I would most respectfully bring under your notice the great assistance and courtesy I received from His Worship, Mr. Peters, the mayor of St. John, the engineer to the corporation, and Captain Taylor, the harbour master.

The report and traces received from Mr. Hutchinson since my return are most satisfactory, as showing the station is in excellent working order.

APPENDIX C.

GRINDSTONE, MAGDALEN ISLANDS.

"The Tidal Observations."

On the 23rd of August, I accompanied you on your visit of inspection to Grindstone, Magdalen Islands. An excellent site for a tide gauge was selected at the east end of the breakwater built by one of the leading merchants, Mr. Leslie. I made a plan and specification of the work to be done, tenders for which were invited on my arrival at Pictou.

Two tenders were received by me at St. John, N.B., from contractors at Pictou. One at \$250 and one at \$240, for a wooden column 14 x 3 x 3 feet, and an office 6 x 6 feet, F.O.B. at Pictou. Both of these tenders were in my opinion excessive in price, the work being worth about \$120.

Mr. Leslie informed me that he is willing to give the Government a twenty-five years lease of the site at his breakwater at a nominal rent.

APPENDIX D.

ST. PAUL'S ISLAND.

I would most respectfully remark that in view of the results to be obtained in the establishment of tidal observatories on the coast, and in the Gulf of St. Lawrence, there is no more important station than St. Paul's Island.

I found St. Paul's a very difficult place to visit, and much time was lost, owing to having to wait for the S.S. "Harlaw," the only steam-ship regularly calling there.

Mr. Campbell, the superintendent of St. Paul's, was a passenger on board the "Harlaw," and gave me the fullest information respecting the island, on the passage from North Sydney. Mr. Campbell and his son both rendered me every possible assistance in my examination of the only eligible anchorage and landing place on the eastern side of the island.

This little bay is called Atlantic Cove. Another bay on the western side and less exposed to the ocean swell from the Atlantic, is Trinity Cove, and it may possibly possess an eligible site for a tide gauge, but it is too remote from the Superintendent's quarters at Atlantic Cove.

The distance across is about two miles over a very rough road.

I, therefore, directed my attention to Atlantic Cove and soon found an excellent site, in a small cove which I named "Carpmael Cove."

Excellent shelter from easterly gales and the Atlantic sea is afforded by the small rocky island running parallel, and close to the shore of the main island.

The depth of water at low water springs is 3 feet, but that can be increased by one or two feet by the removal of the loose stones and boulders on the bottom, and the foundation made level and secure thereby.

The bottom is rocky, with very little deposit of sand or silt, and that would entirely disappear in the fall, when bad weather brings in heavy seas on the coast.

The site as shown is about 530 yards from Mr. Campbell's, the superintendent's, house.

The road is good, but from 20 or 30 yards from the level track to the face of the cliff above the proposed site, a path protected by a hand-rail and rough planking would have to be made at a small cost.

From the edge of the cliff to the top or side of the office, steps for descending would be required.

Mr. Campbell, the superintendent of the island, assures me that no fear need be entertained as to the safety of the structure, and that no silting will take place at the site proposed.

He also states that water is always found below the ice even in the depth of winter.

Mr. Campbell is quite willing to take charge of the gauge; I am of opinion no better officer could be employed. He is highly intelligent and active, and takes great interest in all matters connected with shipping.

TIDAL OBSERVATORY AT ST. JOHN, N. B.

Some Interesting Facts about the Building and Instruments at Reed's Point.

The tidal observatory at Reed's Point has been completed, the instruments have been placed in position, and the records of tidal changes are being registered. The contract for the construction of the house and column was carried out by Beatteay & Thompson in a most efficient manner, under the direction of Capt. Douglas, R.N.R. Owing to the great range of tide at St. John, many difficulties were encountered. The column is fifty-seven feet long, is ballasted to twenty feet from the bottom to keep it securely in position. The upper thirty-seven feet has been made water tight. Inside of this column are the tubes for the floats from the self-registering and eye-reading gauges. The tubes are six inches in diameter, extend to the bottom of the water tight compartment, and

Steam-boat Inspection.

are connected through the water tight compartment to the roses outside of the column and two feet below the lowest spring tides. These roses admit the water freely, but prevent the admission of mud or sand into the float tubes, and render barely visible the effect on the gauge of ordinary wind waves, but allow the registration of waves of longer duration.

The house or observing room is erected on top of the column, and is isolated from the wharf to prevent vibration from passing teams, etc. On top of the house is the spout or column for the eye-observation gauge. This column is well braced and stayed to outriggers to prevent vibration.

The principal instrument is Sir Wm. Thomson's self-registering tide gauge, made by J. White, Glasgow. In this instrument the cylinder carrying the record sheet is made to revolve once in twenty-four hours by clockwork. The sheet of paper contains the time scale in vertical lines; the scale of feet and decimals of a foot is in horizontal lines. The rise and fall of the tide is registered by a recording pencil moving vertically and operated from a wheel above the pencil carriage. Round this wheel is coiled the fine platinum wire which is attached to the float in one of the tubes. The wire coils on the wheel during the rise of the float and uncoils when the float falls. Thus, while the cylinder is moving in accordance with the time, the pencil is continuously tracing a curve from high water to low, and from low to high. As the tide does not describe the same curve on consecutive days, the sheet may be used through several revolutions of the cylinder. It is necessary to keep the clock on exact mean solar time, and for this purpose the gauge has dials showing the minutes and seconds.

The eye-observing gauge was designed by Charles Carpmael, M.A., F.R.A.S., director of the meteorological service of Canada, and was constructed here under the direction of Captain Douglas. It consists of a metal covered lath, thirty-five feet long. At the lower end of the lath is placed a copper float. The upper end of the lath is attached to two lines running over brass wheels at the top of the column, the lath being counterpoised by weights attached to these lines; is graduated to feet, and is constructed to move freely up and down the vernier or reading point, which is divided to hundredths. The float at the bottom of the lath floats in a tube similar to the one for self-registering gauge. The eye-observing gauge is most interesting, as it shows at a glance the movement of ebb or flow of the tide, at the same time showing admirably the purpose intended for it, *i. e.*, to check the records of the self-registering gauge by comparisons made two or three times per day.

It is necessary to keep up a regular series of meteorological observations in connection with tidal observations, particularly readings of the barometer, thermometer, direction and velocity of the wind, rainfall, etc. A barograph, or self-recording barometer, is kept running in connection with the tide gauge, giving a continuous record of the barometric movements.

The objects of tidal observations are two. First, to make it possible to predict the time and height of high and low water on any day and any time; second, to connect therewith observations of tidal currents. It is the second object which has recently most attracted the attention of those interested in shipping within the Dominion. Many ships have run ashore and been wrecked in the darkness, when the officers had supposed themselves far from shore. It has been improperly assumed that tidal currents are always connected with the direction and force of the wind, and defy prediction. While this is true of surface currents, there is reason to suppose that by far the greater part of their irregularities are truly tidal, and their laws may be ascertained by a proper system of observation.

APPENDIX No. 14.

SIGNAL SERVICE, CANADA.

OFFICE OF THE SUPERINTENDENT,

QUEBEC, 29th October, 1892.

SIR,—I have the honour to enclose herewith Appendices A, B and C to annual report for the season of 1892.

I have the honour to be, sir,

Your most obedient servant,

H. J. McHUGH.

APPENDIX A.

Report on ice, etc., in the Straits of Belle Isle, as noted by the agents of the Department at Belle Isle, Cape Bauld, Cape Norman, Forteau and Greenly Island, from November, 1891 to June, 1892.

BELLE ISLE.

1891.—November 21st.—First appearance of slob ice coming out from north-north-west. The S.S. "Pickhuben," of the Hansa line, passed out this day, the last steamer seen.

December 5th.—Straits clear of ice; school of seals going north.

December 11th.—Fresh breeze, north-west, with snow.

December 16th.—Slob ice all over the straits.

December 27th.—Heavy slob ice all over the straits, but would be no hindrance to navigation.

The appearance of slob ice on November 21st is the earliest on record. In former years none was observed coming from the north before 15th December.

1892.—January.—From the first to the 15th of this month the weather was mild, with snow flurries; from the latter date up to the end of the month, with the exception of four days, the thermometer was below zero. Extensive sheets of slob ice formed, one piece being about $4\frac{1}{2}$ miles long by $1\frac{1}{4}$ miles wide. On the 31st the Straits were entirely covered with thin ice, the weather being dead calm. No icebergs seen up to date.

February 1st.—Fresh gale, east wind, with sleet and rain. Similar weather prevailed up to the 9th, when heavy fog set in and continued to the 12th.

February 13th.—A hurricane from the east-south-east broke up the rafted sheet and slob ice and scattered it drifting to the north-west.

February 19th.—Straits full of sheet and slob ice.

February 20th to 23rd.—Ice driving up the Straits; east-north-east winds.

February 24th to 26th.—Straits packed with ice; stationary, westerly winds.

February 29th.—Straits clear of ice to the north-west and south. Snow fell on three days only.

Icebergs.

February 11th.....	6	seen to the east.
do 19th.....	8	do do
do 21st.....	13	do large.
do 23rd.....	20	do do
do 26th.....	13	do do
do 29th.....	5	do to the south.

Whelping seals were very plentiful during the last week of this month, going south-east, the ice in that direction appearing to be of the kind they generally take to. Square flippers, reaborns and harps were noticed.

March 1st to 3rd.—Light north-west wind; straits covered with ice.

March 3rd to 7th.—Fog and rain, fresh gale, east wind.

Steam-boat Inspection.

March 8th to 14th.—Variable winds, scattering the ice, and on the latter day, no ice visible to the west or north-west, some distance to the eastward.

March 14th.—Sealing steamer to the south, steaming south-east in ice patch.

March 17th.—Clear and cold, west wind; slob ice all over the Straits; 1 sealing schooner to the south.

March 18th to 29th.—Variable winds, east to north-east and west. Straits full of ice.

March 30th.—Ice stationary; 1 steam-ship came down through the Straits, supposed to be a sealer. No difficulty for properly fitted steamers to pass through all this month.

March 31st.—Ice scattering, strong north-west winds and medium-sized northern ice, with thick slob and sea ice with it.

Snow fell on three days only during the month, on the 9th, 16th and 19th.

Icebergs.

March 1st.....		4 seen.
do 8th.....		7 do
do 15th.....		24 do
do 22nd.....		12 do
do 26th.....		37 do

April.

A heavy jam of ice going south north-east of the island all this month. 15 steamers passed during the time jammed in it. None came up the Straits. From the 18th gulf seals going north were very numerous, when there would be any clear water. None took to the ice. Passing ice was very heavy and close packed.

April 23rd.—Schooner "Beulah," Captain Gunn, from Change Islands, arrived to land fishing crew at Lark Harbour, reports no ice to the south along shore. Vessels from Green Bay at the seal fishery did very well, owing to the ice being scattered.

Snow fell on six days during this month, viz., 6th, 8th, 9th, 11th, 15th and 18th.

Icebergs.

April 1st.....		38 in sight.
do 4th.....		56 do
do 12th.....		18 do
do 22nd.....		42 do
do 25th.....		18 do
do 30th.....		14 do

May.

This month was very rough, strong gales of north-north-east prevailed all month. The Straits kept full of jammed ice most of the time. Snow fell on the 5th only. Towards the ends of the month some clear patches of water.

May 3rd.—S.S. "Panther" passed, bound for Battle Harbour with provisions. Captain reports: Came from St. Johns, Nfld., met no ice until within 30 miles of the island. Sealing steamers doing well. A schooner crossed same day from Quirpon, with letters and for provisions.

May 31st.—At 1.30 p.m., S.S. "Neptune," Captain Blanchard, from St. John's, arrived to land fishing crew. The Captain reports: Left St. John's on the 23rd instant, with the S.S. "Dart" and schooner "Resolute" in tow; had 450 passengers for fishing stations, got down to within 25 miles of the island on the 27th instant, and tried to force through the ice, had to let go the tow, and got through on the morning of the 31st. Ran aground on the Mad Rocks and damaged keel; rocks could not be seen owing to ice.

Icebergs.

May 2nd.....		12 seen.
do 11th.....		125 do
do 13th.....		173 do
do 15th.....		200 do
do 20th.....		210 do
do 24th.....		215 do
do 31st.....		225 do

June.

This month was comparatively mild, west-north-west in the early part, east-south-east in the middle, and north winds from the 21st to the 25th. On the latter day no ice was seen with the exception of icebergs. From the 13th the ice was sufficiently scattered to permit navigation; 45 schooners passed this day going west and north; June 16th, first steam-ship passed through the Straits at noon.

June 17th, 4 a.m., 1 steam-ship inwards.

June 25th, 8 a.m., SS. "Lake Winnipeg" passed east, and one German steam-ship passed west right. Whales plentiful from the 11th. No fishing as yet, but good catches reported since the 14th at Quirpon and the Newfoundland shores.

Icebergs.

June 4th.....	227	seen.
do 6th.....	115	do
do 9th.....	41	do
do 25th.....	50	do

CAPE BAULD.

This station being 14 miles only to the south-west of Belle Isle, experienced similar weather and ice, but not near so many icebergs were observed.

CAPE NORMAN.

December 1st to 13th, 1891.—Open ice distant, moving west, 10 miles off.

December 14th to 30th.—Close packed ice distant and along shore, as far as could be seen.

December 31st.—No ice to be seen in the Straits, east or west.

Icebergs.

December 2nd.....	1	seen.
do 3rd.....	2	do

January, 1892.

January 1st and 2nd.—Straits clean of ice.

January 3rd and 4th.—Close packed ice in shore.

January 5th to 19th.—Open ice everywhere.

January 20th to 31st.—Close packed ice in shore.

February.

With the exception of the 13th of this month, the straits was full of close-packed ice in all directions. West winds.

Icebergs.

February 16th.....	3	seen.
do 17th.....	2	do
do 27th.....	4	do

March.

March 8th, 14th and 20th.—No ice to be seen.

March 20th.—One sealing steamer passed eastward.

The other days of this month the straits were full of open to close-packed ice.

Icebergs.

An average of 4 icebergs per day seen all through this month.

April.

April 1st to 13th.—Close-packed ice everywhere as far as could be seen.

April 14th to 30th.—Very open ice in all directions; west winds.

Icebergs.

An average of 6 icebergs seen daily during this month.

Steam-boat Inspection.

May.

May 1st to 6th.—Open ice in all directions. Strong west winds.
 May 7th to 28th.—Heavy, close-packed ice along the shores.
 May 29th to 31st.—Open ice distant; strong east winds.

Icebergs.

An average of 35 icebergs seen daily this month. On the 22nd, 79 were seen; on the 27th, 88.

June.

June 1st to 11th.—Straits full of ice. On the 1st one steamer passed to the westward; up to the 11th no open water seen; west winds prevailing.

June 12th to 31st.—Strong east winds broke up and scattered the ice. On the 13th 11 schooners passed west; from the 14th to the 31st, 72 schooners and 11 steam-ships passed through the straits.

Icebergs.

The total number observed during this month was 1,380, an average of 46 daily.

June 1st	13 seen.
do 2nd	76 do
do 3rd	109 do
do 6th	8 do
do 14th	60 do
do 26th	53 do
do 30th	15 do

FORTEAU AND GREENLY ISLAND.

The first snow fell on the 14th October, 1891, and the last part of the same month rain, snow and sleet with east, south-east winds prevailed.

November.

The early part of the month was very mild, a slight fall of snow occurred on the 1st of the month only. North, north-east to west winds, no ice.

December.

Snow fell on six days only during this month; first appearance of ice on the 16th, when some shore ice formed, and on the 22nd large cakes of slob ice formed and was noticed until the end of the month; no icebergs seen so far.

The conditions of weather, ice, etc., off Forteau, during January, February and March was similar to Cape Norman.

No reports from Greenly Island for the months of January, February and March.

GREENLY ISLAND.

April.—Snow fell on 12 days of this month; weather clear and cold; close-packed ice in all directions.

April 7th.—1 steamer and 1 barque came in from the south-west.

Icebergs.

An average of 2 icebergs seen daily from the 11th to the end of the month.

May.

No snow fell this month, but extensive fields of ice visible all month; numerous flocks of seals going north during the month. No icebergs seen.

June.

A good deal of fog and rain north, north-east to north-west winds. From the 22nd to the 30th, 7 steamers passed; whales and seals plentiful. Cod fishing good during the latter part of the month.

Respectfully submitted,

JOHN MCHUGH,

Inspector, Signal Service.

THERMOMETER Readings at Belle-Isle, from January to June, 1892.

Date.	January.	Date.	February.	Date.	March.	Date.	April.	Date.	May.	Date.	June.
1	28	1	27	1	8	1	19	1	22	1	34
2	24	2	10	2	-10	2	18	2	19	2	34
3	31	3	4	3	3	3	27	3	18	3	33
4	34	4	1	4	10	4	24	4	23	4	34
5	33	5	5	5	19	5	25	5	27	5	36
6	26	6	-3	6	31	6	28	6	26	6	37
7	24	7	-3	7	29	7	25	7	28	7	32
8	27	8	-2	8	31	8	27	8	31	8	31
9	24	9	-4	9	29	9	29	9	29	9	36
10	23	10	8	10	27	10	28	10	27	10	34
11	18	11	12	11	26	11	26	11	22	11	34
12	17	12	15	12	27	12	27	12	21	12	32
13	19	13	34	13	19	13	29	13	20	13	35
14	10	14	30	14	12	14	25	14	25	14	37
15	15	15	30	15	8	15	29	15	25	15	38
16	4	16	29	16	21	16	27	16	23	16	39
17	-17	17	28	17	18	17	29	17	29	17	38
18	-10	18	27	18	7	18	28	18	28	18	40
19	-3	19	24	19	17	19	27	19	30	19	33
20	-10	20	27	20	29	20	21	20	28	20	32
21	-9	21	21	21	21	21	20	21	30	21	31
22	2	22	19	22	16	22	27	22	27	22	33
23	4	23	14	23	15	23	29	23	29	23	34
24	-14	24	7	24	12	24	29	24	30	24	34
25	-17	25	17	25	14	25	27	25	29	25	30
26	5	26	-11	26	28	26	28	26	31	26	32
27	4	27	-10	27	26	27	23	27	31	27	33
28	-2	28	-17	28	27	28	21	28	33	28	32
29	0	29	15	29	19	29	24	29	31	29	31
30	-5		30	30	10	30	28	30	33	30	34
31	-5		31	31	9			31	32		
Lowest tempera- ture, 17th and 25th Dec.	Lowest tempera- ture, 28th Feb.	Lowest tempera- ture, 10th Mar.	Lowest tempera- ture, 2nd April.	Lowest tempera- ture, 3rd May.	Lowest tempera- ture, 8th, 21st and 29th June.						
Highest tempera- ture, 4th Jan.	Highest tempera- ture, 13th Feb.	Highest tempera- ture, 6th and 8th March.	Highest tempera- ture, 9th and 24th April.	Highest tempera- ture, 8th and 29th May.	Highest tempera- ture, 16th June.						

This sign (-) before figures denotes below zero.

MICHAEL COLTON,
Light-Keeper.

Respectfully submitted.

H. J. McHUGH,
Inspector, Signal Service.

QUEBEC, October, 1892.

Steam-boat Inspection.

APPENDIX

TELEGRAPH, SEMAPHORE AND SIGNAL RIVER AND GULF SOUTH SHORE OF THE

Signal Stations.	Telegraph Offices.	Light House.	Flag Station.	Semaphore Station.	Marine Miles from Quebec.	Telegraph Co. Working Lines.
1 L'Islet	Tel. Office		Flag		41	Great North-Western Co....
2 Rivière du Loup.....	do	Light House..	do		95	do
3 Father Point.....	do	do	do		157	do
4 Little Metis.....	do	do	do		197	do
5 Matane.....	do	do	do		230	do
6 Cape Chatte.....	do	do	do		255	do
7 Martin River.....	do	do	do		288	do
8 Cape Magdalen.....	do	do	do		318	do
9 Fame Point.....	do	do	do		339	do
10 Cape Rosier.....	do	do	do			do

NORTH SHORE OF THE

11 Port Neuf.....	Tel. Office	Light House..	Flag		145	Dom. Govt. and G.N.W. Co.
12 Manicouagan.....	do	do	do		187	do
13 Pointe de Monts.....	do	Light House..	do		224	do

GASPE COAST

14 Cape Despair.....	Tel. Office	Light House..	Flag		372	Great North-western Co....
15 Pointe Maquereau ...	do	do	do		394	do

COAST OF NEW

16 Point Escuminac.....	Tel. Office	Light House..	Flag		450	Dom. Govt. and G.N.W. Co.
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ISLAND OF

17 West Point	Tel. Office	Light House..	Flag		328	Dom. Govt. and G.N.W. Co.
18 South-West Point.....	do	do	do		358	do
19 South Point.....	do	do	do		408	do
20 Heath Point.....	do	do	do		428	do

MAGDALEN

21 Grosse Isle	Tel. Office		Flag		467	D. Govt., W.U. & G.N.W. Co.
22 Amherst Island.....	do	Light House..	do		471	do

CAPE BRETON,

23 Meat Cove.....	Tel. Office	Light House..	Flag		529	D. Govt., W.U. & G.N.W. Co.
24 Low Point.....	do	do	do	Semaphore..	575	do

ST. PAUL'S

25 Main Station.....	Telephone	Light House..	Flag		528	D. Govt., W.U. & G.N.W. Co.
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NEWFOU

26 Cape Ray.....	Tel. Office	Light House..	Flag		542	D. Govt., Anglo-Amer. Cable Co., W.U. & G.N.W. Co..
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C.

STATIONS, MARINE DEPARTMENT, CANADA.
OF ST. LAWRENCE.
RIVER ST. LAWRENCE.

Rate per ten words and additional words.	Date when established.	Name of Agent.	Post Office.	County.	Province.	Salary per Annum from Marine Department.
25c. & 1c.	Oct. 28, '79.	Mrs. J. B. E. Fortin	L'Islet	L'Islet	Que.	\$50
do	Nov. 16, '81.	L. T. Piuze	Riviere du Loup (en bas)	Temiscouata	do	50
do	Nov. 22, '79.	John McWilliams	Father Point	Rimouski	do	50
do	Nov. 17, '79.	Jules Martin	Little Metis	do	do	50
do	Nov. 5, '79.	P. Desjardins	Matane	do	do	50
do	Sept. 19, '79.	Treflé Côte	Cape Chatte	Gaspé	do	50
do	Sept. 23, '79.	Jean Gauthier	Martin River	do	do	50
do	Oct. 9, '79.	J. F. Sasseville	Cape Magdalen	do	do	50
do	Oct. 14, '80.	James Ascah	Fox River	do	do	50
do	Oct. 20, '79.	E. Costin	Cape Rosier	do	do	50
RIVER ST. LAWRENCE.						
40c. & 2c.	June 1, '83.	Dorelas Tremblay	Port Neuf (en bas)	Saguenay	Que.	\$50
do	Aug. 15, '83.	E. Lawson	Manicouagan	do	do	
do	Oct. 19, '83.	V. Faffard	Pointe de Monts	do	do	50
OF THE GULF.						
25c. & 1c.	June 17, '80.	James Beck	Cape Despair	Gaspé	Que.	\$50
do	May 22, '80.	Auguste Bertrand	Port Daniel	do	do	50
BRUNSWICK.						
40c. & 2c.	July 2, '85.	K. McLennan	Point Escuminac	Northumberland	N.B.	
ANTICOSTI.						
75c. & 6c.	Oct. 1, '81.	Auguste Malouin	Anticosti Id. <i>via</i> Gaspé	Gaspé	Que.	
do	Oct. 18, '80.	E. Pope	do	do	do	
do	July 27, '81.	Jean Nadeau	do	do	do	
do	July 20, '81.	Z. Gagné	do	do	do	
ISLANDS.						
\$1.00 & 8c.	Aug. 17, '80.	A. Le Bourdais	Magdalen Id. <i>via</i> Pictou	Gaspé	Que.	
do	June 11, '81.	William Cormier	do N.S.	do	do	
NOVA SCOTIA.						
55c. & 3c.	Nov. 7, '81.	A. R. MacDonald	Meat Cove, C.B.	Victoria	N.S.	
30c. & 2c.	Aug. 1, '81.	J. G. Peters	Low Point, C.B.	Inverness	do	\$50
ISLAND.						
80c. & 5c.	1890	S. C. Campbell	North Sydney, C.B.	Victoria	N.S.	
N.D.LAND.						
\$1.05 & 10c.	Nov. 3, '82.	E. R. Rennie	Cape Ray	Newfoundland	Nfld.	\$50

H. J. McHUGH, Inspector, Signal Service.

Steam-boat Inspection.

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR ENDING 31st DECEMBER, 1892.

MONTREAL, 10th January, 1893.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the Pilotage Authority, to transmit, for the information of the honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1892.

Pilot Pierre Gagnon, of Three Rivers, on 12th October resigned and made application to be superannuated, which is now under consideration.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows an increase of about 12½ per cent in earnings as compared with 1891.

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

British.

Steam-ships.....	\$ 58,312 09	
Sailing vessels.....	1,733 91	
		—————\$ 60,086 00

Foreign.

Steam-ships.....	\$ 2,249 05	
Sailing vessels.....	566 50	
		————— 2,815 55

Total.....\$ 62,901 55

On the 19th July, three young men, Nos. 20, 21 and 22 on the following list, were, after examination, granted licenses as apprentice pilots; while on 11th October another examination was held at which the last eight on the same list presented themselves and, their certificates having been found to be in conformity with the by-laws, it was ordered that an apprentice license be given to each of them.

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

No.	Name.	Age.	Residence.
1	Nadeau, J. B.	34	Lévis.
2	Naud, Aubert.	38	Deschambault.
3	Bouillé, Narcisse.	32	do
4	Léveillé, Joseph.	29	Batiscan.
5	Sauvageau, Josephat.	30	Deschambault.
6	Dessault, Napoléon.	30	do
7	Perron, Sévère.	34	do
8	Arcand, Barthélemi.	30	Lachevrotière.
9	Bellisle, Prudent.	29	Deschambault.
10	Arcand, George.	28	Lachevrotière.
11	Toupin, Constant.	26	Three Rivers.
12	Perrault, George.	26	Deschambault.
13	Bellisle, Arthur.	31	do
14	Bélangier, Charles.	22	Lotbinière.
15	Pleau, J. E.	23	Ste. Anne de la Perade.
16	Hamelin, Théodule.	18	Grondines.
17	Perrault, Anthyme.	24	Deschambault.
18	Raymond, J. N.	22	do
19	Bellisle, Cyrille.	24	do
20	Veillet, George.	21	Ste. Anne de la Perade.
21	Perrault, Arthur.	22	Deschambault.
22	Naud, Damase.	25	do
23	Labranche, Melville.	18	Portneuf.
24	Gagnon, Albert.	17	Three Rivers.
25	Angers, Alberic.	18	Ste. Anne de la Perade.
26	Paquin, Azarias.	19	Deschambault.
27	Gignac, Arther.	19	Portneuf.
28	Desjordy, J. B.	20	Contrecoeur.
29	Bellisle, Felix.	22	Deschambault.
30	Bélangier, Achille.	19	Lotbinière.

The following new by-law, with reference to the licensing of applicants wishing to become apprentice pilots, was passed by the Commissioner, on 11th October, and approved by His Excellency the Governor General in Council on 24th November :—

“Whereas, in the carrying out of the By-laws at present in force regarding the examination of persons desiring to be apprenticed as pilots, it has been found inconvenient to require the presence of the Committee of Pilots, or of a Nautical Assessor, and their presence is not considered essential :

“Therefore it is resolved that the following be, and is hereby, added to the by-laws of the said Harbour Commissioners already in force.

Article 134 A.

“Any persons now acting, or who may hereafter act, as license apprentice pilots, and who shall have passed, or may hereafter pass, a satisfactory examination before the Board of Examiners, may be admitted to be branch pilots in ordinary course, notwithstanding that, at the time of their examination to be admitted as licensed apprentice pilots, no nautical assessor, nor committee of pilots, were notified to attend at the Board of Examiners, or did so attend.”

While during the season there were a number of minor accidents to vessels in the nature of touchings and groundings by which some delay and expense were caused, only three were of a serious nature. The particulars of these are as follows :

On 18th August, in Lake St. Peter, about half way between Nos. 2 and 1 Lightships, the SS. “Trafalgar,” while upward bound in charge of Pilot Arthur Brière, suddenly sheered across the channel and collided with the SS. “Texas,” bound down in charge of Pilot Louis Bellisle, the starboard bow of the latter and the starboard quarter of the former receiving some damage.

Steam-boat Inspection.

From the reports of the pilots, the accident appeared unavoidable and no action was taken by the Commissioners, as no complaint was made on behalf of either vessels.

On 7th September, the SS. "Pomeranian," while proceeding to Quebec in charge of Pilot Pierre Gagnon, collided with the SS. "Sobraon," upward bound, in charge of Pilot Gédéon Groleau, just below No. 3 Lightship, in Lake St. Peter.

Some damage was done to both vessels, and the Commissioners, after hearing the evidence in the case, adjudged that Pilot Gédéon Groleau had violated Article 133A of the by-laws, which provides that the upcoming vessel must give way to a downward bound one at certain bends, &c., in the channel, and that he be severely reprimanded and suspended until the 31st December, 1892.

On 4th October the SS. "State of Georgia," while downward bound in charge of Pilot Trefflé Toupin, struck heavily and repeatedly on the north bank and outside of the dredged channel at Cap a la Roche.

As she was making water rapidly she was promptly beached about two miles below, on the south side of the river and clear of the channel.

The Master and Agents of the vessel having complained against the pilot and asked an investigation, a number of witnesses were heard both for the plaintiff and defendant, the latter of whom was represented by Counsel.

After careful deliberation on the evidence adduced the Commissioners gave judgment to the effect that, as the grounding and consequent damage were due to the culpable negligence of Pilot Toupin who had not handled the vessel in a skilful, careful and competent manner, he be suspended till 1st May, 1893.

In addition, and based on this finding, it was decided that no pilotage dues be allowed him for the conducting of the vessel from Montreal to Quebec, where, after being floated, she safely arrived on 11th October, and was docked for repairs.

The pilot subsequently applied to the Superior Court for a Certiorari, which was granted just before the close of the year, but the judgment itself has not yet been pronounced upon by the Court.

It may be added that this vessel was able to reload and proceed on her voyage about a month after the accident; and that the four steamers, mentioned in the two collisions, also escaped with comparatively little damage and were able to complete their voyages.

The two new gas and bell buoys, placed by the Marine Department in June last at Pointe aux Trembles (en bas) and Ste. Croix, were found of great service by, and gave entire satisfaction to the pilots.

The maintenance of the buoys and beacons by the Sincennes-McNaughton line was carried out during the season to the general satisfaction of the Commissioners.

The tariff of pilotage is the same as has been in force since 5th March, 1877.

The following is an extract from it :—

Quebec to Montreal, and <i>vice versa</i> .	Upward.	Downward.
	\$ cts.	\$ cts.
Pilotage of vessels in tow of steamers, for each foot of draft of water.....	2 00	2 00
do propelled by steam do do	2 50	2 50
do under sail do do	4 20	2 80
Moving a vessel from one wharf to another in the harbour of Montreal, or from the harbour into the Lachine Canal	5 00	5 00

The amounts received and expended by the Harbour Commissioners, as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilot Fund, of which the annual report and statements are being

sent to you, certified by Messrs. Riddell & Common, chartered accountants, were as follows :—

Received.

From six apprentice pilots, the fee for their license (\$5 each).	\$30 00
From two pilots, for duplicates of their branches which were lost.....	4 00
	<u>\$34 00</u>

Expended.

To Messrs. Morton, Phillips & Co., for stationery, &c.	\$ 35 39
To the Geo. Bishop Printing and Engraving Co., for blank pilotage licenses.....	38 50
To Messrs. John Lovell & Son, for printing.....	6 00
To the Gazette Printing Co., for circulars to pilots..	8 00
To Mr. Charles Garriepy, for services as pilotage agent at Quebec.....	600 00
To Mr. Charles Garriepy, for allowance for postage..	5 00
	<u><u>\$692 89</u></u>

The deficiency of \$658.89 was made up out of the harbour revenues.

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

ALEXANDER ROBERTSON.

Secretary.

Steam-boat Inspection.

STATEMENT showing the Number of Branch Pilots for and above the Harbour of
Number of Pilotages, Earnings, and whether

No.	Name.	Age.	Residence.	Date of Branch.	Remarks.
1	Bouillé, Zephirin.....	63	Deschambault	Mar. 1, '55	
2	Gagnon, Pierre.....	64	Three Rivers.....	Nov. 27, '66	Resigned on 12th October, 1892...
3	Naud, Onésime.....	50	Deschambault	Mar. 16, '70	
4	Hamelin, J. Octave.....	58	do	do 16, '70	
5	Chandonnet, Joseph.....	51	St. Henri de Lauzon, Lévis.....	Aug. 2, '70	Member of Pilots' Committee for 1892; re-elected for 1893.
6	Bouillé, Louis A.....	55	Deschambault.....	Sept. 1, '70	
7	Boudet, Prudent.....	51	Lotbinière	Oct. 10, '70	
8	Bellisle, Elzéar.....	58	Deschambault.....	do 10, '70	
9	Pleau, Joseph.....	55	St. Anne de la Perade.....	do 10, '70	
10	Brunet, Celestin.....	48	278 Dorchester, Mon'al	Feb. 28, '72	
11	Bellisle, Louis.....	46	Deschambault.....	do 28, '72	Member of Pilots' Committee for 1892; re-elected for 1893.
12	Caien, Damase.....	54	Portneuf.....	Oct. 1, '72	
13	Groleau, Ulric.....	44	Grondines	do 30, '72	
14	Frenette, Alfred.....	53	Portneuf.....	do 30, '72	
15	St. Amant, Alfred.....	58	Deschambault.....	do 30, '72	
16	Bélanger, Philippe.....	53	Lotbinière	April 8, '74	
17	Gagnon, Victor.....	56	Champlain.....	do 9, '74	
18	Perrault, Narcisse.....	55	Deschambault.....	do 10, '74	President of Pilots' Committee for 1892; re-elected for 1893.
19	Toupin, Trefflé.....	43	Lake Bouchette, Lake St. John.....	Sept. 22, '74	Suspended from 11th October un- til 1st May, 1893.
20	Auger, Cléophas.....	46	Point Lévis.....	do 22, '74	
21	Deajordy, François.....	50	Lavaltrie	April 8, '75	
22	Labranche, Ferdinand.....	45	Portneuf.....	do 8, '75	
23	Perrault, David.....	49	Deschambault	do 9, '75	Secretary of Pilots' Committee for 1892; re-elected for 1893.
24	Gauthier, Alexis.....	44	do	Jan. 15, '78	
25	Bouillé, Louis Z.....	42	do	do 16, '78	
26	Toupin, Joseph.....	42	Champlain.....	Nov. 15, '78	
27	Gauthier, Laurent.....	41	Deschambault	Dec. 10, '79	
28	Arcand, Jean.....	39	do	do 10, '79	Member of Pilots' Com. for 1892.
29	Nault, Delavoie.....	39	do	do 10, '79	
30	Gauthier, Wilbrod.....	39	do	do 10, '79	
31	Mayrand, Louis.....	45	St. Anne de la Perade.....	do 9, '80	
32	Dufresne, George.....	43	Deschambault.....	do 10, '80	
33	Arcand, Norbert.....	39	Champlain.....	do 10, '80	
34	Toupin, Ulderic.....	37	do	do 11, '80	
35	Bouillé, Tancrede.....	38	Deschambault	do 11, '80	
36	Arcand, Nestor.....	36	do	Feb. 20, '84	
37	Nault, John.....	35	do	do 20, '84	
38	Dussault, Joseph.....	36	do	do 20, '84	
39	Groleau, Gédéon.....	40	Grondines	May 20, '87	Suspended from 13th Sept. until 31st December, 1892.
40	Bellisle, Néré.....	41	Deschambault	do 20, '87	
41	Perrault, Liboire.....	46	do	April 20, '88	
42	Raymond, Wilfrid.....	37	do	do 20, '88	
43	Hurteau, Joseph.....	31	1598 St. Catherine St., Montreal.....	Mar. 20, '89	Member of Pilots' Com. for 1893.
44	Perrault, Edouard.....	42	Deschambault.....	do 20, '89	
45	Bouillé, Lydoric.....	35	do	do 20, '89	
46	Dussault, Honore.....	39	Ste. Petronille.....	July 16, '89	
47	Brière, Arthur.....	35	Portneuf.....	April 28, '91	
48	Labranche, J. S.....	38	do	do 28, '91	
49	Perrault, Alexis.....	29	Deschambault	do 28, '91	
50	Dufresne, N. Côme.....	31	do	June 23, '91	
			Totals.....		

HARBOUR COMMISSIONERS' OFFICE,
MONTREAL, 10th January, 1893.

Quebec, on the Active List, on the 31st December, 1892, their Age, Residence, employed on Special Service or on Tour de rôle.

No. of trips to Montreal.		No. of trips to Intermediate Places.		Total No. of Trips.	Earnings to Montreal.	Earnings to Intermediate Parts.	Total Earnings.	Employed on Special Service or on Tour de rôle.
In.	Out.	In.	Out.					
16	15			31	1,706 40		1,706 40	Allan Line.
11	11			22	1,147 86		1,147 86	do
14	15			29	1,574 90		1,574 90	do
16	16	1	1	34	1,181 66	55 32	1,236 98	Intercolonial Coal Mining Company.
14	16			30	1,697 70		1,697 70	Beaver Line.
11	11	1		23	965 47	35 58	1,001 05	Tour de rôle.
11	13			24	1,333 31		1,333 31	Dominion Line.
14	13	2		29	609 93	40 75	650 68	J. G. Brock.
10	12	1	3	26	926 93	104 25	1,031 18	Tour de rôle.
17	20			37	1,976 87		1,976 87	Donaldson Line.
13	13			26	1,430 01		1,430 01	Dominion Line.
11	9		1	21	845 89	30 00	875 89	Tour de rôle.
10	9	2	2	23	871 20	97 64	968 84	do
13	13			26	1,302 29		1,302 29	McLean, Kennedy & Company.
10	10	1	1	22	757 83	50 00	807 83	Tour de rôle.
17	17			34	1,269 72		1,269 72	J. & R. McLea.
10	13	1	1	25	1,152 03	50 75	1,202 78	Tour de rôle.
15	19	1		35	1,770 95	42 52	1,813 47	Donaldson Line.
9	16	1	2	28	1,083 78	80 25	1,164 03	Tour de rôle.
15	15			30	1,700 59		1,700 59	Beaver Line.
10	7		1	18	716 42	32 62	749 04	Tour de rôle.
13	13			26	1,407 26		1,407 26	Dominion Line.
15	16	1	3	35	1,160 59	120 31	1,280 90	Carbray, Routh & Company.
14	13			27	1,465 99		1,465 99	Allan Line.
15	15			30	1,688 94		1,688 94	do
20	19			39	1,577 91		1,577 91	Black Diamond Line.
13	13			26	1,416 46		1,416 46	Dominion Line.
11	14	1	3	29	1,156 60	129 72	1,286 32	Tour de rôle.
22	23	1		46	1,686 77	32 18	1,718 95	Black Diamond Line.
15	15			30	1,693 38		1,693 38	Allan Line.
11	10			21	925 73		925 73	Tour de rôle.
10	8	1	2	21	800 04	74 88	874 92	do
16	16	1	2	35	1,227 65	86 81	1,314 46	Ross & Company, Quebec.
11	7		2	20	723 19	33 19	756 29	Tour de rôle.
10	10			20	1,049 96		1,049 96	Hansa Line.
10	10	2	2	24	915 53	135 50	1,051 03	Tour de rôle.
17	18			35	1,824 32		1,824 32	Thomson & Ross Line.
18	17			35	1,279 33		1,279 33	J. & R. McLea.
9	5	2	2	18	553 32	109 38	662 70	Tour de rôle.
13	11			24	940 71		940 71	Black Diamond Line.
10	10	1	3	24	866 15	109 93	976 08	Tour de rôle.
16	17			33	1,859 08		1,859 08	Thomson & Ross Line.
16	18	1	2	37	1,237 75	80 68	1,318 43	F. C. Henshaw.
17	16	1	2	36	1,229 74	68 98	1,298 72	Carbray, Routh & Co.
10	10			20	1,023 32		1,023 32	Hansa Line.
13	13			26	948 11		948 11	Ross & Company, Quebec.
16	16	1	2	35	1,185 40	80 90	1,266 30	Intercolonial Coal Mining Company.
10	10	2	2	24	892 07	107 12	999 19	Tour de rôle.
17	14			31	1,180 36		1,180 36	F. C. Henshaw.
15	15		1	31	1,147 87	27 71	1,175 58	Tour de rôle.
...	...	...	...	...	61,084 58	1,816 97	62,901 55	

ALEXANDER ROBERTSON,

Secretary.

Steam-boat Inspection.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, 10th January, 1893.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of, (1) Receipts and Disbursements of the Montreal Decayed Pilot Fund for the year ended 31st December, 1892, and (2) Assets belonging to the Fund at 31st December, 1892.

The following is an abstract of the former :—

Receipts.

5 p. c. of all pilotage dues, collected at Montreal	\$ 3,010	27
do do Sorel . . .		36 13
do do Three Rivers		17 59
do do Batiscan		11 92
do do by the Montreal pilotage agent at Quebec, on vessels to and from Batiscan, &c.		34 51
Sundry small amounts of percentages		23 66
		\$ 3,134 08
Interest on investments and on cash in bank		2,626 14
		\$ 5,760 22

Disbursements.

Pensions to old and infirm pilots and widows of pilots	\$ 4,709 19	\$ 5,760 22
Messrs. Riddell & Common for audit of Fund	25 00	
Postage stamps and stationery	10 00	
The Vice-Consul for Sweden and Norway, refund of percentage on barque, "Bothnia," collected at Batiscan and also at Quebec	2 32	
		\$ 4,746 51
Showing a gain for the year of		\$ 1,013 71

During the year three of the pensioners died, namely :—Dame Olivier Raymond, on 19th January ; Dame Olivier Abelle, on 25th March ; and Dame Zephirin Boudreau, on 31st October ; to the legal heirs of whom the full pension for the quarter during which the death occurred was in each case paid, as usual.

There are now on the list, eight old pilots at \$360 per annum, and eleven widows, of whom eight receive \$149.32, two \$128, and one \$117.32, annually.

An application was received towards the close of the year from pilot Pierre Gagnon, of Three Rivers, to be superannuated on account of failing health, which will be considered at an early date, Mr. Gagnon having now reached the age of 65.

As at the beginning of the year there was a cash balance of \$2,119.20, on which interest at the rate of three per cent per annum is allowed by the bank, the Harbour Commissioners, on 31st December, decided to invest \$2,000 in two 4 per cent Montreal Harbour Bonds, of \$1,000 each, at par.

The assets of the Fund now amount to more than \$50,000, of which \$49,000 is in Montreal Harbour Debentures and City of Montreal Stock, the balance being on deposit.

I have the honour to be, sir,

Your obedient servant,
ALEXANDER ROBERTSON,

Secretary.

Steam-boat Inspection.

Cr.

ALEXANDER ROBERTSON, Treasurer, in account with Decayed Pilotage Fund—*Concluded.*

1892.	Dr.	\$ cts.	1892.	Cr.	\$ cts.
Aug. 31.	To Trinity dues for August, from Collector H. M. Cus- toms, Montreal	6,047 59	1892.	By Pensions paid to the following for three months ended 31st January—	1,578 28
Sept. 3.	Poundage from Messrs. Carberry, Routh & Co. on French ship of war "Hussard," 14 feet draft.	439 37	May 6.	Widow Zepherin Boudreau, Three Rivers.	37 33
do 14.	Poundage on H.M.S. "Tartar" Pilot Louis A. Bouillé, from Quebec to Montreal, 16 feet draft.	1 75	do 6.	do Edouard Boudreau do	37 33
do 21.	Poundage on H.M.S. "Magicienne" Pilot Zepherin Bouillé, from Quebec with draft of 19 feet 7 inches and to Quebec with draft of 19 feet 9 inches.	2 00	do 6.	do David Bouillé, Deschambault.	29 33
do 31.	Trinity dues for September, from Collector H. M. Cus- toms, Montreal.	4 91	do 6.	do Léandre Dessureau, Sorel.	37 33
Oct. 26.	Poundage on American yacht "Comanche" Pilot Joseph Plean, from Montreal to Quebec, draft 10 feet.	453 90	do 6.	do Placide Gaillardet, St. Grégoire	37 33
do 26.	Poundage on H.M.S. "Tartar" Pilot Louis A. Bouillé, Montreal to Quebec, 16 feet draft.	1 25	do 6.	do Adolphe Lise, Batiscan.	37 33
do 31.	Trinity dues for October, from Collector H. M. Cus- toms, Montreal.	2 00	do 6.	do David Mathieu, Grondines.	32 00
Nov. 17.	Pilot N. Côme Dufresne, poundage on SS. "Mier- sario" from Three Rivers to Quebec, with draft of 15 feet 6 inches.	431 47	do 6.	do Zepherin Mayrand, Contrecoeur.	37 33
do 24.	P. B. Vanasse, Collector H.M. Customs at Three Rivers, poundage collected during 1892, as per statement.	1 39	do 6.	do Edouard Naud, Sorel.	32 00
do 29.	Charles Garriep, Montreal pilotage agent at Quebec, poundage on vessels to and from Batiscan in 1892, as per his statement.	17 59	do 6.	do Old Pilot, J. B. Dorval, Cap de la Madeleine	90 00
do 30.	Trinity dues for November, from H.M. Customs, Mon- treal.	34 51	do 6.	do do Onésime Naud, Sorel.	90 00
Dec. 3.	Joseph Mathieu, Collector H.M. Customs at Sorel, poundage collected at Sorel during 1892, as per his statement.	348 31	Aug. 1.	Old Pilot, Augustin Naud, Montreal.	90 00
do 7.	J. Johnston Pro. Collector H.M. Customs, Batiscan, poundage collected at Batiscan during 1892, as per statement.	36 13	do 1.	Widow Hubert Lemay do	37 33
do 27.	Pilot Alfred St. Amant, poundage on U.S. sup- ply boat "Columbia," \$ 1 50	11 92	do 3.	Widow Isabe Beaudry, Sorel do	37 33
do 31.	Pilot Alfred St. Amant, poundage on U.S. yacht "Wadena," 1 25	1 44	do 3.	do do Severe Bellisle, Deschambault.	37 33
			do 3.	do do Zepherin Boudreau, Three Rivers.	37 33
			do 3.	do do Edouard Boudreau do	37 33
			do 3.	do do Daivid Bouillé, Deschambault.	29 33
			do 3.	do do Léandre Dessureau, Sorel.	37 33
			do 3.	do do Adolphe Lise, Batiscan.	37 33
			do 3.	do do David Mathieu, Grondines.	32 00
			do 3.	do do Zepherin Mayrand, Contrecoeur.	37 33
			do 3.	do do Edouard Naud, Sorel.	32 00
			do 3.	Old Pilot, J. B. Dorval, Cap de la Madeleine	90 00
			do 3.	do do Onésime Naud, Sorel.	90 00
			do 3.	do do George Raymond, Deschambault.	90 00
			do 3.	do do Cyrille Bellisle do	90 00
			do 3.	do do Hubert A. Bellisle do	90 00
			do 3.	do do Athanase Dufresne do	90 00
			do 4.	Widow Placide Gaillardet, St. Grégoire.	37 33
				By Pensions paid to the following for three months to 1st November—	
			Nov. 1.	Widow Hubert Lemay, Montreal.	37 33
			do 1.	do David Mathieu, Grondines.	32 00
			do 2.	Old Pilot, Augustin Naud, Montreal	90 00

do	Joseph Leveille	do	90 0
Widow	Isaie Beaudry, Sorel	do	37 33
do	Sévère Bellisle, Deschambault.	do	37 33
do	Edouard Boutreau, Three Rivers	do	37 33
do	David Bouillé, Deschambault.	do	29 33
do	Léandre Dussereau, Sorel.	do	37 33
do	Placide Gaillardet, St. Grégoire.	do	37 33
do	Adolphe Lisé, Batiscan	do	37 33
do	Zéphérin Mayrand, Contrecoeur	do	37 33
do	Edouard Naud, Sorel.	do	32 00
Old Pilot,	Hubert A. Bellisle, Deschambault.	do	90 00
do	Cyrille Bellisle	do	90 00
do	Athanase Dufresne	do	90 00
do	George Raymond	do	90 00
do	J. B. Dorval, Cap de la Madeleine	do	90 00
do	Onésime Naud, Sorel.	do	90 00
Henry M. Balcer, Three Rivers, executor for the	estate of the late Mrs. Zéphérin Boutreau, the		
	pension due her for three months to 1st November,		
	she having died on the 31st October		37 33
D. Connolly, Vice-consul for Sweden and Norway, re-	fund of poundage on barque "Bathnia" collected		
	at Batiscan by Pro. Collector, and also from the		
	Pilot by Montreal Pilot agent at Quebec, in Octo-		
	ber, it having thus been paid by the vessel twice.		2 32
Postage, &c., on Pensions remitted during 1892			10 00
Harbour Commissioners of Montreal for two Montreal	Harbour Debentures Series "H" of \$1,000 each,		
	at par (ex. coupon due 5th January, 1893)		2,000 00
	Balance to January, 1893.		1,132 91
	Total		7,879 42

ALEXANDER ROBERTSON,
Secretary.

HARBOUR COMMISSIONERS' OFFICE,
MONTREAL, 16th January, 1892.

Steam-boat Inspection.

HARBOUR COMMISSIONERS MONTREAL, TRUSTEES, DECAYED PILOT FUND.

STATEMENT OF THE FUND.

Nos.	Series.	—	\$ cts.
<i>Montreal Harbour Debentures.</i>			
154-156.....	M.....	(Due 5th January, 1894) interest 6½ per cent, 3 × 1,000.....	3,000 00
36-43.....	N.....	(do 5th July, 1894) do 6½ do 8 × 2,000.....	16,000 00
81.....	P.....	(do 5th do 1896) do 6 do 1 × 2,000.....	2,000 00
20 and 102.....	R.....	(do 5th do 1906) do 6 do 2 × 500.....	1,000 00
117-119.....	R.....	(do 5th do 1906) do 6 do 3 × 1,000.....	3,000 00
21 and 45-49.....	D.....	(do 5th do 1915) do 5 do 6 × 1,000.....	6,000 00
164-172.....	F.....	(do 5th do 1917) do 4 do 9 × 1,000.....	9,000 00
289-290.....	G.....	(do 5th do 1918) do 4 do 2 × 1,000.....	2,000 00
64-65.....	H.....	(do 5th do 1921) do 4 do 2 × 1,000*.....	2,000 00
<i>City of Montreal Consolidated Fund.</i>			
165.....		(Due 1st July, 1910) interest 5 per cent, 50 × 100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent interest.....	\$1,128 72
		Cash in Harbour Commissioners' hands at 31st December, 1892.....	4 19
		Total.....	50,132 91

Without current coupon for six months interest due on 5th January, 1893.

ALEXANDER ROBERTSON,
Treasurer.

MONTREAL, 31st December, 1892.

We hereby certify that we have examined the entries for the year 1892, as recorded in the Cash Book, and copied into this statement, and have found them to agree with vouchers on file; also that debentures and certificates covering the sum of \$50,128.72 as called for in statement appearing on opposite page have this day been submitted for our inspection.

RIDDELL & COMMON,
Auditors.

MONTREAL, 9th January, 1893.

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE
CALENDAR YEAR ENDED 31ST DECEMBER, 1892.HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 7th January, 1893.WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour to transmit you herewith the Commissioners' Report as pilotage authority for the year 1892, as also the various statements containing the information yearly conveyed to your department.

I have the honour to be, sir,

Your obedient servant,

JAS. WOODS,

*Secretary-Treasurer.*QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE
AUTHORITY FOR THE YEAR 1892.

QUEBEC, 2nd January, 1893.

To the Honourable
CHARLES H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the Pilotage Act, 36 Victoria, chapter 54, section 4, I have the honour to submit the following report from the Quebec Harbour Commissioners as pilotage authority for the year 1892.

SERVICE OF THE PILOT STATIONS.

The operations of the year began by the departure of schooner No. 2, on the 23rd of April, with twelve pilots.

On the 2nd of May, eighteen pilots left in schooner No. 1, and on the 7th of May twenty-three in schooner No. 5.

From the 9th to the 16th of May forty-six pilots were dispatched over the Inter-colonial Railway.

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

OLD PILOTS.

Previous to the opening of navigation all the old pilots, fourteen in number, who had attained the age of sixty-five and over, were summoned before the Commissioners, under the 36th section of the Pilotage Act, in order to ascertain whether they should continue in the exercise of their duties for the ensuing year.

After the usual examination all were found competent to remain in the active service, and their licenses were accordingly renewed for one year.

Steam-boat Inspection.

PILOTS SUPERANNUATED.

Two old pilots, Joseph Pouliot and George Audet *dit* Lapointe, have been pensioned during the year at their own request.

Pouliot was, at the date of his superannuation, seventy-seven years old, and had been piloting for fifty-four years and left the honourable record that during this long period of service he never had met with an accident or had been complained of.

Lapointe was seventy-six years old and had been in the active service fifty-one years, and has likewise the gratification of looking back over this long term of honourable service in which there has been neither casualty or cause of complaint.

TRIALS.

Four pilots have been brought before the pilotage authority during the season of navigation, all on complaints made by shipmasters or their agents.

In the above cases three were found guilty and one acquitted, and in two of the cases the offence was considered by the Commissioners as deserving the greatest punishment in their power to inflict, and consequently pilots Laurent Larochelle, No. 142, and George Antil, No. 114, were dismissed from the pilotage service and deprived of their branches.

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

APPRENTICE PILOTS.

No change has taken place in relation to the apprentice pilots, and they remain the same as in the report of 1891.

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

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

COMPLAINTS AGAINST PILOTAGE SERVICE.

Two complaints coming under this heading have been lodged. One from the master of the ss. "City of Lincoln," and the other by master of barque "Premier," both of them being for detention at Bic, waiting for a pilot. The answers received from the pilot board have been forwarded in each case to the complainants through their agents here.

RANGE LIGHTS.

The range lights completed in 1891 have continued to give complete satisfaction, and the occulting light which was for a time used as one of those range signals, but proved not powerful enough, has been taken off the Commissioners' hands by the Department of Marine, who have also assumed the cost of establishing and maintaining those signals, it having been proved that not only were they requisite and necessary for a safe entrance to the harbour of Quebec, but were also required by all vessels proceeding to ports above Quebec.

LIGHTS IN LOWER ST. LAWRENCE.

On the 17th December the following communication was sent by the Commissioners to the honourable the Minister of Marine and Fisheries, being the reiteration of a recommendation already made on this same subject to the Department:—

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, 17th December, 1892.

HON. C. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—The Quebec Harbour Commissioners desire to call your attention to the increasing importance of the north channel in the pilot waters below Quebec, arising

from the fact that many of the ocean steamers now coming to the St. Lawrence are of such large tonnage and heavy draught that pilots prefer it, considering it safer than the old or south channel, the Commissioners therefore respectfully urge that a lightship with fog-whistle be placed on the east end of White Island Reef, to mark the easterly entrance to that channel, and that the gas buoy now indicating that place be removed to the east end of Middle Bank Traverse, three miles below the lightship, to mark the westerly entrance of the north channel.

We have the honour to be, sir,
Your most obedient servants,

EDMOND GIROUX,
Chairman.
JAMES WOODS,
Secretary-Treasurer.

DEATHS.

Two pilots have died during the year. The first, Francis Dumas, was in his seventy-fourth year and had been in active service during forty-eight years; and the other, Gilbert Baillargeon, had attained his seventieth year, and had completed his forty-sixth year in active service.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held the 10th day of December, the pilots elected the following directors to their corporation for the ensuing year:—Messrs. Joseph Fortier, Edmond Larochelle, sr., Joseph Pouliot, No. 109, Laurent Godbout, Arbel Bernier and Theophile St. Laurent, and at a meeting of the new board, held the 12th day of December, Mr. Edmond Larochelle, sr., was elected president.

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

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

JAS. WOODS,
Secretary-Treasurer.

Steam-boat Inspection.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1892, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Names of Pilots Tried.	Nature of Complaints.	Date of Trials.	Result.
Antoine Lapointe...	For having on the 31st of May, grounded the ss. "Peace," on White Island; Ref.	June 10. . . .	Found guilty. Suspended to the 1st of December.
Laurent Larochelle..	For having caused the ss. "America," to ground on St. Thomas Shoals, on the 4th of August.	August 10. . .	Found guilty. Dismissed from the Pilotage Service and deprived of his branch.
Eugène Anctil....	For having on the 16th of August, grounded the ss. "Coomassie," in the north channel of the River St. Lawrence, off the Island of Orleans.	August 22. . .	Found guilty. Dismissed from the Pilotage Service and deprived of his branch.
Alfred Raymond....	For having on the 13th of September grounded the barque "Prince Oscar," on the Portneuf Bank.	October 12. . .	Acquitted.

Certified,

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2nd, 1893.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners Pilotage Authority, on the 31st December, 1892.

No.	Names.	When indentured.	Remarks.
1	George Dugal	April 11, 1871. . .	} It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of pilots is reduced to 125, as provided for by the Act 45 Vic., Cap. 32.
2	Ernest Nolet.	March 19, 1874. . .	
3	Adélaré Vézina.	May 23, 1883. . .	
4	Jean-Bte. Pouliot.	do 23, 1883. . .	
5	Joseph Thivierge.	do 23, 1883. . .	
6	Leonidas Lachance.	do 23, 1883. . .	
7	Endore Langlois	do 23, 1883. . .	
8	Frs.-Xav. Eustache <i>alias</i> Wm. Doiron.	July 12, 1883. . .	

Certified,

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2nd, 1893.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December, 1892; the Number who Retired, struck off the Active List or Died during the Year; the Number Temporarily Suspended; the Number who were unable to Serve; the Number in charge of the Government Steamers, &c., &c.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Regis Ménard.	77	St. Valier.	6	7	5	Pensioned, 10th June.
2	Joseph Pouliot.	77	St. John, Orleans.	0	0	0	Sick all the season.
3	Jean Dugas.	77	Quebec.	6	6	4	Sick during part of the season.
4	Edouard Genest.	74	St. Petronille, Orleans.	1	1	0	Pensioned, 24th October.
5	Joseph Dick.	73	St. John, Orleans.	5	3	4	
6	George Audet dit Lapointe.	76	Garthby, Wolf.	7	4	5	
7	David Bonfard.	74	St. Laurent, Orleans.	5	7	7	
8	Antoine Lapointe.	68	Quebec.	1	1	1	Suspended to the 1st December, 1892, from 10th June.
9	Ers. Dumas.	74	Green Island.	0	0	0	Died, 8th July.
10	Gilbert Baillargeon.	70	St. Petronille, Orleans.	6	5	5	Director, Corporation of Pilots, not re-elected last election.
11	Jos. Phil. Couillard.	70	Quebec.	0	0	0	
12	Jérémie Dufresne.	76	do	6	6	5	
13	Antoine Gobeil.	64	St. Laurent, Orleans.	14	8	0	Employed by the Allan Line.
14	Pierre Fontaine.	64	Quebec.	10	12	3	do all the season by a collier.
15	Victor Demers.	67	Lauzon, Lévis.	5	3	4	Sick part of the season.
16	Joseph Pianté.	62	St. Paul's Bay.	6	6	5	
17	Louis Thivierge.	63	St. John, Orleans.	5	3	4	Discontinued piloting, 1st September.
18	Charles Francis Brown.	64	Quebec.	6	6	4	
19	Paul Pâquet.	61	St. John, Orleans.	7	7	5	
20	Joseph Pouliot.	66	do	6	6	5	
21	George Normand.	62	Crane Island.	7	6	6	
22	David Damour.	60	Trois-Pistoles.	6	6	5	
23	Charles Vézina.	58	St. Michel, Bellechasse.	14	8	3	Employed by the Allan Line.
24	Numa Lachance.	58	do	14	10	4	do
25	Annibal Bâquet.	57	Quebec.	12	12	4	Master of steamer "Miramichi."
26	Joseph Gravel.	63	do	7	5	5	Director of Corporation of Pilots, not re-elected.
27	Auguste Couillard Despres.	56	Lauzon, Lévis.	0	0	0	Sick part of the season.
28	Jean-Bte. Foullet.	51	St. John, Orleans.	7	6	5	
29	Jean Gobeil.	56	do	5	3	6	
30	Joseph Pâquet.	55	Quebec.	6	6	5	
31	Louis Edouard Morin.	54	do	12	8	1	Employed by the Hansa Line.
32	Moïse Lachance.	55	St. John, Orleans.	1	2	1	Under suspension until 1st September.
33	Jos. S. Brown.	58	Montreal.	1	13	3	Employed by the Dominion Line.

Steam-boat Inspection.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
34	Hubert Raymond.....	53	Quebec.....	6	12	5	
35	Achille Damour.....	53	St. Valer.....	7	5	5	
36	Cyrille Lapointe.....	53	St. Laurent, Orleans.....	7	5	5	
37	Joseph Pouliot.....	49	St. John do.....	6	6	4	
38	Pémond Larochele.....	49	Quebec.....	3	5	1	
39	Ant. Thomas Chouinard.....	58	Poiteau-Pere.....	7	5	5	Elected a director at last election. Superintendent of lights until 30th June, when he joined the Corporation of Pilots.
40	Laurent Godbout.....	49	St. Laurent, Orleans.....	0	0	0	Director, Corporation of Pilots, re-elected.
41	Adeline Pouliot.....	53	do.....	14	13	4	Employed by Dominion Line.
42	Bart. Pepin dit Lachance.....	47	St. John, Orleans.....	6	7	4	
43	Frs.-Xav. Delisle.....	47	St. Romuald.....	6	6	5	
44	Jos. Pepin dit Lachance.....	58	Quebec.....	6	6	3	
45	Damien Eugène Boulauger.....	49	Tadoussac.....	0	0	0	Master of the Saguenay station.
46	Cyprien Langlois.....	48	St. John, Orleans.....	6	6	4	
47	Jean Delisle.....	47	do.....	7	6	3	do steam-ship "Tiber."
48	Nazaire Curroteau.....	45	Quebec.....	5	5	4	
49	Charles Normand.....	46	do.....	13	13	2	Employed all the season by a collier.
50	Napoléon Rioux.....	47	St. Pétronille, Orleans.....	6	6	5	
51	Jean-Bte. Tremblay.....	49	Quebec.....	0	0	0	Director, Corporation of Pilots, not re-elected.
52	Ray. Baquet dit Lamontagne.....	47	Notre-Dame, Lévis.....	15	15	3	Employed by the Beaver Line.
53	Frs.-Xav. Lamarre.....	46	St. Valer.....	10	7	3	do a collier.
54	Moise Pouliot.....	44	St. John, Orleans.....	12	10	2	do the Allan Line.
55	Paul Gobeil.....	46	do.....	6	6	5	
56	Chas. Alarie Raymond.....	44	Chateau Richer.....	6	6	3	
57	Victor Vézina.....	47	Quebec.....	11	13	5	do the Thouson Line.
58	Louis Honorius Lachance.....	54	St. Michel, Bellechasse.....	0	0	0	Master of tug "Lake."
59	L. B. O. Goutron dit Larochele.....	46	do.....	11	11	3	Employed by the Allan Line.
60	Chas. Hermie dit A. Bernier.....	47	do.....	6	6	5	Elected director of Corporation of Pilots at last election.
61	Louis Robert Demers.....	46	Quebec.....	0	0	0	Master of Government steamer "Jruid."
62	Vital Ephem Chamberland.....	52	Montreal.....	6	7	5	
63	Jos. G. Dupil.....	45	Quebec.....	10	12	2	Employed by the Allan Line.
64	Jean-Bte. Talbot.....	47	Berthier.....	0	0	0	Director of Corporation of Pilots, not re-elected.
65	Joseph Fortier.....	48	St. John, Orleans.....	0	0	0	do do
66	Nestor Lachance.....	47	do.....	12	10	3	Employed by a collier.
67	Cyrille Audet dit Lapointe.....	47	St. Michel, Bellechasse.....	6	6	5	
68	Joseph Lapointe.....	49	St. Laurent, Orleans.....	6	6	5	
69	Pierre Pepin dit Lachance.....	43	Montreal.....	10	11	3	do the Black Diamond Line.

70	Théophile Gourdeau	48	Lauzon, Lévis	9	10	3	do	do
71	Isidore Noël	42	St. John, Orleans	6	6	4	do	do
72	Jean Evariste Adam	48	Trois Saumons	7	5	2	do	the Beaver Line.
73	Alfred Larochele	42	St. Michel, Bellechasse	17	14	4	do	a collier.
74	Théophile Corriveau	45	Quebec	10	9	3	do	the Hansa Line.
75	Elzéar Godbout	44	do	9	11	5	do	the Black Diamond Line.
76	George Couillard Després	44	Bienville, Lévis	6	6	3	do	do
77	Pierre Gobeil	44	St. John, Orleans	6	6	3	do	do
78	Théodule Pepin dit Lachance	47	Montreal	10	11	4	do	do
79	Achille Trefflé Sinard	41	St. Joseph, Lévis	5	7	5	do	do
80	Jean-Bte. Patone	41	Bienville, Lévis	9	8	5	do	do
81	Narcisse Lavote	43	Ste. Lucie, Rimouski	7	6	3	do	do
82	Joseph Emilié Couillard	47	Quebec	6	6	3	Master of steam-ship "Greetlands."	
83	Louis Albert Royer	41	St. John, Orleans	12	12	3	Employed by a collier.	
84	Adélaïd Sansterre	42	St. Michel, Bellechasse	12	10	3	Employed by the Allan Line.	
85	Quésime Noël	40	St. John, Orleans	11	12	3	Employed by the Thomson Line.	
86	Napoleon Baillargeon	42	Ste. Pétronille, Orleans	5	7	5	Employed by the Donaldson & Ross Lines.	
87	Jos. Frs. Xav. Bernier	87	Montreal	15	16	3	Employed by a collier.	
88	Jos. Xav. Demeule	40	St. John, Orleans	14	13	3	Employed by a collier.	
89	Louis Honoré Lapierre	42	Notre-Dame, Lévis	6	11	2	Employed by a collier.	
90	Joseph Eugène Lachance	38	St. John, Orleans	5	7	5	Employed by a collier.	
91	David Arthur Bouffard	38	St. Laurent, Orleans	7	6	3	Employed by a collier.	
92	Jean Théophile St. Laurent	41	do	12	11	3	Employed by a collier.	
93	Jacques Georges Dugas	40	do	6	5	4	Employed by the Dominion Line.	
94	Joseph Victor Gourdeau	45	St. Pétronille, Orleans	13	12	3	Master of Red Island Light Ship.	
95	Louis atias Trefflé Delisle	38	Trois-Pistoles	0	0	0	Employed by the Allan Line.	
96	Jean-Bte. Couillard	41	Quebec	6	7	5	Employed by a collier.	
97	Chs. Pelletier	42	Cap St. Ignace	6	7	5	Employed by the Allan Line.	
98	Jos. atias Philéas Langlois	46	St. John, Orleans	7	5	5	Employed by a collier.	
99	Nazaire Delisle	43	do	6	6	4	Employed by the Black Diamond Line.	
100	J.-E. Bonaventure Lavote	40	Ste. Lucie, Rimouski	7	5	5	Employed by the Black Diamond Line.	
101	Adintor Baillargeon	38	Ste. Pétronille, Orleans	6	6	4	Employed by the Black Diamond Line.	
102	Samuel Roux	33	Quebec	10	11	4	Employed by the Black Diamond Line.	
103	Chs.-Oct. Clavet	38	St. Michel, Bellechasse	9	11	3	Employed by the Black Diamond Line.	
104	Joseph Dion	36	Notre-Dame, Lévis	6	4	5	Employed by the Black Diamond Line.	
105	Paul Lachance	36	Quebec	13	13	3	Employed by the Black Diamond Line.	
106	Arcadius Jovin	34	Ste. Lucie, Rimouski	8	4	5	Employed by the Black Diamond Line.	
107	Léon Labrecque	42	St. Laurent, Orleans	9	6	5	Employed by the Black Diamond Line.	
108	Paul Lachance	37	St. John, Orleans	6	8	3	Employed by the Black Diamond Line.	
109	Joseph Pouliot	36	do	6	7	5	Employed by the Black Diamond Line.	
110	Joseph Larochele	35	St. Michel, Bellechasse	6	6	4	Employed by the Black Diamond Line.	
111	Adjutor Lachance	34	do	16	15	4	Employed by the Black Diamond Line.	
112	Frs. Gaudreau	41	Quebec	1	0	0	Employed by the Black Diamond Line.	
113	Arthur Koenig	41	L'Islet	9	9	0	Employed by the Black Diamond Line.	
114	Eugene Anctil	34	St. Jean Port Joli	5	2	3	Employed by the Black Diamond Line.	
115	David Dumas	39	Notre-Dame, Lévis	6	5	4	Employed by the Black Diamond Line.	
116	Jos. Lachance	38	St. Laurent, Orleans	6	6	4	Employed by the Black Diamond Line.	
117	Paul Pâquet	34	St. John, Orleans	7	7	6	Employed by the Black Diamond Line.	
118	Alphonse Pouliot	40	do	7	5	5	Employed by the Black Diamond Line.	
119	Elzéar Normand	33	L'Islet	7	5	4	Employed by the Black Diamond Line.	
120	Jean Bernier	33	do	16	17	3	Employed by the Black Diamond Line.	

Steam-boat Inspection.

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

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
121	Joseph Pâquet.....	31	St. John, Orleans.....	6	8	5	Master of Pilot Schooner No. 1.
122	Jean-A. Lachance.....	30	St. Henri, Lévis.....	0	6	4	
123	Arthur Baillargeon.....	35	St. Pétronille, Orleans.....	0	0	0	
124	Joseph Vézina.....	31	St. Laurent, Orleans.....	6	7	4	
125	Hernévil de Guénart.....	34	St. Thomas, Montmagny.....	6	6	5	
126	Elzéar Desrosiers.....	39	Quebec.....	6	6	5	
127	John J. A. Irvine.....	36	Green Island.....	6	6	5	
128	Fred. Bouffard.....	35	St. Laurent, Orleans.....	7	7	6	
129	Jules Asselin.....	31	St. Michel, Bellechasse.....	6	4	5	
130	Frudent Marmen.....	33	Beauport.....	4	5	4	
131	Lucent Lachance.....	31	Notre-Dame, Lévis.....	7	5	4	
132	Alfred Dion.....	34	Green Island.....	6	7	5	
133	Camille Bernier.....	34	St. Michel, Bellechasse.....	14	14	3	Employed by the Dominion Line.
134	Moïse Blouin.....	41	St. John, Orleans.....	7	5	4	
135	Moïse <i>alias</i> Laurent Godbout.....	32	Quebec.....	5	8	4	
136	Alfred Godreau.....	39	Cap St. Ignace.....	6	7	5	
137	Alfred Raymond.....	31	Kamouraska.....	7	5	4	
138	Phileas Lachance.....	34	St. John, Orleans.....	7	5	5	
139	Joseph H. Talbot.....	30	Berthier.....	5	7	4	
140	Moïse Arthur Lachance.....	29	St. John, Orleans.....	6	6	5	
141	Louis Frs. Thivierge.....	26	do do.....	7	7	5	
142	Laurent Larochelle.....	32	St. Michel, Bellechasse.....	2	2	3	
143	François <i>alias</i> Joseph N. Dallaire.....	31	St. Laurent, Orleans.....	4	7	4	
144	Joseph Emilien <i>alias</i> Emile Lachance.....	26	St. John, Orleans.....	5	5	4	Dismissed from the pilotage service on the 10th August. Under suspension till the 1st June. Master of Pilot Schooner No. 5. Employed by a collier.
145	Alphonse Asselin.....	27	St. Michel, Bellechasse.....	0	0	0	
146	Edmond Larochelle.....	26	do do.....	10	10	3	
147	Joseph Plante.....	26	St. Paul's Bay.....	6	6	5	
148	Alphonse Pâquet.....	26	St. John, Orleans.....	5	7	5	
149	Paul <i>alias</i> Napoléon Pouliot.....	33	do do.....	7	6	5	
150	Arthur Dorion.....	36	St. Joseph, Lévis.....	6	7	5	
151	Adélar Bernier.....	31	Quebec.....	13	13	3	

Certified.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1893.

JAS. WOOD,
Secretary-Treasurer.

REPORT OF THE DECAYED PILOT FUND OF QUEBEC FOR THE YEAR 1892.

QUEBEC, 31st December, 1892.

W.M. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward a detailed statement in duplicate of the moneys received and expended by the decayed pilot fund of Quebec for the year 1892; also a similar statement of the accounts of the corporation of pilots, viz.:—

The total amount received by the corporation of pilots was..	\$132,389 04
The total amount expended.....	25,079 45
	\$107,309 59

To be distributed among an average of 145 practising pilots, giving a net dividend to each of \$740.

Two hundred and two foreign vessels have paid.....	\$ 24,897 01
And eight hundred and seventy-eight British vessels paid...	107,492 03

All of which is respectfully submitted.

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

F. X. DION,
Secretary-Treasurer.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1892.

RECEIPTS.	\$ cts.	\$ cts.
To balance of 1891	4,532 56	
Percentage on contributions of pilots	9,401 70	
Interest on investments	3,073 00	
Interest by savings bank.....	100 85	
		17,108 11
EXPENDITURE.		
By pensions.....	8,630 14	
Relief	96 27	
Salaries.....	550 00	
Deposit in savings bank.....	7,600 00	
Balance on hand	231 70	
		17,108 11
PENSIONERS RELIEVED BY THE FUND.		
Joseph Pouliot from 1st November, 1891, to 10th May, 1892.....	50 67	
Edouard Genest from 9th August to 1st November, 1892	21 60	
Victor Demers, to 1st September.....	24 00	
		96 27

Steam-boat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the De-
cayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND.	\$ cts.	\$ cts.
AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1891, to 1ST NOVEMBER, 1892; BUT THE WHOLE PAID FROM 31ST DECEMBER, 1891, TO THE 31ST DECEMBER, 1892.		
<i>Eighteen Pilots at \$100.</i>		
Thomas Després	100 00	
Marcel LeBel	100 00	
Laurent Larochelle, died the 26th May, 1892.	59 22	
Hilaric Jouvin, died the 15th August, 1892.	79 16	
Pierre Lapiere	100 00	
Gabriel Lachance	100 00	
François Noël	100 00	
Jean Pouliot	100 00	
Joseph Pepin	100 00	
Laurent Tremblay	100 00	
François Vézina	100 00	
George Sansterre, died 3rd February, 1892.	17 50	
Donnique Girard	100 00	
Louis Dugal	100 00	
J.-Bte Talbot	100 00	
Jean Chassé	100 00	
F.-X. Dallaire	100 00	
Joseph Pouliot, pensioned from 10th June, 1892.	38 90	
		1,592 78
<i>Six Pilots at \$92.</i>		
Dominique Verrault	92 00	
Louis Fontaine	92 00	
Isaïe Marticotte, died the 17th July, 1892.	65 68	
Edouard Labréque	92 00	
François Thivierge	92 00	
Julien Dion	92 00	
		525 68
<i>Five Pilots at \$84.</i>		
François Godreau	84 00	
Clovis Anctil	84 00	
Abraham Després	84 00	
Alexis Vézina	84 00	
Anable St-Laurent	84 00	
		420 00
<i>Two Pilots at \$82.</i>		
Joseph Lavoie	82 00	
Ovide Dick	82 00	
		164 00
<i>Three Pilots at \$80.</i>		
F. X. Corriveau	80 06	
Frs. Pelletier	80 00	
Antoine Roussel, died the 28th March, 1892.	32 67	
		192 67
<i>Three Pilots at \$73.</i>		
Pierre Charest	73 00	
Léandre Raymond	73 00	
Paul Pouliot	73 00	
		219 00
<i>One Pilot at \$47.</i>		
James Forbes, ac.	35 25	
		35 25

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>		\$	cts.	\$	cts.
WIDOWS OF PILOTS.					
<i>Twenty-three Widows at \$58.</i>					
Widow of J.-Bte Dion.....		58	00		
do Charles Brown.....		58	00		
do Charles Pouliot.....		58	00		
do Louis Laprise.....		58	00		
do Maximin Caron, ac.....		43	50		
do Alexis Pelletier.....		58	00		
do Pierre Pepin.....		58	00		
do Laurent Larochelle, pensioned 26th May, 1892.....		24	96		
do Alexandre Vaillancourt.....		58	00		
do Frs. Dumas, pensioned 8th July, 1892.....		18	36		
do Magloire Delisle.....		58	00		
do Edouard Marcoux.....		58	00		
do Charles Bernier.....		58	00		
do Paul Langlois.....		58	00		
do Alexis Delisle.....		58	00		
do Paul Blouin.....		58	00		
do Ives Sylvestre.....		58	00		
do Edouard Petitgrew.....		58	00		
do Charles Dumas.....		58	00		
do Laurent Godbout.....		58	00		
do J.-Bte Bernier.....		58	00		
do Ls.-Jos. Lavoie.....		58	00		
do Hilaric Jouvin, pensioned 15th August, 1892.....		12	08		
				1,200	90
<i>Nineteen Widows at \$55.</i>					
Widow of Pierre Ruelland.....		55	00		
do Paul Larochelle, ac.....		13	75		
do Joseph Raymond.....		55	00		
do Jean-Frs Lamarre.....		55	00		
do Pierre Laprise.....		55	00		
do Michel Morin, died 7th January, 1892.....		10	17		
do F.-X. Delisle.....		55	00		
do Michel Guénard.....		55	00		
do Barthélemi Lachance.....		55	00		
do Hubert Dumas.....		55	00		
do Cyprien Langlois.....		55	00		
do Jean Lavoie, died 24th January, 1892.....		12	70		
do Pierre Gourdeau (M.C.) arrears.....		13	75		
do do do year.....		55	00		
do F. X. Lachance.....		55	00		
do Joseph Morency.....		55	00		
do Narcisse Forgues.....		55	00		
do Pierre Lemieux, ac.....		41	25		
do Jean Coulombe.....		55	00		
do Isaie Marticotte, pensioned 17th July, 1892.....		16	05		
				877	67
<i>Fifteen Widows at \$54.</i>					
Widow of Michel Fournier.....		54	00		
do Paschal Dick.....		54	00		
do Pierre Gourdeau (A.F.).....		54	00		
do Bénoni Normand.....		54	00		
do Damase Babin.....		54	00		
do Amable Genest, ac.....		40	50		
do Frs. Rioux.....		54	00		
do Nicholas Fortin.....		54	00		
do Gabriel Plante.....		54	00		
do Eustache Doiron.....		54	00		
do Joseph Lapointe.....		54	00		
do J. E. Adam.....		54	00		
do J. B. Paquet.....		54	00		
do Edouard Demers.....		54	00		
do L.-Olivier Leclerc, pensioned 17th November, 1891.....		51	45		
				793	95

Steam-boat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—Continued.

PENSIONERS AT THE EXPENSE OF THE FUND—Continued.		\$ cts.	\$ cts.
<i>WIDOWS OF PILOTS—Continued.</i>			
<i>Thirteen Widows at \$52.</i>			
Widow of Félix Caron.....		52 00	
do David Cinq-Mars.....		52 00	
do Jean Giroux.....		52 00	
do Pierre Gourdeau (A.N.).....		52 00	
do Joseph Dupil.....		52 00	
do Pierre Curodeau.....		52 00	
do J.-Bte Tremblay.....		52 00	
do Magloire Mercier.....		52 00	
do Louis Crépault, arrears.....		26 00	
do do year.....		52 00	
do Célestin St. Pierre, died the 26th January, 1892.....		16 75	
do Alexis Roy.....		52 00	
do Antoine Boucher.....		52 00	
do Vital Charest.....		52 00	
			666 75
<i>Twelve Widows at \$50.</i>			
Widow of Thomas Dick.....		50 00	
do Dennis Glynn.....		50 00	
do Wm. Irvine.....		50 00	
do Fabien Langelier.....		50 00	
do J.-Bte Laroche.....		50 00	
do A. Lavoie (L.M.).....		50 00	
do Henri Noël.....		50 00	
do Frédéric Simpson.....		50 00	
do Joseph Simpson.....		50 00	
do Pierre Ross.....		50 00	
do Amable Fournier, arrears.....		12 50	
do do ac.....		25 00	
do Julien Langlois.....		50 00	
			587 50
<i>Eleven Widows at \$48.</i>			
Widow of Germain Caron, arrears.....		24 00	
do do year.....		48 00	
do Jean Dion.....		48 00	
do Jean Pelletier.....		48 00	
do C.-F. Koenig.....		48 00	
do Ovide Lachance.....		48 00	
do L. Langlois (E.D.).....		48 00	
do Antoine Michaud, arrears.....		24 00	
do do died the 3rd June, 1892.....		24 40	
do David Petitgrew, died the 20th August, 1892.....		22 67	
do Benjamin Pineau.....		48 00	
do Joseph Lévesque.....		48 00	
do Frs. Côté.....		48 00	
			527 07
<i>Five Widows at \$40.</i>			
Widow of Paul Blouin.....		40 00	
do Célestin Côté.....		40 00	
do P. Desrosiers, ac.....		30 00	
do F.-X. Lachance.....		40 00	
do Edouard Turgeon.....		40 00	
			190 00
<i>Six Widows at \$34.</i>			
Widow of Jacques Dandurand.....		34 00	
do André Keable.....		34 00	
do Guillaume Morency.....		34 00	
do Pierre Rouleau.....		34 00	
do Henri Verreault.....		34 00	
do David P. Pelletier.....		34 00	
			204 00

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilots Fund of Quebec, &c.—*Continued.*

PENSIONEERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>		\$	cts.	\$	cts.
WIDOWS OF PILOTS— <i>Continued.</i>					
<i>Ten Widows at \$32.</i>					
Widow of Fabien Caron		32	00		
do Magloire Côte		32	00		
do Antoine Fortier		32	00		
do L. Langlois (A.R.)		32	00		
do Thos. McNeil		32	00		
do Antoine Raymond, died the 8th December, 1891		3	38		
do George Simard, arrears		8	00		
do do		24	00		
do Louis Thivierge, died 5th January, 1892		5	75		
do Alfred Turgeon		32	00		
do Alexis Vézin		32	00		
				265	13
TWELVE CHILDREN.					
D. Charest, infirm, (1)		15	00		
Ths. Boulton, do (1)		15	00		
P. Toussaint, do (1)		15	00		
F. Dupuis, do (1)		15	00		
N. Fortin, do (1) arrears		7	50		
do do year		15	00		
J. Jahan, do (1) arrears		15	00		
P.-S. Laprise, do (3)		37	48		
Isaac Forbes, do (2)		27	48		
Jos. Langlois, pensioned 1st February and died 8th June, 1892		5	33		
				167	79
RECAPITULATION OF PERSONS.					
18 Pilots at \$100		1,592	78		
6 do at 92		525	78		
5 do at 84		420	00		
2 do at 82		164	00		
3 do at 80		192	67		
3 do at 73		219	00		
1 do at 47		35	25		
38 Pilots.					
23 Widows at \$58		1,200	90		
19 do at 55		877	67		
15 do at 54		793	95		
13 do at 52		666	75		
12 do at 50		587	50		
11 do at 48		527	07		
5 do at 40		190	00		
6 do at 34		204	00		
10 do at 32		265	13		
114 Widows.					
12 Children at \$15, \$12.50 and \$10		167	79		
164 Pensioners		8,630	14		
				8,630	14
CREDIT.					
RECEIPTS—DETAILS.					
To balance of 1891		4,532	56		
Trustees of the Quebec Roads: 1 year's interest to 1st July, 1892, on \$22,800, at 6 per cent		1,368	00		
The city of Quebec, 1 year's interest to 1st July, 1892, on \$9,000, at 7 per cent		630	00		
Treasury Department: 1 year's interest to 1st July, 1892, on \$20,000, at 5 per cent		1,000	00		
Estate P. Boisseau: 1 year's interest to 26th January, 1892, on \$1,000, at 6 per cent		60	00		
The Corporation of Pilots: 1 year's interest on \$300, at 5 per cent		15	00		
The Savings Bank: Interest received on current account to 25th May, 1892.		100	85		
Received from the Corporation of Pilots		9,294	60		
do do Captains acting as pilots		107	10		
				17,108	11

Steam-boat Inspection.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilots Fund of Quebec, &c.—*Continued.*

DEBIT.	\$ cts.	\$ cts.
PENSIONS, RELIEF, &c., PAID DURING THE YEAR 1892.		
By relief	96 27	
Arrears of pensions to 31st December, 1891	131 67	
Amount of pay list of pensions for quarter ended 31st January, 1892	2,225 19	
do do do do 31st April, 1892	2,135 39	
do do do do 31st July, 1892	2,097 75	
do do do do 31st October, 1892	2,040 14	
Salaries of secretary-treasurer and assistant	550 00	
Deposit in savings branch of La Banque Nationale	7,600 00	
Balance on hand	231 70	
		17,108 11
STATEMENT OF FUND.		
Moneys loaned	53,352 71	
Amount in savings bank	7,600 00	
Amount in secretary-treasurer's hands	231 70	
		61,184 41
To be deducted: Arrears of pension due this date		265 18
		60,919 23

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1892.

We, the undersigned, certify to having made a minute examination of the books and accounts of the Decayed Pilot Fund of Quebec, and of having found them correct.

SAMUEL RIOUX, } *Auditors.*
MOISE GODBOUT. }

THOS. BOISSINOT, *Accountant.*

F. X. DION, in current account with the Corporation of Pilots of Quebec, to the
31st December, 1892.

RECEIPTS.		\$ cts.	\$ cts.
To Balance of 1891.....		610 57	
Reserve Fund of 1891.....		500 00	
Customs, Montreal.....		65,674 39	
do Three Rivières.....		839 86	
do Chicoutimi.....		859 71	
do Rivière Ouelle of 1891.....		64 00	
do Tadousac.....		552 32	
do Escoumains.....		49 90	
do Sorel.....		1,186 51	
Interest :			
Batiscau.....		1,074 76	
Received on account National Bank.....	129 89		
Paid on loan.....	125 64		
		4 25	
Fines.....		320 00	
Lost time.....		3,450 99	
Pilotage collected at Quebec.....		62,087 59	
			137,274 85
EXPENDITURE.			
By Schooners' expense.....		2,939 49	
Less.....		29 32	
			2,910 17
Pilots' expenses.....		882 93	
Less.....		1 00	
			881 93
General expenses.....		1,827 19	
Less.....		7 87	
			1,819 32
Provisions.....		2,154 81	
LESS—Sold to several parties.....		57 56	
			2,097 25
Rent.....			408 00
Sailors' wages.....			1,459 53
Cooks' wages.....			506 74
Interdiction.....			1,003 50
Indemnity to Directors.....			600 00
do Captains.....			258 10
do for the Saguenay station.....			225 00
Schooners' shares.....			800 00
Pilotage refunded for difference of water.....			146 66
Loan: Account paid on \$2,100.....			1,000 00
Salaries of employees.....			1,550 00
Decayed Pilot Fund.....			9,294 60
Reserve fund.....			500 00
Dividends.....			110,808 00
Assurance.....			118 65
Balance.....			887 40
			137,274 85

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1892.

We, the undersigned, certify to having made a minute examination of the books and accounts of the Decayed Pilot Fund of Quebec, and of having found them correct.

SAMUEL RIOUX, }
MOÏSE GODBOUT, } *Auditors.*

THOS. BOISSINOT, *Accountant.*

Steam-boat Inspection.

APPENDIX No. 17.

REPORT OF THE PILOTAGE COMMISSIONERS AT HALIFAX, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

HALIFAX, N.S., 10th January, 1893.

SIR,—I beg leave to transmit, for the information of the Department, the annual returns of the Pilotage Authority of the District of Halifax, viz. :—

Statement of Receipts and Expenditure.

do Superannuation Fund.

do Net Earnings of Pilots.

Return of Vessels Inward, British and Foreign.

do do Outward do

List of Licensed Pilots.

Respectfully, &c.,

Your obedient servant,

J. TAYLOR WOOD,

Secretary.

LIST of Pilots of the Port of Halifax.

Name.	No.	Residence.	Age.
John Fleming	1	Ketch Harbour.	80
William Fleming.	2	Halifax.	26
James Holland.	3	Duncan's Cove.	56
William Baker.	4	Halifax.	57
Bernard Gallagher.	5	do	68
Daniel Martin.	6	Ketch Harbour.	47
Joseph Reno.	7	Herring Cove.	67
Patrick Hayes	8	do	71
Hugh Munroe.	9	do	57
Jeremiah Holland.	10	Duncan's Cove.	60
Edward Bayers	11	Halifax.	51
James Haurahan.	12	Ferguson's Cove.	55
William Beazley.	13	do	52
John Hayes.	14	Halifax.	42
James Spears	15	Herring Cove.	34
John Beazley	16	Halifax.	32
Chas. Glazebrook.	17	do	62
Chas. F. Martin.	18	do	27
William White	19	Ferguson's Cove	35
Thomas Hayes.	20	Herring Cove.	33
Thomas Reno	21	do	32
Chas. Martin.	22	Halifax.	63
Henry Later.	23	Herring Cove.	28
John Johnson.	24	Bear Cove	68
James Conway.	25	Halifax.	30
James Fleming.	26	Ketch Harbour.	53

Total net earning of pilots for 1892, \$18,791.26, and \$722.74 net earnings of each man.

J. TAYLOR WOOD,

Secretary.

STATEMENT of Superannuation Fund.

	\$	cts.
By Cash, Savings Bank, January 1st, 1892.....	3,590	04
Special deposit, Union Bank, January 1st, 1892.....	1,137	00
Cash, Union Bank, January 1st, 1892.....	296	73
2 per cent collected during 1892.....	554	77
Interest Savings and Union Banks.....	201	08
	5,779	62
Less—Paid family late Pilot Smith.....	\$41	25
do do Nickerson.....	45	00
	86	25
CR.	5,693	37
By Balance, Savings Bank, December 31st, 1892.....	3,715	69
do Union Bank (special deposit).....	1,912	43
do do do.....	65	25
	5,693	37
Increase for the year.....	669	60

J. TAYLOR WOOD,

Secretary.

STATEMENT of Receipts and Expenditure for the Year ending 1892.

EXPENDITURE.		\$	cts.
To Paid auditor for 1891.....		30	00
Necessary expense attending meetings and investigations, two years.....		11	25
Secretary's salary.....		600	00
Office rent, fuel and taxes.....		305	58
Printing, cleaning office and sundries.....		262	68
Surplus at Cr. of Pilotage Fund.....		4,596	37
		6,919	63
RECEIPTS.			
By Cash on hand, January 1st, 1892.....		1,781	87
Dominion 4 per cent stock.....		1,000	00
Deposit Savings Bank.....		1,907	00
Outward pilotage vessels without pilots.....		1,173	89
5 per cent commission.....		1,016	87
Interest 4 per cent, Dominion stock.....		40	00
		6,919	63
By Surplus at Cr. Pilotage Fund.....		4,596	37

J. TAYLOR WOOD,

Secretary.

Examined and found correct.

GEO. MITCHELL,

Auditor.

10th January, 1893.

Steam-boat Inspection.

RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January to 31st December, 1892, subject to compulsory Pilotage Dues.

BRITISH.

—	Schooner.	Brigantine.	Barques.	Ships.	Steamers.	Tonnage.	Amount of Pilotage Dues.
.....	148	62	27	4	455	610,344	\$ cts. 11,350 00

FOREIGN.

.....	12	3	41	.....	56	62,975	1,965 00
Total....	160	65	68	4	511	673,301	13,315 00

RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January to 31st December, 1892, subject to compulsory Pilotage Dues.

BRITISH.

• —	Schooner.	Brigantine.	Barques.	Ships.	Steamers.	Tonnage.	Amount of Pilotage Dues.
.....	2	13	21	4	370	596,132	\$ cts. 6,140 50

FOREIGN.

.....	.....	1	36	.....	56	56,514	1,142 75
Total....	2	14	57	4	426	652,646	7,283 25

J. TAYLOR WOOD,
Secretary.

APPENDIX No. 18.

REPORT OF THE PILOTAGE COMMISSIONERS OF GLACE BAY C. B.,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PILOTAGE DISTRICT OF GLACE BAY, C. B.

COLLECTION of Pilotage for the year ended 31st December, 1892.

Date.	Ton- nage.	Nationality.	Vessels' Names.	Pilotage.
				\$ cts.
1892.				
January 12.	95	British	Schooner Effie M. Lake	5 00
do 12.	141	do	Barque Sparkling Water	7 00
do 21.	182	do	Brigantine J. A. Horsey	14 00
do 23.	293	do	Steam-ship Curlew	18 00
March 30.	111	do	Schooner Veritas	12 00
April 4.	95	do	do Atlanta	2 50
do 7.	293	do	Steam-ship Curlew	18 00
do 8.	112	do	Schooner Maggie Millard	9 00
do 9.	118	do	do M. F. McDougall	6 00
do 11.	91	do	do Myrtle	5 00
do 14.	95	do	do Effie M. Lake	5 00
do 20.	96	do	do Ceylon	5 00
do 23.	392	American	Barque Hancock	22 00
do 23.	293	British	Steam-ship Hercules	10 00
do 26.	56	do	Schooner Eleanor	2 00
May 3.	125	do	do Ocean Star	3 00
do 3.	91	do	do Myrtle	5 00
do 3.	93	do	do Grenada	5 00
do 4.	115	do	do Florence Abbott	6 00
do 4.	95	do	do Atlanta	5 00
do 4.	230	do	Brigantine Prince LeBoo	16 00
do 7.	987	do	Steam-ship Camperdown	46 00
do 10.	529	do	Brigantine Alaska	26 00
do 11.	959	do	Steam-ship Garnet	46 00
do 13.	123	do	Schooner Clayola	9 00
do 14.	931	do	Steam-ship Cacouna	44 00
do 16.	190	do	do Kite	14 00
do 16.	99	do	Schooner Genesta	7 50
do 16.	149	do	do Sarah E. Townsend	6 00
do 17.	100	do	do Warrior	5 00
do 19.	987	do	Steam-ship Camperdown	46 00
do 21.	967	do	do Godolphin	46 00
do 21.	689	do	do Coban	34 00
do 24.	1,108	do	do Cape Breton	52 00
do 25.	120	do	Schooner Daisy	6 00
do 25.	190	do	Steam-ship Kite	14 00
do 25.	959	do	do Garnet	46 00
do 26.	95	do	Schooner Effie M. Lake	5 00
do 27.	931	do	Steam-ship Cacouna	44 00
do 30.	314	do	Brigantine Carrick	20 00
do 31.	987	do	Steam-ship Camperdown	46 00
do 31.	190	do	do Kite	14 00
June 1.	99	do	Schooner Eureka	5 00
do 1.	769	do	Barque Le Preaux	38 00
do 2.	529	do	Brigantine Alaska	26 00
do 4.	967	do	Steam-ship Godolphin	46 00
do 7.	959	do	do Garnet	46 00
do 8.	1,108	do	do Cape Breton	52 00
do 8.	190	do	do Kite	14 00

Steam-boat Inspection.

COLLECTIONS of Pilotage for the Year ended 31st December, 1892—Continued.

Date.	Tonnage.	Nationality.	Vessels Names.	Pilotage.
				\$ cts.
1892.				
June 11.	248	British.	Barge Alice.	8 00
do 11.	987	do	Steam-ship Camperdown.	46 00
do 14.	183	do	Barque Nelly.	14 00
do 14.	115	do	Schooner Florence Abbott.	6 00
do 17.	967	do	Steam-ship Godolphin.	46 00
do 18.	959	do	do Garnet.	46 00
do 20.	166	do	Schooner W. R. Huntly.	7 00
do 21.	1,108	do	Steam-ship Cape Breton.	52 00
do 22.		do	Schooner Carlotta.	4 00
do 22.	987	do	Steam-ship Camperdown.	46 00
do 23.	688	do	Steam-ship Bonavista.	40 00
do 24.	199	do	Brigantine Plymouth.	10 50
do 28.	689	do	Steam-ship Coban.	34 00
do 29.	959	do	do Garnet.	46 00
do 30.	967	do	do Godolphin.	46 00
do 30.	95	do	do Hercules.	10 00
do 30.	1506	do	do Britannic.	68 00
July 2.	186	do	Brigantine Acacia.	10 50
do 2.	199	do	Schooner Allen A. McIntyre.	10 50
do 4.	987	do	Steam-ship Camperdown.	46 00
do 5.	529	do	Brigantine Alaska.	26 00
do 5.	931	do	Steam-ship Cacoua.	44 00
do 8.	331	do	Schooner E. Merriam.	10 00
do 9.	959	do	Steam-ship Garnet.	46 00
do 11.	245	do	Barge Lizzie.	8 00
do 12.	688	do	Steam-ship Bonavisto.	40 00
do 9.	638	do	Bark Ashlow.	32 00
do 16.	987	do	Steam-ship Camperdown.	46 00
do 16.	747	do	Bark Arklow.	36 00
do 19.	959	do	Steam-ship Garnet.	46 00
do 20.	1108	do	do Cape Breton.	52 00
do 22.	967	do	do Godolphin.	46 00
do 23.	194	do	Schooner Bessie.	7 00
do 28.	987	do	Steam-ship Camperdown.	46 00
do 30.	959	do	do Garnet.	46 00
August 2.	688	do	do Bonavista.	40 00
do 2.	967	do	do Godolphin.	46 00
do 3.	218	do	Schooner Clifton.	8 00
do 6.	1059	do	Steam-ship Torgoren.	50 00
do 8.	99	do	Schooner J. C. Kelly.	5 00
do 8.	987	do	Steam-ship Camperdown.	46 00
do 9.	931	do	do Cacoua.	44 00
do 10.	959	do	do Garnet.	46 00
do 11.	194	do	Schooner Bessie.	7 00
do 19.	333	do	do Georgia.	10 00
do 20.	987	do	Steam-ship Camperdown.	46 00
do 23.	959	do	do Garnet.	46 00
do 23.	688	do	do Bonavisto.	40 00
do 26.	931	do	do Cacoua.	44 00
do 27.	292	do	Brigantine Gertrude.	13 50
do 29.	150	do	Schooner Cumming.	9 00
do 30.	967	do	Steam-ship Godolphin.	46 00
do 31.	689	do	do Coban.	34 00
do 31.	168	do	Schooner Sainte Marie.	14 00
September 1.	987	do	Steam-ship Camperdown.	46 00
do 3.	194	do	Schooner Bessie.	10 50
do 5.	959	do	Steam-ship Garnet.	46 00
do 6.	931	do	do Cacoua.	44 00
do 8.	183	do	Brigantine Nelly.	14 00
do 9.	1108	do	Steam-ship Cape Breton.	52 00
do 12.	967	do	do Godolphin.	46 00
do 13.	293	do	do Windsor Lake.	18 00
do 13.	298	do	Brigantine Mersey Belle.	18 00
do 14.	987	do	Steam-ship Camperdown.	46 00
do 17.	313	do	Brigantine Endrick.	10 00
do 17.	529	do	do Alaska.	28 00
do 19.	959	do	Steam-ship Garnet.	46 00
do 21.	689	do	do Coban.	34 00

COLLECTIONS of Pilotage for the Year ended 31 t December, 1892—Continued.

Date.	Tonnage.	Nationality.	Vessels' Names.	Pilotage.
				8 cts.
Sept. 21.	657	British.	Barque Canning	34 00
do 21.	99	do	Schooner Florida	5 00
do 27.	338	do	Brigantine Ventured	20 00
do 24.	931	do	Steam-ship Cacouna	44 00
do 27.	967	do	do Godolphin	46 00
do 28.	199	do	Brigantine Plymouth	10 00
do 29.	250	do	Barquentine Aureola	16 00
October 1.	959	do	Steam-ship Garnet	46 00
do 7.	124	do	Schooner Glenola	6 00
do 7.	195	do	do Clara T. Wilbred	10 50
do 8.	688	do	Steam-ship Bonavista	40 00
do 10.	967	do	do Godolphin	46 00
do 11.	137	do	Schooner North America	6 00
do 11.	689	do	Steam-ship Coban	34 00
do 12.	149	do	Brigantine Venice	12 00
do 13.	959	do	Steam-ship Garnet	46 00
do 15.	462	do	do Grand Lake	26 00
do 17.	529	do	Brigantine Alaska	28 00
do 19.	949	do	Barque Lockwood	44 00
do 20.	123	do	Schooner Clayola	3 00
do 22.	931	do	Steamship Cacouna	44 00
do 27.	338	do	Brigantine Ventured	20 00
do 27.	1108	do	Steam-ship Cape Breton	52 00
do 31.	165	do	Schooner M. E. McLauchlin	7 00
November 2.	250	do	Barquentine Aureola	16 00
do 2.	137	do	Schooner North America	6 00
do 3.	931	do	Steam-ship Cacouna	44 00
do 3.	171	do	Brigantine Confederate	14 00
do 7.	737	do	Barque G. S. Penery	36 00
do 8.	799	do	do Emma Mare	38 00
do 12.	1108	do	Steam-ship Cape Breton	52 00
do 26.	1009	do	do Haylor	48 00
do 29.	267	do	Schooner Eva Maud	13 50
do 29.	99	do	Steam-ship Hercules	10 00
December 15.	275	do	do St. Pierre	4 50
do 17.	181	do	Barquentine Viola	10 50
do 23.	432	do	Barque Winifred	24 00
do 24.	292	do	Brigantine Gertrude	13 50
			Total	4,140 50

J. A. M. H. RIGBY,
Secretary.

GLACE BAY, C.B., 31st December, 1892.

Steam-boat Inspection.

NAMES of Pilots and License Fees collected, 1892.

No.	Age.	Pilot.	License Renewals.	Boat Licenses.
			\$ cts.	\$ cts.
1	59	Edward Petrie.....	3 00	1 00
2	53	Joseph Shanahan.....	3 00	
3	45	John Ryan.....	3 00	1 00
4	61	James Farrell.....	3 00	
5	55	Thomas Ling.....	3 00	1 00
6	48	Edmond Petrie.....	3 00	5 00
7	56	Alex. McLellan.....	3 00	
8	57	Allan McPherson.....	3 00	
9		Capt. T. Townsend, barge "Mabel".....	10 00	
10		Capt. A. B. McGillivray, barge "Alice".....	10 00	
11		Capt. M. Florion, barge "Lizzie".....	10 00	
			54 00	8 00

RECAPITULATION.

License renewals, 8 pilots.....	\$ 24 00
do 1 decked boat.....	5 00
do 3 open boats.....	3 00
do 3 barge captains.....	30 00
	\$ 62 00

J. A. M. H. RIGBY,
Secretary.

GLACE BAY, C.B., 31st December, 1892.

RECEIPTS and Disbursements for the Year 1892.

1892.	Dr.	\$ cts.	\$ cts.
Dec. 31. To	Paid E. Mahon, retired pilot allowance.....	50 00	
	do secretary.....	20 00	
	do three commissioners' travelling fees, &c.....	15 00	
			85 00
	<i>Cr.</i>		
Dec. 31. By	Balance from last year.....	2 00	
	8 license renewals.....	24 00	
	1 decked boat license.....	5 00	
	3 open boat licenses.....	3 00	
	3 licenses to barge captains.....	30 00	
	Balance.....	21 00	
			85 00

J. A. M. H. RIGBY,
Secretary.

GLACE BAY, C.B., 31st December, 1892.

APPENDIX No. 19.

REPORT OF THE PILOTAGE COMMISSIONERS OF PICTOU, N. S., FOR
THE CALENDAR YEAR ENDED 31ST DECEMBER, 1892.

PORT OF PICTOU, N. S., December 31st, 1892.

W.M. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith please find enclosed pilotage returns for season ending 1892.

Pilots Nos. 1 and 5 did not renew their bonds, consequently did not pilot during season.

In consequence of the steamers of the Boston and Halifax line ceasing to make this harbour a port of call, the half-pilotage dues (of which they were the principle contributors) have been reduced from an average of \$170 in previous years to \$20 for present season, thereby leaving this district without funds to meet necessary expenditures.

I am, sir, your obedient servant,

W. H. NOONAN,
Secretary P. A. P. D.

RECEIPTS and Expenditures of all moneys received by or on account of the Pilotage
Authority in respect of Pilots or Pilotage.

RECEIPTS.		\$	cts.
Received Pilotage dues, per statement.....		3,136	39
do From pilots' bonds.....			9 00
do Balance due Secretary.....		179	47
EXPENDITURES.		3,324	86
Paid Pilots for pilotage.....		3,079	39
do Secretary's salary.....			200 00
do Balance due from 1891.....			45 47
		3,324	86

J. A. GORDON,
JOHN R. DAVIES,
A. J. PATTERSON,
H. MCKENZIE, } Pilotage Authority,
Port of Pictou, N.S.

Steam-boat Inspection.

PILOTAGE Dues for season ending 1892.

	\$ cts.	\$ cts.
Total amount received for pilotage dues for season ending 1892.....		3,136 39
Of this amount :—		
Received from steam-ships.....	2,361 98	
do sailing ships.....	774 41	
		3,136 39
Of this amount :—		
Received from British ships.....	2,989 89	
do Foreign ships.....	146 50	
		3,136 39

Certificated Master—Amabel Bacquet, ss. "Miramichi."

TOTAL Earnings of Pilots for season 1892.

No.	Name.	Amount.
		\$ cts.
1	Alex. T. Powell.....	
2	James Fraser.....	205 31
3	Bryant Rogers.....	129 75
4	Wm. A. Cooke.....	384 61
5	Angus McDonald.....	
6	Henry H. Powell.....	20 00
7	Chas. A. Cooke.....	594 80
8	Geo. W. Powell.....	127 00
9	Daniel S. Smith.....	765 99
10	Daniel McLeod.....	129 33
11	Angus Smith.....	722 60
	Total.....	3,079 39

APPENDIX No. 20.

RETURN OF THE PILOTAGE COMMISSIONERS FOR THE PORTS OF ST. MARY'S AND LISCOMB FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

EDWARD QUINN, PILOT No. 1, ST. MARY'S, 48.

Name of Vessel.	Rig.	Nationality.	Where Registered.	Registered Tonnage.	Inwards.	Outwards.	Total.
					\$ cts.	\$ cts.	\$ cts.
Hattie Turner	Ten Schr.	American.....	Boston. . . .	280	7 00	9 00	16 00
Ayr	Schooner.	Dominion.....	St. John, N.B.	121	4 00	6 00	10 00
Jennie Parker.....	Schr. tem.	"	"	195	5 00	7 00	12 00
Ella May	Schooner..	"	Halifax.....	60	4 20	4 20	8 40
Leading Star	"	"	"	38	2 66	2 66	5 32
St. Thomas	"	"	"	37	2 59	.....	2 59
Monitor	"	"	Lunenburg. .	35	2 45	.....	2 45
Mattie B.	"	"	"	32	2 24	2 24	4 48
City of Ghent.....	Steam	"	London.	119	9 trs. 4 00	9 trs. 5 00	81 00
							142 24

JOHN BURNS, PILOT No. 2, AGE 30.

Weymouth.....	Steam.....	Dominion.....	Weymouth. .	105	2 trips in and out at 7 cents per ton....		14 70
City of Ghent.....	"	"	London.....	119	2 trs. 6 00	4 00	20 00
Vale	Barque.....	Norway	Norway.....	420	11 00	13 00	24 00
							58 70

ALFRED McDANIEL, PILOT No. 3, AGE 49.

St. John.....	Steam Tug	Dominion.....	St. John, N.B.	31 trips at \$3.01 p. trip.			93 31
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HENRY I. PYE, PILOT No. 1, LISCOMBE, AGE 35.

Sirius	Barque.....	Norway	Christiana....	871	17 00	19 00	36 00
Tamerlane	"	"	Norway.....	925	17 00	.....	17 00
							53 00

DANIEL LANG, No. 2, AGE 49.

Tamerlane	Barque.....	Norway	Norway.....	925			19 00
Uller	"	"	"	517			15 00
Removing Barque..	Uller.....	.....	.....	.....			3 00
							37 00

Steam-boat Inspection.

RETURN of the Pilotage Commissioners for the Ports of St. Mary's and Liscomb—*Con.*

CHARLES RILEY, No. 3, AGE 45.

Name of Vessels.	Rig.	Nationality.	Where Registered.	Registered Tonnage.	Inwards.	Outwards.	Total.
					\$ cts.	\$ cts.	\$ cts.
Aletta	Barque...	Norway	Norway	1,302	21 00	.....	21 00

LEWIS WILSON, PILOT No. 4, AGE 39—NO RETURN.

ARTHUR CROOK, No. 5, AGE 24.

Aletta	Barque...	Norway	Norway	1,302	23 00	23 00
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To The Honourable Minister of Marine,

HONOURABLE SIR,—Please find enclosed Pilotage returns for St. Mary's and Liscomb for the year ending December 31st, 1892.

WILLIAM PRIDE,
Secretary to Pilot Commissioners.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
SYDNEY, C.B., FOR THE YEAR ENDED 31st DECEMBER, 1892.

NORTH SYDNEY, C.B., 20th February, 1892.

SIR,—I beg to make returns for the pilotage district of Sydney for the year, 1892, showing (1) number, name and age of every pilot, (2) number of British and foreign vessels paying pilotage at each port in district, and amount received, (3) recapitulation showing number of vessels for each port, tonnage and amount received, (4) masters licensed, (5) statement of receipts and expenditure, (6) statement of account.

I have been detained in getting the returns, which has prevented me from forwarding this statement sooner.

Your obedient servant,

W. PURVIS,

Sec.-Treasurer, P. A. of North Sydney.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

NUMBER, Name and Age of every Pilot for the District of Sydney, C.B., for the year, 1892.

No.	Name.	Age.	No.	Name.	Age.
1	John Brown.....	70	17	George Brown	55
2	John Curran	66	18	Lawrence Connell	50
3	John Petrie	61	19	James Carroll	36
4	Con. Mullins.....	61	20	Dan. Petrie.....	36
5	D. McGillvary	63	21	John McNeil.....	40
6	Wm. Ratchford.....	55	22	Peter Burke.....	38
7	John Cann	42	23	Jas. Shannahan.....	41
8	John Mullins	42	24	Wm. Brown.....	35
9	Sil. Shannahan.....	50	25	Thos. Ratchford.....	37
10	And. Ratchford	48	26	G. D. Townsend.....	44
11	John Fraser	52	27	J. B. McGillvary.....	46
12	J. McGillvery	42	28	Lawrence Ling	43
13	Angus McNeil.....	49	29	James Fraser.....	50
14	Hugh McGillvery	62	30	F. McNeil.....	32
15	J. D. McGillvery	46	31	J. T. Laffin.....	34
16	John Carroll	41			

Steam-boat Inspection.

STATEMENT of Arrivals paying Pilotage and of Pilotage received in the District of
Sydney, during the year 1892.

SYDNEY.

Class of Vessel.	Number.	Tonnage.
British steamers	70	82,580
Foreign "	2	2,388
British sailing vessels	14	2,248
Foreign "	2	641
Total tonnage	88	87,857
PILOTAGE RECEIVED.		
British vessels		\$ 2,438 00
Foreign "		102 00
Total pilotage		2,540 00

NORTH SYDNEY.

British steamers	74	70,035
Foreign "	30	23,061
British sailing vessels	139	65,467
Foreign "	57	29,909
Total tonnage	300	188,472
PILOTAGE RECEIVED.		
British vessels		\$ 3,858 50
Foreign "		1,580 00
Total pilotage		5,438 50

VICTORIA MINES.

British steamers	60	63,926
Foreign "	11	14,816
British sailing vessels	22	4,467
Foreign "	1	665
Total tonnage	94	83,874
PILOTAGE RECEIVED.		
British vessels		\$ 2,279 50
Foreign "		461 00
Total pilotage		2,740 50

INTERNATIONAL MINES.

British steamers	51	70,778
Foreign "	3	3,183
British sailing vessels	21	3,113
Foreign "	1	169
Total tonnage	76	77,243
PILOTAGE RECEIVED.		
British vessels		\$ 2,666 00
Foreign "		138 00
Total pilotage		\$ 2,804 00

RECAPITULATION.

Ports.	No. of Vessels.	Tonnage.	Amount.
			\$ cts.
North Sydney	300	188,472	5,438 50
Victoria	94	83,874	2,740 50
International	76	77,243	2,804 00
Sydney	88	87,857	2,540 00
Totals	558	437,446	13,525 00

MASTERS' LICENSES.

No.	Names.	Class.	Vessel.	Amount.
				\$ cts.
1	J. P. Augur	Steamer.	St. Pierre	40 00
2	P. Lachance	do	Polino	40 00
3	D. Fraser	do	Coban	40 00
4	D. C. Fraser	do	Bonavista	40 00
5	J. F. Barlow	do	Newfoundland	40 00
6	J. McPhail	do	Cacouna	40 00
7	H. W. Gould	do	Louisburg	40 00
8	J. Reed	do	Cape Breton	40 00
9	J. Farquhar	do	Harlaw	40 00
10	J. McCuisth	Barque.	Etta Stewart	20 00
11	A. Hanes	do	Ella Moore	20 00
				400 00

STATEMENT of Receipts and Expenditure, Pilotage Authority at Sydney, C.B., 1892.

	\$ cts.	\$ cts.
RECEIPTS.		
Licenses and bonds	93 00	
Boats	6 00	
Masters' licenses	400 00	
Total pilotage	13,523 00	14,022 00
EXPENDITURE.		
Paid pilots by collectors	12,846 85	
do collectors	676 15	
do credit relief fund	93 00	
do office rent and fuel	45 00	
do 5 commissioners' \$30 each	150 00	
do books and printing	17 50	
do telegrams and postage	11 50	
do secretary and treasurer	100 00	
		13,940 00
Balance to credit general account		82 00

Steam-boat Inspection.

STATEMENT of account, Pilotage Authority of Sydney, C.B., 1892.

DR.

CR

		\$	cts.			\$	cts.
1892.				1892.			
May 7.	Paid widow Daley.....	20	00	Dec. 31.	Relief of 1891 omitted.....	65	00
	do Brown.....	20	00		Interest on deposit.....	12	00
	do Martin.....	20	00		Relief, 1892.....	93	05
	do Mullins.....	20	00		Balance receipts.....	82	00
	do Petrie.....	20	00	1893.			
	do McInnes.....	20	00	Feb. 20.	Balance brought down.....	30	27
	Paid pilot Doyle.....	25	00				
Nov. 10.	Paid widow Brown.....	20	00				
	do McInnes.....	20	00				
	do Mullins.....	20	00				
	do Daley.....	10	00				
	do Petrie.....	20	00				
Dec. 4.	Paid pilot Doyle.....	25	00				
	do exchange.....	9	07				
	Refunded.....	9	00				
	Balance last year.....	4	20				
1893.		282	27			282	27
Feb. 20.	Balance brought down....	30	27				

W. PURVES,
Secretary-Treasurer.

NORTH SYDNEY, C.B., February, 20th, 1893.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE
CALENDAR YEAR ENDED 31st DECEMBER, 1892.

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA, DISTRICT OF ST. JOHN,
January 5th, 1893.

SIR,—I beg to forward you the annual returns of pilotage for this district for the year ending the 31st December, 1892.

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

J. U. THOMAS,
Secretary St. John Pilot Commissioners.

WM. SMITH, Esq., Deputy Minister of Marine, &c.,
Ottawa.

OFFICE OF PITOTAGE AUTHORITY, DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1892.

RECEIPTS and Expenditure for year ending this day.

RECEIPTS.	\$ cts.	\$ cts.
Licenses to 31 pilots at \$5	155 00	
do 6 boats at \$10	60 00	
25c. per foot on outward pilotage from Port of St. John, to date.	1,976 05	
do do Port of Musquash, to date.	13 12	
Schooner "Wm. Bement," inward pilotage	12 00	
To balance		2,216 17
		212 30
		2,428 47
EXPENDITURE.		
Pensions paid 6 pilots	930 00	
do 6 widows	492 00	
do 3 children	60 00	
Misses J. & A. McMillan, stationery, &c.	21 47	
Auditing accounts for 1891	25 00	
Office rent, 1 year	100 00	
Secretary-Treasurer, salary, 1 year	800 00	
		2,428 47

Steam-boat Inspection.

RATES of Pilotage in force 31st December, 1892, for the Pilotage District of St. John.

ON ALL SAILING VESSELS.

Inward—1st District.....	\$1 50	per foot draught of water.	
2nd do	1 75	do	do
3rd do	2 25	do	do
Outward—To Partridge Island.....	1 25	do	do
Down the bay (not compulsory).....	2 00	do	do
Transporting—Under 100 tons	\$1 50		
Over 100 and under 200 tons	2 00		
do 200 do 300 do	3 00		
do 300 do 400 do	4 00		
And 25 cents additional for every fifty tons such vessel shall measure over 400 tons.			

ON ALL STEAMERS.

Inward—1st District.....	\$2 00	per foot draught of water.	
2nd do	2 50	do	do
3rd do	3 00	do	do
Outwards—To Partridge Island.....	1 75	do	do
Down the bay (not compulsory).....	2 75	do	do
Transporting—Under 100 tons	\$2 00		
Over 100 and under 200 tons	2 50		
do 200 do 300 do	3 75		
do 300 do 400 do	5 00		
And 30 cents additional for every fifty tons such steamer shall measure over 400 tons.			

RETURN of Vessels arriving at the Port of St. John, paying pilotage, for the year ending 31st December, 1892.

Number.		Total.
		\$ cts.
362	Schooners	
22	Brigs and brigantines.....	
26	Ships	
99	Barques and barquentines	
68	Steamers.....	
577	Amount of pilotage received.....	25,262 67
	<i>British.</i>	
123	Schooners.....	
16	Brigs and brigantines.....	
23	Ships	
75	Barques and barquentines	
53	Steamers.....	
290	Amount of pilotage received	15,794 48
	<i>Foreign.</i>	
239	Schooners.....	
6	Brigs and brigantines.....	
3	Ships	
24	Barques and barquentines.....	
15	Steamers.....	
287	Amount of pilotage received.....	9,468 19

PILOTS licensed for the Port of St. John, N.B.

Name.	Age.	Residence.	Remarks.
Thomas Traynor.....	39	St. John, N.B..	
S. Rutherford.....	60	do	
Edward J. Fletcher.....	65	do	
Jos. Doherty.....	46	do	
Jno. L. C. Sherrard.....	58	do	
James Doyle.....	56	do	
Henry Spears.....	41	do	
John Thomas.....	44	do	
Jas. Murray.....	51	do	
Henry Thomas.....	61	do	
John Sproul.....	56	do	
Richard Scott.....	41	do	
Patrick Conlin.....	42	do	
James Reed.....	46	do	
John Spears.....	43	do	
Charles Daley.....	56	do	
William Lahey.....	63	do	
Richard Cline.....	67	do	
Jas. McPartland.....	58	do	
Jas. S. Spears.....	47	do	
Thos. J. Stone.....	39	do	
Jas. E. Mantle.....	46	do	
William Quinn.....	45	do	
William Miller.....	41	do	
Alfred Cline.....	35	do	
William Scott.....	36	do	
Bartholomew Rogers.....	35	do	
James Bennett.....	35	do	
Martin Spears.....	35	do	
Robert Thomas.....	51	do	
John McAnulty.....	53	Musquash, N.B.	Licensed for Musquash only.

Steam-boat Inspection.

APPENDIX No. 23.

REPORT OF THE PILOTAGE COMMISSIONERS OF THE DISTRICT
OF MIRAMICHI, FOR THE CALENDAR YEAR ENDED 31ST
DECEMBER, 1892.

OFFICE OF PILOT COMMISSIONERS,
NEWCASTLE, MIRAMICHI, N.B., 15th December, 1892.

SIR,—I have the honour to hand herewith the annual report of the Pilotage Authority for the district of Miramichi, for the year ending 31st December, 1892.

I am, sir,

Your obedient servant,

R. R. CALL,
Secretary-Treasurer.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ending
31st December, 1892.

Class of Vessels.	Number.	Total.
Vessels reported inwards—		
British steamers	14	
do sailing vessels	62	
Foreign steamers.....		
do sailing vessels.....	95	171
Vessels reported outwards—		
British steamers	13	
do sailing vessels.....	52	
Foreign steamers.....		
do sailing vessels.....	95	160
Vessels removed—		
British steamers	4	
do sailing vessels.....	17	
Foreign steamers.....		
do sailing vessels.....	74	95
Vessels extra services—		
British steamers		
do sailing vessels	4	
Foreign steamers.....		
do sailing vessels.....	3	7
	\$ cts.	\$ cts.
Total amount of pilotage inwards—		
British steamers	796 86	
do sailing vessels.....	1,405 39	
Foreign steamers.....		
do sailing vessels.....	2,696 17	4,898 42
Total amount of pilotage outwards—		
British steamers	477 00	
do sailing vessels.....	1,469 25	
Foreign steamers.....		
do sailing vessels.....	3,484 50	5,430 75
Total amount of removals—		
British steamers	28 00	
do sailing vessels.....	138 50	
Foreign steamers.....		
do sailing vessels.....	636 00	802 50
Total amount for extra services—		
British steamers		
do sailing vessels	16 00	
Foreign steamers.....		
do sailing vessels.....	19 00	35 00

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign,
for the year ending 31st December, 1892.

	\$ cts.
When inward bound.....	2 25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	0 02 per ton.
When outward bound.....	2 00 per foot.
For every vessel taken to sea after the 1st day of November a bonus of.....	4 00
For the removal and mooring of vessels—	
Not exceeding 100 tons	1 50
do 200 do	2 00
do 300 do	3 00
Exceeding 300 tons.....	4 00
And where the distance of removal exceeds 4 miles 50 p. c. to be added to above rates.	

STATEMENT showing the yearly expenditure by the Pilots, on account of the Pilot Schooners, during the past six years.

No.	Names of Schooners.	Paid by Pilots, 1887.	Paid by Pilots, 1888.	Paid by Pilots, 1889.	Paid by Pilots, 1890.	Paid by Pilots, 1891.	Paid by Pilots, 1892.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
11	May Queen	354 59	463 35	420 64	375 13	379 71	318 60
13	Two Brothers	454 77	474 36	504 90	423 60	432 39	404 17
14	Empress	356 08	379 71	434 38	465 93	473 48	505 37
15	Princess Louise	263 12	334 00	370 47	321 27	346 33	324 35
	Totals	1,428 56	1,651 42	1,730 39	1,585 93	1,631 91	1,552 49

R. R. CALL,
Secretary-Treasurer.

MIRAMICHI Pilots in account with R. R. Call, Secretary-Treasurer.

1892.	Dr.	\$ cts.
June 17..	To paid account Wm. Wilson & Co., fuel, &c., for pilot office.....	2 60
do 17..	do do Wm. Richards, repairs "Princess Louise".....	4 40
July 18..	do do Jas. Henderson, surveying four boats.....	10 00
Aug. 18..	do do E. Johnson, stationery, pilots' office.....	1 15
Sept. 9..	do do T. F. Gillespie, insurance on seine.....	6 75
do 19..	do do D. G. Smith, printing.....	6 75
do 19..	do do horse hire, pilot master.....	1 00
do 19..	do do rudder for schooner "Two Brothers".....	3 55
do 19..	do overcharge "Shelburne," amount returned to captain.....	6 00
Nov. 18..	do account rent, pilot master's office.....	20 00
do 18..	do do J. Sadler, rent, storage, seine, &c.....	10 00
do 18..	do do E. Johnson, stationery, pilots' office.....	0 95
Dec. 1..	do do E. Hutchison, bowsprit, "Princess Louise".....	3 50
do 1..	do do Wm. C. Anslow, printing.....	2 25
do 1..	do do Miramichi Steam Navigation Co., passages pilots.....	6 00
do 1..	do D. P. Walls, on account amount due for seine.....	200 00
do 1..	do do interest on seine.....	25 20
do 1..	do 2 pilots amount returned on account seine.....	18 70
do 1..	do Alexander Martin, pension.....	100 00
do 1..	do 3 per cent commission on \$11,663.67.....	349 91
do 1..	do account stationery, postage, &c.....	2 49
do 1..	do 27 pilots \$392.54, and 1 pilot \$283.89.....	10,882 47
		11,663 67
1892.	CR.	
Dec. 1..	By amount collected, pilotage inwards.....	4,898 42
do 1..	do do do outwards.....	5,430 75
do 1..	do do do removals.....	802 50
do 1..	do do extra services.....	35 00
do 1..	do earned by pilots outside pilotage.....	497 00
		11,663 67

WM. PARK,
Chairman.

R. R. CALL,
Secretary-Treasurer.

Steam-boat Inspection.

APPENDIX No. 24

Report of the Pilotage Commissioners of Bathurst, N.B., for the calendar year ended 31st December, 1892.

PILOTS.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTAL PILOTAGE.	DISBURSEMENTS.				RATES OF PILOTAGE.							
	No.	Inward.	Outward.	No.		Inward.	Outward.	To Pilots.	Amount.	Amt. for Expenses and Commis- sions.	Inward.		Outward.				
											\$	cts.	\$	cts.	\$	cts.	\$	cts.
Timothy Daly.....		\$	cts.			\$	cts.			\$	cts.	\$	cts.	\$	cts.		
William Daly.....																	
Fred Reynolds.....	2	12	60			269	80		265	34		1	20	1	40	0	80
Nazaire Hachey.....									175	18		131	38				
Nazaire Hachey.....									30	10							
					602	00											

J. W. STEWART,
Secretary.

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY FOR THE COUNTY OF CHARLOTTE, N.B., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER 1892.

St. ANDREW'S, N.B., 31st December, 1892.

W. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Annexed I hand you Pilotage returns for the current year, for the pilotage district of the county of Charlotte, New Brunswick.

I am, sir,

Your obedient servant,

C. E. O. HATHEWAY.

Commissioner and Secretary.

PILOTAGE returns for the District of the County of Charlotte, N.B., for the year 1892.

Names of Pilots.	Age.	Residence.	District License for
Wellington Cline.....	West Isles.....	County of Charlotte.
Joseph Boyd.....	Campobello.....	do
John Boyd.....	Dufferin.....	do

Pilot Schooner "Frederick Taylor," 12½ tons, Joseph Boyd, master.

AMOUNT of Pilotage collected by Pilots for current year.

Names of Pilots.	British Vessels.		Foreign Vessels.		Total.
	\$	cts.	\$	cts.	
Joseph Boyd.....	151	00	54	00	.....
John Boyd.....	85	00	44	00	.....
Wellington Cline.....	325	75	30	00	.....
	\$561	75	\$128	00	\$689 75

LICENSES granted to Masters.

Name.	Age.	Name of Vessel.	Tonnage.	District.
John Hatfield.....	57	Schr. "Brenton.".....	159	Inward and outward from sea to the ports of St. Andrew's and St. Stephen.
Numan Hatfield.....	31	do "Tacoma.".....	209	
E. S. Howard.....	41	do "W.R. Huntley.".....	166	
J. E. Morris.....	50	do "Myrtel M.".....	121	
W. F. Durant.....	36	do "W. Durant.".....	124	

Steam-boat Inspection.

Receipts by Pilotage Authority for Licenses.

License to one Pilot boat	\$ 5 00	
do Pilot	6 00	
Regulations	1 00	
License to five masters	30 00	
	\$42 00	

Charges.

Stationery and postage	\$ 1 00	
Commissioners, St. Stephen's and St. George	13 00	
Secretary and Commissioner, St. Andrew's	28 00	
	\$42 00	

C. E. O. HATHEWAY,
Secretary and Commissioner.

ST. ANDREW'S, N.B., 31st December, 1892.

Rates of Pilotage in the District.

First longest pilotage distance inwards or outwards, \$2.25 per foot draft of water.

Second do do do \$1.60 do do

Third do do do \$1.50 do do

From or to Campobello 20c. per foot less than above rate.

Fourth pilotage distance inwards or outwards, \$1 per foot draft of water.

From 1st of Nov. to 1st of April, 20c. per foot in addition to above rates.

To or from St. Andrew's Harbour to ballast ground: vessels, 80 and under 300 tons, \$2.50 each; vessels, 300 tons or upwards, \$3 each.

Removing a vessel from one loading place or harbour to any other loading place or harbour, inside St. Andrew's Bay: vessels, 80 tons up to 200 tons, \$4 each; over 200 tons and up to 300, \$5; over 300 tons and up to 400 tons, \$6; exceeding 400 tons, \$8 each.

Removing a vessel from any loading place inside St. Andrew's Bay to any harbour or loading place outside St. Andrew's Bay and within the district pilotage inwards or outwards: vessels, 80 tons and under 200 tons, \$6; 200 tons and under 300 tons, \$8; 300 tons and under 400 tons, \$10; 400 tons and upwards, \$12 each.

C. E. O. HATHEWAY,
Secretary and Commissioner.

ST. ANDREW'S, N.B., 31st December, 1892.

APPENDIX No. 26.

REPORT OF THE PILOTAGE COMMISSIONERS FOR PRINCE COUNTY,
P.E.I., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.RETURN of Pilots for the pilotage district of a portion of Prince County, Prince Edward
Island, to the 31st December, 1892.

			\$	cts.
<i>Pilot—CHARLES GALLANT.</i>				
Schooner—Comeneau	98 tons.		11	80
“ Mary E. Bliss	188	“	22	24
“ Sophia Stewart	79	“	9	00
“ May Vigilant	107	“	16	80
“ Vesper	127	“	17	60
“ Parisian	107	“	17	30
“ Kezia	136	“	19	00
“ Dominion	96	“	16	00
“ Alma Cook	67	“	9	00
“ Mary E. Leslie	99	“	15	20
“ Genesta	99	“	17	80
All British vessels.				
Total			171	74
<i>Pilot—GEORGE WELLS.</i>				
Schooner—Ellen S.	65 tons.		5	20
“ Comeneaux	98	“	17	50
“ Warrior	102	“	18	10
“ Stella E.	99	“	19	10
“ Cabodle	95	“	17	40
“ G. C. Kelly	96	“	16	00
“ W. D. Richards	98	“	20	10
“ Carrie E.	65	“	9	38
United States vessels—				
“ Spencer Baird	74	“	122	78
“ Hanah Comer	90	“	8	00
Total			148	58
<i>Pilot—JOHN W. WHITE.</i>				
British schooner—Lady Franklin	76 tons.		10	64
“ Minie Mack	76	“	5	00
“ Sherbrook	94	“	16	00
“ Cepola	96	“	15	50
Total			47	14
<i>Pilot—WILLIAM SKERRY.</i>				
British schooner—Cleta (outwards)	90 tons.		5	00
“ Elmo	96	“	9	00
Total			14	00
<i>Pilot—JAMES ELLIS—No return.</i>				

The master of the schooner “Cleta” was fined \$9, the inward pilotage, for employing an unlicensed pilot, a licensed pilot having offered his services, and refused.

WILLIAM P. REID,
Chairman Pilot Commissioners.

ALBERTON, P. E. ISLAND, 4th January, 1893.

Steam-boat Inspection.

RULES AND REGULATIONS for the government of Pilots for the Pilotage District of a part of Prince County, Prince Edward Island, made by the Pilotage Authority under the Act 36 Vic., Chap. 54 :—

All rules and regulations made by any pilotage authority, for the said pilotage district, are hereby repealed.

1. No person shall be licensed as a pilot unless he be at least twenty-one years of age, and shall upon examination be found qualified to discharge the duties of a pilot.

2. Every licensed pilot, at the time of receiving his license shall pay a fee of ten dollars (\$10) for the same.

3. Every master or mate taking a license shall pay for said license the yearly sum of twenty dollars (\$20) on receipt of his license or renewal thereof.

4. The pilot first hailing a vessel and offering his services, to be entitled to take charge of said vessel, and receive payment therefor, and any pilot, piloting a vessel from sea, shall be entitled to pilot her to sea, when she next leaves port, unless on complaint of the master, owner or agent, the Pilotage Authority direct otherwise.

5. Any questions or disputes arising between pilots themselves, or between pilots and masters of vessels and others, respecting pilotage or remuneration as pilots, and all other questions and disputes between them (as pilots) shall be submitted to the Pilotage Authority, to be adjusted and decided by them, and the judgment of the Commissioners or a majority of them respecting all such questions and disputes, shall be final and binding on all parties; and every licensed pilot, who shall act contrary to this regulation, or shall refuse or neglect to appear before the Commissioners after twenty-four hours notice, when his attendance shall be required by them on any occasion; or shall give unnecessary trouble, annoyance or detention, to masters of vessels, shall for every offence be liable to a penalty not exceeding twenty dollars (\$20), and also to suspension or dismissal at the discretion of the Commissioners.

6. Licensed pilots shall be provided with suitable boats, in good repair and seaworthy, the *bona fide* property of a pilot or pilots, said boats to be kept in strict conformity with section 75 and 76 of the Pilotage Act of 1873, said boats to be examined by the Commissioners at least once in each year, and if found unfit for service, to be condemned as for pilot service.

7. Each licensed pilot, on application, shall receive a copy of these regulations, from the pilotage authority, and when taking charge of a vessel he shall exhibit them and his license to the master.

8. Every licensed pilot shall report to the pilotage authority any casualty or accident that may have happened to any vessel under his charge, or any other matter of importance connected with vessels, coming under his observation, and shall also report any buoys out of place, or any of the lighthouses not lighted at the proper time, which report shall be made as above in writing, immediately after his arrival in port, or as soon as practicable.

9. All pilotage dues to be paid to the pilot individually, from which amount the pilot shall pay to the pilotage authority five per cent of the several amounts received by him, to be applied in payment of such expenses as the pilotage authority may duly incur.

10. The rates of pilotage dues at the ports within the said pilotage district shall be as follows :—

	Per foot draught.	
	Inwards.	Outwards.
Vessels of 80 tons and under 150 tons.	\$1 00	\$0 80
do 150 do do 250 tons.	1 50	1 00
do 250 do upwards	2 00	1 50

And on all vessels under 80 tons accepting the services of a pilot eight cents per ton inwards and six cents per ton outwards.

Dated at Cascumpec, in Prince County, this first day of March, one thousand eight hundred and eighty-two.

JAMES F. WHITE,
WILLIAM P. REID,
PETER GAVIN.

PRIVY COUNCIL, OTTAWA, 24th day of August, 1882.

I certify that the foregoing rules and regulations for the pilotage district for that portion of Prince County, Prince Edward Island, extending from Cape Egmont to Lennox Island, in Richmond Bay, and embracing the ports and harbours along the coast line of that district, have been this day approved by His Excellency the Governor General in Council.

JOHN J. MCGEE,
Clerk Privy Council.

Steam-boat Inspection.

APPENDIX No. 27.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PILOTAGE AUTHORITY,
VICTORIA, B.C., 6th January, 1893.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour to transmit herewith the pilotage returns for the pilotage district of Victoria and Esquimalt, in the province of British Columbia, for the year ending 31st December, 1892, as required by section 22, chapter 80, of the Revised Statutes, 1886, and trust the same will reach you in due time for embodiment in the annual supplement to the report of the department, a copy of which will be appreciated when printed and distributed.

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

EDGAR CROW BAKER,
Secretary-Treasurer Pilotage Authority.

PILOTAGE returns, Victoria and Esquimalt Pilotage District, B.C., 1st January to 31st December, 1892.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	43	23rd April, 1880.	4th Dec., 1878...	Originally a British Columbia pilot.
2	James Ramsey.....	62	21st Oct., 1869.	9th June, 1873.	do do
3	Sam'l W. Bucknam.	42	6th March, 1891.	6th March, 1891.	Victoria and Esquimalt district.
4	John Newby.....	43	10th April, 1891.	10th April, 1891.	do do

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district.

There are no masters and mates acting under license from this pilotage authority, all the certificates previously granted having expired by efflux of time.

Clauses I, II, III, page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, apply to this year also.

Same Acts and parts of Acts as last year apply to 1892, and list of exempted vessels and Puget Sound rates remain the same.

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1892.

PILOTAGE Dues collected, 1st January to 31st December, 1892.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January	345 00	455 25	800 25	} N.B.—The total \$11,730.92 does not include a sum of \$518 collected from the Puget Sound steamers, or \$28.50 collected from various American tugs for half pilotage outwards.
February	154 25	398 25	552 50	
March	336 25	378 75	715 00	
April	389 00	781 75	1,170 75	
May	339 87	731 88	1,071 75	
June	323 15	738 50	1,061 65	
July	549 50	726 25	1,275 75	
August	344 00	688 00	1,032 00	
September	358 10	691 00	1,049 10	
October	369 85	681 50	1,051 35	
November	419 10	765 35	1,184 45	
December	284 62	481 75	766 37	
	4,212 69	7,518 23	11,730 92	

EDGAR CROW BAKER,

Secretary-Treasurer.

VICTORIA, B.C., 31st December, 1892.

Steam-boat Inspection.

Dr.

RECEIPTS and EXPENDITURE, 1st January to 31st December, 1892.

Cr.

Date.	Nature of Receipts.	Amount.	Date.	Head of Service.	Amount.
1892.		\$ cts.	1892.		\$ cts.
Jan. 1	To Balance from last year.	783 93	Jan 1 to Dec. 31	By British Columbia Pilots' Division, surplus 1891.	783 93
do 1	Pilotage dues under Clause IV.	11,730 92	do 1	do do earnings, as per receipts.	10,557 83
do 1	American tugs, half pilotage, outwards, as per cash b ok.	28 50	do 1	do do Commissioners, 12 months.	300 00
do 1	Steamer "North Pacific," half pilotage, outwards, two trips.	18 00	do 1	Board of Examiners, examination fees.	20 00
do 1	Certificate fees, Puget Sound steamers.	500 00	do 1	Office expenses—rent, fuel, light, &c.	361 35
do 1	Examination fees, 1 in number.	20 00	do 1	Secretary-Treasurer, 12 months' salary.	600 00
do 1	License fees, 1 in number.	25 00	do 1	Balance at credit of pilotage authority.	483 24
		13,106 35			13,106 35

Approved and certified correct,
 R. P. RIRHET, }
 ROBT. WARD, } *Commissioners.*
 W. E. CLARKE, }

EDGAR CROW BAKER,
Secretary-Treasurer.

APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY FOR NANAIMO, B.C., FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PILOT OFFICE, NANAIMO, 11th January, 1893.

The Honourable

The Minister of Marine and Fisheries.

SIR,—Accompanying, find pilotage returns of the Nanaimo Pilotage Authority for the year ending 31st December, 1892, in accordance with the Pilotage Act, 1886.

I have the honour to be, sir,
Your obedient servant,C. C. McKENZIE,
Acting Secretary.

NAMES and Ages of Pilots, &c.

Names.	Age.	Service.
John Sabiston, sen.	66	Harbour.
John Sabiston, jun.	39	District.
Daniel Morrison	52	"
James Peter Bendrodt	32	"
James Christensen	51	"

Rates of pilotage dues :—

Half pilotage.....	\$ 1 00	per foot.
Full "	2 00	"
Gulf "	10 00	per diem.
Special rates for mail steamers.		

Total amount received for pilotage dues distinguishing amounts from British ships and from Foreign ships :—

Pilotage dues from British ships.....	\$ 3,056 00
" " Foreign ships.....	15,164 50
	<u>\$ 18,220 50</u>

Steam-boat Inspection.

RECEIPTS AND EXPENDITURE.

Receipts :—

Balance from 1891.....	\$ 1,941 03	
Pilotage dues to 31st December, 1892.....	18,220 50	
		\$ 20,161 53

Expenditure :—

Paid pilots.....	\$ 18,583 15	
Expenses.....	1,335 00	
Balance on hand.....	243 38	
		\$ 20,161 53

Balance on hand.....	\$ 243 38	
		\$ 243 38

REMARKS.

During the year 1892, the well appointed pilot sloop "D. W. Gordon" has been placed for service at the south end of the district near Discovery Island light; said sloop was built in the province and cost over \$2,000.

The well equipped pilot sloop "Keturah" is also stationed off Gabriola Island and is in constant service.

C. C. McKENZIE,
Acting Secretary.
E. QUENNEL,
Chairman.

APPENDIX No. 29.

REPORT OF THE NEW WESTMINSTER AND YALE, PARRSBORO',
BUCTOUCHE, &c., PILOTAGE AUTHORITIES FOR THE CALEN-
DAR YEAR ENDED 31st DECEMBER, 1892.

VANCOUVER, B.C., 6th January, 1893.

To WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR.—I have the honour to inclose accounts, balance sheets, statements, &c., for the year ending December, 1892, *re* the New Westminster and Yale Pilotage Authority. The present system on which the Pilotage Authority is conducted, is the same as that reported to you in my annual report of last year (1891), and the by-laws are the same as those approved of by Order in Council, September 20th, 1890.

There are now no more moneys in hand except as reported to you in mine of 30th December, showing what was to the credit of licenses and what was to the credit of fines, *i. e.*, \$478.38, plus interest up to December 31st, 1892, \$31.40. The \$716.28, which was over at the end of the year, in the bank here (current account), has been distributed *pro rata* amongst the present pilots.

Hoping that you will find everything in proper order,

I am, sir,

Your most obedient servant,

C. GARDINER JOHNSON,
Secretary New Westminster and Yale Pilotage Authority.

P. S.—Report is marked by "B. S."—B. Springer, a Commissioner.

C. G. J.

LEDGER BALANCE.

Folio 8, Bank of Montreal.....	\$ 716 28
do 184, do	478 38
Interest to 31st December.	31 40
	<hr/>
	\$1,226 06

Folio 50, Commission account (over on commissions).....	\$ 192 18
do 95, Reserve fund (special)	509 78
do 36, Pilotage earnings (over last quarter).....	524 10
	<hr/>
	\$1,226 06

C. GARDINER JOHNSON,
Secretary New Westminster and Yale Pilotage Authority.

VANCOUVER, B.C., 6th January, 1893.

B. S., Commissioner.

Steam-boat Inspection.

BALANCE SHEET FOR 1892.

Reserve fund.....	\$ 478 38
Interest to 31st December, 1892.....	31 40
Commission account.....	1,191 03
Fines.....	.....
Surplus earnings for quarter ending 31st December, 1892....	536 49
	\$2,237 30
Expense account.....	\$1,011 24
Bank of Montreal (special).....	509 78
do (current).....	716 28
	\$2,237 30

C. GARDINER JOHNSON,

Secretary New Westminster and Yale Pilotage Authority.

VANCOUVER, B.C., 6th January, 1893.

B. S., Commissioner.

STATEMENT OF RECEIPTS AND DISBURSEMENTS FOR YEAR ENDING 31ST DEC., 1892.

Receipts.

Balance in bank.....	\$ 0 00
Pilotage earnings for the year.....	11,910 25
Licenses.....	0 00
Fines.....	0 00
	\$11,910 25

Disbursements.

Paid pilots.....	\$7,553 12
Expense accounts, office, \$936.24 ; pilotage expenses, \$2,704.61	3,640 85
Balance in bank (divided amongst pilots, January, 1893)....	716 28
	\$11,910 25

C. GARDINER JOHNSON,

Secretary New Westminster and Yale Pilotage Authority.

VANCOUVER, B.C., 6th January, 1893.

B. S., Commissioner.

For 1892.

No. of License.	Class.	Name of Pilot.	Age.	Service.	Remarks.
1	1	W. Ettershank...	50	Licensed to pilot vessels of any size or description within limits of district.	Pilot Ettershank suspended for three months from 16th December, 1892, for grounding ship "Grasmere."
2	1	T. Bebbington....	47	do do ..	Active.
3	1	G. W. Robertson..	42	do do ..	do
4	3	H. Robson Jones..	37	do do ..	do H. R. Jones is a new man, appointed on approbation, six months' license.

Pilotage dues now in force are the same as approved by Order in Council, 20th September, 1890.

Pilotage Collected.

53 British vessels, inwards,	89,052 tons.....	\$ 2,299 75
153 Foreign do do	171,920 do	3,303 00
49 British do outward,	81,485 do	2,538 50
154 Foreign do do	175,860 do	3,769 00
		\$11,910 25

C. GARDINER JOHNSON,
Secretary New Westminster and Yale Pilotage Authority.

VANCOUVER, B.C., 6th January, 1893.
B. S., Commissioner.

Steam-boat Inspection.

PARRSBORO' Pilotage Returns for 1892.

Dates of Payment.	Names of Vessels.	Rig.	British or Foreign.	Register'd Tonnage.	Acting Pilot.	Pilot Dues collected.
				Tons.		
						\$ cts.
1892.						
April 30.	Kelvin	Barque	Canadian	1,099	Jas. George	33 00
May 18.	Avonport	do	do	986	Robt. Anderson	26 00
do 21.	Emma Payzant	do	do	846	do	44 88
do 27.	Trojan	Ship	do	1,595	Haviland Pettis	46 50
do 31.	Avonia	Barque	do	1,664	R. Anderson	57 00
June 1.	Quebec	do	do	1,462	do	33 75
do 7.	Amanda	do	do	1,073	do	50 50
do 7.	Sophie Wilhelmine.	do	German	976	H. Pettis	62 00
do 8.	Lockwood	do	Canadian	949	J. George	47 75
do 16.	Sunbeam	do	Norwegian.	845	do	40 75
do 20.	Golden Rod	Barquentine	Canadian	594	do	32 50
do 23.	M. & E. Cox	Barque	do	1,184	H. Pettis	57 50
do 23.	J. E. Graham	do	do	1,385	J. George	60 50
do 23.	Sherwood	do	do	998	R. Anderson	54 00
do 30.	Avonport	do	do	986	do	31 50
July 6.	Dorothy	do	Swedish	360	J. George	39 25
do 8.	Henrietta	do	Norwegian.	583	R. Anderson	42 00
do 8.	Edward D. Jewett	do	Canadian	880	H. Pettis	43 50
do 9.	Plymouth	do	do	1,312	R. Anderson	31 50
do 21.	Linwood	do	do	1,233	J. George	57 25
do 21.	Antoinette	do	do	1,125	do	49 25
do 27.	Forest King	Ship	do	1,602	R. Anderson	49 25
do 30.	Eliza Linck	Barque	German	513	J. George	38 00
Aug. 16.	Birnam Wood	do	Canadian	1,263	R. Anderson	59 00
do 22.	Servia	Ship	do	1,309	do	61 00
do 30.	Calliope	Barque	do	1,179	H. Pettis	63 00
Sept. 8.	Mercurius	do	Norwegian.	583	J. George	39 00
do 10.	Oberburgermeister von Winter	do	do	552	R. Anderson	40 50
do 13.	Bay of Fundy	do	Canadian	1,221	J. George	57 50
do 17.	Rossignol	Ship	do	1,509	do	66 00
do 24.	Otto Linck	Barque	German	668	R. Anderson	51 00
do 27.	Golden Rod	Barquentine	Canadian	594	do	43 50
Oct. 11.	Emma Payzant	Barque	do	846	do	46 25
Nov. 29.	Linwood	do	do	1,233	do	46 38
Dec. 22.	Norwood	do	Norwegian.	1,587	do	33 00
April 23.	Lulu	Tern Schooner	American	about 400	J. George	24 00
						1,658 26
do 24.	Dauida, Capt. Geo. W. Newcomb	Tern Schooner	Canadian	376	Master's certificate	30 00
						1,688 26

1892.

December 31st, Pilot Robt. Anderson's earnings for 1892.	\$ 801 01
do do Jas. George's do 1892.	610 75
do do Haviland Pettis' do 1892.	246 50
do amount for Master's certificate paid into Pilot Fund	30 00
	\$1,688 26

LICENSED PILOTS ACTING IN 1892.

Robert Anderson, West Bay.
James George, West Bay.
Haviland Pettis, Parrsboro'.

Respectfully submitted,

S. R. DEWOLFE,
Secretary Parrsboro' Pilotage Authority.

PARRSBORO', N.S., 13th April, 1893.

REPORT OF PILOTAGE RETURNS FOR DISTRICT OF BUCTOUCHE,
N.B., FOR THE YEAR 1892.

1st. Names and ages of pilots licensed :—

John S. Dixon	Age 60 years.
Calixte Leger	“ 60 “
Philip T. Landry	“ 42 “

2nd. The above-named pilots are all licensed to undertake the pilotage of vessels of every description within and throughout the Pilotage District of Buctouche.

3rd. Pilotage dues are charged as per section 12 of Rules and Regulations for the district, viz. :—One dollar and fifty cents (\$1.50) per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, \$104.25, of which there was paid by foreign vessels, \$72.00 ; 1 British vessel, \$32.25, all at the rate of \$1.50 per foot for both inward and outward pilotage.

5th. The pilotage dues as above were paid to the different pilots who performed their duties as such to the respective vessels.

6th. The amount of \$2 was collected for renewal of licenses for pilot boats, and is in the hands of the secretary. No new pilotage licenses were granted, or expenses incurred during the year.

JOHN C. ROSS, *Secretary.*

RETURN OF PILOTAGE AUTHORITIES.

PILOTAGE District of Great and Little Bras D'Or Lakes, in the County of Victoria, for the year ending on the 31st December, A.D. 1892.

No.	Names of Pilots.	Age.	Vessels collected from under what Flag.	Amount of Pilotage Fees collected.
				\$ cts.
1	Archibald Livingston	43	Foreign	95 00
2	George Fader	39	do	30 00
3	Daniel Campbell	28	do	37 00
4	Roderick Morrison	61	do	27 00
5	Donald McLeod	60	do	47 00
6	Kenneth McAuley	37	do	21 00
7	George McKay	40	do	21 00
8	Daniel McLean	38	.....	.....
9	Donald K. McKenzie	50	.....	.....
10	William Carey	39	.....	.....
11	John McMullan	43	Foreign	40 00
12	William McRitchie	45	.....	.....
....	Capt. Farquhar .....	.....	.....	.....

Total amount of fees collected..... \$318 00

JOHN McDONALD,

Acting Chairman Pilotage Authorities.

BADDECK, N.S., 11th April, 1893.

Steam-boat Inspection.

RETURNS of Pilotage Authority of Pugwash for the year ended 31st December, 1892

PILOTS LICENSED.

No.	Name.	Age.	No.	Name.	Age.
1	John Seaman.....	60	4	Neil McIver.....	33
2	Joseph O. Read.....	39	5	Clarence E. Read.....	39
3	Murdoch Nicholson.....	59	6	George M. Cooper.....	42

The above are all licensed pilots for the pilotage district of Pugwash. There are no apprentices licensed.

The amount of pilotage received by pilots on square-rigged ships, all foreign, was \$310, and on schooners, &c., \$40. There is no pilotage fund, each pilot collecting his own pilotage.

Respectfully submitted,

H. C. BLACK,
Commissioner and Secretary.

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

PILOTAGE AUTHORITY, RICHIBUCTO, N.B.

RICHIBUCTO, N.B., 8th May, 1893.

PILOTAGE returns for the district of Richibucto, N.B., for the year 1892.

No.	Name.	Age.	For what Service licensed.
7	William Irving.....	57	} To pilot any vessel within the pilotage district of Richibucto.
9	James Long.....	48	
11	Henry D. Irving.....	45	
12	William H. Long.....	41	
13	Albert Long.....	41	

RATES OF PILOTAGE.

Inward or outward..... \$1 50 per foot.

For the removal of any ship or vessel and seeing
the same properly secured and moored—

Vessels not exceeding 100 tons..... \$1 50

do over 100 and not exceeding 200 tons..... \$2 00

do do 200 do 300 do..... \$3 00

All vessels over 400 tons..... \$4 00

Vessels inward and outward at the port of Richibucto for the year 1892—

British and colonial..... 10

Foreign..... 23

Total..... 33

Amounts collected by pilots—

British and colonial.....	\$ 360 00
Foreign.....	828 00
Total.....	\$1,188 00

WM. J. SMITH,
Secretary.

PILOTAGE AUTHORITY, BAY VERTE AND PORT ELGIN, N.B.

PILOTAGE returns for the pilotage district of Bay Verte and Port Elgin, N.B., for the year 1892.

Name.	Age.	Fees collected.
		\$ cts.
George Lawrence	52	390 00
Jared S. Silliker	70	29 00
S. Waldo Welling.....	24	44 50
Total collected.....		463 50

EDWARD C. GOODEN,
HAZEN CAPP,
GODFREY SIDDALL,
Pilotage Authority.

Steam-boat Inspection.

APPENDIX No. 30.

REPORT OF THE PORT WARDEN, MONTREAL, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1892.

MONTREAL, 11th January, 1893.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Council of this Board, and in compliance with section 31 of the Act governing the Port Warden Office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. The Port Warden's Report for the year 1892.
2. Audited statement of receipts and expenditure of the Port Warden office for the year ended 31st December, 1892.
3. Statement of investments of the Port Warden surplus funds.

I have the honour to be, sir,

Your obedient servant,

GEO. HADRILL,

Secretary.

OFFICE OF THE PORT WARDEN,
MONTREAL, 31st December, 1892.

The Chairman and Members of the
Board of Examiners for the Office of
Port Warden.

GENTLEMEN,—I have the honour to submit the annual report of the business of this office with statements of receipts and expenditures for the past year.

Navigation opened by the arrival from sea of the SS. "Fremona," on the 23rd April, and closed on the 24th November, with the departure of the SS. "Tyr." The first sailing vessel to arrive was the barque "Yuba," on the 19th May, and the first vessel which entered by the Straits of Belle Isle was the SS. "Lochmore," on the 17th June.

Four hundred and twenty-two vessels of all kinds were entered at this office with a tonnage of 788,700 tons, being sixty-nine vessels and 131,049 tons over the arrivals of last year, of these 62 were steamers, and 7 sailing vessels, and it is again satisfactory to mention that no vessels have been reported as missing or lost of this large fleet.

The shipments of various kinds have been very heavy this season as shown in the following table:—

Increase.	1892.	Description.	1891.	Decrease.
2,523,613	8,817,604	Wheat bush.	6,293,991	
329,165	2,247,742	Pease "	1,918,577	
4,050,556	4,743,341	Oats "	692,785	
.....	1,889,550	Corn "	2,146,577	257,027 bush.
.....	801,762	Barley and rye. "	3,283,289	2,481,527 "
219,174 bbls.	817,055	Flour and meal		
.....	.....	equal to bbls.	597,881	
11,667 "	433,419	Apples "	316,745	
59,426,374 feet.	172,792,025	Sawn lumber	113,275,651	
8,052 tons.	10,952	Hay tons.	2,900	
.....	100,352	Oxen and horses	110,169	9,817 head.

The above shows an important increase in many articles and also a serious decrease in oxen and horses. There was also a shortage of 14,872 sheep and hogs, the number being 17,162 against 32,034 in 1891. In sundries, which includes cheese, butter, etc., there has been the very large increase of 20,908 tons.

As the result of suggestions made to your board that the charges for grain lining of vessels at this port were onerous and unnecessary, the Port Warden was instructed to visit and make such inquiries at various Atlantic ports as would enable you to form a comparative judgment between the system of this and other grain shipping ports. Acting on this, the Port Warden visited Boston, New York, Philadelphia and Baltimore, and the report furnished by him, after much discussion by a committee appointed by the Council of the Board of Trade, was revised and a new code of by-laws adopted with a view to lessen the expense incurred by grain-carrying vessels. These modifications have proved acceptable to the shipping agents of the port, and have apparently been no detriment to the safety of the vessel.

By the death of the Deputy Port Warden, Capt. G. W. Morrison, which occurred on the 12th May, the port and this office have lost a valuable and efficient officer, whose whole energies were devoted to the conscientious performance of his duties, and his position has been temporarily filled by Capt. J. A. Vibert, a gentleman of much knowledge and experience, whose services have been acceptable to the shipping interest. The vacancy having been advertised, several applications were made and the Council of the Board of Trade selected Capt. Archibald Reid, who has been appointed to the office and enters upon his duties on the 15th April next.

I beg to call your attention to that portion of my report, dated 1887, which treats of the great need of a graving dock being built in this harbour, and is in the following terms:—"Each year vessels arrive in port damaged by various causes, surveys are held, and in some case permission is granted to load cargo for Great Britain, to be docked and repaired on arrival there, others are ordered to be docked at Quebec, involving considerable risk in going to and returning from that port, besides demurrage, awaiting tides, etc., all of which would be avoided had we a proper dock into which deep draught vessels would be taken at any hour regardless of tides, and a large amount of money for the purchase of materials and making repairs would be expended in this city." I again commend this to your earnest consideration, as this want is becoming more seriously felt each year, and now that the harbour improvements have been commenced, should be proceeded with without delay, as this dock could be utilized for ordinary wharf purposes or as an extra canal lock when not in use as a graving dock.

In consequence of the extension of the harbour frontage to Maisonneuve and so many vessels discharging cargoes at Windmill Point, it has become necessary to increase the outdoor staff of the office so as to give more careful attention to the discharging and loading, which from the increased number and size of the vessels makes the duties and responsibilities of the Port Warden more constant and onerous than formerly. This has kept the whole staff by whom I have been ably assisted, busily occupied during the whole season.

I am, gentlemen,

Your obedient servant,

JAS. G. SHAW,

Port Warden.

Steam-boat Inspection.

STATEMENT of the investments of the surplus funds of the Port Warden's Office at Montreal, and of interest accruing therefrom, during the year ended 31st December, 1892.

Date.	Investments.	Amount.	Interest.
			\$ cts.
Feb. 16, 1880	Expended \$2,380.34 in purchase of Dominion Government Stock	\$2,300 at 4 p. c. for 12 mos.	92 00
Aug. 16, 1880	Expended \$7,254.11 in purchase of City of Montreal Registered Stock	\$7,000 at 5 do ..	350 00
April 18, 1884	Expended \$5,031.34 in purchase of City of Montreal 4 per cent Registered Stock, Nos. 1720, 1721, 1722, 1723, 1724--5 of \$1,000.	\$5,000 at 4 do ..	200 00
Mar. 14, 1887	Expended \$10,320.75 in purchase of City of Montreal Consolidated Fund Stock, Class C--100 shares of \$100 each	\$10,000 at 4 do ..	400 00
Oct. 15, 1890	Temporary Loans to Board of Trade Building Fund	\$ 5,000	} total interest on loans from dates effected to 31st December, 1892.
Nov. 18, 1891	do do do ..	\$ 8,000	
Aug. 10, 1892	do do do ..	\$10,000	
	Total	\$47,300	2,847 26

EDGAR JUDGE,
Acting Treasurer.

GEORGE HADRILL,
Secretary.

MONTREAL, 9th January, 1892.

Steam-boat Inspection.

APPENDIX No. 31.

REPORT OF THE PORT WARDEN, QUEBEC, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PORT WARDEN'S OFFICE,
QUEBEC, 31st December, 1892.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As requested by the 30th section of the Port Warden rules, I beg respectfully to submit the following copy of annual statement of the business transacted in the office during the year ending 31st December, 1892, as follows:—

Thirty-six steam-ships were surveyed for clearance outwards, after taking on board part cargo at this port, having previously loaded part cargo of grain at Montreal.

Five steam-ships and seven sailing vessels had their hatches and cargoes surveyed by the request of the captain or agent on their arrival from sea.

One steam-ship and three sailing vessels were surveyed for seaworthiness.

Two steam-ships and five sailing vessels were surveyed for damage by collision.

One steam-ship and four sailing vessels were surveyed for cargo.

Two steamers and one sailing vessel were surveyed in dock for painting and repairs.

Two tugs were surveyed after having been burnt.

Five steamers and one barge were surveyed after stranding.

Four steamers and three sailing vessels were surveyed for valuation.

Two properties, two stores and a lot of tools, &c., were valued.

A wharf was surveyed after having been run into.

Six surveys were held on goods landed in a damaged condition.

The receipts and expenses of this office were as follows:—

Receipts from all sources.....	\$ 808 00
Expenses of office.....	300 00
	<hr/>
Balance net receipts.....	\$ 508 00

Besides the above there were several vessels repaired that did not come under the Port Warden rules.

The following is a list of vessels that received damage in the Gulf and River St. Lawrence during the season and how they were afterwards treated:—

English brigantine "St. Joseph," 233 tons, was totally wrecked at Mille Vaches, while on a voyage from Barbadoes to Quebec with a cargo of molasses.

She was condemned and burnt, the cargo brought to Quebec and sold at auction.

Norwegian barque "Albion" was totally wrecked at South Point, Anticosti, in ballast; was condemned and the materials brought to Quebec and sold at auction.

Norwegian barque "Sir John Lawrence," stranded while loading at Bersimis, was brought to Quebec, repaired in dock and proceeded.

Norwegian barque "Hanna," also stranded at Bersimis while loading, was brought to Quebec and repaired.

Norwegian ship "Adorna" stranded at St. Pierre Miquelon while coming to Quebec in ballast. She came to Quebec and was fully repaired in dock.

Norwegian SS. "America" stranded at St. Thomas while on a voyage from Montreal to the West Indies, she returned to Quebec, was fully repaired in dock and proceeded.

Norwegian bark "Prinds Oscar," stranded at Port Neuf *en bas* while coming up the river in ballast, was brought to Quebec and fully repaired in the graving dock.

Norwegian barque "Clara," grounded below Montreal, was surveyed at Quebec and proceeded.

English SS. "Cairo," grounded on Red Island reef, from Dundee with general cargo, was surveyed by divers and proceeded to Montreal.

English SS. "Coomassie," stranded in the north channel near Montmorency Falls, while leaving the harbour, was surveyed by divers, reloaded and proceeded.

Canadian barge "Marie Louise," stranded at Platon while proceeding to Whitehall with a cargo of railroad ties, returned to Quebec and was fully repaired and proceeded.

English SS. "Lake Huron," stranded at Cap à la Roche while coming down the river with general cargo, was surveyed afloat and proceeded.

English SS. "State of Georgia," stranded and sunk at Cap à la Roche, was floated, brought to Quebec and had temporary repairs made in the graving dock.

The whole respectfully submitted by your humble and obedient servant,

W. SIMONS, N.A.,
Port Warden.

Steam-boat Inspection.

APPENDIX No. 32.

REPORT OF THE PORT WARDEN, HALIFAX, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1892.

PORT WARDEN'S OFFICE,
HALIFAX, N.S., 31st December, 1892.

SIR,—I have the honour to submit my report for the year ending 31st December, 1892, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held on seventeen steamers and seventeen sailing vessels which arrived in a damaged condition during the year. The Norwegian brig "Resolut," of Christiana, was towed into this port on the 28th October, from St. George's Bay, Nfld., where she had been on shore, while on a voyage from Bay Chaleur, N.B., bound to Glasgow, G.B., with a cargo of deals. It was found, upon examination, that the cost of repairing the vessel would exceed her value after the repairs had been effected. The vessel was subsequently sold at auction for the benefit of all concerned, and the cargo was taken charge of by the agent of the underwriters on the cargo. All the other vessels were properly repaired, and those of them bound to other ports with their cargoes have arrived safely.

No irregularities in connection with the office occurred during the year.

I have the honour to be, sir,

Your most obedient servant,

DAVID HUNTER,
Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1892.

	\$	cts.		\$	cts.
To amount of fees received.	2,790	75	By paid assistants, office expenses, &c. ...	1,534	72
			Amount reverting to Port Warden ..	1,256	03
	2,790	75		2,790	75

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden, at Halifax, N.S., during the year 1892.

DAVID HUNTER,
Port Warden.

APPENDIX No. 33.

REPORT OF THE PORT WARDEN, PICTOU, N.S., FOR THE CALENDAR
YEAR ENDED 31ST DECEMBER, 1892.

PICTOU, N.S., 31st December, 1892.

The Deputy Minister of Marine and Fisheries,
Ottawa.SIR,—I have the honour to herewith submit this my annual report as Port Warden
of this port for the year ending this date.

I have surveyed 2 steamers, 5 barques and 1 brigantine, and have received in fees.....	\$ 163 00
Of which I have paid to assistants	70 00
	<hr/>
	\$ 93 00
	<hr/> <hr/>

Respectfully submitted,

DAVID McDONALD.

Sworn before me, at Pictou, this 31st }
day of December, 1892. }
WM. McLAREN, J.P.

Steam-boat Inspection.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN, PORT HAWKESBURY, N.S., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PORT HAWKESBURY, 31st December, 1892.

SIR,—I have the honour to submit my annual report of the doings of this office, accompanied by a statement of the fees collected by me during the year. Please find a list of the vessels arriving at Port Hawkesbury in a damaged condition, on which surveys have been held since the date of my last annual report. The damaged vessels mentioned in the present report have all been repaired, and all of them arrived safely at their ports of destination.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY, *Port Warden.*

To WILLIAM SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of Port Warden's office at Port Hawkesbury, for the year ended 31st December, 1892.

1892.	Receipts.	\$ cts.	Expenditure.	\$ cts.
June 6.	Survey held on schooner "Rapture".....	8 00	Assistance —	
July —	3 surveys on tern schooner "Phebe Woodruff".....	30 50	Paid	15 00
do —	2 surveys on schooner "Mary McDougall".....	13 00	.....
Sept. 9.	2 surveys on schooner "Nellie Parker".....	13 00	.....
Oct. 4.	1 survey on schooner "Ethel Emerson".....	5 00	.....
Nov. 9.	2 surveys on brigantine "Caspian".....	30 00	Paid	15 00
			Amount reverting to Port Warden	69 50
	Total	99 50	Total	99 50

I do hereby certify that the above statement is a true and correct account of all moneys received by me on account of Port Warden's fees for the year just ended, 31st December, 1892.

D. W. HENESEY, *Port Warden.*

PORT HAWKESBURY, 31st December, 1892.

A List of the Names of Vessels arriving in Distress and Surveyed and Repaired at Port Hawkesbury in 1892.

Date.	Name of Vessel.	Rig.	Where From.	Where Bound.	Port of Registry.	Description of Cargo.	Master's Name.	Nature of Damage Received.
1892.								
June 6.	Rapture..	Schooner..	Lunenburg	Fishing.	Lunenburg	Cod fish'g	A. Moser	Sprung a leak whilst on fishing trip and came here; had bottom caulked, and proceeded on voyage to North Bay.
July 1.	Phebe Woodruff	Tern	N. Sydney	Back to Sydney	Harrock, Me.....	Ballast.....	W. H. Watts	Strained by stress of weather and ran into Sydney and was towed to this port, was recaulked, thoroughly refastened, and bilge strakes and some new pointers in aft, and her centre board box repaired and new centre board.
July 16.	Mary E. McDougall	Schooner..	Boston.....	Canso and Guysboro'	Arichat	Flour	Alfred Renault.....	Leaking badly and 30 feet of false keel gone, and 28 feet of main keel had to be put in; was repaired here; and sailed from here in good order and in good condition.
Sept. 9.	Nellie Parker	do	Mabou, C.B.....	New York	St. John, N.B..	Rock plaster.	Clement Barkhouse..	Struck on an old pier in Mabou Harbour and broke off her rudder; sent diver down to examine bottom of vessel; reported bottom not injured; got a new rudder and sailed for New York.
Oct. 4.	Ethel Emerson.....	do	New Bandon.....	Boston.....	Dorchester, N.B.	Stone.....	Leonard Tower.....	Vessel overloaded; discharged about 25 tons of cargo, and vessel sailed for Boston and arrived all right.
Nov. 9.	Caspean.....	Brigantine	Key West	P. E. Island.....	P. E. Island.....	Ballast.....	J. W. McLeod.....	From Key West; had been ashore there, and ordered to examine bottom at first port where an opportunity offered; was hauled out on railway here and bottom overhauled and caulked where necessary.

D. W. HENESEY,
Port Warden.

PORT WARDEN'S OFFICE, PORT HAWKESBURY.

Steam-boat Inspection.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN OF NORTH SYDNEY, C.B., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

PORT WARDEN'S OFFICE,
NORTH SYDNEY, January 5th, 1893.

SIR,—I have the honour to report as follows :—

During the past season I have held the following surveys : On 13 sailing vessels and 3 steamers.

The above vessels were principally arrivals in a damaged condition, and receiving repairs at this port—

The total fees received were.....	\$196 00
The expenses at the office were for office rent and sundries..	50 00
	<hr/>
Leaving net receipts from office	146 00
	<hr/> <hr/>

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

DANIEL MCKAY,
Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN FOR PORT OF SYDNEY, C.B., FOR
THE YEAR ENDING 31st DECEMBER, 1892.PORT WARDEN'S OFFICE,
SYDNEY, 31st December, 1892.

SIR,—

I have the honour to submit a report of the transactions in connection with the office of Port Warden at Sydney, Cape Breton, ending the past year.

I have the honour to be, sir,

Your most obedient servant,

JOHN LOMAY,

Port Warden.

HON. C. H. TUPPER,

Minister of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of the Port Warden, Sydney, C.B., from 31st Decem-
ber 1891 to 1892.

—	Amount.	—	Amount.
	\$ cts.		\$ cts.
For surveys on steamers for bunker coals.	312 00	By fees paid assistant.....	90 00
Two surveys on cargo.....	26 00	Stationery.....	10 00
		Amount reverting to Port Warden... ..	100 00
			238 00
	338 00		338 00

I hereby certify that the above is a true and correct statement.

JOHN LOMAY,
Port Warden.

SYDNEY, C.B., 31st December, 1892.

Steam-boat Inspection.

APPENDIX No. 37.

REPORT of the Port Warden for St. Andrew's, N.B., for the Calendar Year ended
31st December, 1892

Date.		Amount.
		\$ cts.
January 30th..	Schooner Erick, survey on main hatch.....	2 50
do 30th..	do Sower do do	2 50
February 4th..	do Walter Miller do	2 50
do 4th..	do Rondo do do	2 50
do 15th..	do Druid do do	2 50
March 7th..	do Vado do do	2 50
		15 00

JOHN WREN,
Port Warden.

John Wren personally appeared before me and certified these returns are correct and true.

WALTER M. MAGEE, *J.P.*

St. ANDREW'S, N.B., 6th January, 1893.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND,
FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND, 31st December, 1892.

SIR,—I have the honour to submit my report of the business of my office during the past year.

I am glad to say there has been no loss of any grain-laden vessels from the Island this season.

I have the honour to be, sir,
Your obedient servant,
H. P. WELSH,
Port Warden.

WM. SMITH, Esq.,
Dept. of Marine and Fisheries,
Ottawa.

RECEIPTS and Expenditure of the Port Warden's office, P.E. Island, for the Year 1892.

Date.	Receipts.	Amount.	Date.	Receipts.	Amount.
1892.		\$ cts.	1892.		\$ cts.
Dec. 31	To Fees derived from grain-laden vessels.....	223 00	Dec. 31	By Expense of office.....	15 50
	Damaged goods	6 00		Commission to deputies..	90 50
	Survey on hatches.....	12 00		Balance	185 00
	Other surveys.....	50 00			
		291 00			291 00

I hereby certify that the above is a correct statement.

H. P. WELSH,
Port Warden.

CHARLOTTETOWN, December 31st, 1892.

Steam-boat Inspection.

APPENDIX No. 39.

REPORT OF THE PORT WARDEN OF BURRARD INLET, B.C., FOR YEAR ENDING 31st DECEMBER, 1892.

1892.		Fees.
		\$
Jan. 2....	Surveyed hatches of ss. "Empress of India," and found them in good order....	10 00
do 26....	Surveyed hatches of ss. "Empress of Japan," from Yokohama, and found them in good order	10 00
do 30....	Surveyed hatches of the British ship "Aristomene," (Captain Jones), on arrival from Java with a cargo of sugar, and found them properly covered and in good condition. On further survey of this ship I found that a portion of the cargo had been jettisoned and a large quantity of baskets had been emptied loose into the hold and the cargo generally restowed in the between decks, the cause of which I find was that the vessel was thrown on her beam ends on the passage to this port, and the said damage had to be done to righten the vessel and was done for the protection of all concerned. I find the vessel has been well dunnaged and the cargo dry and in good order otherwise, and consider the vessel not liable, as everything had been done for the safety of ship and cargo.....	21 00
Feb. 2....	Surveyed hatches of the British barque "British India" (Captain Lines), on arrival from Java with cargo of sugar, and found them properly covered and in good order and condition. On further survey of cargo I find that the vessel has been well stowed and dunnaged, and every care taken to deliver in good order, and I consider the vessel has turned out the cargo in first-class order, without a package broken or damaged, and is quite a credit to officers and ship.....	15 00
do 22....	Surveyed hatches of ss. "Empress of China," and found them in good order....	10 00
Mar. 29....	Surveyed hatches of British ship "Mount Carmel," (Captain Livingstone), on arrival from Java with a cargo of sugar, and found them properly covered and in good order. The main-hatch had been stove in by the carrying away of main topsail yard, but had been repaired without doing any damage to cargo. On further survey of this vessel I also found that the vessel had been well stowed and dunnaged, and the whole cargo delivered in first-class order and the vessel not liable for any claims, showing that the master has taken every care and precaution to deliver the cargo in good order.....	10 00
do 12....	Surveyed hatches of ss. "Empress of India," from Japan and found them in good order.....	10 00
April 20....	Surveyed hatches of ss. "Empress of Japan," and found them in good order and condition.....	10 00
May 6....	Surveyed hatches of ss. "Empress of China," and found them in good order and condition	10 00
do 23....	Surveyed hatches of the British barque "Banffshire" (Captain Thomson), on arrival from Liverpool, and found them properly covered, and on opening found the cargo in good order and condition, well stowed and dunnaged and every care taken to deliver in good order.....	5 00
do 29....	Surveyed hatches of ss. "Empress of India," and found them in good order and condition.....	10 00
June 18...	Surveyed hatches of ss. "Empress of Japan," and found them in good order and condition.....	10 00
do 21....	Surveyed hatches of ss. "Empress of China," and found them in good order and condition.....	10 00
do 21....	Surveyed hatches of American ship "George Scholfield," on arrival from Japan with a cargo of teas, and found them properly covered with tarpaulins, and in good order and condition.....	5 00
do 25....	Call survey on above vessel.—Captain Dunning, of the American ship "George Scholfield," called me to survey and see cause of damage to part of the cargo of teas while on the voyage to this port from Yokohama, Japan. I find that about two hundred or more chests of tea have been stained more or less by sweatage between fore and main masts in the wings of the ship. I find that the ship has been well stowed, dunnaged and mated, and every care	

REPORT of the Port Warden of Burrard Inlet, B.C.—Continued.

1892.		Fees.
	<p>taken to deliver in good order, and I consider the vessel not liable, as the whole cause of damage has been want of ventilation, which could not be avoided, as the continuous wet and foggy weather on the passage would not allow of hatches being opened. I would advise the damaged cargo to be sent forward to its destination, so as to avoid any further loss or deterioration in value to whom it may concern. Full and complete list of damaged cargo, with marks and numbers attached.....</p>	\$ 10 00
Aug. 2....	Surveyed hatches of ss. "Empress of India," and found them in good order and condition.....	10 00
do 2....	Call survey on above steamer.—The undersigned, at the request of the Canadian Pacific Railway Company, held a joint survey on board the ss. "Empress of India," O. P. Marshall, commander, as she lay alongside the wharf at Vancouver, B.C. We found a quantity of tea damaged from salt water on the port side of the fore part of the after steerage. On August 2nd, 1892, we surveyed the orlop deck immediately under the above deck and also found a quantity of cargo more or less damaged with salt water. We find the cargo well stowed, matted and dunnaged according to Lloyd's Regulations. We recommend the sound part of the cargo to be separated from the damaged, and the latter forwarded to its destination and appraised. We also found the casing surrounding the electric wires had been cut. Captain Marshall having reported that on the 23rd July last, while on the passage from Yokohama to this port, the insulation casing had fused, and to extinguish the fire he had injected the contents of the "Fire Queen" Extincter through the wooden casing, and by so doing had extinguished the fire.....	16 00
	CAPTAIN MELLON. CAPTAIN RUDLIN.	
do 12 ...	Surveyed hatches of ss. "Mascotte," and found them in good order and condition.....	5 00
do 14 ...	Surveyed hatches of ss. "Bushmills," and found them in good order and condition.....	5 00
do 18....	Surveyed hatches of British barque "Ben Nevis," and found them in good order and condition.....	5 00
do 25....	Call survey on ss. "Bushmills."—We, the undersigned, were called on behalf of the owners of ss. "Bushmills," to make joint survey of the cargo stowed in the above-named steamer, the master having reported that his cargo had shifted through stress of weather. We found that the stanchions in the forehold had been carried away, and also chafing of the ship and cargo, showing that the vessel and cargo had been severely strained. Several cases of plate glass had been badly strained and broken. And we are unanimously of the opinion that this has been caused by improper stowage, by not properly blocking off the same in the first instance. We also found a quantity of paints and casks of liquor more or less damaged and flattened, caused, no doubt, by the severe weight resting on them, but are not prepared to say this was caused by defective stowage, as this part of the cargo had shifted. We recommend the sound portion to be separated from the damaged cargo and surveyed, appraised and dealt with on its own merits. We further find that the cargo has been properly dunnaged, and every care has been taken to secure cargo after discharging at way ports.....	16 00
	HENRY MELLON, <i>American Lloyd's Agent.</i> RICHARD ALEXANDER, <i>English Lloyd's Agent.</i>	
do 25....	Surveyed hatches of ss. "Empress of Japan," on arrival from Yokohama and found them properly covered. On opening No. 3 Hatch found that the cargo in sight had been damaged by fire and water and discoloured by smoke, showing that the vessel had been on fire during passage to this port.....	10 00
do 27....	Call survey on ss. "Empress of Japan."—We, the undersigned, were called in by the agent and owners of the ss. "Empress of Japan," Lieut. Lee, R.N.R., master, as she lay alongside the Canadian Pacific Railway Company's wharf at Vancouver, B.C. We find that a fire had occurred during the passage, which evidently had originated in the after orlop deck from the effect of fusing of the electric wires, and the fire had communicated with the casings and decks, and the surrounding cargo. In order to extinguish the fire a quantity of water, steam and chemicals had been injected into the	

Steam-boat Inspection.

REPORT of the Port Warden of Burrard Inlet, B.C.—*Continued.*

1892.		Fees.
	—	
	<p>after-hold through the deck and bulkheads, which damaged the ship and cargo more or less in all of the after-hold. As it will be impossible to ascertain the exact amount of damage separately caused by fire or water and steam to the ship and cargo, we recommend that the vessel be discharged forthwith; care being taken to separate the sound from the damaged cargo, the damaged by fire being kept as against that damaged by water, steam, &c. All marks and numbers, when possible, shown thereon.....</p> <p style="text-align: right;">H. MELLON, A. O. LEASK.</p>	\$ 16 00
Aug. 27...	<p>Second call survey on ss. "Empress of Japan."—At the request of the master and owners of the steam-ship "Empress of Japan," from Japan, now laying at the Canadian Pacific Railway Company's wharf, Vancouver, B.C., we, the undersigned, have this day held joint survey on the above named steamer. It appears from the master's report that while on the passage to this port a fire occurred on the after orlop, caused by the fusing of the insulated wires connected with the electric dynamo. We find the deck lining plates were burnt and dropped, the decks more or less burnt and charred, the casing burnt and destroyed, the bulkheads charred and rivets backed out; insulating wires cut and destroyed and the paint in the after part of the hold more or less blackened and blistered. We recommend that the decks be repaired, plates renewed, holds repainted and all necessary repairs effected in accordance with Lloyd's rules, so as to place the ship in the same class as she held previous to the accident. We would also suggest that a water-tight, fire-proof casing or tunnel, sufficiently large for a man to get to the wire at any time, be substituted in lieu of the original wooden casing. All the necessary repairs to be performed at a time or place convenient, subject to Lloyd's duly appointed surveyors' inspection.....</p> <p style="text-align: right;">H. A. MELLON. M. W. THAIN.</p>	16 00
	<p>A further examination showed that a portion of the cargo in forward hold was affected by steam and chemicals used in extinguishing fire in the after hold.</p>	
do 29...	<p>Surveyed hatches of British ship "Fingall," and found them in good order and condition.....</p>	5 00
do 30....	<p>Surveyed hatches of ss. "Empress of China," and found them in good order and condition.....</p>	10 00
Sept. 7....	<p>Surveyed hatches of British barque "Fernbank" (Captain Boyd), and found all in good order.....</p> <p>Call survey on the above ship.—The undersigned were called to survey the British barque "Fernbank" (Captain Boyd), and to ascertain cause of damage to part of cargo, consisting of iron pipes and other merchandise. We find that the cargo had shifted and broken adrift during a gale, thereby breaking and cracking a number of water pipes, also breaking the ribbon lining of the vessel before they could be secured again. We find the master had taken every precaution to wedge and to man the cargo, and we consider the vessel not liable, as the whole cause of damage was on account of stress of weather during the passage to this port.....</p> <p style="text-align: right;">C. G. JOHNSON. M. W. THAIN.</p>	5 00 16 00
do 29....	<p>Surveyed hatches of ss. "Empress of India," and found all in good order and condition.....</p>	10 00
Oct. 6....	<p>Call survey on British barque "Glengarry."—Being called to survey the above named vessel, I find that she is of 801 tons register; Captain J. S. Davidson is master for the present voyage from this port to Liverpool; is now loaded and ready for sea. The cargo consists of cases of salmon (canned). The cargo has been loaded in conformity with the rules of the Board of Trade. The vessel is drawing 17 feet 6 inches of water, and is, in my opinion, not overloaded, but in a seaworthy condition.....</p>	10 00
do 19....	<p>Surveyed hatches of ss. "Empress of Japan," and found all in good order and condition.....</p>	10 00

REPORT of the Port Warden of Burrard Inlet, B.C.—*Concluded.*

1892.		' Fees.
		\$
Oct. 21. . .	Call survey on ss. "Empress of Japan."—I was called to survey and ascertain the cause of damage to part of cargo of the ss. "Empress of Japan," on arrival from Yokohama. I found that a number of chests of tea and other merchandise were wet by salt water in the lower between decks, on the port side abaft the after-hatch, caused by the breaking of the storm-valve of the after scupper, one of the fastenings of same having come out, leaving a small hole through the plating of the vessels, thereby letting the water spray when the vessel was labouring in a heavy sea, encountered during the voyage to this port. And I consider the vessel not liable. I found the vessel well dunnaged and stowed, and would advise the damaged cargo to be forwarded to its destination as soon as possible to avoid any further loss to whom it may concern.	16 00
Nov. 23. . . .	Surveyed hatches of ss. "Empress of China," and found all in good order and condition.	10 00
Dec. 20. . . .	Surveyed hatches of ss. "Empress of India," and found all in good order and condition.	10 00
	Less—Expenses of office rent.	357 00 72 00
		285 00

M. W. THAIN,
Port Warden.

Sworn before me at the City of Vancouver, }
this 9th day of January, 1893. }

J. SCHOFIELD,
Justice of the Peace in and for the District of Westminster.

Steam-boat Inspection.

APPENDIX No. 40.

REPORT OF THE PORT WARDEN FOR VICTORIA, B.C., FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1892.

OFFICE OF THE PORT WARDEN,
VICTORIA, B.C., 6th January, 1893.

SIR,—I herewith enclose the returns for Port Warden for the year ending the 31st of December, 1892, for the ports of Victoria and Esquimalt.

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

W. R. CLARKE,
Harbour Master and Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

PORT WARDEN'S REPORT for the Ports of Victoria and Esquimalt, for the year ending 31st December, 1892.

Survey of hatches.....	\$ 70 00
Survey of cargoes.....	209 00
Total.....	<u>279 00</u>

W. R. CLARKE,
Port Warden.

Steam-boat Inspection.

STATEMENT showing returns respecting Shipping and Discharging Seamen, &c.—Continued.
NEW BRUNSWICK—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1892.			For Half-year ended 31st December, 1892.			Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.		
Lepreau.	Charlotte.	G. K. Hanson.	3	Nil.	1 50	Nil.	4	4	2 70	
Moncton.	Westmoreland.	J. W. Binney.	5	1	2 80	11	6	7	10 10	
Musquash.	St. John.	A. T. Dunn.	8	5	5 50	6	8	13	10 90	
New Brandon.	Gloucester.	F. J. Foley.								
Newcastle.	Northumberland.	W. A. Park.								
North Joggins.	Westmoreland.	Rufus C. Ward.								
Quaco.	St. John.	J. Carson.	32	12	19 60	20	27	39	37 70	
Richbucto.	Kent.	B. V. Johnson.	4	2	2 60					
Rockland.	Westmoreland.	A. Boudreau.	10	Nil.	5 00					
Rockport.	Westmoreland.	R. C. Ward.	20	6	11 80	12	6	12	19 60	
Sackville.	Westmoreland.	W. C. Milner.								
St. Andrew's.	Charlotte.	Sonard Billings.								
St. George.	Charlotte.	James-McKay.	11	5	7 00	4	6	15	10 80	
St. John.	St. John.	W. H. Purdy.	1,581	967	1,080 60	1,991	1,662	11	10 80	
St. Stephens.	Charlotte.	H. Graham.								
Shediac.	Westmoreland.	W. R. Wood.								
Shippegan.	Gloucester.	Henry A. Sormany.	Nil.	Nil.		1	Nil.	1	0 50	
NOVA SCOTIA.										
Advocate.	Cumberland.	James Ward.	8	Nil.	4 00	12	6	20	6 60	
Amherst.	Cumberland.	W. D. Main.								
Annapolis.	Annapolis.	E. McCormack.								
Antigonish.	Antigonish.	A. Boyd.								
Apple River.	Cumberland.	H. H. Mosher.								
Arichat.	Richmond.	D. O'Connell.	60	11	33 90					
Aspey Bay.	Victoria.	D. McDonald.								
Baddeck.	Victoria.	J. McDonald.								
Barington.	Shelburne.	D. Sargent.	5	Nil.	2 50	14	7	19	11 60	
Bayfield.	Antigonish.	E. G. Randall.								
Beliveau Cove.	Digby.	J. V. Stuart.				31	29	122	104 60	
Bear River.	Digby.	T. H. Miller.	61	40	42 50	75	82	136	104 60	
Beaver River.	Colchester.	R. Perry.								

		Nil	Nil	Nil	Nil	6	2	3 60	6	2	3 60
Bridgetown.	Annapolis	Nil	Nil	Nil	Nil	74	51	52 30			3 60
Bridgewater.	Lunenburg					6	5	4 50			
Canada Creek.	King's.					2	4	2 20	14	4	8 20
Canso	Guyshoro'	12	Nil	6 00	Nil	Nil	3	0 90	9	3	5 40
Cape Sable Island.	Shelburne	15	Nil	4 50	3	39	36	30 30	54	39	38 70
Clementsport.	Annapolis	15	3	8 40							
Cornwallis (Canning)	King's	15	9	10 20		34	25	24 50	49	84	34 70
Cow Bay	Cape Breton	10	7	7 10		3	2	2 10	13	9	9 20
Digby	J. M. Viets										
Freeport.	Issaiah Thurber										
French Cross	King's.	3	1	1 80		6	2	3 60	9	Nil	5 40
Great Bras d'Or.	D. Campbell	Nil	Nil	7 00		13	8	8 90	27	8	15 90
Guyshoro'	W. Cameron	14	Nil	1,440 20		2,030	1,933	1,595 90	4,050	3,967	3,036 10
Halifax.	H. Bigg	2,020	1,434	23 70		10	11	8 30	40	40	32 00
Hantsport.	J. W. Lawrence	30	23	2 50		1	1	0 80	6	1	3 30
Harbour au Bonchee.	E. Corbet	5	Nil								
Harbourville.	King's.	16	4	9 20		14	4	8 20	30	8	17 40
Isaac Harbour.	Guyshoro'										
Joggins.	Cumberland										
Jordan Bay.	Shelburne					12	3	6 90			
Lingan.	Mathew Roche										
Little Bras d'Or.	Cape Breton										
Liscomb	Cape Breton										
Liverpool.	Guyshoro'	102	53	66 90		153	107	108 90	255	160	175 80
Lockeport.	Queen's										
Londonerry.	Shelburne.										
Louisburg.	Colchester										
Lunenburg.	J. A. Blaikie										
Matone Bay	W. H. McAlpine										
Main & Dieu.	William Young										
Maitland.	A. F. Zwicker										
Margaretsville	R. McDougall.	3	Nil	1 50		3	Nil	1 50	6	Nil	3 00
Meteguish.	Alex. Roy										
Meteguish.	M. A. Dunn										
North East Harbour.	D. W. Landers										
North Sydney	D. McGregor										
Parishborough	E. U. Doucet	27	5	15 00		18	5	10 50	45	10	25 50
Pictou.	G. B. Swaine	5	3	3 40		Nil	Nil		5	3	3 40
Port Acadia	Janez Armstrong	66	36	43 80		188	107	101 10	204	143	144 80
Port Caledonia and Little Glace Bay	A. S. Townshend	230	180	169 00		199	184	157 70	429	374	388 70
Port Gilbert.	M. Campbell.	41	10	23 50		21	42	23 10	62	52	46 50
Port Greenville.	A. Bourneuf.	21	13	14 40		14	17	12 10	35	30	26 50
Port Inverness.	J. J. Campbell.					80	61	58 30			
Port Hood.	S. Sanderson										
Port La Tour.	Digby	77	32	48 10		23	8	13 90	56	13	31 90
Port Lorne.	James Kerr	33	5	18 00							
Port Mulgrave.	John Skelton										
	Inverness										
	E. D. Tremain.										
	J. W. Taylor	Nil	Nil			12	1	6 30	12	1	6 30
	W. Graves					Nil	Nil				
	Annapolis										
	Queen's										
	E. E. Letson.										
	D. Murray	8	Nil	4 00		4	Nil	2 00	12	Nil	6 00

Steam-boat Inspection.

STATEMENT showing returns respecting Shipping and Discharging Seamen, &c.—Concluded.

NOVA SCOTIA—Concluded.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1892.			For Half-year ended 30th December, 1892.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Port Williams.	King's	G. S. Lockwood.	6	4	4 20	7	5	5 00	9	9 20	
Pubnico	Yarmouth	P. S. D'Entremont.	Nil.	Nil.		22	Nil.	11 00	Nil.	11 00	
Pugwash	Cumberland	J. H. Black	28	1	14 30	15	6	9 30	7	23 60	
River Hebert.	Cumberland	Moffatt.	Nil.	Nil.		4	Nil.	2 00	Nil.	2 00	
St. Ann's River.	Cape Breton	D. McAuley.	40	Nil.	20 00	Nil.	Nil.		40	20 00	
St. Mary's River.	Cape Breton	A. F. Falconer	34	26	24 80	28	9	16 70	Nil.	20 00	
St. Peter's	Halifax	Donald Urquhart	9	1	4 80	34	34	27 20	60	52 00	
Sheet Harbour.	Halifax	M. Macfarlane	Nil.	Nil.		Nil.	Nil.		Nil.		
Shelburne	Shelburne	W. W. Atwood.	Nil.	Nil.		Nil.	Nil.		Nil.		
Sydney.	Cape Breton	Neil McDonald	23	1	11 90	16	3	11 90	Nil.		
Thorne's Cove	Annapolis	E. H. Porter	64	40	44 00	190	130	134 00	Nil.		
Truro	Colchester	George P. Nelson	456	338	329 40	356	256	254 80	Nil.		
Tatamagouche	Colchester	J. A. G. Campbell.	Nil.	Nil.		Nil.	Nil.		Nil.		
Wallace	Cumberland	Charles D. Kerr	23	1	11 90	16	3	11 90	Nil.		
Walon	Hants	H. Woodner	64	40	44 00	190	130	134 00	Nil.		
West Arichat	Richmond	Simon Terris.	456	338	329 40	356	256	254 80	Nil.		
Weymouth	Digby	N. B. Jones	Nil.	Nil.		Nil.	Nil.		Nil.		
Windsor	Hants	H. W. Dimock	23	1	11 90	16	3	11 90	Nil.		
Wilmot.	Annapolis	G. B. Reed.	64	40	44 00	190	130	134 00	Nil.		
Wolfville.	King's	J. B. Davison.	456	338	329 40	356	256	254 80	Nil.		
Yarmouth.	Yarmouth	W. H. Moody.	456	338	329 40	356	256	254 80	Nil.		

PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan.	14	10	3 00	14	10	3 00	Nil.	
Cascumpec	Prince	James F. White.	50	33	31 90	Nil.	Nil.		Nil.	
Charlottetown	Queen's	H. W. Mutch.	Nil.	Nil.		30	26	22 80	42	30 60
Crapsud	Queen's	S. J. B. Leard.	12	6	7 80	30	1	0 50	1	0 50
Georgetown	King's	Charles Owen	Nil.	Nil.		6	1	3 30	8	4 00
Malpeque	Prince	J. M. Mac Vutt.	Nil.	Nil.		8	Nil.	4 00	Nil.	
Montague Bridge	King's	J. M. Aitken.	Nil.	Nil.		8	Nil.	4 00	Nil.	
Murray Harbour.	King's	H. J. Brehaut.	Nil.	Nil.		8	Nil.	4 00	Nil.	
Pinette.	Queen's	H. D. Morrison	Nil.	Nil.		8	Nil.	4 00	Nil.	

Port Hill.....	Prince.....	W. Hogwood.....	Nil.....	Nil.....	5.....	Nil.....	2 50.....	.....	.....
St. Peter's Bay.....	King's.....	J. A. McLane.....	Nil.....	.....	.....	.....	.....	.....	.....
Souris.....	King's.....	Michael J. Foley.....	.....	.....	.....	.....	.....	.....	.....
Summerside.....	Prince.....	Jos. Reed.....	.....	.....	.....	.....	.....	.....	.....
Tignish.....	Prince.....	George Conroy.....	.....	.....	.....	.....	.....	.....	.....
West Cape.....	Prince.....	Vacant.....	.....	.....	.....	.....	.....	.....	.....

BRITISH COLUMBIA.

New Westminster.....	New Westminster.....	J. S. Clute.....	1.....	0 80.....	1.....	1.....	0 80.....	1.....	1 60.....
Vancouver.....	New Westminster.....	J. M. Bowell.....	80.....	51 40.....	38.....	146.....	120 10.....	157.....	2.....
Victoria.....	Victoria.....	H. G. Lewis.....	.....	.....	84.....	928.....	320 40.....	966.....	371 80.....

REPORT

OF THE

POSTMASTER - GENERAL

FOR THE

YEAR ENDED 30th JUNE

1892

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1893

*To His Excellency the Right Honourable SIR FREDERICK ARTHUR STANLEY,
BARON STANLEY OF PRESTON, in the County of Lancaster, in the Peerage
of Great Britain, Knight Grand Cross of The Most Honourable Order
of the Bath, Governor-General of Canada, and Vice-Admiral of the
same, &c.*

MY LORD,—

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada for 1892, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

ADOLPHE P. CARON,

Postmaster-General.

POST OFFICE DEPARTMENT,

OTTAWA, 27th January, 1893.

SCHEDULE.

Accompanying this Report are the following Statements therein referred to:—

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POST OFFICE DEPARTMENT,

OTTAWA, 20th January, 1893.

To the Honourable Sir A. P. CARON, K.C.M.G.,
Postmaster-General.

SIR,—I have the honour to lay before you the usual annual statements of the business of the Canadian Post Office during the year ended 30th June, 1892. There were at that date 8,288 post offices in operation in the Dominion, being an increase over the number on 30th June, 1891, of 227.

Six hundred and fourteen miles have been added to the mail routes ; and the annual mail travel has been increased from 27,152,543 miles to 28,462,384 miles.

TABLE showing the Number of Post Offices in operation, Extent of Mail Travel, estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended 30th June, 1892.

Provinces and Territories.	Number of Offices in Operation on the 1st July, 1892.	Extent of Mail service.		Estimated Number of Letters and other Articles of Mail Matter posted in Canada, during the Year ended 30th June, 1892.							Number of Closed Parcels for the United Kingdom and other Countries.	
		Number of Miles of Post Route.	Annual Travel thereon.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Newspapers and Periodicals, Books, Pamphlets, Circulars, Samples and Patterns, &c.	Number of Packages of Printers Copy, Photographs, Deeds, Insurance Policies, &c.	Number of Packets of 5th class matter, Ordinary Merchandise, open to Examination.		Number of Parcels of Parcels by Parcel Post.
Ontario.....	3,060	19,764	12,743,755	56,000,000	13,500,000	1,900,000	3,600,000	17,260,000	900,000	400,000	200,000	4,700
Quebec.....	1,486	11,815	6,164,110	22,750,000	3,800,000	670,000	390,000	5,650,000	380,000	150,000	57,000	3,000
Nova Scotia.....	1,481	8,595	3,213,969	7,600,000	1,500,000	180,000	164,000	8,900,000	72,000	42,000	23,000	850
New Brunswick.....	1,123	5,465	2,553,150	5,400,000	900,000	132,000	148,000	720,000	71,000	38,000	16,000	500
Prince Edward Island.....	339	1,325	528,173	1,200,000	170,000	31,700	36,000	164,000	14,000	4,600	3,600	40
British Columbia.....	187	5,541	1,144,505	3,100,000	225,000	95,000	88,000	350,000	58,000	28,000	9,000	1,170
Manitoba.....	406	8,014	2,114,722	6,800,000	720,000	278,000	180,000	1,000,000	78,000	31,000	25,500	1,300
North-west Territories	206											
Total.....	8,288	59,519	28,462,384	102,850,000	20,815,000	3,296,700	4,606,000	34,044,000	1,573,000	693,600	334,100	11,560

RAILWAY MAIL SERVICE.

During the year ended 30th June, 1892, mail service was established on 1,237·77 miles of additional railway lines as follows :—

Name of Railway.	Places between which new Railways have been used for Mail purposes since June, 1891.	Miles.
CANADIAN PACIFIC.		
<i>Pacific Division.</i>		
Mission Branch	Huntingdon and Mission Junction	10
Shuswap and Okanagan Branch	Sicamous Junction and Vernon	46·1
<i>Western Division.</i>		
Edmonton section	Calgary and Edmonton	190·6
Souris do	Brandon and Oxbow	122·6
S. W. Branch section	Extension from Glenboro to Nesbitt	27·1
<i>Atlantic Division.</i>		
Main Line	*Mattawamkeag and St. Croix	57·3
Gibson Section	Gibson and Newbury Junction	56·6
CENTRAL VERMONT		
GRAND TRUNK	Ste. Angèle and Farnham	10·08
INTERCOLONIAL	Extension on Galt and Elmira Branch	15·59
do	Derby and Derby Junction	5
do	Oxford Junction and Pictou	67
do	Point Tupper and Sydney	91
do	North Sydney and North Sydney Junction	5
IRONDALE, BANCROFT AND OTTAWA	Irondale and Victoria Junction	10
JOGGINS	Extension from River Hebert to Joggins Mines	4
MAINE CENTRAL	Extension on Lime Ridge and Quebec Junction Section	46·3
NEW WESTMINSTER AND SOUTHERN	South Westminster and Blaine W	24·3
NORTHERN PACIFIC	Winnipeg and Emerson	65·1
do do	Morris and Brandon	145·3
NOVA SCOTIA CENTRAL	Middleton and Lunenburg	74
OTTAWA AND GATINEAU VALLEY	Gatineau Valley Junction and Farrelton	27
QUEBEC AND LAKE ST. JOHN	Extension C. P. R. Junction to Quebec	4·8
TEMISCOUATA	Connors and Rivière du Loup	113
WESTERN COUNTIES	Extension from Digby to Annapolis	20
Total		1,237·77

*Omitted from previous returns.

STATEMENT of distance travelled daily with Mails, on each Railway in Canada in June, 1892.

Name of Railway and Terminal Points.	Actual length of Railway in Miles, over which Mails are carried.		Daily Service by Travelling Post Office.	Daily Service by Bags in charge of Company's Servants.
	No. of Postal Cars on Road.	Distance travelled in Miles.		
Alberta—				
Dunmore and Lethbridge.....	109			218
Bay of Quinté—				
Deseronto and Grand Trunk Junction.....	4			34 66
Boston and Maine—				
Passumpsic Division, Lennoxville and Stanstead Junction	30 75		1	67 5
Stanstead and Derby Line, Stanstead and Stanstead Junction.....	3			
Canada Atlantic—				
Ottawa and Rouse's Point.....	131 7		1	430 8
Canada Eastern—				
Fredericton and Chatham.....	117			306
Canadian Pacific—Pacific Division—				
Main Line, Vancouver and Donald.....	458			
Mission branch, Mission Junction and Huntington.....	10			
Shuswap and Okanagan branch, Sicamous Junction and Vernon.....	46 1			
Westminster branch, Westminster Junction and New Westminster.....	8 2	522 3		
Western Division—				
Main Line, Donald and Fort William.....	1,449 5			
Edmonton section, Calgary and Edmonton.....	190 6			
Fernbina section, S. W. Branch Junction and Gretna.....	66 9			
do Rosenfeld Junction and Deloraine.....	146 5			
Prince Albert branch, Regina and Prince Albert.....	246 8			
Souris section, Brandon and Oxbow.....	122 6			
South Western branch, S. W. Branch Junction and Nesbitt.....	129			
do Eln. Creek and Carman.....	12 6			
Stonewall section, Air Line Junction and Stonewall.....	17 9	2,382 4		
Eastern Division—				
Main Line, Fort William and Ottawa.....	877			
Ottawa section, Ottawa and Montreal.....	120 3			
Quebec section, St. Martin Junction and Quebec.....	159 8			
Aylmer branch, Hull and Aylmer.....	7 5			
Brockville branch, Carleton Junction and Brockville.....	44 8			
Buckingham branch, Buckingham and Buckingham Junction.....	4			
New Glasgow branch, St. Jérôme and New Glasgow.....	8 1			
Piles branch, Piles Junction and Grandes Piles.....	26 9			
Prescott branch, Ottawa and Prescott.....	51 8			

St. Eustache branch, Ste. Thérèse Junction and St. Eustache	6							
St. Jérôme branch, Ste. Thérèse Junction and St. Jérôme	13.6							
St. Lin branch, St. Lin Junction and St. Lin	15							
Sault Ste. Marie branch, Sault Ste. Marie	178.9	1,513.7						
Ontario and Quebec Division—Lines West of Montreal—								
Main line, Toronto Junction and Montreal	338							
London section, Toronto and London	114.5							
Owen Sound section, Toronto Junction and Owen Sound	116.8							
Elora branch, Cataract Junction and Elora	27.3							
Ingersoll branch, Woodstock and St. Thomas	33.6							
Orangeville branch, Streetsville Junction and Melville Junction	31.6							
Teeswater branch, Orangeville Junction and Teeswater	70							
do Glenannan and Wingham	4.6							
Rigaud branch, Vaudreuil and Rigaud	16.5	753.9						
Ontario and Quebec Division—Lines East of Montreal—								
Main line, Montreal Junction and Megantic	170.4							
Champlain section, Farnham and St. Pie	16.7							
Newport section, Brigham Junction and Mansonville	41.6							
Northern section, Sorel and Sutton Junction	95.7							
Montreal Junction and Mile End	7.2	331.6						
Atlantic Division—								
Main line, Megantic and St. John	306							
Aroostock section, Aroostock Junction and Woodstock	54.6							
do do and boundary line	4							
Edmundston section, do and Grand Falls	18.5							
Fredericton section, Fredericton and Fredericton Junction	22.1							
Gibson section, Gibson and Newbury Junction	56.6							
Houlton section, Boundary line and Debec Junction	4							
Northern section, McAdam Junction and Woodstock	51							
Southern section, do and St. Stephen	33.9							
do Watt Junction and St. Andrew's	27.5	578.2	6,082.1	48	11,740.55	4,983.54		
Caracquet—								
Esthurst and Shippigan			65			88.33		
Central Ontario—								
Picton and Coe Hill Mines			104	2	*208	30.00		
Central Vermont—								
S. S. & C. Junction and St. Armand		22.4						
St. Hubert and Waterloo		57.28						
Farnham and St. John's		14						
Marieville and St. Césaire		8.6	102.28	3	238.24	357.1		
Columbia and Kootenay—								
Nelson and Robson			28			37.38		
Cumberland—								
Parrshoro and Springhill Junction			32			74		
Elgin, Petitcodiac and Havelock—								
Butternut Ridge and Elgin			27			54		
Ernie and Huron—								
Blenheim and Sarnia			66	1	134	72		

STATEMENT of Distance travelled Daily with Mails, &c.—Continued.

Name of Railway and Terminal Points.	Actual length of Railway in Miles over which Mails are carried.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance travelled in Miles.	
Esquimalt and Nanaimo— Victoria and Wellington	.....	2	156	.....
Grand Trunk— Main line, Sarnia and Toronto.....	169.55			
do Toronto and Kingston.....	160.39			
do do Kingston and Montreal.....	172.61			
Lines East of Montreal— Main line, Montreal and Island Pond.....	147.83			
Quebec branch, Richmond and Levis.....	95.54			
Three Rivers branch, Arthabaskaville and Doucet's Landing.....	35.34			
Rouss's Point branch, St. Lambert and Lacolle.....	37.46			
Maasena Springs branch, Brousseau's and Fort Covington.....	62.2			
Hemmingford branch, St. Isidore and Hemmingford.....	21.29			
Valleyfield branch, Ste. Martine Junction and Valleyfield.....	19.09			
Lines West of Montreal—Midland Division— Main line, Scarborough Junction and Blackwater.....	41.63			
do do Port Hope and Midland.....	145.62			
do do Millbrook Junction and Omensee Junction.....	15.01			
Belleville branch, Belleville Junction and Peterboro.....	63.84			
Haliburton branch, Haliburton and Lindsay.....	54.84			
Lakefield branch, Lakefield Junction and Lakefield.....	11.66			
Madoc branch, North Hastings Junction and Madoc.....	14.81			
Sutton branch, Stouffville Junction and Sutton.....	24.81			
Whitby branch, Manilla Junction and Whitby Junction.....	32.75			
Northern Division— Durham branch, Palmerston and Durham.....	26.73			
Galt and Elmira branch, Galt and Elmira.....	24.63			
Georgian Bay and Lake Erie branch, Tavistock Junction and Port Dover.....	55.60			
do do Stratford and Warton (including Harriston and Palmerston).....	106.77			
London, Huron and Bruce branch, Wingham and Hyde Park Junction.....	70.08			
Wellington, Grey and Bruce branch, Harrisburg and Southampton (excluding Harriston and Palmerston).....	122.73			
Southern Extension, Listowel and Kincardine.....	57.71			
Northern and North-western Division— Main line, Toronto and North Bay.....	464.25			
	223.3			

do Gravenhurst and Muskoka Wharf	1					
do Hamilton and Beeton Junction	71.85					
Beeton and Collingwood branch, Beeton and Allandale.	23.1					
do do Beeton Junction and Collingwood	40					
Meaford Branch, Allandale and Meaford.	51.8					
North Simcoe branch, Colwell and Penetanguishene.	33.3					
Port Dover branch, Hamilton and Port Dover	40.25				484.60	
Southern Division—						
Main line, Niagara Falls and Windsor.	229.72					
Brantford and Tilsonburg branch, Harrisburg and Brantford.	7.73					
Buffalo and Goderich branch, Goderich and Fort Erie.	130.35					
London branch, London East and St. Mary's.	20.7					
Loop line branch, St. Thomas and Canfield.	76.27					
Petrolia branch, Petrolia Junction and Petrolia.	4.74					
Port Stanley branch, London and Port Stanley.	23.17					
Sarnia branch, Komoka and Sarnia.	50.82					
South Norfolk branch, Simcoe and Port Rowan.	17.34				626.84	
Toronto branch, Hamilton and Toronto	37					
Welland Division—						
Port Colborne and Port Dalhousie.	24.61			2926.57	7722.27	7913.13
Intercolonial—						
Levis and Halifax.	675					
Moncton and St. John.	89					
Dalhousie and Dalhousie Junction.	7					
Derby and Derby Junction.	5					
Oxford Junction and Picton.	67					
Point Tupper and Sydney.	91					
Sydney and North Sydney.	5					
Painsec Junction and Point du Cléne.	11					
Truro and Port Mulgrave.	123					
Stellarton and Picton.	14			1087	3911.16	711.44
Irontdale Bancroft and Ottawa—						
Irontdale and Grand Trunk Railway Junction.				10		21.06
Joggins—						
Maccan and Joggins Mines				12		24
Kent Northern—						
Richibucto and Kent Junction.				27		54
Kingston, Napanee and Western—						
Harrowsmith and Tweed.	42					
Napanee and Yarker.	14			56	178	48
Kingston and Pembroke—						
Kingston and Renfrew.						
Lake Erie, Essex and Detroit River—				104	208	61
Walkerville and Leamington.						
L'Assomption—				38	76	
L'Assomption and L'Epiphanie Junction.						
Maine Central—						
Lime Ridge and Beecher's Falls, Vt.				3.5		140
				53		106

STATEMENT of Distance travelled Daily with Mails, &c.—Continued.

Name of Railway and Terminal Points.	Actual length of Railway in Miles over which Mails are carried.	Daily Service by Travelling Post Office.		Daily Service in Bags in charge of Company's Servants.
		No. of Postal Cars on Road.	Distance travelled in Miles.	
Manitoba and North-Western—				
Portage la Prairie and Yorkton	222.9			
Bimacarth and Russell	11.3	1	149.53	114.63
Michigan Central—				
Main Line, Fort Erie and Windsor	299.4			
Amherstburg division, Amherstburg and Essex Centre	15.7			
Leamington division, Comber and Leamington	13.8			
Niagara division, Niagara and Niagara Junction	27.5			
Petrolas and Oil Springs division, Oil City Junction and Oil Springs	2.3			
do Petrolas Junction and Petrolas	4.9			
do Petrolas Junction and Courtright	62.2	3	622.10	358.2
St. Clair division, St. Clair Junction and Courtright				
New Brunswick and Prince Edward Island—				
Sackville and Cape Tormentine	36			72
New Westminster and Southern—				
South Westminster and Blaine W	24.3			56
Northern Pacific—				
Winnipeg and Emerson	65.1			
Morris and Brandon	146.3			
Nova Scotia Central—				
Lunenburg and Middleton	210.4	1	185.5	130
Ottawa and Gatineau Valley—				
Gatineau Valley Junction and Farrelton	74			172
Pontiac Pacific Junction—				
Aylmer and Fort Coulonge	27			60
Prince Edward Island—				
Charlottetown and Tignish	117.1	1	118.6	
Royalty Junction and Souris East	54.8			
Mt. Stewart Junction and Georgetown	24.1			
Emerald and Cape Traverse	11.8			
Quebec Central—				
Harlaka Junction and Sherbrooke	207.8	2	234.2	446.4
Quebec and Lake St. John—				
Quebec and Roberval	138	2	286	
Salisbury and Harvey	190	2	380	
Harvey Bank and Salisbury	48	1	96	

Shore Line—								
Carleton and St. Stephen	82							164
Temisouata—								
Rivière du Loup and Upper St. Francis	113							226
The Thousand Islands—								
Gananoque and Grand Trunk Junction	3.5							30.33
Western Counties—								
Yarmouth and Annapolis	87	1				174		
Windsor and Annapolis—								
Windsor Junction and Annapolis	116	1				260		142
Totals.....	13,303.2	143				27,301.45		17,804.05

COMPARATIVE STATEMENT of Railway Mail Service in June, 1892, and June, 1891.

Date.	Miles of Railway in Operation on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance travelled.	
		No. of Postal Cars on Railways.	Distance travelled. Miles.		Daily.	Yearly
In June, 1892.	13,303	143	27,301	17,804	45,106	14,118,303
In June, 1891.	12,121	*141	26,573	15,706	42,279	13,233,878
Increase	1,182	2	728	2,098	2,827	884,425

* Owing to a clerical error this was incorrectly stated to be 165 instead of 141—in the report of last year.

The additional number of miles of railway over which mails have been carried since last return, is	1,237.77
Less the following decrease since June, 1891—	
Great Eastern Railway	42.
Other Railways	13.63
	55.63
Actual increase	1,182.14

It will be observed that the increase in the mileage of the railway mail service during the past year has been large, amounting to nearly 10 per cent. Of this increase 50 per cent has taken place in the newer provinces of Manitoba, British Columbia and the North-west Territories. The rest is nearly all divided between Nova Scotia and Quebec, the former having 21 per cent and the latter 17 per cent of the total additional service. In Ontario there were only 25 miles added to the service, and in New Brunswick 56½ miles. In Manitoba the increased mileage is all to be found south of the main line of the Canadian Pacific Railway. The Northern Pacific Railway is now carrying the mails from Winnipeg south to the United States boundary line, and there connecting with the main line of that system. Its Brandon Branch runs from Morris westward and serves the district, which it has been largely instrumental in settling, between the Colonization and Pembina Branches of the Canadian Pacific Railway. The Souris Branch of the Canadian Pacific Railway establishes direct and frequent communication between Brandon and the long chain of settlements to the south and west extending as far as the coal fields on the Souris River. The Colonization Branch has been carried 27 miles further westward, and since the end of the present fiscal year this line and the Pembina Branch have been extended so as to connect at different points with the Souris Branch, and thus places which are comparatively near to one another, but which being on different lines had to carry on their communications through points common to both, entailing a circuit of sometimes 200 or 300 miles, are now enabled to exchange mails with the despatch which their proximity would lead them to expect. The towns and villages beyond the points of connection between the various branches also have the benefit of alternative routes. The addition of the lines just mentioned puts the service in Southern Manitoba in an exceedingly satisfactory condition. With the exception of the line of settlements which is following the Canadian Pacific Railway to the Souris coal fields, nearly the whole of the settled portion of this district is comprised in the narrow strip, averaging between 50 and 70 miles in width, between the Canadian Pacific Railway

main line and the United States boundary, and extending in length from Winnipeg to Virden. This block is traversed for the greater part of its length by three railways, and is bounded by a railway at each end, so that every settlement in the district is within a very few miles of a railway, and may have without great expense all the mail service its importance warrants. In Quebec, the chief additions to the service have been the employment of the Temiscouata, the Gatineau Valley and the Maine Central Railways. The first mentioned is so far used mainly for local correspondence between Rivière du Loup and places for which it is the *chef-lieu* in Temiscouata County, and for service between these places and Edmundston and post offices on the Upper St. John river, but as a short line through Canadian territory between New Brunswick and Western Canada, its value for transmission of mails may at any time become very great. The Gatineau Valley Railway replaces the stage lines by which the post offices on the Gatineau river have exchanged their mails with Ottawa; and the Maine Central Railway affords a more efficient service to the post offices along its line in the County of Compton.

The railways in Nova Scotia which were utilized for mail service were mentioned in last year's report as they were all employed shortly after the end of the fiscal year, and it was thought desirable to notice the fact at the earliest opportunity. This will render unnecessary any remarks regarding them this year, except that the advantages which were then anticipated have since been fully realized in the increased efficiency of the service through the various districts concerned.

It would be difficult to give in a convenient shape anything like an adequate idea of the improvement made in the previously existing services by the introduction of a railway service. The increase in the frequency of the service of the post offices connected directly with the railway could, of course, be easily stated, but such a statement would contain but the least part of the benefit conferred by the higher class of service. The whole district through which a railway runs becomes for many miles around connected with the railway, and even where no increase in the number of trips to a post office is made, still the greater speed of the service over the new link connecting remote districts with the outer world, puts the exchange of correspondence on quite a different footing. Setting aside therefore as impracticable a detailed account of the advantages obtained by the department from the use of the railways mentioned, a word or two may be said as to the improvements which have been made in the service of post offices not affected by these railways. During the past year 29 post offices had their services increased to semi-daily; 72 to daily; 54 to tri-weekly; and 39 to semi-weekly. In many of these cases, the frequency has been increased at very slight expense compared with the cost of the former service. The aim of the department in increasing mail services is to make the advance in frequency correspond with the advance in the general business interests of a community, and it is thus enabled to avail itself of the facilities provided for the carrying on of business, and so to furnish such a service as is required at a minimum of cost.

Of the new post offices established during the year, one-third only required new services to supply them with mails; and of the remaining two-thirds, which were attached to existing routes, a very small number cost anything at all for mail service.

ATLANTIC OCEAN MAIL SERVICE.

The contract entered into with Messrs. Allan for the weekly mail service between Quebec and Liverpool in the summer and between Halifax and Liverpool in the winter has been renewed for another year, that is until 24th December, 1893. Under this arrangement the "Vancouver" and "Labrador" of the Dominion Line are also employed in the Mail Service.

PACIFIC OCEAN MAIL SERVICE.

STATEMENT showing the amount of Mail Matter passing between Vancouver, British Columbia, and the following Post Offices in China and Japan, from 30th November, 1891, to 30th November, 1892:—

Place.	Letters.	Weight.		Papers.	Weight.		Miscellaneous.	Weight.		Parcels.	Weight.	
		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.		Lbs.	Oz.
Yokohama.....	68,803	2,118	6	24,163	5,138	4	18,413	6,531	4	214	330	8
Hong-Kong.....	25,906	1,115	5	7,386	1,478	13	3,931	1,422	15	.....	.....	.....
Shanghai.....	14,702	810	2	3,351	725	6	1,097	598	3	.....	.....	.....
Totals.....	109,411	4,043	13	34,900	7,342	7	23,441	8,552	6	214	330	8

The above statement shows that a very large increase has taken place in the amount of correspondence passing between Canada and China and Japan, the number of letters having increased from 61,375 in 1891, to 109,411 in 1892; newspapers from 20,112 to 34,900, and miscellaneous matter from 14,264 to 23,441.

FREE DELIVERY BY LETTER CARRIERS.

ESTIMATE of the Weekly Average of Letters, Post Cards and Newspapers delivered by Letter Carriers under the Free Delivery System taken in October, 1892.

Office.	Post Cards.	City Letters.	Registered Letters.	Other Letters.	Total Letters and Post Cards.	Newspapers.	Total Letters, Post Cards and Newspapers.	No. of Carriers.	
								Actual Delivery.	Including Superintendents and Sorters.
Halifax	2,050	5,620	193	13,560	21,423	12,141	33,564	16	17
Hamilton	10,673	9,385	590	24,531	45,179	17,182	62,361	38	40
Kingston	4,115	4,105	280	11,425	19,925	9,362	29,287	8	9
London	6,831	6,408	566	21,265	35,070	13,197	48,267	23	27
Montreal, including Hoche- laga, Point St. Charles, St. Gabriel and St. Jean Bpte.	16,881	41,716	2,296	61,433	105,445	51,281	156,726	79	96
Ottawa	5,613	5,893	688	19,684	31,878	23,074	54,952	40	42
Quebec and St. Sauveur	6,772	5,514	843	20,220	33,349	15,234	48,583	24	26
St. John	4,082	4,589	176	14,617	23,464	13,267	36,731	21	22
Toronto	44,628	82,747	6,871	168,886	303,132	69,317	372,449	102	118
Victoria	693	1,903	54	3,901	6,551	4,819	11,370	8	9
Winnipeg	3,123	6,808	273	17,052	27,256	20,386	47,642	20	21
Totals	105,461	174,688	12,830	376,574	652,672	249,260	901,932	379	427
Totals in 1891	98,694	168,008	13,182	352,385	632,273	225,619	857,892	340	379
Increase	6,767	6,680	.....	24,189	20,399	23,641	44,140	39	48
Decrease .....	.....	.....	352	.....	.....	.....	.....	.....	.....

Upon the above Averages the total Annual Delivery would be :—

	Letters and Post Cards.	Newspapers.	Total Letters, Post Cards and Newspapers.
In 1892	33,938,944	12,961,520	46,900,464
In 1891	32,878,196	11,732,188	44,610,384
Increase in 1892.....	1,060,748	1,229,332	2,290,080

REGISTERED LETTERS.

There is a slight decrease in the number of registered letters passing by mail within the Dominion, during the year ended 30th June, 1892—the estimated number being 3,286,700. In 1891, the number was 3,292,000.

The number of registered letters estimated to have passed by mail in Canada each year during the ten years ended 30th June, 1892, is as follows:—

Year ended 30th June, 1883	2,659,000
do do 1884	3,000,000
do do 1885	3,000,000
do do 1886	3,400,000
do do 1887	3,560,000
do do 1888	3,580,000
do do 1889	3,649,000
do do 1890	3,280,000
do do 1891	3,292,000
do do 1892	3,286,700

One hundred and forty-seven cases of abstraction of contents, or portion of contents, or loss of registered letters, containing money sent through the Canadian Post Office, occurred during the year ended 30th June, 1892. This is eight less than last year, and furnishes satisfactory evidence that the measures taken by the department to secure the safety of registered correspondence, are efficacious.

In thirty-seven of these cases the contents, wholly or in part, were recovered from the officers responsible or were otherwise made good, the losses having occurred whilst the letters were in charge of the post office. There were fifty-six cases of alleged loss in which no evidence was forthcoming, to account for the discrepancies. The officers responsible made good the contents in twenty-one cases. The contents of letters which were stolen, or were supposed to have been stolen, from post offices or from mails *en route*, were in five cases recovered or were made good. In twenty of such cases, however, the department failed to recover the contents.

Persons who have occasion to write to the department complaining of losses by mail, or of delay in the transmission of their correspondence, should always send with their complaints the envelopes or covers of the letters or packages with respect to which inquiry is made.

POSTAGE STAMPS.

Letter-cards, similar to those in use in Great Britain, Austria, and other European countries, are being prepared, and will be issued to the public in a short time. It is also intended to introduce a postal card of a larger size than that now in use, which will be found convenient for price lists, and notices of like character. Postage stamps of the value of 20 cents and 50 cents are about to be issued. These will be useful in pre-payment of parcel postage.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands,

RECE

	½ Cent Stamps.	1 Cent Stamps.	2 Cent Stamps.	3 Cent Stamps.	5 Cent Stamps.	6 Cent Stamps.	10 Cent Stamps.
Stamps on hand from last year	52,700	6,356,800	248,500	3,119,900	413,100	196,850	38,800
Received from manufacturers	900,000	42,000,000	13,850,000	79,000,000	3,300,000	500,000	550,000
Returned by postmasters unfit for use	79	18,034	4,884	26,056	2,787	1,051	415
Returned by postmasters fit for use		2,000	500	2,400	400		
Total	952,779	48,376,834	14,103,884	82,148,356	3,716,287	697,901	589,215

ISS

Issued to postmasters during the year	728,400	37,874,900	11,337,700	73,810,400	2,756,850	409,500	211,150
Suspense items		*100					
Stamps destroyed as unfit for use	79	18,034	4,884	26,056	2,787	1,051	415
Stamps on hand, 30th June, 1892	224,300	10,483,800	2,761,300	8,311,900	956,650	287,350	377,650
Total	952,779	48,376,834	14,103,884	82,148,356	3,716,287	697,901	589,215

Value of the issue during the year to 30th June, 1892, \$3,356,740.60. The total stamp issue of the

* This sheet, accidentally mislaid, was subsequently found and was then destroyed by the Deputy Post-

Post Cards and Stamped Envelopes for the Year ended 30th June, 1892.

IPTS.

15 Cent Stamps.	2 Cent Registered Stamps.	5 Cent Registered Stamps.	Post Bands.	1 Cent Post Cards.	2 Cent P. U. Cards.	2 Cent Reply Cards.	1 Cent Envelopes.	3 Cent No. 1 Envelopes.	3 Cent No. 2 Envelopes.	Value.
31,050	400	304,150	37,000	845,400	4,200	8,400	8,900	22,600	37,700	229,910 45
150,000	.....	2,300,000	567,000	21,514,000	75,000	149,000	35,500	80,000	39,500	3,690,132 25
78	3,101	2,760	2,830	2,688	823	259	2	34	.....	1,600 77½
.....	100	400	.....	1,700	100	800	100	.....	.....	180 30
181,128	3,601	2,607,310	606,830	22,363,788	80,123	158,459	44,502	102,634	77,200	3,921,823 77½

UE.

80,550	100	2,252,200	466,900	20,956,600	67,400	135,650	42,800	80,000	71,700	3,356,740 60
78	3,101	2,760	2,830	2,688	823	259	2	34	.....	1,600 77½
100,500	400	352,350	137,100	1,404,500	11,900	22,550	1,700	22,600	5,500	563,481 40
181,128	3,601	2,607,310	606,830	22,363,788	80,123	158,459	44,502	102,634	77,200	3,921,823 77½

previous year was \$3,226,386.10, showing a comparative increase in issue for the present year of \$130,354 5 master-General.

DEAD LETTERS.

In the following statement will be found a summary of the transactions of the Dead Letter Office, during the year ended 30th June, 1892 :—

Dead letters originating in Canada, returned as undelivered by the British post office	9,905
Dead letters originating in Canada, returned as undelivered by the United States post office.	100,296
Dead letters originating in Canada, returned as undelivered by British Colonies and foreign countries.	1,625
	<hr/>
	111,826
Less—Registered letters included therein and transferred to registered class	1,669
	<hr/>
	110,157
Dead letters, circulars, post cards, etc., returned from Canadian post offices.	830,093
Dead letters, registered, being found to contain value	26,911
Dead letters, circulars, post cards, etc., sent to the Dead Letter branch for special reason, such as insufficient address, non-payment of postage, etc.	*90,620
	<hr/>
	1,057,781
	<hr/>

* NOTE.—Of this number 3,563 were registered or contained articles of value ; the remainder, 87,057, being ordinary letters, etc.

A good deal of ingenuity is sometimes displayed in framing the address of letters, and especially is this the case with correspondence from the United Kingdom, as the following which is a very good sample of originality in this respect will show :—

one *Pictular Lady* belong foresters
canada
society of *Hamilton ontario*
No. 113
Emerald street North
in *Pictularly of Hamilton*
canada ontario

Pictulae Hamilton ontario canada
to *Lady herself* belong foresters

Many of the envelopes now in use are exceedingly brittle, and much of the paper used for wrapping up small parcels sent by mail is of the same character. As a consequence of the readiness with which paper of this inferior quality cracks and tears in

transit by mail, very many letters and packages reach the Dead Letter Office in so damaged a condition, that it is quite impossible to ascertain whether the contents are intact—indeed, many cases have occurred in which the covers only have reached the Dead Letter Office. Losses would frequently be avoided if tougher paper were used.

PRINTING AND SUPPLY.

In the appendix will be found statements giving in detail the results of the operations of the Printing and Supply Branch of the Post Office Department.

There is a slight increase in the cost of the articles furnished through the Printing and Supply Branch, which include printing, stationery, mail bags, letter carriers' uniforms, stamping material, scales and weights—both for the inside service of the Department at Ottawa and for the outside service in the several provinces of the Dominion, the total amount expended under the above heads for the year ended 30th June, 1892, being \$120,562.06; the amount for the year ended 30th June, 1891, was \$114,960.31—being an increase for 1892 of \$5,601.75. This increase was caused by an additional expenditure for printing of \$3,184.18, and for stationery of \$3,542.01—the difference between these amounts, \$6,726.19 and the sum given above, \$5,601.75, is accounted for by reductions in the expenditure for mail bags, stamping material, letter boxes, uniforms, and other miscellaneous items of \$1,124.44.

A very cursory glance at the details given in the statements in the appendix of the work of this Branch of the Department, will show the enormous amount of work involved in the preparation and distribution of the supplies required to carry on the business of the eight thousand Post Offices in the Dominion, and the careful manner in which that work is performed.

REVENUE AND EXPENDITURE.

STATEMENT of the Revenue of the Post Office Department of the Dominion of Canada,
for the Year ended the 30th June, 1892.

	\$	cts.	\$	cts.
Balances due by postmasters on old revenue account, on 30th June, 1891.....			23,809	72
Postage stamps, post cards, &c., sold.....	3,361,123	59		
Less—Stamps supplied to International Office of the Postal Union.....		450		
			3,360,673	18
Postage paid in money on letters delivered.....			16,231	38
do do newspapers.....			1,710	75
Postage collected by letter carriers.....			189	69
Rents of letter boxes and drawers.....			20,882	02
Transit postage on closed mails passing between the United Kingdom and Canada from 1st Jan. to 31st Dec., 1890.....			9,478	33
Postage on parcels from Barbados, from 1st April to 31st Dec., 1891.....			7	25
Transit postage from Turk's Island, from 1st Jan. to 31st Dec., 1891.....			14	99
do do Japan, from 1st Jan., 1889, to 31st Dec., 1891.....			445	60
Other miscellaneous receipts.....			2,441	57
Commission received on money orders.....			102,462	61
Profit in exchange on money order business with other countries.....			2,374	12
Void money orders, that is, money orders issued between 1st July, 1890, and 30th June, 1891, payment of which had not been claimed up to 30th June, 1892.....			1,889	81
Gross Revenue:.....			3,542,611	02
DEDUCTIONS.				
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to postmasters on money order business.....	808,035	57		
Discount to stamp vendors.....	16,881	05		
Short paid, missent and dead letters.....	2,703	05		
Other miscellaneous disbursements.....	741	87		
Amount paid for the redemption of postage stamps.....	2,819	12		
Amount of postage refunded.....	266	39		
Transit postage to Bermuda, from 1st Jan., 1890, to 31st Dec., 1891.....	72	38		
Transit postage on open mails for other countries, <i>vid</i> France, from 1st Jan. to 31st Dec., 1891.....	61	97		
Transit postage on mail matter passing through the United States for other countries, from 1st Jan. to 31st Dec., 1891.....	28,864	05		
Transit postage on mail matter passing between Newfoundland and Canada, from 1st Jan. to 31st Dec., 1891.....	2,824	45		
Postage on parcels to Newfoundland from 1st Jan. to 31st Dec., 1891.....	19	20		
Balance of commission paid to other countries on money order business.....	3,039	09		
Cost of remittances to the United States on money order business.....	25	21		
Losses by fire, burglary, &c.....	472	59		
Balances due by postmasters on old revenue account on 30th June, 1892.....	23,039	24	889,865	23
Net Revenue.....			2,652,745	79

STATEMENT of the Expenditure of the Post Office Department of the Dominion of Canada for the Year ended 30th June, 1892.

	Paid by Cheque from Parliamentary appropriation.
	\$ cts.
Conveyance of mails by land	781,243 60
do do steam-boats, &c.	113,144 10
do do railways.	1,106,950 71
Making and repairing mail bags and locks.	30,401 48
Total	2,031,739 89
Salaries paid by cheque	1,080,915 25
Travelling expenses	21,367 07
Tradesmen's bills	80,250 85
Rents and taxes	1,965 00
Stationery, printing and advertising	58,568 92
Miscellaneous disbursements paid by cheque	41,313 05
Total expenditure by cheque	3,316,120 03
Amount paid out of revenue	866,825 99
Balance due on old revenue account	23,039 24
	4,205,985 26

The gross postal revenue for the year ended 30th June, 1892, was \$3,542,611.02, showing an increase of \$167,723.36 over the revenue for the year ended 30th June, 1891.

During the same period the expenditure was \$4,205,985.26, an increase of \$185,245.32.

The large increase in the expenditure this year is owing to a payment of \$53,994.42 to the Canadian Pacific Railway for additional mail service, and \$44,672 to the Montreal Ocean Steamship Company for conveyance of mails between Canada and the United Kingdom. The contract with Messrs. H. & A. Allan having expired on the 11th April, 1891, and not having been renewed before the close of the session of Parliament, no special provision was made for the subsidy, the above payment had, therefore, to be made out of the ordinary appropriation for mail service.

MONEY ORDERS.

On the 30th June, 1892, there were 1,120 Money Order offices in operation in the Dominion, an increase of 40 over the number in the year previous. The distribution by provinces is as follows:—

Ontario	576
Quebec	174
Nova Scotia	153
New Brunswick	98
Prince Edward Island	11
Manitoba	42
North-west Territories	26
British Columbia	40
	1,120

The accompanying tables exhibit the Money Order transactions of Canada, both domestic and foreign, for the year ended 30th June, 1892.

The interchange of Money Orders between Canada and the United Kingdom and foreign countries was as follows :—

COUNTRY.	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		\$		\$
*United Kingdom.....	75,502	937,679 55	23,651	393,289 25
United States.....	138,267	1,478,102 60	94,298	1,515,212 95
France.....	3,845	39,420 75	1,267	30,879 87
Germany.....	1,948	31,370 17	350	10,262 19
Italy.....	2,046	57,528 53	31	971 14
Switzerland and Roumania.....	448	6,088 46	113	3,075 82
Belgium.....	810	15,303 15	299	9,260 72
Newfoundland.....	1,382	22,247 57	3,430	88,124 62
Jamaica.....	85	1,827 69	339	10,781 01
Japan.....	308	8,707 91	58	1,103 12
Australian Colonies and New Zealand.....	838	13,358 55	478	11,078 76
Hong Kong.....	134	3,162 60	18	324 86
Barbados.....	52	801 69	125	3,006 89
†The Leeward Islands.....	1	2 90	15	515 65
	225,666	2,615,602 12	124,472	2,077,886 85

* Including all those British possessions and foreign countries between which and Canada there is not a direct exchange of Money Orders.

† The convention between the Leeward Islands and Canada came into operation on 1st April, 1892.

It will be observed that whilst the total number of Money Orders issued in Canada during the year has slightly increased, the total value is somewhat less. The number of orders paid in Canada is considerably in excess of the number paid last year, and there is a corresponding increase in the value of orders paid.

MONEY ORDER TRANSACTIONS.

TABLE showing the Amount of Money Order transactions between
July, 1867, to

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DENMARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	£	£	£	£	£	£	£	£	£	£	£	£
1868			389,796	87,437								
1869			367,092	94,308								
1870			415,393	110,585								
1871			474,376	121,644								
1872			577,443	142,301								
1873			665,407	156,888								
1874			661,501	171,487								
1875			572,246	174,160								
1876	212,135	156,134	491,363	194,680								
1877	276,821	207,889	409,474	188,116								
1878	328,264	246,586	383,308	189,082								
1879	335,200	308,256	361,940	176,067								
1880	420,966	494,637	397,589	181,561								
1881	610,094	807,372	430,686	175,461								
1882	781,167	1,003,079	550,150	170,304								
1883	1,023,548	1,015,358	827,200	196,467								
1884	1,190,852	959,691	862,822	257,738								
1885	1,288,245	820,046	769,679	299,563	† 8,724	† 5,107	23,039	7,137	23,273	620	3,643	1,069
1886	1,232,000	861,347	753,743	294,484	16,720	18,475	29,425	7,447	30,632	865	3,702	1,356
1887	1,262,382	1,096,363	837,146	304,115	20,409	12,717	40,318	9,700	48,000	1,331	3,069	1,661
1888	1,297,734	1,283,094	958,001	328,674	27,077	13,656	39,797	9,782	31,478	1,517	3,920	2,007
1889	1,391,743	1,261,103	1,033,331	364,657	31,719	13,833	30,929	10,518	32,044	1,654	3,255	2,460
1890	1,471,946	1,332,196	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,067	4,247	3,523
1891	1,469,819	1,465,904	975,378	381,452	38,275	22,983	31,265	10,462	48,061	939	5,090	2,963
1892	1,478,102	1,515,212	937,679	393,289	39,420	30,879	31,370	10,262	57,528	971	6,088	3,075

† Eight months business only, from 1st November, 1884.

the Dominion of Canada and other Countries, year by year, from 1st 30th June, 1892.

BELGIUM.		NEWFOUND- LAND.		JAMAICA.		JAPAN.		AUSTRALAS'N COLONIES AND N. ZEALAND.		HONG KONG.		BARBADOS.		THE LEEWARD ISLANDS.	
Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
.....	.....	3,321	3,142	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,246	6,514	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,246	7,328	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,321	5,049	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,656	4,928	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,799	3,807	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,753	6,014	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	7,197	6,930	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,305	8,499	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,699	12,280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	6,245	23,076	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,061	21,509	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,570	22,452	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,883	19,901	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,309	20,644	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,415	24,448	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*929	*1,295	5,291	29,150	777	4,039	.....	.....	3,854	4,051	.....	.....	.....	.....	.....	.....
1,146	3,343	6,652	37,863	696	6,481	.....	.....	5,110	4,521	.....	.....	.....	.....	.....	.....
2,113	4,550	6,467	40,092	718	8,557	.....	.....	9,573	8,829	.....	.....	.....	.....	.....	.....
3,726	4,686	11,997	42,114	1,527	15,509	.....	.....	6,069	7,477	.....	.....	.....	.....	.....	.....
7,305	3,812	22,177	51,482	1,035	18,462	.....	.....	7,318	13,525	.....	.....	.....	.....	.....	.....
15,876	4,937	24,055	63,814	1,101	19,847	.....	.....	9,448	14,121	.....	.....	.....	.....	.....	.....
15,764	4,743	26,942	73,555	1,712	10,450	§1,110	§384	9,327	14,398	.....	.....	.....	.....	.....	.....
11,474	8,654	28,265	73,545	1,722	5,344	5,069	699	9,708	11,118	.....	.....	.....	.....	.....	.....
15,303	9,260	22,247	88,124	1,827	10,781	8,707	1,103	13,358	11,078	3,162	324	801	3,006	‡	515

* Nine months business only, from 1st October, 1883.
 § Nine months business only, from 1st October, 1889.
 ‡ Three months business only, from 1st April, 1892.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1892.

Year ended 30th June.	Number of Money Order Offices.	Total Money Orders Issued.		WHERE PAYABLE.		Amount of Orders Issued in other Countries payable in Canada.		Gross Revenue from Fees on Money Orders, Profit on Foreign Exchange, &c.	Expenditure for Salaries, Commissions, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the system.
		Total Money Orders Issued.	Total Money Orders Issued.	In Canada.		In other Countries.				
				\$	cts.	\$	cts.			
1868.	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,379 92	29,942 57	30,655 65	2,355 55	
1869.	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99	
1870.	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 80	33,477 71	31,746 97	1,584 74	
1871.	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	.....
1872.	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,250 16	44,682 25	40,366 85	478 35	
1873.	644	161,096	6,239,505 86	5,589,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92	
1874.	662	179,851	6,757,427 17	6,090,172 61	667,254 56	171,991 07	59,263 36	47,362 18	118 94	
1875.	687	181,041	6,711,538 98	6,132,064 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64	
1876.	736	238,658	6,866,618 24	6,137,813 48	708,805 06	359,314 21	54,809 50	56,289 25	4,280 21	
1877.	754	253,962	6,856,821 13	6,104,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49	
1878.	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,847 03	49,112 00	49,112 00	656 68	
1879.	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00	
1880.	775	306,088	7,207,357 06	6,385,210 86	822,136 20	698,651 87	58,276 28	46,287 42	286 20	
1881.	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 92	69,835 25	47,722 80	161 26	
1882.	806	372,248	8,354,133 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78	
1883.	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,286,274 95	65,485 20	673,035 92	38 85	
1884.	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	77,439 12	77,439 12	882 61	
1885.	885	529,243	10,384,210 99	8,254,063 12	2,130,207 87	1,185,750 92	73,592 86	683,211 35	4,295 59	
1886.	910	599,548	10,231,189 39	8,146,065 87	2,085,003 52	1,245,957 32	71,734 83	76,216 09	25 39	
1887.	933	574,809	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	73,325 86	76,845 15	1,179 14	
1888.	944	630,968	10,916,617 93	8,520,775 78	2,395,842 04	1,726,011 45	81,077 39	82,047 98	3,112 85	
1889.	990	673,813	11,265,919 95	8,692,418 91	2,573,501 04	1,756,944 74	92,067 40	96,067 40	.....
1890.	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	100,065 80	102,462 61	.....
1891.	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	.....	.....	.....
1892.	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,866 85	.....	.....	.....

a. This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order system, of the salaries of clerks in city post offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional countries, as stated in the report for the year ended 30th June, 1883.

b. Including the amount of the "Void" orders of the previous years.

c. Including payment for services partly chargeable to preceding years.

* Under the recently introduced system of accounts, these items can no longer be given separately.

POST OFFICE SAVINGS BANK.

The amount of deposits received was \$555,630 in excess of the previous year; and the withdrawals showed a corresponding diminution of \$645,138.43. Since May the deposits have each month been in excess of the withdrawals, thus indicating that the disturbing effect of the reduced rate of interest (adopted in 1889) upon the older balances has practically ceased.

The list of Savings Banks had 8 new offices added to it, making the total number 642 on the 30th June. Deposits from all points, except two of the smaller offices, were promptly and satisfactorily reported. At those two, savings bank business was temporarily suspended, but no losses were sustained by either the department or the depositors.

An analysis of the deposits during the year shows the following results:—

52,891	.....	From \$ 1 up to \$ 10, or 36.36 per cent.
25,141	.....	From \$ 11 up to \$ 20, or 17.29 per cent.
36,457	.....	From \$ 21 up to \$ 50, or 25.07 per cent.
17,589	.....	From \$ 51 up to \$ 100, or 12.10 per cent.
7,905	.....	From \$101 up to \$ 200, or 5.44 per cent.
3,628	.....	From \$201 up to \$ 400, or 2.49 per cent.
987	.....	From \$401 up to \$ 600, or 0.69 per cent.
357	.....	From \$601 up to \$ 800, or 0.24 per cent.
468	.....	From \$801 up to \$1,000, or 0.32 per cent.

The total number of deposits received was 145,423, and the amount \$7,056,002; the total number of withdrawals 77,381, and the amount \$7,230,839.14. The average deposit was \$48.52, and the average withdrawal \$93.44. The total balance, including accrued interest, at the credit of depositors' accounts, was \$22,298,401.65, being an average to each depositor of \$201.24, or an increase of \$5.80 over that at the close of the previous fiscal year.

Nine hundred claims to money left by deceased depositors were examined and paid during the year.

None of the Dominion Government Savings Bank agencies were closed during the year, and therefore no transfers of depositors' accounts took place from them to the Post Office Savings Bank.

Appended is the usual tabular statement showing, year by year since its establishment in 1868, the volume and growth of the business of the Post Office Savings Bank.

A convention for a direct interchange of Money Orders between Canada and the Leeward Islands was concluded on the 11th February, 1892; similar conventions were concluded between Canada and Bermuda on the 6th December, 1892; and between Canada and British Guiana on the 7th December, 1892. Canada now exchanges money orders directly with the following Colonies in the West Indies, namely:—Barbados, British Guiana, Jamaica, Antigua, Dominica, Montserrat, Nevis, St. Christopher and the Virgin Islands.

A convention was also made with British Guiana, for a direct exchange of parcels, by parcel post on the 7th December, 1892. Parcels may now be sent from Canada by parcel post to all the West Indian Colonies, with which money orders are exchanged, and also by way of Barbados with Grenada, St. Lucia and St. Vincent.

Arrangements have been made for an increase in the limit of weight from 7 lbs. to 11 lbs. of parcels addressed to or received from the United Kingdom, and for a reduction in the rate of postage for each pound in excess of one pound from 20c. to 16c.; the rate for the first pound will continue as at present, 20c. This increase in the limit of weight will also be extended to parcels for or from other countries to which parcels in excess of 7 lbs. weight are sent by the United Kingdom. The rate upon such parcels will also be slightly reduced.

I have again to thank the officers of both the inside and the outside service for their hearty co-operation in all measures intended to improve the postal service. Very many improvements have been made during the last few years, but much yet remains to be done; so vast is the extent of territory to be covered and so limited the means at the disposal of the department that progress must of necessity be very gradual and many extensions of mail service in themselves highly desirable have to be held in abeyance for want of means to carry them into effect.

WILLIAM WHITE,

Deputy Postmaster-General.

STATEMENT of the Business of the Post Office Savings Bank, Canada, from 1st April, 1868, to 30th June, 1892.

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Cost of maintaining the Post Office Savings Bank.				Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.	
													Total Expense of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz.: of each Depositor Withdrawal.	Percentage of Cost of Management to Balance due to Depositors.	Losses sustained.			Interest allowed to Depositors.
			\$	\$	\$		\$	\$					\$	\$	\$	\$	\$	\$	
Three months ended 30th June, 1868.	81	3,247	212,507	65.44		166	8,857.48	53.35	2,146		44	2,102	8,389.43			939.37	204,588.89	97.33	
Year ended 30th June, 1869.	213	16,653	927,885	55.71		4,787	296,754.35	61.99	6,429		1,319	7,212	5,808.14	0.23 ¹ / ₁₀	0.67	21,094.72	856,814.26	118.80	
Year ended 30th June, 1870.	226	24,994	1,347,901	53.93		9,478	664,555.51	70.11	7,823		2,857	12,178	8,128.12	0.20 ¹ / ₁₀	0.51	48,689.08	1,588,848.83	130.41	
Year ended 30th June, 1871.	230	33,256	1,917,576	57.66		15,148	1,093,438.86	72.10	9,424		4,449	17,153	11,108.40	0.20	0.44	84,273.68	2,497,259.65	145.59	
Year ended 30th June, 1872.	235	39,489	2,261,631	57.27		20,154	1,778,565.19	81.33	10,846		6,940	21,059	12,242.34	0.20 ¹ / ₁₀	0.39	116,174.55	3,096,500.01	147.04	
Year ended 30th June, 1873.	239	44,413	2,306,918	51.94		23,800	2,323,299.32	86.91	11,995		9,528	23,526	15,093.78	0.22 ⁷ / ₁₀	0.47	126,932.88	3,207,051.57	136.32	
Year ended 30th June, 1874.	266	45,329	2,340,284	51.63		25,814	2,468,643.42	86.04	12,048		10,606	24,968	14,442.71	0.20 ⁷ / ₁₀	0.45	126,273.31	3,204,965.46	128.36	
Year ended 30th June, 1875.	268	42,508	1,942,346	45.69		25,954	2,341,979.04	82.88	10,516		11,190	24,294	12,539.59	0.18 ⁷ / ₁₀	0.42	120,758.06	2,926,090.48	120.44	
Year ended 30th June, 1876.	279	38,647	1,726,204	44.66		24,152	2,021,457.97	77.11	10,218		10,097	24,415	14,662.14	0.23 ⁷ / ₁₀	0.53	110,116.08	2,740,952.59	112.27	
Year ended 30th June, 1877.	287	36,126	1,521,000	42.10		22,484	1,726,082.98	70.49	8,971		9,312	24,074	15,149.13	0.26 ² / ₁₀	0.57	104,067.86	2,639,937.47	109.60	
Year ended 30th June, 1878.	295	40,097	1,724,371	43.00		21,944	1,713,658.73	70.55	10,058		8,597	25,535	15,266.08	0.25	0.55	+6,126.67	103,834.29	2,754,484.03	107.87
Year ended 30th June, 1879.	297	43,349	1,973,243	45.52		23,226	1,733,448.79	66.07	10,755		8,845	27,445	16,100.03	0.24 ¹ / ₁₀	0.51	110,912.56	3,105,190.80	113.14	
Year ended 30th June, 1880.	297	56,031	2,720,216	48.55		26,716	2,015,813.16	69.89	14,407		10,487	31,365	19,134.14	0.23 ¹ / ₁₀	0.49	136,075.47	3,945,669.11	125.80	
Year ended 30th June, 1881.	304	71,747	4,175,042	58.19		28,510	2,097,389.15	73.56	18,731		10,491	39,605	23,223.99	0.23 ² / ₁₀	0.37	184,904.81	6,208,226.77	156.75	
Year ended 30th June, 1882.	308	97,380	6,435,989	66.09		35,859	3,461,619.31	96.53	25,778		13,920	51,463	29,245.68	0.21 ¹ / ₁₀	0.31	391.00	291,065.07	9,473,661.53	184.08
Year ended 30th June, 1883.	330	109,489	6,826,266	62.35		45,253	4,730,995.39	104.54	27,127		17,531	61,059	31,180.03	0.20 ¹ / ₁₀	0.26	407,305.17	11,976,237.31	196.13	
Year ended 30th June, 1884.	343	109,388	6,441,439	58.88		56,026	5,649,611.13	100.84	26,562		20,939	66,682	34,168.95	0.20 ¹ / ₁₀	0.26	477,487.46	13,245,552.64	198.63	
Year ended 30th June, 1885.	355	116,576	7,098,459	60.89		59,714	5,793,031.84	97.01	27,591		20,951	73,322	35,751.23	0.20 ¹ / ₁₀	0.24	539,560.51	15,090,540.31	205.81	
Year ended 30th June, 1886.	392	126,322	7,645,227	60.52		62,205	6,183,470.60	99.40	29,103		21,555	80,870	41,358.11	0.21 ¹ / ₁₀	0.24	341.49	607,075.38	17,159,372.09	212.18
Year ended 30th June, 1887.	415	143,076	8,272,041	57.81		65,853	6,626,067.51	100.62	31,874		22,585	90,159	43,661.25	0.20 ¹ / ₁₀	0.22	150.00	692,404.57	19,497,750.15	216.26
Year ended 30th June, 1888.	433	155,978	7,722,330	49.51	217,385.10	78,229	7,514,071.78	96.05	37,515	723	26,704	101,693	44,348.93	0.19	0.21	765,639.15	20,689,032.62	203.44	
Year ended 30th June, 1889.	463	166,235	7,926,634	47.67	1,085,979.72	84,572	7,532,145.56	89.06	38,049	2,962	29,581	113,123	51,954.46	0.20 ⁷ / ₁₀	0.22	841,921.79	23,011,422.57	203.41	
Year ended 30th June, 1890.	494	154,678	6,599,896	42.67	167,501.53	90,151	8,575,041.98	95.12	32,127	570	33,499	112,321	51,132.07	0.20 ¹ / ₁₀	0.23	+3,653.37	786,875.37	21,990,653.49	195.78
Year ended 30th June, 1891.	634	147,672	6,500,372	44.02	389,169.28	84,963	7,875,977.57	92.67	29,791	1,124	32,006	111,230	60,193.65	0.25 ² / ₁₀	0.27	+200.00	734,430.89	21,738,648.09	195.44
Year ended 30th June, 1892.	642	145,423	7,056,002	48.52		77,381	7,230,839.14	93.44	28,943		29,368	110,805	57,661.49	0.25 ⁷ / ₁₀	0.26	734,590.70	22,298,401.65	201.24	

† These losses were the result of frauds committed at Post Offices.

BARRIE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Ahmie Harbour and Dunchurch	W. J. Carey	5	3	Season 1891	38 25
Ahmie Harbour and Parry Sound	T. W. Quinn	32	3	12 months	288 00
Ahmie Harbour and Wharf	S. Paul	1	3	Season 1891	17 25
Ahmie Lake and Spence	J. McCartney	9	1	12 months	60 00
Allandale and Holly	W. Armstrong	3	6	12 do	115 00
Allandale and Painswick	C. T. Hunter	3½	6	12 do	150 00
Allandale and Railway Station	M. J. Hamlin		36	12 do	110 00
Allensville and Mail Catching Post	M. McNicol		6	12 do	78 50
Allensville and Utterson	do	4	3	12 do	58 85
Alliston and Elm Grove	M. Tebo	14 r. t.	6	12 do	199 00
Alliston and Rosemont	J. H. Johnson	9	6	12 do	238 00
Alliston and Railway Station	T. Langley	½	24	12 do	98 00
Alport and Bracebridge	H. F. Bickmore	4	3	12 do	118 50
Angus and Baxter	J. M. Coulson	6	2	12 do	90 00
Angus and Railway Station	H. L. Tar Bush		12	9 do (to Dec. 31, '91)	45 00
do do	do		24	3 do from do	30 00
Anten Mills and Railway Station	J. McLaughlin		6	12 do	110 00
Antioch and Grassmere	F. Widdess	10	1	12 do	52 00
Apto and Phepston Station	H. O'Neill	6	6	12 do	180 00
Ardrea and Orillia	W. Blair	9	2	6 do (to Sept. 30, '91)	80 00
do do	A. T. Reed	9	2	6 do from do	70 00
Ashdown and Bear Cave	H. Bishton	8	1	12 do	40 00
Ashdown and Edgington	W. Bond	14	1	12 do	100 00
Ashdown and West Grove	M. E. West	4	1	12 do	40 00
Atherley and Railway Station	E. Lanigan	½	24	12 do	160 00
Athlone and Tottenham	S. E. Turner	17½ r. t.	6	12 do	300 00
Auguston and Horning's Mills	W. August	3	2	12 do	23 00
Avening and Railway Station	J. Pingle	½	24	12 do	240 00
Axe Lake and Sprucedale	J. McPherson	10½	1	12 do	80 00
Bala and Glen Orchard	I. White	8	2	Season 1891	53 55
Bala and Sahanatian	L. Sahanatian	9	1	12 months	50 00
Baldwin and Railway Station	L. Grylls	½	6	12 do	52 00
Balsam Grove and Fenelon Falls	J. Copp	6	2	12 do	85 00
Balsam Lake and Victoria Road	J. Cunningham	4	2	12 do	72 00
Banda and Glencairn	J. D. Carveth	2½	6	12 do	170 00
Banks and Collingwood	W. Johnson	8	2	12 do	130 00
Bardsville and Falkenburg	C. Bard	6½	2	Season 1891	48 75
Barkway and Washago	R. C. Benn	20	2	12 months	130 00
Barrie and Hillsdale	C. C. Davis	16	6	12 do	275 00
Barrie and Midhurst	G. G. Smith	5	3	9 do (to Dec. 31, '91)	69 75
do do	J. W. Cook	5	3	3 do from do	20 00
Barrie and Railway Station	W. H. Crosby	½	66	6 do (to Sept. 30, '91)	103 62
do do	H. C. Crosby	½	66	6 do from do	103 62
Barrie and Street Letter Boxes	M. Murphy	5	18	12 do	250 00
Bateau and Railway Station	W. Bouchier	½	12	12 do	58 54
Battle Hall and Cooper's Falls	A. Cooper	10	1	4 do (to July 31, '91)	16 67
do do	R. Steen	10	1	3 do (to Oct. 31, '91)	12 49
Baysville and Bracebridge	H. McQuarrie	16	6	12 do	399 00
Baysville and Dorset	G. F. Marsh	16	1	12 do	100 00
Baysville and Fox Point	do	12	1	Season 1891	16 50
Baysville and Maple Ridge	A. Morrow	8	1	do	23 40
Baysville and Memomonee	G. Utting	5	1	12 months	45 00
Bayview and Morley	J. Lennon	11	2	12 do	140 00
Beatrice and Falkenburg	R. Lance	4	3	Part of seasons 1890-91 and 1891-92	40 77
Beaverton and Railway Station	A. Hamilton	½	24	12 months	160 00
Beeton and Railway Station	H. F. Kinsey		24	3 do (to June 30, '91)	40 44
do do	Watson Bros		24	9 do from do	121 32
Bell Ewart and Lefroy Station	F. McKay	1	12	12 do	80 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bell Ewart and Roach's Point.....	T. Ellis.....	2	6	Season 1891.....	65 50
Berkley and Harkaway.....	J. Logan.....	2	2	5 months (from Nov. 1, '91).....	35 41
Berriedale and Denville.....	J. A. Crawford.....	5	3	9 do (to Dec. 31, '91).....	87 75
Berriedale and Hartfell.....	J. Duke.....	8	2	12 do.....	149 00
Berriedale and Railway Station.....	J. A. Crawford.....	1½	3	9 do (to Dec. 31, '91).....	29 25
Black Bank and Lisie.....	J. W. Rinn.....	10	3	12 do.....	144 00
Blackwater and Railway Station.....	J. H. Chant.....	10	24	12 do.....	62 60
Blount and Glen Cross.....	W. Woods.....	2½	3	6 do (to Sept. 30, '91).....	19 50
Bobcaygeon and Lindsay.....	H. Workman.....	22	6	12 do.....	900 00
Bourdeau and Sprucedale.....	W. H. Rhamey.....	4½	2	12 do.....	50 00
Bracebridge and Fraserburg.....	J. Clark.....	12	1	12 do.....	77 00
Bracebridge and Muskoka Falls.....	A. R. Cameron.....	3	3	12 do.....	162 00
Bracebridge and Point Kaye.....	C. Kaye.....	20	2	Part of seasons 1890-91 and 1891-92.....	50 00
do do.....	A. Mitchell.....	26½	2	Part of season 1891-92.....	37 40
Bracebridge and Railway Station.....	F. Sander.....	12	12	6 months (to Sept. 30, '91).....	37 50
do do.....	R. P. Perry.....	12	12	12 do.....	112 00
Bracebridge and Wharf.....	do.....	12	12	Season 1891.....	70 60
Bracebridge and Ziska.....	J. Killen.....	6	2	do.....	44 10
Breckenrig and Port Carling.....	F. J. Davidson.....	4	2	do.....	31 32
Bradford and Newton Robinson.....	J. McDermott.....	9	6	12 months.....	400 00
Bradford and Railway Station.....	do.....	24	12	12 do.....	75 06
Braie Lake and Uplands.....	W. J. Taylor.....	8½	1	12 do.....	56 00
Bramley and Mail Catching Post.....	J. Gordon.....	12	12	12 do.....	50 00
Brechin and Dalrymple.....	E. Vickers.....	9	3	12 do.....	186 00
Brechin and Railway Station.....	M. O'Neil.....	1	12	12 do.....	100 00
Brechin and Udney.....	S. Luck.....	5½	3	12 do.....	100 00
Brentwood and Railway Station.....	J. O'Connell.....	12	12	12 do.....	64 00
Brownhill and Railway Station.....	J. Brown.....	12	12	12 do.....	30 00
Burk's Falls and Dunchurch.....	D. McMillan.....	29	3	Part of seasons 1890-91 and 1891-92.....	137 32
Burk's Falls and Railway Station.....	H. Varcoe.....	1	12	12 months (less fine).....	156 00
Burk's Falls and Sand Lake.....	J. Hunter.....	16	1	12 do.....	80 00
Burnt River and Rettie's Station.....	R. Moore.....	12	12	12 do.....	100 00
Bury's Green and Fell's Station.....	J. Fell, sen.....	2½	2	12 do.....	47 25
Byng Inlet and French River.....	J. Lamondin.....	25	1	Part of seasons 1890-91 and 1891-92.....	133 00
Byng Inlet North and Parry Sound.....	do.....	65	2	Part of season 1890-91.....	75 00
do do.....	J. Calverly.....	50	2	do 1891-92.....	297 75
Callander and Railway Station.....	T. Steele.....	10	6	5 months 16 dys. (to Sept. 16, '91).....	18 02
do do.....	do.....	12	12	14 dys. (to Sept. 30, '91).....	2 97
do do.....	J. B. Brown.....	12	12	6 months from do.....	39 00
Callander and Wisawasa.....	R. W. Graham.....	2½	3	12 do.....	78 00
Cambray and Lindsay.....	A. Jackson.....	9	6	12 do.....	270 00
Cameron and Railway Station.....	J. Bryson.....	12	12	12 do.....	120 00
Camilla and Granger.....	W. Dynes.....	6½	2	12 do.....	78 00
Camperdown and Changing Post.....	J. Barclay.....	4 rods	12	12 do.....	20 00
Cannington and Pefferlaw.....	G. Newton.....	10	6	12 do.....	300 00
Cannington and Railway Station.....	W. Cassidy.....	1½	24	12 do.....	60 00
Cape Rich and Meaford.....	R. Cox.....	10	2	6 do (to Sept. 30, '91).....	60 00
do do.....	W. S. Cox.....	10	2	6 do from do.....	60 00
Carden and Horncastle.....	P. McCarty.....	4	2	12 do.....	45 00
Cashtown and Creemore.....	W. Cotton.....	2	6	6 do (to Sept. 30, '91).....	50 00
do do.....	J. Cotton.....	2	6	6 do from do.....	50 00
Cecebe and Wharf.....	W. A. Cowan.....	1	3	Season 1891.....	31 15
Christian Island and Lafontaine.....	A. McCue.....	7	1	12 months.....	75 00
Churchill and Lefroy Station.....	J. Sloan.....	2½	12	12 do.....	220 00
Clarksburg and Heathcote.....	J. C. Rowe.....	5	6	12 do.....	188 00
Clarksburg and Redwing.....	J. L. G. Conklin.....	13½	3	12 do.....	217 00
Clarksburg and Railway Station.....	W. T. Muller.....	1½	24	12 do (less fine).....	194 50
Cley and Juddhaven.....	R. Fullerton.....	1	2	Season 1891.....	25 60
Clear Lake and Vankoughnet.....	A. Taplin.....	6½	2	3 months (from Jan. 1, '92).....	10 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cley and Ullswater.....	A. Taplin.....	4	1	Season 1891.....	16 00
Clover Hill and Cookstown.....	H. Coleman.....	2½	6	12 months.....	140 00
Coboconk and Fenelon Falls.....	C. Bowins.....	16	3	12 do.....	234 00
Coboconk and Lorneville.....	do.....	28	6	12 do.....	939 00
Coboconk and Minden.....	T. Leary.....	24	6	12 do.....	700 00
Coldwater and Lovering.....	S. D. Eplett.....	6	2	12 do.....	100 00
Coldwater and Moonstone.....	J. Craig.....	6	3	12 do.....	110 00
Coldwater and Railway Station.....	S. D. Eplett.....	1	24	12 do.....	200 00
Collingwood and Gibraltar.....	J. Glenn.....	10	1	12 do.....	52 00
Collingwood and Railway Station.....	D. Darroch.....	3½	36	12 do.....	250 00
Collingwood and Street Letter Boxes.....	J. Ferguson.....	3½	18	12 do.....	200 00
Colwell and Railway Station.....	J. Campbell.....	12	12	do.....	62 80
Commanda and Loring.....	R. W. Brooks.....	26	1	12 do.....	200 00
Commanda and Restoule.....	A. O. Smith.....	9	1	12 do.....	75 00
Commanda and Trout Creek.....	R. Barrett.....	16	3	6 do (to Sept. 30, '91).	197 50
do do.....	J. Evers.....	16	3	6 do from do.....	185 00
Connor and Palgrave Station.....	J. Fleming.....	7	6	12 do.....	219 00
Cookstown and Railway Station.....	H. Coleman.....	½	24	12 do.....	150 00
Cooper's Falls and Lewisham.....	W. Lowe.....	12	2	12 do.....	120 00
Cooper's Falls and Ragged Rapids.....	R. Steen.....	10	1	5 do (from Nov. 1, '91)	20 83
Corbetton and Railway Station.....	J. Corbett.....	30 rods.	6	12 do.....	35 00
Corson's Siding and Head Lake.....	W. A. Maxwell.....	12	3	12 do.....	160 00
Coulson and Orillia.....	W. Edgerton.....	16	6	12 do.....	450 00
Craiglea and Gregory.....	T. Waters.....	5	2s, 1w.	12 do.....	103 75
Craigleith and Railway Station.....	A. Fleming.....	½	6	12 do.....	48 00
Creemore and Lavender.....	A. Allen.....	13	6	12 do.....	268 00
Creemore and Railway Station.....	A. Gillespie.....	½	24	12 do.....	157 60
Creswell and Railway Station.....	T. Pearn.....	12	12	do.....	30 00
Crossland and Phepston.....	J. Mahoney.....	19	3	12 do.....	275 00
Dalston and Edgar.....	T. Ballf, jun.....	4	6	12 do.....	190 00
Dartmoor and Sebright.....	A. & W. Dunn.....	4	3	12 do.....	69 00
Deerhurst and Gifford.....	R. Baynes.....	4½	3	12 do.....	100 00
Denville and Berriedale Station.....	W. R. Lockhart.....	5½	3	3 do (from Jan. 1, '92)	36 50
Dewe and Parry Sound.....	J. Wright.....	11	1	Season 1891.....	38 75
Doe Lake and Spence.....	M. Gilmour.....	14	2	6 months (to Sept. 30, '91)	50 00
do do.....	A. Turnbull.....	14	2	6 do from do.....	60 00
Doe Lake and Utterson.....	N. Hanes.....	31½	3	12 do.....	800 00
Downeyville and Omemeo.....	B. Downey.....	5½	6	12 do.....	160 00
Dufferin Bridge and Emsdale.....	W. Brooks.....	26	3	3 do (to June 30, '91).	147 25
do do.....	J. Vigrass.....	26	3	9 do from do.....	330 00
Dufferin Bridge and Parry Sound.....	L. R. Brooks.....	31	1	6 do (from Oct. 1, '91)	121 50
Dufferin Bridge and Waubamick.....	do.....	26	1	6 do (to Sept. 30, '91).	109 00
Duncan and Heathcote.....	G. Emry.....	5	1	10 do (to Jan. 31, '92).	38 33
do do.....	J. McKnight.....	5	3	2 do from do.....	13 33
Dunchurch and Glenila.....	W. McAmmond.....	7½	2	12 do.....	90 00
Dundalk and Hopeville.....	R. Scott, sen.....	9	3	9 do (to Dec. 31, '91).	93 22
do do.....	A. McKechnie.....	9	3	3 do from do.....	36 00
Dundalk and Kingscote.....	J. Phelan.....	12	2	12 do.....	129 75
Dundalk and McIntyre.....	W. J. Robins.....	13½	6	12 do.....	360 00
Dundalk and Railway Station.....	G. W. Parsons.....	8	24	12 do.....	90 00
Duntroon and Maxwell.....	E. Linley.....	14	6	12 do.....	405 00
Duntroon and Railway Station.....	T. Russell.....	½	12	do.....	156 50
Dwight and Fox Point.....	T. Salmon.....	7	1	3 do 25 dys. (from Dec. 7, '91)	12 75
Dwight and Huntsville.....	D. Kernaghan.....	13½	2	12 do.....	190 00
Earnscliffe and Stanton.....	A. Johnston.....	2	3	8 do (from Aug. 1, '91)	24 99
Eden Valley and Main Post Road.....	H. Workman & Son.....	2	3	10 do (to Jan. 31, '92).	41 66
Egbert and Changing Post.....	E. A. Gibson.....	3	6	12 do.....	75 00
Elder and Rosemont.....	C. Conn.....	7½	2	12 do.....	88 00
Elmvale and Gibson.....	J. P. Dean.....	9	3	12 do.....	148 00
Elmvale and Railway Station.....	G. Hunt.....	½	6	12 do.....	31 40

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Emberson and Huntsville.	H. Farnsworth.	10	1	12 months	99 00
Emsdale and Fern Glen.	C. H. Elliott.	6	2	6 do (to Sept. 30, '91).	40 00
do do	H. Tebby	6	2	6 do from do	35 00
Emsdale and Railway Station.	J. W. McDonald	1 ⁷ / ₈	12	12 do	62 47
Ennis and Loretto	J. O'Leary	3 ³ / ₄	2	12 do	50 00
Ennismore and Frankhill	C. Lowes	6	1	12 do	61 25
Ennismore and King's Wharf	J. C. Leary	9	2	12 do	100 00
Epping and Flesherston	G. Mathewson.	15 ¹ / ₂	6	12 do	399 00
Epping and Meaford	W. J. Cann	14	6	12 do	320 00
Erskine and Markdale	J. E. Guy	10	2	12 do	128 00
Everett and Railway Station.	W. M. Lockhart.	1 ⁷ / ₈	12	8 months 3 days (to Dec. 3, '91)	40 27
do do	do	1 ⁷ / ₈	24	3 months 28 days (from Dec. 3, '91).	29 59
Fair Valley and Warminster.	R. C. Hipwell.	4	3	12 months	72 00
Falkenburg and Mail Catching Post	M. Moore.	1 ¹ / ₄	6	12 do	31 40
Falkenburg and Port Carling	F. Foreman.	16	3	Part of season 1890-91	16 39
Falkenburg and Ullawater	M. Moore.	12 ¹ / ₂	3	Season 1891	168 00
Falkenburg Station and Port Carling	H. Martin	16	3	4 months (from Dec. 1, '91)	74 50
Falkenburg Station and Railway Station.	N. Kirby	1 ¹ / ₂	12	5 do (from Nov. 1, '91)	32 60
Fawkham and Mail Catching Post.	W. Carrick	2	6	12 do	125 00
Fawn and Mail Catching Post.	A. Gaudaur	1 ¹ / ₄	3	12 do	34 00
Fenelon Falls and Railway Station.	E. Lansfield	1 ¹ / ₂	12	12 do	80 00
Fesserton and Railway Station.	R. Jancowski	1 ¹ / ₂	12	12 do	65 00
Feversham and Flesherston.	R. D. Meldrum	14	6	12 do	299 00
Feversham and Lady Bank	J. Poole	5	1	12 do	40 00
Fingerboard and Sonya	T. Moase, sen	2 ¹ / ₂	3	12 do	80 00
Foxmead and Railway Station	J. Harden	1 ¹ / ₄	6	3 do (to June 30, '91)	10 00
do do	C. Hughes	1 ¹ / ₄	6	9 do from do	30 00
Franks Bay, North Bay and Sturgeon Falls	J. M. Smith	15w. 20s.	2	12 do	70 00
Gamebridge and Railway Station	W. M. Stewart.	1 ¹ / ₂	12	12 do	98 00
Georgina Island and Sutton West.	C. Bignaceo.	8	2	12 do	50 00
Germania and Uffington Road	W. Stamp	2 ¹ / ₂	3	12 do	75 00
Gilchrist and Shanty Bay	H. Gilchrist.	4	3	12 do	70 00
Gilford and Railway Station.	J. A. Blain	1 ¹ / ₈	24	12 do	60 00
Glandine and Railway Station	E. Pogue	2	3	12 do	70 00
Glenarm and Woodville	J. H. Pethick.	22	6	12 do	350 00
Glencairn and Railway Station	W. Grieve	1 ¹ / ₄	12	12 do	100 00
Glen Huron and Railway Station.	J. Hamilton.	1 ¹ / ₂	6	12 do	115 00
Glen Orchard and Hammill's Point.	N. Orchard	5	1	2 do (from Feb. 1, '92)	8 00
Glen Orchard and Redwood.	J. Nixon	3	1	Part of seasons 1890-91 and 1891-92	6 50
Goring and Rocklyn.	T. Muxlow	4	2	12 months.	50 00
Gravenhurst and Leg Lake	J. Paterson	11	1	12 do	65 00
Gravenhurst and Port Carling	E. R. Foreman.	30	2	Part of seasons 1890-91 and 1891-92	166 00
Gravenhurst and Railway Station	N. Ferran	1 ¹ / ₂	36	12 months.	255 00
Gravenhurst and Uffington	R. Fielding.	11	3	12 do	138 00
Gravenhurst and Walker's Point.	W. Walker.	14	1	Part of season 1890-91	12 00
do do	H. Walker	14	1	do 1891-92	59 50
Gravenhurst and West Gravenhurst	W. McDevitt.	2	6	12 months.	140 00
Grenfel and Railway Station.	H. Parr	2 ¹ / ₂	2	12 do	61 25
Guthrie and Oro Station.	D. Livingstone	3	2	12 do	48 00
Hammill's Point and Redwood	T. Hammill	2	1	4 do (to Jan. 31, '92)	7 50
Harkaway and Markdale	J. Logan	7	1	3 do (to June 30, '91)	13 00
do do	R. Loughheed	7	1	5 do (to Nov. 30, '91)	18 54
Hatherton and McIntyre	E. Scilley	4 ¹ / ₂	2	12 do	50 00
Hawkstone and Mitchell Square	A. Currie.	7	6	12 do	120 00
Hawkstone and Railway Station	W. Hodges	1 ¹ / ₄	12	12 do (less fine)	37 00
Hillsdale and Hobart.	K. Kennedy	8	3	12 do	184 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hockley and Mono Centre.	R. Colwell.	11	6	12 months	370 00
Holland Landing and Ry. Station.	W. Luck.	24	12	do	75 36
Holt and Mount Albert.	J. Roseman.	3	6	12 do	125 00
Honeywood and Horning's Mills.	J. Ostic.	6	6	12 do	198 00
Hoodstown and Huntsville.	G. A. Hutchins.	9	2	6 do (to Sept. 30, '91)	60 00
Hopeville and Swinton Park.	J. Martin.	4	2	3 do (to June 30, '91)	12 50
do do	do	4	3	9 do from do	56 25
Horning's Mills and Shelburne Station.	J. Ostic.	6	6	12 do	207 00
Hotham and Nipissing.	W. W. Rogers.	6	1	3 do (to June 30, '91)	10 00
do do	J. Steele.	6	1	9 do from do	30 00
Huntsville and Peninsula Lake.	J. G. Henderson.	10½	1	1 do 23 days (to May 23, 1891)	5 82
Huntsville and Peninsula Lake Wharf.	do	10½	6	10 do 8 days (from May 23, '91)	34 18
Huntsville and Railway Station.	D. Kernaghan.	3	12	12 do	125 60
do do	M. Kinton.	3	12	12 do	125 60
Huntsville and Ravenscliffe.	G. A. Hutchins.	5½	2	6 do (from Oct. 1, '91)	36 67
Hutton House and Wharf.	J. Hutton.	3	3	5 trips.	2 00
Ilfracombe and Novar.	A. Trevett.	6	3	12 months	120 00
Innisfil and Stroud.	G. Barclay.	3	6	12 do	125 00
Ivy and Thornton.	T. Brown.	4½	6	12 do	119 00
Juddhaven and Port Carling.	F. E. Judd.	14	1	Part of seasons 1890-91 and 1891-92	52 50
Katrine and Mail Catching Post.	J. Mawhinney.	1½	6	12 do	94 20
Katrine and Orange Valley.	R. White.	6	1	12 do	40 00
Katrine and Railway Station.	J. Mawhinney.			Special trips	10 80
Kearney and Emsdale Station.	D. Thomas.	6	3	6 months (to Sept. 30, '91)	55 00
do do	R. McConkey.	6	3	6 do from do	50 00
Kearney and Ravensworth.	J. M. Garrioch.	10	1	12 do	60 00
Keldon and Shelburne.	W. Bryon.	9½	2	12 do	90 00
Kells and Powassan Station.	H. Anderson.	9	1	12 do	60 00
Keswick and Roach's Point.	J. Cake.	3	6	12 do	115 00
Kilgorie and Whitfield.	J. H. Lloyd.	4½	2	12 do	50 00
Killyleagh and Thornton.	J. Hicks, sen.	3	2	12 do	42 31
Kilworthy and Changing Post.	G. A. Lehmann.	200 yds.	6	12 do	30 00
Kilworthy and Sparrow Lake.	A. Wiancko.	4½	2	12 do	60 00
Kinmount and Railway Station.	J. Wilson.	4	12	12 do	50 00
Kirkfield and Rohallion.	T. Strachan.	6	1	12 do	50 00
Kolapore and Ravenna.	G. Wilson.	5	3	12 do	65 00
Lafontaine and Penetanguishene.	P. Brosseur.	8	3	12 do	115 00
Layton and Blackwater Station.	C. Ferguson.	4	2	12 do	65 00
Leaskdale and Sunderland Station.	W. N. Oliver.	13	6	12 do	271 00
Lefroy and Railway Station.	J. G. Donse.	7½	12	12 do	31 29
Lindsay and Railway Station.	H. Workman & Son.	4	48	12 do (less fines)	292 00
Lindsay and Street Letter Boxes.	B. Cook.	5½	18	12 do	195 00
Lindsay and Sturgeon Point.	G. Crandell.	4	1	6 do (from Oct. 1, '91)	75 00
Lisle and Railway Station.	R. H. Little.	4	24	12 do	100 00
Little Britain and Mariposa Station.	W. E. Yerex.	2	12	12 do (less fine)	59 00
Little Britain and Valentia.	M. Grills.	5½	3	12 do	59 00
Longford Mills and Railway Station.	W. Thomson.	7½	24	12 do	40 00
Lorimer Lake and McKellar.	F. B. Ferris.	8	1	12 do	60 00
Lorneville and Railway Station.	C. Morison.	4	12	12 do	60 00
Magnetawan and Nipissing.	A. H. McLachlan.	34	3	3 do (to June 30, '91).	187 25
do do	H. Cameron.	34	3	9 do from do	429 75
Magnetawan and Seguin Falls.	W. Fry.	21	3	12 do	300 00
Malta and Severn Bridge.	T. Whyte.	4	2	12 do	75 00
Manilla and Junction.	S. Harper.	1½	12	12 do	144 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Maple Island and Whitestone	G. Montgomery, sen	5	1	12 months	\$ 50 00
Meaford and Railway Station	M. Paul	24	12	do	100 00
Meaford and Walter's Falls	J. Murray	22 r. t.	2	do	159 00
Mecunoma and South River	W. Gemmell	15	3	do	239 00
Mecunoma and Wattenwyl	A. Egger	3	2	do	40 00
Melancthon and Railway Station	J. Brown	1/4	6	do	68 64
Melissa and Mail Catching Post	H. Mason	1/2	6	do (to Sept. 30, '91).	12 00
Midland and Railway Station	T. B. J. Gladstone.	1/2	24	do	120 00
Midland and Penetanguishene Station	J. Smith.	5	6	do	136 00
Millington and Uptergrove Station	A. P. McDonald	3	3	9 do (to Dec. 31, '91).	55 50
do do	A. J. McDonald	3	3	do from do	18 50
Minden and Gelert Station	D. J. Hartle	7 1/2	12	do	301 44
Minesing and Russellton	W. H. Sissons	6	3	do	115 00
Minesing and Railway Station	J. Young	2	6	do	84 78
Mono Centre and Orangeville	M. Sanderson	25 r. t.	6	6 do (to Sept. 30, '91).	284 26
do do	H. Laverty	26 r. t.	6	6 do from do	218 50
Mortimer's Point and Port Carling	W. Mortimer	6	1	Part of seasons 1890-91 and 1891-92.	20 00
Mount Albert and Railway Station	J. Roseman	1/2	12	12 months	74 00
Mount Horeh and Reaboro'	W. Elliott	5	3	do	100 00
Muskoka Mills and Penetanguishene	A. H. Campbell, jun.	20	1	do	208 00
Nantye and Mail Catching Post	S. Spillett	3/4	6	do	40 00
Newholm and Port Sydney	D. Ferguson	6	1	do	35 00
New Lowell and Railway Station	R. Paton	1/4	12	do	24 00
do do	W. Switzer	1/4	12	28 days (from Mar. 4, '92)	3 08
Newmarket and Sutton West	C. Newburn	22	6	9 months (to Dec. 31, '91).	669 00
do do	G. W. Stone	22	6	3 do from do	223 00
Nipissing and Powassan	H. A. Steele	12	3	do	230 00
Nottawa and Rob Roy	T. Stephens	10	2	do	89 00
Nottawa and Railway Station	G. Gemmell	1/4	12	do	88 00
Novar and Railway Station	R. W. Nicholls	1/4	12	9 do (to Dec. 31, '91).	70 80
do do	H. Nicholls	1/4	12	3 do from do	23 40
Novar and Swindon	J. Large	5	2	do	52 00
Oakwood and Railway Station	W. H. McLaughlin.	1 1/2	12	do	78 50
Omeme and Railway Station	R. Grandy	1 1/2	24	do	250 00
Oranmore and Spence	H. Nelson	5	2	do	80 00
Orillia and Railway Station	W. Jackson	1/4	24	do	185 26
do do	A. Fraser	1/4	24	do (less fines)	122 60
Orillia and Rugby	J. Millard	7	6	do	226 08
Orillia and Sebright	R. R. Young	16	6	do	374 00
Oro Station and Railway Station	A. Douglas	1/2	6	do	55 00
Parkersville and Changing Post	J. H. Osborne	50 rods.	6	do	25 00
Parry Sound and Rosseau	T. W. Quinn	24	6	do (to Sept. 30, '91).	245 00
do do	J. Calverley	24	6	do from do	218 50
Parry Sound and Shebashekong	W. R. Hamilton	14	1	do	90 00
Pearceley and Sundridge	T. G. Pearce	8	1	do	65 00
Penetanguishene and Ry. Station	C. Charlebois	1/4	12	5 do (to Aug. 31, '91).	24 59
do do		1/4	24	7 do from do	64 20
Penville and Tottenham	W. Armstrong	19 r. t.	6	do	269 00
Pern and Rosemont	W. Arnold	8	6	do	260 00
Phepston and Railway Station	D. Gallagher	1/2	6	do	47 10
Port Cockburn and Trout Lake	H. Fraser	4	2	Part of season 1890-91	6 25
do do	R. Lawson	4	2	do 1891-92	17 25
Port Perry and Scugog	A. Earle	7	2	12 months	100 00
Port Severn and Waubashene	J. Hanley	5	3	do	156 00
Port Sydney and Utterson	H. G. Ladell	2 1/2	6	do	156 50
Powassan and Railway Station	J. G. Duncan	1/4	6	3 do (to June 30, '91).	11 70

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Powassan and Railway Station.....	A. H. Porter.....	1 1/4	6	9 months from July 1, '91	35 40
Powles Corners and Halls Crossing.	W. H. Powles.....	1	6	12 do	70 00
Prunrose and Whitfield.....	R. D. Henry.....	4 1/2	6	12 do	156 00
Proton Station and Railway.....	F. Freeman.....	6	6	12 do	50 00
Purbrook and Uffington.....	J. Crockford.....	6	2	12 do	50 00
Rama and Longford Station.....	J. McPherson.....	1 1/4	6	12 do	80 00
Ravenshoe and Railway Station.....	W. D. Smith.....	4	6	9 do (to Dec. 31, '91).	112 50
do do	W. Linstead.....	4	6	3 do from do	37 50
Reaboro' and Railway Station.....	J. Greer.....	1	12	12 do	70 00
Riverview and Railway Station.....	H. Jordan.....	3 1/2	2	3 do (to June 30, '91).	15 60
do do	do	3 1/2	3	9 do from do	70 20
Rosemont and Shelburne.....	G. Barber.....	12	6	12 do	520 00
Rosseau and Rosseau Falls.....	P. Mutchenbacher.....	4	3	Part of seasons 1890-91 and 1891-92	40 00
Rosseau and Shannonhall.....	W. Fletcher.....	12 1/2	1	12 months	78 00
Rosseau and Stanley House.....	W. B. Maclean.....	8	1	Part of seasons 1890-91 and 1891-92	22 00
Rosseau and Utterson.....	N. Hanes.....	22	6	do do	180 99
Ruskview and Terra Nova.....	J. W. Walker.....	2 1/2	3	7 months (from Sept. 1, '91)	23 33
St. Patrick and Changing Post.....	J. Langdon.....	1/4	3	12 do	38 00
Sadowa and Sebright.....	J. H. Vanvlack.....	5 1/2	1	6 do (to Sept. 30, '91).	15 60
do do	T. Hart.....	5 1/2	1	6 do from do	15 60
Saurin and Railway Station.....	J. E. Cooper.....	12	12	12 do	20 00
Scotia and Changing Post.....	E. B. Clearwater.....	6	6	12 do	78 50
Severn Bridge and Railway Station.....	J. H. Jackson.....	24	12	12 do	120 00
Shanty Bay and Railway Station.....	J. Arthur.....	12	12	12 do	60 00
Shelburne and Railway Station.....	E. Berwick.....	24	12	12 do	125 60
Smithdale and Railway Station.....	C. Smith.....	12	12	12 do	30 00
Sonya and Railway Station.....	A. Black.....	6	6	12 do	65 00
South River and Railway Station.....	W. Holditch.....	12	12	12 do	157 00
Stanleydale and Yearleys.....	J. Boulter.....	2 1/2	3	12 do	39 00
Stayner and Railway Station.....	E. R. Sanders.....	24	12	12 do	96 00
Stayner and Sunnidale.....	J. Sherrick.....	7 1/2	3	12 do	123 49
Stroud and Craigvale Station.....	R. G. McCraw.....	1	12	12 do	120 00
Sturgeon Bay and Railway Station.....	J. Playfair.....	1	12	12 do	80 00
Sunderland and Railway Station.....	N. Steffins.....	24	6	6 do (to Sept. 30, '91).	29 75
do do	W. H. Oliver.....	24	6	6 do from do	47 00
Sundridge and Railway Station.....	J. Carter.....	12	12	12 do	125 60
Sundridge and Vavasour.....	M. Colville.....	10	1	12 do	72 00
Sutton West and Railway Station.....	W. D. Townley.....	1	12	12 do	100 00
Sutton West and Vachell.....	do	14 r. t.	2	12 do	120 00
Thompsonville and Railway Station.....	J. T. Schmiendorf.....	1 1/4	12	12 do	110 00
Thornton and Railway Station.....	H. Power.....	24	12	12 do	119 00
Tioga and Railway Station.....	G. Fitzsimmons.....	12	12	12 do	45 00
Tottenham and Railway Station.....	C. Brown.....	24	12	12 do	73 00
Trout Creek and Railway Station.....	M. Corkery.....	4	6	12 do	50 00
Uththoff and Railway Station.....	J. Lynes.....	1	12	12 do	82 50
Uffington and Vankoughnet.....	J. Meyers.....	9	2	3 do (to June 30, '91).	10 00
do do	do	12	2	3 do (to Sept. 30, '91).	13 33
do do	J. Cox.....	12	2	6 do from do	26 66
Uphill and Victoria Road.....	J. Gilmour.....	12	3	12 do	225 00
Uptergrove and Railway Station.....	T. Mulvihill.....	3	24	12 do	180 00
Utopia and Railway Station.....	P. Connor.....	12	12	12 do	62 68
Utterson and Railway Station.....	E. Hanes.....	12	12	12 do	125 60
Utterson and Windermere.....	N. Hanes.....	15	2	12 do	200 00
Vasey and Waverley.....	J. Loney.....	4	3	12 do	89 00
Victoria Harbour & Railway Station.....	M. Vasey.....	1	24	12 do	125 00
Vine and Railway Station.....	V. P. Kelcey.....	1 1/8	12	12 do	56 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wareham and Proton Station	J. M. Burk	7	3	12 months	140 00
Washago and Railway Station	M. McDermott	24	12	do	99 00
Waubashene and Railway Station	W. H. F. Russell	24	12	do	60 00
Waverley and Railway Station	T. French	9	6	9 do (to Dec. 31, '91)..	206 25
do do	W. Waugh	9	6	3 do from do ..	65 00
Woodville and Railway Station	H. Ferguson	24	12	do	100 00
Wyebridge and Wyevale Station	N. McRae	5	6	12 do	134 00
Wyevale and Railway Station	W. T. Stewart	1 ¹ / ₈	6	9 do (to Dec. 31, '91)..	22 50
do do	G. Firth	1 ¹ / ₈	6	3 do from do ..	6 00
Zephyr and Railway Station	J. N. Dafeo	3	6	12 do	160 00
				Total	45,752 12

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

BRITISH COLUMBIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Railway Station.	F. Munroe.	50 yds.	12	3 months (from Jan. 1, '92)	10 00
Agassiz and Railway Station.	L. A. Agassiz.	$\frac{1}{2}$	12	12 do	60 00
Ainsworth and Nelson.	Wilson & Perdue	30	1	14 trips.	280 00
Ainsworth and Wharf.	R. F. Green.	200 yds.	1	8 months 17 days (to Dec. 17, '91).	27 75
Alberni and Beaver Creek.	C. F. Bishop.	6	2	6 months (from Oct. 1, '91)	34 00
Alberni and Clayoquot.	J. S. Penney.	65	ftly.	3 do (from Jan. 1, '92)	75 00
Alberni and Nanaimo.	G. A. Huff.	54	1	6 do (from Oct. 1, '91)	247 50
Alberni and Sayward Alberni.	C. Taylor.	2	2	3 do (to June 30, '91)	12 50
Aldergrove and Mount Lehman.	T. H. Lehman.	9	1	12 do	97 00
Alkali Lake and Clinton.	J. S. Place.	95	1	12 do	1,200 00
Anthracite and Railway Station.	S. Carrick.	200 yds.	12	12 do	100 00
Ashcroft and Ashcroft Station.	H. P. Cornwall.	2	2	12 do	75 00
Ashcroft Station and Railway Station.	W. B. V. Bailey.	200 yds.	12	12 do	180 00
Ashcroft Station, Clinton, Barkerville and Lillooet.	B. C. Express Co.	32,250 & 47	3 & 1	12 do	23,500 00
Balfour and Mail Steamer.	W. J. Sanders.	100 yds.	4	6 do (to Dec. 31, '91)	10 00
Banff and Railway Station.	R. G. Brett.	2 $\frac{3}{4}$	12	12 do	260 00
Barkerville and Quesnelle Forks.	F. Littler.	50	ftly.	9 do (to Dec. 31, '91)	525 00
Beaver and Railway Station.	W. G. Neilson.	200 yds.	12	12 do	60 00
Beaver Creek and Sayward Alberni.	W. Armstrong.	6	2	6 do (to Sept. 30, '91)	35 00
Beaver Point and Burgoyne Bay.	A. McLennan.	10	1	12 do	150 00
Brownsville and New Westminster.	J. Punch.	1	6 & 3	11 do (to Dec. 31, '91)	45 83
Burgoyne Bay and Wharf.	S. Maxwell.	$\frac{1}{2}$	as req.	12 do	50 00
Burrard Inlet and Railway Station.	G. Black.	200 yds.	12	12 do	45 00
Cannore and Railway Station.	J. Chenier.	$\frac{1}{2}$	12	12 do	110 00
Cedar and Nanaimo.	J. Hill.	10	1	12 do	80 00
Cheam and Chilliwack.	C. S. Ryder.	4 $\frac{1}{2}$	3	3 do (from Jan. 1, '92)	22 50
Chemainus and Railway Station.	E. J. Falmer.	$\frac{1}{2}$	12	12 do	120 00
Chilliwack and Railway Station.	W. Macdonald.	6	6	12 do	430 56
Chilliwack and Sardis.	A. S. Veddar.	3	3	12 do	100 00
Chilliwack and Sumas.	W. McGillivray.	6	5	6 do (to Sept. 30, '91)	131 00
do do	G. E. Chadsey.	6	6	6 do from do	116 50
Clayoquot and Sayward Alberni.	J. S. Penney.	65	ftly. & mthly	9 do (to Dec. 31, '91)	180 00
Clayton and Railway Station.	C. C. Cameron.	$\frac{3}{4}$	4	3 do (from Jan. 1, '92)	30 00
Clover Valley and Railway Station.	D. McKenzie.	1 $\frac{1}{2}$	4	3 do from do	30 00
Cobble Hill and Railway Station.	J. T. Porter.	40 yds.	6	12 do	32 00
Cochrane and Mitford.	D. W. Crowley.	3	12	12 do	216 00
Cochrane and Railway Station.	J. Johnson.	$\frac{1}{2}$	12	12 do	240 00
Comox and Crantham.	W. C. Smith.	7	1	12 do	100 00
Comox and Wharf.	S. Creech.	$\frac{1}{2}$	2	5 do (to Aug. 31, '91)	20 83
do do	J. B. Holmes.	$\frac{1}{2}$	2	7 do from do	17 50
Coquitlan and Railway Station.	R. B. Kelly.	50 yds.	7	13 do	43 33
Corfield and Railway Station.	G. T. Corfield.	1 $\frac{1}{2}$	6	12 do	180 00
Cowichan and Genoa.	W. B. Baker.	2 $\frac{1}{2}$	3	12 do	120 00
Cowichan and Railway Station.	G. B. Ordano.	2	3	12 do	120 00
Cowichan Lake and Duncan's Station.	A. C. Fraser.	20	1	12 do	150 00
Cranbrook and Golden.	F. P. Armstrong.	200	ftly. & mthly	12 do	990 00
Departure Bay and Nanaimo.	J. Harper.	4	7	9 do (from July 1, '91)	135 00
Deroche and Mail Catching Post.	E. Desrochers.	50 yds.	5	6 do (from Oct. 1, '91)	20 00
Dewdney and Mail Catching Post.	A. W. McIntosh.	200 yds.	12	9 do (from July 1, '91)	45 00
Dewdney and Nicomin.	W. Brown.	5	2	6 do (from Oct. 1, '91)	37 50
Dog Creek and Empire Valley.	T. Boyle.	18	1	12 do	250 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Donald and Railway Station.....	R. W. Patmore.....	1/2	12	12 months.....	120 00
Douglas Lake and Quilchena.....	J. B. Greaves.....	22	1	12 do.....	150 00
Duck and Pringle and Grand Prairie	W. H. Jones.....	18	1	12 do.....	139 75
Duck and Pringle and Railway Station.....	O. S. Bachelor.....	300 yds.	6	9 do (to Dec. 31, '91)	45 00
do do.....	W. Seely.....	300 yds.	7	3 do from do ..	25 00
Duncan's Station and Railway Station.....	J. Macdonald.....	200 yds.	6	12 do.....	60 00
East Sooke and Main Post Road.....	J. H. Dales.....	10	2	12 do.....	160 00
East Wellington and Nanaimo.....	W. S. Chaudler.....	3	6	1 do (to April 30, '91)	15 00
Elgin and New Westminster.....	B. Stevenson.....	12	2	12 do.....	290 00
Enderby and Spillamacheen.....	G. J. Wallace.....	6	2	3 do (from Jan. 1, '92)	36 30
Esquimalt and Victoria.....	C. J. King.....	4	24	12 do.....	300 00
Field and Railway Station.....	H. G. Parson.....	120 yds.	12	12 do.....	70 00
French Creek and Parksville.....	W. H. Lee.....	4	1	3 do (to Oct. 31, '91)..	25 00
do do.....	do.....	4	2	5 do from do.....	62 50
Gabriola Island and Wharf.....	J. Gray.....	2 1/2	2	12 do.....	60 00
Golden and Railway Station.....	C. A. Warren.....	400 yds.	12	12 do.....	120 00
Goldstream and Railway Station.....	J. Phair.....	1/2	6	12 do.....	120 00
Granite Creek and Lower Nicola.....	W. T. Thompson.....	65	1	12 do.....	240 00
Granite Creek and Princeton.....	do.....	12	1	12 do.....	60 00
Hall's Prairie and New Westminster	H. T. Thrift.....	23	1	9 do (to Dec. 31, '91)..	227 50
Hall's Prairie and Railway Station.....	D. W. Brown.....	1 1/4	4	3 do (from Jan. 1, '92)	30 00
Hanceville and Soda Creek.....	T. P. Reed.....	75	ftly & mthly	12 do.....	600 00
Harrison Hot Springs and Railway Station.....	J. R. Brown.....	5	6 & 12	12 do.....	198 32
Harrison River and Railway Station.....	C. W. Menten.....	1/2	4	12 do.....	60 00
Hatzic and Mail Catching Post.....	F. T. Lazenby.....	60 yds.	5	3 do (to Jan. 31, '92)..	10 00
do do.....	do.....	60 yds.	12	2 do from do.....	10 00
Hatzic and Hatzic Prairie.....	L. Thompson.....	5	2	3 do (from Jan. 1, '92)	25 00
Hatzic Prairie and Matsqui.....	do.....	6	2	9 do (to Dec. 31, '91)..	75 00
Hope and Railway Station.....	J. Wardle.....	2	6	12 do.....	157 00
Hornby Island and Wharf.....	G. Ford.....	300 yds.	1	13 do.....	14 25
Huntingdon and Railway Station.....	T. R. Truswell.....	200 yds.	12	6 do (from Oct. 1, '91)	37 50
Huntingdon and Upper Sumas.....	W. Fadden.....	5	2	4 do (to Feb. 29, '92)..	42 50
do do.....	A. Boley.....	5	3	1 do from do.....	10 00
Illicillewaet and Railway Station.....	A. C. McArthur.....	1/2	12	12 do.....	40 00
Johnson's Landing and Mail Catching Post.....	A. W. McIntosh.....	30 yds.	6	3 do (to June 30, '91)..	12 50
Johnson's Landing and Nicomin.....	W. Brown.....	5	2	6 do (to Sept. 30, '91).	37 50
Kamloops and Railway Station.....	E. H. Jones.....	1	12	12 do.....	366 00
Kamloops and Spence's Bridge.....	J. Clark.....	100	1	12 do.....	1,800 00
Kananaskis and Mail Catching Post.....	J. Walker.....	100 yds.	12	12 do.....	45 00
Keithley Creek and Railway Station.....	J. Ford.....	80	1	6 do (from Oct. 1, '91)	445 00
Koksilah and Railway Station.....	C. Crozier.....	30 yds.	6	12 do.....	40 00
Langley and Langley Prairie.....	H. Davidson.....	6	2	9 do (to Dec. 31, '91)..	112 50
Langley and Railway Station.....	G. A. Towle.....	3	5	6 do (to Sept. 30, '91)..	127 22
do do.....	J. Taylor.....	3	6	6 do from do.....	196 25
Langley and Shortreed.....	A. Murchison.....	13	2	3 do (from Jan. 1, '92)	46 00
Langley Prairie and Shortreed.....	R. Shortreed, jr.....	7	2	5 do (to Dec. 31, '91)..	56 66
Lytton and Railway Station.....	A. Stevenson.....	1/2	12	12 do.....	120 00
McPherson's Station and Railway Station.....	C. Jones.....	70 yds.	6	12 do.....	40 00
Maple Bay and Railway Station.....	J. Kier.....	6	3	12 do.....	180 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Marcus, U.S., and Railway Station.	M. Oppenheimer	$\frac{1}{2}$	4	5 months (to Sep. 15, '91)	50 00
Matsqui and Mount Lehman.	T. H. Lehman	5	3	9 do (to Dec. 31, '91)..	165 00
Matsqui and Railway Station.	J. Tretheway	$\frac{1}{4}$	12	9 do do	135 00
Metchosin and Victoria.	J. Parker	25	1	3 do (to June 30, '91)..	62 50
do do	T. Parker	25	1	9 do from do	142 50
Millwood and Morley.	J. McDougall	3	2	12 do	100 00
Mission City and Mount Lehman.	T. H. Lehman	5	3	3 do (from Jan. 1, '92)	55 00
Mission City and Railway Station.	J. Tretheway	$\frac{1}{4}$	12	3 do do	45 00
Morley and Railway Station.	R. Scott	100 yds.	12	3 do (to June 30, '91).	10 00
do do	W. Graham	100 yds.	12	9 do from do	30 00
Mount Lehman and Upper Sumas.	H. Johnson	14	1	7 do (to Oct. 31, '91)..	74 40
Mount Pleasant and Vancouver	O. Burritt	$1\frac{1}{2}$	6	3 do (to Dec. 31, '91)..	79 00
Mount Pleasant, Vancouver and Street Letter Boxes.	T. F. Neelands	8	7	3 do (from Jan. 1, '92)	147 50
Nanaimo and Railway Station.	J. Ganner	$\frac{1}{4}$	24	2 do (to May 31, '91)	51 50
do do	Thompson & Scoville	$\frac{1}{4}$	12	10 do from do and extra trips	246 66
Nanaimo and Saywood Alberni	W. Armstrong	54	1	6 do (to Sept. 30, '91).	309 50
Nanaimo and Street Letter Boxes.	Thompson & Scoville	$2\frac{3}{4}$	7	8 do (from Aug. 1, '91)	121 33
Nanaimo and Wharf (Comox st'mer)	A. H. Horne	100 yds.	2	12 do	50 00
do do (Vancouver str.)	A. P. W. Goldsmid	300 yds.	6	2 do (to May 31, '91)..	20 00
do do	Thompson & Scoville	300 yds.	6	10 do from do	100 00
do do (Victoria st'mer)	A. H. Horne	100 yds.	2	3 do (from Jan. 1, '92)	6 50
Nanose Bay and Main Post Road.	W. Roberts	2	2	6 do (from Oct. 1, '91)	37 50
Nelson and Marcus, U.S.	Wilson & Perdue	110	1	3 do (to Mar. 19, '92).	1,400 00
Nelson and Railway Station.	W. J. Wilson	$\frac{3}{4}$	8	5 do 17 days (to Dec. 17, '91).....	142 00
Nelson and Sproat.	do	28	2	1 do 26 days (to June 15, '91).....	255 00
Nelson and Wharf.	J. A. Gilker	$\frac{1}{4}$	2	Season 1891.....	61 00
New Westminster and Ry. Station.	W. Smith	$\frac{1}{4}$	As req	12 months	421 60
New Westminster and Street Letter Boxes	W. G. Cross	4	6	12 do	294 00
New Westminster and Vancouver.	J. C. Brown			Special trip.	1 25
do do	Gilley Bros			Special trips.	6 00
New Westminster and South Westminster.	Great Northern Ry. Co.	1	7	3 months 25 days (from Dec. 7, '91)	63 58
Nicomekl and Railway Station.	A. Morton	30 yds.	4	3 mos. (from Jan. 1, '92)	5 00
North Bend and Railway Station.	J. Webb	100 yds.	12	12 do	40 00
Northfield and Railway Station.	A. Clarkeon	5	6	1 do (to April 30, '91)	16 67
do do	T. Kilpatrick	5	6	10 do (to Feb. 29, '92)	260 82
do do	Thompson & Scoville	5	6	1 do from do	35 00
North Saanich and Victoria.	H. Simpson	24	2	12 do	445 00
Okanagon Mission and Kettle River	W. Powers	135	mthly	9 do (from July 1, '91)	525 00
Okanagon Mission and Osoyoos.	J. Brent	85	mthly	3 do (to June 30, '91)	103 50
Okanagon Mission and Vernon.	P. Ellison	36	1	2 do (from Feb. 1, '92)	100 00
Okanagon Mission, Sicamous and Vernon.	do	90 & 56	1 & 2	10 do (to Jan. 31, '92)..	500 00
Osoyoos and Rock Creek.	J. Brent	27	mthly	3 do (to June 30, '91).	60 00
Otter Point and Victoria.	Gordon & Floyer	30	1	12 do	280 00
Pender Island and Mail Steamer.	W. Grimmer	2	2	9 do (from July 1, '91)	37 50
Plumber Pass and Mail Steamer.	W. T. Collinson	400 yds.	4	3 do (to June 30, '91).	25 00
do do	do	400 yds.	6	9 do from do	112 50
Port Hammond and Port Pells.	J. Latta	3	3	6 do (from Oct. 1, '91)	60 00
Port Hammond and Railway Station.	A. L. Lazenby	100 yds.	12	12 do	60 00

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Haney and Railway Station...	D. Dockstader.	50 yds.	12	12 months.....	60 00
Port Haney and Webster's Corners.	J. M. Webster...	4½	2	6 do (from Oct. 1, '91)	37 50
Port Moody and Mail Catching Post	J. Tays.	¾	12	12 do	60 00
Quadra and Wharf	R. T. Swan.....	½	1	3 do (to June 30, '91)	8 00
do do	do	½	2	9 do from do	60 00
Quamichan and Railway Station...	W. P. Jaynes...	1¼	6	12 do	180 00
Revelstoke and Railway Station...	J. Liberty	2	12	3 do (to June 30, '91)	91 00
do do	C. Abrahamson ..	2	12	9 do from do	235 80
Revelstoke and Wharf	R. Turnrose	1	As req	Part of season 1891.....	20 00
do do	C. Abrahamson ..	1	As req	Balance of do	35 00
Revelstoke Station and Ry. Station	H. T. Bourne.....	40 yds.	12	8 mos. (from Aug. 1, '91)	26 66
Robson and Sproat	A. Johnson.....	2	4	1 do (to Aug. 31, '91)	12 00
Rogers Pass and Railway Station...	J. M. Carroll...	150 yds.	6	12 do	60 00
Salmon Arn and Railway Station ..	C. A. McGuire...	300 yds.	12	6 do (to Sept. 30, '91)	40 00
do do	E. McGuire.....	300 yds.	12	6 do from do	40 00
Salt Spring Island and Wharf	J. Broadwell....	3	2	12 do	150 00
Sapperton and Railway Station ..	H. L. DeBeek....	200 yds.	12	11 do (from May 1, '91)	36 66
Savona's Ferry and Railway Station	J. H. Macnab....	30 yds.	12	12 do	40 00
Sea Island and Vancouver.....	H. C. Magee....	10	3	9 do (to Dec. 31, '91)	180 00
Shuswap and Railway Station.....	A. McBryan.....	200 yds.	6	12 do	60 00
Sicamous and Railway Station.....	S. Appleby.....	400 yds.	12	12 do	180 00
Silverdale and Mail Catching Post.	S. Conley.....	100 yds.	5	6 do (from Oct. 1, '91)	25 00
Somenos and Railway Station.....	J. Kier.....	1¼	6	12 do	180 00
Spence's Bridge and Railway Station	J. Murray.....	¾	12	12 do	100 00
Sproat and Wharf	T. A. Sproat....	100 yds.	4	Season 1891.....	20 00
Steveston and Vancouver	W. H. Steves....	17	6	3 mos. (from Jan. 1, '92)	138 39
Surrey Centre and Railway Station.	J. Churchland ..	1¼	4	3 do (from Jan. 1, '92)	30 00
Trail Creek and Wharf.....	W. R. Poulton..	100 yds.	4	Season 1891.....	10 00
Union and Wharf.....	Union Colliery Co. (Lt.)	12	4	12 months	240 00
Vancouver and Custom House.....	O. Burritt.....	¾	6	9 do (from July 1, '91)	45 00
Vancouver and Railway Station.....	H. A. Berry.....	¾	12	12 do	366 00
do do	O. Burritt.....	¾	9	7 do 14 days (to Nov. 14, '91)	75 00
do do	do	¾	6	4 months 16 days (from Nov. 14, '91)	31 50
Vancouver and Street Letter Boxes.	do			9 mos. (to Dec. 31, '91)	102 65
Vancouver and Wharf	A. P. W. Goldsmid.....	¾	6	2 do (to May 31, '91)	10 00
do	H. A. Berry.....	¾	12 & 6	12 do	278 00
Vancouver Ry. Station and Wharf.	J. W. Moore.....	50 yds.	5	12 do (to Feb. 29, '92)	57 25
Vernon and White Valley.....	C. Christian.....	15	1	12 do	187 00
Victoria and Custom House.....	Victoria Transfer Co.	¾	6	9 do (from July 1, '91)	90 00
Victoria and Railway Station	W. G. Bowman..	¾	12	12 do	314 00
Victoria and Street Letter Boxes.	J. Smith.....	¾	12	12 do	515 00
Victoria and Wharf	Victoria Transfer Co.	¾	12	12 do and extra trips ..	408 50
do do	G. P. Carter.....			Special trips	2 00
Wellington and Railway Station...	J. Carstairs.....	¾	12	6 mos. (to Sept. 30, '91)	36 00
do do	T. Bryant.....	¾	12	6 do from do	36 00
Westholme and Railway Station ..	E. Barkley.....	¾	3	12 do	40 00
Whonnock and Railway Station.....	G. A. Smith.....	¾	12	12 do	60 00
Yale and Railway Station.....	J. W. Lowes....	100 yds.	12	12 do	60 00
				Total	\$50,826 77

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Addison and Bell's Station.....	H. S. Moffatt.....	8½	6	12 months.....	200 00
Adolphustown and Bath.....	J. Horner.....	14	6	12 do.....	359 80
Adolphustown and Napanee.....	E. Gallagher.....	25	6	6 do (to Sept. 30, '91)	292 50
do do.....	J. Furse.....	25	6	6 do (from do)	250 00
Albert and Marysville.....	P. Sullivan.....	11	6	12 do.....	300 00
Albury and Rednersville.....	G. Rose.....	4	3	12 do.....	75 00
Alderville and Franklin's Corners.....	W. Stevenson.....	48 rods.	6	12 do.....	25 00
Allisonville and Consecon.....	G. Pinc.....	8	3	12 do.....	100 00
Allsaw and Minden.....	R. McKnight.....	12	2	12 do.....	120 00
Ameliasburg and Belleville.....	G. W. Tice.....	10	6	12 do.....	400 00
Anson and Railway Station.....	A. McMullen.....	50 yds.	6	12 do.....	25 00
Apsley and Cheddar.....	A. Graham.....	21	1	2 do (to May 31, '91)	29 16
do do.....	do.....	22	1	10 do (from do)	152 76
Apsley and Peterboro.....	P. Kennedy.....	40	3	12 do.....	500 00
Arden and Dead Creek.....	J. Arney.....	7	1	12 do.....	40 00
Arden and Elm Tree.....	N. H. Hinchey.....	7	1	6 do (from Oct. 1, '91)	20 00
Arden and Railway Station.....	J. W. Babcock.....	1	6	12 do.....	75 00
Arden and Tamworth.....	do.....	20½	3	12 do.....	190 00
Athens and Mallorytown.....	S. L. Hogeboom.....	13½	6	12 do.....	480 00
Athens and Oak Leaf.....	W. S. Johnson.....	9	3	12 do.....	149 49
Athens and Plum Hollow.....	V. W. O. Sherman.....	6	2	12 do.....	58 00
Atkinson and Washburn.....	J. Atkinson.....	3½	2	5 do (from Nov. 1, '91)	18 75
Ballantyne's Station and Railway Station.....	J. Hysop.....	½	2	12 do.....	26 25
Bancroft and Cheddar.....	J. Derry.....	21	1	2 do (to May 31, '91)	17 33
do do.....	do.....	22	1	10 do (from do)	90 73
Bancroft and Wood.....	J. McLellan.....	11	1	12 do.....	48 75
Bannockburn and Railway Station.....	S. McEwen.....	½	12	12 do.....	60 00
Barriefield and Kingston.....	J. Ryan.....	1½	6	12 do.....	75 00
Bath and Ernestown Station.....	C. Mills.....	3½	12	12 do.....	140 00
Bath and Stella.....	A. Stevenson.....	6½	6	9 do (to Dec. 31, '91)	265 62
do do.....	J. Baker.....	6½	6	3 do (from do)	84 56
Battersea and Kingston.....	W. J. Arthur.....	16	6	12 do.....	279 48
Bayside and Belleville.....	A. Aseltine.....	8	3	12 do.....	50 00
Bedford Mills and Newboro.....	J. Woodman.....	6	3	12 do.....	70 00
Belleville and Albert College.....	F. C. Stephenson.....	1½	6	11 do 20 days (to Dec. 31, '91).....	24 25
do do.....	W. P. Dyer.....	1½	6	3 do (from do)	6 25
Belleville and Belleville Station P.O.....	H. W. Cronk.....	1½	12	12 do.....	75 00
Belleville and Madoc.....	W. Wooley.....	27	6	12 do.....	460 00
Belleville and Railway Station.....	H. W. Cronk.....	1½	12	12 do.....	314 00
Belleville and Sidney Crossing.....	W. R. Vander-voort.....	6½	3	12 do.....	105 00
Belleville and Street Letter Boxes.....	H. W. Cronk.....	5	12	12 do.....	250 00
Belleville and Tweed.....	J. Campbell.....	25	6	12 do.....	666 68
Belleville and Wallbridge.....	F. B. Prior.....	9	3	12 do.....	110 00
Bellrock and Verona.....	F. Clark.....	4	6	12 do.....	120 00
Bensfort and South Monaghan.....	E. Stirtion.....	5	3	12 do.....	75 00
Bethel and The Corners.....	R. Robinson.....	¼	6	12 do.....	40 00
Bewdley and Millbrook.....	H. Atkins.....	11	6	12 do.....	350 00
Big Island and Demorestville.....	G. P. Cole.....	5	2	8 do (from Aug. 1, '91)	27 73
Birdsalls and Railway Station.....	R. E. Birdsall.....	1	6	12 do.....	40 00
Bird's Creek and New Carlow.....	J. Carmichael.....	15	1	12 do.....	100 00
Black River Bridge and Picton.....	G. McGuire.....	7½	3	12 do.....	98 00
Blairhampton and Minden.....	W. Blair.....	10	1	12 do.....	52 00
Blairton and Havelock.....	M. J. Peters.....	8	3	12 do.....	141 68
Blairton and Wariston.....	J. A. Allen.....	9	2	12 do.....	100 00
Bloomfield and Railway Station.....	A. B. Saylor.....	¼	12	12 do.....	75 36
Bobcaygeon and Peterboro.....	W. H. Buttum.....	22	6	12 do.....	700 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Bobcaygeon and Silver Lake.	A. Coulter.	9	1	8 months (from Aug. 1, '91)	33 33
Boskung and Minden.	J. Beatty.	14	1	12 do	65 00
Boulter and Combermere.	J. Lynch.	18	3	12 do	285 00
Boulter and L'Amable.	A. Stewart.	20	3	12 do	275 00
Brighton and Campbellford.	J. A. Robinson.	20	6	12 do	480 00
Brighton and Smithfield.	O. Davies.	5 $\frac{1}{2}$	6	12 do	175 00
Brockville and Sherwood Springs.	W. Kilmury.	8	1	3 do (to June 30, '91)	10 00
do do	A. Widdis.	8	1	9 do from do	28 50
Brockville and Westport.	R. W. & J. Copeland.	44 $\frac{1}{2}$	6	12 do	2,005 00
Bronson and L'Amable.	G. Payne.	4	3	2 do (to May 31, '91)	15 00
Burnbrae and Railway Station.	W. B. Ketcheson.	5	6	12 do	140 00
Burnbrae and Stanwood.	C. Lawrence.	11 $\frac{1}{2}$	2	12 do	84 48
Burnley and Castleton.	E. Richardson.	8	3	12 do	108 00
Campbellford and Godolphin.	C. Aggett.	5	2	12 do	68 00
Campbellford and Railway Station.	Mulhearn & Drennan.	$\frac{1}{2}$	12	12 do	94 20
Centreton and Grafton.	W. Roberts.	13 $\frac{1}{2}$	3	12 do	159 00
Centreville and Tamworth.	S. Fleming.	8	6	12 do	207 00
Chaffey Locks and Elgin.	M. Doyle.	6	2	12 do	100 00
Chandos and Coe Hill Mines.	R. H. Waddington.	17	1	12 do	100 00
Chantry and Philipville.	C. Elliott.	5 $\frac{1}{2}$	6	12 do	150 00
Chapman and Lost Channel.	A. Fluke.	3	2	12 do	52 00
Chatterton and Foxboro'.	S. P. Morden.	3 $\frac{1}{2}$	2	12 do	60 00
Cheddar and Gooderham.	A. Southworth.	19	1	2 do (to May 31, '91)	25 00
do do	do	18	1	10 do from do	118 40
Cherry Valley and Point Petre.	A. Gibson.	6	1	12 do	37 00
Cherry Valley and Salmon Point.	J. M. Bennett.	6	2	12 do	39 48
Clareview and Erinsville.	R. T. McDonnell.	4	2	12 do	60 00
Cloyne and Denbigh.	J. Quackenbush.	28	2	12 do	410 00
Cloyne and Harlowe.	A. M. Campbell.	13	2	12 do	125 00
Cloyne and Railway Station.	G. Deline.	13 $\frac{1}{2}$	6	12 do	470 00
Cobourg and Harwood.	T. O'Neill.	16	6	12 do	400 00
Cobourg and Roseneath.	T. McCutcheon.	20	6	12 do	595 00
Cobourg and Street Letter Boxes.	W. Sykes.	3	12	12 do	200 00
Coe Hill Mines and Faraday.	W. Neal.	8	1	12 do	50 00
Coe Hill Mines and Railway Station.	R. H. Waddington.	$\frac{1}{2}$	12	12 do	50 00
Coe Hill Mines and The Ridge.	do	27 $\frac{1}{2}$	1	12 do	100 00
Colborne and Dundonald.	G. Goodrich.	7	6	12 do	135 00
Colborne and Lakeport.	E. Redfean.	2 $\frac{1}{2}$	12	6 do (to Sept. 30, '91)	87 50
do do	T. Howard.	2 $\frac{1}{2}$	12	6 do from do	90 00
Colborne and Warkworth.	H. Wolfraim.	16	6	9 do (to Dec. 31, '91)	300 00
do do	J. Prater.	16	6	3 do from do	100 00
Collin's Bay and Railway Station.	J. J. Losee.	$\frac{3}{4}$	12	12 do	48 00
Combermere and Maynooth.	J. Poff.	25	1	12 do	190 00
Consecon and Railway Station.	J. G. German.	$\frac{3}{4}$	12	12 do	68 00
Cooper and Madoc.	J. Best.	11	3	4 do (to July 31, '91)	65 00
do do	W. West.	11	3	8 do from do	106 00
Cooper and The Flats.	W. Golway.	5	2	12 do	70 00
Cottesloe and Norwood.	A. C. Kidd.	8 $\frac{1}{2}$	2	12 do	68 00
Cranworth and Portland.	T. Hart.	5 $\frac{1}{2}$	1	12 do	25 00
Cressy and Picton.	C. Storms.	19	3	12 do	300 00
Crofton and Rossmore.	J. Belnap.	9	6	12 do	275 00
Crookston and Railway Station.	A. King.	100 yds.	12	1 do (from Mar. 1, '92)	4 16
D'Arcy and Howe Island.	C. Sughrue.	6	2	12 do	60 00
Deloro and Railway Station.	M. O'Connor.	1 $\frac{1}{2}$	6	3 do (to June 30, '91)	24 00
do do	J. Auger.	1 $\frac{1}{2}$	6	9 do from do	55 50
Demorestville and Fish Lake.	W. Baker.	4	2	12 do	49 48
Denbigh and Griffith.	W. H. Blakely.	12	1	3 do (to June 30, '91)	15 50
do do	P. S. Rose.	12	1	9 do from do	42 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Denbigh and Plevna.....	J. Quackenbush.....	23	2	12 months.....	250 00
Desert Lake and Sydenham.....	W. Snook.....	11	1	12 do.....	69 00
Donaldson's Mills and Ry. Station.....	S. Donaldson.....	500 yds.	3	7 do (from Sept. 1, '91)	8 16
Dufferin and Kingston Mills.....	do.....	3½	3	12 do.....	66 25
Eldorado and Empey.....	L. Empey.....	3	1	12 do.....	30 00
Ellisville and Seeley's Bay.....	J. MacMillan, jr.....	5	2	6 do (to Sept. 30, '91)	27 50
Enterprise and Trafford.....	C. Whelan.....	9	1	5 do (to Aug. 31, '91)	18 75
do do.....	do.....	11	1	7 do from do.....	32 08
Enterprise and Wilkinson.....	J. Finn.....	8	2	2 do (to May 31, '91)	8 16
do do.....	do.....	8½	2	10 do from do.....	42 10
Erinsville and Napanee.....	J. W. Grange.....	21	6	12 do.....	475 00
Flinton and Tweed.....	R. E. Jones.....	16	6	9 do (to Dec. 31, '91)	342 54
do do.....	W. Hulin.....	16	6	3 do from do.....	114 18
Fortescue and Irontdale.....	A. J. Ford.....	6	1	9 do (from July 1, '91)	37 50
Fowler's Corners and Peterboro'.....	A. R. Reid.....	7½	2	12 do.....	90 00
Frankford and Railway Station.....	J. Chapman.....	200 yds.	12	12 do.....	78 00
Frankford and Stockdale.....	do.....	2	3	12 do.....	45 00
Frankville and Railway Station.....	W. Dowsley.....	11	6	12 do.....	239 00
Fuller and Thomasburg.....	M. Mitts.....	4½	2	12 do.....	48 00
Gananoque and Seeley's Bay.....	W. Kenny.....	14	2	12 do.....	145 00
Gananoque and Street Letter Boxes.....	E. Keating.....	2½	13	12 do.....	182 48
Gananoque and Winstead.....	N. Gardner.....	4	3	12 do.....	94 00
Gananoque Station and Grand Trunk Junction.....	R. C. Carter.....	3½	26	12 do.....	25 00
Gelert and Railway Station.....	W. F. Ritchie.....	1	12	12 do.....	50 00
Gilbert's Mills and Picton.....	J. D. Gilbert.....	10½	3	12 do.....	104 00
Gilmour and Railway Station.....	J. Caverly.....	20 ft.	12	12 do.....	20 00
Glanmire and Millbridge.....	J. Lummiss.....	8	1	12 do.....	52 00
Glastonbury and Kaladar.....	A. A. Dunham.....	4½	2	3 do (to June 30, '91)	9 75
Glastonbury and North Brook.....	do.....	4½	2	3 do (to Sept. 30, '91)	9 75
do do.....	W. Both.....	4½	2	6 do from do.....	19 50
Glenburnie and The Corners.....	S. Shurtleff.....	3	6	12 do.....	60 00
Glen Miller and Trenton.....	O. Weston.....	3½	6	12 do.....	125 00
Glen Ross and Railway Station.....	D. McMurphy.....	20 yds.	6	12 do.....	30 00
Glenvale and Sharpton.....	G. D. Hann.....	3	2	12 do.....	60 00
Godfrey and Mayburn.....	T. Buckley.....	7	1	12 do.....	30 00
Gooderham and Kinnmount.....	W. J. Wilson.....	21	2	9 do (to Dec. 31, '91)	112 50
Gooderham and Ursa.....	S. Kettle.....	6	1	12 do.....	30 00
Grafton and Railway Station.....	J. Cochran.....	1	7	9 do (to Dec. 31, '91)	67 29
do do.....	S. A. Moore.....	1	7	3 do from do.....	22 87
Green Point and Picton.....	C. Reynolds.....	12	2	Season 1891.....	65 00
Gunter and Railway Station.....	J. H. Gunter.....	6	2	12 months.....	80 00
Haliburton and Kennaway.....	J. E. Holmes.....	39	1	12 do.....	235 00
Haliburton and Railway Station.....	J. Dover.....	1	12	12 do.....	50 00
Haliburton and Wickstead.....	D. H. Anderson.....	10	1	12 do.....	47 50
Hartsmere and Hermon.....	G. A. Bremner.....	8½	2	12 do.....	90 00
Havelock and Oak Lake.....	S. Hubble.....	16	1	12 do.....	80 00
Havelock and Railway Station.....	A. V. Fuller.....	50 yds.	18	12 do.....	56 52
Havelock and Tilton.....	M. J. Peters.....	6	3	12 do.....	138 00
Hay Bay and Napanee.....	N. Woodcock.....	19	2	12 do.....	163 00
Hayburn and Parma.....	E. Loyst.....	2	3	12 do.....	50 00
Hiawatha and Peterboro'.....	O. A. Cragg.....	11	2	12 do.....	145 00
Hillier and Railway Station.....	H. Palmer.....	3	12	12 do.....	94 20
Hillier and Rosehall.....	R. McCartney.....	2½	3	12 do.....	106 00
Hinch and Newburgh.....	B. Lewis.....	6	2	12 do.....	70 00
Howe Island and Pitts Ferry.....	A. O'Brien.....	4	3	12 do.....	150 00
Indian River and Railway Station.....	M. Guerin.....	2	3	12 do.....	80 00
Indian River Station and Railway Station.....	J. Duff.....	1½	6	12 do.....	25 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ivy Lea and Lansdowne.....	J. Ivey.....	4	2	12 months.....	55 00
Jellyby and Railway Station.....	A. Wing.....	300 yds.	3	12 do.....	25 00
Jernyn and Lang.....	G. English.....	4	3	12 do.....	70 00
Jones Falls and Morton.....	A. Scott.....	3	3	12 do.....	63 00
Juniper Island and Lakefield.....	P. P. Young.....	10	6	Season 1891.....	50 00
Keene and Railway Station.....	R. McIntyre.....	1½	12	12 months.....	119 00
Kingston and Kingston Station Post Office.....	T. C. Wilson.....	2	6	12 do.....	31 40
Kingston and Newboro'.....	R. W. Copeland.....	41	6	12 do.....	1,094 00
Kingston and Newburgh.....	C. H. Finkle.....	27	6	12 do.....	533 32
Kingston and Perth Road.....	J. Miller.....	18	6	12 do.....	439 48
Kingston and Portsmouth.....	T. C. Wilson.....	2½	12	12 do.....	225 00
Kingston and Street Letter Boxes.....	B. McConville.....			12 do (to June 30, '92).....	549 00
Kingston and Willetsholme.....	N. F. Darling.....	16	3	12 do.....	225 00
Kingston Station and Grand Trunk Junction.....	T. Hanley.....	2	26	12 do.....	36 00
Kinnmount and Mount Irwin.....	T. Peacock.....	7	1	5 do (to Aug. 31, '91).....	18 33
do do.....	do.....	7	2	7 do from do.....	40 83
Lakefield and Lakehurst.....	A. Johnston.....	19	3	12 do.....	239 00
Lakefield and Railway Station.....	J. Cooper.....	4	12	3 do (to June 30, '91).....	23 40
do do.....	do.....		24	3 do (to Sept. 30, '91).....	47 40
do do.....	do.....		12	6 do from do.....	48 45
Lake Opimicon and Perth Road.....	S. Sears.....	10	3	12 do.....	90 00
Lang and Railway Station.....	A. Colville.....	1	12	12 do.....	78 00
Lansdowne and Sand Bay.....	W. H. Fodey.....	8½	3	12 do.....	109 20
Lansdowne and Tilley.....	H. Bradley.....	3½	1	12 do.....	30 00
Latimer and Wolf's Corners.....	B. S. Wartman.....	1	3	12 do.....	70 00
Lavant and Plevna.....	W. C. P. Plotz.....	23	3	12 do.....	390 00
Leinster and Roblin.....	F. Paul.....	7	2	6 do (to Sept. 30, '91).....	33 50
do do.....	T. N. Richmond.....	7	2	6 do from do.....	26 00
Lime Lake and Marlbank.....	J. Henderson.....	4	3	12 do.....	78 50
Long Lake and Mountain Grove.....	J. Bender.....	7	2	12 do.....	84 00
Long Point and Seeley's Bay.....	N. Shook.....	7½	2	6 do (from Oct. 1, '91).....	42 50
Lyn and Railway Station.....	J. Baird.....	1	6	12 do.....	62 80
Lyndhurst and Seeley's Bay.....	W. D. Wetherell.....	8	6	12 do.....	168 00
McKenzie Lake and Maynooth.....	J. Cannon.....	13	1	6 do (to Sept. 30, '91).....	44 00
do do.....	P. Barr.....	13	1	6 do from do.....	35 00
McLean and Mountain Grove.....	D. C. McLean.....	8	1	12 do.....	52 00
Madoc and Railway Station (C.O.).....	R. S. Allt.....	7	12	12 do.....	314 00
do do (C.P.R.).....	W. Hulin.....	6½	14	12 do (and arrears).....	257 06
do do (Mid'd).....	S. Barnum.....	1½	12	12 do.....	62 80
Madoc and Queensboro'.....	W. Wiggins.....	8	6	4 do (to July 31, '91).....	66 66
do do.....	W. H. Diamond.....	8	6	8 do from do.....	126 66
Madoc and Tweed.....	W. Hulin.....	13	6	12 do.....	312 00
Mallorytown and Poles Resort.....	G. E. Adress.....	5	6 & 3	12 do.....	90 00
Mallorytown and Rockfield.....	J. Herbison.....	5	2	12 do.....	80 00
Mallorytown and Rockport.....	J. Dickey.....	12½	6	12 do.....	248 00
Mallorytown and Yonge's Mills.....	B. Burnham.....	4	2	12 do.....	63 75
Malone and Railway Station.....	C. Thompson.....	3	6	12 do.....	78 00
Maple Lake and Minden.....	C. E. Melville.....	20	1	12 do.....	80 00
Marble Rock and Gananoque Station.....	B. S. Bradley.....	4½	2	12 do.....	60 00
Marmora and Railway Station.....	N. McWilliams.....	2½	12	12 do.....	125 00
Marmora and Stirling.....	do.....	16	6	12 do.....	400 00
Maynooth and Ormsby.....	W. H. Jarman.....	31	6	3 do (to June 30, '91).....	275 00
do do.....	S. Haryett.....	31	6	9 do from do.....	445 50
Melrose and Read.....	I. Ray.....	24	6	5 do (to Aug. 31, '91).....	104 08
Melrose and Shannonville.....	do.....	24	6	7 do from do.....	145 72
Milford and Picton.....	W. Ogden.....	10	6	12 do.....	192 00
Milford and Point Traverse.....	J. J. Vandusen.....	10½	2	12 do.....	92 65

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Millbridge and Railway Station	D. Hogan	14	6	6 months (to Sep. 30, '91)	50 00
do do	J. Donaldson	14	6	6 do from do	35 00
Moir and Plainfield	W. H. Dean	8	3	12 do	125 00
Moneymore and Roslin	J. Thompson	6½	1	12 do	30 00
Mountain Grove and Railway Station	A. McDonald	100 yds.	12	12 do	20 00
Murray and Railway Station	S. Homan	1	12	12 do	90 00
Napanee and Street Letter Boxes	G. Bogart	1½	18	12 do	75 00
Napanee and Switzerville	P. E. R. Miller	6	3	12 do	90 00
Naphan and Plainfield	J. D. Naphan	13	2	12 do	95 00
Newboro' and Smith's Falls	J. W. Preston	27 & 29	6	12 do	593 00
New Dublin and Railway Station	N. E. Brown	3½	3	12 do	65 00
Norwood and Railway Station	E. Gould	½	20	12 do	156 90
Norwood, Warkworth and Hastings Railway Station	do	6 & 16	6	12 do	500 00
Odessa and Railway Station	A. Wycott	5	12	12 do	220 00
Odessa and Violet	J. W. Storms	6	6	12 do	100 00
Ompah Station and Railway Station	A. Wright	20 yds.	3	4 do (to July 31, '91)	4 00
Ormsby and Railway Station	G. L. Jarman	150 yds.	12	12 do	50 00
Ormsby and Thanet	M. Murphy	5	2	12 do	70 00
Oso Station and Zealand	W. Armstrong	3½	2	12 do	45 00
Overton and Roblin	W. M. Paul	3½	2	6 do (to Sept. 30, '91)	30 00
do do	G. W. Fox	3½	2	6 do from do	24 00
Perth and Westport	A. P. Palmer	23	2	12 do	175 00
Perth Road and Wilmur	J. S. Roberts	2	3	12 do	48 48
Peterboro' and Ry. Station (Mid'd)	J. Buller	½	60	3 do (to June 30, '91)	97 50
do do	G. A. Mitchell	½	60	9 do from do	187 50
do do (O. & Q.)	J. Buller	½	31	3 do (to June 30, '91)	50 37
do do	R. W. Carson	½	31	9 do from do	134 09
Peterboro' and Street Letter Boxes	H. C. Rogers	4½	12	12 do	200 00
Peterboro' and Warsaw	D. McIntosh	16	6	12 do	276 00
Picton and Railway Station	J. B. Sheriff	½	18	12 do	125 00
Picton and Sand Banks	H. Hicks	8½ & 10½	6s, 2w	12 do	115 68
Picton and Solmesville	H. Goodwin	17	6	12 do	349 00
Picton and Street Letter Boxes	T. Shannon	1	12	12 do	78 50
Precious Corners and The Corners	J. R. O'Neill	300 yds.	6	12 do	30 00
Railton and Murvale Station	J. O'Reilly	4½	6	4 do (to July 31, '91)	52 00
do do	do	4½ & 6	6	8 do from do	122 33
Roblin and West Plain	C. Sedore	3	2	12 do	25 00
St. Lawrence and Wolfe Island	S. D. Woodburn	15	1	12 do	104 43
St. Ola and Railway Station	J. Baker	2	6	12 do	80 00
Sharbot Lake and Railway Station	M. Avery	¾	14	12 do	146 40
Springville and Railway Station	W. Bidgood	3	6	12 do	138 00
Steenburg and Railway Station	S. S. Steenburg	100 yds.	3	7 do (from Sept. 1, '91)	17 50
Stirling and Railway Station	H. S. Ferguson	½	12	12 do	56 52
Stony Lake and Warsaw	C. Bell	12	1	9 do (to Dec. 31, '91)	56 25
do do	E. McIlvena	12	1	3 do from do	18 50
Thwaites and Railway Station	D. W. Thwaites	3	1	9 do 16 days (to Jan. 16, '92)	15 87
Trenton and Railway Station	J. S. Dyer	½	30	12 do	195 00
Trenton and Wooler	H. Sharp	9	6	12 do	175 00
Trenton Junction—C. O. Ry. and G. T. Ry.	G. W. Dench	½	As req	12 do	157 00
Tuftsville and North Hastings Junc.	S. Tufts	1½	6	12 do	20 00
Tweed and Railway Station	W. J. Howell	¾	20	12 do	156 90
Villiers and Railway Station	W. Weir	2	3	12 do	75 36
Wellington and Railway Station	D. E. Clark	4	12	12 do	65 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wellman's Corners and Ry. Station	P. Hubble.....	2	3	12 months.....	75 00
Westport and Railway Station.....	J. H. Whelan...	20	6	12 do	492 00
Westwood and Railway Station...	J. Esson..	2½	6	12 do	122 46
				Total.....	\$39,244 52

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station	D. N. Sinclair	1	6	12 months	40 00
Adare and Maguire	A. Todd	2 ³ / ₄	3	12 do	50 00
Adelaide and Strathroy	J. Harris	8 ³ / ₄	6	12 do	180 00
Ailsa Craig, Denfield and Ry. St'n	J. Edwards	6	6 & 12	12 do	220 00
Ailsa Craig and Nairn	do	3	6	6 do (from Oct. 1, '91)	75 00
Ailsa Craig and Railway Station	E. Shannon	1	6	12 do	50 00
Albuna and Cottam	J. E. Hillier	6 ³ / ₄	2	12 do	80 00
Aldboro and Rodney	A. Ruthven	6	6	12 do	140 00
Alvinston and Railway Station	G. Temple	1	12	12 do	112 00
Amherstburg and Railway Station	A. Fox	1	12	12 do	188 40
Amherstburg and Windsor, &c.	do	18	6 & 3	12 do	460 00
Amiens and Lobo	R. Sharpe	12 ¹ / ₂	3	5 do (to Aug. 31, '91)	41 67
do do	do	14 ³ / ₄	3	1 do (to Sept. 30, '91)	9 71
Amiens and Ryckman's Corners	W. Ireland	2	3	6 do (from Oct. 1, '91)	20 00
Appin and Glen Willow	J. Reilly	5 ¹ / ₄	3	12 do	90 00
Appin and Mayfair	J. E. Campbell	4 ¹ / ₄	3	12 do	100 00
Appledore and Railway Station	O. B. Arnold	2 ¹ / ₄	2	12 do	64 48
Arkona and Keyser	W. J. Evans	5 ³ / ₄	2	12 do	75 00
Arkona and Thedford	W. Hester	7 ³ / ₄	6	12 do	140 00
Arkona and Watford	F. Hooper	12	6	12 do	450 00
Arner and Railway Station	S. A. Agla	1	6	12 do	40 82
Arva and Ballynote	J. H. Shoebottom	3	2	9 do (to Dec. 31, '91)	48 75
do do	T. J. Kestle	3	2	3 do from do	16 25
Atherton and Delhi	A. Wilson	3	2	12 do	45 00
Aughrim and Bothwell	W. McAlpine	10	6	9 do (to Dec. 31, '91)	186 75
do do	W. Gregory	9 ¹ / ₄	6	3 do from do	71 50
do do	G. Johns			Arrears	88 52
Aughrim and Mosside	J. McCabe	4 ³ / ₄	3	12 months	100 00
Aughrim and Tancred	G. Hand	2	2	12 do	39 00
Avon, Putnam and Railway Station	J. A. Kinnee	6	6 & 12	12 do	350 00
Avonry and Wilkesport	J. Burden	2 ¹ / ₂	2	12 do	40 00
Aylmer and Dorchester Station	Caldwell & Mc Burney	16 ¹ / ₂	6	6 do (to Sept. 30, '91)	182 50
do do	A. Pierce	16 ¹ / ₂	6	6 do from do	182 50
Aylmer and Dunboyne	W. L. Pierce	31	6	12 do	500 00
Aylmer and Railway Station	do	3	24	12 do	314 00
Aylmer and Seville	R. C. Wright	4	2	12 do	51 00
Bayham and Ingersoll	W. H. Cook	20	6	12 do	395 00
Becher and Wallaceburg	J. A. McLean	5	3	12 do	95 00
Beech Lane and Tilsonburg	E. Gale	2 ³ / ₄	6	12 do	581 24
Belle River and Byrnedale	W. Byrne	5 ¹ / ₂	1	12 do	55 00
Belmont and London	C. W. Barrows	13	6	3 do (to June 30, '91)	36 25
do do	J. Charles	13	6	9 do from do	90 00
Belmont and Railway Station	do	1	12	12 do	66 00
Belton and Railway Station	J. Gibson	1	12	12 do	40 00
Belton and St. Ives	H. Powell	9 ¹ / ₄	2	12 do	117 76
Bentpath and Dresden	J. McLachlin	7	2	12 do	89 00
Bickford and Railway Station	J. Baxter	100 yds.	12	12 do	40 00
Big Point and Dover South	A. Cheff	7 ¹ / ₄	3	12 do	90 00
Birr and Devizes, &c.	J. Lambourne	5 & 7	6 & 2	12 do	220 00
Blackwell Station and Ry. Station	P. Wellington, jr	1	2	12 do	26 00
Blandford Station and Ry. Station	E. Eaton	1	12	12 do	36 00
Blenheim and Leamington	A. E. Rymal	38 ³ / ₄	6	12 do (less fine)	1,194 00
Blenheim and Morpeth	M. C. Dexter	10	6	12 do	275 00
Blenheim and Railway Station	G. A. Breeze	1	12	12 do	50 24
Blenheim and Rondeau, &c.	J. B. Reynolds	5	3 & 6	11 do (to Feb. 29, '92)	123 75
do do	C. McKenzie	5	3 & 6	1 do from do	11 25
Blytheswood and Goldsmith	W. Ogle	5	3	12 do	80 00
Blytheswood and Railway Station	H. P. Jeffrey	1	6	12 do	113 04

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bornish and Sable.	A. McDonald.	3	2	12 months	45 00
Botany and Thamesville.	C. McBrayne.	5½	2	12 do	84 00
Bothwell and Clachan.	A. McArthur.	6	3	12 do	125 00
Bothwell and Florence	J. G. Armstrong	9	6	9 do (to Dec. 31, '91)	195 00
do do	T. J. Elliott.	9	6	3 do from do	59 25
Bothwell and Moravian Town	W. Gooding	4	2	12 do	65 00
Bradshaw and Bridgen	W. Bradshaw	5	2	12 do	72 50
Brandy Creek and Railway Station.	J. Wintemute.	6	6	12 do	40 00
Brantford and Eagle's Nest.	Hunt & Colter.	4	6	12 do	30 00
Brantford and Harley	R. Cavin	14	6	12 do	364 00
Brantford and Langford.	W. Reed	8	6	12 do	234 00
Brantford and Mohawk, &c.	R. Cavin	12 & 4	3 & 6	12 do	247 00
Brantford and Railway Station	Hunt & Colter.	1	54	12 do	367 38
Brantford and Simcoe.	A. Hiller	24	6	12 do	840 00
Brantford and Street Letter Boxes.	Hunt & Colter.	7	12	12 do	315 00
Brewster and Parkhill.	S. Gratton.	16	3	12 do	149 00
Bridgen and Railway Station	J. Armstrong.	4	6	12 do	86 00
Bright and Washington, &c.	A. Gatzka	6 & 4	6 & 12	12 do	255 00
Burford and Cathcart, &c.	R. Cavin	5 & 3½	3 & 6	12 do	168 00
Burgessville and Newark	J. Heath	5	6	12 do	180 00
Burgessville and Oriel.	W. B. Somerville	8	3	12 do	130 00
Burgessville and Railway Station	E. W. Burgess.	2	12	12 do	50 24
Byron and London	J. Charles	6	6	12 do	150 00
Calder and Railway Station	H. G. Jones	2½	2	12 do	49 00
Caledonia and Cayuga	E. Wigg	11	6	12 do	410 00
Caledonia and Conboville	S. Arrell.	6	2	11 do (to Feb. 29, '92)	64 17
do do	W. Arrell	6	2	1 do from do	5 83
Caledonia and Railway Station	P. McMullen.	½	36	12 do	145 98
Caledonia and Six Nations.	J. A. Beaver.	4	3	12 do	90 00
Camlachie and Hillsborough.	C. L. Hill	9	2	12 do	140 00
Campbellton and West Lorne.	J. Martin.	6½	3	12 do	190 00
Canfield and Railway Station.	T. Brown.	13	12	12 do	62 80
Cassels and Railway Station.	J. McDonald.	8½	3	12 do	149 76
Cayuga and Deans Station	E. Wigg	1½	6	12 do	87 92
Cayuga and Gypsum Mines.	M. Thompson.	3½	6	12 do	113 75
Cayuga and Kohler	J. Booker.	4½	3	12 do	80 00
Cayuga and Upper	J. Everets.	12	3	12 do	145 00
Centralia, Crediton and Ry. Station	J. Clark	6½	12	12 do	200 00
Centralia and Mooresville.	R. Handford.	3½	6	12 do	200 00
Charing Cross and DoYLES.	M. Doyle.	4½	2	12 do	70 00
Charing Cross and Railway Station.	J. Hunter	1½	12	12 do	72 00
Charing Cross and Tilbury Centre.	H. W. Howell.	25	3	12 do	594 00
Charlemont and Keith.	R. Killins	2½	2	1 do (from Mar. 1, '92)	2 92
Chatham and Dover South.	J. B. Bechard.	6	6	12 do	169 00
Chatham and Irwin.	T. Irwin	5	2	2 do (to May 31, '91)	8 33
Chatham and Louisville.	H. J. Merritt.	6	3	12 do	120 00
Chatham and Railway Station.	J. R. Reid	3	36	12 do	329 70
Chatham and Street Letter Boxes.	P. O'Flynn.	6½	18	12 do	423 88
Chatham and Van Horn	J. Zink	6	2	12 do	70 00
Chatham and Williams.	R. Williams.	9	2	12 do	80 00
Cheapside, Jarvis and Ry. Station.	W. Atkinson.	16	6 & 12	12 do	449 00
Chevalier and Stony Point.	A. Lemire.	1	12	12 do	100 00
Christinia and Mount Brydges.	T. Pearce.	6½	2	12 do	75 00
Clanbrassil and Railway Station.	J. Coesar	2	6	12 do	60 00
Clandeboye and Lucan	J. Hodgins.	3	12	1 do (to April 30, '91)	20 80
do do	W. Read.	3	12	11 do from do	228 80
Clandeboye and West McGillivray.	W. H. Weir	7½	6	12 do	139 00
Clear Creek and Cutus.	W. N. Buck	5	2	4 do (to July 31, '91)	25 00
do do	do	5	6	8 do from do	112 50
Cobble Hill and Evelyn.	A. J. Kernohan.	2½	2	12 do	49 48
Comber and Railway Station	J. Kaufman	3	12	12 do	150 00
Comber and Windfall.	W. Owens	9	2	12 do	100 00
Comet and Railway Station.	J. Beaudoin.	4½	2	12 do	104 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Copleston and Petrolia	P. Henriod..	3½	6	12 months	170 00
Corinth and Railway Station	R. Evans	25 rods.	12	12 do	78 00
Corunna and Railway Station	H. J. Miller	¾	12	12 do	76 00
Cottam and Essex Centre	J. C. Hicks.	5	6	12 do	195 00
Courtland, Port Rowan and Railway Station	J. Summerhayes	19¼	6 & 12	12 do	597 00
Courtright and Ry. Station (Erie and Huron).	W. A. Cathcart.	¾	12	12 do	76 00
Courtright and Ry. Station (St. Clair Branch)	do	¾	12	12 do	78 50
Cowal and Iona Station	G. McCallum	6	2	12 do	79 00
Cranston and Railway Station	J. King	4½	6	12 do	140 00
Crinan and West Lorne	A. McIntyre	4½	2	12 do	75 00
Croton and Dawn Mills	L. Philips	8	3	12 do	87 00
Currie's Crossing and Ry. Station	W. D. Smith	½	6	12 do	60 00
Darrell and Railway Station	S. Duncan	20 rods.	6	12 do	10 00
Dashwood and Parkhill	J. S. Witzel	16½	6	12 do	439 00
Dawn Mills and Dresden	L. Philips	4	6	12 do	148 00
Deans, Cayuga and Railway Station	J. Shipway	2 & ½	6 & 12	12 do	230 00
Decewsville and Railway Station	J. Heaton	300 yds.	12	12 do	60 00
Delaware and London	J. Sharp, jun.	12	6	11 do (to Feb. 29, '92).	132 00
do	F. Ireland	12	6	1 do from do	12 00
Delhi, Lynedoch and Ry. Station	M. Walther	5	6 & 12	12 do	265 00
Delmer and Tilsonburg	W. T. Armstrong	4½	3	12 do	110 00
Denfield and Duncreeff	J. Hodgins.	6½	3	12 do	125 00
Denfield and Railway Station	J. Edwards.	6 rods.	12	12 do	38 00
Dereham Centre and Mitchell's Corner's	W. Short	2	6	12 do	100 00
Dexter and Sparta	C. M. Pettit	4½	3	12 do	85 00
Dolsen and Railway Station	B. Daly	3	1	12 do	25 00
Dresden and Railway Station	D. Turnbull	7	24	12 do	137 00
Drumbo and Railway Stations	H. W. Burgess.	1 & ¾	12	12 do	160 00
Dunn, Falmyra and Railway Station	W. M. Curtis	8 & ¼	6 & 12	12 do	345 00
Dunville and Sellkirk	A. Hedden.	18	6	12 do	540 00
Eagle and West Lorne	J. Martin	4½	12	12 do	200 16
Ealing and The Gore	P. Ackland	3	3	12 do	60 00
Eberts and Railway Station	A. Robertson	10 yds.	12	12 do	21 00
Edgar's Mills and Railway Station	E. Roadhouse	½	6	9 do (to Dec. 31, '91).	30 00
do do	do	100 yds.	6	3 do from do	12 50
Edy's Mills and Oil Springs	D. W. McDougall	3	6	1 do (from Mar. 1, '92)	6 25
Elford and Essex Centre	I. Elford	4½	1	12 do	50 00
Elmstead and Tecumseh	J. S. Austin	3½	2	12 do	50 00
Embro and Harrington	W. S. Vannatter	25	6	12 do	340 00
Embro and Railway Station	do	3¾	12	12 do	119 32
Erie and Jarvis	A. Finch.	5	2	12 do	80 00
Essex Centre and Gesto.	R. Hamilton	6½	6	12 do	146 50
Essex Centre and Railway Station	T. Rush	1	17	12 do	110 89
Etrick, Ilderton and Ry. Station	J. Little	6 & ¼	3 & 12	12 do	144 00
Evelyn and London	A. J. Kernohan.	13	6	12 do	335 00
Exeter and Railway Station	C. Snell	1	24	12 do	188 40
Falkland and Paris Station	W. T. Walker	9	6	12 do	224 00
Fargo and Ry. Station and transfer.	T. B. Sanders.	300 yds.	24	12 do	62 00
Fernhill and London	D. Sells	41¾	6	6 do (from Oct. 1, '91)	352 46
Fernhill and Poplar Hill	D. R. Owen	4½	3	6 do (to Sept. 30, '91).	50 00
Fingal and Port Talbot	J. Brown	7	3	12 do	125 00
Fingal and St. Thomas	G. Penwarden	7	6	12 do	149 00
Fingal, Sheddin and Ry. Station	J. Church	3 & ¼	6 & 12	12 do	190 00
Fisherville and Nelles Corners, &c.	J. Orth.	4 & ¼	6 & 12	12 do	137 00
Fletcher and Railway Station	R. Sainsbury	1	12	12 do	50 00
Florence and Oakdale	A. Lowrie	6	2	12 do	61 25
Florence and Rutherford	S. Hubbard	6	3	12 do	95 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Forest and Railway Station	P. Smith	40 yds.	6	4 months (to July 31, '91)	14 70
do do	do	40 yds.	12	8 do from do	58 52
Forest and Ravenswood	P. McCallum	9	3	12 do	100 00
Forestville and Railway Station	H. C. Gifford	4	12	6 do 13 days (to Oct. 13, '91)	66 95
do do	do	4	12	5 do 18 dys. (from Oct. 13, '91)	64 56
Frome and Railway Station	W. F. Silcox	1½	6	12 do	78 50
Garnet and Railway Station	T. Sullivan	¾	12	12 do	40 00
Gladstone and Harrietsville	L. McMurray	3	6	6 do (to Sept. 30, '91)	44 00
do do	F. Lavine	3	6	6 do from do	39 50
Glanworth and Railway Station	J. Turnbull	4	6	12 do	63 60
Glencee and Kilmartin	D. B. McIntyre	4½	3	12 do	90 00
Glencee and Strathburne	J. Smith	2½	6	6 do (to Sept. 30, '91)	60 00
do do	A. Crothers	2½	6	6 do from do	56 16
Glencolin and Springfield	S. T. Young	3	3	12 do	96 00
Glendale and White Oak	J. A. Dicy	2½	3	12 do	55 00
Glenmeyer and Kinglake	H. Walmsley	3	3	12 do	80 00
Glenoak and Longwood	L. J. Hixon	8	2	9 do (to Dec. 31, '91)	51 75
Glenrae and Railway Station	O. Jansohn	50 yds.	12	12 do	20 00
Glenshee and Lynedoch	O. Jones	1½	6	12 do	300 00
Gordon and Railway Station	J. C. Duff	1½	12	12 do	50 00
Granthurst and St. Marys	J. Finnie	5	2	12 do	60 00
Granton and Whalen	J. H. Millson	5	2	12 do	70 00
Hagersville and Railway Station	D. Spears	4	36	12 do	140 00
Hagersville, Selkirk and Ry. Station	M. Hess	14	6	12 do	313 00
Hagersville and Springvale	S. Kenner	4	6	12 do	140 00
Harley and Hatchley Station	B. Powell	4	2	3 do (to June 30, '91)	18 75
do do	C. Yates	4	2	9 do from do	48 75
Harley and New Durham	R. Cavin	5	6	12 do	132 00
Harrow and Railway Station	C. J. Pastorins	¾	6	12 do	51 21
Hartford and Waterford	D. Kitchen	10	6	12 do	200 00
Harwich and Railway Station	I. Secor	7	6	12 do	254 00
Hawtrej and Northfield Centre, &c.	J. W. Haimer	12	6 & 12	12 do	394 00
Hawtrej and Railway Station	C. J. Treffry	¾	12	12 do	30 00
Heather and Walkers	D. McIntyre	3	2	12 do	50 00
Hickson and Railway Station	T. J. Loveys	1½	12	12 do	20 00
Highgate and Railway Station	D. Teetzel	1	12	9 do (to Dec. 31, '91)	108 00
do do	B. Teetzel	1	12	3 do from do	39 00
Highgate and Turin	D. Teetzel	5	3	12 do	100 00
Hillman and Leamington	R. Manery	6	2	12 do	75 00
Hubrey and Railway Station	J. Elliott	2½	3	12 do	60 60
Hyde Park Corners and Ry. Station	L. McNames	1	3	6 do (to Sept. 30, '91)	20 00
Ingersoll and Peebles	G. Corey	6½	2	12 do	75 00
Ingersoll and Port Burwell	E. Gray	32	6	12 do	855 00
Ingersoll and Railway Station	W. McIntosh	4	12	1 do (to April 30, '91)	8 75
do do	G. Matheson	4	12	11 do from do	96 25
Ingersoll and Street Letter Boxes	J. Moore	4	18	12 do	225 00
Innerkip and Railway Station	L. E. Edwards	¾	12	12 do	100 48
Inwood and Railway Station	M. Courtright	25 yds.	12	12 do	40 00
Iona and Railway Station	W. Fletcher	2	12	12 do	125 00
Jaffa and Orwell	L. Ferguson	3	2	12 do	40 00
Jarvis and Railway Station and transfer	E. A. Lea	4½	24 & 18	12 do	240 00
Jennettes Creek and Ry. Station	F. C. Peck	250 yds.	6	4 do (from Dec. 1, '91)	13 33
Jura and Thedford	J. McCordic	7½	3	12 do	111 40
Keith and Tupperville	R. Killins	1½	2	12 do	45 00
Kent Bridge and Thorncliffe	G. B. Shaw	3	2	12 do	50 00
Khiva and Shipka	W. Holt, jun.	2	2	12 do	39 52

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Kimball and Railway Station	B. Gerow	$\frac{1}{2}$	6	12 months	25 00
Kimball and Seckerton	W. Gray	$\frac{3}{4}$	3	12 do	62 40
Kingscourt and Railway Station	R. H. Wilson	1	3	12 do	50 00
Kingsmill and Mapleton	L. Johnson	4	6	12 do	164 75
Kingsmill and Railway Station	J. O. Robertson	40 rods.	12	12 do	44 13
Kingsville and Pelee Island	S. Graham	20	1	12 do	560 00
Kingsville and Railway Station	W. Black	$\frac{1}{2}$	12	12 do	70 00
Knapdale and Newbury	J. McDonald	6	1	12 do	40 00
Lakeside and Thamesford	H. Herlich	11	6	12 do	198 00
Lambeth and Raper	J. Howlett	4	2	12 do	48 00
Langton and Marston	E. Long	5	2	12 do	44 12
La Salette and Railway Station	J. Gibbons	$\frac{1}{2}$	24	12 do	60 00
Lawrence Station and Ry. Station	A. Widdifield	5	6	9 do (to Dec. 31, '91).	116 81
do do	M. C. Smith	5	6	3 do from do	36 00
Leamington and Railway Station	S. C. Wigle	$\frac{3}{4}$ & $\frac{1}{2}$	24 & 12	12 do	125 00
Leesboro' and Thorndale	E. Hopkins	$\frac{3}{4}$	3	12 do	46 80
Littlewood and Talbotville Royal	J. Wait	6	2	12 do	94 00
London and Exhibition Grounds	W. J. Smith			Special trips	15 00
London and London East	H. Keyes	1	24	12 months	140 00
London and London West	J. R. Gurd	$1\frac{1}{2}$	12	12 do	80 00
London and Lucan	J. W. Orme	$16\frac{1}{2}$	6	12 do	399 00
London and Nairn	D. Sells	$21\frac{1}{2}$	3	6 do (to Sept. 30, '91).	187 50
London and Odell	T. Tomlinson	$3\frac{3}{4}$	3	12 do	60 00
London and C. P. Railway Station	Dominion Transfer Co.	$\frac{1}{4}$	12	12 do	157 00
London and L. H. & B. and M. C. Railway Station	The Shedden Co. (Limited)	$\frac{1}{4}$	24 & 12	12 do	400 00
London and Street Letter Boxes	M. O'Meara	$\frac{1}{4}$	12	12 do	78 50
London—Conveyance of Letter Carriers	London Street Railway Co.			9 do (from July 1, '91).	300 00
Longwood and Osman	F. Marshall	8	2	3 do (from Jan. 1, '92).	18 50
Lowlands and Wanstead	W. J. Morris	5	1	12 do	50 00
Lucan and Railway Station	W. Porter	$\frac{1}{4}$	6	12 do	75 00
Lynn Valley and Railway Station	E. Edwards	$\frac{1}{4}$	12	12 do	25 00
Lynnville and Railway Station	W. Axford	$2\frac{1}{4}$	6	12 do	99 00
McCready and Newbury	D. Ross	6	2	12 do	60 00
McGregor and Railway Station	F. A. Reaume	$\frac{1}{2}$	12	9 do (to Dec. 31, '91).	47 20
do do	A. Drouillard	$\frac{1}{4}$	12	3 do from do	15 60
Maidstone and Railway Station	I. Halford	$\frac{1}{4}$	12	12 do	125 60
Mandamin and Vyner	T. Carrick	5	3	12 do	156 00
Maple Lodge and Railway Station	G. Windsor	$1\frac{1}{4}$	3	6 do (to Sept. 30, '91).	30 00
do do	A. W. Smith	$1\frac{1}{4}$	3	1 do (to Oct. 31, '91).	5 00
do do	J. Andrews	$1\frac{1}{4}$	3	5 do from do	22 92
Melbourne and Middlemiss	J. Greaves	4	6	12 do	150 00
Melbourne and Railway Station	I. M. Cady	$\frac{1}{4}$	12	12 do	50 00
Mitchell's Bay and Oungah	A. P. Akins	$8\frac{1}{2}$	2	12 do	120 00
Moore and Railway Station	J. Morrison	$\frac{1}{2}$	12	12 do	50 00
Morpeth and Thamesville	R. S. Walters	$15\frac{1}{2}$	6	12 do	239 00
Mull and Railway Station	N. Watson	$\frac{1}{2}$	6	12 do	55 00
Muncey and Railway Station	A. McGregor	15 rods.	12	12 do	35 00
Napier and Rokeby	M. Campbell	4	2	12 do	50 00
Napier and Strathroy	W. W. Bowlby	11	6	9 do (to Dec 31, '91).	262 50
do do	W. Winters	11	6	3 do from do	87 50
Newbury and Wardsville	J. H. Cady	3	12	12 do	150 00
New Sarum and Railway Station	G. W. Cloes	$\frac{1}{2}$	12	12 do	157 00
Nixon and Railway Station	J. Bannister	300 yds.	12	12 do	62 60
Nober and Railway Station	G. Barlow	100 yds.	12	12 do	25 00
Norrandin and Vittoria	S. Ottley	4	3	12 do	68 00
North Buxton and Railway Station	G. B. Shreve	$\frac{1}{2}$	12	12 do	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Norwich and Railway Station . . .	J. Lawrason . . .	3	24	12 months	150 00
Oakland and Windham Centre, &c.	G. Taylor	13	6 & 12	12 do	372 00
Ohsweken and Tuscarora	S. J. McKelvey	33	3	12 do	95 00
Oil City and Railway Station	R. S. Grant	12	12	do	94 20
Oil City and Wheeler	J. Gallaway	65	2	do (to May 31, '91)	16 66
do do	do	71	2	do (to Dec. 31, '91)	65 06
do do	J. R. Woodward	71	2	do from do	26 00
Oil Springs and Railway Station	T. Smith	200 yds.	12	12 do	62 80
Oldcastle and Railway Station	M. McCarthy	100 yds.	12	12 do	50 00
Olinda and Ruthven	F. A. Wigle	24	6	12 do	150 00
Oliver and Thorndale	J. G. McLeod	6	2	12 do	100 00
Oneida and Railway Station	J. Murray	4	6	3 do (to June 30, '91)	31 25
do do	W. Reid	4	6	9 do from do	93 75
Onondago and Railway Station	J. Buckwell	4	6	12 do	109 90
Orwell and Railway Station	W. J. Gegan	4	12	12 do	117 00
Ossian and Sarnia	M. Nesbitt	17	3	12 do	318 28
Otterville and Railway Station	P. Mitchell	12	12	12 do	100 48
Oungah and Wallaceburg	D. McLean	11	6	12 do	300 00
Oxley and Railway Station	A. Elliott	63	6	12 do	290 00
Paris and Railway Station	H. Oliver	1	36	12 do	376 80
Paris and Street Letter Boxes	G. Stanton	2	12	9 do (to Dec. 31, '91)	72 00
do do	O. Hitchcox	2	12	3 do from do	24 00
Parkhill and Railway Station	G. Simpson	1	12	12 do	85 00
Parkhill and Strathroy	H. McKone	18	3	12 do	265 00
Patillo and Railway Station	D. Coutts	1	6	12 do	25 00
Pelee Island and Pelee Island East	G. Gow	11	1	12 do	70 00
Perch Station and Railway Station	R. Bright	2	12	12 do	50 00
Petrolia and Railway Station	R. Barclay	4	24	12 do	100 00
Petrolia and Wilsoncroft	J. L. Wilson	43	2	12 do	100 00
Pike Creek and Tecumseh	G. Bedell	2	3	9 do (to Dec. 31, '91)	45 00
do do	E. H. Doumou- chelle	2	3	3 do from do	15 00
Pond Mills and Railway Station	J. Gilmore	3	3	12 do	75 00
Port Burwell and Port Rowan	J. Thompson	22	6	12 do	470 00
Port Dover and Railway Stations	B. J. Evans	1/2 & 1/4	6 & 12	12 do	89 00
Port Dover and Victor	H. W. Ansley	43	3	12 do	110 00
Port Franks and Thedford	G. Burley	6	3	12 do	115 00
Port Lambton and Railway Station	J. D. McNulty	1/2	12	12 do	50 00
Port Rowan and Railway Station	R. W. Meadows	3	12	12 do	100 00
Port Ryerse and Simcoe	P. McCoy	6	6	12 do	169 00
Port Stanley and Railway Station	M. Payne	1/2	24	12 do	160 00
Ratho and Railway Station	G. Steedsman	1/2	6	12 do	52 00
Renton and Railway Station	W. Renton	3	12	12 do	78 00
Renton and Tyrrell	W. Blanchard	13	3	12 do	52 00
Richwood and Railway Station	W. Taylor	3	6	12 do	78 50
Ridgetown and Railway Station	L. S. Hancock	1	17	12 do	142 40
Rockford and Railway Station	R. Russell	4	6	12 do	150 00
Rodney and Railway Station	A. Humphrey	30 yds.	12	12 do	62 80
Round Plains and Waterford	B. H. Rammage	4	3	12 do	95 00
Rowan Mills & Walsingham Centre	S. Bressan	7	3	12 do	114 00
Ruscom Station and Railway Stat'n	J. D. Mathers	50 yds.	12	12 do	15 25
Ruthven and Railway Station	T. H. Wigle	1/2	12	12 do	78 00
St. George and Railway Station	J. Woodley	1	24	12 do	251 20
St. Joachim, River Ruscom and Railway Station	J. Bacon	3	6	12 do	135 00
St. Thomas and Railway Stations	M. A. Boughner	1	72	12 do	546 36
St. Thomas and Sparta	W. Gregory	11	6	12 do	176 00
St. Thomas and Street Letter Boxes	F. E. Ermatinger	3	12	12 do	175 00
St. Thomas and Talbotville Royal	J. Wait	3 1/2	6	12 do	120 00
St. Williams and Railway Station	J. H. Cope	1/2	12	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Sandwich and Windsor	S. Page	2	6	12 months	180 00
Sarnia and Railway Station (E. & H.)	J. J. Ross	100 yds.	12	12 do	94 20
Sarnia and Point Edward	H. W. Mills	2	6	8 do 6 dys. (to Dec. 6, '91)	107 00
do do	do	2	12	3 do 25 dys. from do	100 00
Sarnia and Port Huron	J. P. Dawson	2	12	12 do	150 00
Sarnia and Street Letter Boxes	do		12	12 do	149 00
Shetland and Sutherland's Corners	J. W. McKeown	5	3	12 do	90 00
Silver Hill and Tain	M. A. Richards	2½	2	12 do	23 10
Simcoe and Air Line Station	H. W. Pursel	1	12	12 do	146 00
Simcoe and Railway Stations	do	12	12	12 do	155 36
Sombra and Railway Station	J. Whitely	½	12	12 do	50 00
Sombra and Thornyhurst	R. McNeil	6	2	6 do (to Sept. 30, '91)	30 00
do do	J. Featherston	6	2	6 do from do	37 00
Sombra and Wilkesport	W. Micks	8	6	12 do	180 00
Springfield and Railway Station	J. Dennis	½	12	9 do (to Dec. 31, '91)	66 00
do do	W. J. Crawford	½	12	3 do from do	22 00
Springford and Railway Station, &c.	A. Leach	3	6 & 12	12 do	174 00
Staples and Railway Station	R. F. Staples	30 rods.	6	3 do (to June 30, '91)	6 25
do do	H. Staley	30 rods.	6	6 do (to Dec. 31, '91)	16 00
do do	W. A. Maricle	30 rods.	6	3 do from do	8 00
Strathallan and Woodstock	G. Teetzel	14	6	12 do	300 00
Strathroy and Street Letter Boxes	H. McColl		18	12 do	50 00
Sweaburg and Woodstock	W. H. Barton	6	3	12 do	86 00
Sylvan and Widder	W. Randall	3	6	12 do	144 00
Tavistock and Railway Station	G. Matheson	½	12	12 do	50 00
Thamesford and Railway Station	W. Brock	½	12	12 do	98 90
Theford and Railway Station	J. G. Brown	300 yds.	6	12 do	50 00
The Grove and Railway Station	T. A. Robinson	½	12	12 do	50 00
The Mettawas and Railway Station	J. H. Walker	½	12	1 do 29 days (to Sept. 18, 1891)	0 82
Tilbury Centre and Railway Station	J. Bartley	½	12	12 do	125 60
Tilsonburg and C. S. Ry. Station	E. & C. Becker	2	12	12 do	188 40
Tilsonburg and G. T. Ry. Station	W. Parker	1	12	12 do	141 30
Townsend Centre and Waterford	D. Kitchen	3	3	12 do	75 00
Tupperville and Railway Station	J. J. Sutor	30 yds.	6	8 do 2 days (to Dec. 2, 1891)	16 88
do do	D. S. Denhardt	30 yds.	6	3 do 29 days from do	8 24
Turnerville and Railway Station	W. Turner	½	6	12 do	25 00
Tuscarora and Railway Station	S. J. McKelvey	½	6	12 do	109 90
Tyrconnell and Wallacetown	W. Hall	4	6	12 do	105 00
Uttoxeter and Wanstead	N. K. Nesbitt	6	3	12 do	100 00
Vandecar and Woodstock	N. Schooley	9	3	12 do	117 50
Vereker and Railway Station	J. Bondy	3	6	12 do	172 70
Villa Nova and Railway Station	M. McAlpine	½	6	12 do	50 00
Vittoria and Railway Station	F. A. Finch	½	12	12 do	80 00
Vittoria and Walsh	S. Ottley	4	6	12 do	126 00
Wabuno and Railway Station	B. D. Varnum	4	6	12 do	148 00
Walkers and Railway Station	J. Greaves	½	12	12 do	30 00
Walkerville and Railway Station (G.T.R.)	G. W. Busch	10 yds.	24	6 do (to Sept. 30, '91)	60 00
do do	N. B. Vrooman	10 yds.	24	6 do from do	60 00
Walkerville and Railway Station (L. E. E. & D.)	G. W. Busch	125 yds.	6	6 do (to Sept. 30, '91)	20 00
do do	N. B. Vrooman	125 yds.	6	6 do from do	20 00
Walkerville and Windsor	do			Special trips	1 00
Wallaceburg and Railway Station	J. B. McDougall	½	24	1 month 13 days (to May 13, 1891)	8 84
do do	D. B. McDonald	½	24	2 do 18 days (to July 31, 1891)	27 20
do do	M. Doyle	½	24	8 do from do	56 67

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wallacetown and Railway Station	W. Hall	2½	12	12 months	150 00
Walnut and Watford	A. Black	6	2	12 do	100 00
Warwick and Railway Station	J. Smith	8	6	12 do	195 00
Waterford and Railway Station	B. H. Rammage	¼	12	12 do	73 00
Weidman and Railway Station	O. Jansohn	50 ft.	12	12 do	15 00
Weldon and Railway Station	R. Warwick	¼	6	23 days (to April 23, '91)	2 52
Whitehead Station and Ry. Station	F. H. McDonald	50 yds.	12	12 months	40 00
Wilton Grove and Railway Station	P. Murray	¼	6	12 do	45 00
Windsor and Detroit, U.S.	M. H. McCarthy	2	18	12 do	645 00
Windsor and Railway Station (C.S.)	S. D. Huff	1	23	9 do (to Dec. 31, '91)	158 13
do do	M. H. McCarthy	1	17	3 do from do	49 72
Windsor and Railway Station (L. E. E. & D.)	do	1½	6	12 do	94 20
Windsor and Street Letter Boxes	W. H. Offett		12	5 days (to July 5, '91)	4 00
do do	M. H. McCarthy		12	15 do (to July 20, '91)	15 00
do do	J. Dyer		12	8 months 11 days from do	318 50
Wolverton and Railway Station	S. Clans	1	12	9 do (to Dec. 31, '91)	85 50
do do	S. Curry	1	12	3 do from do	27 00
Woodslee and Railway Station	J. P. Henry	1½	12	12 do	157 00
Woodstock and Ry. Station (C. V. R.)	J. A. McKenzie	1	12	12 do	125 00
Woodstock and Railway Station (Pt. D. & L. H.)	do	¾	24	12 do	190 00
Woodstock and Street Letter Boxes	R. Kerr	3¼	18	12 do	140 00
Wyton Station and Railway Station	G. Scatcherd.	¼	12	12 do	20 00
Yarmouth Centre and Ry. Station	G. A. Parlee	½	6	12 do	100 00
				Total	\$53,185 83

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Adelpha and Killarney	H. Mason	30	2	9 months (to Dec. 31, '91)	180 00
Aikenside and Chater	W. Curle	12½	1	10 do (to Jan. 31, '92)..	101 83
Alameda and Coalfields	M. McKay.	28	1	12 do	182 50
Alameda and Glen Ewen	T. Ewen.	9	1	12 do	110 00
Alexander Station and Pendennis	W. R. Parry	18	1	6 do (from Oct. 1, '91)	78 00
Alexander Station and Ry. Station	J. F. Walker	8	12	12 do	66 18
Almasippi and Campbellville	G. Gray	1	1	12 do	75 00
Alta and Lorne	H. Mussell	4	1	2 do (from Feb. 1, '92)	8 66
Alta and Manitou	W. Tole	15	1	3 do (to Jan. 31, '92)..	31 99
Alta and Railway Station	H. Mussell	½	2	2 do (from Feb. 1, '92)	8 33
Alvena and Batoche	J. Caron.	22	1	12 do	130 00
Antler and Railway Station	H. F. Hostetter.	½	2	1 do 14 days (to Mar. 14, '92)..	2 36
do do	do	½	4	17 days (from Mar. 14, '92)	1 86
Antler and Workman	S. M. Colquhoun	20	1	2 months (from Feb. 1, '92)	31 66
Arden Station and Glenholm	M. Snelgrou	8	1	12 do	60 00
Arden Station and Railway Station	M. E. Boughton	½	8	12 do	50 00
Argyle and Stonewall	H. McLeod.	9	1	12 do	80 00
Arizona and Sidney	R. Parkinson.	8	1	1 do (from Mar. 1, '92)	6 25
Armstrong's Lake and Ry. Station	J. Sharp.	1½	1	12 do	52 00
Arnaud and Dominion City	J. M. Martineau	9	2	12 do	208 00
Arrochar and Railway Station	R. McDonald.	¾	3	12 do	32 00
Arrow River and Beulah	J. Evans	22	1	3 do (to June 30, '91).	45 00
Arrowton and Parkisimo	J. T. Stubbins.	20	1	9 do (from July 1, '91)	135 00
Asessippi and Russell	J. Muir	15	2	12 do	293 00
Asessippi and Tumbell	J. Edwards	14	ftly.	12 do	36 00
Ash Creek and Moropano	R. Johnston	5	1	8 do (to Nov. 30, '91).	34 66
Assiniboine and Poplar Point	G. M. Jackson.	4	2	12 do	112 48
Aubigny and Railway Station	G. Pichette	2½	2	2 do (from Feb. 1, '92)	12 50
Aubigny and St. Agathe	A. Bernier	7	2	10 do (to Jan. 31, '92)..	73 53
Austin and Railway Station	E. C. Wheeler.	½	14	12 do	116 64
Aweme and Two Rivers	C. Bellhouse.	5	1	12 do	60 00
Balcarres and Indian Head	J. Balfour	27	1	12 do	250 00
Baldur and Grund	S. Christopher-son.	6	2	4 do (from Dec. 1, '91)	38 66
Baldur and Moropano	J. Chester.	8	1	4 do do	30 00
Baldur and Railway Station	do	½	4	4 do do	5 00
Balgonie and Davin	G. W. Elliott.	12	1	12 do	65 00
Balgonie and Loon Creek	B. Woolhouse.	37	1	3 do (to June 30, '91).	78 00
do do	W. Cockwill.	37	1	9 do from do	243 75
Balgonie and Railway Station	J. B. Hawkes.	½	12	12 do	80 00
Balmerino and Binscarth	J. Fletcher.	4	2	12 do	80 00
Balmoral and Pleasant Home	R. Rutherford.	18	1	12 do	148 00
Balmoral and Stonewall	do	8	3	12 do	192 00
Barclay and Railway Station	N. Veistrup.	½	12	7 do (from Sept. 1, '91)	9 33
Barnett and Railway Station	J. H. Dolmage.	1¾	2	2 do (to Nov. 30, '91)..	0 17
Barnsley and Railway Station	J. Glenn.	¾	4	6 do 30 days (to Oct. 30, '91)..	30 24
do do	do	¾	6	5 do 1 day (from Oct. 30, '91)..	29 00
Bates and Carmen	R. Squires	12	2	7 do (from Sept. 1, '91)	121 33
Batoche and Boucher	P. Parenteau.	23	1	6 do (to Sept. 30, '91).	62 50
Batoche and Stobart	A. Fisher	6	1	12 do	78 00
Battleford and Union Lake	Leeson & Scott.	102	ftly.	12 do	1,762 20
Battleford and Saskatoon	do	90	2	12 do	7,049 20
Beauséjour and Brokenhead	E. A. Dugard.	14	1	12 do	130 00
Belcourt and Reburn	T. Brown	4	2	12 do	60 00
Bellevue and Virden	A. Mooney	42	1	9 do (to Dec. 31, '91)..	267 27
do do	J. Little.	42	1	3 do from do	87 50

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Belmont and Minette	I. Heasley	8	1	4 months (from Dec. 1, '91)	21 66
Belmont and Railway Station	do	$\frac{1}{4}$	4	do do	5 00
Belses and Pipestone	W. Crothers	$7\frac{3}{4}$	1	12 do	60 00
Benbecula and Wapella	D. Miller	8	1	do	5 00
(Compensation for termination of contract.)					
Beresford, Roseland and Ry. Station	J. Casey	2 & 10 $\frac{1}{4}$	2	4 months (from Dec. 1, '91)	90 00
Bertha, Brandon and Minnewawa	R. Crompton	33 & 27	1	12 do	572 00
Beulah and Elkhorn	G. W. Marsh	25	2	12 do	468 00
Binscarth and Binscarth Farm	J. Fletcher	6	2	4 do (to July 31, '91)	33 33
Binscarth and Lidford	E. W. Ham	7	1	9 do (to Dec. 31, '91)	39 36
Binscarth and Railway Station	E. H. Williams	$1\frac{1}{8}$	7	12 do	87 48
Binscarth and Seeburn	O. Seebach	14	1	3 do (from Jan. 1, '92)	25 00
Binscarth and Snake Creek	C. Hamilton, jun	18 $\frac{1}{2}$	1	8 do (from Aug. 1, '91)	100 00
Binscarth Farm and Snake Creek	do	12 $\frac{1}{2}$	1	4 do (to July 31, '91)	41 66
Birds Hill and Railway Station	G. Chudleigh	$1\frac{1}{2}$	6	12 do	125 20
Birtle and Moosomin	G. F. Dunn	37	2	12 do	570 00
Birtle and Railway Station	W. G. N. Porteous	$\frac{1}{2}$	8	12 do	130 00
Birtle and Seeburn	A. Swainson	20	1	9 do (to Dec. 31, '91)	97 50
Birtle and Warleigh	J. C. Dudley	8	1	12 do	60 00
Blythfield and La Salle	W. H. Mellow	14	1	3 do (from Jan. 1, '92)	35 00
Blythfield and Starbuck	do	9	1	9 do (to Dec. 31, '91)	60 00
Boharm and Moose Jaw	B. Smith	11	1	12 do	75 00
Boissevain and Desford	A. McKnight	24	2	12 do	138 75
Boissevain and Healslip	G. F. Brown	23	2	7 do (to Jan. 31, '92)	204 91
do do	do	25 $\frac{1}{2}$	2	1 do (to Feb. 29, '92)	25 15
do do	do	20 $\frac{1}{2}$	2	1 do from do	25 15
Boissevain and Langvale	do	32	2	3 do (to June 30, '91)	127 00
Boissevain and Railway Station	A. McKnight	$\frac{1}{2}$	12	12 do	100 00
Boissevain and Sheppardville	G. F. Brown	17	2	1 do (from Mar. 1, '92)	12 50
Boissevain and Wapaha	J. Sheppard	14	1	12 do	145 60
Boscurvis and Moosomin	F. H. Stephenson	113	1	12 do	913 64
Boucher and Halcro	J. Gerrond	12	1	6 do (from Oct. 1, '91)	48 00
Bradwardine and Logoch	W. Beamish	17	1	6 do (to Sept. 30, '91)	55 00
Bradwardine, Logoch and Ralptown	do	14 & 7	1	6 do from do	82 50
Brandon and Pendenis	W. J. Sargent	20	1	1 do (to April 30, '91)	16 00
do do	H. E. Donald	20	1	5 do (to Sept. 30, '91)	80 00
Brandon P.O. and Custom House	A. Munroe	$\frac{1}{2}$	6	From Jan. 1, '85, to Sept. 22, '91	168 15
Brandon and Railway Station	do	$\frac{1}{4}$ & $\frac{1}{8}$	14, 6, 4	9 months (to Dec. 31, '91)	270 99
do do	J. C. Kavanagh	$\frac{1}{4}$ & $\frac{1}{8}$	14, 6, 4	3 do from do	141 42
Brandon and Rapid City	A. Stewart	20	6	12 do	750 00
Brandon and Souris	J. B. Roberts	26 $\frac{3}{4}$	3	8 do (to Nov. 30, '91)	441 67
Brandon and Two Rivers	J. Little	32	2	5 do (to Aug. 31, '91)	270 83
do do	do	33 $\frac{1}{2}$	2	4 do (to Dec. 31, '91)	226 81
Brandon Hills and Railway Station	J. Baker	3	2	3 do (from Jan. 1, '92)	26 00
Bredenburg and Railway Station	J. J. Buchanan	1 $\frac{1}{4}$	1	12 do	26 00
Bridge Creek and Franklin	J. Tortington	3 $\frac{1}{2}$	3	12 do	95 00
Brierwood and Roden	W. H. Gray	6	1	12 do	65 00
Broadview and Cotham	G. Rainville	17	1	8 do (from Aug. 1, '91)	60 00
Broadview and Railway Station	R. Patterson	$\frac{1}{8}$	12	12 do	140 00
Brookdale and Carberry	H. Glass	20	1	12 do	90 00
Bru and Cypress River	H. Josephson	7 $\frac{1}{2}$	2	12 do	100 00
Burnbank and Two Creeks	A. Grant	6	1	12 do	63 00
Burnside and Railway Station	W. A. McIntosh	5 $\frac{1}{2}$	2	12 do	180 00
Butterfield and Workman	A. A. Johnstone	23 $\frac{1}{2}$	1	10 do (to Jan. 31, '92, and extra trip)	200 62
Cadurcis and Minnedosa	W. A. Smith	6	2	12 do	156 00
Calf Mountain and Thornhill	F. Bolton	6	2	12 do	130 00
Calgary P.O. and Custom House	G. C. King	$\frac{1}{4}$	6	12 do	25 00
Calgary and Fort McLeod	W. H. Ford	102	1	12 do	1,200 00
Calgary and Fort Saskatchewan	Leeson & Scott	218	1	4 do 15 days (to Aug. 15, '91)	3,201 51

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Calgary and Railway Stations	W. Slingsby	$\frac{1}{2}$	12, 14	12 months	362 22
Calgary and Spring Bank	W. Mickle	12	1	12 do	104 00
Camille and Railway Station	W. H. Smith	10	2	8 do (to Nov. 30, '91)	140 15
do do	do	12	2	4 do from do	89 86
Carberry and Railway Station	M. Wise	$\frac{1}{2}$	14	12 do	175 00
Carberry and Wellwood	G. R. Black	14 $\frac{1}{2}$	2	12 do	229 00
Carrievale and Railway Station	S. Bishop	2 $\frac{1}{2}$	1	2 do (from Feb. 1, '92)	8 66
Carlingville and Oak River	J. L. Fraser	15	1	12 do	154 20
Carman and Pomeroy	J. Sutton	8	1	12 do	80 00
Carman, Lintrathen and Roseisle	J. Bruce	$\frac{1}{2}$, 13 $\frac{1}{2}$ & 26	1	12 do	333 36
Carman and Salterville	R. Squires	4	2	5 do (to Aug. 31, '91)	43 33
Carnduff and Railway Station	J. P. Carnduff	$\frac{1}{2}$	2	1 do 14 days to March 14, '92)	2 95
do do	do	$\frac{1}{2}$	4	17 days from do	2 10
Carnduff and Sourisford	J. D. Bride	40	1	9 months (to Dec. 31, '91)	297 00
do do	A. Beaton	40	1	1 do (to Jan. 31, '92)	49 50
Caron and Railway Station	A. H. Powell	$\frac{1}{2}$	6	12 do	30 00
Carsdale and Lumsden Station	E. Carss	2	2	12 do	29 90
Cartwright and Railway Station	T. S. Menarey	$\frac{1}{2}$	12	12 do	104 00
Castleberry and Shellmouth	J. Dugan, jun.	14	1	12 do	117 00
Chater and Railway Station	P. Dickson	$\frac{1}{2}$	12	6 do (to Sept. 30, '91)	31 30
do do	R. A. McLaren	$\frac{1}{2}$	12	4 do (to Jan. 31, '92)	20 87
do do	J. G. Hoey	$\frac{1}{2}$	12	2 do from do	10 43
Churchbridge and Clumber	W. Lister	30	1	12 do	145 00
Churchbridge and Railway Station	B. D. Westman	$\frac{1}{2}$	3	12 do	75 00
Clandeboye and Dunana	T. A. Angus	10	1	12 do	49 00
Clandeboye and Selkirk	S. H. Ward	8	2	12 do	130 00
Clarkleigh and Lundar	H. Johnson	6	1	12 do	40 00
Clarkleigh and Lundyville	J. Clark	18	1	12 do	122 50
Clarkleigh and Reaburn	D. Boyer	40	2	12 do	409 00
Clarkleigh and Seamo	T. Seaman	5	1	3 do (to June 30, '91)	9 75
do do	A. Micklewright	6	1	9 do from do	25 50
Clearwater and Railway Station	R. Rogers	$\frac{1}{2}$	12	12 do	156 00
Cold Springs and Minnewakan	W. A. Fidler	6	1	12 do	33 00
Cook's Creek and Winnipeg	W. J. Buxton	22	2	12 do	416 00
Craigilea and Roseberry	A. Kelso	12	1	8 do (to Nov. 30, '91)	69 33
Cravan and Tregarva	L. H. Hoskins	7 $\frac{1}{2}$	1	12 do	75 00
Creedford and Neepawa	W. R. Dunlop	22	2	10 do (to Jan. 31, '92)	304 16
Cree Hill and Poplar Grove	W. H. Carter	6	2	4 do 12 days (from Nov. 19, '91)	38 15
Cree Hill and Railway Station	do	4	2	3 do (to Nov. 18, '91)	26 56
Crescent Lake and Saltcoats	E. Salisbury	18	1	10 do (to Jan. 31, '92)	112 50
do do	S. H. Hopcraft	18	1	2 do from do	21 66
Crewe and Fort Ellice	J. Ellis	6	2	12 do	125 00
Crystal City and Railway Station	H. J. Taylor	$\frac{1}{2}$	12	12 do	120 00
Cumberland House and Fort à la Corne	R. Macfarlane	175	mtly	4 do 16 days (from Nov. 15, '91)	166 19
Cumberland House and Prince Albert	do	238	do	6 do 14 days (to Nov. 14, '91)	269 47
Cypress River and Railway Station	A. Creighton	$\frac{1}{2}$	4	7 do (to Oct. 31, '91)	23 26
do do	do	$\frac{1}{2}$	6	5 do from do	22 31
Cypress River and St. Alphonse	D. Jeanotte	8	2	12 do	200 00
Dalton and Mail Catching Post	J. McLeod	$\frac{1}{2}$	12	8 do (to Nov. 30, '91)	20 00
Daly and Virden	A. Mooney	13	1	12 do	88 60
DeClare and Welwyn	W. Ray	7	1	12 do	74 00
Deloraine and Railway Station	R. D. Martin	$\frac{1}{2}$	12	3 do (to June 30, '91)	25 00
do do	J. Gleeson	$\frac{1}{2}$	12	9 do from do	112 50
Deloraine and Sourisford	T. Cochlan	28	2	8 do (to Nov. 30, '91)	343 20
Deloraine and Waneche	A. Stewart	20	1	12 do	156 00
Deloraine and Waskada	S. Leach	42	2	4 do (from Dec. 1, '91)	138 66

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					§ cts
Deloraine and West Brenda.	S. Leach.	32	1	8 months (to Nov. 30, '91)	200 00
Dempsey and Souris.	J. Dempsey.	10	1	10 do (from June 1, '91)	62 50
Dennington and Percy.	R. C. Kisbey.	26	1	5 do (to Aug. 31, '91)	104 16
do do	do	28	1	7 do from do	150 12
Dewdney and Gladys.	C. W. S. Harkness.	8	1	8 do (from Aug. 1, '91)	57 12
Dominion City and Emerson.	C. Whitman.	10	3	7 do (to Oct. 31, '91)	182 00
do do	do	10	6	5 do from do	243 75
Donore and Railway Station.	C. Wheatland.	14	2	12 do	57 20
Douglas Station and Creeford (round route).	D. McLean, sen.	36½	2	2 do (from Feb. 1, '92)	52 00
Douglas Station and Madford.	A. Colquhoun.	24	2	10 do (to Jan. 31, '92)	40 83
Douglas Station and Ry. Station.	T. E. Greenwood	14	12	12 do	60 00
Drumconner and Railway Station.	E. Brown.	7	3	12 do	54 95
Dry River and Mariapolis.	G. Saunders.	7	1	3 do (from Jan. 1, '92)	13 00
Dunbow and Grierson.	J. Grierson.	10½	1	12 do	104 00
Dunmore Junction and Josephsburg.	J. H. Kern.	20½	1	12 do	160 40
Dunmore Junction and Ry. Station.	W. A. Killien.	24	12	12 do	108 00
Ebenezer and Yorkton.	F. Golling.	10	1	7 do (to Jan. 31, '92)	43 75
do do	A. F. Reusch.	10	1	2 do from do	12 50
Edgeley Farm and Qu Appelle St'n.	W. C. Cameron.	8½	2	12 do	200 00
Edmonton and Fort Saskatchewan.	F. G. Stewart.	20	2	7 do 14 days (from Aug. 18, '91)	451 04
Edmonton and Railway Station.	McCauley & Ibbottson.	2	4	4 do 14 days (from Aug. 18, '91)	69 69
do do	M. McCauley.	2	4	3 do from do	46 80
Edmonton and St. Albert.	S. Moran.	9	1	3 do (to June 30, '91)	50 00
do do	McCauley & Ibbottson.	9	1	1 do 17 days (to Aug. 17, '91)	9 78
do do	do	9	2	4 do 14 days (to Dec. 31, '91)	36 95
do do	M. McCauley.	9	2	3 do from do	25 00
Elkhorn and Kola.	J. T. Madge.	15	1	5 do (to Aug. 31, '91)	43 33
do do	do	16	1	7 do from do	64 70
Elkhorn and Lippentott.	W. F. Longman.	12	1	12 do	87 00
Elkhorn and Railway Station.	J. McLeod.	1	12	12 do	89 70
Elm River and Poplar Point.	G. Morrow.	10	1	5 do (to Dec. 31, '91)	33 33
Elphinstone and Strathclair Station.	A. R. Sutherland	9½	2	12 do	123 76
Elva and Melita.	J. A. A. Paisley	7	1	3 do (to June 30, '91)	16 25
Emerson and Gretna.	C. Whitman.	18	6	8 do (to Nov. 30, '91)	572 00
Emerson and Railway Station.	J. H. Vanwhort.	1	12	4 do (from Dec. 1, '91)	52 00
Emerson and St. Joseph.	Z. Roberts.	15½	2	8 do (to Nov. 30, '91)	200 00
Emerson and Stuartburn.	J. H. Vanwhort.	29½	1	12 do	338 00
Erinview and Stonewall.	W. E. Crawford.	30	1	3 do (to June 30, '91)	52 50
do do	D. Gunn.	29	1	9 do from do	136 50
Eunola and Melita.	J. A. A. Paisley.	12	1	3 do (to June 30, '91)	19 50
do do	do	15	1	7 do (to Jan. 31, '92)	58 33
do do	G. L. Dodds.	15	1	2 do from do	26 00
Fairfax and Souris.	J. Taylor.	9	1	12 do	100 00
Fairmede and Wapella.	H. A. Hall.	16	1	12 do	125 00
Fannystelle and Railway Station.	A. Verroneau.	1	6	12 do	30 00
Fernton and Winnipeg.	C. F. Bridgman.	4	3	12 do	125 00
Fleming and Railway Station.	B. B. Gilbert.	1	12	12 do	100 00
Forest Farm and Whitewood Station.	Taylor & Wilson	12	1	12 do	91 00
Fort à la Corne and Prince Albert.	C. Woodman.	55	1	5 do (from Nov. 1, '91)	208 33
Fort Alexander and Peguis.	L. Lebret.	50	Ftnly	12 do	195 50
Fort Francis and Rat Portage.	H. C. Ritson.	160	do	3 do (to June 30, '91)	237 50
do do	R. Mosher.	160	do	9 do from do	733 33
Fort McLeod and Custom House.	W. C. Allan.	1	6	15 do	50 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fort McLeod and Lethbridge	J. B. Smith	30	3	12 months	1,200 00
Fort McLeod and Pincher Creek	M. Brouillette	32	2	12 do	475 00
Fort Pelly and Wallace	J. C. Murray	50	Ftn'y	12 do (and arrears)	185 98
Fort Saskatchewan and Pakan	Barwick & Erasmus	55	do	3 do (to June 30, '91)	162 50
do do	W. R. Brereton	55	do	9 do from do	225 00
Fox Warren and Railway Station	A. Laycock	4	6	12 do	50 00
Franklin and Railway Station	A. M. Anderson	4	6	12 do	10 00
Gartmore and Neepawa	J. Belford	85	Ftn'y	6 do (from Oct. 1, '91)	227 50
Geysir and Selkirk	J. Gestur	78	1	12 do	520 00
Gilbert Plains and Lake Dauphin	R. Wishart	26	Ftn'y	1 do (from Mar. 1, '92)	8 66
Gladstone and Golden Stream	D. McConnell	8	1	12 do	78 00
Gladstone and Mekiwin	J. McGregor	15	2	12 do	225 00
Gladstone and Plumas	J. L. Logie	20	1	12 do	200 00
Gladstone and Railway Station	do	4	8	12 do	100 00
Gladys and Okotoks	C. W. S. Harkness	7	1	4 do (to July 31, '91)	27 67
Gleichen and Railway Station	V. J. Beaupre	1	12	12 do	60 00
Gleichen and Strangmuir	A. W. Strange	15	1	12 do	120 00
Glenboro' and Grund	S. Christopher	9	2	8 do (to Nov. 30, '91)	104 00
Glenboro' and Railway Station	J. Duncan	4	4	6 do 30 days (to Oct. 30, '91)	23 26
do do	do	1	6	5 do 1 day (from Oct. 31, '91)	22 31
Glenboro' and Stockton	A. F. Andrews	9	2	7 do (to Oct. 31, '91)	91 00
Glenboro' and Thoresby	do	9	2	1 do (to Nov. 30, '91)	13 00
do do	do	14	2	1 do from do	19 50
Glendale and Neepawa	W. Walker	12	2	3 do (to Jan. 1, '92)	35 00
Gleddinning, Pilot Mound and Roseberry	J. M. Fraser	32½ & 22	1	3 do (to June 30, '91)	119 05
Glenora and Pasadena	G. Graham	5½	1	9 do (to Dec. 31, '91)	29 25
Gonor and Railway Station	J. Gunn	3½	2	12 do	100 00
Grand Clariere and Melgund	T. Gaboriault	8	1	12 do	52 00
Grandin and Stobart	J. Nolin	7	1	12 do	65 00
Greenlaw and Red Deer	S. M. Bannerman	3	1	4 do (from Dec. 1, '91)	17 33
Greenway and Otenaw	A. W. Playfair	5		Special trip	0 67
Greenway and Pasadena	W. McKnight	5	1	3 months (from Jan. 1, '92)	8 75
Greenway and Railway Station	C. H. Carbonneau	1	4	4 do (from Dec. 1, '91)	13 33
Grenfell and Railway Station	R. Routh	1	12	1 do (to April 30, '91)	6 50
do do	E. Fitzgerald	1	12	11 do from do	89 50
Gretna and Railway Station	J. R. Hoffman	1	14	12 do	219 60
Gretna and Reinland	J. Giesbrecht	17	2	12 do	175 00
Griswold and Railway Station	G. Lindsay	4	12	12 do	100 00
Griswold and Viola Dale	W. Beamish	40½	1	3 do (to June 30, '91)	135 79
do do	do	40½	2	5 do (to Nov. 30, '91)	405 48
do do	do	42½	2	4 do from do	325 98
Gull Lake and Railway Station	R. W. Caswell	4	12	12 do	25 00
Hanlan and Meadow Lea	J. Macdonald	8½	2	12 do	92 00
Hargrave and Mail Catching Post	R. J. Hill	4	12	7 do (from Sept. 1, '91)	35 00
Harperville and Woonona	A. Fidler	14	1	6 do (from Oct. 1, '91)	39 00
Harrowby and Railway Station	S. Blane	4	4	12 do	50 00
Hartney and Melgund	J. Blair	3	2	4 do (from Dec. 1, '91)	52 00
Hartney and Railway Station	do	4	6	4 do do	26 00
Haviland and Sheppardville	G. F. Brown	11½	2	11 do (to Feb. 29, '92)	118 75
Hayward and Qu'Appelle	H. H. Hayward	12	1	12 do	80 00
Hazel Cliffe and Kaposoar	S. Pilesak	5	1	3 do (from Jan. 1, '92)	12 50
Hecla and Icelandic River	T. Fyolfson	24	F'tly	6 do (to Oct. 31, '91)	39 99
High Bluff and Railway Station	J. A. K. Drummond	4	14	9 do (to Dec. 31, '91)	52 50
do do	P. E. Todd	4	14	3 do from do	25 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
High River and Pekisko.....	M. G. Stinson.....	25	F'tly 12	months.....	52 00
Hochstadt and Steinbach.....	J. T. Regehr.....	14	1	6 do (from Oct. 1, '91)	60 00
Holland and Railway Station.....	J. R. Holland.....	4	1	do (to April 30, '91)	4 16
do do.....	A. D. Flint.....	4	6	do (to Oct. 31, '91).	29 89
do do.....	do.....	6	2	do (to Dec. 31, '91).	15 16
do do.....	J. R. Holland.....	6	3	do from do.....	22 50
Hollbrooke and Railway Station.....	J. E. Aylwin.....	5½	2	7 do 15 days, (from Aug. 17, '91).	113 25
Holmfield and Railway Station.....	T. S. Young.....	1	6	3 do (to June 30, '91).	26 00
do do.....	J. D. Orr.....	1	12	9 do from do.....	78 00
Huns Valley and Minnedosa.....	M. Ruby.....	18	1	12 do.....	129 00
Icelandic River and Manigotagan.....	T. Thorarison.....	44	F'tly 23	days (to April 23, '91).	9 47
do do.....	T. Eyclfson.....	44	F'tly 5	months (from Nov. 1, '91)	76 66
Ignace and Railway Station.....	W. H. Cobb.....	12	12	do.....	80 00
Ile des Chenes and St. Boniface.....	E. Genthron.....	19	1	10 do (to Jan. 31, '92).	104 16
do do.....	R. St. Pierre.....	19	1	2 do from do.....	21 66
Indianford and Rathwell.....	H. Sturton.....	7½	2	9 do (from July 1, '91)	75 00
Indianford and Treherne.....	do.....	12	1	3 do (to June 30, '91).	19 50
Indian Head and Kenlis.....	J. Glenn.....	19	1	12 do.....	125 00
Indian Head and Railway Station.....	R. Crawford.....	1	12	do.....	200 00
Joly and Steinbach.....	J. Cadotte.....	36	1	6 do (to Sept. 30, '91).	60 00
Kaliden and Manitou.....	N. Morrisson.....	13½	1	12 do.....	85 00
Kaministiquia and Railway Station.....	F. W. Whitfield.....	12	12	do.....	25 00
Keewatin and Railway Station.....	J. A. Fletcher.....	12	12	do.....	295 00
Killoe Station and Railway Station.....	C. F. Nixon.....	4	12	do.....	52 00
Kennay and Railway Station.....	J. A. Scott.....	17	6	3 do (to June 30, '91).	7 50
do do.....	E. B. Scott.....	17	5	9 do from do.....	45 00
Killarney and Glendinning (Round Route).....	J. S. O'Brien.....	33	2	4 do (from Dec. 1, '91)	71 66
Killarney and Ninette.....	do.....	37	2	5 do (to Nov. 30, '91).	100 00
Killarney and Railway Station.....	C. Bate.....	1	12	do.....	104 00
Killarney and Rowland.....	J. Russell.....	16½	2	3 do (to June 30, '91).	58 50
Killarney and Wakopa.....	J. Williams.....	39	2	3 do (from Jan. 1, '92)	63 75
Kingsley and Larivière.....	R. Henderson.....	6	2	2 do (from Feb. 1, '92)	17 32
Kinistino and Prince Albert.....	R. Pritchard.....	48½	1	12 do.....	525 00
Kinosota and Westbourne.....	J. W. Garrioch.....	65	F'tly 12	do.....	217 00
Kirkpatrick and Willoughby.....	J. Smith.....	10	1	12 do.....	104 00
Kutawa and Qu'Appelle.....	Leeson & Scott.....	54	1	12 do.....	1,600 00
Lacombe and Railway Station.....	J. H. Dolmage.....	17	2	4 do (from Dec. 1, '91)	0 33
LaBroquerie and Winnipeg.....	J. B. Desautels.....	47	2	6 do (to Sept. 30, '91)	287 00
Lake Dauphin and Strathclair St'n.....	D. McIntosh.....	75	F'tly 6	do do.....	190 00
Langdon and Railway Station.....	J. Hastings.....	2	12	do.....	30 00
Lauzenburg and Railway Station.....	P. Ulrich.....	4	4	12 do.....	50 00
Langvale and Ninette.....	J. Overend.....	8	1	3 do (to June 30, '91).	26 00
Langvale and Ninga.....	J. G. Linklater.....	20	2	4 do (to Oct. 31, '91).	83 33
do do.....	Hicks & Wilson.....	20	2	5 do from do.....	125 00
Larivière and Railway Station.....	W. H. Swales.....	1	12	do.....	124 80
Larivière and Silver Spring.....	R. Armstrong.....	3½	2	12 do.....	130 00
La Salle and Oak Bluff.....	W. West.....	7	1	6 do (to Dec. 31, '91).	35 00
La Salle and Railway Station.....	J. O. Faubert.....	1	12	9 do (from July 1, '91)	18 75
Lauder and Railway Station.....	G. E. Moore.....	17	6	1 do (from Mar. 1, '92)	2 50
Lebret and Qu'Appelle.....	J. P. Magnan.....	4½	2	12 do.....	104 00
Lennox and Montefiore.....	H. Mantz.....	8	2	9 do (to Dec. 31, '91).	97 50
do do.....	H. C. Mantz.....	7	2	3 do from do.....	36 25
Letellier and Railway Station.....	J. B. Graveline.....	1	12	4 do (from Dec. 1, '91)	16 66
Letellier and St. Joseph.....	L. Beaudreau.....	4½	2	4 do do.....	28 33
Letellier and St. Pie.....	do.....	4½	2	4 do do.....	28 33
Lethbridge P.O. and Custom House.....	F. Champness.....	1	6	9 do (from July 1, '91)	250 00
Lethbridge and Railway Station.....	J. D. Higinbotham.....	1	12	do.....	250 00
Llewellyn and Saskatoon.....	J. D. Powe.....	10	1	2 do (from Feb. 1, '92)	10 82

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Fort Garry and Pigeon Bluff	J. E. Harriott.	5½	1	12 months	30 00
Lunsden Station and Marieton	A. N. Jamieson.	26	1	12 do	273 00
Lyleton and Sourisford	J. W. Henderson	12	1	7 do (to Oct. 31, '91)	30 33
do do	A. Lye.	12	1	3 do (to Jan. 31, '92)	14 49
McGregor Station and Railway St'n	M. Gray	1	12	2 do 13 days (to June 13, '91)	20 33
do do	T. R. Vardon	1	12	17 days (to June 30, '91)	4 67
do do	F. J. Braund	1	12	6 months from do	75 00
McGregor Station and Rosehill	E. C. Hamblin	10	1	12 do	45 00
McGregor Station and Wellington.	F. Atkinson	12½	1	12 do	104 00
Manitogagan and Selkirk.	S. Jonasson	75	F'tly	6 do (to Oct. 31, '91)	30 00
Manitou, Mowbray and Windygates	R. F. Handford.	26 & 33½	1	7 do do	335 42
do do do	do	24 & 31½	1	5 do from do	239 58
Manitou and Musselboro'	W. Tole	15	1	7 do (to Oct. 31, '91)	74 66
Manitou and Norquay	G. Moorhead	44	2	10 do (to Jan. 31, '92)	533 33
Manitou and Railway Station	W. C. Kennedy	1	12	3 do (to June 30, '91)	37 50
do do	H. J. Rockett	1	12	9 do from do	131 25
Maple Creek and Railway Station.	J. Dixon	1	12	12 do	156 00
Mariapolis and Railway Station	L. Roy	1	4	4 do (from Dec. 1, '91)	10 00
Marieton and Strassburg	A. Christoph	16	1	9 do (to Dec. 31, '91)	93 75
do do	E. Gfroerer	16	1	3 do from do	38 75
Marlborough and Moose Jaw	J. G. Beesley	14	1	12 do	104 00
Marney and Newdale	T. G. McFarlen.	7	1	3 do (to June 30, '91)	11 70
do do	W. D. Coghlin.	7	1	9 do from do	35 10
Marquette and Railway Station	W. A. Moore	1	12	3 do (to June 30, '91)	20 00
do do	A. E. Himsworth	1	12	9 do from do	60 00
Marquette and St. Eustache	J. H. Lavoie	7	1	12 do	72 50
Marringhurst and Otenaw	W. Playfair	15	1	9 do (from July 1, '91)	93 60
Medicine Hat and Railway Station.	T. Tweed	1	12	12 do	180 00
Medora and Melita	W. Cosgrove	12	1	4 do (from Dec. 1, '91)	26 00
Medora and Princess	do	5	1	8 do (to Nov. 30, '91)	34 66
Melgund and Souris	J. H. Hartney.	20	2	8 do (to Nov. 30, '91)	230 00
Melita and Railway Station	G. L. Dodds.	1	6	4 do (from Dec. 1, '91)	12 48
Melita and Sourisford.	do	10	2	2 do (to Jan. 31, '92) and extra trip.	27 50
Menota and Napinka.	F. B. Warren.	6	1	8 do (to Nov. 30, '91)	50 00
Menteith and Railway Station.	J. A. Patton	3	4	4 do (from Dec. 1, '91)	45 00
Methven and Railway Station.	T. Jackson.	1	6	3 do (from Jan. 1, '92)	10 00
Miami and Morden	J. G. Blair.	19½	2	8 do (to Nov. 30, '91)	169 56
Miami and Opawaka.	P. Angers	7	1	4 do (from Dec. 1, '91)	26 66
Miami and Railway Station	F. A. Collins	1	4	4 do do	13 33
Millbrook and Queens Valley	J. Davies.	1	1	12 do	46 80
Millford and Two Rivers.	R. W. Erratt.	3	2	2 do (to Feb. 29, '92)	16 66
Millwood and Mail Catching Post.	J. S. Christie.	1	4	9 do (to Dec. 31, '91)	18 75
do do	H. V. Bailey	1	4	3 do from do	6 25
Millwood and Spy Hill.	A. R. Miller	12	1	12 do	130 00
Minnedosa and Railway Station.	T. Boyd	1	8	12 do	78 50
Minnedosa and Scandinavia.	J. Hemmingsen.	20	1	12 do	160 00
Moffat and Wolseley	E. A. Banbury	9	2	12 do	124 00
Moline and Rapid City	D. McNaught	8	1	12 do	117 00
Montgomery and Whitewood Sta'tn	T. B. O'Donohue	20	1	12 do	182 00
Moose Jaw and Point Elma.	D. Taylor	15	1	12 do	75 00
Moose Jaw and Railway Station.	C. A. Gass.	1	12	12 do	156 00
Moosomin and Railway Station	J. Daniel.	1	12	9 do (to Dec. 31, '91)	93 75
do do	J. Page.	1	12	3 do from do	37 50
Moosomin and Redpath.	J. Deavitt.	42	1	12 do	340 00
Morden and Nelson.	J. A. Wright	10½	2	4 do (from Dec. 1, '91)	50 00
Morden and Railway Station.	J. H. Dunford.	1	12	12 do	125 60
Morden and Roland.	W. H. Lowe.	18	1	8 do (to Nov. 30, '91)	120 00
Morden and Stodderville.	J. Stodders.	10	2	12 do	200 00
Morris and Railway Station (C.P.R.)	G. F. Birney	1	12	11 do (to Feb. 29, '92)	55 00
do do do	J. D. Burke	1	12	1 do from do	9 16
do do do	(N.P.) G. F. Birney.	1	4	3 do (to Feb. 29, '92)	12 10
do do do	(N.P.) J. D. Burke.	1	4	1 do from do	5 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Morris and St. Jean Baptiste	P. Parenteau	6	3	8 months (to Nov. 30, '91)	90 00
Myrtle and Railway Station	A. McDonald	½	4	4 do (from Dec. 1, '91)	18 33
Napinka and Railway Station	J. S. Yeomans	½	4	1 do (to Dec. 31, '91)	2 16
do do	do	½	6	1 do (to Jan. 31, '92)	3 25
do do	A. Titus	½	6	2 do from do	7 50
Napinka and West Brenda	J. S. Yeomans	7	1	4 do (from Dec. 1, '91)	17 33
Neepawa and Oberon	S. Farrell	13	2	12 do	208 00
Neepawa and Orange Ridge	S. Chatwin	20	1	12 do	171 84
Neepawa and Railway Station	A. M. Dalton	½	8	12 do	109 90
Neepawa and Salisbury	D. Hamilton	7	2	12 do	120 00
Nelson and Opawaka	P. Angers	8½	1	8 do (to Nov. 30, '91)	50 26
Newdale and Railway Station	J. L. Cook	½	8	12 do	67 00
Newdale and Ravens Glen	C. A. Rea	7	1	9 do (to Dec. 31, '91)	39 00
do do	R. Dennison	7	1	3 do from do	13 00
Ninga and Railway Station	W. McKnight	½	12	12 do	116 10
Norman and Railway Station	J. B. Davies	100 yds.	12	12 do	254 00
Norway and Swan Lake	J. S. Rice	6	2	2 do (from Feb. 1, '92)	21 66
North Fork and Pincher Creek	F. R. Morris	20	1	2 do 11 dys. (from Jan. 20, '92)	44 50
Oak Bluff and La Salle Ry. Station	W. West	7	1	3 do (to June 30, '91)	17 50
Oakburn and Shoal Lake	J. A. Hamilton	9	2	12 do	156 00
Oak Lake and Railway Station	G. D. Miller	½	12	12 do	78 00
Oakland and Portage la Prairie	T. Huddleston	14	1	12 do	125 00
Oak River and Totonka	J. H. Stewart	10	1	12 do	112 48
Oakville and Poplar Point	G. Morrow	10	1	2 do (from Jan. 1, '92)	13 33
Oakville and Portage la Prairie	J. Moffat	22	1	1 do (from Mar. 1, '92)	12 00
Olivedale and Routhwaite	D. Reed	5	2	9 do (to Dec. 31, '91)	78 00
do do	G. Beregar	5	1	3 do from do	19 50
Orrowold and Shoal Lake	W. W. Thompson	16½	2	12 do	221 00
Osler and Railway Station	J. S. Grant	½	4	12 do	9 85
Ossow and Poplar Point	F. Wagner	7	2	12 do	159 00
Oxow and Railway Station	J. P. Endersley	½	4	16 days (from Mar. 15, '92)	1 86
Parkin and Wapella	W. Archibald	12	1	3 months (to June 30, '91)	18 75
do do	L. H. Brett	14	1	9 do from do	93 75
Parklands and Qu'Appelle	T. Murray	11	1	12 do	70 00
Pasqua and Railway Station	D. Robb	½	6	12 do	84 00
Pequis and Selkirk	D. McIvor	6½	2	12 do	98 00
Penhold and Railway Station	G. Fleming	½	2	4 do (from Dec. 1, '91)	10 00
Penrith and Virden	W. F. Scarth	18	1	1 do (to April 30, '91)	13 88
do do	do	24	1	11 do from do	203 68
Pense and Railway Station	A. Blair	½	12	12 do	78 00
Pheasant Forks and Wolseley	J. Franks	39½	2	9 do (to Dec. 31, '91)	280 50
do do	do	40	2	3 do from do	87 18
Pierson and Sourisford	R. J. Took	40	1	2 do (from Feb. 1, '92)	26 00
Pigeon Lake and Winnipeg	T. Foulds	25	2	12 do	465 00
Pilot Mound and Railway Station	J. M. Fraser	½	12	12 do	120 00
Pilot Mound and Roseberry	J. F. Lampkin	23	2	9 do (from July 1, '91)	242 66
Plumas and Tupper	G. Saunders	5	1	12 do	25 00
Plum Coulee and Railway Station	J. I. Bargen	½	6	10 do (to Jan. 31, '92)	41 66
do do	do	½	12	2 do from do	16 66
Poplar Grove and Railway Station	N. W. Stiles	½	4	7 do 15 days* (from Aug. 17, '91)	45 30
Poplar Park and Selkirk	D. Morrison	15	1	2 do (to May 31, '91)	10 83
do do	A. Anderson	15	1	4 do (to Sept. 30, '91)	21 67
do do	B. Davies	15	1	6 do from do	32 50
Poplar Point and Railway Station	G. M. Jackson	½	12	12 do	100 00
Portage la Prairie and Ry. Stations	W. W. Miller	1	20	12 do	338 00
Prince Albert and Railway Station	J. M. Campbell	1	4	12 do	104 00
Qu'Appelle and Qu'Appelle Station	Leeson & Scott	18	6	12 do	650 00
Qu'Appelle Station and Ry. Station	E. W. Warner	½	12	9 do (to Dec. 31, '91)	105 30
do do	A. McAlonen	½	12	3 do from do	32 40

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

Name of Route.	Name of Contractors.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rathwell and Railway Station	A. Forbes	4	4	7 months (to Oct. 31, '91)	22 67
do do	do	6	5	do from do	21 76
Rat Portage and Railway Station	W. Oliver	24	12	do	280 00
Reburn and Railway Station	W. J. Paterson	14	12	do	183 00
Reburn and Woodlands	M. Slater	13	2	12 do	150 00
Red Deer and Railway Station	L. Gaetz	4	7	do 15 days (from Aug. 17, '91)	48 53
Regina and Railway Station	J. A. Whitmore	16	12	do	416 00
Regina and Wascana	C. Martin	13	1	3 do (to June 30, '91)	28 60
do do	F. H. Cochrane	12	1	9 do from do	78 00
Reinland and Schauenfeldt	B. Loewin	9	1	12 do	70 00
Richland and Winnipeg	P. Blondin	37	2	12 do	500 00
Roland and Railway Station	W. H. Lowe	4	4	do (from Dec. 1, '91)	13 33
Roland and Warrington	do	6	1	4 do do	26 66
Rosburn and Solsgrith	J. Broadfoot	16	2	12 do	260 00
Rosser and Railway Station	H. J. Beachell	4	12	do	50 00
Rounthwaite and Strathene	G. Stewart	2	8	do (to Nov. 30, '91)	66 66
Rounthwaite and Railway Station	E. S. Shearer	4	3	do (from Jan. 1, '92)	13 00
Routledge and Railway Station	R. E. Campion	6	9	do (to Dec. 31, '91)	24 00
do do	H. Stevens	6	3	do from do	8 00
Royal and Railway Station	J. Ronaldson	5	2	2 do (from Feb. 1, '92)	16 66
Russell and Railway Station	A. Clee	5	12	do	100 00
Russell and Shellmouth	R. Yeates	13	2	12 do	338 00
St. Agathe and Railway Station	A. Bernier	1	2	2 do (from Feb. 1, '92)	10 00
St. Agathe and Winnipeg	do	25	5	do (to Aug. 31, '91)	120 48
do do	do	26	2	5 do (to Jan. 31, '92)	124 27
Ste. Anne des Chenes, Steinbach and Winnipeg	J. B. Desautels	30	2	6 do (from Oct. 1, '91)	287 00
St. Boniface and Winnipeg	M. Petrin	1	12	12 do	350 00
St. Jean Baptiste and Ry. Station	J. F. R. Duval	7	4	do (from Dec. 1, '91)	15 00
St. Leon and Somerset	F. Lafrenier	2	2	do (from Feb. 1, '92)	17 33
St. Malo and Winnipeg	N. H. Houde	41	2	10 do (to Jan. 31, '92)	569 43
do do	F. Carriere	43	2	2 do from do	119 44
St. Norbert and Railway Station	P. E. Pacaud	4	2	2 do (from Feb. 1, '92)	8 66
St. Vital and Winnipeg	J. Nisbet	6	2	2 do (from Feb. 1, '92)	10 00
Saltcoats and Railway Station	W. Walley	3	12	do	60 00
Saskatchewan Landing and Swift Current	Leeson & Scott	30	1	12 do	1,174 84
Saskatoon and Railway Station	do	1	4	12 do	104 00
Selkirk and East Selkirk Ry. Station	H. B. Hodgins	2	12	2 do (to May 31, '91)	24 83
do do	G. S. Dickinson	2	12	10 do from do	124 17
Selkirk and Winnipeg	Peebles & Braden	22	3	12 do	600 00
Sewell and Railway Station	D. A. McVicar	12	9	do (to Dec. 31, '91)	22 50
do do	A. E. S. Coleman	12	3	do from do	7 50
Shadeland and Thornhill	H. C. Sweet	3	2	3 do (to June 30, '91)	40 00
do do	W. Bradley	6	2	3 do (to Sept. 30, '91)	26 00
do do	do	8	2	6 do from do	91 00
Sheho Lake and Yorkton	W. Lamport	50	F'dly.	5 do (from Nov. 1, '91)	83 33
Shoal Lake and Railway Station	J. T. Dandridge	6	12	do	78 00
Sidney and Railway Station	T. Babb	12	12	do	50 50
Sintaluta and Railway Station	J. R. Carpline	3	12	do	100 00
Solsgrith and Railway Station	J. C. Anderson	8	9	do (to Dec. 31, '91)	37 50
do do	do	6	3	do from do	15 00
Somerset and Railway Station	A. Garneau	4	2	do (from Feb. 1, '92)	6 00
Souris and Railway Station	J. T. Hall	6	4	do (from Dec. 1, '91)	25 00
Starbuck and Railway Station	J. Powers	2	12	do	60 00
Stobart and Railway Station	A. Fisher	4	12	do	36 40
Stobart and Wingard	do	19	1	12 do	153 00
Stockton Station and Ry. Station	N. Fallis	6	3	do (from Jan. 1, '92)	12 50
Stockton Station and Thoresby	A. F. Andrews	5	2	3 do do	26 00
Stonewall and Railway Station	A. J. Bell	6	12	do	39 00
Stonewall and Wavy Bank	G. Vincent	8	1	12 do	70 00
Stony Mountain and Ry. Station	A. Perry	1	12	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Strathclair Station and Ry. Station.	W. L. McInnes.	4	8	3 months (to June 30, '91)	10 00
do do	J. Craig	4	6	9 do from do	30 00
Summerberry and Railway Station.	W. Linnell.	4	6	12 do	79 16
Summer and Whitewater Station.	F. W. Chamberlin.	30	1	4 do (to July 31, '91)	93 09
do do	do	33	1	8 do from do	204 43
Swan Lake and Railway Station.	J. Pritchard	4	4	2 do (from Feb. 1, '92)	5 25
Swift Current and Railway Station.	W. G. Knight	4	12	12 do	96 00
Taché Station and Railway Station.	J. V. McDonald.	12	12	12 do	25 00
Thornhill and Railway Station.	W. Bradley.	12	12	12 do	39 00
Touchwood Hills and Wishart.	J. Hall.	10	1	9 do (to Dec. 31, '91)	60 00
do do	F. York.	10	1	3 do from do	16 00
Treesbank and Railway Station.	J. W. Erratt.	3	6	1 do (from Mar. 1, '92)	3 33
Treesbank and Two Rivers	do	3	2	1 do do	8 33
Turtle Mountain and Whitewater.	P. S. Kellar	4	3	12 do	156 00
Vermillion Bay and Railway Station	J. A. Crawford.	12	12	12 do	24 00
Virден and Railway Station.	W. F. Scarth.	12	12	12 do	97 50
Waghorn and Railway Station.	W. Waghorn.	2	2	7 do 15 dys. (from Aug. 17, '91)	48 53
Wallace and Yorkton.	W. J. Mann	14	1	1 do (to April 30, '91)	8 66
do do	J. A. Bull	16	1	4 do (to Aug. 31, '91)	52 00
do do	S. Sanderson.	16	1	7 do from do	83 41
Walsh and Railway Station.	O. T. H. Harvey	12	8	8 do (from Aug. 1, '91)	30 00
Wapella and Railway Station.	E. P. Benoit.	12	12	12 do	96 00
Wawanesa and Railway Station.	J. Woodley.	4	3	3 do (to Jan. 31, '92)	6 66
do do	J. C. Robinson.	4	4	2 do from do	12 00
Westbourne and Railway Station	Smalley & Chantler.	12	12	12 do	99 96
Whitemouth and Railway Station.	J. S. Corregan.	12	12	12 do	130 00
Whitewater and Railway Station.	F. D. Peters.	12	12	12 do	80 00
Whitewood Station and Ry. Station.	T. G. Lyons	12	9	9 do (to Dec. 31, '91)	58 50
do do	J. Charlton	12	3	3 do from do	23 40
Willoughby and Railway Station.	A. Cameron	1	1	12 do	52 00
Winnipeg P. O. and Custom House.	J. Sheppard.	1	6	12 do	125 00
Winnipeg P. O. and Exhibition Grounds	do	2½	15	trips	7 50
Winnipeg and Ry. Station (C.P.R.)	do	74	12	months	1,127 00
do do (N.P.)	C. H. Robinson.	12	1	do 20 days (to Jan. 20, '92)	25 02
do do	do	1	16	2 do 11 days (from do., and extra trips)	51 00
Winnipeg—Transferring mails at Railway Station.	J. Sheppard		12	do	540 00
Winnipeg and Street Letter Boxes.	C. H. Robinson.		12	do	696 00
Wolseley and Railway Station.	J. P. Dill		12	12 do	200 00
Wood Bay and Railway Station.	M. Campbell.	3	3	12 do	80 00
Woodlands and Woonona.	J. Hallett	6	1	12 do	52 00
Woodside and Railway Station	N. Morrison.	1½	1	12 do	30 00
Yorkton and Railway Station.	J. Reaman.	4	4	11 do (to Feb. 29, '92)	47 66
do do	J. W. Thornton.	4	4	1 do from do	6 50
				Total.	\$75,800 53

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline	A. Lasnier	3	3	12 months	60 00
Abbotsford and Railway Station	D. Sharkey		12	do	60 00
Abercorn and Railway Station	E. R. Shepard		12	6 do (to Sept. 30, '91).	37 50
do do	M. L. Jenne		12	6 do from do	37 50
Acton Vale and Railway Station	C. P. Ry. Co.		12	12 do	40 00
Acton Vale and Ste. Christine	F. X. Legrand	9	3	12 do	100 00
Acton Vale and St. Théodore d'Acton	A. Fortier	4	6	12 do	100 00
Adamsville and Railway Station	D. Larivé		12	12 do	80 00
Agnes and Railway Station	J. S. Wilson		12	12 do	36 00
Agnes and Ste. Cécile de Whitton	A. Loubier	9	3	3 do (to June 30, '91).	24 00
do do	A. Aubé	9	3	9 do from do	72 00
Aird, Clarenceville and Miranda	M. J. Burwort	6 & 4	3	12 do	96 00
Allan's Corners and Cairnside	J. Bryson	4	2	12 do	52 90
Allan's Corners and Railway Station	do	1	6	12 do	40 00
Anderson's Corners and Dewittville	J. Anderson	4	2	12 do	75 00
Ange Gardien de Rouville and Railway Station	P. Lajoie	1	12	12 do	50 00
Angeline and St. Alphonse de Granby	A. Côté	4	3	12 do	75 00
Antoinette and Lost River	C. Boon	22	2	12 do	150 00
Antoinette and St. Jovite	do	7	2	12 do	56 00
Armstrong Railway Station and Sorel	S. Valois	1	12	3 do (to June 30, '91).	18 62
Ascot Corner and Railway Station	A. Stacey	1	12	12 do	50 00
Ascot Corner and Westbury	J. P. Woodrow	4	3	12 do	50 00
Athelstan and Powerscourt	A. Montgomery	2	3	12 do	50 00
Avoca and Pointe au Chêne	J. McCallum	7	3	12 do	108 00
Ayer's Flat and Kingscroft	C. E. Carter	6	3	12 do	111 00
Ayer's Flat and Railway Station	H. G. Ayer	1	12	12 do	40 00
Baie d'Urfe and Railway Station	A. Vallée	1	12	4 do 20 days, (from May 11, '91)	23 40
Baldwin's Mills and Barnston	W. K. Baldwin	5	3	12 do	84 00
Beaconsfield Railway Station and Ste. Geneviève	A. Legault	3	6	12 do	130 00
Beauharnois and Laberge	C. Primeau	5	2	12 do	50 00
Beauharnois and Melocheville	J. B. LeBœuf	3	6	12 do	90 00
Beauharnois and Railway Station	O. Duquette	1	24	12 do	125 00
Beauharnois and St. Etienne de B.	do	5	6	12 do	162 00
Beauvoir and Ste. Marthe	J. E. Poirier	3	3	12 do	50 00
Bedford and Pearceton	J. Briggs	8	6	12 do	220 00
Beebe Plain and Railway Station	C. H. McClintock	1	12	12 do	75 00
Bellerive and Valleyfield	L. Faubert	18	6	8 do (from Aug. 1, '91)	16 66
Belœil Village and St. Hilaire Station	P. Authier	1	12	12 do	150 00
Béranger and Dunham	S. Cook	4	2	12 do	50 00
Berthier and Sorel	S. Valois	5	14s 7w	12 do	444 00
Birchton and Railway Station	R. Bridgette	1	12	12 do	26 00
Birchton and Sand Hill	C. F. Caswell	4	3	12 do	54 00
Blue Bonnets and Railway Station	A. Doré	1	6	12 do	58 00
Bois de Filion and Ste. Thérèse de B.	O. Chapleau	4	2	12 do	40 00
Bolton Centre, Knowlton and Knowlton Landing	G. Bice	9	6	6 do (to Sept. 30, '91).	237 50
do do	I. E. Mooney	9	6	6 do from do	350 00
Bolton Forest and Eastman	C. J. Fortin	2	3	12 do	50 00
Bordeaux and Railway Station	G. Picard	1	12	12 do	10 00
Bordeaux and Sault au Récollet	J. B. Prevost	2	6	12 do	120 00
Boscobel and Roxton Falls	J. Haokwell	8	1	12 do	30 00
Botreaux and Ormstown	O. Bergevin	4	2	12 do	42 00
Boucherville and Railway Station	A. Bemeur	133 yds.	12	3 do (to June 30, '91).	18 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Boucherville and Varennes.....	P. Geoffrion.....	6		Special trip.....	1 50
Boucherville and Wharf.....	A. Bemeur.....	157 yds.	12	Season 1891.....	30 00
Boulogne and St. Eugène de Grantham.....	G. Tanguay.....	4½	3	12 months.....	72 75
Boynton and Fairfax.....	V. W. Eaton.....	4½	3	12 do.....	80 00
Boynton and Railway Station.....	A. W. Brown.....	4	12	12 do.....	50 00
Brigham and Farnham Centre.....	P. E. O'Connor.....	2	6	12 do.....	98 00
Brigham and Railway Station.....	J. Harrison, jun.....	½	12	12 do.....	48 00
Britannia Mills and Railway Station.....	H. Guilbert.....	60 yds.	12	12 do.....	20 00
Britonville and St. Sauveur.....	J. Hamilton.....	8	3	9 do (to Dec. 31, '91).....	75 00
do do.....	J. Pollock.....	8	3	3 do from do.....	27 50
Bronie and Railway Station.....	E. S. Chapman.....	½	6	12 do.....	60 00
Brompton and Brompton Falls.....	H. Addison.....	4	3	12 do.....	80 00
Brookbury and Robinson.....	R. Rowe.....	5	2	12 do.....	48 00
Brosseau Station and Railway Station.....	A. Lefebvre.....	½	12	12 do.....	26 00
Brownburg and Mount Maple.....	J. Warwick.....	¾	1	12 do.....	24 00
Bulwer and Railway Station.....	A. Sanbon.....	30 yds.	12	12 do.....	20 00
Calumet and Railway Station.....	H. Burch.....	100 yds.	12	3 do (to June 30, '91).....	6 50
do do.....	S. J. Hambly.....	100 yds.	12	9 do from do.....	22 50
Canaan, Vt., East Clifton and Sawyerville.....	W. W. Sawyer.....	28 & 6	2 & 1	3 do (to June 30, '91).....	62 50
Canterbury and Scotstown.....	R. Groom.....	4	2	12 do.....	42 00
Capelton and Eustis.....	J. Blue.....	1½	12	12 do.....	52 00
Capelton and Railway Station.....	S. L. Spafford.....	¾	24	12 do.....	80 00
Carillon and Lachute.....	M. Campeau.....	10½	6	12 do.....	320 00
Carillon and Rigaud.....	O. Clermont.....	8	6	12 do.....	357 00
Carmel and Drummondville.....	F. Dionne.....	9	6	12 do.....	200 00
Cedars and Railway Station.....	E. Bissonnette.....	3	12	6 do (to Sept. 30, '91).....	90 00
do do.....	L. Brabant.....	3	12	6 do from do.....	74 00
Chambly Basin and Railway Station.....	G. E. Mayrand.....	½	12	12 do.....	80 00
Chambly Canton and Railway Station.....	P. Ulric.....	½	12	12 do.....	80 00
Chamell and Millington.....	I. Thompson.....	¾	3	12 do.....	60 00
Charlemagne and Montreal.....	M. Archambault.....	16½	6	12 do.....	500 00
Charrington and East Clifton.....	H. E. Cairns.....	9	2	9 do (from July 1, '91).....	30 00
Chartierville and La Patrie.....	A. Labbé.....	9	2	6 do (to Sept. 30, '91).....	37 50
do do.....	A. Blanchette.....	9	2	6 do from do.....	35 00
Chatboro' and St. Philippe d'Argenteuil.....	J. Donaldson.....	2½	3	12 do.....	39 00
Chateauguay and Caughnawaga Railway Station.....	A. Desparois.....	7½	6	12 do.....	200 00
Cherry River and Magog.....	G. S. Buzzell.....	4	3	12 do.....	60 00
Clarenceville and Lacolle Ry. Station.....	M. J. Burwort.....	4	6	12 do.....	240 00
Clarenceville and Wolf Ridge.....	do.....	4	3	12 do.....	40 00
Coaticook and Canaan, Vt.....	M. Trihey.....	19	2	6 do (to Sept. 30, '91).....	100 00
do do.....	T. J. B. Trihey.....	19	2	6 do from do.....	100 00
Coaticook and North Coaticook.....	J. Meade.....	1½	12	12 do.....	79 72
Coaticook and Perryboro'.....	C. Perry.....	8	2	9 do (from July 1, '91).....	60 00
Coaticook and Rock Island.....	H. A. Chamell.....	20	6	12 do.....	450 00
Coaticook and St. Edwidge.....	G. Boulay.....	9	6	12 do.....	300 00
Coaticook and St. Malo.....	C. Breault.....	30	2	3 do (to June 30, '91).....	95 00
Como and Hudson Railway Station.....	A. Amsbury.....	1½	12	12 do.....	100 00
Como and Oka.....	C. Chaurette.....	1	6	7 do 12 days (broken period).....	67 90
Compton and Martinville.....	F. Pierce.....	6	6	12 do.....	180 00
Compton and Railway Station.....	S. Todd.....	1½	6	12 do.....	15 00
Contrecoeur and Railway Station.....	J. Hurteau.....	½	12	3 do (to June 30, '91).....	11 25
Contrecoeur and Verchères.....	P. Corbeil.....	9	3	5 do (to Nov. 30, '91).....	65 00
Contrecoeur and Varennes.....	do.....	18	6	4 do (from Dec. 1, '91).....	166 66
do do.....	X. Handfield.....			Special trips.....	3 25
Contrecoeur and Wharf.....	J. Hurteau.....	½	12	Season 1891.....	18 75
Cookshire and Flanders.....	H. LeBourveau.....	4½	2	8 mos. (from Aug. 1, '91).....	40 00
Cookshire and Island Brook.....	J. Miller.....	10	6	12 do.....	225 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cookshire and Railway Station	S. J. Osgood	1	12 & 18	12 months	119 20
Cooper's Corners and Laguerre	T. Cooper	14	12	12 do	100 00
Corbin and Frontier	E. A. Roberts	2	6	12 do	60 00
Cornwall and St. Régis	J. Angus	6	2	12 do	75 00
Coteau du Lac, Coteau Landing and Railway Station	N. Deguire	3 & 4	6 & 12	12 do	130 00
Coteau du Lac and Railway Station	do	4	12	2 do (to Aug. 31, '91).	16 00
Coteau Landing and Railway Station	G. Gauthier	2	19	12 do	200 00
Coteau Landing and Ste. Zotique	O. D. Prieur	2½	6	12 do	60 00
Coteau Station and St. Clet	J. Lalonde	6	6	12 do	200 00
Côte St. Louis, Mile End & Montreal	N. Lachance	2¼ & 2½	6 & 12	12 do	420 00
Côte St. Paul and Railway Station	E. Latour	1	12	12 do	96 00
Covey Hill and Vicars	W. Orr	2	6	12 do	52 00
Cowansville and Railway Station	J. E. O'Halloran	1	12	12 do	72 00
Crossbury and Robinson	W. Ross	3	2	12 do	30 00
Dalesville and Edina	J. Tomalty	1	6	12 do	30 00
Dalesville and Lachute	P. McArthur	6	6	12 do	180 00
Dalesville and Louisa	W. Watchorn	5	2	12 do	44 00
Dalesville and St. Michel de Wentworth	P. Froidevaux	9	1	9 do (to Dec. 31, '91).	31 50
do do	W. Gagner	9	1	3 do from do	10 50
Dalhousie Mills and Peveril	A. Morrison	2	6	1 do (to April 1, '91).	5 00
Danby and Railway Station	W. Duff	50 yds.	12	12 do	12 00
Dell and Scotstown	M. J. McDonald	5½	1	12 do	50 00
Derby Line, Rock Island, Stanstead and Railway Station	H. A. Channell	1 & 1½	6 & 18	12 do	180 00
Dewittville and Railway Station	J. Holiday	1	12	12 do	75 00
Dillonton and Eastman	F. P. Dufresne	3	3	12 do	63 00
Dixville and Railway Station	B. R. Baldwin	1	12	12 do	60 00
Dorval and Railway Station	D. Descary	1½	6 & 12	12 do	112 50
Douglasburg and Napierville	P. Pare	2	3	3 do (to June 30, '91).	10 00
do do	T. Dupuis	2	3	9 do from do	30 00
Drummondville and Melbourne	P. Duguay	24	6	12 do (less fine).	498 00
Drummondville and Railway Station	J. F. Picoten	1	12	12 do	48 00
Dunboro', Scotstown and Ry. Station	F. E. Scott	2½ & 3	3 & 6	6 do (to Sept. 30, '91).	62 50
do do	G. L. Scott	2½ & 1½	3 & 6	6 do from do	70 00
Dundee and Railway Station	J. Tyo	3	12	12 do	100 00
Dunham and East Dunham	J. Call	3½	6	3 do (to June 30, '91).	28 75
do do	J. G. Wales	3½	6	9 do from do	99 00
Dunham, Stanbridge East and Stanbridge Station	W. Turnbull	13 & 7	6	6 do (to Sept. 30, '91).	246 50
do do	M. A. Hungerford	13 & 7	6	6 do from do	246 50
East Angus and Linda	D. B. Hall	1½	3	12 do	50 00
East Angus and Railway Station	J. F. Wilson	100 yds.	12	12 do	26 00
East Clifton and Railway Station	H. E. Cairns	2½	6	9 do (from July 1, '91)	70 50
East Farnham and Railway Station	C. H. Mansfield	1	12	12 do	150 00
East Hereford and Railway Station	J. Auberton	1	12	9 do (from July 1, '91)	36 00
Eastman and Railway Station	S. Daignault	1½	12	12 do	90 00
Eastman Railway Station and St. Etienne de Bolton	L. Paulin	5	6	12 do	135 00
Eaton and Railway Station	A. Taylor	1	12	3 do (to June 30, '91).	25 00
do do	M. Lebourneau	1	12	9 do from do	75 00
Echo Vale and Railway Station	J. P. Jones	33 yds.	12	12 do	18 00
Echo Vale Ry. Station and Piopolis	H. Ryan	8½	6	12 do	295 00
Egypte and St. Ephrem d'Upton	E. Chaput	8½	6	12 do	165 00
Emileville and St. Pie	M. Gauthier, jr.	1	6	12 do	52 00
Farnboro' and West Shefford	J. Enright	2½	3	12 do	52 00
Farnon and Railway Station	S. Paquette	14 rods	12	12 do	25 00
Farnham and Magenta	J. Fournier	5	2	12 do	50 00
Farnham and Railway Station	L. E. S. Choquette	1	36	12 do	130 00
Farnham and St. Sabine	C. Lague	6	3	12 do	75 00
Farnham and Stanbury	M. J. Beattie	8	2	12 do	100 00
Fontenoy and Melbourne	S. Frazer	6	2	12 do	48 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Foster and Railway Station.....	C. B. Inglis.....	1/2	24	12 months.....	40 00
Franklin Centre and Hemmingford.	M. Fleming.....	16 1/2	6	12 do.....	500 00
Franklin Centre and Huntingdon.	A. S. Beaune.....	16	6	12 do.....	400 00
Franklin Centre and Starnesboro'.	S. Huet.....	2	6	12 do.....	64 00
Frelighsburg and North Pinnacle...	G. C. Chadburn.	6 1/2	3	12 do.....	89 48
Frelighsburg and St. Armand Rail- way Station.....	A. Shelters.....	10	6	12 do.....	397 00
Frelighsburg and Sweetsburg.....	J. H. Church.....	13 1/2	6	6 do (to Sept. 30, '91).	185 00
do do.....	J. Boyd.....	13 1/2	6	6 do from do.....	185 00
Frost Village and Waterloo.....	T. Jones.....	24	6	9 do (to Dec. 31, '91).	70 50
do do.....	J. M. Parker.....	24	6	3 do from do.....	24 00
Fulford and Railway Station.....	J. B. Hubert.....	13 1/2	12	12 do.....	50 00
Fulford and West Brome.....	C. A. Hunt.....	13	3	4 do (from Dec. 1, '91)	51 90
Galson and Gould.....	M. L. McIver.....	5 1/2	2	12 do.....	42 00
Garland and St. Chrysostome.....	F. Z. Delisle.....	4	3	12 do.....	48 00
Gasparine and Holton.....	F. Delage.....	3 1/2	2	12 do.....	34 00
Genoa and St. Hermas.....	J. Gordon.....	3 1/2	2	12 do.....	48 00
Georgeville and Knowlton Landing.	D. A. Bullock.....	3	3	12 do.....	78 50
Georgeville and Magog.....	C. A. Rixford.....	10	6	12 do.....	260 00
Georgeville and Magoon's Point	W. H. Brevoort.....	5 1/2	2	12 do.....	52 00
Georgeville and Stanstead Junction	J. F. Feltus.....	13	6	12 do.....	335 00
Geraldine and Stockwell.....	C. Newman.....	3 1/2	2	12 do.....	26 00
Girard and Railway Station.....	T. Girard.....	24 yds.	12	12 do.....	24 00
Glen Iver and Sherbrooke.....	J. McIver.....	7 1/2	2	12 do.....	64 00
Gould and North Hill.....	D. W. McDonald	4 1/2	2	3 do (to June 30, '91).	10 50
do do.....	N. McDonald.....	4 1/2	2	9 do from do.....	31 50
Gould and Red Mountain.....	C. Smith.....	5	2	12 do.....	40 00
Gould and Scotstown.....	A. Morrison.....	7 1/2	6	12 do.....	333 00
Gould Station and Railway Station.	R. H. Cowan.....	1/2	12	6 do (to Sept. 30, '91).	20 00
do do.....	M. Morrison.....	1/2	12	6 do from do.....	20 00
Granboro' and Granby.....	G. Vittie.....	6 1/2	3	12 do.....	96 00
Granby and Milton.....	E. Dupuis.....	9	6	8 do (to Nov. 30, '91).	173 33
do do.....	N. St. Jacques.....	9	6	4 do from do.....	86 66
Granby and Railway Station.....	S. Page.....	1/2	12	12 do.....	75 00
Granby and Shefford Mountain.....	F. W. Barr.....	6 1/2	3	12 do.....	97 00
Grenville and Lost River.....	A. McPhee.....	19	2	12 do.....	200 00
Grenville and Railway Station.....	T. Cummings.....	1 1/2	6	12 do.....	48 00
Hallerton and Hemmingford.....	T. Kenny.....	4 1/2	3	12 do.....	75 00
Hall's Stream and Railway Station.	E. Bean.....	3 rods.	12	9 do (from July 1, '91)	18 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3 1/2	2	12 do.....	26 00
Hatley and Railway Station.....	B. Martin.....	3 1/2	6	12 do.....	200 00
Heathton and South Barnston.....	W. W. Heath.....	10	6	12 do.....	40 00
Helena and White's Station.....	T. Salen.....	4	6	12 do.....	147 00
Hemmingford and Roxham.....	W. C. Kingsbury	6	2	12 do.....	35 00
Henrysburg and Lacolle.....	G. Giroux.....	8 1/2	3	12 do.....	120 00
Henrysburg and Stanbridge Station.	P. Girard.....	8	6	12 do.....	189 00
Hochelaga and Longue Pointe.....	N. Richard.....	3 1/2	6	12 do.....	250 00
Hochelaga and Montreal.....	N. Racine.....	2 1/2	18	12 do.....	450 00
Holton and Ste. Clothilde.....	F. Dextras.....	2	3	12 do.....	50 00
Howick and Railway Station.....	L. Parent.....	1/2	18	12 do.....	73 48
Howick and St. Chrysostome.....	T. Hébert.....	9	6	12 do.....	240 00
Huntingdon and Railway Station.....	J. Paulman.....	1/2	18	3 do (to June 30, '91).	26 25
do do.....	R. Lee.....	1/2	18	9 do from do.....	78 75
Iron Hill and Sweetsburg.....	W. Moffatt.....	8	3	12 do.....	120 00
Island Brook and New Mexico.....	E. Dawson.....	4 1/2	3	12 do.....	58 48
Isle Bizard and Ste. Genevieve.....	E. Roussin.....	1/2	12	6 do (to Sept. 30, '91).	50 00
do do.....	E. Paquin.....	1/2	12	6 do from do.....	50 00
Isle Perrot and Ste. Anne de Bellevue	J. Monpetit.....	5 1/2	6	12 do.....	156 00
Johuville and Railway Station.....	E. P. Smith.....	76 yds.	12	12 do.....	28 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Katevale and North Hatley	H. B. Ayers	4½	3	12 months	70 00
Keith and Robertson	J. McLennan	8½	3	12 do	96 00
Kelso and Trout River Ry. Station	D. McFarlane	3½	6	6 do (to Sept. 30, '91)	72 00
do do	F. B. Gillies	3½	6	6 do from do	64 00
Knowlton and Railway Station	A. E. Kimball	4	24	12 do	100 00
Knowlton and West Bolton	J. Dubois	3	3	12 do	45 00
L'Acadie and Railway Station	N. Peladeau	½	12	12 do	52 00
L'Acadie and St. Jacques le Mineur	E. F. Poirier	5	6	9 do (to Dec. 31, '91)	120 00
do do	E. Boutin	5	6	1 do (to Jan. 31, '92)	15 00
Lachine Locks and Railway Station	F. X. Gariépy	½	12	12 do	60 00
Lachine Rapids and Ry. Station	D. Dunberry	2	6	12 do	100 00
Lachine Station and Letter Box	J. O'Flaherty		12	12 do	30 00
Lachute and Lachute Mills	J. Fish	1	12	12 do	62 00
Lachute and Lakefield	F. Rogers	9	3	12 do	111 00
Lachute and Railway Station	G. L. Meikle	½	12	12 do	36 00
Lachute and Shrewsbury	J. Chambers	14½	3	12 do	155 00
Lac Masson and St. Jérôme	M. Fiché	22	3	12 do	250 00
Lac Masson and Ste. Lucie de Doncaster	N. Forget	10	3	6 do (to Sept. 30, '91)	78 00
Lac Masson and Ste. Lucie de Doncaster	L. Plouffe	10	3	6 do from do	69 00
Lacolle and Odelltown	J. Gray	3	3	12 do	48 00
Lake Megantic and Railway Station	I. N. Thibodeau	275 yds.	12	12 do	36 00
Lambton and Stornoway	E. Bélanger	9	6	12 do	278 00
Landreville and Ormstown	A. Lemieux	4	2	12 do	50 00
La Patrie, Notre Dame des Bois and Valracine	J. St. James	9 & 6	6 & 3	9 do (from July 1, '91)	195 00
La Patrie, Scotstown and West Ditton	S. Rolin	9 & 3	6 & 3	12 do	225 00
La Plaine and Railway Station	C. Gauthier	80 yds.	12	12 do	20 00
Laprairie and Railway Station	A. Lamarre	½	12	4 do (to July 31, '91)	23 33
do do	J. Lang	½	12	8 do from do	46 67
La Presentation and St. Hyacinthe	M. Leclair	6	6	12 do	200 00
Laurel and Lost River	M. McCluskey	6	1	12 do	36 00
Lennoxville and Milby	A. Aldrich	5	6	12 do	124 00
Lennoxville and North Stukely	C. Co.in	4	3	12 do	100 00
Lennoxville and Railway Station	E. W. Abbott	5	24	12 do	101 00
Lennoxville—Ry. Station Transfers	do	70 yds.		12 do	62 49
Leopold and Shrewsbury	J. Thompson	6	2	12 do	60 00
Lime Ridge and Railway Station	J. H. Barker	½	12	9 do (from July 1, '91)	30 00
Lineboro' and Railway Station	J. Wood	½	12	12 do	26 00
Longueuil and Railway Station	G. Brissette	½	24	3 do (to June 30, '91)	35 00
do do	do	½	18	9 do from do	78 75
Mabel and Staynerville	A. Lahaie	3	2	1 do (from Mar. 1, '92)	2 50
Magog and Railway Station	L. N. Allard	½	12	12 do	100 00
Malmaison and Notre Dame de Stanbridge	I. Hebert	3	6	12 do	120 00
Malvina and Railway Station	M. Roy	½	6	9 do (from July 1, '91)	36 00
Mansonville and Railway Station	W. B. Manson	2½	6	12 do	125 00
Mansonville and Vale Perkins	J. M. Alex.	5½	3	12 do	60 00
Mansonville Railway Station and West Potton	S. L. Elkins	3	3	12 do	60 00
Maple Leaf and Sawyerville	J. W. Planche	4½	6	12 do	125 00
Melbourne and New Rockland	M. Delaney	7½	6	12 do	240 00
Melbourne and Upper Melbourne	N. Coburn	½	13	12 do	100 00
Melbourne and Waterloo	S. Jamieson	33	3	12 do	500 00
Milan and Notre Dame des Boies	C. Demers	14	3	3 do (to June 30, '91)	56 25
Milan and Railway Station	J. D. Morrison	½	12	12 do	24 00
Milan and Whitwick	J. R. McDonald	3	2	12 do	36 00
Mileta and Railway Station	M. A. Murray	143 yds.	6	12 do	10 00
Mille Isles and St. Jérôme	T. Taylor	12	3	12 do	122 00
Minton and North Hatley	A. E. Fish	2½	3	12 do	52 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Mirabel and St. Hermas Ry. Station	L. Lacroix	1½	6	12 months	8 cts. 56 00
Mongenais, Ste. Justine de Newton and Railway Station.	A. Labelle	3 & 1½	6 & 12	12 do	250 00
Montfort and Morin Flats.	M. Boulaire	6	2	12 do	52 00
Montreal and Exhibition Grounds.	G. Jones			Special trips	16 40
Montreal and Mount Royal Vale.	O. F. Lilly	4½	12	12 months	240 00
Montreal and Outremont	J. Gauthier	3½	6	12 do	40 00
Montreal and Railway Stations	P. Jones	4	10 & 6	12 do	2,222 00
Montreal Post Office, Receiving Houses and Street Letter Boxes.	P. Kennedy		49	12 do	4,031 00
Montreal Post Office and Receiving Houses.	T. Harding			Special trips	6 50
Montreal and St. Eustache.	S. Meunier	21	6	12 months	1,000 00
Montreal and St. Gabriel de Montreal	J. Turner	2	18	12 do	240 00
Montreal and St. Léonard de Port Maurice	J. Gervais	8½	6	12 do	306 00
Montreal and Sault au Récollet.	F. St. Vincent	7	6	12 do	150 00
Montreal and Varennes.	H. Dubois	15	6	4 do (from Dec. 1, '91)	200 00
Montreal and Wharf	P. Jones	½		Season 1891.	222 05
Montreal Junction and Ry. Station.	C. C. Wright	80 yds.	12	6 mos. (from Oct. 1, '91)	15 00
Moore's Station and Railway Station	P. C. Moore	½	12	12 do	24 00
Morin Flats and St. Adolphe	H. Paquet	9	1	12 do	45 00
Mount Johnson and Versailles.	A. T. Moquin	4	6	12 do	150 00
Mount Oscar and St. Rédempteur.	B. Lalonde	1½	3	7 do (from Sept. 1, '91)	28 00
Napierville and Stottville.	F. Hetier	7	6	9 do (to Dec. 31, '91).	105 00
do do	F. Choquette	7	6	3 do from do	34 25
New Glasgow and Railway Station.	F. Langlois	1	12	12 do	52 00
North Georgetown and Ry. Station	L. Turcotte	1	6	12 do	40 00
North Hatley and Railway Station.	B. LeBaron	1	6	9 do (to Dec. 31, '91).	22 50
do do	H. G. Bassett	1	12	3 do from do	17 50
North Sutton and West Brome.	O. Sweet	2	3	12 do	50 00
Norton Creek and St. Remi	J. B. Boyer	9	6	12 do	298 00
Ornstown and Railway Station	T. H. Paling	½	18	12 do	144 00
Paquette and Railway Station	T. E. Paquette	1½	6	9 do (from July, 1, '91)	58 50
Park Laval and Railway Station	A. Dazé			2 do (from Feb. 1, '92)	1 65
Peveril and Ste. Justine Station.	D. Menard	2½	6	11 do (from May 1, '91)	91 65
Philipsburg and St. Armand Railway Station.	T. Cadorette	2	12	12 do	195 00
Pincourt and Terrebonne	L. Lebeau	4	2	6 do (to Sept. 30, '91).	24 00
do do	F. Martin	4	2	6 do from do	24 00
Pointe au Chêne and Ry. Station.	T. Mathews	33 yds.	12	12 do	30 00
Pointe aux Trembles and Rivière des Prairies.	F. Roy	6	6	12 do	180 00
Pointe Claire and Railway Station.	F. Lanthier	1	6	12 do	62 80
Pont Viau and Pont du Sault.	T. Belanger	¾	6	12 do	48 00
Port Lewis and St. Anicet	S. Dupuis	5	3	12 do	76 00
Rigaud and Railway Station	J. Charlebios	1	12	12 do	50 00
Rigaud and St. Hermenegilde.	L. Letourneau	1	2	3 do (to June 30, '91).	7 50
Rigaud and Ste. Marthe	O. Chevrier	9	6	7 do (from Sept. 1, '91)	136 50
Rigaud and St. Rédempteur.	B. Lalonde	6½	3	5 do (to Aug. 31, '91)	35 00
Rivière des Pêves and St. Urbain de Chateauguay.	Z. Bergevin	2	3	12 do	32 00
Robinson and Railway Station.	L. Pope	1	12	12 do	65 00
Rock Forest and Railway Station.	S. Simpson	1	6	12 do	32 00
Rock Forest and Suffield.	do	1½	3	9 do (to Dec. 31, '91).	39 00
do do	do	3	3	2 do (to Feb. 29, '92).	12 65
do do	W. B. Martin	3	3	1 do from do	6 33
Rougemont and Railway Station.	J. Bachelder	½	12	12 do	52 00
Roxton East and Roxton Falls.	E. Dalpe	5	2	12 do	40 00
Roxton Falls and Railway Station.	J. Wood	½	12	12 do	33 23
Roxton Pond and South Roxton.	L. Nadeau	3½	6	12 do	87 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Russelltown and St. Chrysostôme.	A. Beaudin.....	3	6	12 months.....	70 00
Ste. Adèle and Ste. Agathe.....	R. Charbonneau.....	12	6	12 do.....	230 00
Ste. Adèle and St. Jérôme.....	G. Valiquette.....	17	6	12 do.....	450 00
Ste. Agathe and St. Jovite.....	E. St. Aubin.....	19	6	12 do.....	900 00
Ste. Agnès de Dundee and Railway Station.....	T. Rowley.....		6	12 do.....	48 00
St. Aimé and St. Hyacinthe.....	A. Donais.....	23½	6	12 do.....	650 00
St. Aimé and Yamaska.....	J. Parenteau.....	6½	6	12 do.....	140 00
St. Alexandre and Railway Station.....	L. Pouliot.....	1	12	9 do (to Dec. 31, '91).	54 00
do do.....	J. Boudreau.....	1	12	3 do from do.....	15 00
Ste. Angèle de Monnoir and Railway Station.....	B. Loiselle.....	½	12	10 do (from June 1, '91)	40 00
Ste. Angèle de Monnoir and Ste. Marie de M. Railway Station.....	P. Brodeur.....	5	6	2 do (to May 31, '91)..	25 00
St. Anicet and White's Station.....	S. Dupuis.....	10	6	12 do.....	300 00
Ste. Anne de Bellevue and Railway Station.....	A. St. Denis.....	1	6	2 do 22 days (to Sept. 30, '91).....	7 10
Ste. Anne des Plaines and Railway Station.....	D. D. Gaudette.....	½	12	12 do.....	32 00
Ste. Anne de Sorel and Sorel.....	E. Latraverse.....	3	6	12 do.....	75 00
St. Antoine and St. Denis.....	A. Lacroix.....	1	6	12 do.....	70 00
St. Athanase and Railway Station.....	H. Malhoit.....	1	24	12 do.....	100 00
St. Augustin and Railway Station.....	E. Payement.....	1½	6	12 do.....	75 00
Ste. Barbe and St. Stanislas de Kostka.....	A. Benoit.....	4½	3	12 do.....	67 48
St. Bazile le Grand and Ry. Station.....	E. Lalumière.....	120 yds.	6	12 do.....	40 00
St. Bonaventure and St. Guillaume de Upton.....	I. Tessier.....	7½	6	12 do.....	174 00
Ste. Brigide and Railway Station.....	J. Donnelly.....	3	6	12 do.....	110 00
St. Bruno and Ste. Julie de Verchères.....	A. Hebert.....	6	6	12 do.....	170 00
St. Camille and Sherbrooke.....	Z. Manseau.....	26	1	3 do (to June 30, '91)..	19 25
do do.....	O. Geoffrey.....	26	1	9 do from do.....	48 75
St. Césaire and Railway Station.....	F. Garceau.....	1	12	12 do.....	50 00
St. Charles and St. Marc.....	H. Desjourdin.....	1	7	12 do.....	60 00
St. Columbin and St. Scholastique.....	M. Phelan.....	14	6	12 do.....	380 00
St. Constant and Railway Station.....	O. Robert.....	120 yds.	12	12 do.....	24 48
St. Cunégonde and Railway Station.....	G. N. Ducharme.....	1	24	12 do.....	100 00
St. Damase and St. Hyacinthe.....	J. B. Després.....	7½	6	12 do.....	235 00
do do.....	do.....	7	6	8 do (to Nov. 30, '91).	123 33
do do.....	R. Paradis.....	5½	6	4 do from do.....	72 33
St. Dominique des Cèdres and Railway Station.....	D. Trottier.....	2	3	12 do.....	40 00
St. Dominique Station and Railway Station.....	do.....	1½	12	12 do.....	4 00
St. Edouard and St. Michel de Napierville.....	E. Hamelin.....	4½	6	12 do (less fine).....	117 00
St. Elzéar de Laval and St. Martin Junction.....	J. Paré.....	1½	2	4 do (from Dec. 1, '91)	8 33
St. Ephrem d'Upton and Ste Hélène de Bagot.....	A. Masse.....	7	6	12 do.....	124 00
St. Eustache and Railway Station.....	J. M. Goulet.....	1	12	12 do.....	48 00
St. Eustache and St. Joseph du Lac.....	J. B. Laurin.....	11	3	12 do.....	150 00
St. François de Sales and Terrebonne.....	C. Gascon.....	1	6	12 do.....	60 00
St. François Xavier de Brompton and Windsor Mills.....	J. Levesque.....	4	3	12 do.....	90 00
St. Germain de Grantham and Railway Station.....	E. Paré.....	1	12	12 do.....	60 00
St. Guillaume d'Upton and Railway Station.....	A. René.....	1	12	6 do (to Sept. 30, '91).	50 00
do do.....	J. Dupuis, jr.....	1	12	6 do from do.....	47 50
St. Henri de Montréal and Railway Station.....	A. J. Bissonnette.....	1½	24	9 do (to Dec. 31, '91)..	67 50
do do.....	do.....	1½	36	3 do from do.....	33 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Hermas and Railway Station	A. Sauvé	4	6	12 months	90 00
St. Hilaire Station and Railway Station	F. Martin	100 yds.	36	12 do	100 00
St. Hilaire Station and St. Jean-Baptiste de Rouville	R. E. Meunier	5	6	9 do (to Dec. 31, '91).	117 00
do do	A. Saurette	5	6	3 do from do	30 75
St. Hilaire Station and Sorel	S. & J. Valois	33	6	12 do	1,050 00
St. Hubert and Railway Station	F. Robert	3	7	12 do	70 00
St. Hugues and St. Hyacinthe	A. Guertin	14	6	12 do	495 00
St. Hugues and St. Marcel	T. Forcier	7	6	12 do	179 00
St. Hyacinthe and St. Thomas d'Aquin	A. Girouard	6	2	12 do	60 00
St. Isidore and Railway Station	J. Primeau	3	12	12 do	72 00
St. Isidore Junction and Railway Station	F. Baillargeon	17 yds.	12	12 do	16 00
St. Jacques le Mineur and St. Philippe de Laprairie	E. Boutin	5	6	2 do (from Feb. 1, '92).	30 00
St. Janvier and Railway Station	J. Jérôme	3	12	3 do (to June 30, '91)	10 00
do do	J. Desroches	3	12	9 do from do	27 00
St. Jérôme and Railway Station	E. Marchand	16	12	4 do 15 days (to July 15, '91).	15 09
do do do	do	3	18	7 do 16 days from do	55 32
St. Jérôme and Ste. Thérèse	E. Ouimet	14	6	4 do 15 days (to July 15, '91).	87 09
St. Joachim and Warden	J. Bachand	7	6	12 do	168 00
St. Johns & Railway Station (C.P.R.)	W. Moore	3	24	12 do	250 00
do do (C.Vt.)	do	3	18	12 do	100 00
St. Johns and St. Luc	M. Marsan	6	3	12 do	80 00
St. Joseph de Sorel and Sorel	A. Bouvier	14	6	12 do	48 00
St. Lambert and Railway Station	D. O. Davies	3	12	3 do (from Jan. 1, '92).	9 00
St. Lazare and Vaudreuil	E. Gauthier	8	6	7 do (from Sept. 1, '91)	131 25
St. Louis de Gonzague and St. Timothé Railway Station	C. Trépanier	4	6	12 do	144 00
St. Louis Station and Railway Station	A. Lalonde	50 yds.	12	12 do	20 00
Ste. Madeleine and Railway Station	J. D. Rainville	3	12	12 do	50 00
St. Malo and Railway Station	C. Breault	34	6	9 do (from July 1, '91)	75 00
Ste. Marie de Monnoir and Railway Station	M. Bessette	3	12	12 do	49 00
Ste. Marthe and Vaudreuil	E. Gauthier	15	6	5 do (to Aug. 31, '91).	208 33
St. Martin Junction and Railway Station	E. A. Desormeault	15 yds.	12	4 do (from Dec. 1, '91).	8 00
Ste. Martine and Railway Station	G. Marchand	3	18	12 do	105 00
Ste. Martine Station and Railway Station	J. Boudreault	3	12	12 do	25 00
Ste. Martine Station and St. Urbain	Z. Bergevin	4	6	12 do	130 00
St. Mathias and Village Richelieu	O. Darche	33	6	12 do	140 00
Ste. Monique and St. Augustin Railway Station	D. Léonard	2	6	12 do	78 00
St. Nazaire d'Acton and St. Théodore	M. Lepine	63	3	12 do	80 00
St. Ours and St. Roch de Richelieu	J.-B. Paquette	1	6	12 do	40 00
St. Philippe de Laprairie and Railway Station	F. C. Larose	3	12	12 do	48 25
St. Philippe Railway Station and Stanfold	R. Chambers	9	6	12 do	280 00
Ste. Philomène and Railway Station	J.-B. Damour	23	6	12 do	145 00
St. Pie and Railway Station	J.-B. Gendreau	3	12	12 do	36 00
St. Placide and Ste. Scholastique	A. Gratton	133	6	12 do	300 00
St. Polycarpe and Railway Station	F. Lavergne	3	12	12 do	64 00
St. Polycarpe and St. Téléphore	do	5	6	12 do	180 00
St. Rémi and Railway Station	J.-B. Boyer	3	12	12 do	98 00
St. Robert and Railway Station	A. Plante	2	6	12 do	90 00
Ste. Rose and Railway Station	A. P. Bélair	3	12	12 do (and extra service)	81 25

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Scholastique & Railway Station	A. Gratton	3 $\frac{1}{2}$	12	12 months	40 00
St. Sebastian and Venice	A. T. Hunter	3 $\frac{1}{2}$	2	12 do	48 00
Ste. Sophie de Lacorne and Railway Station	M. Levesque	3	12	12 do	48 00
St. Stanislas de Kostka and Valleyfield	E. Cardinal	9	6	12 do	195 00
Ste. Théodosie and Verchères	L. N. Handfield	6	3	12 do	78 00
Ste. Thérèse and Railway Station	N. Boismenu	3 $\frac{1}{2}$	24	12 do	80 00
St. Timothé and Railway Station	C. Letourneau	1 $\frac{1}{4}$	12	12 do	49 00
St. Valentin and Stottville	F. Hetier	3	6	12 do	72 00
St. Vincent de Paul and Railway Station	C. E. Germain	3	12	12 do	40 00
Sabrevois and St. Johns	A. M. White	8 $\frac{1}{2}$	6	12 do	188 00
Savage's Mills and Railway Station	H. T. Tamlin	3 $\frac{1}{2}$	6	12 do	48 00
Sawyer's Mills and Railway Station	R. Cairns	3 $\frac{1}{2}$	12	12 do	50 00
Scotstown and Railway Station	R. B. Scott	4	12	12 do	40 00
Sheffington, West Shefford and Railway Station	J. Harris	2 & 4	6 & 12	12 do	100 00
Sherbrooke and Railway Stations	C. H. Foss	3 & 4	12 & 24	12 do	306 24
Sherbrooke and Stoke Centre	M. Biron	9 $\frac{1}{2}$	2	12 do	104 00
Sherbrooke, East Sherbrooke and Street Letter Boxes	R. A. Biron		18 & 7	3 do (to June 30, '91)	87 50
do do do	D. W. Armstrong		18 & 7	9 do from do	206 25
Sherrington and Railway Station	B. Vautrain	2 $\frac{1}{2}$	6	12 do	115 00
Smith's Mills and Railway Station	W. T. Knight	2	12	12 do	16 00
Sorel and Railway Station	B. Leclaire	3	12	12 do (less fine)	82 00
Sorel and Ste. Victoire	H. Paulhus	9	3	12 do	140 00
South Durham and Valcourt	E. J. Duffy	16	3	12 do	187 20
South Stukely and Railway Station	L. H. Knowlton	3	6	12 do	60 00
Spring Hill and Railway Station	D. K. Macdonald	1	12	12 do	40 00
Spring Hill and Stornoway	E. Bélanger	9	6	3 do (to June 30, '91)	75 00
do do	A. Nicholson	9	6	9 do from do	210 00
Stanstead Junction and Railway Station	C. H. Gordon	60 yds.	12	12 do	30 00
Staynerville and Railway Station	H. Paquin	30 yds.	12	12 do	12 00
Stornoway and Tolsta	A. Morrison	4	2	12 do	43 75
Sutton and Railway Station	R. A. Shepard	1 $\frac{1}{2}$	12	12 do	60 00
Sutton Junction and Railway Station	A. W. Westover	1 $\frac{1}{2}$	12	12 do	30 00
Sweetsburg and Railway Station	G. T. Bachelier	3	12	12 do	64 00
Terrebonne and Railway Station	E. Brière	3	12	12 do	80 00
Valleyfield and Railway Stations	L. Leduc	3 & 1	12 & 24	12 do	149 00
Valleyfield and Street Letter Box	D. Dion		12	4 do (to July 31, '91)	24 00
do do do	D. Pitre		12	8 do from do	48 00
Valois and Railway Station	P. G. Valois	150 yds.	12	12 do	50 00
Varennes and St. Lambert Railway Station	H. Dubois			Special trip	4 00
Varennes and Railway Station	A. Malo	300 yds.	12	3 mos. (to June 30, '91)	15 00
Varennes and Wharf	do		12	Season 1891	25 00
Vaudreuil and Railway Station	E. Gauthier	1 $\frac{1}{2}$	12	10 mos. (from June 1, '91)	25 00
Vaudreuil Station and Grand Trunk Railway Station	V. Lalonde	100 yds.	6	3 do (to Sept. 30, '91)	5 00
Verchères and Railway Station	W. Forget		12	3 do (to June 30, '91)	15 00
Verchères and Wharf	do		12	Season 1891	25 00
Versailles and Railway Station	T. Lacombe	30 yds.	12	12 months	20 00
Village Richelieu and Railway Station	N. D. D. Bessette	4	12	12 do	48 00
Warden and Railway Station	L. E. Richardson	46 rods.	12	12 do	60 00
Waterloo and Railway Station	A. E. J. Beaulne	3	36	9 do (to Dec. 31, '91; less fine)	124 95
do do do	P. Murphy	3	36	3 do from do	54 37
West Brome and Railway Station	N. Scott	3	12	12 do	50 00
Westbury Basin and Railway Station	O. Lepitre	30 yds.	12	12 do	35 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Wickham West and Railway Stat'n.	F. Cormier	1	12	12 do	\$ cts. 32 00
Cartage of British Mails at Portland, U.S.	H. & A. Allan				16 50
Total					\$54,370 16

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

NEW BRUNSWICK POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie, Acadie Siding and Railway Station.....	S. Legere.....	10	2	3 months (to June 30, '91)	24 75
do do	T. Gallant.....	10	9	do from do	60 00
Adamsville and Railway Station.....	J. M. Kennedy.....	16	12	do do	60 00
Albert and Elgin.....	J. Garland.....	26	1	12 do	208 00
Albert and Lumsden.....	B. W. Fillmore.....	7	1	12 do	38 00
Albert and Point Wolf.....	J. E. Boyle.....	20	6	12 do	600 00
Albert and Railway Station.....	R. C. Atkinson.....	1/2	12	12 do	75 00
Albert Mines and Railway Station.....	E. Woodworth.....	1/4	12	12 do	40 00
Aldouane and Richibucto.....	J. Daigle.....	8	2	12 do	80 00
Alexander's Point and Lameque.....	C. Chiasson.....	3 1/2	1	12 do	25 00
Alexander's Point and Miscou Light-house.....	C. Vibert.....	26	2	4 do (to July 31, '91)	95 00
do do	do	26	3	8 do from do	284 99
Alexander's Point and Shippigan.....	E. DeGrace.....	3	3	12 do	115 00
Alexandrina and Notre-Dame.....	A. L. Hébert.....	4	1	12 do	20 80
Alison and Moncton.....	W. T. Jones.....	9	1	12 do	51 25
Allandale and Poquook.....	D. Connelly.....	6	1	12 do	35 00
Alma and Hastings.....	J. E. McQuaid.....	4	1	12 do	26 00
Alma and Sinclair Hill.....	B. Connor.....	3	1	12 do	20 00
Ammon and Junction of Moncton Route.....	D. E. Wilbur.....	2 1/2	1	12 do	10 00
Anagance and Corn Hill.....	R. McCrossin.....	6	2	6 do (to Sept. 30, '91)	32 50
do do	E. Stockton.....	6	2	6 do from do	32 50
Anagance and Elgin.....	E. A. Robinson.....	18	2	12 do	144 00
Anderson and Upper Sackville.....	D. Wheaton.....	15 & 22	1	12 do	93 00
Andover and Carlingford.....	R. S. Sloat.....	4	2	12 do	54 84
Andover and Railway Station.....	J. A. Perley.....	1	12	12 do	50 00
Annidale and English Settlement.....	J. H. Langley.....	4	2	3 do (to June 30, '91)	11 75
do do	C. Alcorn.....	4	2	9 do from do	37 11
Apohaqui and Case Settlement.....	G. Z. Parlee.....	10	1	12 do	50 00
Apohaqui and Erb Settlement.....	H. E. Sinnott.....	4 & 9	1	12 do	44 20
Apohaqui, Collina and Pearsons.....	J. Wiles.....	11, 14 & 17	3 & 2	12 do	273 00
Apohaqui and Railway Station.....	J. A. Sinnott.....	100 yds.	12	12 do	62 60
Armstrong and Waterford.....	D. J. Gray.....	8	1	12 do	45 72
Armstrong's Brook and Jacquet River Station.....	W. Barclay, sen.....	1	12	12 do	50 00
Armstrong's Brook and River Louison.....	do	3	6	12 do	175 00
Armstrong's Corner and Round Hill.....	A. Graham.....	20	2	12 do	168 00
Aroostook Junction and Ry. Station.....	D. R. Hopkins.....	1/2	12	12 do	50 00
Aroostook Portage and California.....	D. Murchison.....	2	1	12 do	26 75
Back Bay and St. George.....	A. J. Seely.....	11	3	12 do	224 88
Baie Verte and Baie Verte Road.....	A. F. Copp.....	4	2	12 do	40 00
Baie Verte and Railway Station.....	H. Wells (legal representative).....	1/2	12	12 do	60 00
Bairdsville and Beaconsfield.....	H. Baird.....	11	1	12 do	55 00
Barachois and Lower Abouogoggin.....	H. Gallang.....	11 & 8	1	12 do	44 48
Barnaby River and Railway Station.....	J. O. Quilty.....	1/2	12	3 do (to June 30, '91)	2 50
do do	H. A. Quilty.....	1/2	12	9 do from do	26 25
Barnaby River and Semiwagon Bridge.....	M. Meagher.....	4	1	6 do (from Oct. 1, '91)	15 00
Bartibog and Chatham.....	J. Doyle.....	12	1	12 do	40 00
Bartlett's Mills and Railway Station.....	J. Bartlett.....	1/2	6	12 do	90 00
Base Line Road and Hatfield Point.....	M. Lunn.....	4 & 6	1	5 do (to Sept. 30, '91)	9 37
Bass River and South Branch.....	J. A. Campbell.....	16	3	12 do	269 00
Bath, Johnville and Kilfoil.....	H. McGuire.....	8 & 3 1/2	2 & 1	6 do (to Sept. 30, '91)	37 50
do do	do	8 & 3 1/2	3 & 2	6 do from do	59 60

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Bath and Railway Station.....	T. Bohan.....	3	12	12 months.....	60 00
Bathurst and Railway Station.....	J. Sivewright.....	2	24	12 do.....	225 52
Bathurst Village and Dunlop.....	J. Nicol.....	9	1	3 do (to June 30, '91)	11 62
Bathurst Village and Robertville.....	do.....	10½	1	9 do (from July 1, '91, and arrears)...	48 43
Bathurst Village and Tête à Gauche River (south side).....	A. Branch.....	10 & 8	1	12 do.....	39 48
Bathurst Village and Youghall.....	R. Anderson.....	5	3	12 do.....	50 00
Bay du Vin and Chatham.....	T. White.....	25½	2	12 do.....	250 00
Bay du Vin and Point Escuminac.....	E. Nowlan.....	21	2	12 do.....	222 50
Bay du Vin Mills and Upper Bay du Vin.....	W. Dickins.....	5	1	12 do.....	40 00
Bayfield and Railway Station.....	F. Harper.....	1½	6	12 do.....	75 00
Bayside and St. Andrew's.....	J. Richardson.....	7	2	12 do.....	100 00
Bear Island and Scotch Lake.....	J. Elcott.....	4	1	12 do.....	29 48
Beaufort and Bristol.....	J. Boyer.....	20	3	12 do.....	306 00
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	12 do.....	26 00
Beaver Harbour and Black's Harbour.....	E. W. Cross.....	3	1	12 do.....	50 00
Beaver Harbour and Pennfield Ridge.....	F. Eldridge.....	4	3	9 do (to Dec. 31, '91)	112 11
do do.....	do.....	7½	3	3 do from do.....	43 75
Belledune and Belledune River.....	P. Lannon.....	4	3	12 do.....	69 72
Belledune and Railway Station.....	do.....	1	12	12 do.....	79 00
Belleisle Creek and Norton Station.....	J. M. Huggard.....	7	2	12 do.....	57 00
Belliveau Village and St. Joseph.....	S. Bourgeois.....	7	2	12 do.....	73 75
Belyea's Cove and Heustis Landing.....	J. B. Mott.....	3	2	12 do.....	39 00
Benton and Railway Station.....	A. J. Teed.....	50 yds.	12	12 do.....	20 00
Benton and Speerville.....	W. Speer.....	5	2	12 do.....	65 00
Beresford and Railway Station.....	J. Aubé.....	100 yds.	6	12 do.....	35 00
Biggar Ridge and Foreston.....	W. H. Staton.....	4	1	12 do.....	29 00
Black Brook and Chatham.....	A. Manderson.....	6	4	9 do (to Dec. 31, '91)	131 25
do do.....	P. L. Manderson.....	6	4	3 do from do.....	43 75
Black Lands and River Charlo.....	W. Cook.....	3	3	12 do.....	38 00
Black Point and New Mills.....	P. Devereux.....	4	3	9 do (to Dec. 31, '91)	43 11
Black Point and Railway Station.....	S. Laughlan.....	1	6	3 do (from Jan. 1, '92)	9 37
Black Rock and Three Brooks.....	L. Reid.....	1½	2	12 do.....	25 00
Blackville and Coughlan.....	D. A. Coughlan.....	4	1	12 do.....	26 00
Blackville and Shinnickburn.....	W. T. Underhill.....	18	1	12 do.....	120 00
Blackville and Underhill.....	do.....	2	3	12 do.....	52 00
Blair Athol and Dalhousie.....	J. McIntyre.....	17	1	3 do (to June 30, '91)	22 50
do do.....	W. Wright.....	17	1	9 do from do.....	74 25
Blakely and Enniskillen Station.....	J. Blakely.....	3	2	12 do.....	45 00
Bloomfield and Railway Station.....	N. Wetmore.....	¾	12	12 do.....	56 00
Bloomfield Ridge and Boiestown.....	A. Fairley.....	10	1	6 do (to Sept. 30, '91)	29 50
do do.....	T. McDonald.....	10	1	6 do from do.....	24 50
Bloomfield Ridge and Hayesville.....	D. Bruce.....	2	1	12 do.....	15 00
Bloomfield Station and Central Norton.....	N. Wetmore.....	¾	3	12 do.....	59 40
Bloomfield Station and Ry. Station.....	A. Taylor.....	1½	12	12 do.....	20 00
Bocabec and St. Andrews.....	P. McLaughlin.....	9	3	12 do.....	195 00
Boiestown and Parker's Ridge.....	J. W. Parker.....	5	1	12 do.....	25 00
Bon Accord and Kincardine.....	D. Burns.....	5	2	12 do.....	80 00
Bonny River Station and Elmcroft.....	G. F. Williams.....	6	1	12 do.....	45 00
Bonny River Station and Railway Station.....	G. Matheson.....	½	12	12 do.....	50 00
Boundary Creek and Ry. Station.....	R. B. C. Weldon.....	2	12	12 do.....	30 00
Boundary Creek and Steeve's Mountain.....	do.....	¾	1	12 do.....	38 00
Bourgeois, Grandique and Poirier.....	R. Poirier.....	4 & 2	1 & 3	12 do.....	90 00
Breadalbane, New Mills and Railway Station.....	A. McNair.....	1	12	12 do.....	50 00
Briggs Corner and Sheffield.....	J. McKay.....	¾	2	12 do.....	340 00
Bristol and Railway Station.....	J. J. Hayward.....	½	12	12 do.....	45 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brownsville and Railway Station.	A. McGregor	5	1	12 months	25 84
Buctouche, Coats Mills and McLaughlan Road.	T. Roberts	16, 30 $\frac{1}{2}$ &			
		11	2 & 3	8 do (from Aug. 1, '91)	151 68
Buctouche and McLaughlan Road.	do	do	2	4 do (to July 31, '91)	61 33
Buctouche and Richibucto.	do	18	3	12 do	228 00
Buctouche and St. Castin.	L. Sawyer	6 $\frac{1}{2}$	1	12 do	30 00
Buctouche and St. Jean Baptiste.	F. X. J. Michaud	1 $\frac{1}{2}$	6	12 do	30 00
Buctouche and Shediac.	J. D. Weldon	22	6	12 do	494 00
Bull Moose Hill and Springfield.	W. E. Benson	5	1	12 do	24 00
Bumfrau, Mineral and Ry. Station.	A. J. Kearney	5 & $\frac{1}{2}$	12 & 1	12 do	70 00
Burnt Church and Church Point.	F. H. McKnight	4	3	12 do	40 00
Butternut Ridge and Carsonville.	C. I. Keith	15	1	12 do	93 00
Butternut Ridge, New Canaan and Forks.	B. Perry	12 & 3	2 & 1	12 do	128 00
Butternut Ridge and Ry. Station.	H. H. Keith	$\frac{1}{2}$	6	12 do	20 00
Caledonia, Turtle Creek and Railway Station.	G. D. Reid	17 & $\frac{1}{2}$	2	12 do	97 96
Calhoun and Railway Station.	J. B. Calhoun	$\frac{1}{2}$	12	12 do	25 00
Cameron's Mills & St. Louis de Kent	H. Landry	10	2	12 do	60 00
Campbell Settlement and Lower Southampton.	S. H. Stairs	6	2	12 do	49 72
Campbellton and Railway Station.	G. Cumming	1	24 & 30	12 do	371 34
Campo Bello and Wilson's Beach.	B. Brown	7	1	12 do	75 00
Canaan Station and Ry. Station.	J. J. Bernard	$\frac{1}{2}$	12	12 do	20 00
Canaan Station and Sweenyville.	J. P. Bernard	8 & 12	2	12 do	80 00
Canobie and Clifton.	W. Glendinning.	3	1	12 do	28 50
Canterbury and Fredericton.	R. H. Rainsford	51	3	3 do (to June 30, '91)	161 90
do do	J. Phillips	51	3	9 do from do	468 75
Canterbury and Woodstock.	G. W. Porter	12	6	12 do	280 00
Canterbury Station and North Lake	H. Falconer	22	2	12 do	230 00
Canterbury Station and Ry. Station	J. S. Law	100 yds.	12	12 do	50 00
Cape de Moisselle Creek and Ry. Station.	J. Wilson	$\frac{1}{2}$	12	12 do	25 00
Cape Spear and Railway Station.	A. Seamon	5	2	12 do	41 60
Cape Tormentine and Ice Boat House	P. Allen			Season 1890-91.	151 00
Cape Tormentine and Ry. Station.	J. R. Barry	200 ft.	12	12 months	15 00
Caraget and Lower Caraget.	A. Lantaigne.	4	3	8 do (to Nov. 30, '91)	22 66
do do	do	5	3	4 do from do	14 16
Caraget and St. Simon.	J. R. LeBoutillier	9	1	12 do	30 00
Caraget and Tracadie.	P. Thériault	22	6	12 do	344 00
Carleton and St. John.	D. O'Connell	1	36	6 do (to Sept. 30, '91)	69 00
do do	T. M. Burns	1	35	6 do from do	62 00
Carleton and Street Letter Boxes.	W. Lane	1	12	3 do (to June 30, '91)	19 50
do do	J. A. Kindred	1	12	9 do from do	57 00
Carlisle and Cloverdale.	N. L. Shaw	4	1	8 do (from Aug. 1, '91)	20 00
Carlisle and Lower Windsor.	W. O. Belyea	2	3	12 do	45 00
Central Blissville and Fredericton Junction.	J. Shehan	4	2	12 do	55 00
Central Hampstead and Hibernia.	D. Gardner	3	2	12 do	40 00
Centreville, Florenceville and Railway Station.	I. N. Boyer	5	6	12 do	74 00
Centreville, Tracey's Mills and Greenfield.	G. Gregg	2, 12 & 6	3 & 2	12 do	115 00
Chamber's Settlement and Foster's Croft.	T. Morrissey	5	1	12 do	29 00
Chambord and Grand Falls.	I. Michaud	4 & 6	1	9 do (to Dec. 31, '91).	37 50
do do	G. Poitras	4 & 6	1	3 do from do	12 00
Chance Harbour, Lepreaux and Little Lepreaux.	A. Hope	19 & 4	2 & 6	12 do	180 00
Charleston and Middle Simonds.	M. Mulhern	11	1	12 do	50 00
Charlo Station and Upper Charlo.	P. Laviolette	2 $\frac{1}{2}$	6	12 do	54 00
Chatham and Douglassfield.	T. King	5	1	12 do	23 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
Chatham and Kouchibouguac.....	R. McNaughton	26	2	12 months.....	248 00
Chatham and Railway Station.....	A. S. Ullock.....	1	24	12 do.....	200 00
Chatham and Tracadie.....	J. C. Coughlan.....	52	6	12 do.....	1,265 00
Chipman and Harley Road.....	J. D. Brown.....	5	1	12 do.....	45 00
Chipman and Weldford.....	D. Robertson.....	40	1	12 do.....	235 00
Church Hill and Riverview.....	A. Bayley.....	2	2	12 do.....	29 50
Clarendon and Gaspereaux Station.	W. H. Jones.....	6	2	12 do.....	59 00
Clarendon Station and Railway Station.	G. S. Lacy.....	$\frac{1}{2}$	6	12 do.....	40 00
Clifton and Grey's Mills.....	J. Rodgers.....	10	6	12 do.....	244 00
Clifton and Land's End.....	O. M. Flewelling.....	22	2	12 do.....	272 80
Clinch's Mills and Gooseberry Cove.	J. Ferguson.....	4	2	12 do.....	65 00
Clinch's Mills and Little Musquash.	G. Wayne.....	5	1	12 do.....	40 00
Clinch's Mills and Railway Crossing	C. F. Clinch.....	$\frac{1}{2}$	12	12 do.....	26 00
Clover Hill and Sussex Vale.....	J. McLaughlin.....	15 $\frac{1}{2}$	2	12 do.....	130 20
Coal Branch Station and Railway Station	J. T. Swift.....	100 yds.	12	12 do.....	37 50
Coal Creek and Coal Mines.....	J. Brown.....	4	2	12 do.....	44 00
Coal Creek and Upper Coal Creek.	M. E. Weaver.....	4	1	12 do.....	25 00
Cocagne and Cocagne Cape.....	J. S. Lucas.....	4	1	9 do (to Dec. 31, '91).	13 41
do do.....	A. Bourgeois.....	4	1	3 do from do.....	6 25
Cocagne and Notre Dame.....	E. Bilodeau.....	6	2	12 do.....	59 00
Coldbrook and Railway Station.....	E. Ryder.....	$\frac{3}{4}$	12	12 do.....	30 00
Coles Island and Narrows.....	J. Cole.....	12	3	12 do.....	200 00
Coles Island and New Canaan.....	A. Corey.....	23	1	12 do.....	98 00
College Bridge and Railway Station	D. F. Richard.....	$\frac{1}{2}$	12	12 do.....	75 00
Collina and Springfield.....	J. Kellier.....	14 & 10	1	12 do.....	42 00
Cork Station and Railway Station.....	M. A. Murphy.....	10 yds.	3	12 do.....	16 00
Cormier's Cove and St. Joseph.....	D. A. Cormier.....	2	2	12 do.....	30 00
Corn Hill and Petitcodiac.....	W. W. Price.....	11 & 7	1	12 do.....	52 00
Cox's Point and Cumberland Bay.....	T. H. Brancombe.....	5	1	12 do.....	20 80
Cross Creek and Green Hill.....	W. Waugh.....	4	1	12 do.....	32 00
Curryville and Railway Station.....	J. A. Beaumont.....	$\frac{1}{2}$	12	12 do.....	35 00
Dalhousie and Point La Nim.....	P. Stewart.....	3	3	12 do.....	45 00
Dalhousie and Railway Station.....	H. A. Johnson.....	$\frac{1}{4}$	24	12 do.....	256 20
Dalhousie and Wharf.....	do.....	$\frac{1}{4}$	2	Season 1891.....	39 50
Dalhousie Junction and Railway Station	W. Jamieson.....	$\frac{1}{2}$	12	12 months.....	52 00
Dawson Settlement and Hillsborough.	P. Broney.....	8	2	12 do.....	83 00
Debeck and Railway Station.....	A. Harron.....	$\frac{1}{4}$	12	12 do.....	30 00
Derby and Railway Station.....	T. Parker.....	$\frac{1}{4}$	12	1 do 8 days (from Feb 22, '92).....	6 43
Doaktown and Shinnickburn.....	J. McDuff.....	18	1	12 do.....	100 00
Donegal, Waterford and Sussex Vale	F. C. Buchanan.....	10 & 8	1 & 2	12 do.....	189 56
Dorchester and Fairview.....	A. Crossinan.....	3 $\frac{1}{2}$	1	12 do.....	26 00
Dorchester and Middleton.....	R. A. Colpitts.....	2	6	12 do.....	65 00
Dorchester and Railway Station.....	S. W. Tingley.....	$\frac{1}{2}$	36	12 do.....	447 00
Dorchester and Rockport.....	J. Read.....	12	3s & 2w	12 do.....	159 00
Dorchester and Woodhurst.....	B. Card.....	5	1	12 do.....	20 00
Dorchester Crossing and Railway Station	P. L. Belliveau.....	$\frac{1}{4}$	2	12 do.....	11 00
Dorchester Crossing and Scadouc.....	P. S. Pellerain.....	2 $\frac{1}{2}$	1	12 do.....	15 00
Dorn Ridge and Mouth of Keswick.	J. Pugh.....	14	2	12 do.....	87 00
Douglastown and Newcastle.....	R. H. Gremley.....	5	6	12 do.....	125 00
Dover and Moncton.....	W. A. McFarlane.....	18	2	9 do (to Dec. 31, '91).	93 00
do do.....	J. W. Beatty.....	18	3	3 do from do.....	40 00
Downeyville and Springfield.....	W. Kellier.....	11	2	12 do.....	80 00
Downeyville and Tooleton.....	V. Vanwart.....	11 & 3	4	12 do.....	71 00
Doyle Settlement and River Louison	T. Hayes, jun.....	3	1 & 2	12 do.....	23 75
Dumbarton Station and Railway Station	W. Saunders.....	$\frac{1}{8}$	3	12 do.....	20 00
Dundee and Shannon Vale.....	W. Wright.....	5	1	12 do.....	25 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dungiven and Memramcook	E. W. Toole	4	1	12 months	25 00
Dupey's Corner and St. André de Shediac	R. Hebert	3½	1	12 do	32 00
Edmundston and Grand Falls	M. Hart	37	6	12 do	1,495 00
Edmundston and Mouth of St. Francis	B. Leveque	37	3	3 do (to June 30, '91)	122 50
Edmundston and Upper Madawaska	D. Sirois	3	6	12 do	24 00
Eel River Crossing and Railway Station	D. Cook	1½	12	12 do	50 00
Elgin and Prosser Brook	W. P. Robinson	13	2	9 do (to Dec. 31, '91)	144 00
do do	H. H. Horsman	13	2	3 do from do	30 00
Elgin and Railway Station	J. D. Steeves	½	6	12 do	39 88
Ellenstown and Millerton	D. Sauntry	3	1	6 do (from Oct. 1, '91)	12 50
Elmsville and Railway Station	J. H. Dyer	1½	6	12 do	40 00
Emigrant Road and Railway Station	M. Mulrine	1½	3	12 do	30 00
Ennishore and Grand Falls	C. O'Regan	3½	1	12 do	30 00
Enniskillen Station and Ry. Station	B. McAloon	½	6	12 do	25 75
Fairhaven and Lord's Cove	T. McLaughlin	10	3s&2w	12 do	195 00
Fairhaven and Steamer	do	1	3s&2w	12 do	100 00
Fairville and Railway Station	C. F. Tilton	18	12	do	75 00
Fenwick and McKnight	J. R. Gamblin	1½	2	12 do	15 00
Fenwick and Sheba	A. Simpson	4½	2	12 do	33 00
Ferguson's Point and Junction, Caraque and Chatham Route	W. Ferguson	¾	6	12 do	33 40
Ferndale and Hillsdale	B. Colwell	2	1	3 do (from Jan. 1, '92)	5 00
Flatlands and Railway Station	J. Steeves	¼	6	12 do	50 00
Florenceville and Railway Station	W. McMullin	1	12	12 do	185 00
Florenceville East and Riverbank	I. N. Boyer	4	3	12 do	57 00
Flume Ridge and Magaguadavic	M. Noonan	6	1	6 do (to Sept. 30, '91)	15 00
Flume Ridge, Harvey Station and Magaguadavic	J. Moffit	6 & 18	2 & 1	6 do from do	78 00
Forks and Ida	S. S. Clarke	5	1	12 do	45 00
Four Falls and Ortonville	W. Downing, senr	11	1	12 do	70 00
Fox Creek and Moncton	A. Bourque	12	3	3 do (from Jan. 1, '92)	24 99
Fredericton and Hanwell	M. Curry	10	1	3 do (to June 30, '91)	13 50
do do	J. Currie	10	1	9 do from do	40 50
Fredericton and Lower St. Mary's	B. Dunphy	6	2	12 do	90 00
Fredericton and Marysville	T. Miles	4	6	12 do	149 00
Fredericton and Nasonworth	S. K. Nason	9½	1	12 do	52 00
Fredericton and Ry. Station	P. D. McKenzie	1½	24	12 do	234 00
do do (East Side)	do	½	12	1 do (from Mar. 1, '92)	5 42
Fredericton and St. Mary's Ferry	M. W. Ryan	¾ & 1	12	12 do	106 64
Fredericton and Street Letter Boxes	H. J. Phair	2	12	12 do	101 24
Fredericton and Tay Mills	S. Cook	27	1	9 do (from July 1, '91)	139 51
Fredericton and Tay Settlement	do	27½	1	3 do (to June 30, '91)	47 50
Fredericton and Wisely	G. J. Gunter	4	2	12 do	50 00
Fredericton and Woodstock	N. Urquhart	70	2	12 do	550 00
Fredericton Junction and Ry. Station	J. Shehan	25 yds.	24	12 do	40 00
French Village and Railway Station	C. Stephenson	4	2	12 do	50 00
Gagetown and Mouth of Nerepis	S. Cameron	44	3	3 do (to June 30, '91)	182 75
do do	W. H. Bulyea	44	3	9 do from do	468 00
Gagetown and Narrows	F. E. Wilson	19	3	12 do	277 50
Gagetown and Upper Gagetown	G. W. Allingham	8	3	12 do	100 00
Gagetown and Welsford	H. Johnston	28	3	12 do	470 00
Gagetown and White's Cove	W. Hamilton	13	3	12 do	250 00
Gailey and Thomas Galland's	J. White	2	2	12 do	30 00
Gaspareaux Station and Ry. Station	P. W. Mooney	1	6	12 do	40 00
Gaythorne and Tabusintac	E. McCullum	4	1	12 do	30 00
Gillespie and Grand Falls Portage	T. McCallum	2	1	12 do	25 00
Gladstone and Kintore	T. Watt	9	3	12 do	156 00
Glassville and Ruther Glen	E. D. Martin	4	3	12 do	46 80

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Golden Ridge and Knowlesville.....	G. Campbell.....	6	1	12 months.....	34 00
Goose Creek and Shepody Road.....	J. Prescott.....	13	1	12 do.....	60 00
Gouldville and Memramcook.....	J. Richard.....	2½	2	12 do.....	35 00
Grafton and Woodstock.....	A. G. B. Stone..	1½	6	12 do.....	60 00
Grainfield and North Renous.....	M. Hayes.....	4	1	12 do.....	40 00
Grand Anse and Mizonette.....	S. Theriault.....	8	2s&1w	12 do.....	75 00
Grand Bay and Railway Station.....	D. Hamm.....	4	6	12 do.....	23 00
Grand Falls and Railway Station.....	F. J. Kelly.....	4	12	12 do.....	75 00
Grand Falls and Undine.....	F. Petit.....	16 & 11	2	12 do.....	133 00
Grand Falls and Woodstock.....	J. A. Perley.....	74	6	12 do.....	2,700 00
Grand Harbour and White Head.....	E. A. Daggett..	6	2s&1w	6 do (to Sept. 30, '91).	47 00
do do.....	J. Young.....	6	2s&1w	6 do from do.....	37 50
Grand Manan and Seal Cove.....	G. E. Yatten.....	12	3 & 2	6 do (to Sept. 30, '91).	59 50
do do.....	W. N. McLean..	12	3 & 2	6 do from do.....	49 00
Grattan and Upper Neguac.....	P. Grattan.....	3½	2	12 do.....	40 00
Great Shemogue and Little Cape.....	J. S. Leger.....	4	1	12 do.....	25 00
Great Shemogue and Shediac.....	J. H. Hebert..	24	6	12 do.....	400 00
Green Point and Petit Rocher.....	J. Morrison.....	3½	1	12 do.....	36 25
Halcomb and Lyttletown.....	E. Somers.....	5	1	9 do (to Dec. 31, '91)	29 25
do do.....	W. H. Somers..	5	1	3 do from do.....	12 00
Hammond Vale and Shepody Road.....	W. Fowler.....	12	1	12 do.....	104 00
Hampstead and Wickham.....	J. S. VanWart..	2	2	12 do.....	40 00
Hampton and Ossekeag.....	S. W. Sprague..	1	6	12 do.....	60 00
Hampton and Urquhart's.....	J. McLauchlan..	13	2	12 do.....	130 00
Hardingville and Quaco Road.....	F. J. Johnston..	4	1	12 do.....	29 00
Harewood and Salisbury.....	N. Wilson, jun..	13	1	12 do.....	46 80
Hainsville and Lewisville.....	C. F. Vincent..	3	2	12 do.....	20 00
Hartland and Knowlesville.....	W. Craig.....	20	3	3 do (to June 30, '91).	67 50
do do.....	D. H. Keswick..	20	3	3 do (to Sept. 30, '91).	67 50
do do.....	W. S. Henderson	20	3	6 do from do.....	147 50
Hartland and Railway Station.....	A. M. Nevers.....	½	12	12 do.....	60 00
Harvey and Midway.....	R. Smith.....	3½	1	12 do.....	18 00
Harvey and Railway Station.....	L. F. West.....	1½	6	12 do.....	130 00
Harvey and Waterside.....	R. Mulligan.....	11	3	12 do.....	147 00
Harvey Station and Magaguadavic.....	T. Craig.....	18	2	6 do (to Sept. 30, '91).	74 50
Harvey Station and Railway Station.....	D. Glendinning.	50 yds.	12	12 do.....	35 00
Harvey Station and Yoho.....	R. Coffey.....	8	1	12 do.....	48 00
Hatfield Point and Jones' Corner.....	M. Lunn.....	7	1	6 do (from Oct. 1, '91)	15 74
Hatfield Point and West Scotch Settlement.....	W. A. S. Perkins	4	1	12 do.....	22 00
Head of Millstream and Perry Settlement.....	B. B. Hayes.....	5	1	12 do.....	30 00
Head of Millstream and Sussex Vale.....	do.....	19	2	12 do.....	175 00
Head of Tide and Railway Station.....	H. C. Gillis.....	7 ¹⁸	6	12 do.....	80 00
Head of Tide and Robinsonville.....	D. Duncan.....	20	1	12 do.....	104 00
Heron Island and New Mills.....	W. Maxwell.....	3	1	12 do.....	32 00
Hillsborough and Lower Cape.....	S. S. Calhoun..	9	6	12 do.....	200 00
Hillsborough and Railway Station.....	R. E. Steeves..	½	12	12 do.....	78 00
Hillsborough and Rose Vale.....	W. J. Bayley..	13	3	12 do.....	132 00
Hillsdale and Mackville.....	J. McIntyre..	3	1	12 do.....	25 26
Hillsdale and Sussex Vale.....	W. Buchanan..	17	3	12 do.....	237 00
Hopewell Cape and Railway Station.....	W. E. Calhoun..	3½	6	12 do.....	90 00
Hopewell Hill, Hopewell and Railway Station.....	C. L. Peck.....	1 & ½	6 & 12	9 do (to Dec. 31, '91).	60 00
do do.....	W. L. Peck.....	1 & ½	6 & 12	3 do from do.....	17 00
Hopewell Hill and Memel.....	W. Hunt.....	7 & 5	1	12 do.....	43 50
Hopper and Salisbury.....	J. McGee.....	18	1	12 do.....	82 00
Hoyt Station and Juvenile Settlement.....	J. E. Patterson..	12 & 9	2	9 do (to Dec. 31, '91)..	56 91
do do.....	E. Mersereau..	12 & 9	2	3 do from do.....	37 50
Hoyt Station and Railway Station.....	A. W. Mersereau	½	12	12 do.....	55 00
Indian Mountain and Moncton.....	A. M. Bonnell..	14	1	12 do.....	78 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Indiantown and St. John	D. O'Connell	2	12	12 months	196 00
Inkerman and Railway Station....	W. Gibbin	3	6	12 do	45 00
Irishtown and Shediac.....	C. Sullivan	20	1	12 do	126 00
Jenkins and Thornetown	M. B. Perry.....	2	3	12 do	38 00
Jolicure, Westmoreland Point and Railway Station	C. Wry	7 & 1	6 & 12	12 do	225 00
Jordan Mountain and Newtown....	E. Matr	4	1	12 do	28 00
Keats and Petitcodiac.....	R. F. Keith	7	3	12 do	117 00
Kerry and New Ireland Road.....	J. Garland.....	5	1	12 do	49 48
Keswick Ridge and Millville.....	J. Harrigan.....	27 & 30	2	12 do	298 00
Kilburn and Kintore	D. Watt	6	3	12 do	95 00
Kilburn and Railway Station	B. Kilburn	4	12	12 do	35 00
Kingsclear and New Market	J. W. Howard	5	1	12 do	36 00
Kingston and Perry's Point.....	J. Hill	2½	2	12 do	40 00
Kingston and Railway Station	E. Harnett.....	½	12	12 do	100 00
Kingston and Richibucto Village....	P. McCaie	7	2	12 do	60 00
Kingston and Rothesay	S. Cosman	10	6	12 do	449 00
Knoxford and Upper Knoxford	R. Langstaff	4	1	12 do	26 00
Kouchibouguac and Kouchibouguac Beach	J. Potter, jun.	9	2	12 do	60 00
Kouchibouguac and Point Sapin....	do	20	1	12 do	65 00
Kouchibouguac and Richibucto	J. McLane	12	6	12 do	290 00
Lake George and Prince William Station	P. Carr	22	2	12 do	157 00
Lakeview and Narrows	R. Black	3	3	12 do	50 00
Lakeville Corner and Newcastle Creek	G. W. Byno.....	28	2	12 do	171 00
Landry and Pockmouche	M. Landry	5	1	12 do	23 00
Lawrence Station and Railway Stn.	J. Taylor	200 yds.	12	12 do	52 00
Ledge and St. Stephen	J. Green	4	3s&2w	12 do	75 00
Legere and Portage River	L. Mauzerall	2	3	12 do	30 00
Lepreaux and Pocologan	S. T. Anderson	10	2	12 do	75 00
Lepreaux and Railway Station	H. P. Reynolds	1½	12	12 do	25 00
Lewis Mountain and Petitcodiac....	W. W. Price.....	12 & 13	1	12 do	82 80
Lime Hill and Junction of Spring- hill Road	T. Scribner	2	1	12 do	15 00
Limekiln and Stanley	H. Turnbull	2	1	12 do	25 00
Lincoln and Oromocto	A. E. Bulley	4	3	12 do	65 00
Little Lake and Tracey Station	J. Steen	11	1	3 do (to June 30, '91).	14 50
do do	D. S. Duplisea	11	1	9 do from do ..	41 25
Little Salmon River Mills and Shep- ody Road	J. C. Hazen	8	1	12 do	74 48
Loch Lomond and St. Martin's.....	Fownes & Tabor	20	1	12 do	100 00
Long Beach and Salmon River	J. Wright	2	1	3 do (from Jan. 1, '92)	6 50
Long Point and Springfield	W. Kellier	7 & 10	1	12 do	36 43
Long Settlement and Woodstock	J. R. Tupper	26	2	9 do (to Dec. 31, '91)..	153 66
do do	J. J. Williamson	26	2	3 do from do ..	51 22
Lorwick and Junction Perth Centre and Tilley Route.....	H. Dougherty	¾	1	12 do	5 92
Lower Brighton, Newburgh and Pembroke	J. Downey	3 & 6	6 & 2	12 do	150 00
Lower Nappan and Point au Car	A. McKnight.....	5	2	12 do	47 48
Lower Southampton and Norton Dale	H. D. Stairs	10	2	12 do	115 00
Lower Turtle Creek and Turtle Creek	G. A. Fillmore	3	1	12 do	15 00
Lyttleton and Red Bank	E. Somers	5	3	12 do	90 00
McGinley and Memramcook	S. C. Charters	1½	3	9 do (to Dec. 31, '91)	30 00
do do	A. N. Charters	1	3	3 do from do ..	12 50
Maple Green and Railway Station.	J. Fraser	1	3	12 do	45 00
Maplehurst, Upper Kent and Rail- way Station	A. Hawthorne	3 & ½	2 & 12	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Maple Ridge and Millville.....	G. Russell.....	3	1	12 months.....	20 00
Maplewood and Millville.....	H. Palmer.....	5	1	12 do.....	40 00
Mars Hill and River de Chute.....	J. B. Porter.....	5	1	12 do.....	25 00
Maugerville and Upper Maugerville	P. McCluskey.....	5	3	Season 1891.....	45 00
Meadows and Railway Station.....	G. F. Beech.....	20 yds.	12	12 months.....	10 00
Melrose and Railway Station.....	B. Corrigan.....	$\frac{1}{2}$	6	12 do.....	26 00
Memramcook and Railway Station.	S. C. Charters.....	$\frac{1}{2}$	36	12 do.....	150 00
Middle St. Francis and Mouth of St. Francis.....	J. T. Hartt.....	17	3	5 do (to Nov. 30, '91)	102 08
Midgie Station and Railway Station	C. Hicks.....	40 yds.	6	12 do.....	10 00
Millford and Railway Station.....	J. Irvine.....	1 $\frac{1}{2}$	12	12 do.....	75 00
Milledgeville and St. John.....	D. O'Connell.....	4	2	12 do.....	65 00
Millerton and Railway Station.....	J. C. Miller.....	$\frac{1}{2}$	12	1 do 7 dys. (from Feb. 22, '92).....	4 28
Millstream and Mountain Dale.....	W. E. Fenwick.....	6 & 7	1	12 do.....	60 32
Millstream and Mount Hebron.....	G. D. Fenwick.....	5	1	12 do.....	43 68
Milltown and St. Stephen.....	Keys Bros.....	2	12	12 do.....	148 48
Milltown and Upper Mills.....	J. M. McDonald	3	1	6 do (to Sept. 30, '91)	25 00
do do.....	J. W. Heaton.....	3	1	6 do from do.....	24 00
Millville and Railway Station.....	S. A. Jones.....	$\frac{1}{2}$	12	1 do (from Mar. 1, '92)	2 08
Miscou Harbour and Wilson's Point	P. Wilson.....	6	2s&1w	12 do.....	55 00
Mispec and St. John.....	D. O'Connell.....	9	1	12 do.....	59 76
Moncton and O'Neil.....	R. Lowry.....	15	1	12 do.....	65 00
Moncton and Railway Station.....	G. McSweeney.....	1	48	12 do.....	480 00
Moncton and Stony Creek.....	J. Scott.....	8	2	12 do.....	120 00
Moncton and Street Letter Boxes.	J. Gallagher.....	1	12	12 do.....	150 00
Moncton and Upper Coverdale.....	E. L. Goodall.....	14	2	12 do.....	105 00
Moncton Road and Shediac.....	W. G. Bateman.....	6	1	12 do.....	40 00
Monument Settlement and Rich- mond Corner.....	N. Turney.....	27 & 20	2	12 do.....	228 00
Moore's Mills and Railway Station.	A. Cormick.....	100 yds.	12	12 do.....	65 50
Mountview and Upper Sackville.....	J. Wheaton.....	3	1	12 do.....	20 00
Mountview and Railway Station.....	J. T. Wilber.....	300 yds.	12	12 do.....	20 00
Mouth of Nerepis and Ry. Station.	J. M. Nase.....	$\frac{1}{2}$	12	12 do.....	50 00
Musquash and Railway Station.....	L. D. Carman.....	$\frac{1}{2}$	12	12 do.....	26 00
Narrows, Norton Station and Springfield.....	W. Linden.....	9 & 21	6 & 3	6 do (to Sept. 30, '91)	256 18
do do.....	C. W. Parkins.....	9 & 21	6 & 3	6 do from do.....	248 00
Narrows and Upper Gaspereaux.....	J. B. Wiggins.....	50	3	12 do.....	700 00
Narrows and Wickham.....	G. W. Day.....	24	3	12 do.....	350 00
Nauwigewauk and Railway Station.	W. W. Dodge.....	$\frac{1}{2}$	12	12 do.....	27 75
Nerepis Station and Railway Sta'tn.	D. McKenzie.....	$\frac{1}{2}$	12	12 do.....	20 00
Nerepis Station and Round Hill.....	D. W. McKenzie.....	12	1	12 do.....	100 00
Newcastle and Railway Station.....	R. H. Gremley.....	1	24	12 do.....	206 00
Newcastle and Red Bank.....	J. C. Miller.....	15	3	12 do.....	295 00
Newcastle and Renous Bridge.....	J. C. Brown.....	17	3	12 do.....	275 00
Newcastle and Sevogle.....	do.....	25	1	12 do.....	145 00
Newcastle and South Nelson.....	J. Doolan.....	2	6	12 do.....	199 00
New Mills and Railway Station.....	A. McNair.....	$\frac{1}{2}$	12	12 do.....	49 88
Newtown and Sussex Vale.....	J. Cotter.....	10 & 12	3	12 do.....	180 00
Newtown and White's Mountain.....	H. Jamieson.....	3	1	12 do.....	30 00
Nictau and Riley Brook.....	E. P. Ross.....	6	1	12 do.....	30 00
Nigado and Petit Rocher.....	F. Walsh.....	5 $\frac{1}{2}$	1	12 do.....	40 00
Nixon and Turtle Creek.....	L. A. Wilson.....	4	2	12 do.....	35 00
North Forks Salmon Creek and Salmon Creek.....	F. H. Fowler.....	4	1	12 do.....	37 00
North River Platform and Railway Station.....	T. Jones.....	$\frac{1}{2}$	12	12 do.....	25 00
Notre-Dame and Poirier.....	F. Cyr.....	6	1	9 do (to Dec. 31, '91)	22 50
do do.....	J. Gueguen.....	6	1	3 do from do.....	5 50
Oak Bay and Railway Station.....	R. W. Wilson.....	$\frac{1}{2}$	12	12 do.....	65 00
Oakham and Thornetown.....	E. Perry.....	4	2	12 do.....	42 48

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oak Hill and St. Stephen	Keys Bros	22	1	12 months	159 00
Oakland and Riverbank	R. W. Tompkins	2 $\frac{3}{4}$	1	7 do (from Sept. 1, '91)	14 58
Oak Point and Round Hill	D. D. Flewelling	3	6	Season 1891.	34 00
Oakville and Richmond Corner	L. S. Purinton	10	1	12 months	80 00
Olinville and Speight's Corner	A. F. Speight	2 $\frac{1}{2}$	2	12 do	15 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21 & 12	6 & 3	12 do	320 00
Oromocto and Shirley Settlement	R. Brennan	4	1	5 do (from Nov. 1, '91)	8 33
Oromocto and Waasis Station	J. Malone	6	6	12 do	190 00
Oromocto and Woodside	W. Rutledge	18	2	12 do	109 00
Osskeag and Upperton	R. W. Barnes	19 $\frac{1}{2}$	2	9 do (to Dec. 31, '91)	135 00
do do	G. H. Barnes	19 $\frac{1}{2}$	2	3 do from do	42 00
Painsec Settlement and Railway Station	E. Babin	1	2	12 do	32 00
Passekeag and Railway Station	G. R. Campbell	150 yds.	12	12 do	50 00
Passekeag and Sherlock	J. McVey	5	1	12 do	40 00
Pearson's and Starkey's	J. H. McLeod	9 & 12	2	12 do	150 00
Pennfield Ridge and Railway Station	S. McKay	2	6	12 do	60 00
Penobsquis and Roxburg	J. J. Haslam	21	2	12 do	177 48
Perth Centre and Railway Station	G. W. Larlee	$\frac{1}{2}$	12	12 do	50 00
Perth Centre and Riley Brook	W. Inman	72	2	12 do	636 20
Perth Centre and Tilley	N. Demerchant	16	2	12 do	127 00
Petersville and Welsford	P. Lingley	10	2	12 do	96 00
Petersville Church and South Clones	J. Chittick, sen.	4	1	12 do	30 00
Petit Rocher and Railway Station	J. Morrison	1 $\frac{1}{2}$	12	12 do	75 00
Pioneer and Woodstock	J. R. Tupper	25	3	9 do (to Dec. 31, '91)	222 75
do do	J. J. Williamson	25	3	3 do from do	74 25
Pisarinco and Spruce Lake Station	E. McCarthy	4	3	12 do	40 00
Pleasant Ridge and Rolling Dam Station	N. McDermott	10	2	12 do	75 00
Point du Chêne and Railway Station	E. McDonald	$\frac{1}{2}$	12	12 do	26 75
Pollett River and Railway Station	T. W. Colpitts	100 yds.	3	12 do	22 74
Port Elgin and Railway Station	G. Siddall	$\frac{1}{2}$	12	12 do	40 00
Port Elgin and Spence's	J. H. Grant	17 & 15	3	12 do	273 00
Prince of Wales and Ry. Crossing	J. Cairns	$\frac{1}{2}$	6	12 do	31 00
Prince William Station and Railway Station	W. G. Hatch	1 $\frac{1}{2}$	12	12 do	80 00
Prince William Station and York Mills	W. Murray	3	2	9 do (to Dec. 31, '91)	69 75
do do	R. Henry	3	2	3 do from do	14 75
Queenstown and Upper Otnabog	A. C. Fox	2 $\frac{1}{2}$	3	12 do	22 00
Read and Railway Station	E. Read	2 $\frac{1}{2}$	2	12 do	31 20
Renous Bridge and South Renous	W. Hogan	5	2	12 do	55 00
Reynolds and South Nelson	B. Reynolds	7	2	12 do	50 00
Richibucto and Railway Station	J. C. Vantour	$\frac{1}{2}$	6	12 do	75 00
Richibucto, Weldford and Railway Station	L. J. Wathen	27 & $\frac{1}{2}$	6 & 24	12 do	901 00
River Charlo and Railway Station	W. R. Jamieson	1	12	12 do	100 00
River Louison and Sunnyside	W. D. Millar	7	1	12 do	34 00
Riverside and Railway Station	S. Edgett	$\frac{1}{2}$	12	12 do	35 00
Rockland, Rockland Station and Railway Station	J. Sutherland	4, $\frac{3}{4}$ & $\frac{1}{2}$	6 & 12	12 do	340 00
Rockport and Sackville	A. Tower	16	1	12 do	65 00
Rogerville and Railway Station	F. McCaile	100 yds.	12	12 do	48 00
Rogerville and Rogerville East	J. Hache	4 $\frac{1}{2}$	1	12 do	43 88
Rogerville and Vinneau	F. McCaile	5	1	12 do	35 00
Rolling Dam Station and Rusagornis	W. Goodill	1 $\frac{1}{2}$	12	12 do	40 00
Rosedale and Upper Woodstock	W. E. Hoyt	8 & 6	2	12 do	80 00
Rusagornis and Waasis Station	A. Grass	3	3	12 do	40 00
St. Andrews and Railway Station	J. Cummings	$\frac{1}{2}$	As req	12 do	76 20

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Andrews and Wharf.	R. Storr	$\frac{1}{2}$	4 & 6	12 months	37 75
St. Charles and Railway Station.	M. J. Daigle	2	2	2 do (from Feb. 1, '92)	5 00
St. Croix and Railway Station	J. E. Casey	1	6	12 do	45 00
St. George and Railway Station	M. Parks	1	12	12 do	68 00
St. Isidore and Tracadie	P. LeBreton	11	2	12 do	70 00
St. John and Railway Stations.	D. O'Connell	1	30 & 48	12 do (and extra trips).	1,371 60
St. John and Shore Line Railway Station	J. Moulson	1	6	12 do	125 00
St. John and St. Martins	Fownes & Tabor	30	6	12 do	1,500 00
St. John and Sand Point Road.	D. Peacock	3	3	12 do	40 00
St. John and Street Letter Boxes.	D. O'Connell	2	18	12 do	489 00
St. John and Wells	do	19 & 11	-1	12 do	95 00
St. John and Wharf	M. Crowley			Special trip.	0 25
St. Joseph and Railway Station	J. E. Gaudet	1	12	9 months (to Dec. 31, '91)	63 00
do do	T. M. Leger	1	12	3 do from do	17 50
St. Leonard Station and Van Buren, U. S.	A. L. Coombs	1	6	12 do	50 00
St. Martins and Salmon River	A. W. Fownes	9	3	12 do	184 88
St. Norbert and West Branch	D. Gallant	5	1	12 do	19 48
St. Stephen and Calais, U.S.	Keys Bros.	1	12	12 do	110 00
St. Stephen and C.P.R. Station	Hardy & Bridges	$\frac{1}{2}$	12	12 do (extra trips).	197 30
St. Stephen and S. L. Ry. Station	J. Greene	1	6	12 do	69 00
St. Stephen and Wharf	Hardy & Bridges	1	As req	12 do (extra trips).	80 00
Sackville and I.C.R. Station	J. J. Wheaton	1	36	12 do	300 00
Sackville and N.B. and P.E.I Railway Station	N. B. & P. E. I. Ry. Co.	$\frac{1}{2}$	6	12 do	25 00
Sackville and Second Westcock	E. Edgett	8	1	12 do	48 00
Sackville and Upper Sackville	J. J. Wheaton	5	6	12 do	118 72
Sackville and Wood Point	E. Snowden	6	1	12 do	24 48
Salisbury and Railway Station	G. W. Gaynor	600 yds.	36	12 do	225 00
Salt Springs and Titusville	H. O'Brien	6	2	12 do	56 00
Sargent and Junction Bay du Vin and Point Escuminac Route	H. Sargent	1	2	12 do	20 00
Sea Side and Railway Station	S. Laughlan	$\frac{1}{4}$	6	3 do (from Jan. 1, '92)	5 00
Shediac and Railway Station	C. W. Smith	$\frac{1}{4}$	42	12 do	219 80
Shediac Road and Railway Station	G. Rodgerson	$\frac{1}{4}$	3	12 do	47 00
Shippigan and Shippigan Island	J. Goodin	12	2s&1w	12 do	60 00
South Bay and Railway Station	W. Roxborough	100 yds.	12	12 do and arrears.	110 00
South Nelson and South Nelson Road	W. Gorman	3	2	12 do	55 00
South New Bridge and Woodstock	W. Tompkins	$\frac{1}{2}$	2	12 do	50 00
Spruce Lake and Railway Crossing	J. Robinson	$\frac{1}{2}$	6	12 do	30 00
Spruce Lake Station and Ry. Station	E. McCarthy	$\frac{1}{2}$	6	12 do	20 00
Stanley and Cross Creek Ry. Station	T. Coughlan	6	6	12 do	156 00
Stanley and Tay Settlement	J. Miller	6	2	9 do (from July 1, '91)	48 75
Starkey's and Young's Cove	S. J. Thorne	11	1	12 do	36 00
Summerfield and Upper Wicklow	D. Gee	3	2	12 do	35 00
Sussex and Military Camp	T. Pearson			Special trips.	6 00
Sussex Corner and Sussex Vale	W. Buchanan	2	6	12 months	90 00
Sussex Vale and Railway Station	R. D. Boal	250 yds.	42	9 do (to Dec. 31, '91).	157 50
do do	do	$\frac{1}{2}$	30	3 do from do	45 00
Tapley's Mills and Railway Station	M. Murray	$\frac{1}{2}$	2	12 do	35 00
The Range and Wiggins	A. F. Baton	2 $\frac{1}{2}$	1	6 do (to Sept. 30, '91).	14 00
do do	W. R. Burke	2 $\frac{1}{2}$	1	6 do from do	8 00
Three Tree Creek and Ry. Station	J. McQuestion	$\frac{1}{2}$	6	12 do	15 00
Tower Hill and Railway Station	J. Irons	2	2	12 do	50 00
Tracey Station and Railway Station	D. S. Duphisea	50 yds.	12	12 do	30 00
Tracey Station and Traceyville	do	4	1	6 do (to Sept. 30, '91).	15 00
do do	A. O. Tracy	4	1	6 do from do	12 00
Upper Cape and Railway Station	A. Raworth	3	3	12 do	39 00
Waveig and Railway Station	M. J. Greenlaw	$\frac{1}{2}$	6	12 do	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Welsford and Railway Station.....	H. W. Woods ..	$\frac{1}{2}$	12	12 months.....	\$ cts. 100 00
Woodstock and Railway Station...	J. R. Tupper ...	$\frac{1}{2}$	36	9 do (to Dec. 31, '91, extra trips)...	174 60
do do ...	J. J. Williamson	$\frac{1}{2}$	36	3 do (from do and extra trips)....	57 72
do do ...	J. C. Winslow..	$\frac{1}{2}$	12	1 do (from Mar. 1, '92)	6 25
Woodstock and Houlton, U.S	F. A. Glidden ..	14	6	12 do	400 00
				Total.....	\$56,074 89

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,
made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow	R. Dunbar	5	2	12 months	68 00
Acadia Mines and Bass River	J. W. Davison	14	3	12 do	197 48
Acadia Mines and Londonderry St'n	A. J. Gough	23 ³ / ₄	24	12 do	175 00
Addington Forks and Keppoch	D. Campbell	7	1	10 do (to Jan. 31, '92).	50 00
Advocate Harbour and Apple River	J. W. Ward	10	6	6 do (to Sept. 30, '91).	172 50
do do	H. H. Mosher	10	6	6 do from do	172 50
Afton and Bayfield	M. Connor	2 ¹ / ₂	6	12 do	100 00
Afton and Bayfield Road Ry. St'n.	do	3 ³ / ₄	12	12 do	65 00
Afton and Guysboro' Intervale	D. S. Ferguson	15	1	12 do	56 96
Albert Bridge and Horn's Road	H. Horn	4	1	12 do	20 00
Alderney and Petit de Grat	W. Landry	2 ¹ / ₂	3	12 do	62 48
Alder Point and Little Bras d'Or	C. Stubbart	6	1	12 do	35 00
Alder River and Main Post Road	J. Chisholm	1	12	9 do (to Dec. 31, '91).	9 00
do do	J. D. Chisholm	1	12	3 do from do	5 00
Alexander and Cape Mabou	F. Beaton	5	2	6 do (from Oct. 1, '91)	13 00
Alton and Railway Station	B. Lindsay	75 yds.	6	12 do	20 00
Amherst and Amherst Point	L. B. Stewart	4 ¹ / ₂	3	12 do	67 00
Amherst and Fenwick	W. Pipes	6	1	12 do	32 00
Amherst and Hastings	E. Chapman	6	1	12 do	40 00
Amherst and Linden	K. Hunter	20	3	12 do	247 50
Amherst and Little River	G. A. Purdy	22 ¹ / ₂	2	12 do	240 00
Amherst and Railway Station	C. T. Hillson	1	as req	12 do	502 40
Amherst and Tidnish	W. Blair	16	3	12 do	225 00
Amherst Station—Letter Box and Postal Cars	C. T. Hillson	30 yds.	36	12 do	25 00
Annapolis and Dalhousie West	J. Gormley	16	1	12 do	100 00
Annapolis and Digby	R. H. Hardwick	21	6	4 do 8 days (to Aug. 8, '91)	319 35
Annapolis and Granville Ferry	W. H. Weather- spoon	1	6	12 do	250 00
Annapolis and Liverpool	G. & E. Stailing.	67	6	12 do	2,399 00
Annapolis and Perrott Settlement	T. Goldsmith	9	1	12 do	55 00
Annapolis and Ry. Station	A. W. Corbett	12	3	do 26 days (to July 26, '91).	35 91
do do	do	24	8	do 5 days from do	152 17
do do (W. & A.)	A. C. McDormand	20 yds.	6	do 4 days (from July 28, '91)	81 19
Annapolis and Saw Mill Creek	R. Harris	3 ¹ / ₂	3	12 do	70 00
Antigonishe and Arisaig, &c.	McDonald & Gillis	7 & 10	2 & 1	12 do	145 00
Antigonishe and Brophy's	T. Brophy	14	2	12 do	132 00
Antigonishe and Cloverville	J. Thompson	5	1	10 do (to Jan. 31, '92).	33 33
do do	J. McDonald	5	1	2 do from do	6 67
Antigonishe and Georgeville	R. McDonald	44 r. t.	4	12 do	398 00
Antigonishe and Lower West River	T. McAmis	3 ¹ / ₂	2	12 do	52 00
Antigonishe and Railway Station	W. G. Cunning- ham	4	12	12 do	135 00
Antigonishe and Sherbrooke	M. McGrath	40	3	12 do	1,119 28
Antigonishe and William's Point	D. McDonald	2 ¹ / ₂	2	12 do	40 00
Antigonishe Harbour (South Side) and Lower Settlement South River	J. Kiely	4 ¹ / ₂	2	12 do	100 00
Antigonishe Station—Letter Box and Postal Cars	W. G. Cunning- ham	20 yds.	12	12 do	20 00
Anthony's Line and Scotch Village	S. Cochran	11 r. t.	2	12 do	55 00
Antrim and Gay's River	W. Blades	16 r. t.	2	12 do	75 00
Apple River and East Apple River	J. H. Copp	3	6	6 do (to Sept. 30, '91).	25 00
do do	A. L. Price	3	6	6 do from do	37 00
Arcadia and East Chebogue	W. W. Coffrin	4	2	12 do	40 00
Ardness and Lismore	A. McDonald	3	3	12 do	50 00
Ardoise Hill and Newport Station	M. Harvey	19 r. t.	6	12 do	135 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					cts.
Argyle and Argyle Head	A. J. Nickerson	2	3	12 months	50 00
Argyle Sound and Lower Argyle	E. Murphy	3½	1	12 do	19 00
Arichat and Lennox Ferry	A. Martell	5	4	Season 1891	50 00
Arichat and Petite de Grat	A. McDonald	3	3	12 months	90 00
Arichat and Robins	F. L. Malzard	4	6	12 do	70 00
Arichat and West Arichat	A. McDonald	3	6	Season 1891	25 00
Arlington and Canning	R. Wood	5	2	12 months	30 00
Ashfield and Whyocomagah	H. McDonald	6	1	12 do	24 00
Aspen and Glenelg	J. McGrath	4	3	12 do	42 48
Aspen and New Glasgow	J. Fraser	43	3	12 do	694 00
Athol and Railway Station	E. Donkin	1	12	12 do	100 00
Auburn and Greenwood	G. W. Eaton	6½ r.t.	1	12 do	33 00
Auburn and Railway Station	G. O. Jacques	4	12	12 do	70 00
Auld's Cove and Railway Station	H. McMillan	1½	6	12 do	55 00
Avondale Station and Ry. Station	A. F. Robertson	1½	12	3 do (to June 30, '91)	6 25
do do	A. McLean	1½	12	9 do from do	15 00
Avonport and Avonport Station	J. B. Newcomb	1½	6	12 do	100 00
Avonport Station and Ry. Station	do	12 yds.	12	12 do	30 00
Aylesford and Bridgewater	M. N. Graves	60	1	3 do (to June 30, '91)	56 00
do do	A. E. McDonell	60	1	6 do (to Dec. 31, '91)	159 00
Aylesford and Dalhousie Road	H. S. Brenan	26	1	9 trips	27 00
Aylesford and Harmony	A. D. Nichols	20 r.t.	1	12 months	57 00
Aylesford and Lake Paul	H. S. Brenan	18½	1	4 trips	10 00
Aylesford and Morden	W. J. Balcom	22 r.t.	2	12 months	108 00
Aylesford and Railway Station	C. A. Williamson	4	12	12 do	60 00
Baccaro and Port la Tour	W. P. Snow	3	2	12 do	39 00
Back Meadows and Poplar Hill	G. Clark	4	2	3 do (to June 30, '91)	10 00
do do	H. Ross	4	2	8 do from do	26 66
Baddeck and Big Bras d'Or	A. Matheson	26	3	12 do	523 00
Baddeck and Iona	F. H. S. McNeil	15	1	6 do (to Sept. 30, '91)	32 88
do do	D. McNeil, jr.	15	1	6 do from do	46 00
Baddeck and New Campbellton	M. D. McInnis	32	3	12 do	479 15
Baddeck and Rear Baddeck Bay	M. A. McKay	8	1	6 do (to Sept. 30, '91)	26 00
Baddeck and Upper Settlement					
Baddeck River	D. N. Morrison	14	2	12 do	69 72
Baddeck and Upper Settlement					
Middle River	A. G. Crowdis	19	2	6 do (to Sept. 30, '91)	72 12
do do	W. A. Robertson	19	2	6 do from do	75 94
Baddeck Bay and Plaister Mines	H. Fraser	4	2	12 do	27 00
Baddeck Bay and Rear Baddeck Bay	D. McKenzie	3½	1	6 do (from Oct. 1, '91)	12 50
Baddeck River, North Branch and Forks Baddeck	A. H. Buchanan	2½	2	3 do (to June 30, '91)	7 00
do do	A. McInnis	2½	2	9 do from do	33 00
Baie Verte and Linden	S. Moore	16 & 5	3 & 2	12 do	230 00
Bailey's Brook and Railway Station	A. McLean	4½	6	12 do	125 24
Baker Settlement and Greenfield	A. Baker	8 & 5	3 & 1	12 do	115 00
Balmoral Mills and The Falls	A. McKay	2½	3	12 do	58 00
Banks Broad Cove and Sight Point	J. D. McKachen	7	1	6 do (from Oct. 1, '91)	10 00
Banks Broad Cove and Strathlorne	L. McDougall	4	1	12 do	15 00
Barney's River and Marsh	J. McIver	18 r.t.	1	12 do	49 00
Barney's River and Railway Station	D. R. McKenzie	4½	6	12 do	133 88
Barney's River and Rossfield	G. Campobell	4	1	12 do	20 00
Barney's River Station and Railway Station	J. Robertson	½	6	Arrears for service performed in 1886	16 20
Barrachois Harbour and Boisdale					
Barrachois	N. L. Nicholson	3	1	7 months (from Sept. 1, '91)	20 41
Barrington and Port Clyde	J. K. Hogg	30 r.t.	6	12 do	330 00
Barrington and Pubnico Beach	do	22	6	12 do	530 00
Barrington and Shelburne	D. Wentzell	23	6	12 do	740 00
Barrington and Yarmouth	O. S. Davison	48	6	12 do	1,600 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					§ cts.
Barrington Passage and Cape Sable Island	T. W. Robertson	14	6	9 months (to Dec. 31, '91)	206 25
do do	W. B. Smith	14	6	3 do from do	75 00
Barrio's Beach and Big Tracadie	A. F. Bowden	4	3	12 do	30 00
Barry's Corner and Blockhouse	C. Barry	5	1	3 do (from Jan. 1, '92)	6 25
Barr Settlement and Shubenacadie	J. W. Densmore	32 r.t.	1	6 do (to Sept. 30, '91)	48 50
Barss' Corner and Chesley's Corner	E. Woodworth	17 r.t.	2	9 do (to Dec. 31, '91)	55 86
Barss' Corner and Mahone Bay	I. DeLong	18	1	3 do (to June 30, '91)	19 75
do do	J. E. Dunn	18	1	6 do (to Dec. 31, '91)	42 24
Barss' Corner and S. Moore's	R. Barss	6	1	3 do (from Jan. 1, '92)	9 93
Barton and Railway Station	J. S. McNeill	3	12	12 do	104 00
Basin River Inhabitants and Lower River Inhabitants	P. MacCarthy	3	2	12 do	36 00
Basin River Inhabitants and McNamara's Island	E. J. McNamara	2	2	10 do (to Jan. 31, '92)	36 66
Battery Hill and New Gairloch	R. McLeod	8	3	12 do	120 00
Battery Hill and Railway Station	F. H. Matheson	3	12	12 do	60 00
Baxter's Harbour and Sheffield Mills	W. E. Harris	9½	1	12 do	59 16
Bay St. Lawrence and Englishtown	T. D. Curtis	74	3	5 do (from Nov. 1, '91)	677 08
Bay St. Lawrence and Ingonish	D. McLeod	40	2	7 do (to Oct. 31, '91)	250 83
Bay St. Lawrence and Meat Cove	H. McDonald	7	2	12 do	48 00
Bayside and Shad Bay	M. Foder	3	2	12 do	40 00
Bear Cove, Cheticamp and Meteghan	G. L. Comeau	4	2	12 do	40 00
Bear River, West Side and Deep Brook, &c.	W. Lent	6 & 5	10 & 2	12 do	150 00
Bear River, West Side, and Digby	R. M. McClelland	10½	6	7 do (to Oct. 31, '91)	84 23
Bear River, West Side, and Lansdowne	J. E. Turnbull	4	3	4 do (to Feb. 29, '92)	40 00
do do	R. M. McClelland	4	3	1 do from do	6 10
Beaulieu and Black River	C. Grant	24	1	8 do (to Nov. 30, '91)	10 00
Beaulieu and St. Andrews	D. Forbes	6	1	4 do (from Dec. 1, '91)	13 33
Beaver Bank and Middle Sackville, &c.	R. Emmerson	13 r.t.	6 & 3	12 do	275 00
Beaver Bank and North Beaver Bank	W. Lively	8	2	3 do (to June 30, '91)	20 00
do do	E. Lively	8	2	9 do from do	56 25
Beaver Bank and Railway Station	D. Hallisey	12 yds.	12	12 do	93 00
Beaver Cove and Rear Beaver Cove	A. Gillis	3	1	12 do	20 00
Beaver Harbour and Salmon River	J. Hartling	4	2	12 do	40 00
Beaver River Corner and Cedar Lake	A. Porter	18 r.t.	1	12 do	40 00
Bedford Basin and English Corner	N. Melvin	9½	3	12 do	159 00
Bedford Basin and Railway Station	W. MacKenzie	100 yds.	42	12 do	130 00
Beech Hill and Chester Basin	D. Veinot	6	1	3 do (from Jan. 1, '92)	12 50
Beechmont and North-West Arm.	M. McLeod	4	2	12 do	25 00
Belmont and Debert Station	C. W. McDermand	15 r.t.	2	12 do	104 00
Belmont and Railway Station	T. Lindsay	15 r.t.	12	12 do	120 00
Berwick and Buckley's	S. C. Parker	22½ r.t.	2	3 do (to June 30, '91)	27 50
do do	F. A. Kinsman	22½ r.t.	2	9 do from do	96 75
Berwick and Morristown	S. H. Nichols	14 r.t.	1	12 do	40 00
Berwick and Railway Station	E. C. Foster	4	6	12 do	50 00
Big Bras d'Oro and Black Rock	J. McDonald	2	1	7 do (from Sept. 1, '91)	8 75
Big Glen and Endor	W. K. McVicar	6	1	12 do	30 00
Big Harbour Island and Malaga-watch	M. McIntosh	3	2	12 do	25 00
Big Intervale Cape North, and Cape North	M. McLennan	4½	1	6 do (from Oct. 1, '91)	12 50
Big Intervale Margaree and Margaree Falls	D. Campbell	17	3	12 do	175 00
Big Island and Merigonishe	D. Cameron	16	2	12 do	85 00
Big Lorraine and Sydney	R. Martin	31	3 & 2	12 do	310 36
Big Marsh and Maryvale	D. J. McDonald	3	1	12 do	16 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Big Pond and Glengarry Valley	M. McNeil	4	1	12 months	20 00
Big Pond and Rear Ben Foin	A. Gillis	6	1	12 do	25 00
Big Pond and Salem Road	H. D. Munro	12	2	12 do	68 00
Big Port Le Bear and Sable River	G. Harding	12	1	12 do	90 00
Big Tracadie and Mattie	E. Coty	8	1	12 do	40 00
Big Tracadie and Railway Station	W. Gerrior	100 yds.	12	12 do	40 00
Birchtown and Clyde River	F. G. Nicoll	29	3	12 do	400 00
Bishopville and Hantsport	R. E. Bishop	6	2	3 do (to June 30, '91)	20 00
do do	R. Bishop	6	2	9 do from do	69 00
Black Branch and Meadowvale Station	H. Ross	4	3	1 do (from Mar. 1, '92)	8 12
Black Rock and Parrsboro	M. Phinney	6	1	12 do	42 00
Blanchard Road and New Glasgow	J. J. Webster	14	2	12 do	158 00
Blanche and Cape Negro	A. D. Perry	4	3	12 do	68 00
Blandford and Hubbard's Cove	W. A. Mitchell	17	3	12 do	270 00
Blandford and Tancook Island	J. Pearl	4	1	3 do (to June 30, '91)	9 50
do do	N. Chandler	4	1	9 do from do	28 50
Blockhouse and Railway Station	I. Mossman	$\frac{1}{2}$	6	3 do (from Jan. 1, '92)	25 00
Blomidon and Canning	P. Brown	7 $\frac{1}{2}$	6	12 do	199 04
Blomidon and Lower Blomidon	A. Kennedy	2 $\frac{1}{2}$	2	12 do	25 00
Bloomfield and Main Post Road	H. R. Jones	$\frac{1}{2}$	12	12 do	25 00
Blue Rock and Lunenburg	J. E. Hunt	5	1	2 do (to May 31, '91)	6 67
do do	do	5	2	7 do (to Dec. 31, '91)	36 66
do do	E. J. Steverman	5	1	2 do (to Feb. 29, '92)	6 67
do do	E. Steverman	5	1	1 do from do	3 33
Boom and Lower Washabuck	R. Palmer	50 r. t.	2	12 do	250 00
Boom and Whycomagh	H. A. McDougall	15	1	12 do	51 00
Boulardarie and Little Bras d'Or	D. Broderick	14	2 & 3	12 do	265 00
Boulardarie and Point Clear	J. Munro	7	2	12 do	76 36
Boylston and Milford Haven Ridge	J. R. Atwater	$\frac{3}{4}$	12	12 do	100 00
Boylston and Ragged Island	J. Tory	5 $\frac{1}{4}$	3	9 do (to Dec. 31, '91)	89 25
do do	do	5 $\frac{3}{4}$	3	3 do from do	34 21
Brazil Lake and Railway Station	M. Iram	$\frac{1}{2}$	6	12 do	20 00
Brenton and South Ohio	S. Pennell	4	1	12 do	20 00
Brickton and Lawrencetown	C. W. Phinney	3	1	4 do (from Dec. 1, '91)	8 33
Bridgetown and Dalhousie West	L. A. Dickie	28 r. t.	1	12 do	90 00
Bridgetown and Ganville Ferry	J. E. Reed	14	3	3 do (to June 30, '91)	48 50
do do	J. A. Rhodes	14	3	9 do from do	187 50
Bridgetown and Lawrencetown	W. E. Poole	10 $\frac{1}{2}$	1	12 do	75 00
Bridgetown and Middleton	E. Poole	17	2	12 do	147 00
Bridgetown and Parker's Cove	I. F. Hall	27 r. t.	2 & 1	3 do (to June 30, '91)	37 37
do do	J. F. Titus	27 r. t.	2 & 1	9 do from do	108 00
Bridgetown and Railway Station	F. Crosskill	$\frac{1}{2}$	12	12 do	100 00
Bridgewater and Halifax	G. Blair	91	6	9 do (to Dec. 31, '91)	3,412 50
Bridgewater and Lawrencetown	A. P. Phinney	56 $\frac{1}{2}$	2	9 do	517 50
Bridgewater and Mill Village	B. A. Mack	37	3	12 do	468 00
Bridgewater and New Canada	W. J. Cronin	26 r. t.	1	12 do	72 50
Bridgewater and Pleasant River	J. Whitman	10	3	12 do	239 00
Bridgewater and Railway Station	H. B. Whitford	$\frac{1}{2}$	24	1 do 10 days (to Feb. 10, '92)	34 00
do do	A. Feindal	$\frac{1}{2}$	24	1 do 18 dys. from do	21 01
Bridgewater and Shelburne	J. K. Hogg	89	6	12 do	4,840 40
Bridgewater and Rhode's Corner	A. E. McDonnell	7	3	3 do (from Jan. 1, '92)	39 00
Brighton and Railway Station	E. Spittle	4	12	12 do	140 00
Briley's Brook and Railway Station	A. McKinnon	$\frac{1}{2}$	6	12 do	50 00
Broad Cove Mines and Loch Leven	J. A. McLellan	2	2	4 do (from Dec. 1, '91)	10 00
Brookfield and Forest Glen	W. S. Hamilton	13 r. t.	2	9 do (to Dec. 31, '91)	48 75
do do	S. Hamilton	13 r. t.	2	3 do from do	17 25
Brookfield and Pleasant River	J. Hardy	8	3	12 do	149 00
Brookfield and Railway Station	J. Graham	100 yds.	24	12 do	150 00
Brookfield and Upper Stewiacke	J. J. Brenton	18	6	12 do	524 72
Brookland and Salt Springs	W. Gray	3	2	12 do	30 00
Brooklyn and Yarmouth	J. D. Morrill	4	2	12 do	47 50
Brook Village and Centreville East	N. McAskill	5	1	2 do (from Feb. 1, '92)	3 33

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brook Village and Mill River	J. Beaton	4½	2	5 mos. (from Nov. 1, '91)	16 66
Brown's Brook and Halfway River Station	G. Rector	4	1	7 do (to Oct. 31, '91)	23 33
Brown's Mountain and Marshy Hope	A. McDonald	5½	1	12 do	25 00
Brule and Dehmark Road	J. W. McLeod	3	3	11 do (to Feb. 29, '92)	41 83
do do	J. Hogan	5	3	1 do from do	4 00
Brule and Forbes	J. Forbes	2	1	11 do (to Feb. 29, '92)	27 50
Buckfield and Main Post Road	M. Wynott	1	1	12 do	10 00
Buckleys and Kentville	E. H. Fuller	34 r. t.	5	12 do	418 00
Burlington and Victoria Harbour	A. B. Hall	16 r. t.	1	12 do	39 48
Burntcoat and Noel	I. A. O'Brien	4½	3	12 do	52 00
Cain's Mountain and McKimmon's Harbour	G. McKenzie	3	1	12 do	20 00
Caledonia Corner and Malaga Gold Mines	J. H. McClelland	9	6	12 do	250 00
Caledonia Corner and West Caledonia	J. McGinty	3	3	12 do	85 00
Caledonia Corner and Whiteburn Mines	P. Conway	6½	3	9 do (to Dec. 31, '91)	56 25
do do	W. McGuire	6½	3	3 do from do	18 50
Cambridge Station and Condon Settlement	J. Caldwell	10½ r. t.	1	12 do	45 00
Cambridge Station and Railway Station	J. P. Neily	50 yds.	12	12 do	40 00
Camden and Truro	E. Logan	9	2	12 do	115 00
Cameron Settlement & Pictou Road	D. M. Cameron	22 r. t.	2 & 1	12 do	89 00
Campbell's Mountain and Whycocomagh	J. McAskill	7	1	12 do	35 00
Canaan and Kentville	J. B. Dewolf	6	6	12 do	173 00
Canaan and Tusket	A. Hurlburt	26 r. t.	1	9 do (to Dec. 31, '91)	52 50
do do	J. Hurlburt	26 r. t.	1	3 do from do	17 50
Canada Creek and Waterville	W. B. Thomas	9½	2	12 do	65 00
Canard and Lower Canard	E. H. Lockwood	2	12	12 do	125 00
Cannes and River Bourgeoise	C. Sampson	2½	3	12 do	54 60
Canning and Kentville	A. B. Baxter	12	6	3 do (to June 30, '91)	156 00
do do	J. L. Bishop	12	6	9 do from do	351 64
Canning and Medford	W. West	2½	6 & 3	4 do (to July 31, '91)	67 50
do do	J. B. Strong	2½	6 & 3	8 do from do	79 33
Canning and North Medford	B. Weaver	4	1	12 do	20 00
Canning and Port Williams Station	J. L. Bishop	7	6	12 do	247 00
Canning and Scott's Bay	W. H. Jess	16	3	12 do	176 00
Canoe Lake and Gaberouse	A. Munro	4	1	12 do	20 00
Canso and Guysboro'	G. W. Scott	31	6	12 do	1,090 00
Cape Dauphin & New Campbellton	D. McDermid	4	1	9 do (from July 1, '91)	18 75
Cape George and Georgeville	L. McIsaac	20 r. t.	1	12 do	40 00
Cape John and River John	W. Gammon	24 r. t.	3	1 do (from Mar. 1, '92)	12 41
Cape Negro Island and Purgatory Point	A. L. Perry	3	2	12 do	55 00
Cape North and Dingwall	J. McPherson	4½	2	12 do	38 00
Cape Sable Island and Clarke's Harbour	J. K. Hogg	20 r. t.	6	12 do	380 00
Cariboo Gold Mines and Upper Musquodoboit	A. Burnett	8	3	12 do	156 00
Cariboo Island and Lower Cariboo	F. McLean	3½	2	3 do (from Jan. 1, '92)	10 00
Carroll's Corner and Elmsdale	J. Carroll	19½ r. t.	2	12 do	64 00
Catalone and Catalone Gut	A. McDougall	4½	1	12 do	30 84
Catalone and Little Lorraine	H. McIntyre	8	3 & 1	6 do (to Sept. 30, '91)	74 50
do do	D. McDonald	8	3 & 1	6 do from do	62 00
Catalone and New Boston	J. McDonald	4	2	12 do	29 00
Catalone and Mount Rose	C. Grant	3	2	1 do (from Mar. 1, '92)	2 50
Centredale and Hopewell	J. H. Grant	8	2	12 do	61 00
Centreville and Hall's Harbour	S. E. Roscoe	18 r. t.	1	12 do	94 00
Chance Harbour and Pictou Landing	S. Fraser	4	1	12 do	26 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chapman Settlement and Head of Amherst.	L. Greeno	6	1	12 months	30 00
Charlos Cove and Larry's River	E. Pelrine	4	2	12 do	52 00
Chebogue Point and Yarmouth	W. Cain	12 r.t.	3	12 do	110 00
Chelsea and Pleasant River	H. Dexter	9	1	12 do	60 00
Chesley's Corner and Foster's	E. Woodworth	11½	1	3 do (from Jan. 1, '92)	14 50
Chesley's Corner and Hemford	do	7	1	3 do do	7 50
Chesley's Corner and Meisner's	J. Meisner	5	2	3 do do	25 00
Chesley's Corner and New Germany Railway Station.	J. H. McClelland	½	2	3 do do	4 75
Chesley's Corner and Veinot	E. Lohnes	5	1	3 do do	6 50
Chester and Kentville	J. L. Bishop	46	2	12 do	650 00
Chester and Windsor	J. E. Millett	35	2	12 do	369 00
Cheverie and Kennetcook	L. Sanford	8	1	12 do	38 00
Cheverie and Newport	R. M. Wilcox	17	6	12 do	515 00
Cheverie and Walton	R. Pratt	12	3	12 do	175 00
Chignecto and Maccan	M. B. Harrison	3½	3	12 do	140 00
Chimney Corner and Dunvegan	L. M. McPherson	7	1	12 do	28 00
Chipman's Brook and Lakeville	C. N. Porter	18 r.t.	2	12 do	80 00
Christmas Island and East Bay	J. McAdam	31	3	3 do (to June 30, '91)	100 21
do do	J. H. McDonald	31	3	9 do from do	381 33
Churchville and Mountville	J. Urquhart	3	1	12 do	20 00
Churchville and New Glasgow	W. West	6	3	12 do	75 00
Claremont and River Philip	M. Chapman	3	2	12 do	29 00
Clark's Harbour and The Hawk	R. W. Stephens	3½	6	12 do	58 00
Clark's Road and Louisburg	A. McLean	4½	1	12 do	39 00
Clementsport and Clements vale	G. G. Hicks	4	3	12 do	67 00
Clementsport and Railway Station	J. P. Roop	½	12	3 do 22 days (to Nov. 30, '91)	16 92
do do	E. P. Roop	½	12	4 do from do	30 00
Cloverdale and Middle Stewiacke	W. W. Winton	7	2	12 do	60 00
Clyde River and Upper Clyde River	J. K. Hogg	25	1	12 do	98 00
Cogmagun River and Kennetcook	J. Reynolds	5	1	12 do	13 75
Coldbrook Station and Railway Station	H. Porter	60 yds.	12	12 do	28 00
Coldstream and Gay's River	C. Gay	5	1	3 do (to June 30, '91)	7 50
do do	G. A. Cochran	5	1	9 do from do	19 50
Cole Harbour and Port Félix	G. D. Jamieson	4	3	12 do	60 00
College Grant and Collegeville	T. J. Sears	3	2	12 do	50 00
Collegeville and Lochaber	do	1½	3	12 do	50 00
Collingwood Corner and Farmington	M. Chapman	12½	3	12 do	150 00
Collingwood Corner and Jackson's	do	6½	3	12 do	180 00
Collingwood Corner and River Philip Station.	do	5	6	12 do	180 00
Comeauville and Railway Station	F. A. Comeau	2¾	12	12 do	119 00
Concession and Railway Station	J. L. Boudreau	2	3	12 do	38 00
Conn's Mills and Railway Station	A. Conn	8	6	1 do (from Mar. 1, '92)	2 91
Conquerall Bank and Conquerall Mills	A. Snyder	5	1	12 do	40 00
Corberrie and Weymouth Bridge	W. Weaver	14	2	12 do	190 00
Cook's Brook and Little River Musquodoboit	R. Cook	6	3	7 do (from Sept. 1, '91)	44 33
Cow Bay and Mira Gut	J. Martell	25 r.t.	1	1 do (to April 30, '91)	6 25
do do	J. Andrews	25 r.t.	1	11 do from do	68 75
Cow Bay and Sydney	J. O'Callaghan	22½	6	12 do	580 85
Coxheath and Sydney	R. Martin	3	2	12 do	25 00
Cranton Section and Frizzleton	J. F. Phillips	3	3	12 do	25 00
Creignish Rear and Port Hastings	Mrs. C. McNeil	10	1	6 do (to Sept. 30, '91)	20 00
Cross Roads Country Harbour and Goshen	J. G. Sinclair	10	1	3 do (to June 30, '91)	8 87
Cross Roads Ohio and Ireland	P. W. Murphy	5	1	5 do (to Aug. 31, '91)	10 83
do do	do	5	2	7 do from do	29 16
Cross Roads Ohio and James River Station	H. A. McDougald	10	6	12 do	296 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Crousetown and Petite Rivière Bridge.....	S. Hilton.....	3	1	12 months.....	20 00
Culloden and Digby.....	C. E. Turnbull.....	17 r.t.	1	12 do.....	55 50
Cummings Mountain and Sunnybrae	D. McIntosh.....	3	1	3 do (to June 30, '91).	5 00
do do	W. McDougall.....	3	1	9 do from do	12 00
Dalhousie Road and Springfield.....	J. Langille.....	15	1	3 do (from Jan. 1, '92)	17 50
Dalhousie Settlement and Durham.....	H. McKay.....	11	2	12 do.....	91 87
Dartmouth and Halifax.....	J. E. Leadley.....	1½	19	12 do.....	120 00
Dartmouth and Montague Gold Mines.....	F. W. Cooper.....	7	3	12 do.....	120 00
Dartmouth and South-East Passage.....	J. A. Shiers.....	6	1	12 do.....	52 00
Dartmouth and West Chezzetcook.....	W. H. Isnor.....	48 r.t.	1	12 do.....	128 00
Dean and Shubenacadie.....	T. Cox.....	36	6	12 do.....	1,100 00
Debert Station and Folly Mountain.....	R. English.....	17½ r.t.	3	12 do.....	285 36
Debert Station and Masstown.....	E. G. Fraser.....	4	3	12 do.....	62 00
Deep Brook and Railway Station.....	C. Purdy.....	¾	12	3 do 22 days (to Nov. 30, '91).....	15 44
do do	J. R. Vroom.....	½	12	4 do from do	20 00
Delap's Cove and Granville Ferry.....	W. W. Hardy.....	12	1	3 do (to June 30, '91)	15 00
do do	W. Hardy.....	12	1	9 do from do	36 00
Denmark Road and Railway Station.....	J. W. McLeod.....	¾	6	4 do (from Dec. 1, '91)	7 49
Dennistown and Judique.....	A. Gillis.....	7½	1	12 do.....	30 00
Descouse and Lennox Ferry.....	N. McDonald.....	3	6	12 do.....	194 00
Descouse and Rocky Bay.....	C. Doyle.....	6	2	12 do.....	50 00
Devon and Goffs.....	T. Cox.....	5½	1	12 do.....	35 00
Digby and Railway Station.....	G. P. Burton.....	200 yds.	12	12 do.....	100 00
Digby and Thorneville.....	J. W. Mussels.....	8	2	12 do.....	49 00
Digby and Westport.....	G. & E. Stailing.....	43	6	12 do.....	1,199 00
Digby Wharf and Railway Station.....	G. P. Burton.....	¼	12	12 do.....	125 00
Doherty Creek and Street's Ridge.....	W. K. Peers.....	10	3	11 do (to Feb. 29, '92)	99 00
Doherty Creek and Hartford.....	R. Reid.....	3	3	1 do (from Mar. 1, '92)	4 00
Doherty Creek and Pugwash Junction Station.....	W. K. Peers.....	½	3	1 do do	1 54
Dover East and Peggy's Cove.....	W. Baker.....	4	2	12 do.....	60 00
Dufferin Mines and Salmon River.....	A. Gallagher.....	3½	3	12 do.....	60 00
Dunmaglass and McAras' Brook.....	A. McGillivray.....	3	3	12 do.....	50 00
East Bay and McAdams' Lake.....	J. McDonald.....	6½	2	12 do.....	59 00
East Bay and Sydney Mines.....	J. W. Peppitt.....	19	6	8 do (to Nov. 30, '91)	464 00
East Chezzetcook and Head of Chezzetcook.....	J. Smith.....	3	1	12 do.....	25 00
Eastern Harbour and Little River Cheticamp.....	L. LeBlanc.....	2½	2	12 do.....	25 00
Eastern Harbour and Pleasant Bay.....	E. Poirier.....	24½	1	12 do.....	139 00
Eastern Harbour and Port Hastings, &c.....	H. A. Archibald.....	101	6	12 do.....	7,100 00
East Jeddore and Jeddore Oyster Ponds.....	D. Mitchell.....	3½	2	12 do.....	65 00
East Mapleton and East Southampton.....	E. Brown.....	6	2	9 do (to Dec. 31, '91)	75 00
do do	W. F. Lewis.....	6	2	3 do from do	26 00
East Margaree and Post Road.....	D. McInnis.....	2	6	12 do.....	65 00
East Mines Station and Folly Village.....	D. L. Urquhart.....	4½	12	12 do.....	225 00
East Mines Station and Ry. Station.....	C. Morrison.....	20 yds.	6	12 do.....	53 32
East Mountain and Valley Station.....	G. E. Johnson.....	2	2	12 do.....	40 00
East River St. Mary's and Green's Brook.....	M. Green.....	5½	1	12 do.....	20 00
East Side Pubnico Harbour and Forbes' Point.....	J. McComiskey.....	10½	3	12 do.....	183 00
East Side Ragged Islands and Wall's Corner.....	W. P. Hupman.....	3	2	12 do.....	40 00
East Southampton and Ry. Station.....	W. F. Lewis.....	¼	12	12 do.....	60 00
East Southampton and South Brook.....	do.....	5	2	12 do.....	36 00
Eastville and Upper Stewiacke.....	S. Ellis.....	18½ r.t.	6	12 do.....	400 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
East Wentworth and Wentworth Station	D. G. Whidden	5	3	3 months (to Feb. 29, '92)	18 75
do do	J. Barclay	5	3	1 do from do	7 50
Economy Point and Main Post Road	J. F. Vance	1	6	12 do	80 00
Eel Cove and Main Post Road	M. McLeod	2	12	do	10 00
Eel Creek and Linden	K. Hunter	9 r.t.	3	12 do	77 12
Ellershouse and Newport	W. Woodroffe	6	2	12 do	60 00
Ellershouse and Railway Station	J. McDonald	50 yds.	24	12 do	50 00
Elmsdale and Nine Mile River	J. Urquhart	8	1	12 do	44 80
Elmsdale and Railway Station	E. Thompson	80 yds.	12	12 do	50 00
Emerald and Main Post Road	P. Tompkins	3½	1	12 do	20 00
Enfield and Oldham	G. H. Dowell	3	6	12 do	100 00
Enfield and Railway Station	H. F. Donaldson	20 yds.	12	12 do	50 00
Enfield and Renfrew	J. McKenzie	7	1	3 do (to June 30, '91)	12 00
do do	G. H. Dowell	7	1	9 do from do	37 50
Englishtown and Ingonishe	M. Morrison	34	2	7 do (to Oct. 31, '91)	396 66
Erinville and Roman Valley	P. E. Farrell	7	1	12 do	20 80
Essex and Port Hastings	C. McNeil	15	1	6 do (from Oct. 1, '91)	30 00
Eureka and Railway Station	H. Grant	4	12	12 do	50 00
Fairview Station and Rockingham Railway Station	E. McDonald	1	3	12 do	65 00
Falkland and Herring Cove	T. Hayes	3	2	12 do	45 00
Falkland Ridge and Springfield	D. D. Starratt	5	1	9 do (to Dec. 31, '91)	22 11
Falmouth Station and Ry. Station	W. Armstrong	12 yds.	12	12 do	47 00
Falmouth Station and Upper Falmouth	L. Aker	10 r.t.	3	12 do	116 00
Fauxbourg and Lunenburg	E. Steverman	6½	1	12 do	65 00
Fifteen Mile Stream and Trafalgar	J. Nelson	16	1	8 do (to Nov. 30, '91)	95 33
do do	do	16	2	4 do from do	66 66
Fletcher's Station and Wellington Station	E. Largie	3	6	12 do	75 00
Folly Lake and Railway Station	N. McPherson	100 yds.	12	12 do	40 00
Fortie's Settlement and New Ross	A. M. Ross	5	2	3 do (from Jan. 1, '92)	22 50
Fort Lawrence and Railway Station	C. E. Baker	4	12	12 do	100 00
Fort Lawrence and Upper Fort Lawrence	M. Chapman	2½	3	12 do	60 00
Fort Louisburg and Louisburg	M. Pope	3½	2	4 do (from Dec. 1, '91)	8 33
Foster's and Newburn	E. Jodrey	5	1	12 do	24 00
Fouchie and Gaberouse	W. McDonald	12	3	12 do	175 00
Fouchie and Grand River	J. Morrison	30	3	3 do (to June 30, '91)	74 75
do do	D. McLeod	30	3	9 do from do	336 00
Four Mile Brook and West River	J. McKay	5½	2	12 do	24 00
Fox Harbour and Pugwash	S. P. Borden	11½	3	12 do	150 00
Framboise and North Framboise	A. McQueen	5	1	9 do (to Dec. 31, '91)	22 50
do do	L. McQueen	5	1	3 do from do	3 99
Fraser's Grant and Heatherton	A. McDougall	5	1	12 do	46 00
Fraser's Grant and New France	I. Perreault	1½	1	4 do (from Dec. 1, '91)	4 00
French River and McGrath's Mountain	D. Cameron	6	1	12 do	28 00
Frenchvale and North-West Arm	B. Gouthro	7	1	12 do	27 00
Frizleton and Marsh Brook	J. McLeod	4	3	12 do	35 00
Gaberouse and Gaberouse Barachois	T. Bagnell	1½	2	12 do	12 00
Gaberouse and Gull Cove	A. Hardy	4	1	12 do	20 00
Gaberouse and Sydney	R. Martin	28	3	12 do	370 36
Gaspereaux and Gaspereaux (circu- lar route)	R. Westcott	19 r.t.	1	12 do	63 00
Gaspereaux and Newtonville	do	4	1	12 do	20 00
Gaspereaux and Wolfville	E. A. Davison	2½	6	12 do	94 48
George's River and Little Bras d'Or	L. Day	5	1	12 do	32 00
Georgeville and Glebe Road	M. McDougall	15 r.t.	1	12 do	55 00
Gilbert Cove and Railway Station	T. M. Kinney	3½	12	12 do	136 00
Gilbert Mountain and Halfway River Station	G. Rector	8	1	5 do (from Nov. 1, '91)	31 25

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Gillander's Mountain and Middle River	C. McLennan...	4	1	12 months	19 25
Glen Bard and Railway Station	J. McLean	1½	2	12 do	30 00
Glendale and Mabou	A. Boyd	24	2	12 do	393 00
Glendale and River Inhabitants Bridge	do	14	3	12 do	230 00
Glendy and Mabou	W. McDonald	3	3	6 do (to Sept. 30, '91).	20 00
do do	do	3	6	6 do from do	38 50
Gleneig and Waternish	K. McKenzie	4	1	12 do	20 00
Glengarry and Port Hood	S. Campbell	8	1	3 do (to June 30, '91).	12 18
do do	A. McDonald	8	1	9 do from do	30 75
Glengarry Station and Pleasant Valley	R. Fraser	28½ r.t.	3	12 do	205 80
Glengarry Station and Railway Station	D. Graham	100 yds.	12	12 do	50 00
Glen Margaret and Head of St. Margaret's Bay	G. Dauphine	12	6	12 do	415 00
Glen Margaret and Peggy's Cove	J. Miller, sen.	9	6	12 do	208 00
Glenshee and Merigomishe	D. Campbell	9	2	12 do	75 00
Goff's and Waverley	M. D. Goff	11	1	12 do	52 00
Goldenville and Sherbrooke	M. McGrath	2½	6	12 do	135 00
Gore and Maitland	M. Tucker	20	3	12 do	375 00
Gore and Mount Uniacke	J. Thompson	27	3	12 do	350 00
Gore and Newport	J. W. Hennessy	41 r.t.	3	12 do	320 00
Gore and Shubenacadie (via Blois Road)	A. Densmore	45 r.t.	1	12 do	133 44
Gore and Shubenacadie (via North Salem)	do	42 r.t.	1	12 do	127 00
Goshen and North End Lochaber	A. Manson	7	2	12 do	80 00
Goshen and St. Andrews	R. Sinclair	17½	3	3 do (to June 30, '91).	39 00
Grand Anse and Grandique Ferry	N. McDonald	3	6	12 do	94 00
Grandique Ferry and Lennox Ferry	G. M. Shaw	¾	6	12 do	600 00
Grandique Ferry and West Arichat	A. McDonald	10	6	12 do	490 00
Grand Lake Station and Railway Station	G. Nichols	300 yds.	12	12 do	35 00
Grand Narrows Rear and Iona	M. A. J. McDonald	5	1	12 do	40 00
Grand Pré and Long Island	A. Fullerton	2½	3	12 do	80 00
Grand Pré and Railway Station	A. Borden	½	12	12 do	100 00
Grand Pré and Wallbrook	A. Mitchell	2	1	12 do	20 00
Grand River and St. Peters	A. Morrison	17	6	12 do	399 00
Granton and Westville	J. Robertson	7	2	12 do	99 00
Granville Ferry and Victoria Beach	W. A. Piggott	17	6	12 do	367 08.
Great Village and Londonderry Station	A. S. Kent	4	12	12 do	300 00
Great Village and Lower Five Islands	J. W. Davison	29½	6	6 do (to Sept. 30, '91).	310 00
do do	J. W. Broderick	29½	6	6 do from do	449 50
Green Cove and Ingonishe	M. Timmins	6	2	12 do	48 00
Greenfield and Middlefield	J. E. Tibert	5	2	12 do	47 50
Greenfield and Valley Station	R. McKenzie	5½	2	12 do	52 48
Green Harbour and Main Post Road	A. E. Enslow, jun	2	3	12 do	50 00
Green Hill and Westville	R. McCaul	6	3	12 do	112 00
Green's Creek and Lower Stewiacke	A. Bigelow	30 r.t.	1	12 do	80 00
Greenville and Westchester	S. A. Purdy	16 r.t.	2	12 do	110 00
Greenville Station and Head of Wallace Bay (North side)	J. Dotten	17	3	8 do (to Nov. 30, '91).	125 33
Greenville Station and Henderson Settlement	B. Betts	6	3	3 do (to Feb. 29, '92).	22 50
do do	W. R. Henderson	5	3	1 do from do	5 66
Greenville Station and Middleboro'	B. Betts	10	3	3 do (to Feb. 29, '92).	39 99
do do	J. S. Mitchell	10	3	1 do from do	8 31
Greenville Station and North Greenville	G. Rushton	5	1	12 do	50 00
Greenville Station and Ry. Station	J. S. Forshner	50 yds.	12	12 do	69 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Greenville Station and Wallace	B. Betts, jun.	17	6	8 months (to Nov. 30, '91)	186 66
Grindstone Island, House Harbour and Etang du Nord.	J. Patton	4	1	12 do	48 00
Grosses Coques and Railway Station	A. C. Melancon.	4	12	12 do	285 00
Grosvenor and Railway Station	M. O'Neill	5	3	12 do	100 00
Gunning Cove and McNutt's Island	S. H. Perry	3½	1	3 do (from Jan. 1, '92)	5 00
Guysboro' and Heatherton	D. D. Harrington	26	6	12 do	1,378 00
Guysboro' and Salmon River Lake Settlement	T. O'Connor	13	3	12 do	185 00
Guysboro', Tor Bay and New Harbour	J. Tory	27	2	12 do	288 05
Hainsville and North Range Corner	W. H. Hains	2	2	12 do	40 00
Half Island Cove and Main Post Road	W. S. Horton	1½	6	12 do	60 00
Half Island Cove and Port Felix	W. Digidon	29 r. t.	3	12 do	165 00
Halfway River Station and Harrison Settlement	J. Harrison	7	2	12 do	94 00
Halfway River Station and Railway Station	J. Davison	1	12	3 do (to June 30, '91)	15 00
do do	C. E. Davison	1	12	4 do (to Oct. 31, '91)	20 00
do do	do	1	12	5 do from do	41 66
Halifax and Lower Prospect	G. H. Slaughenwhite	22½	1	12 do	84 00
Halifax and Mahone Bay	G. Blair	62	6	3 do (from Jan. 1, '92)	775 00
Halifax and Prospect	J. Walsh	21	2	12 do	125 00
Halifax and Railway Station	E. Fishwick	1½	As req	12 do	1,000 00
Halifax and Sambro	J. Smith, jr.	21½	2	12 do	110 00
Halifax and West River Sheet Harbour	H. W. Quinn	80	3	12 do	1,387 60
Halifax and Wharf	S. Cunard & Co.			Season 1891-92	417 00
do do	Sundry persons.			Special trips	4 25
Halifax Street Railway Service	N. S. Power Co., Limited			8 months (to June 30, '92)	120 00
Hansford and Main Road	J. Duncan	2½	2	3 do (from Jan. 1, '92)	9 00
Hansford and Street's Ridge	A. Crowley	14 r. t.	6	11 do (to Feb. 29, '92)	174 16
Hansford and West Hansford	W. Sutherland	1½	2	9 do (to Dec. 31, '91)	18 75
Hantsport and Lockhartsville	B. Nason	3	3	12 do	74 00
Hantsport and Railway Station	S. H. Mitcher	1 r.	24	12 do	68 00
Harbourville and Berwick Railway Station	G. Collins	11½	2	12 do	100 00
Harbour au Bouche and Ry. Station	V. Levangie	2	12	12 do	78 00
Harmony Mills and Westfield	R. Johnson	4	1	12 do	25 00
Hazel Hill and Little Dover	P. Sampson	4	1	12 do	20 00
Head of Indian Harbour Lake and Sherbrooke	M. McGrath	41 r. t.	3	12 do	224 64
Head of Jeddore and West Jeddore	J. A. Blakeney	6	3	12 do	112 48
Head of River Hebert and River Hebert	B. Baird	5	3	12 do	120 00
Head of South River Lake and Salmon River Lake Settlement	R. Flynn	15	1	12 do	44 00
Head of Tatamagouche Bay and Tatamagouche	W. Dobson	5	3	12 do	130 00
Head of Wallace Bay, North Side, and Wallace Bridge	M. K. Dotten	5	3	2 do 15 days (to Feb. 15, '92)	20 83
Head of Wallace Bay, North Side, and Pugwash Junction Station	do	5	3	1 do 13 days (from Feb. 15, '92)	12 50
Heathbell and Scotsburn Station	P. Fraser	3	3	3 do (to Feb. 29, '92)	12 49
do do	D. Cameron	3	3	1 do from do	6 25
Heatherton and Railway Station	C. Landry	½	12	12 do	80 00
Heatherton and Summerside	D. Boudroit	3	1	12 do	27 72
Hebron and Railway Station	G. F. Moses	½	12	12 do	34 00
Hectanooga and Railway Station	E. E. Archibald	50 yds.	12	12 do	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hedgeville and Main Post Road...	N. B. Ross.....	1	2	11 months (to Feb. 29, '92)	27 50
Hemford and Pleasant River.....	H. Dexter.....	7	1	12 do	32 00
Homeville and South Head Cow Bay	H. Spencer.....	9	1	12 do	57 84
Hopewell and Melrose.....	H. E. Stewart.....	32½	6 & 3	12 do	768 92
Hopewell and Railway Station.....	E. McLean.....	22	22	12 do	49 00
Hopewell and Trafalgar.....	J. H. Grant.....	16	2 & 1	12 do	196 00
Horton Landing and Ry. Station.....	F. G. Curry.....	4	12	12 do	90 00
Indian Point and Mahone Bay.....	J. Ernst.....	5	1	12 do	30 00
Inglisville and Lawrencetown.....	R. Beals.....	3½	2	3 do (from Jan. 1, '92)	15 00
Iron Ore and Sunnybrae.....	J. McDonald.....	4	1	12 do	25 25
Isaac's Harbour and Isaac's Har- bour, East Side.....	S. McMillan.....	3	3	7 do (to Oct. 31, '91)..	43 75
do do	do	3	12	5 do from do	51 66
Isaac's Harbour and Melrose.....	J. D. Cameron.....	28	3	3 do (to June 30, '91)..	60 00
Isaac's Harbour and Ry. Station.....	C. Grant.....	50	6	9 do (from July 1, '91)	1,481 25
Isaac's Harbour, East Side, and New Harbour.....	A. McDonald.....	12	1	12 do	74 88
James River and James River Station	D. Chisholm.....	3	2	12 do	50 00
James River Station and Morran.....	D. Campbell.....	9	3	2 do (from Feb. 1, '92)	20 00
James River Station and Ry. Station	J. McDonald.....	100 yds.	12	12 do	66 00
Jauvrin's Harbour and West Arichat	P. Dorey.....	7	2	12 do	92 50
Joggins Bridge and Smith's Cove Railway Station.....	W. H. Randall.....	½	12	7 do 22 days (from Aug. 10, '91)..	32 11
Joggins Mines and Lower Cove.....	G. Clark.....	3	6	2 do (from Feb. 1, '92)	70 00
Joggins Mines and Railway Station.	T. E. Burke.....	¾	12	2 do do	15 66
Johnson's Crossing and Ry. Station.	G. Riese.....	4	12	12 do	50 00
Jordan Bay and Shelburne.....	W. G. Swines- burg.....	17 r. t.	6 & 3	12 do	195 00
Judique and Upper South-West Mabou.....	D. McDonell.....	11	1	12 do	50 00
Kemпт and New Grafton.....	L. Kathrens.....	3½	1	12 do	28 00
Kemпт Head and Upper Kemпт Head.....	M. MacKenzie.....	3	2	12 do	42 00
Kennetcook Corner and Noel.....	J. A. O'Brien.....	20 r. t.	2	12 do	72 00
Kennington Cove and Louisburg.....	J. McLean.....	6	1	12 do	25 00
Kentville and Railway Station.....	J. E. Eaton.....	200 yds.	24	12 do	150 00
Kerrowgare and Low Moor.....	J. McDonald.....	4	1	12 do	20 00
Kerrowgare and Sunnybrae.....	D. K. McDonald.....	4	2	12 do	46 00
Kewstoke and Whycoomagh.....	A. McQuien.....	7½	1	12 do	35 00
Kingsbury and Lunenburg.....	J. E. Hunt.....	31 r. t.	2 & 1	9 do (to Dec. 31, '91)..	241 95
do do	E. J. Steverman.....	31 r. t.	2 & 1	2 do (to Feb. 29, '92)..	53 76
do do	E. Steverman.....	31 r. t.	2 & 1	1 do from do	26 89
Kingston Station and Melvern Square.....	T. Walker.....	2½	6	12 do	90 00
Kingston Station and Ry. Station.....	A. C. Vanbuskirk.....	100 yds.	12	12 do	50 00
Kingston Station and Rhodes.....	T. Walker.....	15 r. t.	2 & 1	12 do	78 00
Kingston Station and Tremont.....	A. C. Vanbuskirk.....	16 r. t.	2	12 do	125 00
Kolbeck and Oxford.....	J. R. Smith.....	16 r. t.	1	12 do	52 00
La Have Island and West Dublin.....	J. Renley.....	5	1	12 do	85 00
Lake Ainslie, South Side, and Lewis Mountain.....	N. Martin.....	4	1	12 do	16 00
Lake Ainslie, South Side, and Strathlorne.....	D. E. McLean.....	17	2	12 do	142 00
Lake Annis and Railway Station.....	A. Whitman.....	40 yds.	6	12 do	20 00
Lakelands and Railway Station.....	J. E. Brown.....	½	6	12 do	80 00
Lake Ramsay and New Ross.....	G. Ross.....	5	2	12 do	40 00
Lakevale and West Lakevale.....	J. Wallace.....	3	4	12 do	68 00
Langilles and Lower Northfield.....	D. Jodrey.....	3	1	3 do (from Jan. 1, '92)	8 75
Langilles and Northfield Ry. Station	J. Langille, jun.....	½	2	3 do from do	12 50
L'Anse à la Cabane and Magdalen Islands.....	W. Cormier.....	8½	1	Season 1891.....	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lapland and Newcombe.....	S. Demon.....	18 r.t.	1	12 months.....	51 00
Lawrencetown and Mineville.....	J. Conrad.....	5	1	12 do.....	28 50
Lawrencetown and Outram.....	A. P. Phinny.....	11½	2	12 do.....	99 00
Lawrencetown and Railway Station.....	H. T. James.....	4	12	12 do.....	74 00
Lawrencetown and Torbrooke.....	J. Balcom.....	33 r.t.	2	12 do.....	100 00
Lawrencetown and West Inglisville.....	G. C. Banks.....	8 r.t.	1	12 do.....	30 00
Lawrencetown and West Lawrence- town.....	S. J. Hiltz.....	4	1	12 do.....	20 00
Leamington and Spring Hill Mines.....	G. Nelson.....	4	1	12 do.....	35 00
Leitche's Creek and Upper Leitche's Creek.....	M. Beaton.....	5	1	12 do.....	25 00
Lewis Bay and Marion Bridge.....	D. J. McKeagan.....	31½ r.t.	3	12 do.....	231 00
Lewis Bay and Upper Grand Mira.....	D. M. Gillis.....	3½	3	10 do (from June 1, '91)	33 33
Lingan and Sydney.....	D. McDonald.....	35 r.t.	6	12 do.....	450 00
Linwood and Railway Station.....	T. W. Kinney.....	2	12	12 do.....	100 00
Liscombe Mills and West Liscombe.....	L. F. Langille.....	5½	2	6 do (from Oct. 1, '91)	40 00
Little Bass River and Pleasant Hills.....	D. McLaughlin.....	5	2	12 do.....	43 00
Little Bras d'Or and Long Island Main.....	N. O'Handley.....	6	1	12 do.....	50 00
Little Bras d'Or and Point Aconi.....	D. J. Walker.....	7	1	12 do.....	50 00
Little Harbour and New Glasgow.....	M. McKenzie.....	6	3	12 do.....	74 00
Little Harbour and Railway Station.....	S. J. Reid.....	4	1	12 do.....	20 00
Little Judique and Rear Little Judique.....	D. McMillan.....	4	1	12 do.....	20 00
Little Pond and Sydney Mines.....	J. Peck.....	4	1	12 do.....	20 00
Little River and Oxford.....	H. S. Smith.....	4	2	12 do.....	47 00
Liverpool and Milton.....	A. L. West.....	3	12	12 do.....	180 00
Liverpool and Port Medway.....	do.....	13	3	12 do.....	360 00
Liverpool and Western Head.....	A. A. Shand.....	7	3	12 do.....	195 00
Loch Broom and Railway Station.....	R. McLeod.....	100 yds.	2	5 do (to Aug. 31, '91)	8 33
do do.....	do.....	100 yds.	3	7 do from do.....	17 50
Loch Lomond and Red Islands.....	M. McKenzie.....	15	2	12 do.....	98 80
Loch Lomond and Stirling.....	J. Patterson.....	7	1	12 do.....	29 00
Londonderry Station and Ry. Station.....	D. Giddens.....	½	12	2 do (from Feb. 1, '92)	5 00
Loganville and West Branch River John.....	S. Williamson.....	2	6	11 do (to Feb. 29, '92)	55 00
Louisburg and South Louisburg.....	M. McRury.....	2½	3	12 do.....	50 00
Lourdes and Railway Station.....	A. McDonald.....	¾	12	12 do.....	50 00
Lovat and West River.....	J. W. Fraser.....	5	3	6 do (to Sept. 30, '91)	54 50
do do.....	H. McKenzie.....	5	3	6 do from do.....	41 24
Lower Cove and River Hébert, West Side.....	L. McDonald.....	7	6	10 do (to Jan. 31, '92)	390 83
Lower Five Islands and Lynn.....	G. H. Lewis.....	6	2	9 do (to Dec. 31, '91)	30 00
do do.....	S. H. Webb.....	6	2	3 do from do.....	14 50
Lower Five Islands and Parrsboro'.....	J. W. Brodrick.....	13	6	12 do.....	340 00
Lower L'Ardoise and Point Mi- chaud.....	T. McGrath.....	4	1	12 do.....	19 00
Lower Meagher's Grant and Mea- gher's Grant.....	W. McCurdy.....	2½	3	12 do.....	50 00
Lower Meagher's Grant and Mus- quodoboit Harbour.....	G. Rowlings.....	14	1	12 do.....	70 00
Lower Onslow and Truro.....	A. Doggett.....	22 r.t.	3	6 do (to Sept. 30, '91)	110 00
do do.....	J. G. Millar.....	22 r.t.	3	6 do from do.....	100 00
Lower River Hébert and Maccan.....	C. Carter.....	9½	3	12 do.....	141 08
Lower River Inhabitants and Port Hawkesbury.....	J. McLean.....	13	3	4 do 4 days (to Aug. 4, '91)	52 00
do do.....	G. Henesy.....	13	3	7 do 27 days (from Aug. 4, '91)	124 42
Lower Ship Harbour, East, and Main Post Road.....	T. Keating.....	2	3	12 do.....	30 00
Lower South River Station and St. Andrew's.....	D. D. McDonald.....	5	6	3 do (to June 30, '91)	48 75
Lower Stewiacke and Ry. Station.....	W. J. Boomer.....	½	12	12 do.....	80 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Stewiacke and Ramsay.....	W. Ramsay.....	5	1	12 months	25 00
Lower Stewiacke and Wittenburg...	E. H. McGregor	23 r.t.	2 & 1	12 do	117 00
Lower Wentworth and Wentworth Station	B. Stevens	8	3	12 do	91 50
Lower West Jeddore and West Jeddore.	L. Blakeney	3	1	12 do	20 00
Lower West Pubnico and Pubnico Harbour.....	N. A. D'Entremont.	7	3	12 do	170 00
Lunenburg and Railway Station....	I. Hirtle.....	3	12	3 do (from Jan. 1, '92)	30 00
Lunenburg and Second Peninsula...	E. Mason.....	5	1	12 do	40 00
McAulay's and Peter's Brook.....	J. McLeod.....	3	1	11 do (from May 1, '91)	18 33
McCallum Settlement and Upper North River.....	A. McCallum...	3	3	6 do (to Sept. 30, '91)	20 00
do do	do	3	6	2 do (to Nov. 30, '91)	13 33
do do	do	3	3	4 do from do	13 33
McCarthy's and Spry Bay.....	P. Flaherty.....	2 1/2	3	12 do	45 00
McPherson's and Pinedale.....	J. Macdonald.....	5	2	12 do	40 00
Mabou and Mabou Coal Mines.....	D. McDonald.....	4	3	6 do (from Oct. 1, '91)	30 00
Mabou and Mabou Harbour Mouth.	do	5	2	6 do (to Sept. 30, '91)	14 00
Mabou and Sight Point.....	A. McQuarrie.....	16	1	6 do to do	25 50
Maccan and Railway Station.....	R. D. Roach.....	100 yds.	24	12 do	100 00
Madus Cove and Mahone Bay.....	A. Lohnes.....	3	6	3 do (from Jan. 1, '92)	27 50
Mahone Bay and Northfield.....	A. C. Zwicker.....	16	1	9 do (to Dec. 31, '91)	73 50
Mahone Bay and Railway Station...	do	1	24	3 do (from Jan. 1, '92)	42 50
Mahone Bay and Upper New Cornwall	J. E. Dunn.....	13	1	3 do from do	22 37
Main à Dieu and Scatarie Island...	M. McCuish.....	9	1	12 do	150 00
Maitland and Noël.....	J. Woodworth.....	12	6	12 do	291 50
Maitland and Shubenacadie.....	A. S. Smith.....	20	6	6 do (to Sept. 30, '91)	400 00
do do	T. Cox.....	20	6	6 do from do	270 00
Malagash Point and Wallace.....	J. A. Harvey.....	31 r.t.	3	12 do	198 92
Malagawatch and River Dennis...	K. McKenzie.....	8	3 & 2	12 do	157 04
Malagawatch and West Bay.....	M. McLeod.....	16	3	12 do	205 48
Malignant Cove and Merigomishe...	M. McNeil.....	22 1/2	6	7 do (to Oct. 31, '91)	625 00
do do	D. A. McDonald	22 1/2	6	5 do from do	500 00
Manganese Mines and Valley Station	J. Irving.....	6 1/2	2	12 do	50 00
Margaree Forks and Upper Settlement Middle River	N. McDaniel.....	18	2	12 do	130 00
Margaretville and Middleton.....	S. Dennison.....	22 r.t.	3	3 do (to June 30, '91)	58 50
do do	L. P. Shaffner.....	22 r.t.	3	9 do from do	145 50
Margaretville and Morden.....	J. Redgate, jun.	14	1	12 do	59 00
Marion Bridge and Trout Brook...	D. Lamond.....	5	1	12 do	33 32
Marshalltown and Railway Station.	W. Marshall.....	1 1/2	12	12 do	97 00
Marshy Hope and Railway Station.	A. McDonald.....	100 yds.	3	12 do	30 00
Marydale and St. Andrews.....	D. Forbes.....	4	1	8 do (to Nov. 30, '91)	21 33
Mattatall's Lake and Tatamagouche	A. Patriquin.....	9	1	12 do	40 00
Mavilette and Yarmouth.....	A. Bain.....	20	6	12 do	313 00
Meadowville Station and Ry. Station	A. Fraser.....	1/2	6	3 do (from Jan. 1, '92)	5 00
Meiklefield and Sutherland's Mills..	D. Holmes.....	4	1	12 do	38 00
Merigomishe and Railway Station...	J. W. Dunn.....	1/2	12	12 do	96 00
Meteghan and Railway Station.....	E. E. Sheehan.....	5 1/2	12	12 do	200 00
Meteghan Station and Ry. Station...	F. Geddry.....	1/2	12	6 do (to Sept. 30, '91)	20 00
do do	A. Geddry.....	1/2	12	6 do from do	20 00
Middle Musquodoboit and Moose River Gold Mines.....	J. Higgins.....	14	2	12 do	137 00
Middle Musquodoboit and Murchyville	W. McCurdy.....	5	2	12 do	49 00
Middle Musquodoboit and Newcomb's Corner.	G. McLeod.....	9	1	12 do	48 00
Middle Musquodoboit and Wyse's Corner	W. McCurdy.....	27 r.t.	3	12 do	180 00
Middleton and Nictaux Falls.....	S. Nixon.....	13 r.t.	6	9 do (to Dec. 31, '91)	118 08

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Middleton and Nictaux West.....	E. Nichols.....	8	6	3 months (from Jan. 1, '92)	35 00
Middleton and Port George.....	R. G. Anderson.....	8	3	12 do	125 00
Middleton and Railway Station.....	L. Gullivan.....	12	6	do (to Sept. 30, '91).	30 00
do do.....	D. Feindel.....	12	6	do from do	37 44
Milford Station and Ry. Station.....	E. Currie.....	12	12	do	60 00
Mill Road and New Ross.....	G. Ross.....	5	1	12 do	40 00
Minudie and River Hébert West Side.....	T. Mack.....	7	6	12 do	315 00
Monk's Head and Pomquet Chapel.....	F. Boudroit.....	2½	3	12 do	45 00
Mooseland and Tangier.....	G. H. Cameron.....	13	1	6 do (to Sept. 30, '91).	24 00
do do.....	T. Hilehey.....	13	1	6 do from do	24 00
Morden and Victoria Harbour.....	W. J. Balcom.....	3	1	12 do	24 00
Moser's River and West River, Sheet Harbour.....	J. H. Dimock.....	35	3	12 do	600 00
Mossman's Grant and Northfield.....	H. Arembury.....	2½	1	3 do (from Jan. 1, '92)	7 50
Mossman's Grant and Riversdale Railway Station.....	W. H. Baker.....	100 yds.	2	3 do do	6 25
Mountain Road and River John.....	R. Holt.....	3	2	12 do	36 00
Mount Cusack and Sydney.....	H. Cusack.....	7	1	12 do	35 00
Mount Denson and Railway Station.....	M. J. Shaw.....	½	6	12 do	80 00
Mount Thom Settlement and Sait Springs.....	A. McKay.....	6	2	12 do	70 00
Mount Uniacke and Mount Uniacke Gold Mines.....	J. Patriquin.....	4	3	3 do (to June 30, '91).	20 00
Mount Uniacke and Oland.....	E. Pentz.....	22 r.t.	2	12 do	120 00
Mount Uniacke and Railway Station.....	J. McLearn.....	135 yds.	12	12 do	50 00
Musquodoboit Harbour and Petpeswick Harbour.....	B. Young.....	6	3	12 do	65 00
Musquodoboit Harbour and Pleasant Point.....	R. J. Stevens.....	11	2	12 do	110 00
Nappan Station and Railway Station.....	A. C. Barry.....	75 yds.	12	12 do	80 00
New Albany and Railway Station.....	H. L. Oakes.....	¾	2	3 do (from Jan. 1, '92)	6 25
New Campbellton and New Harris.....	D. Morrison.....	5	1	12 do	30 00
New Campbellton and North Sydney.....	L. Kehoe.....	20	3	12 do	340 00
New Cumberland and West La Have Ferry.....	J. L. Corkum.....	9½ r.t.	1	12 do	45 00
New Edinburgh and St. Bernard's Station.....	A. Deveaux.....	4½	12	2 do (to July 31, '91).	12 50
New Edinburgh and Weymouth Bridge.....	do	5½	2	2 do (to May 31, '91).	9 16
do do.....	do	5½	6	8 do (from Aug. 1, '91)	50 00
New Glasgow and Railway Station.....	J. W. Church.....	7	42	12 do	437 48
New Glasgow and Thorburn.....	R. P. Fraser.....	5	6	12 do	200 00
New Glasgow and Trenton.....	J. W. Church.....	1½	12	3 do (to June 30, '91; and arrears)...	85 30
do do.....	do	1½	6	3 do 18 days (to Oct. 18, '91)	29 89
do do.....	do	1½	12	5 do 13 days from do	90 21
Newport and Newport Landing.....	J. Wier.....	9	4 & 2	6 do (to Sept. 30, '91).	112 50
do do.....	G. E. Benedict.....	9	4 & 2	6 do from do	108 50
Newport and Newport Station.....	J. F. Rathbun.....	5	12	12 do	250 00
Newport and South Rawdon.....	J. W. Hennessy.....	24 r.t.	1	12 do	73 00
Newport and Upper Newport.....	do	10½ r.t.	1	12 do	35 00
Newport and Walton.....	E. A. Bancroft.....	20	6	12 do	778 64
Newport Station and Ry. Station.....	L. H. Sweet.....	12 yds.	24	12 do	50 00
New Ross and Stoddart's.....	G. Ross.....	21	2 & 1	9 do (to Dec. 31, '91).	129 75
New Ross and Vaughan's.....	B. Boylan.....	15	2	9 do (to Dec. 31, '91).	104 25
do do.....	C. F. Meister.....	15	2	3 do from do	33 75
Newville and Railway Station.....	D. P. Young.....	20 yds.	12	12 do	10 00
Nine-Mile River and Shubenacadie.....	J. W. Densmore.....	32 r.t.	1	6 do (from Oct. 1, '91)	48 50
Noël and Shubenacadie.....	J. W. Singer.....	32	1	6 do (to Sept. 30, '91).	76 50
do do.....	R. Webb.....	32	1	6 do from do	69 50

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Noël and Walton	J. Murray	14	6	9 months (to Dec. 31, '91)	213 00
do do	J. Woodworth	14	6	3 do from do	95 25
North Ainslie and Main Post Road.	H. McDonald	1	2	6 do (from Oct. 1, '91)	10 00
North End Lochaber and West Side Lochaber	J. A. Stewart	3	3	12 do	50 00
North Range Corner and Ry. Station	C. B. McNeil	3	12	12 do	65 00
North Range Cor. and South Range	J. E. Marshall	3	2	12 do	40 00
North River Bridge and South Gut St. Ann's.	A. G. Morrison	14	2	12 do	108 16
North River Bridge and Tarbut	A. Morrison	3	3	12 do	26 00
North Side Grand Narrows and South Side Grand Narrows	H. A. Archibald	1	6	12 do	400 00
North Sydney and Port Hastings	do	87	6	12 do	5,005 04
North Sydney and Sydney	J. W. Peppett	15	6	4 do (from Dec. 1, '91)	183 33
North Sydney and Sydney Mines	do	2	12	4 do do	48 67
North-West Arm and Rear Balls Creek.	M. McMillan	3	1	12 do	20 00
Norwood and Ry. Station	D. A. Saunders	100 yds.	6	12 do	50 00
Nyanza and West Side Middle River	A. McLennan	4	2	12 do	35 00
Oakfield and Railway Station	S. C. Thompson	3	12	12 do	40 00
Oban and St. Peter's	R. Morrison	16 r.t.	2	12 do	70 00
Odin and Steviacke Cross Roads	S. Deyarmond	8½	2	12 do	110 00
Old Bridgeport Mines and Main Post Road	F. J. Mitchell	1	6	12 do	50 00
Onslow Station and Ry. Station	A. McCurdy	3	12	12 do	60 00
Outer Island, Port Hood, and Port Hood	W. D. Smith	3	3	12 do	30 00
Oxford and Railway Station	N. S. Thompson	3½	12	12 do	400 00
do do	do	3	12	3 do (to Feb. 29, '92)	24 00
do do	F. A. Black	1	12	1 do from do	6 00
Oxford and Rocky	W. E. Burnside	10	2	12 do	90 00
Paradise Lane and Ry. Station	W. F. Morse	3	12	12 do	80 00
Paradise Lane and Roxbury	W. Gormley	7	1	12 do	35 00
Parrsboro' and Partridge Island	J. Gilbert	2	6 & 2	12 do	75 00
Parrsboro' and Railway Station	F. McAleese	3	12	12 do	65 00
Parrsboro' and Three Sisters	J. W. York	45	6	12 do	1,166 64
Parrsboro' and Two Islands	T. W. McKay	6½	2	12 do	65 00
Pennant and Sambro	J. E. Tough	3	2	3 do (from Jan. 1, '92)	5 00
Pictou and Pictou Island	J. Currie	12	1	12 do	260 00
Pictou and Pictou Landing	G. J. Christie	13	6	12 do	235 00
Pictou and Railway Station	W. McDonald	3	36 & 42	8 do (to Nov. 30, '91)	166 55
do do	do	3	48	4 do from do	112 14
Pictou and River John	W. Gammon	20	6	3 do (to June, 30, '91)	118 75
do do	A. McLeod	20	6	5 do (to Nov. 30, '91)	287 50
do do	do	20	3	4 do from do	99 99
Pictou and River John (via shore)	D. M. Geldert	29	2	11 do (to Feb. 29, '92)	320 83
Pictou and Tony River	T. G. Anderson	30 r.t.	3	1 do (from Mar. 1, '92)	24 83
Pictou and Truro	W. Gammon	50½	3	8 do (to Nov. 30, '91)	602 29
Pictou and West River Station	T. G. Anderson	25½	3	12 do	342 56
Pictou and Steamer (P. E. I. mails)	E. McPhail			Season 1890-91	50 00
do do	B. Flynn			Season 1891-92	23 30
Piedmont Valley and Ry. Station	J. A. McDonald	3	3	7 months (to Oct. 31, '91)	14 00
do do	do	3	6	5 do from do	20 00
Pine Tree and Railway Station	R. Mitchell	1½	3	12 do	60 00
Pirate Harbour and Ry. Station	R. Peoples	3	12	12 do	80 00
Pirate Harbour and St. Francis Harbour	H. Whooten	18	3	12 do	220 00
Pleasant Valley and Ry. Station	L. Craig	1½	2	12 do	50 00
Plympton and Railway Station	G. A. Macdonald	3	12	12 do	120 00
Point Edward and Sydney	D. Beaton	8	1	12 do	40 00
Pomquet Chapel and Ry. Station	C. Duong	2	6	12 do	70 00
Port Acadie and Ry. Station	V. Thibodeau	2½	12	12 do	150 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Beckerton and Port Hillford.	G. S. Taylor	8	1	12 months	52 00
Porter's Lake and West Chezzetcook	J. T. Bishop	4½	3	12 do	80 00
Port Hastings and Wharf.	H. A. Archibald	4	12	12 do	157 00
Port Hastings and Port Hawkesbury	A. McDonald	3½	12	12 do	220 00
Port Hastings Wharf and Port Hawkesbury	do	3½		Special trip	1 00
Port Hastings and Point Tupper.	H. A. Archibald	5½		Special trips	175 00
Port Hawkesbury Wharf and Point Tupper.	A. McDonald	1½		12 months	377 40
Port Hawkesbury and Wharf	do	½	12	12 do	157 25
Port Hawkesbury and Sydney	J. Morrison	100	6	12 do	9,000 00
Port Hood and Port Hood Island.	J. Smith	1½	2	12 do	52 00
Port Joli and St. Catharines River.	L. Robertson	6	1	12 do	40 00
Port Matoon and South-West Port Matoon	C. Thériau	4	1	12 do	30 25
Port Mulgrave and Wharf.	R. Trites	½	12	12 do	80 00
Port Philip and Pugwash.	G. A. King	4½	3	12 do	60 00
Port Royal and West Arichat	A. McDonald	3	3	12 do	100 00
Port Williams and Port Williams Station	J. L. Bishop	1	6	12 do	70 56
Port Williams and Town Plot.	E. Burbridge	2½	3	12 do	55 00
Port Williams Station and Ry. St'n.	F. E. Forsyth	12 yds.	24	12 do	62 60
Port Williams Station and White Rock Mills	J. L. Bishop	5	3	12 do	67 00
Preston and Main Post Road	D. Deloughrey	½	6	12 do	60 00
Princeport and Truro.	J. D. Nelson	23 r. t.	6 & 2	12 do	240 00
Pugwash and Pugwash River	D. H. Fraser	6	3	1 do (from Mar. 1, '92)	6 66
Pugwash and Railway Station	M. Chapman	½	12	4 do (from Dec. 1, '91)	33 33
Pugwash and Thompson's Mills.	I. R. Lamy	15½	6	10 do (to Jan. 31, '92)	384 90
do do	M. Chapman	15½	6	1 do (to Feb. 29, '92)	38 49
Quinan and Tusket.	L. Porter	12	2	12 do	90 00
Rear Black River and West Bay	M. Morrison	4 r. t.	2	12 do	70 00
River Bourgeoise and River Tear	M. Boudroit	3	6	12 do	94 00
Riversdale and Weymouth Bridge	J. H. Sabine	10	1	12 do	40 00
River Hebert and River Hebert St'n	T. A. Lowther	1½	12	12 do	200 00
River Hebert, West Side, and Shulie	B. W. Baird	14	3	12 do	273 00
River Inhabitants Bridge and West Bay	P. McFarlane	5	6	12 do	145 00
River John and Tatamagouche	J. McLeod	13	6 & 3	11 do (to Feb. 29, '92).	392 66
River John and Railway Station	W. Gammon	1	12	4 do (from Dec. 1, '91)	33 33
River John and Welsford	J. A. McKay	3	3	12 do	40 00
Riversdale and Railway Station	D. Fraser	7½	12	12 do	44 00
Riversdale and Upper Kemptown	K. J. McLean	8½	2	12 do	163 20
Rockingham and South Ohio	J. E. Allen	11 & 9	3 & 2	12 do	225 00
Rockingham Station and Ry. Station	L. E. Smith	½	12	12 do	80 00
Ronan Valley and St. Andrews	P. E. Farrell	15	3	12 do	166 00
Roseburn and Whyococmagh	J. D. McLean	8	1	3 do (from Jan. 1, '92)	6 50
Round Hill and Railway Station	C. E. Spurr	½	12	12 do	75 00
St. Andrews and Vernal.	L. Cameron	5	2	12 do	64 00
St. Peters and West Bay	A. McDougall	28	3	3 do (to June 30, '91).	71 25
do do	H. McDougall	28	3	9 do from do	300 00
Sable River and Swansburg	W. Herkins	10½	3	12 do	200 00
Salem and Stanley	H. Logan	2	2	12 do	40 00
Salt Springs Station and Ry. Station	J. W. Black	20 yds.	12	12 do	20 00
Sandford and Yarmouth.	N. L. Trefry	20 r. t.	2	12 do	123 72
Sand River and Shulie	E. J. White	7	3	12 do	172 48
Saulnierville and Railway Station	T. H. Saulnier	1½	2	12 do	100 00
Saulnierville Station and Ry. Station	B. Comeau	½	6	12 do	25 00
Scotch Village and Woodville.	S. Cochran	10 r. t.	1	12 do	45 00
Scotsburn Station and Ry. Station	D. McKay	100 yds.	6	4 do (from Dec. 1, '91)	9 32

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shad Bay and White's (Prospect Road)	M. Burke	2	4	12 months	45 00
Shelburne and Upper Ohio	W.G. Swinesburg	38 r. t.	1	3 do (to June 30, '91).	20 58
do do	E. D. Hogg	38 r. t.	1	9 do from do	61 50
Sherbrooke and West River, Sheet Harbour	J. S. Cameron	60	3	12 do	750 00
Ship Harbour Lake and Ship Harbour Lake (circular route)	J. W. Webber	23 r. t.	1	12 do	100 00
Shubenacadie and Railway Station	A. Kirkpatrick	100 yds.	36	12 do	155 00
Six Mile Brook and West River	J. McKay	6	2	12 do	30 00
Six Mile Road and Wallace Grant	C. Cooke	5½	3	12 do	66 00
Six Mile Road and Wallace Station	B. Betts	3	3	3 do (to Feb. 29, '92).	9 99
do do	A. Benjamin	3	3	1 do from do	2 50
Skye Mountain and Whyocomagh	A. G. Nicholson	6	1	12 do	30 00
Sluice Point and Surette Island	J. J. Surette	2	1	12 do	25 00
Sluice Point and Tusket	A. J. Lent	6	1	12 do	40 00
Smith's Cove and Bear River Ry. St'n	E. W. Potter	½	12	7 do 22 days (from Aug. 10, '91)	32 11
Sober Island and Watt Section, Sheet Harbour	D. Logan	6	3	9 do (to Dec. 31, '91)	60 00
do do	J. Wesell	6	3	3 do from do	20 00
Somerset and Berwick Ry. Station	G. W. Kinsman	2½	4	12 do	70 00
Southampton and Railway Station	G. S. Davison	19 r. t.	12	12 do	75 00
South Branch and Upper Stewiacke	G. Cox	19 r. t.	3	12 do	98 00
South Farmington and Ry. Station	A. W. Randall	1½	12	12 do	36 00
South Harbour and White Point	J. McPherson	9	2	12 do	95 00
South Merland and Tracadie	M. Delorey	8	1	12 do	34 00
South Ohio and Railway Station	W. Crosby	8	12	12 do	40 00
South-West Margaree and Upper Margaree	J. S. McDonald	5	2	3 do (to June 30, '91)	8 62
do do	A. D. McLellan	5	2	9 do from do	27 30
Springfield and Railway Station	S. P. Grimm	½	2	3 do (from Jan. 1, '92)	3 75
Spring Hill Junction and Railway Station	J. A. Dunn	½	12	12 do	40 00
Spring Hill Mines and Ry. Station	J. Anderson	½	24	12 do	240 00
Spring Hill Mines and Windham Hill	A. A. Schurman	7	2	12 do	80 00
Stellarton and Railway Station	J. Bartley	½	36	12 do	237 50
Stoddart's and Dalhousie Railway Station	C. W. Stoddart	7½	2	3 do (from Jan. 1, '92)	7 43
Strathlorne and Whyocomagh	J. A. McKinnon	26	2	12 do	228 00
Street's Ridge and Thompson's Mills	A. Crowley	20½	6	1 do (from Mar. 1, '92)	23 18
Tatamagouche and Railway Station	M. B. McLellan	½	12	4 do (from Dec. 1, '91)	25 00
Tatamagouche and Tatamagouche Mountain	D. Menzie	25 r. t.	3	1 do (to Feb. 29, '92).	24 00
do do	R. Dobson	25 r. t.	3	1 do from do	14 58
Tatamagouche and The Falls	J. H. Lombard	16 r. t.	3	2 do (from Feb. 1, '92)	31 11
Tatamagouche and Waugh's River	J. Lombard	12 r. t.	3	10 do (to Jan. 31, '92)..	116 66
Tatamagouche and Wentworth Station	A. Purdy	20	6	2 do (to May 31, '91)..	73 33
do do	do	20	6	2 do 22 days (to Aug. 22, '91)	216 00
do do	D. Menzie	20	6	4 do 9 days (to Dec. 31, '91)	170 00
Tatamagouche and West New Annan	do	6	3	2 do (to Jan. 31, '92)..	33 75
The Falls and West New Annan	D. C. Byers	9½	3	6 do (to Sept. 30, '91).	86 02
do do	A. Langille	9½	3	4 do (to Jan. 31, '92)..	50 00
Thompson's Mills and Ry. Station	J. S. Ross	4	12	12 do	40 00
Thompson's Mills and Westchester	E. J. Purdy	13	2	12 do	150 00
Thorburn and Merigomishe Station	A. Weir	5	6	12 do	239 00
Tidnish Bridge and Main Post Road	D. Amos	1	3	11 do 16 days (from April 15, '91)..	29 90
Torbrooke and Tremont	W. Brown	5	1	12 do	50 00
Tracadie and Railway Station	P. Delorey	½	12	12 do	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					¢ cts.
Truro Railway Station and Street Letter Box	C. B. Archibald	$\frac{1}{2}$ & $\frac{1}{4}$	60 & 18	12 months	400 00
Truro and Scotsburn Station	W. Gammon	45	3	3 do (to Feb. 29, '92)	225 86
Truro and West Branch River John	D. McKenzie	33	3	1 do (from Mar. 1, '92)	45 83
Truro, Railway Station Letter Box and Postal Cars	C. B. Archibald	50 yds.	36	12 do	25 00
Tupperville and Railway Station	D. S. Chipman	$\frac{1}{4}$	12	12 do	50 00
Tusket Wedge and Yarmouth	B. LeBlanc	12	6	12 do	200 00
Upper Clements and Patter's Railway Station	F. Williams	1	12	3 do 22 days (to Nov. 30, '91)	15 44
do do do	do	$\frac{1}{16}$	12	4 do from do	16 67
Upper Musquodoboit and West River, Sheet Harbour	J. S. Stewart	26	3	12 do	394 00
Upper Newport and Woodville	E. Sweet	$1\frac{1}{2}$	1	12 do	13 44
Valley Station and Ry. Station	M. A. Johnson	600 yds.	12	12 do	66 25
Wallace, Wallace Bridge and Railway Station	B. Betts	2 & 2	12 & 6	4 do (from Dec. 1, '91)	93 33
Wallace Station and Ry. Station	J. F. Allen	$\frac{1}{4}$	12	1 do 15 days (from Feb. 15, '92)	3 75
Waterville and Railway Station	J. S. Pineo	100 yds.	12	12 do	50 00
Waterville and South Waterville	F. Parrish	11 r.t.	1	12 do	32 00
Waverly and Windsor Junction	J. Otto	3	6	12 do	130 00
Wentworth Creek and Windsor	F. Trider, sen.	$2\frac{1}{2}$	3	12 do	70 00
Wentworth Station and Ry. Station	A. Barclay	135 yds.	12	12 do	60 00
West Branch River John and Scotsburn Station	W. A. Berry	14	6	1 do (from Mar. 1, '92)	38 33
Westbrook and Railway Station	N. F. Taylor	1	12	12 do	110 00
Westbrook Mills and Ry. Station	S. Roscoe	1	12	12 do	100 00
West Merigomishe and Ry. Station	J. R. McDonald	1	6	12 do	40 00
West River Station and Ry. Station	M. B. Fraser	75 yds.	12	12 do	40 00
Westville and Railway Station	J. Maxwell	$\frac{1}{4}$	24	12 do	120 00
Weymouth and Railway Station	C. D. Jones	$1\frac{1}{2}$	12	12 do	156 00
Weymouth Bridge and Ry. Station	G. J. Hoyt	$\frac{1}{4}$	12	12 do	40 00
Wilmot and Railway Station	E. Cummings	$1\frac{1}{4}$	12	12 do	95 00
Windsor and Railway Station	P. S. Burnham	$\frac{1}{4}$	24	12 do	296 00
Windsor Junction and Ry. Station	P. Hessian	$\frac{1}{4}$	36	12 do	80 00
Windsor Junction—Postal car transfer	do	20 yds.	6	12 do	60 00
do do do	W. Herbert	20 yds.	6	12 do	60 00
Wolfville and Railway Station	G. V. Rand	$\frac{1}{4}$	24	12 do	100 00
Woodburn and Railway Station	D. Ballentyne	$1\frac{1}{2}$	2	12 do	50 00
Yarmouth and Railway Station	A. Bain	$\frac{1}{4}$	12	12 do	149 00
Yarmouth and Street Letter Boxes	A. J. Hood	2 r.t.	12	12 do	120 00
				Total	\$133,764 92

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alexandria and McCrimmon.	D. McCrimmon.	9	6	12 months	240 00
Alexandria and Railway Station.	A. J. McDonald	1	24	12 do	112 68
Alexandria and St. Raphael West.	J. McDougall	17	6	12 do	325 00
Alexandria and Vankleek Hill.	A. Mercier	19	6	12 do	350 00
Alfred and Montebello	L. Larocque	9	6	12 do	200 00
Alice and Pembroke	H. Tabbert	11	1	10 do 12 days (from May 20, '91)	43 27
Allumette Island and Pembroke	J. J. McGuire.	7	2	12 do	103 75
Almonte and Clayton.	A. Burnett	10 & 12	6	6 do (to Sept. 30, '91)	112 50
do do	J. Khull.	10 & 12	6	6 do from do	100 00
Almonte and Railway Station.	E. Dowdall	4	24	12 do	165 14
Almonte and West Huntley.	B. Manion.	12	3	12 do	196 00
Althorpe and Maberly.	Mrs. J. Norris.	9	2	12 do	84 50
Angers and Railway Station.	L. Moncion	4	6	12 do	60 00
Annesley and North Onslow.	P. Killoran	4	1	12 do	35 00
Appleton and Carleton Place.	J. Coultice.	4 1/2	12	12 do	195 00
Archer and Bouck's Hill.	J. Cramer	9	3	12 do	112 00
Arnprior and Fitzroy Harbour.	H. B. Somerville	12	6	12 do	274 00
Arnprior and Railway Station.	H. Hetton	1/2	24	12 do	175 84
Arnprior and White Lake.	P. Doolan	33 r.t.	6	12 do	515 00
Arundel and Rockaway Valley.	C. Sinclair.	5	1	12 do	30 00
Ashton and Prospect.	W. Burrows	11	3	12 do	235 00
Ashton and Railway Station.	H. S. Conn.	2	6	12 do	100 00
Aultsville and Bush Glen.	G. Bush	9	2	9 do (to Dec. 31, '91)	75 00
do do	H. E. Bush.	9	2	3 do from do	22 25
Aultsville and East Williamsburg.	G. A. Summers.	3	6	9 do (to Dec. 31, '91)	54 00
do do	W. Casselman.	3	6	3 do from do	18 75
Aylmer and Railway Station.	A. M. Holt	1/2	24	12 do	208 65
Baie des Pères and Haileybury.	C. C. Farr	14s, 5w	1	12 do	50 00
Baie des Pères and Lake Temiscamingue	J. Mann	3	1	4 do (to July 31, '91)	10 00
do do	do	3	1	8 do from do	13 33
Baie des Pères and North Temiscamingue	A. McBride	22	1	12 do	200 00
Bainville and Railway Station.	D. McCuaig.	1/2	12	12 do	60 00
Ballinville and South March.	P. Orchard	4	2	3 do 10 days (to July 10, '91)	11 09
Balderson and Preston Vale.	C. McNiece	5	3	4 do (from Dec. 1, '91)	26 67
Balvenie and Strain's Corners	J. Holly	1	2	12 do	10 00
Bark Lake and Brudenell.	M. & J. Billings	22	1s. 2w.	12 do	190 00
Bark Lake and Murchison.	B. Reynolds.	17	1	12 do	120 00
Barryvale and Railway Station.	P. Barry.	150 yds.	6	12 do	15 00
Basin Depot and Eganville.	R. Reeves	49	2	12 do	525 00
Bassin du Lièvre and Railway Station	F. X. Nanaville.	1/2	6	12 do	66 00
Beachburg and Gower Point.	T. M. Carswell.	9	2	12 do	110 00
Bearbrook and Canaan.	R. Bowden	19 r.t.	3	9 do (to Dec. 31, '91)	150 00
do do	C. Armstrong.	19 r.t.	3	3 do from do	42 50
Bearbrook and Railway Crossing.	R. Bowden	3	6	9 do (to Dec. 31, '91)	75 00
do do	C. Armstrong.	3	6	3 do from do	26 25
Bearbrook and Sarsfield.	S. Daoust	10	3	1 do (from Mar. 1, '92)	11 67
Beckstead and Dunbar.	A. J. Colquhoun	13	3	9 do (to Dec. 31, '91)	87 00
do do	J. J. Colquhoun	13	3	3 do from do	29 00
Beech Grove and Quyon.	S. Mohr.	4 1/2	3	12 do	100 00
Bell Mount and Otter Lake.	G. Palmer	6	2	12 do	55 00
Benoit's Mills and Nosbonsing	E. Benoit.	6	3	12 do	50 00
Billerica and Railway Station.	E. A. Pritchard.	1/2	6	12 do	20 00
Bishop's Mills and Prescott.	C. W. Knapp.	16	3	12 do	255 00
Bissetts Creek and Railway Station	C. Carmichael	20 yds.	12	12 do	24 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Blackburn and Orleans	R. Dagg	3	2	12 months	50 00
Blanche and Thurso	M. McAndrew	16	3	3 do (to June 30, '91).	45 00
do	G. Bichler, jun.	16	3	9 do from do	134 25
Bois Franc and Mattawa	C. Rankin	40	1	12 do	400 00
Booth and Dumoine	J. Lafrenier	46	1	12 do	300 00
Borromée and Orleans	A. Chartrand	4	1	12 do	25 00
Bouck's Hill and Froatsburn	W. Lapoint	4	2	12 do	40 00
Bowesville and Railway Station	P. Nelligan	2	3	12 do	60 00
Braeside and Railway Station	J. Gillies	1 ¹ / ₂	12	12 do	50 00
Bray's Crossing and Ry. Crossing	C. Bray	20 yds.	2	12 do	10 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 do	67 50
Bristol and Glengyle	G. Morrison	10	6	12 do	200 00
Britannia Bay and Railway Station	B. McAmmond	30 yds.	12	9 do 14 days (from June 17, '91)	3 94
Brockville and Morristown, U.S.	T. Burns	2	6	12 do	148 00
Brockville and Railway Station	W. Curry	1	18	12 do	203 61
do do	J. E. Cavanagh	1	14	12 do	91 50
Brockville C.P.R. & G.T.R. transfer	do	20 yds.	as req.	12 do	370 50
Brockville Junc.—G.T.R. transfer	do	do	do	12 do and arrears	153 00
Brockville and Street Letter Boxes	J. McKenny	3 ¹ / ₂	do	12 do	112 50
Brook and Wemyss	B. McKeracher	3	2	12 do	70 00
Brudenell and Castile	E. Bennett	9	1	12 do	80 00
Brudenell and Emmett	E. Ring	13 ¹ / ₂	2	12 do	127 40
Bryson and Portage du Fort	J. Murtagh	8	6	12 do	200 00
Bryson and Railway Station	do	5	12	12 do	195 00
Buckingham and High Rock	C. W. Pearson	23 ¹ / ₂	6s, 3w	12 do	600 00
Buckingham and Railway Station	do	4 & ¹ / ₂	12	12 do	97 00
Burnstown and Springtown	A. Wilson	5	3	12 do	80 00
Burritt's Rapids & North Montague	J. A. Ormrod	7	1	9 do (to Dec. 31, '91).	39 00
do do	H. Thompson	7	1	3 do from do	11 25
Cahore and Crysler	G. S. Johnstone	4	3	12 do	62 00
Calabogie and High Falls	T. Dillon	7	1	12 do	45 31
Calabogie and Railway Station	D. Dillon	1 ¹ / ₂	12	12 do	92 84
Caldwell and Glengyle	R. Horner	1	6	12 do	50 00
Caldwell's Mills and Railway Station	W. Reid	1 ¹ / ₂	6	6 do (to Sept. 30, '91).	20 00
do do	M. McDonald	1 ¹ / ₂	12	6 do from do	25 00
Caledonia Springs and L'Original	L. Lalonde	9	3	12 do	155 00
do do	do	9	2	Season 1891	63 00
Calumet and St. Rémi d'Amherst	L. Champagne	39	1	12 months	280 00
Calumet Island and Campbell's Bay	J. E. Cahill	1 ¹ / ₂	13	12 do	93 32
Calumet Island and Dunraven	C. Barsalon	5	3	12 do	78 00
Campbell's Bay and Railway Station	P. McNally	40 yds.	6	12 do	10 00
Cantley and Kirk's Ferry	M. Reid	3	3	12 do	90 00
Cantley and Lucerne	R. Blackburn	19	1	12 do	125 00
Cantley and Wilson's Corners	H. Wilson	5	1	3 do (from Jan. 1, '92)	7 50
Cardinal and Hyndman	J. Hyndman	13	3	12 do	222 47
Cardinal and Railway Station	W. Stitt	1	21	12 do	109 80
Carleton Place and Railway Station	P. P. Salter	7 ¹ / ₂	42	12 do	408 20
Carleton Place and Scotch Corners	D. Sinclair	7	1	9 do (to Dec. 31, '91).	30 00
do do	do	7	2	3 do from do	16 25
Carp and Elru	W. Falls	3	3	12 do	75 00
Carsonby and North Gower	A. Eastman	3 ¹ / ₂	3	12 do	75 00
Carswell and Railway Station	D. Carswell	3	2	12 do	53 00
Cashion's Glen and Cornwall	J. J. Cashion	15	3	12 do	283 32
Casselman and Crysler	A. Goulet	11	6	12 do	245 00
Casselman and Railway Station	R. McLeod	1 ¹ / ₂	12	12 do	34 00
Castleford Station and Ry. Station	J. B. Dickson	200 yds.	12	12 do	10 00
Castleford and Railway Station	J. Warnock	2 ¹ / ₂	6	6 do (from Oct. 1, '91).	100 00
Cawood and Danford Lake	G. Tannar	9	1	12 do	52 00
Cedar Hill and Pakenham	S. Connery	5 ¹ / ₂	3	12 do	95 49
Chalk River and Railway Station	T. Field	2 ¹ / ₂	12	3 do (to June 30, '91).	25 00
do do	do	2 ¹ / ₂	12	9 do from do	150 00
Chapeau and Fort Coulonge	J. G. Poupore	21	3	12 do	345 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chard and Pendleton	W. J. Brown	4	2	12 months	58 00
Charteris and North Clarendon	J. Ralph	3	3	12 do	40 00
Chelsea and Old Chelsea	G. Edmonds	1½	6	12 do	60 00
Chelsea and Ottawa	R. Haste	9	6	12 do	200 00
Cheneville and Duhamel	F. D. Larose	13	1	12 do	52 00
Cheneville and Namur	J. Binda	9	3	3 do (to June 30, '91).	32 50
do	N. Massie	9	3	9 do from do	75 00
Cheneville and Papineauville Station	H. N. Raby	23	6	12 do	230 00
Chesterville and Connaught	J. Jordan	5	2	12 do	90 00
Chesterville and Morewood	H. Dillabough	8	6	12 do	142 00
Chesterville and Morrisburg	J. S. Marselis	18½	6	12 do	550 00
Chesterville and Railway Station	F. A. Durant	4	12	11 do (to Feb. 29, '92).	82 50
do do	J. G. Gillespie	4	12	1 do from do	7 50
Chichester, Pembroke and Fort William	A. S. Maloney	11 & 11	6 & 3	2 do (to May 31, '91).	83 17
Christy's Lake and Elliott	W. G. Palmer	3½	1	6 do (from Oct. 1, '91).	12 50
Chute aux Iroquois and L'Annonciation	P. Mariner	16	1	11 do (to Feb. 29, '92).	68 75
do do	J. B. Berthiaume	16	1	1 do from do	6 25
Chute aux Iroquois and St. Jovite	P. Mariner	20	2	11 do (to Feb. 29, '92).	165 00
do do	J. B. Berthiaume	20	2	1 do from do	15 00
Clarence Creek and The Lake	S. Ouellette	5	2	12 do	57 50
Clarence Creek and Thurso Railway Station	F. Lafamme	8	6	12 do	225 00
Clayton and Halpenny	I. Halpenny	5	1	12 do	30 00
Clayton and Rosetta	G. McFarlane	6	2	12 do	100 00
Clayton and Tatlock	P. Guthrie	14	3	12 do	168 00
Clontarf and Foymount	H. R. McDonald	8	3	12 do	156 00
Cobden and Railway Station	J. Ross	4	12	12 do	100 00
Cobden and Westmeath	G. Pettycrew, sen	20	6	3 do (to June 30, '91).	125 00
do do	J. Cardiff	20	6	9 do from do	375 00
Collfield and Railway Station	M. Hughes	1	6	12 do	50 00
Combermere and Eganville	M. Furlong	35	6	3 do (to June 30, '91).	75 00
do do	P. Furlong	35	6	9 do from do	1,050 00
Cornwall and Railway Station	J. Barlow	1	1	12 do	20 00
Cornwall and St. Andrew's West	J. Rivier	7	3	3 do (to June 30, '91).	48 75
do do	J. W. Graham	7	3	9 do from do	135 00
Cornwall and Street Letter Boxes	D. McCracken	1½	12	12 do	282 60
do do	A. McGillis	1½	12	12 do	282 60
Cornwall and Tayside	D. J. Rivier	24	3	12 do	345 00
Cornwall Centre and Milleroches	W. M. Myers	2½	3	12 do	68 00
Crysler and Wales	S. E. Onderkirk	23	6	12 do	499 00
Cullton and Douglas	P. Cull	4	2	12 do	26 00
Cumberland and Railway Station	J. Winsor	24	12	12 do	150 00
Curry Hill and River Beaudette	M. C. Curry	5	3	12 do	100 00
Cushing and Little Rideau	J. Little	4½	6	12 do	170 00
Dacre and Esmonde	P. Curry	6	2	12 do	60 00
Dacre and Griffith	C. Holmes	20	2	12 do	200 00
Dacre and Renfrew	D. Brownlee	22	3	12 do	375 00
Dalkeith and Glen Robertson	M. Robinson	8	6	12 do	196 00
Danford Lake and Kazubazua	H. Heeney	9	3	12 do	135 00
Danford Lake and Otter Lake	do	19	1	12 do	127 00
Daniston and Orleans	L. Proulx	3	3	16 days (from Mar. 16, '92)	1 36
Davis Mills and Pembroke	R. Davis	8	1	12 months	45 00
Deux Rivières and Railway Station	T. Leggé	4	12	12 do	100 00
Diamond and Kimburn	D. McMillan	4	3	12 do	80 00
Dickinson and Railway Crossing	L. E. Wood	3	3	6 do (to Sept. 30, '91).	35 00
Dirleton and Fitzroy Harbour	J. Drummond, sr.	7½	2	12 do	60 00
Dixon's Corners and Dundela	J. E. Tuttle	4	3	12 do	75 00
Dixon's Corners and Pleasant Valley	G. Gilmer	10½	3	12 do	134 00
Doninionville and Morrisonville	R. Morrison	2½	2	12 do	45 00
Douglas and Burgess' Corners	J. Billedo	5	6	12 do	140 00
Douglas and Grattan	M. B. McFarlane	7	2	12 do	70 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Doyle and Sheenboro'	J. Bush	12	1	3 months (to June 30, '91)	17 50
do do	M. Doyle	12	1	9 do from do	44 62
Duclos and East Aldfield	C. V. Casault	6	1	12 do	35 00
Duclos and Wakefield	S. F. Gatignol	15	2	12 do	95 00
Dunbar and Grantley	J. C. Munro	5	3	12 do	70 00
Dunmore and Spence's Corners	L. McIntomney	3	3	3 do (to June 30, '91).	15 00
do do	D. J. McLeod	3	3	9 do from do	60 00
Dunrobin and South March	P. Orchard	18 rt.	3	12 do	150 00
Dunrobin and Woodlawn	W. H. Wilson	4	3	12 do	80 00
Eardley and Railway Station	W. H. McLean	3	6	12 do	78 00
Eastman's Springs and Ry. Station	R. J. Kyle	12	9	do (to Dec. 31, '91).	30 42
do do	X. Brousseau	12	3	do from do	13 75
East Templeton and Perkins	C. Robitaille	9	2	12 do	100 00
East Templeton and Railway Station	P. Devost	1	12	6 do (to Sept. 30, '91).	55 00
do do	D. W. McLaurin	1	12	6 do from do	65 00
Eauclaire and Railway Station	W. Mackey	1	6	12 do	40 00
Eganville and Cobden Ry. Station	N. O'Shaughnessy	18	12	10 do 25 days (to Feb. 25, '92)	0 91
do do	J. C. Pilatzke	18	12	1 do 4 days (from Feb. 25, '92)	28 85
Eganville and Golden Lake	S. Sunstrum, sen.	15	2	12 do	180 00
Eganville and Pembroke	M. J. McCann	26	3	12 do	324 00
Eganville and Perrault	T. Power	6½	1	6 do (from Oct. 1, '91)	25 00
Elliott and Manion	J. DeWitt	7	2	12 do	50 00
Elmside and Bristol Mines	R. Campbell	3	3	12 do	75 00
Elmside and Railway Station	do	3½	6	12 do	125 00
Emmett and Wilno	J. O'Grady	5	1	12 do	50 00
Fairfield East and Railway Station	A. C. Johns	7½	3	12 do	31 20
Farran's Point and Osnabruck Centre, &c.	G. Kerr	6 & ½	12 & 6	12 do	314 00
Farrelton and Stagsburn	A. McDonald	6	1	12 do	40 00
Felton and Russell	C. York	4	2	12 do	50 00
Fenaghvale and St. Amour	M. Poirier	2½	2	12 do	27 51
Ferguson's Falls and Perth	J. Foy	18½	6	12 do	365 67
Flower Station and Railway Station	S. M. Lyon	1	12	12 do	15 00
Fort Coulonge and Railway Station	J. G. Bryson	1	6	12 do	70 00
Fort William and Pembroke	J. Jewell	22	6	10 do (from June 1, '91)	473 33
Fournier and Routhier	J. O. Poirier	6	6	12 do	189 00
Franktown and Railway Station	J. Edwards	1½	12	12 do	150 00
Galbraith and Middleville	R. J. Penman	6½	2	12 do	52 00
Glengyle and Railway Station	G. Morrison	50 yds.	6	6 do (to Sept. 30, '91).	5 00
do do	do	50 yds.	12	6 do from do	10 00
Glenmore and Maitland	E. Coville	9	3	12 do	145 00
Glen Robertson and North Lancaster	M. Besner	25 rt.	6	12 do	300 00
Glen Robertson and Railway Station	M. Robinson	½	24	9 do (to Dec. 31, '91).	45 00
do do	D. McDonald	½	24	3 do from do	25 00
Glen Robertson and Ste. Anne de Prescott	J. Laframboise	7	6	12 do	125 00
Glen Roy and Munro's Mills	M. Munroe	4	3	12 do	88 61
Glen Smail and Spencerville	E. Ellis, jun.	3	2	12 do	50 00
Goldfield and South Finch	M. McLean	2½	3	12 do	56 25
Goodstown and Richmond	T. H. Mills	3	2	12 do	40 00
Greenfield and Railway Station	A. McDougall	1	24	12 do	125 00
Greer Mount and Thorne Centre	G. McDowell	6	3	3 do (to June 30, '91).	19 50
do do	F. Maxwell	6	3	9 do from do	56 25
Griffith and Metawatchan	J. McGregor	13	1	12 do	67 60
Groveton and Spencerville	J. McAuley	3	2	12 do	48 00
Hallville and Kemptville	J. Dickinson	13	3	12 do	235 00
Halverson and Martin's Lake	J. C. Martin	5	1	12 do	40 00
Halverson and Masham Mills	J. Moore	11	2	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hathaway and Railway Station...	W. Cosgrove...	1½	6	12 months	55 00
Hazledean and Stittsville.....	A. Abbott.....	3½	3	12 do	75 00
Henry and L'Original.....	S. Buchan.....	4½	3	12 do	76 00
Heyworth and Railway Station...	H. McVeigh.....	2	6	6 do (to Sept. 30, '91).	40 00
do do	M. McVeigh.....	2	6	6 do from do	40 00
High Rock and Notre Dame du Laus	J. Vincent.....	31½	1	9 do (to Dec. 31, '91).	203 67
do do	D. McMillan.....	31½	1	3 do from do	42 50
High Rock and Poltimore.....	J. Robinson.....	6	3s&2w	12 do	70 00
Holland's Mills and Chalifoux Point	G. Gowen.....	2½	3	12 do	65 00
Hopetown and Lanark.....	W. Maguay.....	7	3	12 do	75 00
Hopetown and White.....	R. Jordan.....	12	1	12 do	55 00
Hull and Ottawa.....	J. Goodman.....	2	12	12 do	251 20
Hull, Ottawa and Railway Station.	H. Dupuis.....	1 & 2	30 & 18	12 do (to June 30, '92).	532 06
Hull and Street Letter Boxes.....	M. LeBlanc.....	3½	12	12 do	144 51
Hurtubise and Casselman Station..	E. N. Hurtubise	2	12	12 do	30 00
Inkerman and Iroquois.....	J. H. McKnight	23 & 17	6	12 do	324 00
Irena and Rowena.....	T. S. Carter.....	3	3	9 do (to Dec. 31, '91).	60 00
do do	J. R. Smyth.....	3	3	3 do from do	17 00
Jockvale and Ottawa.....	J. Clothier.....	15	3	12 do	216 38
Joynt and North Wakefield.....	R. Joynt.....	12½	3s&2w	12 do	231 25
Kazubazua and Lake St. Mary.....	B. Emond.....	5	2	12 do	88 00
Kazubazua and Venosta.....	J. McCaffrey.....	7	1	12 do	51 50
Kemptville and Merrickville.....	C. W. Putnam.....	19½	6	12 do	572 92
Kemptville and Millar's Corners...	A. W. Tomkins.....	11	3	12 do	173 00
Kemptville and North Rideau.....	A. W. Powell.....	5½	2	12 do	60 00
Kemptville and Railway Station..	W. Dickinson.....	1	18	12 do	273 18
Kenmore and North Branch.....	P. A. Harrison.....	4	6	12 do	75 00
Killaloe and Ruby.....	J. Rankins.....	7	2	12 do	90 00
Kilmarnock and Smith's Falls.....	W. G. Halliday.....	8½	2	12 do	105 00
Klock's Mills and Railway Station.	J. B. Klock.....	½	12	12 do	10 00
Lac Rond and Namur.....	B. Corbeil.....	7	1	12 do	40 00
Lake Talon and Railway Station..	F. McDonald.....	100 yds.	6	12 do	30 00
Lake Temiscamingue and Mattawa.	E. I. Smith.....	140	1	12 do	1,382 97
Lalonde and Plantaganet.....	W. A. McKay.....	5	1	12 do	35 00
Lammermoor and Watson's Corners	W. R. Gibson.....	7	1	12 do	45 00
Lanark and Middleville.....	C. G. Jackson.....	7	6	12 do	170 00
Lanark and Perth.....	R. Hogan.....	12	6	12 do	64 00
Lanark and Watson's Corners.....	J. McFarlane.....	7	3	12 do	90 00
Lancaster and Martintown.....	J. Ross.....	12	6	12 do	290 00
Lancaster and South Lancaster...	W. Gillespie.....	1	12	12 do	125 00
L'Annonciation and Nominique.....	V. Martineau.....	12	1	12 do	80 00
Lavant and Watson's Corners.....	A. Browning.....	13	2	12 do	100 00
Lemieux and South Casselman.....	D. McCormick.....	6½	3	12 do	100 00
Letter Kenny and Rockingham.....	J. Gallagher.....	6	1	12 do	46 00
Lime Bank and Manotick Station..	F. Hardy.....	3½	3	12 do	80 00
Loch Garry, Maxville and Railway Station..	A. J. Kennedy..	11 & ½	6	12 do	494 00
Loch Winnoch and Railway Station	R. Storie.....	3	3	12 do	90 00
L'Original and Calumet Station.....	J. Lee.....	13	6	12 do	313 00
Low and Maniwaki.....	W. Brooks.....	54	3	12 do	1,700 00
Low, Maniwaki and North Wakefield	do	54 & 11	3 & 6	12 do	1,900 00
Luskville and Railway Station.....	F. Desbiens.....	2	6	6 do (to Sept. 30, '91).	25 00
do do	E. Desbiens.....	2	6	6 do from do	32 50
McDonald's Corners and McLaren's Depot	S. Burns.....	11	6	12 do	239 00
McMillan's Corners and Strathmore	D. McIntosh.....	4	3	8 do (from Aug. 1, '91)	37 76
Maberly and Railway Station.....	J. Morrow.....	1½	6	12 do	80 00
Mackie's Station and Ry. Station..	J. Dunlap.....	½	12	12 do	53 44

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Malakoff and North Gower	A. Johnston	4	3	12 months'	75 00
Maniwaki and Montcerf	P. Paradis	15	1	12 do	95 00
Maniwaki and River Joseph	T. White	8	1	12 do	54 00
Maniwaki and St. Boniface	C. Gauthier	7	1	12 do	60 00
Manotick and Railway Station	T. McCorkill	3½	6	2 do (to May 31, '91)	10 40
do do	W. H. Brouse	3½	6	7 do (to Dec. 31, '91)	36 80
do do	B. McCarnen	3½	6	3 do from do	15 60
Maryland and Railway Station	M. I. Bell	40 ft.	6 & 12	12 do	10 00
Masham Mills and Wakefield	P. Bertrand	7	1	12 do	50 00
Mattawa and Railway Station	E. J. Smith	1	12	12 do	200 96
Maxville and Railway Station	D. A. McArthur	¼	18	12 do	75 00
Maxville and Riceville	W. H. Metcalfe	17½	6	12 do	447 00
Merrickville and Irish Creek Rail- way Station	D. Crozier	9	6	12 do	300 00
Merrickville and Railway Station	M. Fitzgerald	½	12	12 do	85 00
Metcalfe and Ottawa	R. L. Hornidge	21	6	12 do (and arrears)	720 00
Monckland and Strathmore	D. McIntosh	3	3	4 do (to July 31, '91)	13 33
Montebello and Railway Station	F. X. Major	¼	12	12 do	40 00
Montebello and St. Amédée	E. McCluskey	6	2	12 do	75 00
Montpellier and Ripon	L. Montpellier	7	1	12 do	50 00
Moose Creek and Moulinette	S. Flanigan	20	6	12 do	495 00
Moose Creek and Railway Station	T. Dorey	½	12	12 do	50 00
Morehead and Railway Station	W. Clarke	1	6	12 do	10 00
Morewood and Railway Station	J. Cochrane	18	6	6 do (to Sept. 30, '91)	199 00
do do	do	20	6	6 do from do	234 00
Morrisburg and Waddington, U.S.	W. J. Murphy	3	6	6 do (to Sept. 30, '91)	25 00
do do	do	3	6	6 do from do	37 50
Morrisburg and Winchester	J. S. Ross	17	6	12 do	450 00
Moulinette and Milleroches Station	S. Forsyth	1	12	12 do	120 00
Mountain and Vancamp	R. Shaver	3	6	12 do	109 20
Mount Sherwood and Ottawa	A. Ardley	3	6	22 days (to April 22, '91)	18 13
Mud Creek and Smith's Falls	W. Sheridan	6	2	12 months	80 00
New Edinburgh, Ottawa and Street Letter Boxes	J. W. Proctor	1½ and ¾	18	12 do	160 00
Nipissing Junction and Ry. Stations	M. H. Ritchie	1½ and ¾	6 & 12	12 do	125 12
North Augusta and Bellamy's St'n	W. Pear	4½	6	12 do	192 69
North Bay and Railway Stations	W. McDonald	¾	6, 12 & 3	12 do	160 00
Northcote and Renfrew	J. Vaughan	14	2	6 do (to Sept. 30, '91)	65 00
do do	J. McConnell	14	2	6 do from do	59 00
North Gower and Osgoode Ry. Stn	A. Haggins	8	6	12 do	198 00
North Gower and Reeve Craig	T. Salter	3	1	12 do	25 00
North Nation Mills and Ry. Station	D. Landriau	3½	6	12 do	175 00
North Onslow and O'Connell	J. Murphy	7	2	12 do	80 00
North Onslow and Quyon	W. Richardson	7	3	12 do	100 00
North Valley and Osnabruck Centre	M. Dunbar	4	3	12 do	70 00
North Wakefield and Ottawa	R. Hastey	26	6	12 do	500 00
North Williamsburg and Strader's Hill	W. C. Strader	5	1	12 do	26 00
Nosbonsing and Railway Station	M. Cahill	1	6	12 do	100 00
Notre Dame du Laus and St. Gerard de Montarville	P. Filiatrault	37	1	12 do	180 00
Oliver's Ferry and Railway Station	W. McCue	5½	6	12 do	240 00
Oliver's Ferry and Rideau Centre	A. Smith	1½	6 & 1w	12 do	35 00
Orleans and Ottawa	L. Proulx	11½	6	12 do	275 00
Osceola and Stafford	D. Childerhose	8	3	12 do	140 00
Osgoode Station and Ry. Station	J. Buckles	40 yds.	6	12 do	15 00
Ottawa and Exhibition Grounds	W. Darcey			25 trips	10 00
Ottawa and Experimental Farm	A. Ardley	3	12	11 months 8 days (from April 23, '91)	446 29
Ottawa and Ottawa East	C. M. Garrow	1½	6	9 months (to Dec. 31, '91)	60 00
do do	A. Pettipiece	1½	6	3 do from do	17 25
Ottawa and Post Office Department	E. Batterton	1½	18	12 do (to June 30, '92)	592 80

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
Ottawa and Railway Stations	P. McKenna....	1	As req	12 months (to June 30, '92)	\$ 3,750 84
Ottawa and Ramsay's Corners	R. Ramsay....	7½	3	12 do	175 00
Ottawa and Richmond.	H. Reilly....	20	6	12 do	725 00
Ottawa and Wharf.....	P. McKenna....	¾	12	Season 1891.....	60 00
Ottawa—Letter Carriers' Service...	Ottawa City Pas. Ry. Co.			1,250 tickets.....	50 00
do do	Ottawa E. S. Ry. Co			240 do	10 00
do do	do			1 month 20 days (from Feb. 10, '92)	84 07
Otter Lake and Shawville.....	C. R. Morrison	24	3	12 do	275 00
Otter Lake and Thornby.....	J. Hill	7	2	12 do	87 00
Oxford Station and Railway Station	W. Black.....	¾	3	12 do	32 00
Pakenham and Panmure.....	G. McClinton..	20	6	12 do	279 00
Pakenham and Railway Station...	D. Shaw	¼	18	12 do	188 40
Palmer Rapids and Rockingham...	G. Jeffry	8	1	1 do 15d. (to May 15, '91)	10 35
Palmer Rapids and Wingle	J. Wingle	6	1	1 do do	5 56
Pembroke and Railway Station...	M. Belaire	¼	24	12 do	400 00
Pembroke and Ryan's Mills...	C. Ryan	11	1	4 do (from Dec. 1, '91).	21 00
Pendleton and Railway Station...	H. Roy	17	6	12 do	500 00
Perreton and Govt. Road Crossing.	L. Matheson...	4½	6	12 do	124 52
Perth and Playfair	G. C. Mills	14	6	12 do	400 00
Perth and Railway Station	J. Allan	¾	29	12 do	273 06
Perth and Stanleyville.....	P. McParland..	9½	4	12 do	170 00
Perth and Tennyson.....	W. Devlin	10	1	6 do (to Sept. 30, '91).	42 00
do do	J. Lambert	10	1	6 do from do	35 00
Petawawa and Railway Station...	S. Devine	1½	3	12 do	90 00
Point Alexander and Ry. Station...	T. McAnulty	6	3	12 do	100 00
Pointe Gatineau and Quinville...	M. J. Gahagan..	6½	1	12 do	40 00
Pointe Gatineau and Ry. Station...	T. Gagnon.....	1½	12	6 do (to Sept. 30, '91).	60 00
do do	M. Foley	1½	12	6 do from do	57 00
Portage du Fort and Ry. Station...	D. M. Rattray	7	18	12 do	312 00
Portage du Fort and Ross	D. McLaren	3	3	12 do	70 00
Prescott and Ogdensburg, U.S.	C. Plumb, sen	2	18	12 do	578 25
Prescott and Railway Station...	E. Leslie	¾	18	12 do	141 30
Prescott and Street Letter Boxes...	J. Dowsley	2	18	12 do	144 00
Prescott and Throoptown.....	P. Bulger	16	2	12 do	99 49
Quyon and Railway Station	W. Richardson	1	6	6 do (to Sept. 30, '91).	37 50
do do	do	1	12	6 do from do	50 00
Radford and Shawville	J. A. Armstrong	3	3	12 do	61 25
Rapides des Joachims and Mackie's Station	J. Dunlap	8	3	12 do	180 00
Rapides des Joachims and Rowanton	A. McDougall..	20	3	6 do (to Sept. 30, '91).	175 00
do do do	H. R. Downey..	20	3	6 do from do	175 00
Renfrew and Railway Stn. (C.P.R.)	D. Brownlee	¼	24	12 do	314 00
Renfrew and Railway Stn. (K.&P.)	J. Rousselle	¾	12	12 do	62 60
Richmond West and Stapledon...	T. H. Stapledon	3½	3	12 do	40 00
Rigaud and St. Eugene	F. Jarry	9	6	12 do	392 50
Ripon and Thurso Railway Station...	G. Dalaire	18	6	12 do	400 00
Rockingham and Wingle.....	J. Wingle	14	2	10 do 16 days (from May 16, '91)...	118 20
Rockland and Railway Station...	A. Campbell	2¾	6	12 do	198 93
Rockliffe and Railway Station...	W. H. McIntyre	50 yds.	12	12 do	20 00
Russell and Bearbrook Ry. Crossing	R. Young	8	6	6 do (from Oct. 1, '91)	112 50
Russell and Osgoode Ry. Station...	P. Levia	21½	6	12 do	480 00
Russell and South Indian Ry. Stn.	R. Young	10	6	6 do (to Sept. 30, '91).	112 50
St. Eugene and Vankleek Hill	X. Proulx	10	6	12 do	290 00
Sand Point and Railway Station...	E. DeRenzy	7½	12	9 do (to Dec. 31, '91).	78 70
do do	J. R. McDonald	7½	12	3 do from do	27 30
Sandringham and Tayside.....	A. Fraser	1¾	3	10 do (from June 1, '91)	29 17

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Shamrock and Whelan	S. Whelan	7	2	12 months	\$ 50 00
Shawville and Railway Station	W. McGuire		12	12 do	75 00
Sheedy and Ashdad Railway Station	M. Sheedy	9 ³ / ₄	3	12 do	154 00
Skye and Greenfield Railway Station	H. McLean	3	6	12 do	245 00
Smith Falls and Railway Station	H. Carley	3	12 & 24	12 do	400 00
Snake River and Railway Station	G. Douglas	4	3	12 do (and arrears)	113 67
South Casselman and Ry. Station	A. Lalonde	1	6	12 do	40 00
South Indian and Railway Station	J. K. Meredith		12	12 do	50 00
South March and Railway Station	P. Orchard	15 ³ / ₄	6	12 do	400 00
Spencerville and Railway Station	A. Carmichael	1 ¹ / ₂	6	12 do	77 50
Stittsville and Railway Station	S. Mann	120 yds.	6	12 do	21 98
Summerstown and Summerstown Station	A. Cameron	3	6	12 do	96 00
Summerstown Station and Railway Station	J. A. Cameron	200 yds.	12	12 do	50 24
The Brook and South Indian Railway Station	A. Lefebvre	10	6	12 do	200 00
Toyes Hill and Winchester Springs	J. B. McQuigg	3	3	12 do	60 00
Vankleek Hill and Railway Station	W. Jawlor	12	6	12 do	628 00
Vars and Railway Crossing	J. M. Bell	1 ¹ / ₄	12	6 do (to Sept. 30, '91)	15 00
do do	R. Armstrong	1 ¹ / ₄	6	6 do from do	10 00
Ventnor and Railway Station	E. J. Gilroy	5 ¹ / ₂	6	6 do (to Sept. 30, '91)	65 00
do do	W. Cook	5 ¹ / ₂	6	6 do from do	45 00
Vinton and Railway Station	W. Gilchrist	1	6	12 do	95 50
Wales and Railway Station	W. Alguire	1 ¹ / ₈	12	12 do	80 00
Waller and Harney's Crossing	P. Harney	1 ¹ / ₂	2	12 do	30 00
Warnock and Railway Station	J. Warnock	2 ¹ / ₂	6	6 do (to Sept. 30, '91)	100 00
Wemyss and Railway Station	R. Ritchie	1 ¹ / ₂	6	12 do	15 00
Wendover and Railway Station	J. B. Malette, sen	3	6	12 do	170 00
Winchester and Osgoode Ry. Station	A. Campbell	22	6	12 do	649 92
Winchester and Railway Station	A. Kendrick	1	12	12 do	75 00
Wylie and Railway Station	J. Lyons	2 ¹ / ₄	3	12 do	77 50
Total					\$64,487 95

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Albany Railway Station.....	H. Terrell.....	10 1/2	12	12 months.....	31 28
Albany and Victoria.....	G. Francis.....	10	6	12 do.....	215 00
Alberton and Kildare.....	R. Tuplin.....	10	2	9 do (to Dec. 31, '91)..	45 00
do do.....	W. Clark.....	10	2	3 do from do.....	15 60
Alberton and Lot 6.....	W. Hardy.....	6	2	12 do.....	50 50
Alberton and Railway Station.....	T. Keefe.....	10 1/2	12	9 do (to Dec. 31, '91..)	45 00
do do.....	R. Tuplin.....	10 1/2	12	3 do from do.....	15 65
Alma and Railway Station.....	J. Mountain.....	4 1/2	2	12 do.....	22 10
Appin Road and Bonshaw.....	J. McCaulder.....	4 1/2	2	12 do.....	41 00
Argyle Shore and Bonshaw.....	A. Morrow.....	3	2	6 do (to Sept. 30, '91)..	15 00
do do.....	N. H. McNevin.....	3	2	6 do from do.....	12 50
Armadales and Railway Station.....	H. A. McPhee.....	10 1/2	3	12 do.....	20 00
Auburn and Pownal.....	W. J. Carver.....	10 1/2	2	12 do.....	113 80
Augustine Cove and Lansdowne Hotel.....	D. Howatt.....	3	3	12 do.....	77 00
Baldwin's Road and Perth Station..	J. A. Moar.....	1 1/2	3	12 do.....	20 80
Bangor and Morel Station.....	J. McGregor.....	4	2	12 do.....	43 00
Bay Fortune and Souris, East.....	J. McKie.....	10 1/2	3	9 do (to Dec. 31, '91)..	99 00
do do.....	J. Leslie.....	10 1/2	3	3 do from do.....	28 47
Beach Point and Montague Bridge..	J. Kennedy.....	8 1/2	3	12 do.....	346 00
Bear River and Clear Spring.....	C. McDonald.....	8	3	6 do (to Sept. 30, '91)..	60 00
do do.....	A. Gillies.....	8	3	6 do from do.....	52 00
Bear River and Railway Station.....	D. Costello.....	4	3	12 do.....	17 94
Bedeque and Lansdowne Hotel.....	S. W. Newsom.....	8	3	12 do.....	105 00
Bedeque and Sea Cow Head.....	W. A. Noonan.....	4 1/2	2	12 do.....	46 80
Bedeque and Summerside.....	P. McLeod.....	9 1/2	6	12 do.....	255 00
Belfast and Charlottetown.....	G. O'Neill.....	24	6	6 do (to Sept. 30, '91)..	475 00
do do.....	J. J. Vishey.....	24	6	6 do from do.....	365 00
Belfast and Garfield.....	A. A. Martin.....	3	2	12 do.....	30 00
Belfast and High Bank.....	E. W. Martin.....	22 1/2	3	6 do (to Sept. 30, '91)..	198 66
do do.....	M. Martin.....	22 1/2	3	6 do from do.....	200 00
Belfast and Point Prim.....	do.....	6 1/2	2	12 do.....	50 24
Bloomfield and Railway Station.....	J. O'Halloran.....	2	3	9 do (to Dec. 31, '91)..	41 25
do do.....	J. W. Smith.....	2	3	3 do from do.....	11 00
Bloomfield Station and Ry. Station..	F. Peters.....	1 1/2	6	12 do.....	25 00
Blooming Point and Tracadie Cross	J. McDonald.....	4 1/2	2	12 do.....	52 00
Bonshaw and Nine Mile Creek.....	N. H. McNevin.....	12	2	12 do.....	69 00
Breadalbane and New London.....	G. W. Bell.....	12	6	9 do (to Dec. 31, '91)..	298 50
do do.....	M. Reid.....	12	6	3 do from do.....	89 50
Breadalbane and Railway Station.....	M. Matheson.....	10 1/2	12	12 do (and extra trips)..	65 66
Breadalbane and South Granville..	do.....	3 1/2	2	7 do (from Sept. 1, '91)	21 00
Brooklyn and Glen Martin.....	F. A. McPherson	2	2	5 do (from Nov. 1, '91)	8 75
Caledonia and Iris.....	A. Beaton.....	3	2	12 do.....	32 00
Caledonia and Orwell.....	J. N. McLeod.....	10 1/2	2	12 do.....	120 20
Caledonia and Rona.....	J. McLeod.....	4	2	6 do (to Sept. 30, '91)..	16 00
do do.....	J. McQueen.....	3	2	6 do from do.....	13 50
Cape Egmont and Fifteen Point.....	L. D. Gallant.....	5	2	12 do.....	44 20
Cape Traverse Boat House and Railway Terminus.....	J. A. Strang.....	1 1/2	as req.	Special trips.....	34 50
Cape Traverse and Summerside.....	do.....	15	As req.	do.....	81 60
Cape Wolfe and Lot 4.....	J. J. Fish.....	6	2	12 months.....	62 75
Cardigan Bridge and Corraville.....	J. Sigsworth.....	6	2	12 do.....	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAulay.....	4	2	12 do.....	41 60
Cardigan Bridge and Lot 56.....	J. McDonald.....	13 1/2	3	3 do (to June 30, '91)..	42 50
do do.....	J. F. Macdonald.....	13 1/2	3	9 do from do.....	127 50
Cardigan Bridge and Mitchell River	H. McPhee.....	3	2	12 do.....	40 00
Cardigan Bridge and Ry. Station.....	J. McVean.....	1 1/2	12	12 do.....	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Cavendish and Hunter's River	J. Crew	32½ r. t.	3	9 months (to Dec. 31, '91)	122 25
do do	W. Jewell	32½ r. t.	3	3 do from do	56 50
Charlottetown and Marshfield	W. Miller	4½	6	6 do (from Oct. 1, '91)	25 00
Charlottetown and Railway Station	R. K. Brace	4½	9	9 do (to Dec. 31, '91)	224 01
do do	J. W. Matheson	3½	3	3 do from do	60 66
Charlottetown and Rocky Point	J. Smith	2½	2	3 do (to June 30, '91)	10 66
do do	D. Miller	2½	2	7 do 11 dys. from Aug. 21, 1891	30 57
Charlottetown and Street Letter Boxes	R. K. Brace	2	18	12 do	117 36
Charlottetown and Victoria	J. J. Vishey	21½	3	9 do (to Dec. 31, '91)	210 00
do do	J. Ferguson	21½	3	3 do from do	70 00
Cherry Grove and New Harmony	J. McDonald	2	2	7 do (from Sept. 1, '91)	15 16
Cherry Valley and China Point	D. McGilivray	3½	2	12 do	40 00
China Point and Gallas Point	W. I. Young	2	2	12 do	30 00
Clermont and Kensington	A. Campbell	3	2	12 do	34 00
Clinton and New London	G. McKay	2½	2	12 do	28 00
Clyde Station and Railway Station	E. Crabbe	1½	3	12 do	14 00
Coleman and Railway Station	A. McKinnon	1½	6	12 do	30 00
Commercial Road and Peter's Road	W. Johnston	2½	2	6 do (to Sept. 30, '91)	15 00
do do	J. M. Johnston	2½	2	6 do from do	15 00
Covehead Road and Grand Tracadie	T. Kelly	5	2	6 do (to Sept. 30, '91)	24 70
do do	C. Reardon	5	2	6 do from do	35 00
Crapaud and Upper Westmoreland	R. McVitie	2½	3	7 do (from Sept. 1, '91)	20 41
Darlington and Kelly's Cross	J. Keegan	11	3	18 days (to April 18, '91)	5 89
do do	C. McKenna	11	3	11 mos. 12 days from do	103 11
Darlington and Princetown Road	D. L. McLeod	3	2	12 do	19 25
Darlington and Railway Station	do	3	6	12 do	37 50
Darlington and Rose Valley	do	8	3	12 do	96 75
Darney and Kensington	J. Glover	12	3	9 do (to Dec. 31, '91)	155 82
do do	T. W. Larkins	15	3	3 do from do	35 00
DeBlois Station and Railway Station	C. Perry	3	3	12 do	20 00
DeGros Marsh and Newport	M. McPhee	4½	1	12 do	25 00
Dromore and Railway Station	J. McCabe	2	2	12 do	40 56
Dundas and Mount Hope	J. Dockendorff	6½	2	12 do	55 00
Dunedin and New Haven	D. McPhee	1½	3	2 do (from Feb. 1, '92)	2 50
East Baltic and Red Point	D. McEachern	4	2	12 do	30 00
East Point and Souris East	J. Kennedy	15	2	12 do	140 00
Ebenezer and Wheatley River	A. McCallum	2½	2	12 do	32 00
Elliott's Mills and Railway Station	R. Elliott	1½	3	12 do	15 60
Elliotvale and Peake's Station	J. Edmonds	3½	2	12 do	27 00
Elmira and South Lake	L. McDonald	2	2	12 do	23 92
Elmsdale and Railway Station	J. Adams	1½	6	12 do	22 00
Emerald and Graham's Road	R. McDonald	7	3	9 do (to Dec. 31, '91)	79 76
do do	J. Harding	7	3	3 do from do	22 50
Emerald and Kinkora	W. Clarke	16 r. t.	2	9 do (to Dec. 31, '91)	56 25
Emerald and Railway Station	F. P. Murphy	4	12	12 do	75 44
Emerald and Shamrock	P. Duffy	2½	2	3 do (to June 30, '91)	6 00
Emerald and West Newton	W. Clarke	4	2	3 do do	16 25
Farmington and Head St. Peter's Bay	E. Power	5	2	9 do (to Dec. 31, '91)	37 50
do do	S. Walsh	5	2	3 do from do	10 00
Farmington and Mansfield	P. Gorman	3½	2	12 do	22 00
Fifteen Point and Miscouche	J. N. DesRoches	9	2	9 do (to Dec. 31, '91)	60 25
do do	S. McNeill	9	2	3 do from do	17 50
Fitzgerald Station and Lot 14	P. Cameron	5	3	3 do (from Jan. 1, '92)	14 93
Fitzgerald Station and Ry. Station	J. Lawlor	1½	3	9 do (to Dec. 31, '91)	3 75
do do	P. Cameron	1½	6	3 do from do	6 56
Flat River and Selkirk Road	J. Callaghan	6½	2	12 do	40 00
Forest Hill and Head of St. Peter's Bay	R. Matheson	6	2	12 do	59 66
Fortune Cove and O'Leary Station	T. Hogan	7	1	12 do	32 48

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fredericton and Railway Station	J. Weeks	1 ⁷ / ₈	3	12 months	19 00
Freetown and Lower Freetown	T. Taylor	2 ¹ / ₂	3	12 do	47 36
Freetown and Railway Station	R. B. Auld	3	6	12 do	47 69
French Village and Mount Stewart	C. McIntyre	5	2	12 do	64 00
Georgetown and Murray Harbour, North.	R. Thornton	30	3	12 do and extra trips	271 70
Georgetown and Newport	P. McIntyre	2 ¹ / ₂	3	12 do	68 00
Georgetown and Railway Station	R. R. Jenkins	3	12	12 do	118 61
Georgetown and Steamer "Stanley"	do	3	As req	Special trips	12 80
Glencorrodale and Priest Pond	J. McPhee	3 ¹ / ₂	2	12 months	26 94
Glengarry and Railway Station	P. Griffin	5 ¹ / ₂	1	12 do	25 00
Glen William and Murray River	M. M. McDonald	3 ¹ / ₂	2	12 do	28 00
Gowan Brae and Souris East	J. Mallard	3	2	12 do	30 00
Greenwich and Head St. Peter's Bay	A. B. Hyndman	3 ¹ / ₂	2	12 do	40 00
Harrington and Winsloe Road	R. Lawson	1 ¹ / ₂	2	6 do (to Sept. 30, '91)	16 00
do do	A. Vissey	1 ¹ / ₂	2	3 do (to Dec. 31, '91)	10 00
do do	P. Cook	1 ¹ / ₂	2	3 do from do	10 00
Head of Hillsboro' and Mount Stewart	D. D. Coffin	4 ¹ / ₂	2	12 do	50 70
Head St. Peter's Bay and Monticello	J. McInnis	8 ¹ / ₂	2	6 do (to Sept. 30, '91)	30 50
do do	A. D. Cummings	8 ¹ / ₂	2	6 do from do	30 00
Head St. Peter's Bay and Ry. Station	A. McAulay	1	12	12 do	105 00
Heatherdale and Whim Road Cross	J. McDonald	1 ¹ / ₂	3	12 do	29 25
Higgins Road and Wellington Station	D. McNeill	13	3	12 do	147 00
Hopefield and Murray River	A. McPhee	4	2	12 do	40 00
Hunter's River and North Rustico	J. Crew	16	3	9 do (to Dec. 31, '91)	109 50
do do	R. Stevenson	16	3	3 do from do	38 75
Hunter's River and Railway Station	P. McGrath	1 ⁷ / ₈	12	12 do and extra trips	73 15
Inverness and Railway Station	P. J. Kilbride	2 ¹ / ₂	2	12 do	51 17
Johnston's River and Southport	W. J. Brazil	12 ¹ / ₂	2	12 do	75 00
Kensington and Park Corner	H. McLeod	16 ¹ / ₂	3	7 do (to Oct. 31, '91)	95 66
do do	do	18 ¹ / ₂	3	5 do from do	85 00
Kensington and Princetown	J. Glover	7	3	6 do (from Oct. 1, '91)	62 50
Kensington and Railway Station	G. Glover	1	12	12 do	74 01
Kildare Capes and Tignish	J. DesRoches	4	2	12 do	41 60
Kildare Station and Railway Station	H. Gaudet	2	2	12 do	12 48
Kinkora and Middleton	J. L. McDonald	2	3	3 do (from Jan. 1, '92)	13 00
Kinkora and Railway Station	J. Farmer	1	12	12 do	43 68
Kinross and Lyndale	A. Lamont	3	1	12 do	24 00
Kinross and Orwell	J. Murchison	1	3	12 do	55 00
Lansdowne Hotel and Ry. Station	J. A. Strang	1 ⁷ / ₈	6	12 do	5 00
Launching and Newport	A. Morrison	8	2	12 do	65 00
Little Tignish and Tignish	J. J. Buote	4	2	12 do	25 00
Little York and Marshfield	R. Lawson	1 ¹ / ₂	2	6 do (to Sept. 30, '91)	17 50
Little York and Railway Station	T. H. Lawson	1 ⁷ / ₈	12	12 do	51 20
Little York and Union Road	R. Lawson	24 r. t.	3	6 do (to Sept. 30, '91)	106 00
do do	P. Cooke	24 r. t.	3	6 do from do	81 00
Lot 4 and Miminegash	J. Doyle	5	2	12 do	68 20
Lot 4 and Railway Station	J. M. O'Halloran	4	6	9 do (to Dec. 31, '91)	93 60
do do	H. Chappell	4	6	3 do from do	25 82
Lot 10 and Railway Station	H. Ritchie	1 ¹ / ₂	2	12 do	26 00
Lot 11 and Railway Station	T. Bulger	5 ¹ / ₂	3	9 do (to Dec. 31, '91)	43 50
do do	M. J. Kilbride	5 ¹ / ₂	3	3 do from do	12 57
Lot 12 and Railway Station	R. Hayes	2	12	12 do	93 90
Lot 14 and Railway Station	G. Smith	5	3	9 do (to Dec. 31, '91)	47 97
Lot 35 and Railway Station	M. Lawler	1 ¹ / ₂	2	9 do	24 96
do do	P. Lawler	1 ¹ / ₂	2	3 do from do	10 00
Lot 40 and Railway Station	A. H. McEwen	1	6	12 do	50 44

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Lot 56 and Sailor's Hope.....	F. McDonald...	7	2	3 months (to June 30, '91)	17 37
do do	do	7	3	9 do from do ..	63 81
Marie Bridge and Milburn.....	T. Mullin.....	3½	2	9 do (to Dec. 31, '91).	18 36
Marie Bridge and Morell Road.....	A. Webster.....	1	3	9 do (to Dec. 31, '91).	11 25
Midgell and Morell Station.....	P. Long.....	5	3	9 do (to Dec. 31, '91).	33 75
Milburn and Morell Station.....	T. Mullin.....	9	3	3 do (from Jan. 1, '92)	18 00
Mill Cove and Railway Station.....	B. Hughes.....	2	2	12 do	20 00
Mill River and Railway Station.....	F. Peters.....	½	2	12 do	15 00
Mill View and Vernon River Bridge	F. Storey.....	2	6	12 do	76 00
Milton Station and North Milton.....	W. McNeill.....	2	2	12 do	26 00
Milton Station and Railway Station	do	½	3	12 do	31 00
Miscouche and Railway Station.....	J. N. DesRoches	½	12	9 do (to Dec. 31, '91).	27 00
do do	J.H. C. DesRoches	½	12	3 do from do ..	8 50
Miscouche and South West Lot 16.....	S. McNeill.....	9½	2	12 do	76 00
Montague Bridge and Ry. Station.....	J. McNeill.....	5½	6	9 do (to Dec. 31, '91).	243 75
do do	F.J. McCormack	5½	6	3 do from do ..	54 87
Montague Bridge and Valleyfield.....	W. McLeod.....	5	3	9 do (to Dec. 31, '91).	70 29
do do	A. J. McLeod...	5	3	3 do from do ..	17 35
Montague Bridge and Victoria Cross	J. Dewar.....	3	3	12 do	55 00
Montague Cross and Murray Har-					
bour Road	J. MacLean.....	2½	3	12 do	26 40
Morell Rear and Morell Station.....	R. D. Sterns.....	4½	2	12 do	37 75
Morell Station and Railway Station.....	M. Coffin.....	7½	12	12 do	15 60
Mount Herbert and Southport.....	R. Wood.....	6½	2	12 do	50 00
Mount Pleasant and Railway Station	H. N. Robinson.	3½	2	9 do (to Dec. 31, '91).	31 20
do do	F. Callaghan.....	3½	2	3 do from do ..	10 14
Mount Stewart and Railway Station	H. McEachern.....	4	12	12 do	23 75
Murray Harbour and White Sands.....	H. J. Brehaut...	3	2	12 do	46 00
New Acadia and Railway Station.....	P. Gallant.....	1	2	12 do	10 00
New Annan and Summerside.....	J. A. McDonald			Special trip.....	3 00
New Haven and Riverdale.....	D. McFadyen.....	3½	2	12 months	36 00
Newton Cross and Orwell.....	D. Cody.....	2½	2	12 do	32 48
New Wiltshire and Railway Station	C. Easter.....	3	6	12 do	17 00
New Zealand and Railway Station.....	J. Cantwell.....	3	3	12 do	21 48
Northam and Railway Station.....	H. J. Folland.....	1½	6	12 do	25 00
North Lake and Railway Station.....	W. McLaren.....	24	3	12 do	226 00
North River and South Wiltshire.....	R. H. Simmons.....	4	3	12 do	50 00
O'Leary Station and Railway Station	R. Ellis.....	1½	6	12 do	15 64
O'Leary Station and West Cape.....	W. Ellis.....	9	2	12 do	83 48
Orwell and Orwell Cove.....	D. E. Clarke.....	2	3	6 do (to Sept. 30, '91).	24 50
do do	N. M. Gillis.....	2	3	6 do from do ..	21 50
Palmer Road and Railway Station.....	W. Kinch.....	3	2	12 do	35 00
Palmer Road and Waterford.....	do	4	2	12 do	20 00
Peake's Station and Railway Station	J. F. McDonald.	7½	3	12 do	15 60
Peake's Station and Ruskin.....	H. R. Mooney.....	6	2	12 do	57 48
Peake's Station and St. Patrick's					
Road.....	A. McDonald.....	3½	2	7 do (from Sept. 1, '91)	21 23
Pisquid and Railway Station.....	A. McDonald.....	1½	2	9 do (to Dec. 31, '91).	24 96
do do	J. A. McDonald	1½	2	3 do from do ..	9 00
Pisquid and Webster's Corners.....	P. McNally.....	6	3	12 do	52 00
Pisquid Road and Vernon River.....	E. O'Keefe.....	3	2	4 do (to July 31, '91).	15 33
do do	do	3	2	6 do (from Oct. 1, '91)	23 00
Piusville and Railway Station.....	A. Wedge.....	2	2	12 do	32 75
Port Hill and Railway Station.....	L. Yeo.....	4	12	9 do (to Dec. 31, '91).	140 85
do do	H. B. S. Birch.....	4	12	3 do from do ..	28 17
Pownall and Village Green.....	M. Jardine.....	3	2	9 do (from July 1, '91)	16 86
St. Andrews and Railway Station.....	J. McDonald.....	1	3	12 do	25 00
St. Eleanors and Summerside.....	H. Mills.....	2½	6	9 do (to Dec. 31, '91).	55 50
do do	T. Lyle.....	2½	6	3 do from do ..	17 00

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Teresa and Railway Station	J. Smith	4	3	9 months (to Dec. 31, '91)	14 04
do do	A. Bradley	4	3	do from do	9 75
Scotchfort and Railway Station	J. McDonald	2	12	do do	13 36
Sea-Cow Pond and Tignish	T. Bernard	7	6	do (to Sept. 30, '91)	25 00
do do	J. M. Nelligan	7	6	do from do	22 00
Skinner's Pond and Tignish	P. Aylward	16	2	9 do (to Dec. 31, '91)	43 50
do do	do	10	2	3 do from do	14 50
Souris East and Railway Station	L. Cheverie	12	9	do (to Dec. 31, '91)	63 60
do do	A. McCormack	12	3	do from do	11 25
Suffolk Station and Railway Station	J. A. Ferguson	2	12	do do	20 80
Summerside and Railway Station	R. Glover	as req.	12	do do	155 48
Summerside and Street Letter Boxes	do	14	9	do (to Dec. 31, '91)	18 75
do do	do	18	3	do from do	8 00
Summerville and Vernon River	E. Fraser	4	3	12 do	53 50
Ten-Mile House and Railway Station	J. Fitzpatrick	1	2	12 do	20 00
Tignish and Railway Station	F. Gallant	12	9	do (to Dec. 31, '91)	30 00
do do	J. B. Doucette	12	3	do from do	9 00
Tracadie Cross and Railway Station	A. Johnston	3	12	do do	28 56
Travellers' Rest and Railway Station	T. Townsend	1	3	12 do	39 00
Wellington and Wellington Station	J. A. Arsenault	1	2	9 do (to Dec. 31, '91)	16 11
do do	P. Ayers	1	2	do from do	5 75
Wellington Station and Ry. Station	F. J. Arsenault	1	12	12 do	21 25
West Devon and Railway Station	J. A. Morshead	1	6	7 do from Sept. 1, '91)	5 83
Western Road and Railway Station	P. Reid	2	12	do do	25 00
West Point and Railway Station	P. McPhee	13	2	12 do	104 00
West St. Peters and Ry. Station	J. McDonald	2	2	12 do	40 00
Wilnot Valley and Railway Station	W. B. Bowness	4	2	12 do	69 63
Winsloe Station and Railway Station	J. Burrows	1	3	12 do	17 25
Wood Islands and Wood Islands North	D. Crawford	2	3	12 do	45 00
				Total	\$13,407 93

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,
made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Adderley and St. Pierre Baptiste	P. A. Drolet	3	3	12 months	60 00
Adstock and Robertson Station	R. Bolduc	9	2	12 do	105 00
Agnes and Nadeau's Crossing	P. Roy	4½	1	12 do	25 00
Agnes and Three Lakes	H. W. Albro	10½	1	12 do	47 75
Allard Settlement and Nouvelle	J. Keays, jun.	3	1	12 do	20 00
Amqui and Railway Station	T. Ross	60 yds.	12	12 do	57 00
Ancienne Lorette and Champigny	N. Alain	2	6	12 do	60 00
Armagh and St. Raphael	T. Roy	15	3	12 do	130 00
Aubert Gallion & St. George Beauce	M. G. Pozer	¾	6	12 do	35 00
Avignon and Matapedia	L. Blaquiere	7	6	12 do	164 00
Bagotville and Chicoutimi	E. Leveque	10	as req.	Season 1891	39 00
Bagotville and Grande Baie	J. Savard	3	do	do	62 50
Bagotville and Wharf	E. Leveque	¾	do	do	20 00
Baillargeon and Railway Station	B. Huot	3	3	12 months	40 00
Barachois de Malbaie and Wharf	T. S. Vardon	4	as req.	Season 1891	76 70
Barrière St. Valier and St. Sauveur de Québec	E. Emond	1	12	12 months	40 00
Beauce Junction and Jersey Mills	A. Lessard	26½	6	12 do	678 00
Beauce Junction and Ry. Station	V. Bilodeau	1	12	12 do	25 00
Beauce Junction and Saints Anges	C. Drouin	8	3	12 do	120 00
Beaudet and Railway Station	F. Petitclerc	½	6	6 do 5 days (to Oct. 5, '91)	10 27
do do	do	½	3	5 do 26 days from do	4 82
Beaupré and St. Féréol	F. Michel	7	3	12 do	100 00
Bennett and Maple Grove	J. Bennett	3	3	12 do	50 00
Bergerville and Quebec	J. Drolet	3	6	12 do	90 00
Bersimis and Moisie	R. Montgomery	232	6	trips	960 00
Bersimis and Sault au Cochon	E. Miller	26	2	12 months	600 00
Berthier and Railway Station	V. Guilmet	2½	12	12 do	78 00
Bic and Railway Station	J. R. Colclough	10 yds.	12	12 do	31 95
Bic and St. Valérien de Rimouski	J. Moisan	3½	6	12 do	100 00
Bishop's Crossing and East Dudswell	H. R. Bishop	3	2	12 do	40 00
Black Cape and Querry	A. Querry	4½	3	12 do	60 00
Blanchet and St. Lambert	J. Paquet	¾	12	12 do	35 00
Bonaventure Island and Percé	P. Bossy	3	3	10 do (to Jan. 31, '92)	50 00
do do	G. Aubert	3	3	2 do from do	19 16
Bourg Louis and Railway Station	P. Russell	3	6	12 do	75 00
Broughton Station & East Broughton	L. Beaudoin	5½	6	12 do	150 00
Broughton Station and Ry. Station	J. McGee	50 yds.	12	12 do	24 00
Broughton Station & West Broughton	M. Rousseau	6½	6	12 do	140 00
Buckland and St. Lazare	L. Kemmer	15	3	12 do	195 00
Buckland and St. Magloire	P. Tanguay	18	3	12 do	177 00
Cacouna and Railway Station	J. B. Beaulieu	5	12	12 do	250 00
do do (Express)	do	2½	12	5 do (to Nov. 20, '91)	45 52
Campbellton and Matapedia	A. Cyr	88	6	Special service	84 00
Campbellton and Paspébiac	do	88	6	12 months	4,429 33
Cap à l'Aigle and Murray Bay	J. Pilote	14	as req.	Season 1891	63 50
Cape Cove and Wharf	E. Bourget	¾	do	do	59 00
Cap Rouge and Quebec	J. Drolet	9	6	12 months	199 00
Cap St. Ignace and Railway Station	H. C. LaRue	½	12	12 do	90 00
Cap Santé and Les Ecureuils	O. Gauvreau	4½	6	12 do	218 00
Cap Santé and Portneuf	E. Marcotte	5	6	12 do	150 00
Casault and Railway Station	J. Ouellet	2	3	12 do	40 00
Castlebar and Danville	J. Jarvis	5	6	12 do	150 00
Causapscal and Railway Station	R. A. Blais	250 yds.	12	12 do	50 00
Cedar Hall and Railway Station	J. Smith	60 yds.	6	12 do	12 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chambord and Metabechouan.....	C. Gagnon.....	9	6	7 months (to Oct. 31, '91)	228 34
do do.....	do.....	9	3	5 do from do and extra trips.....	146 57
Chambord and Railway Station....	J. Bilodeau.....	1	12	6 do 5 days (to Oct. 5, '91).....	72 07
do do.....	do.....	1	6	5 do 26 days from do.....	37 45
Champigny and Railway Station....	H. Robitaille.....	1	12	12 do.....	85 00
Channay and Piopolis.....	F. Poulin.....	9	1	12 do.....	60 00
Charlesbourg & Charlesbourg West.	E. Lefebvre.....	2½	2	12 do.....	40 00
Charlesbourg and Quebec.....	do.....	5	2	12 do.....	125 00
Chaudière Curve and Ry. Station....	E. Fontaine.....	30 yds.	12	12 do.....	40 00
Chaudière Mills and Ry. Station....	G. Breaky.....	3½	6	12 do.....	100 00
Chaudière Station and Ry. Station..	A. McTeer, jun.....	300 yds.	6	12 do.....	35 00
Chemin Taché and St. François-Xavier de Viger.....	F. April.....	6	2	12 do.....	80 00
Chicoutimi and Grand Baie.....	M. Tremblay.....	13	6	7 do (to Oct. 31, '91).....	163 33
do do.....	do.....	13	3	5 do from do.....	58 33
Chicoutimi and Hebertville.....	J. B. Bouchard.....	40	6	10 do (to Jan. 31, '92).....	729 16
do do.....	J. B. Simard.....	40	3	2 do from do.....	83 33
Chicoutimi and Laterrière.....	D. Simard.....	10	6	3 do (to June 30, '91).....	71 24
do do.....	L. Maltais.....	10	6	4 do (to Oct. 31, '91).....	108 33
do do.....	do.....	10	3	5 do from do.....	67 70
Chicoutimi and Tremblay.....	N. Laforge.....	2	6	10 do (to Jan. 31, '92).....	66 66
do do.....	C. Jean.....	2	3	2 do from do.....	10 50
Chicoutimi and Wharf.....	A. Guimond.....	½	as req.	Season 1891.....	52 00
Clairvaux and St. Cassien des Caps.	J. Guay.....	6	3	12 months.....	69 00
Clapham and Inverness.....	J. Forbes.....	13½	3	12 do.....	156 00
Coleraine Station and Ry. Station....	J. Roberge.....	67 yds.	12	12 do.....	40 00
Coleraine Station and Sanborn.....	P. Devlin.....	14	3	12 do.....	174 00
Coleraine Station and Wolfestown..	M. Bilodeau.....	9	3	12 do.....	89 00
Craigs Road Station and Ry. Station.	N. Fournier.....	10 yds.	12	12 do.....	20 00
Cranbourne and Cudaff.....	W. Wilson.....	5	3	12 do.....	67 48
Cranbourne and Frampton.....	V. Lacroix.....	8	3	12 do.....	120 00
Cross Point and Ste. Anne de Restigouche.....	C. Guay.....	2	6	2 do (to May 31, '91).....	16 66
do do.....	J. M. Olscamp.....	2	6	10 do from do.....	83 33
Cross Point and Sellarville.....	J. Hume.....	10½	2	12 do.....	76 00
Cumberland Mills and River Gilbert	T. J. Taylor.....	8	1	12 do.....	50 00
Dablon and Railway Station.....	G. Larouche.....	½	3	12 do.....	25 00
Danville and Railway Station.....	T. B. Curtis.....	¾	5	12 do.....	38 00
Danville and St. Camille.....	U. Nault.....	17	3	12 do.....	245 00
Danville and St. George de Windsor	J. Godbout.....	10	3	12 do.....	120 00
Danville and South Ham.....	L. A. Turcotte.....	24	3	12 do.....	370 00
Delisle and St. Joseph d'Alma.....	T. Maltais.....	8	2	3 do (to June 30, '91).....	26 00
do do.....	F. Gagne.....	8	2	9 do from do.....	69 36
Denisons Mills and Richmond Station.	J. R. Denison.....	7	2	12 do.....	125 00
Dequen and Railway Station.....	O. Couture.....	2	3	12 do.....	50 00
Deschambault and Railway Station..	O. Perreault.....	2½	12	8 do (to Nov. 30, '91).....	66 00
do do.....	D. Perreault.....	2½	12	4 do from do.....	33 00
Desjardins and Railway Station.....	A. Blondeau.....	100 yds.	12	12 do.....	20 00
D'Israeli and Railway Station.....	J. E. Rheault.....	120 yds.	12	12 do.....	32 00
Douglstown and Wharf.....	C. Kennedy.....	1	as req.	Season 1891.....	59 00
Dudswell Centre and Ry. Station.....	C. Lothrop.....	2½	12	12 months.....	200 00
East Angus and South Dudswell.....	E. F. Orr.....	4½	3	12 do.....	60 00
East Magdala and Lyster.....	A. Rousseau.....	4	1	12 do.....	26 00
Edmundston and Rivière du Loup....	J. Turner.....	79	6	3 do (to June 30, '91).....	999 75
Elgin Road and Railway Station.....	F. Belanger.....	1	3	12 do.....	40 00
Escuminac and Fleurant.....	J. Doherty.....	8	1	12 do.....	37 00
Esquimaux Point and Lourdes du Blanc Sablon.....	J. Hebert.....	404	3	trips.....	350 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Esquimaux Point and Moisie	P. Dupuis	121	6	trips	475 00
Etchemin and Lévis	F. Joncas	6	12	12 months	400 00
Etchemin and St. Jean Chrysostôme	A. Pichet	3	6	12 do	112 00
Etchemin and St. Nicholas	M. Carrier	9	6	12 do	375 00
Etchemin and South Quebec	P. E. Bourassa	4	6	12 do	100 00
Father Point and Railway Station	J. Heppel	2	12	12 do	119 00
Fleurian and St. Luce Station	A. Caron	18	3	12 do	180 00
Fontenelle and Gaspé Basin	J. Stanley	8	1	12 do	32 00
Fortin and Matane	N. Fortin	6	1	12 do	30 00
Fox River and Grande Grève	E. Tapp	20	3	12 do	285 00
Fox River and Petit Madeleine	J. B. Jalbert	51	2	12 do	609 84
Frampton and Ste. Henedine	J. Audette	13	6	12 do	250 00
Frampton Springbrook	J. Clark	4	3	12 do	60 00
Fréchette and St. Nicholas	M. Demers	5	3	1 do (to April 30, '91)	6 50
do do	A. Fortier	5	3	11 do from do	71 50
French Village and Richmond East	Z. Houle	15	6	12 do	300 00
Garthby Station and Ry. Station	T. Jacques	$\frac{1}{2}$	12	12 do	73 32
Gaspé Basin and Gaspé Basin South	J. H. Eden	$\frac{1}{2}$	3	12 do	60 00
Gaspé Basin and Grande Grève	A. G. Annett	15	3	12 do	230 00
Gaspé Basin and Paspebiac	W. P. Ramier	103	6	12 do	6,080 67
Gaspé Basin and Wharf	J. F. Davis	$\frac{1}{2}$	as req.	Season 1891	60 00
Grande Baie and L'Anse St. Jean	R. Gagnon	54	2	12 months	265 00
Grande Baie and St. Urbain	A. Fortin	63	3	12 do	533 00
Grand Cascapeia and New Richmond	W. Robertson	$\frac{1}{2}$	2	12 do	80 00
Grandes Coudres and Jersey Mills	M. Cahill	14	3	12 do	180 00
Grand Métis and Métis Point	W. E. Pagé	6	6	2 do 19 days (to Sept. 15, '91)	53 25
Grand Métis and Railway Station	do	3	12	12 do	200 00
Grand Pabos and Ste. Adélaïde de Pabos	T. Soucy	4	as req.	Season 1891	59 00
Grand River and Wharf	T. A. Boudin	4	do	do	58 00
Green River and St. Antonin	C. April	$\frac{3}{4}$	6	11 months (to Feb. 29, '92)	55 00
Green River and St. Modeste	C. Chouinard	5	6	9 do (to Dec. 31, '91)	86 25
Greenshields and St. Cyr	R. E. Dyson	$\frac{1}{2}$	1	10 do (to Jan. 31, '92)	20 83
Greenshields and Richmond Station	do	$\frac{1}{2}$	1	2 do from do	25 00
Grondines and Railway Station	L. Coté	$\frac{3}{4}$	12	12 do	240 00
Harvey Hill Mines and West Broughton	A. McCallum	3	6	12 do	80 00
Hébertville and Metabecheouan	E. Girard	12	6	7 do (to Oct. 31, '91)	227 50
do do	do	12	3	5 do from do and extra trips	135 29
Hébertville and St. Joseph d'Alma	F. Gagné	12	6	7 do (to Oct. 31, '91)	171 50
do do	do	12	3	5 do from do	61 25
Hedleyville and St. Roch de Québec	J. DeBlois	$\frac{3}{4}$	12	12 do	62 60
Hemison and St. Malachie	T. Smith, jun.	3	1	11 do (to Feb. 29, '92)	22 91
Inverness and Kinnear's Mills	W. Cox	$\frac{9}{10}$	3	12 do	116 00
Inverness and Leeds	J. McKeage	12	6	3 do (to June 30, '91)	88 75
do do	H. McCutcheon	12	6	9 do from do	336 00
Inverness and New Ireland	J. Neagle	17	3	12 do	170 00
Inverness and Ste. Julie Station	W. Johnston	11	7	12 do	312 00
Isle aux Coudres and St. Paul's Bay	J. Dufour	9	3	10 do (to Jan. 31, '92)	333 33
do do	do	9	1	2 do from do	25 00
Isle aux Grues and Montmagny	N. Lebel	6	2	12 do	250 00
Isle Verte and Notre-Dame de l'Isle Verte	P. T. Fraser	6	1	12 do	80 00
Isle Verte and Railway Station	L. A. Bertrand	1	12	12 do	80 00
Isle Verte and St. Paul de la Croix	A. Boucher	10	2	12 do	104 00
Jersey Mills and Marlow	M. Cahill	13	3	12 do	230 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kamouraska and Railway Station..	J. B. Pelletier...	5	24	12 months	375 00
Kingsey Falls and Lorne.....	M. Morin.....	4	12	12 do	230 00
Kingsey Falls and Robson.....	H. Gagnon.....	7	2	12 do	60 00
Kinnear's Mills and Leeds.....	J. McCutcheon..	9	3	12 do	160 00
Kiskissink and Railway Station....	J. Bernier.....	4	6	12 do	20 00
La Beauce and Railway Station ...	J. B. Grégoire..	3	12	12 do	50 00
La Beauce and St. Elzéar.....	F. Guay.....	3	6	12 do	92 00
Lachevrotière and Railway Station..	V. Portelance... 1	4	6	12 do	13 50
Lac Edouard and Railway Station....	D. F. Johnson... 15 yds.	15 yds.	12	6 do 5 days (to Oct. 5, '91).	10 28
do do	do	15 yds.	6	5 do 26 days from do	4 81
Lac St. Joseph and Railway Station	R. Sissons..... 1	4	12	3 do (to June 30, '91)	6 00
do do	L. Piché..... 1	4	12	9 do from do	18 75
La Décharge and Tremblay.....	J. Sheehy.....	21	1	12 do	103 00
Lake Aylmer and Lake Weedon....	L. A. Boisvert..	12	6	12 do	139 76
Lake Beauport and Quebec.....	P. Brown.....	13	2	12 do	150 00
Lake Etchemin and Langevin.....	L. Mercier.....	12	6	12 do	290 00
Lake Etchemin and Ste. Rose de Watford.....	A. Chabot.....	12	1	12 do	50 00
Lake Etchemin and Standon.....	J. Fortin.....	12	6	12 do	270 00
Lake Weedon and Railway Station..	J. Beaupré..... 60 yds.	60 yds.	12	12 do	75 00
Lamartine and Railway Station....	P. Cloutier.....	3	4	12 do	50 00
Lambton and Railway Station.....	C. Fortin.....	14	6	12 do	350 00
Lambton and Valletort.....	N. Boutin.....	8	6	12 do	205 86
Landvilla and Railway Station.....	C. Lavalée.....	2	6	12 do	52 00
L'Anse à Gilles and Railway Station	J. F. Giasson... 2	2	6	12 do	80 00
L'Anse au Foin and Tremblay.....	F. Tremblay... 8	8	4	10 do (to Jan. 31, '92).	130 00
do do	L. Grenon..... 8	8	3	2 do from do	19 86
La Petite Rivière Quebec and Railway Station.....	C. R. Roy..... 1	1	6	6 do 5 days (to Oct. 5, '91).	17 97
La Petite Rivière Quebec and Quebec	J. Tardif.....	6	6	5 do 26 days (from Oct 6, '91)	68 09
La Petite Rivière St. François Xavier, and St. Cassien des Caps.	P. Bouchard... 7	7	6	12 do and extra trips..	233 33
Lauzon and Lévis.....	J. B. Carrier... 2	2	12	12 do	95 00
Lauzon and St. Joseph de Lévis....	E. Ruel..... 14	14	12	12 do	140 00
Laval and Quebec.....	T. Keough..... 17	17	2	12 do	100 00
Lazy Bogan and New Richmond.....	R. Brash..... 45	45	as req.	40 trips	260 00
Leeds and Wilson's Mills.....	H. McCutcheon.. 2	2	6	12 months	100 00
Les Eboulements and Quai des Eboulements.....	J. Dufour..... 3	3	3	88 trips	44 00
Les Eboulements and Settrington..	T. Audet..... 8	8	3	12 months	82 48
Les Eboulements and Wharf.....	F. Tremblay & N. Degagné.. 5	5	as req.	Season 1891.....	220 50
Les Escoumains and Sault au Cochon	J. Boissonneault. 35	35	3	12 months	675 00
Les Escoumains and Tadoussac.....	F. Brisson..... 27	27	4	12 do	580 00
Lévis and Notre-Dame de Lévis.....	M. Gagnon..... 13	13	13&19	12 do	210 00
Lévis and Quebec.....	W. Moore..... 1	1	18&12	12 do	350 00
do do	E. Guay.....			Special service	521 50
do do	G. Hough.....			do	149 00
do do	W. Thibault.....			do	4 00
do do	X. Thibault.....			do	0 60
Lévis and Railway Station (G.T.R.)	C. Laflamme... 4	4	6	10 mos. (from June 1, '91)	12 50
do do (I.C.R.)	H. Martin..... 4	4	24	12 do	90 00
do do (Q.C.)	F. Bégin..... 4	4	12	12 do	45 00
Lévis and St. Michel.....	E. Poire..... 15	15	6	12 do	300 00
Lévis and Street Letter Boxes.....	M. Gagnon..... 12	12		do	359 28
Lévis and Wharf.....	W. Thibault.....			Season 1891.....	42 00
Linière and St. Zacharie.....	T. Gagné..... 9	9	3	12 months	97 00
L'Islet and Railway Station.....	M.E. Ballantyne 24	24	12	9 do (to Dec. 31, '91).	105 00
do do	T. Breen..... 24	24	12	3 do from do	35 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lorette and Railway Station.	C. Boutet.	2	12	6 months 5 days (to Oct. 5, '91)	86 28
do do	J. B. Linteau.	4	12	5 do 26 days from do	17 51
Lorne and Railway Station	E. D. Adams.	200 yds.	12	12 do	40 00
Lourdes and Somerset.	J. B. G. Nadeau	8	1	12 do	50 00
Maple Grove and Richardville.	G. Smith.	7	3	12 do	95 00
Maple Grove and Wolfestown.	R. Boulanger.	6½	2	12 do	75 00
Marbleton, Lime Ridge and Railway Station.	O. Côté.	3½	12	12 do	190 00
Maria and Maria East.	J. Beijold.	5	3	12 do	75 00
Maria and New Richmond.	A. Cyr.			6 trips	15 00
Marlow and United States Boundary Line.	J. Farley.	14½	3	12 months	120 00
Matane and Railway Station.	G. Levesque.	32	6	12 do less fine.	647 00
Matane and Ste. Anne des Monts.	J. Labrie.	57	3	9 do (to Dec. 31, '91).	592 50
do do	L. A. Litalieu.	57	3	3 do from do	192 25
Matapedia and Railway Station.	E. Doiron.	200 yds.	12	12 do	45 00
Matapedia and Runnymede.	J. Lawlor.	12	1	12 do	70 00
Melbourne and Richmond Station.	J. Largie.	1½	12	12 do	100 00
Mercier and Notre-Dame du Rosaire.	J. F. Mercier.	6	3	12 do	80 00
Metabechouan and St. Gédéon.	T. Duchaine.	8	6	7 do (to Oct. 31, '91).	175 00
do do	do do	8	3	5 do from do	62 50
Metgermette and St. Zacharie.	P. Gilbert.	4	3	4 do (from Dec. 1, '91)	13 33
Miguash and St. Jean L'Évangélistes.	A. Labilloy.	5	1	2 do (from Feb. 1, '92)	4 16
Mont Carmel and Railway Station.	R. Lavoie.	3	4	12 do	65 00
Montmagny and Railway Station.	L. P. Gendreau.	1	12	6 do (to Sept. 30, '91).	60 00
do do	A. Gamache.	1	12	6 do from do	36 00
do do	C. Larcher.	1	12	12 do	100 00
Montmorency Falls and Quebec.	L. Tessier.	8	6	12 do	280 00
Montmorency Village and Montmorency Falls.	J. Mathieu.	¾	6	6 do (from Oct. 1, '91)	12 50
Morigeau and St. François de Montmagny.	O. Tremblay.	2	6	5 do (from Nov. 1, '91)	16 67
Murray Bay and Ste. Agnes.	T. Lapointe.	9	3	12 do	68 00
Murray Bay and St. Paul's Bay.	A. Bouchard.	30	6	12 do	1,170 00
Murray Bay and St. Simeon.	H. Savard.	20	4 & 3	12 do	272 00
Murray Bay and Wharf.	G. Boullianne.	3	as req.	Season 1891.	145 50
Newbois and Scott Junction.	C. Genest.	9	6	12 months	300 00
New Carlisle and Wharf.	T. Caldwell.	¾	as req.	Season 1891.	58 50
Newport and Wharf.	J. Jessop.	¾	do	do	58 50
Newport Point and Wharf.	do	¾	do	do	58 50
New Richmond and Stanley House.	R. Brash.	1½	12	do	76 80
New Richmond and Wharf.	J. Robertson.	3	2	do	31 50
Normandin and St. Felicien.	L. Carbonneau.	20	3	12 months	175 00
Notre-Dame de Rimouski and Railway Station.	A. Parent.	½	6	12 do	40 00
Notre-Dame des Anges & St. Ubalde.	U. Hébert.	11	3	3 do (to June 30, '91).	36 00
do do	A. Gravel.	11	3	9 do from do	112 50
Notre-Dame du Portage and Railway Station.	A. Nadeau.	7	6	9 do (to Dec. 31, '91).	104 25
do do	J. L. Thibault.	7	6	3 do from do	31 00
Old Lake Road and Railway Station.	P. Caron.	¼	6	11 do (to Feb. 29, '92).	22 91
Old Lake Road, St. Antonin and Railway Station.	do	4½	12 & 6	1 do from do	8 33
Painchaud and Somerset.	J. O. Huard.	4	3	6 do (to Sept. 30, '91).	37 50
do do	P. L. Painchaud.	4	3	3 do (to Dec. 31, '91).	18 75
Paspebiac and Wharf.	P. D. Loisel.	¾	as req.	Season 1891.	59 00
Percé and Wharf.	T. E. Flynn.	¾	do	do	60 00
Perthus and Railway Station.	E. L. Sewell.	200 yds.	12	12 months	25 00
Peters' Mines and Main Post Road.	A. Belanger.	2	2	2 do (from Feb. 1, '92)	10 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Petit Rivière Madeleine and Ste. Anne des Monts.	A. J. Sasseville.	56	2	12 months	564 76
Pointe aux Orignaux and Rivière Ouelle.	J. B. Hudon	2½	12 & 6	12 do	58 32
Pointe aux Trembles and Quebec.	F. Voyer	22	6	12 do	598 00
Point Bleue and Roberval.	L. E. Otis	5	3	12 do	85 00
Point St. Peter and Wharf.	P. Bond	¼	as req.	Season 1891	46 40
Pointe Sèche and St. Paschal.	A. Desjardins.	11	3	12 months	120 00
Pont Rouge and Railway Station.	J. Denis.	¾	12	12 do	88 00
Port Daniel Centre and Wharf.	J. Lawrence.	3	as req.	Season 1891	188 80
Portneuf and Railway Station.	E. Marcotte	1	12	12 months	100 00
Price and St. Octave	P. Bourgoin	3	3	5 do (to Feb. 29, '92).	15 62
Price and St. Octave Station.	do	3	6	1 do from do	6 25
Quai de Rimouski and Rimouski.	C. Gasse	2	6	12 do	80 00
Quebec and Railway Station.	G. Hough	½	12 & 18	12 do	1,187 48
Quebec, St. Jean & St. François I. O	A. Maranda	27	6	12 do	780 00
Quebec and Street Letter Boxes (Lower Town).	F. Gignac			5 do 15 days (to Oct. 24, '91).	45 66
do do	C. Gagne			5 do 7 days from do	78 39
Quebec, St. John Suburbs and Street Letter Boxes.	M. Gingras			12 do	364 48
Quebec and St. Sauveur de Québec.	F. Gignac	1½	31	12 do	398 00
Quebec and St. Tite des Caps	F. Cloutier.	33	6	12 do	1,000 00
Quebec and Spencer Cove	A. Cullin	5	12	12 do	220 00
Quebec and Stoneham.	J. Corrigan	17	2	12 do	145 00
Quebec and Wharf	G. Hough	½	as req.	12 do	1,642 28
Quebec P.O. and Immigration Letter Box.	E. Corneil	¾	do	Season 1891	20 00
Quebec — Conveying Mails from Steamer to Wharf.	G. T. Ry. Co.				30 00
Reedham and Robertson Station.	J. Savage.	4	1	12 months	30 00
Richmond Station and St. Cyr.	R. Dyson	6½	1	10 do (to Jan. 31, '92).	41 66
Rimouski and Railway Station.	L. Lavoie.	½	12	12 do	160 00
Rimouski and Ste. Blandine.	P. Proulx.	9	2	12 do	60 00
Risborough and St. Samuel de Gayhurst.	E. Dallaire.	8	1	6 do (from Oct. 1, '91)	15 00
River Gilbert and River Gilbert Gold Mines.	J. Quiron	3½	6	12 do	140 00
Rivière à L'Ours and La Fourche des Chemins	J. B. Gaudin.	4	1	12 do	40 00
Rivière à Pierre and Railway Station	J. S. Murphy	120 yds.	12	12 do	20 00
Rivière aux Pins and St. Gabriel Station.	P. Hayes.	6½	2	12 do	52 00
Rivière du Loup and Ry. Station.	M. L. Marchand	1½	49	12 do	732 00
Rivière du Loup and Wharf.	L. T. Pinze.	2½	as req.	Season 1891	41 40
Rivière du Loup Railway Station and Wharf.	J. E. Tremblay.			Special trip	1 00
Rivière Ouelle and Railway Station.	N. Ancil.	5	12	12 months	200 00
Rivière Ste. Marguerite and Tadoussac	J. Brisson	21	1	12 do	125 00
Rivière Trois Pistoles and Railway Station.	A. Rioux.	½	12	12 do	60 00
Robertson Station and Ry. Station.	A. Talbot.	60 yds.	12	12 do	32 50
Robertson Station and Sacré Cœur de Marie.	J. Vallière, jun.	6	6	12 do	147 00
Roberval and Railway Station	J. Potvin	¼	12	6 do (5 days to Oct. 5, '91).	30 82
do do	do	¼	6	5 do 26 days from do	14 50
Roberval and St. Prime.	J. Fradette	10	6	7 do (to Oct. 31, '91).	186 66
do do	do	10	3	5 do from do	66 66

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

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ste. Adélaïde de Pabos and Wharf.	R. Manger.....	½	As req	Season 1891..	59 00
St. Adolphe de Dudswell and Marbleton Station.....	O. W. Côté.....	5	6	11 mos. (from May 1, '91)	45 83
St. Adrien and Wotton.....	N. Dubois.....	8	3	12 do	100 00
St. Alban and Railway Station.....	A. Frenette.....	7	6	3 do (to June 30, '91).	26 00
do do	R. Rivard.....	7	6	9 do from do	89 25
St. Alexandre and Railway Station.....	R. Fortin.....	400 yds.	12	12 do	45 00
St. Alexandre and St. Elenthere.....	A. Rousseau.....	24	1	12 do	92 00
St. Anaclet and Railway Station.....	C. Rousseau.....	2½	6	12 do	47 00
St. André and Railway Station.....	E. Michaud.....	4½	8	12 do	200 00
Ste. Angèle de Rimouski and Ste. Flavie Station.....	A. Beaulieu.....	8	3	12 do	80 00
Ste. Anne Lapocatière and Railway Station.....	J. O. Ouellet.....	1	12	12 do	230 00
Ste. Anne Lapocatière and St. One- zime.....	C. Ouellet.....	6	3	12 do	63 00
St. Anselme and Railway Station.....	F. Lamontague.....	1	12	12 do	80 00
St. Anselme and Ste. Claire.....	do	7	6	12 do	175 00
St. Arsène and Viger.....	O. Gagnon.....	6	6	12 do	150 00
St. Aubert and Railway Station.....	C. Dubé.....	1½	12	12 do	100 00
St. Aubert and St. Pamphile.....	F. St. Pierre.....	31	2	12 do	160 00
St. Bazile and Railway Station.....	E. Paquette.....	2½	6	12 do	80 00
St. Bazile Station and Ry. Station.....	C. A. Delage.....	120 yds.	6	12 do	12 00
St. Benoit Labre and St. Honoré de Shenley.....	B. Tanguay.....	9	1	12 do	40 00
St. Bruno and St. Paschal.....	P. Côté.....	7	1	12 do	50 00
St. Casimir and Railway Station.....	L. Martin.....	4½	12	12 do	216 00
St. Casimir and St. Ubalde.....	J. Soulard.....	11	3	11 do (to Feb. 29, '92).	132 91
do do	do	11	6	1 do from do	22 50
Ste. Catherine and Railway Station.....	P. Julien.....	1	6	12 do	70 00
St. Charles and Railway Station.....	E. Bilodeau.....	1	6	12 do	25 00
St. Claire and St. Malachie.....	P. Turgeon.....	10	6	12 do	190 00
St. Clément and St. Cyprien.....	J. Dionne.....	5	2	12 do	40 00
St. Clément and St. Eloi.....	A. Boutot.....	12	3	8 do (to Nov. 30, '91).	83 33
do do	J. Roy.....	12	3	4 do from do	41 67
St. Cyrille and Railway Station.....	J. B. Cloutier.....	7½	2	12 do	104 00
St. Cyrille and St. Marcel.....	P. Dancause.....	15	1	2 do (to May 31, '91).	12 50
do do	J. Bélanger.....	15	1	10 do from do	62 50
St. Damase de Rimouski and Rail- way Station.....	A. Langlais.....	7	3	12 do	80 00
St. David de Lévis and Hadlow Cove.....	J. Halle.....	1	6	12 do	50 00
St. Denis and Railway Station.....	F. Thibault.....	4	12	12 do	125 00
St. Edmond and Stoneham.....	J. Corrigan.....	5	2	12 do	50 00
St. Eloi and Railway Station.....	P. Langelier.....	3	6	12 do	100 00
St. Etienne du Saguenay and Tadou- sac.....	H. P. Blair.....	10	2	12 do	234 00
St. Evariste de Forsyth and Railway Station.....	F. S. Pierre.....	26	6	12 do	524 72
St. Evariste de Forsyth and St. Hilaire de Dorset.....	A. Begin.....	8½	1	6 do (from Oct. 1, '91)	22 50
St. Evariste de Forsyth and St. Honoré.....	J. Jobin, sen.....	7	6	12 do	120 00
St. Fabien and Railway Station.....	E. Jean.....	1	12	12 do	47 00
St. Famille and St. Pierre I. O.....	A. Maranda.....	8	3	12 do	120 00
St. Félicien and St. Prime.....	P. Rousseau.....	9	6	7 do (to Oct. 31, '91).	116 67
do do	do	9	3	5 do from do	41 67
St. Félicien and Ticonabé.....	O. Perrault.....	5	3	6 do (to Oct. 31, '91).	45 00
St. Flavie and Railway Station.....	P. E. Chouinard.....	3	12	12 do	400 00
St. François de Montmagny and Railway Station.....	E. C. Boulet.....	1½	6	4 do (to July 31, '91).	24 00
do do	do	1½	12	8 do from do	66 66
St. François Xavier de Viger and Viger.....	J. Martin.....	6	3	12 do	100 00
St. Frédéric and Railway Station.....	J. Baillargeon.....	2	6	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Frédéric and St. Séverin de Beauvillage	F. X. Plante	6	3	12 months	100 00
St. Gabriel Station and Ry. Station	K. Landrigan	3	6	12 do	16 00
St. George East and St. Prosper de Dorchester	J. Parent	12½	1	3 do (to June 30, '91)	13 92
do do	M. Gagnon	12½	1	8 do (to Feb. 29, '92)	26 66
do do	do	12½	2	1 do from do	6 67
St. Gervais and Railway Station	F. Roy	5½	6	12 do	100 00
St. Gervais and St. Lazare	J. Belanger	6	6	12 do	179 00
St. Gervais and St. Nérée	J. Goulet	9	3	12 do	100 00
Ste. Hélène and Railway Station	J. B. Berubé	1	12	12 do	28 00
Ste. Hénédine and Railway Station	J. Mercier	1	12	12 do	50 00
St. Henri and Railway Station	T. Couet	1	12	12 do	70 00
St. Henri and St. Isidore	M. Fortin	10	6	12 do	200 00
St. Henri and St. Lambert	Z. Buteau	10	6	12 do	200 00
St. Henri Station and Ry. Station	G. Demers	1	12	12 do	75 00
St. Jean de Dieu and Trois Pistoles	M. D'Auteuil	17	3	12 do	188 00
St. Jean Port Joli and Ry. Station	G. Poitras	1½	12	12 do	160 00
St. Louise and Railway Station	A. Ancutl	1½	12	12 do	49 75
Ste. Luce and Railway Station	I. St. Laurent	2	12	9 do (to Dec. 31, '91)	84 54
do do	H. Morissette	2	12	3 do from do	29 00
St. Malachie and Standon	N. Hebert	13	6	9 do (to Dec. 31, '91)	132 00
do do	J. Fortin	13	6	3 do from do	67 50
St. Mathieu and St. Simon	A. D'Anjou	3	3	12 do	79 00
Ste. Modeste and Railway Station	C. Chouinard	4½	6	3 do from Jan. 1, '92	28 75
St. Moïse and Railway Station	J. Smith	2½	6	12 do	90 00
St. Moïse Station and Ry. Station	J. Vaillancourt	60 yds.	12	12 do	24 00
St. Pacôme and Railway Station	P. Hudon	1½	12	12 do	112 00
St. Patrick and Railway Station	T. C. Picard	4	13	2 do 14 dys (from July 18, '91)	62 25
St. Paul du Buton and St. Pierre de Montmagny	E. Proulx	17	3	12 do	275 00
St. Paul's Bay and St. Tite des Caps	F. Bouchard	26	6	12 do	1,248 00
St. Paul's Bay and St. Urbain	T. Fortin	9	6	12 do	216 66
St. Paul's Bay and Wharf	C. Bouchard	3	as req.	Season 1891	308 00
St. Philippe de Néry and Ry. Station	F. Dechene	3	12	12 months	40 00
St. Pierre de Montmagny and Railway Station	U. Sampson	2	12	12 do	100 00
St. Raphaël and Railway Station	P. Gonthier	6	6	12 do	150 00
St. Raymond and Railway Station	J. Beaupré	½	12	12 do	69 53
St. Samuel de Gayhurst and Valletort	C. Boutin	8	4	12 do	147 48
St. Sauveur de Québec and Street Letter Boxes	J. L. Saucier	2	24	9 do (to Dec. 31, '91)	147 00
do do	F. Gignac	2	30	3 do from do	48 75
St. Siméon and Tadousac	F. Boulliane	22	2 & 3	12 do	460 00
St. Simon and Railway Station	J. B. Martin	1	2	12 do	48 00
Ste. Sophie de Mégantic, Somerset and Maple Grove	S. Belleau	7 & 13	6 & 3	9 do (to Dec. 31, '91)	240 00
do do	E. Gosselin	10 & 13	6 & 3	3 do from do	87 50
St. Valier and Railway Station	J. Corriveau	3	6	12 do	80 00
Sayabec and Railway Station	H. Boulay	60 yds.	12	12 do	18 00
Scott Junction and Railway Station	G. Garon	60 yds.	12	12 do	50 00
Sillery Cove and Spencer Cove	M. McCormick	1½	6	12 do	42 00
Somerset and Railway Station	J. B. Lemieux	1	6	12 do	50 00
Somerset and Street Letter Box	H. Jutras	½	6	9 do (from July 1, '91)	11 25
South Ham and Railway Station	L. P. A. Darche	12	6	12 do	273 00
South Québec and Railway Station	J. Ritchie	200 yds.	36	12 do	150 00
Stoneham and Tewkesbury	X. Deschamps	7½	2	12 do	50 00
Tadousac and Wharf	P. Marquis	1	as req.	Season 1891	42 00
Thetford Mines and Railway Station	N. S. Larochelle	150 yds.	12	12 months	30 00
Trahan's Mills and Weedon Station	A. Tanguay	1½	12	12 do	75 00
Tring Station and Railway Station	E. Vallée	1	12	12 do	40 00
Trois Pistoles and Railway Station	T. P. Pelletier	1	12	12 do	80 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Trois Saumons and Railway Station	B. Gaumont....	2	6	12 months.....	68 00
Valcartier and Railway Station	J. McBain.....	6	6	12 do	185 00
Village des Aulnais and Ry. Station	J. B. Sirois.....	5	12	12 do	225 00
Weedon Centre and Railway Station	L. Geguière ...	2	12	12 do	110 00
				Total.....	\$ 68,766 25

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

STRATFORD POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Aberdeen and Durham	L. Elvidge	11	3	12 months	93 60
Aberdour and Railway Station	G. Christie	$\frac{1}{2}$	6	12 do	70 00
Allan Park and Hampden	H. Byers	5	2	12 do	75 00
Allan Park and Lamash	E. Earls	5	3	12 do	110 00
Allenford and Owen Sound	J. D. Stoddart	13 $\frac{3}{4}$	6	12 do	300 00
Allenford and Railway Station	J. Dean	$\frac{1}{2}$	18	12 do	179 80
Allenford and Skipness	J. Davidson	4 $\frac{1}{2}$	2	12 do	80 00
Allenford and Southampton	W. Gilbert	11	6	12 do	275 00
Alma and Railway Station	J. H. Walker	$\frac{1}{2}$	12	9 do (to Dec. 31, '91)	82 50
do do	G. B. Wray	$\frac{1}{2}$	12	3 do from do	27 50
Alma and Winfield	J. Hattin	8	3	12 do	124 00
Alsfeldt and Railway Station	H. Ziegler	14	6	12 do	100 00
Amaranth Station and Ry. Station	J. Lacon	$\frac{1}{2}$	6	12 do	40 00
Amberley and Lurgan	J. W. Gamble	4 $\frac{1}{2}$	3	12 do	80 00
Arkwright and Mount Hope	W. F. Sithes	3 $\frac{3}{4}$	2	12 do	70 00
Arnow and Kincardine	F. Robertson	11	3	12 do	167 00
Arnott and Railway Station	W. G. Murray	$\frac{1}{2}$	12	12 do	60 00
Arthur and Ferguson	W. E. Draper	12	6	12 do	190 00
Arthur and Metz	J. A. Smellie	6	2	10 do (to Jan. 31, '92)	68 33
do do	W. D. Crites	6	2	2 do from do	16 67
Arthur and Monck	W. Hamilton	13	2	12 do	204 60
Arthur and Railway Station	J. Buschlen	1	24	12 do (less fine)	123 00
Ashley and Rockford Station	G. Follis	14	3	12 do	50 00
Atwood and Mitchell	G. Kort	17	6	12 do	425 00
Atwood and Railway Station	D. Gordon	$\frac{1}{2}$	6	12 do	52 00
Auburn, Blyth and Fordyce	M. A. Moore	6 & 12	6 & 3	12 do	395 72
Ayr and Railway Station	C. D. Green	$\frac{1}{2}$	24	12 do	200 00
Ayton and Railway Station	A. O'Farrell	$\frac{1}{2}$	18	12 do	140 00
Baden and Wellesley	C. Harefeld	9	6	12 do	350 00
Badenoch and Mildmay	A. Kleist	4 $\frac{1}{2}$	1	12 do	30 00
Balaclava and Johnson	T. P. Johnstone	2	3	6 do (to Sept. 30, '91)	17 50
Balaclava and Owen Sound	do	15 $\frac{3}{4}$	3	6 do from do	109 00
Ballinafad and Georgetown	J. W. McKee	6	6	12 do	250 00
Banbrag and St. Agatha	F. Walter	5 $\frac{1}{2}$	2	3 do (to June 30, '91)	18 00
do do	A. Starr	5 $\frac{1}{2}$	2	9 do from do	54 00
Bayfield and Clinton	R. Beattie	12 $\frac{1}{2}$	6	6 do (to Sept. 30, '91)	135 00
Bayfield and Seaforth	do	15	6	6 do from do	175 00
Beechwood and Seaforth	G. K. Holland	6 $\frac{1}{2}$	2	12 do	115 00
Belfast and Lanes	J. Mullin	4	2	2 do (to May 31, '91)	13 33
do do	do	4	3	10 do from do	83 33
Belfast and St. Helens	do	2 $\frac{1}{2}$	6	12 do	150 00
Belgrave and Marnoch	P. Porterfield	3 $\frac{1}{2}$	3	12 do	60 00
Belgrave and Railway Station	S. Tufts	$\frac{1}{2}$	12	12 do	132 00
Belgrave and Sunshine	J. Watson	3 $\frac{1}{2}$	2	11 do 26 dys (from Apr. 4, '91)	59 42
Belmore and Wroxeter	A. Orr	6 $\frac{1}{2}$	6	12 do	174 00
Belwood and Craigsholme	J. Hanna	3	3	12 do	60 00
Belwood and Dragon	do	7 $\frac{1}{2}$	2	12 do	71 00
Belwood and Railway Station	do	$\frac{1}{2}$	12	12 do	65 00
Benmiller and Goderich	J. Miller	6	3	12 do	150 00
Berkley and Glascott	R. English	6	2	12 do	84 00
Berkley and Railway Station	J. Lund	$\frac{1}{2}$	6	12 do	80 00
Berlin and Crosshill	W. Wilford	16 $\frac{1}{2}$	6	12 do	350 00
Berlin and Railway Station	M. S. Shantz	$\frac{1}{2}$	24	2 do 25 dys (from Jan. 7, '92)	17 51
Berlin and Street Letter Boxes	H. Bachmann		18	12 do	200 00
Berlin and West Montrose	E. Hilliard	14 $\frac{1}{2}$	6	12 do	480 00
Berlin and Yatton	T. Hunt	19	6	9 do 6 days (to Jan. 6, '92)	241 44
Binkham and Erin	W. Wansbrough	4 $\frac{1}{2}$	2	12 do	70 00
Black's Corners and Laurel	J. Graham	4	1	5 do (to Aug. 31, '91)	20 00
do do	do	4	2	7 do from do	46 67

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Blair and Railway Station.....	J. Renshaw.....	18	6	9 months 6 days (to Jan. 6, '92)	\$ cts. 15 33
do do	do	18	12	2 do 25 days from do	9 34
Bluevale and Railway Station.....	J. Gardner.....	12	12	do	139 00
Blyth and Railway Station.....	W. Bell.....	24	12	do	175 00
Bognor and Woodford.....	H. Atcheson.....	6	3	6 do (to Sept. 30, '91).	44 00
do do	W. Mellafont.....	6	3	6 do from do	44 00
Bornholm and Brodhagen.....	G. Leonhardt.....	4	3	12 do	110 00
Bosworth and Riverbank.....	J. G. Hollis.....	3	2	12 do	50 00
Bowling Green and Laurel Railway Station.....	R. Banks.....	5	6	12 do	159 00
Breslau and Weissenburg.....	A. Hoch.....	8	6	12 do	220 00
Brisbane and Coningsby.....	J. W. Burt, sen.....	4	2	12 do	40 00
Briton and Hammond.....	M. A. Alexander.....	14	3	1 do 4 days (to May 4, '91)	11 25
Briton and Railway Station.....	do	4	6	12 do	60 00
Brookholm and Owen Sound.....	W. Johnston.....	2	3	12 do	45 00
Brookholm and Shouldice.....	W. Doherty.....	7	1	12 do	55 00
Brotherton and Newbridge.....	W. Chapman.....	2	2	12 do	41 72
Brucefield and Railway Station.....	W. Dixon.....	4	24	12 do	98 00
Brunner and Railway Station.....	J. Attridge.....	4	6	12 do	30 00
Brussels and Cranbrook.....	V. Gramm.....	5	6	12 do	160 00
Brussels and Railway Station.....	R. & S. Beattie.....	4	12	12 do	150 00
Calderwood and Alsfeldt Ry. Station.....	A. Calder.....	3	3	12 do	80 00
Camilla and Whittington.....	J. Howard, sen.....	44	3	12 do	95 00
Cape Croker and Colpoys Bay.....	L. Sprappe.....	15	2	12 do	130 00
Cargill and Railway Station.....	C. W. Keeling.....	4	18	12 do (less fine)	124 00
Carlingford and St. Paul's Station.....	R. J. Porteous.....	144	6	12 do	319 00
Carlsruhe and Railway Crossing.....	G. Bruder.....	14	12	12 do	135 00
Carmuncock and Monkton.....	A. Campbell.....	4	2	12 do	60 00
Chatsworth and Chesley.....	J. Edgar, jun.....	23	3	12 do	390 00
Chatsworth and Durham.....	W. Caldwell.....	20	6	12 do	435 00
Chatsworth and Railway Station.....	D. Rae.....	3	24	12 do	157 00
Chatsworth and Walter's Falls.....	E. Wickham.....	12	3	12 do	200 00
Chepstowe and Dunkeld Station.....	J. T. Lacey.....	24	6	12 do	115 00
Chesley and Railway Station.....	M. J. Trelford.....	4	18	12 do	110 00
Chesley and Paisley.....	Trelford & Flack.....			Special trip—wash-out on railway	2 00
Chesley and Scone.....	D. M. Halliday.....	14	3	1 month 11 days (to May 11, '91)	10 00
Cheviot and Riversdale.....	A. McLean, jun.....	3	2	12 do	65 00
Clavering and Railway Station.....	A. Bennett.....	4	12	12 do	60 00
Clifford and Huntingfield.....	J. Gordon.....	7	2	12 do	75 00
Clifford and Lakelet.....	W. J. Halladay.....	6	6	12 do	156 00
Clifford and Railway Station.....	K. M. Walton.....	4	12	12 do	100 00
Clinton and Railway Station.....	J. Beattie.....	4	48	12 do	300 00
Clinton and Summerhill.....	G. M. Kilty.....	4	2	12 do	61 25
Colpoys Bay and Warton.....	L. Hyatt.....	3	6	12 do	115 00
Conroy and St. Paul's Station.....	J. Grady.....	24	2	12 do	60 00
Corwin and Nassagaweya.....	A. McKenzie.....	2	6	12 do	96 00
Cotswold and Elora.....	J. McEachren.....	23	6	12 do	420 00
Cranbrook and Moncreiff.....	C. Dahms.....	4	1	6 do (to Sept. 30, '91)	13 50
do do	J. McIntosh, sen.....	4	1	6 do from do	12 50
Crawford and Elmwood.....	G. T. Shewell.....	9	3	12 do	115 00
Crewe and Dunganon.....	M. Shackleton.....	5	1	12 do	26 00
Crieff and Pustinch.....	J. McDonald.....	3	6	12 do	100 00
Cruikshank and Owen Sound.....	C. Barfoot.....	6	3	4 do (to July 31, '91)	33 33
Dashwood and Exeter.....	W. Reynolds.....	84	6	10 do (to Jan. 31, '92)	133 33
do do	do	84	6	2 do from do	50 00
Deemerton and Mildway.....	A. Kneneman.....	24	6	12 do	90 00
Derby Mills and Tara.....	J. T. Hall.....	34	1	12 do	35 00
Derrynane and Kenilworth.....	J. Hayes.....	54	2	12 do	60 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Desboro and Dobbinton.	W. J. Thompson	8½	3	7 mos. (from Sept. 1, '91)	12 00
Dobbinton and Marmion.	W. J. Turner	3½	3	5 do (to Aug. 31, '91)	73 33
Dobbinton and Railway Station	T. H. Rolston	1½	9	2 do (to May 31, '91)	38 34
do do	W. J. Thompson	1½	12	10 do from do	76 66
Dobbinton and Williscroft.	J. Foster	4½	3 & 2	4 do (to July 31, '91)	135 00
do do	B. Talbot	6	3	8 do from do	
Donegal and Atwood Ry. Station.	A. Buchanan	4½	6	12 do	15 33
Doon and Railway Station.	J. H. Thompson	1½	6	9 do 6 days (to Jan. 6, '92)	9 34
do do	do	1½	12	2 do 25 days (from Jan. 6, '92)	248 00
Dorking and Newton.	W. True	13	6	12 do	144 00
Drayton and Glen Allan.	W. Stubbs	10	6	12 do	70 00
Drayton and Railway Station	T. H. Gordon	½	24	12 do	40 00
Drew and Railway Station.	W. Cardwell	2	6	12 do	214 48
Dromore and Greenside.	R. Legate	2½	2	12 do	121 00
Dromore and Holstein.	G. Sackett	9	6	12 do	59 50
Drysdale and Kippen	W. J. Howard	10	3	12 do	148 50
Dublin and Farquhar.	J. Kay	11	6	3 do (to June 30, '91)	106 76
do do	R. Gardiner	11	6	9 do from do	90 00
Dublin and Railway Station.	J. Myers	1	24	12 do	358 00
Dunkeld and Railway Station	J. B. Tschirhart	6	6	12 do	60 00
Durham and Flesheron Station.	J. H. Stuart	14	6	12 do (less fine)	74 25
Durham and Railway Station.	H. J. Middaugh	½	12	12 do	224 25
Durham and Walkerton.	D. McKenzie	16½	6	3 do (to June 30, '91)	136 50
do do	R. Pace	16½	6	9 do from do	132 50
Dyer's Bay and Lion's Head.	W. Channon	16	2	6 do (to Sept. 30, '91)	
do do	J. McNair	16	2	6 do from do	288 00
Eden Mills and Guelph.	R. Middleton	16	6	12 do	225 00
Egerton and Mount Forest.	J. Devine	16½	3	12 do	46 66
Egmondville and Seaforth.	J. Hay	1	6	7 do (to Oct. 31, '91)	11 67
Elmira and Railway Station.	H. Steiernagel	½	12	2 do 25 days (from Jan. 7, '92)	46 70
Elmira and Yatton.	do	13	3	2 do 25 days (from Jan. 7, '92)	14 75
Elmwood and Malcolm.	A. B. Kerr	2½	3	3 do (to June 30, '91)	50 00
do do	C. Winterburn	2½	3	9 do from do	30 00
Elmwood and Railway Station.	F. Haller	½	12	12 do	30 00
Elora and Inverhaugh.	R. Ariss	4½	2	6 do (to Sept. 30, '91)	75 00
do do	W. Goodwin	4½	2	6 do from do	137 48
Elora and Railway Station (C. V. R.)	T. Biggar	1	12	12 do	40 00
do do (W. G. & B.)	M. Salvidge	1	36	12 do	40 00
Elora and Salem.	J. R. Wissler	1	6	12 do	
Elsmore and French Bay	H. Shannon	5	1	12 do	47 45
Erbeville and Waterloo	J. Simmermacher	5	1	11 do 25 days (broken period)	450 00
Erin and Guelph.	W. L. T. Moore	20	6	12 do	50 00
Erin and Railway Station.	R. Wood	1	12	12 do	22 50
Eskdale and Tiverton.	G. H. Ord	5	3	3 do (to June 30, '91)	48 75
do do	D. McKenzie	3½	3	9 do from do	150 00
Ethel and Railway Station.	W. Spence	12	12	12 do	724 00
Exeter and St. Mary's.	D. Spicer	24½	6	12 do	156 00
Fairview and Stratford	W. Bell	9	3	12 do	134 00
Farewell and Kenilworth.	W. Baily	6	6	12 do	25 00
Farewell and Wagram.	C. Baily	3	2	12 do	65 00
Farquhar and Lumley	J. Pollen	4½	2	12 do	75 00
Fergus and Living Springs.	F. J. Armstrong	6	2	12 do	100 00
Fergus and Ry. Station (C. V. R.)	J. C. Morrow	1	6	12 do	150 00
do do (W. G. & B.)	do	1	12	12 do	60 00
Fish Creek and Granton.	W. Blatchford	5	2	12 do	36 00
Flesheron and Railway Station.	P. M. Munshaw	14½	24	3 do (to June 30, '91)	131 25
do do	W. F. Crossley	14	24	9 do from do	45 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Flesherton and Vandeleur.	J. Warling.	6½	3	6 months (to Sept. 30, '91)	70 00
do do	W. Hutchinson.	6½	3	6 do from do	28 75
Fordwich and Newbridge.	W. Chapman.	4½ & 8	2 & 6	12 do	124 76
Fordwich and Railway Station.	R. Mahood.	3	12	do	112 00
Freeborn and Peffer's Crossing.	H. Freeborn.	60 rods.	6	12 do	30 00
Fulton's Mills and Railway Siding.	G. Fulton.	1	6	4 do (from Dec. 1, '91)	8 30
Fyfield and Teeswater.	A. Gibson.	5	2	12 do	60 03
Galt and Glen Morris.	T. Scott.	7	6	12 do	240 00
Galt and Railway Station (C. V. R.)	G. Hancock.	1	24	12 do	200 00
do do (G. T. R.)	do	1	6	12 do	25 00
Galt Railway Station Transfers.	do	1	12	2 do 25 days (from Jan. 7, '92).	23 35
Garry Owen, Johnson and Owen Sound.	H. Lemon.	10 & 13	3	6 do (to Sept. 30, '91)	184 50
Garry Owen and Gwen Sound.	J. T. Godfrey.	10	3	6 do from do	94 50
Glamnis and Pinkerton Station.	J. McKeeman.	9	6	9 do (to Dec. 31, '91)	201 00
do do	W. H. Chambers.	9	4	3 do from do	57 37
Glamnis and Willow Creek.	G. Kidd.	4½	2	12 do	45 00
Glen Allan and Macton.	F. Heiman.	3	3	2 do 25 dys (from Jan. 7, '92).	14 01
Glen Amnan and Railway Station.	A. Anderson.	1	12	12 do	48 00
Glen Eden and Mount Forest.	C. Hunt.	5	6	12 do	150 00
Glen Farrow and Wingham.	W. Mackenzie.	6	2	12 do	75 00
Goderich and Kintail.	M. Whitty.	164	6	12 do	450 00
Goderich and Lucknow.	J. Mullin.	23	6	12 do	398 00
Goderich and Railway Station.	do	1	24	12 do	200 96
Goldstone and Railway Station.	J. Sanderson.	1½	6	12 do	100 48
Gorrie and Railway Station.	S. Edgar.	1½	12	9 do (to Dec. 31, '91)	120 00
do do	H. Perkins.	1½	12	3 do from do	40 00
Gorrie and Seaforth.	S. Walsh.	28½	6	6 do (to Sept. 30, '91).	260 00
Gowanstown and Kurtzville.	M. Mennear.	5	3	12 do	100 00
Gowanstown and Railway Station.	H. Markle.	1	6	12 do	58 00
Gowanstown and Wallace.	do	3½	6	12 do	100 00
Gowrie and Munro.	J. O. Coles.	2½	3	12 do	48 00
Grand Valley and Monticello.	H. Hills.	11	2	12 do	114 58
Grand Valley and Peepabun.	J. Laree.	3½	2	12 do	37 00
Grand Valley and Railway Station.	S. McDonald.	1	12	7 do (to Oct. 31, '91).	22 75
do do	do	1	24	2 do (to Dec. 31, '91).	13 00
do do	Kribbs & Tweedy	1	24	3 do from do	19 50
Gresham and Paisley.	Trelford & Flack	20	2	12 do	154 36
Grimston and Keady.	R. Keys.	4	2	5 do (to Aug. 31, '91).	20 83
Grimston and Marmion.	do	2½	3	7 do from do	23 33
Guelph and Ponsonby.	J. L. Halley.	12	3	12 do	250 00
Guelph and Shiloh.	T. Hamilton.	13½	2	12 do	194 00
Guelph and Street Letter Boxes.	J. D. Johnstone.	5	13	12 do	250 00
Hanover and Railway Station.	R. Pace.	1	18	12 do	99 76
Harlock and Seaforth.	T. Neilans.	13	3	12 do	280 00
Harriston and G. T. Ry. Station.	C. H. Ward.	1	36	12 do	84 78
Harriston and T. G. & B. Ry. Station.	do	1	12	12 do	28 26
Hawkesville and Macton.	J. McCormick, jr	7	6	9 do 7 days (to Jan. 7, '92).	119 50
Hayesville and New Hamburg.	R. Blatchford.	3½	6	12 do	148 00
Henfryn and Railway Station.	J. H. Thomson.	1	6	12 do	40 00
Hensall and Railway Station.	J. Sutherland.	1	12	12 do	100 48
Hensall and Rodgerville.	H. Doan.	9½	6	12 do	200 00
Hensall, Zurich and Railway Station.	T. Murdock.	6½	12	12 do	320 00
Hepworth and Railway Station.	T. Kemp.	1	12	6 do (to Sept. 30, '91).	80 00
do do	S. Yeo.	1	12	6 do from do	55 00
Hepworth Station and Ry. Station.	J. Vance.	60 yds.	6	5 do (from Nov. 1, '91)	10 42
Hereward and Railway Station.	J. Hanna.	4½	6	12 do	130 00
Hillsburg and Railway Station.	J. Carmichael.	1	6	12 do	80 00
Hoath Head and Owen Sound.	G. Currie.	7	2	12 do	110 00
Holland Centre and Lily Oak.	J. T. Kelly.	4½	1	7 do (to Oct. 31, '91).	29 1.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Holland Centre and Railway Station	C. Price	1 ¹⁸ / ₁₆	24	12 months (less fines)	106 00
Holmesville and Porter's Hill	A. Knox	4	3	12 do	75 00
Holmesville and Railway Station	A. Knox	4	12	12 do	50 00
Holstein and Murdoch	G. Pollock	4	3	12 do	74 72
Holstein and Nenagh	T. Stephenson	8 ¹ / ₂	6	12 do	234 00
Holstein and Railway Station	A. Doupe	2 ¹ / ₂	12	12 do	48 00
Inverhuron and Tiverton	D. McKenzie	3	3	12 do	60 00
Invermay and Railway Station	A. Neelands	7	12	12 do	157 00
Johnson's Mills and Zurich	D. Spencer	4	2	12 do	49 00
Kemble and Wolsley	J. Hearn	5	1	3 do (to June 30, '91)	10 00
do do	R. Hurlbut	5	1	9 do from do	25 50
Kenilworth and Petherton	M. Enright	3	6	12 do	125 00
Kenilworth and Railway Station	C. J. Gordon	3	12	12 do	80 00
Kenneyville and Mitchell Road	J. Kenny	2 ¹ / ₂	2	12 do	80 00
Killean and Leslie Station	J. A. Wilkinson	1 ¹ / ₂	6	12 do	90 00
Kincardine and Kintail	A. G. Macintyre	17	6	12 do	497 48
Kincardine and Port Elgin	J. Gentles	24	6	12 do	617 00
Kincardine and Railway Station	J. Hockin	1	30	12 do	300 00
Kincardine and Royal Oak	J. Mills	6 ¹ / ₂	2	12 do	52 00
Kincardine and Walkerton	N. Bushell	28	6	12 do (less fine)	696 00
Kingarf and Kinloss	B. Moulton	4	2	12 do	60 00
Kinghurst and Mooresburg	J. A. King	5 ¹ / ₂	2	12 do	52 00
Kinkora and Sebringville	J. Fletcher	12	3	12 do	160 00
Kinloss and Lucknow	J. Brownscombe	10	6	12 do	200 00
Kinlough and Westford	A. Haldenby	3 ¹ / ₂	2	12 do	55 00
Kippen and Railway Station	R. Mellis	12	12	12 do	100 48
Kossuth and Preston	H. Sohr	5 ¹ / ₂	2	12 do	70 48
Lake Charles and Oxenden	J. Davidson	5	1	12 do	40 00
Langside and Lucknow	Thompson & Lyons	6 ¹ / ₂	2	12 do	90 00
Lebanon and Moorefield	J. Sinclair	8	3	3 do (to June 30, '91)	37 50
do do	R. Kincade	8	3	4 do from do	75 00
Lindenwood and Presque Isle	G. Shaw	5	1	12 do	40 00
Linwood and St. Jacobs	P. Toole	12	6	12 do	365 00
Lions Head and Spry	C. Williams	7	1	5 do (from Nov. 1, '91)	20 83
Lions Head and Warton	do	22	3	12 do	400 00
Lisbon and Wellesley	P. Glebe	2	2	9 do (to Dec. 31, '91)	45 00
do do	C. Hebel	2	2	3 do from do	15 00
Lisburn and Ripley	D. Teskey	24	2	12 do	25 00
Listowel and Molesworth	E. Terry	11	6	12 do	248 00
Listowel and Railway Station (G.B. and L.E.)	J. A. Hacking	1	12	12 do	60 00
do do (W.G. & B.)	J. Shank	1	12	12 do	100 00
Lochalsh and Ripley	J. McRitchie	8 ¹ / ₂	3	12 do	144 00
Londesborough and Ry. Station	J. Bell	12	12	12 do	157 00
Lucknow and Railway Station	F. W. McDonald	12	30	12 do	314 00
Mar and Red Bay	J. McFarland	7	2	12 do	77 00
Markdale and Railway Station	W. Turner	24	24	12 do (less fine)	84 00
Markdale and Traverston	T. Edwards	8 & 9 ¹ / ₂	2 & 3	12 do	127 00
Marsville and Hillsburg Station	J. Hanna	7 ¹ / ₂	6	12 do	325 00
Meaford and Owen Sound	T. P. Cunningham	20	12	12 do	250 00
Merritt and Varney	J. G. Wilson	5	2	12 do	77 50
Mildmay and Railway Station	G. Herringer	1	12	12 do	100 00
Milverton and Railway Station	W. H. Dorland	1	12	12 do	124 80
Mimosa and Orton	I. Cawthra	4 ¹ / ₂	3	12 do	80 00
Mitchell and Railway Station	W. W. Hicks	4 ¹ / ₂	24	12 do	150 72
Mitchell and Russeldale	J. Cole	8	6	3 do (to June 30, '91)	112 50
do do	W. Taylor	8	6	9 do from do	187 50
Moltke and Newstadt	K. Lanz	2 ¹ / ₂	3	12 do	75 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Moorefield and Railway Station	R. Shera	4	24	12 months	\$ 96 00
Moorefield and Treacastle	do	3	6	12 do	72 00
Morningdale Mills and Millbank Station	J. Lintick	5	12	12 do	275 00
Mossborough and Railway Station	J. I. Hobson	1/2	12	12 do	60 00
Mount Forest and Railway Station (G.B. and L.E.)	J. H. Coyne	1/2	12	12 do	54 94
do do (T.G. & B.)	do	1/2	24	12 do	100 90
Musselburg and Poole	W. Burgman	1	6	12 do	30 00
Newstadt and Railway Station	L. Himmler	1/2	18	12 do	100 00
Nithburg and Stratford	H. Kumpf	16	6	12 do	520 00
North Bruce and Queen Hill	D. McKinnon	24	3	12 do	92 00
North Keppel and Owen Sound	W. Johnston	21	3	12 do	275 00
Olivet and Rotheray	J. Tremain	4	2	12 do	60 00
Orangeville and Railway Station	J. J. White	3	42	12 do	175 84
Orangeville and Vanatter	W. H. Hunter	5	2	3 do (to June 30, '91)	22 00
do do	T. Black, jr.	5	2	9 do from do	66 00
Orton and Railway Station	W. Mooney	1/2	12	12 do	50 00
Owen Sound and Railway Station	W. Bridget	1	24	12 do	200 00
Owen Sound and Shallow Lake	C. Barfoot, jr.	9 1/2	3	8 do (from Aug. 1, '91)	100 00
Owen Sound and Street Letter Boxes	W. Bridget	1	18	12 do	148 00
Owen Sound and Tara	J. Hamilton, jr	20 1/2	6	12 do	610 00
Oxenden and Wiarton	J. Crandon	3	6	12 do	120 00
Paisley and Railway Station	Trelford & Flack	1/2	24	12 do	131 40
Paisley and Vesta	W. C. Anstead	16 1/2	6	12 do	270 00
Palmerston and Railway Station	J. Taggart	1/2	48	12 do	183 00
Parkhead and Railway Station	F. Pattison	1/2	12	12 do	75 00
Petersburg and Roseville	F. Kranel	10 & 14	6 & 3	3 12 do	425 00
Petersburg and St. Agatha	J. Kaiser	2	6	12 do	140 00
Pinkerton and Railway Station	J. Connor	2	6	12 do	95 00
Pomona and Priceville	D. Black	5	2	12 do	95 00
Port Elgin and Railway Station	J. Bowes	1/2	24	12 do	95 00
Port Elgin and Tara	F. Monkman	16	6	12 do	320 00
Preston and Strasburg	F. C. Cornell	8	6	3 do (to June 30, '91)	82 50
do do	W. Buchler	10 & 8	6	6 do 9 days (to Jan. 9, '92)	170 25
Preston and Waterloo	J. S. Bechtel	10	12	9 do 7 days (to Jan. 7, '92)	359 48
Priceville and Flesherton Station	J. Cairns	4	6	2 do (to May 31, '91)	20 00
do do	G. McFarlane	4	6	10 do from do	100 00
Purple Grove and Ripley	J. N. Logan	5	1	12 do	45 00
Puslinch and Railway Station	H. W. Ironside	1/2	12	12 do	40 00
Ripley and Railway Station	J. McInnes	1/2	12	12 do	84 00
St. Jacob's and Railway Station	H. Schlitt	1/2	12	2 do 25 days (from Jan. 7, '92)	11 67
St. Paul's Station and Ry. Station	A. Thom	1/2	12	12 do	62 80
Sauble Falls and Wiarton	H. Crandon	12	2	3 do (to June 30, '91)	32 50
do do	L. Hyatt	12	2	9 do from do	97 50
Seaforth and Railway Station	S. Dickson	1/2	24	12 do	188 40
Seaforth and Wroxeter	Mosgrove & Edgar	15 1/2 & 10	6	6 do (from Oct. 1, '91)	250 00
Sebringville and Railway Station	J. R. Paton	1/2	12	12 do	90 00
Solway and Walkerton	J. McCallum	6 1/2	3	12 do	144 00
Southampton and Railway Station	T. Lee	1/2	24	12 do	160 00
Stokes' Bay and Tobermory	D. Butchart	26	1	12 do	192 00
Stokes' Bay and Wiarton	H. Crandon	31 1/2	3	12 do (less fine)	493 00
Strasburg and German Mills Railway Station	T. M. Bartholomew	10	6	2 do 25 days (from Jan. 7, '92)	32 69
Stratford and Railway Station	T. A. Johns	1/2	48	12 do	357 96

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Stratford and Street Letter Boxes.	T. Stoney.			12 months (to June 30, '92)	\$ 441 24
Tara and Railway Station.	J. Hamilton.	$\frac{1}{2}$	18	12 do	156 44
Teeswater and Railway Station.	W. Zinger.	$\frac{1}{2}$	18	12 do (less fine)	146 00
Teeswater and Walkerton.	L. Zettel.	16	6	12 do	459 60
Topping and Railway Station.	E. Taylor.	6	6	12 do	225 00
Varney and Railway Station.	F. Eden.	$\frac{1}{2}$	12	11 do (to Feb. 29, '92).	58 67
do do	C. Gadd.		12	1 do from do	5 33
Waldemar and Railway Station.	D. Jenkins.	$\frac{1}{2}$	12	12 do	85 00
Walkerton and Railway Station.	A. McLean.	$1\frac{1}{4}$	24	12 do	314 00
Waterloo and Railway Station.	F. Sass.	2	30	12 do	339 38
do do	do	$\frac{1}{2}$	30	2 do 25 days (from Jan. 7, '92)	35 96
Whitechurch and Railway Station.	H. D. Henderson	$\frac{1}{2}$	12	12 do	80 00
Warton and Railway Station.	L. Hyatt	$\frac{1}{2}$	24	12 do	205 00
Wingham and Ry. Station (C.P.R.)	A. Roe	$\frac{1}{2}$	12	12 do	70 00
do do (G.T.R.)	D. Campbell	$\frac{1}{2}$	24	12 do	200 96
Wroxeter and Railway Station.	A. Paulin.	$1\frac{1}{4}$	12	12 do	80 00
Total					\$46,071 22

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

THREE RIVERS POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division,
made within the year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Arthabaskaville and North Ham...	J. Côté.....	21	6	12 months	396 00
Arthabaskaville and Ry. Station...	T. Perreault....	2½	12	12 do	104 50
Arthabaskaville and Victoriaville...	P. Lavigne.....	2½	6	12 do	79 00
Aston Station and Railway	A. Ouellette....	120 yds.	6	12 do	20 00
Aston Station and St. Leonard.....	N. Doucette....	9	6	12 do	250 00
Aston Station and St. Sylvere.....	J. Taillon.....	5½	3	12 do	80 00
Batiscan and Railway Station	T. Laquerre....	1¼	12	12 do	100 00
Batiscan and St. Pierre les Becquets	F. Maguy, jun..	3	6	3 do (to June 30, '91).	37 50
do do	do	3	12	9 do from do	157 50
Beaurivage and Parkhurst	J. Machell.....	3	6	12 do	58 00
Bécancour and Ste. Gertrude	A. Roy.....	10½	6	12 do	244 00
Bécancour and St. Grégoire	N. Vigneault....	9	6	12 do	197 17
Berthier and Isle Dupas	P. Moreau.....	2½	3	3 do (to June 30, '91).	15 00
do do	O. Lenire.....	2½	3	9 do from do	41 25
Berthier and Railway Station	F. Plante.....	2½	13	12 do	162 48
Berthier Junction and St. Félix de Valois	S. Tessier.....	13	6	12 do	480 00
Blandford and Stanfold	T. Leblanc.....	9	4	12 do	124 48
Cap Magdeleine and Ry. Station	O. Toupin.....	5	12	12 do	180 00
Champlain and Railway Station	N. Abel.....	2	12	12 do	90 00
Chantelle and Rawdon	M. Crépeau....	17	3	12 do	200 00
Charlemagne and L'Assomption	J. Belhumeur....	9	6	12 do	250 00
Chatillon and St. Zéphirin	E. Beliveau....	5½	3	12 do	99 00
Chaumont and St. Agapit	E. T. Paquet....	3	3	12 do	40 00
Cocococache and La Tuque	T. A. Reynolds..	48	m'thly	12 do	62 50
Craig's Road Station and St. Sylvester East	M. Vaillancourt.	24	6	12 do	492 00
D'Auteuil and Kingsey Falls	J. D. Morin....	6½	2	12 do	70 00
East Arthabaska and Larochelle	L. D. Bélanger..	4	3	12 do	60 00
East Arthabaska and St. Fortunat	P. Juneau.....	17	3	12 do	214 00
East Arthabaska and Stanfold	B. Poisson.....	5	6	12 do	125 00
Fortierville and St. Jean des Chailons	J. B. Fortier....	11	3	12 do	130 00
Gentilly and Leclercville	N. Beauchene...	25	6	12 do	570 00
Gentilly and Three Rivers	do	16	6	12 do	392 00
Grand Mere and Lac à la Tortue	R. Pincombe....	2½	6	12 do	60 00
Grand Mere and St. Flore	J. Deziel.....	4	6	12 do	136 00
Grandes Piles and LaTuque	P. Chandonnet..	72	1	12 do	237 00
Grand St. Esprit and Ste. Monique	J. A. Pinard....	2¾	3	12 do	50 00
Hunterstown and Louiseville	H. Durand.....	17	6	12 do	299 00
Joliette and Railway Station	J. Mirault.....	8	12	12 do	544 00
Joliette and St. Liguori	H. L. Desy.....	9	6	12 do	225 00
Joliette and Ste. Melanie	C. Etu.....	14	6	12 do	285 00
Joliette and St. Paul d'Industrie	F. Perreault....	4	6	12 do	120 00
Kildare and St. Alphonse	G. E. Trudeau...	12	3	12 do	156 00
La Baie and Nicolet	T. Vigneau.....	9	6	12 do	249 00
La Baie and St. Zéphirin	do	8	6	12 do	220 00
La Baie and Yanaska	do	24½	6	7 do (to Oct. 31, '91).	437 50
do do	do	20	6	5 do from do	255 10
Lac à la Tortue and Railway Station	J. Buisson.....	¼	12	12 do	25 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Lac Bellemare and Shawenegan	C. Gelinas	9	1	7 months (from Sept. 1, '91).	35 00
Lachenaie and Terrebonne	C. Pauze	4½	6	12 do	123 00
Lanoraie and Railway Station	N. Delisle	6	6	12 do	89 48
L'Assomption and St. Sulpice	P. H. Royal	5	6	12 do	175 00
Laurentides and Railway Station	D. Tourangeau	¼	12	12 do	70 00
Laurentides and St. Calixte de Killenny	P. Chartrand	10	3	12 do	120 00
Lavaltrie and Railway Station	D. Giguere	8	6	6 do (to Sept. 30, '91).	144 00
do do	G. Giguere	8	6	6 do from do	60 00
Leclercville and Ste. Croix	L. Langlois	18	6	12 do	600 00
L'Epiphanie and Railway Station	E. Leblanc	¾	12	12 do	120 00
L'Epiphanie and St. Jacques	G. Forest	12½	6	12 do	325 00
L'Epiphanie and Ste. Julienne	T. Belle	18	6	3 do (to June 30, '91).	120 00
do do	J. P. Hetu	18	6	9 do from do	375 00
Lotbinière and Rivière Boisclair	F. X. Beaudet	6	3	12 do	78 00
Louiseville and Nancy	R. Caron	6	2	12 do	60 00
Louiseville and Railway Station	P. Lefebvre	½	12	12 do	99 00
Louiseville and Ste. Ursule	A. Sivigny	5½	6	12 do	99 00
Maddington Falls and Ry. Station	A. Trudel	4½	6	12 do	95 00
Mascouche and Mascouche Rapids	J. Carmichael	3½	3	12 do	75 00
Mascouche and Railway Station	P. Robert	1¼	6	12 do	79 00
Mastigoche and St. Gabriel de Brandon	I. O. Henault	9	1	12 do	36 00
Méthot's Mills and Railway Station	L. L. Ratté		4	do 18 days (to Sept. 30, '91).	11 00
Méthot's Mills and Ste. Agathe	do	8	6	12 do	180 00
Méthot's Mills and St. Flavien	do	4	6	12 do	125 00
New Armagh and St. Sylvester	J. Orr, jun	4½	2	12 do	50 00
Nicolet and St. Grégoire	J. Page	8	12	12 do	374 00
Nicolet and Ste. Monique	H. Beaudry	8	6	12 do	150 00
Notre-Dame de la Mercie and St. Donat de M.	C. Villeneuve	11¾	2	3 do (from Jan. 1, '92)	30 00
Notre-Dame de la Mercie and St. Emile de M.	T. Page	9	2	3 do do	32 50
Pierreville and Pierreville Mills	H. Comtois	4½	6	5 do (from Nov. 1, '91)	53 95
Pierreville and St. Elphege	J. Boivin	7	6	12 do	190 00
Point du Lac and Railway Station	A. Biron	¼	12	12 do	80 00
Pont de Maskinongé and Ry. Station	E. Lafrenière	¾	12	12 do	50 00
Pont de Maskinongé and St. Justin	E. M. Chapdelaine	5	6	12 do	240 00
Proulxville and St. Tite	J. Rancour	6	3	12 do	74 00
Radnor Forges and Railway Station	J. J. Drummond	½	12	2 do (from Feb. 1, '92)	5 00
Rawdon and St. Liguori	E. Rowan	9	6	12 do	147 00
Repentigny and St. Paul l'Ermite	A. Perreault	2	6	12 do	80 00
River David and Railway Station	O. Houde	¾	12	12 do	60 00
River David and St. Pie de Guire	I. Dauplaise, sen	8	6	12 do	200 00
Rivière Mekinac and St. Joseph de Mekinac	J. L. Doucette	8	F'tly.	7 do (from Sept. 1, '91)	21 00
Rivière Noire and Railway Station	A. E. Beauchemin	10 yds.	12	12 do	20 00
Rivière Noire and St. Valère de Bulstrode	do	4½	6	12 do	160 00
St. Adolphe and St. Stanislas	E. Lafontaine	9	1	7 do (from Sept. 1, '91)	29 17
St. Agapit and Railway Station	J. Paquet	½	12	12 do	75 00
St. Alexis des Monts and St. Paulin	J. B. Drolet	10	6	12 do	350 00
St. Alphonse and Ste. Beatrix	E. Riopel	4	3	6 do (to Sept. 30, '91).	37 50
do do	L. Page	4	3	6 do from do	27 50
St. Alphonse and St. Come	A. Labine	12	2	12 do	112 00
Ste. Angèle de Laval and Ry. Station	J. Coulombe	¼	12	12 do	24 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Ste. Anne de la Pérade and Railway Station	J. U. Marcotte	½	12	12 months	105 00
Ste. Anne de la Pérade and St. Prosper	J. Cossette	7	6	3 do (to June 30, '91).	27 00
do do	J. Courtois	7	6	9 do from do	89 50
St. Antoine and Ste. Apollinaire	J. H. Lambert	5	3	12 do	75 00
St. Barnabé and St. Elie	A. Menancon	9	6	12 do	195 00
St. Barnabé and Yamachiche	C. Gelinat	12	6	12 do	190 00
St. Barthélemi and Railway Station	J. B. Joinville	1½	12	12 do	69 00
St. Barthélemi and St. Edmond de Berthier	J. Valois	10½	1	8 do (from Aug. 1, '91)	50 00
Ste. Bridgite des Saults and Ste. Monique	H. St. Pierre	13	3	12 do	200 00
St. Célestin and Railway Station	E. Arseneau	1½	6	12 do	60 00
St. Clothilde and Victoriaville	P. Lavigne	18	6	12 do	214 00
Ste. Croix and St. Nicholas	F. Marion	18	6	12 do	505 00
St. Cuthbert and Railway Station	I. Grandchamp	3	6	12 do	69 00
St. Cuthbert Station and Railway Station	J. Marchand	½	12	12 do	12 00
St. Damien de Brandon and St. Gabriel de Brandon	L. Peltier	6	4	3 do (to June 30, '91).	47 50
do do	J. Belanger	6	4	9 do from do	127 50
St. Didace and St. Gabriel de Brandon	E. Germain	6	6	12 do	140 00
St. Donat de Montcalm and St. Théodore de Chertsey	W. Ritchie	29½	1	9 do (to Dec. 31, '91).	105 00
Ste. Emélie de l'Energie and St. Jean de Matha	G. Clermont	12	2	12 do	192 50
Ste. Emélie de l'Energie and St. Michel des Saints	A. Basinais	33	2	12 do	400 00
St. Emile de Montréal and St. Théodore de Chertsey	L. Giguère	8¼	2	3 do (from Jan. 1, '92).	27 50
Ste. Eulalie and Railway Station	E. Prince	4	6	12 do	110 00
St. Félix de Valois and St. Jean de Matha	E. Lessard	8	6	12 do	200 00
St. Gabriel de Brandon and St. Norbert	D. Provost	10½	6	12 do	285 00
Ste. Geneviève de Batiscau and Railway Station	O. Prenevost, jr.	4	12	12 do	97 48
Ste. Geneviève de Batiscau and St. Stanislas	F. Despins	8	6	12 do	180 00
Ste. Gertrude and Ste. Marie de Blandford	D. Beauchesne	6	3	12 do	45 00
St. Jacques and Ste. Marie Solomée	A. Mireault	4	2	12 do	50 00
St. Narcisse and Three Rivers	C. Hamelin	19	6	12 do	380 00
St. Norbert and Railway Station	S. Carpentier	9	6	12 do	290 00
St. Pierre les Becquets and Ste. Sophie de Lévrard	D. Fournier	12	3	12 do	125 00
St. Rémi de Tingwick and Warwick	N. Champagne	13	6	12 do	396 00
Ste. Thècle and St. Tite	F. Boutet	9	6	6 do (to Sept. 30, '91).	70 00
do do	do	9	6	6 do from do	145 00
St. Tite and Railway Station	G. Lahaye	6	6	12 do	139 00
Shawenegan and Three Rivers	P. Lapolice	21	6	12 do	380 00
Stanfold and Railway Station	G. P. Nadeau	½	12	3 do (to June 30, '91).	6 25
do do	F. E. Poitras	½	12	9 do from do	18 75
Three Rivers and Railway Station	J. P. Marineau	¾	37	12 do	288 60
Three Rivers and Street Letter Boxes	do	2	18	12 do	300 00
Three Rivers and Valmont	H. Sigman	15	3	12 do	160 00
Vincennes and Railway Station	M. Dessureault	3	6	12 do	150 00

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Walker's Cutting and Ry. Station . . .	S. Labreque	120 yds.	12 12 do		24 00
Warwick East and Railway Station . . .	E. Martet	180 yds.	6 12 do		18 00
Yamachiche and Railway Station . . .	P. Pellerin	$\frac{1}{2}$	12 12 do		55 00
Yamaska and Railway Station	G. Senécal	35 yds.	12 12 do		32 00
				Total	\$21,631 66

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division made within the Year ended 30th June, 1892.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abingdon and Canfield	W. Young	12	3	12 months	155 00
Abingdon and Winona	J. Williams	15½	3	12 do	239 00
Acton and Knatchbull	T. Wilson	5	2	12 do	75 00
Acton and Speyside	do	5	2	12 do	75 00
Agincourt—C. P. Ry. & Midland Ry.	W. Lawton	12	12	12 do	125 00
Agincourt and Railway Station	do	6	6	12 do	30 00
Air Line Junction and Ry. Station	M. Minnes	6	6	12 do	40 00
Alberton and Lynden	B. Dunham	7½	6	10 do (to Jan. 31, '92).	156 66
Albion, Castleberg and Mount Wolfe	S. J. Snell	6 & 5	6 & 3	12 do	260 00
Albion and Railway Station	T. D. Elliott	½	24	12 do	60 00
Aldershot and Waterdown	W. Prudham	3½	12	12 do	120 00
Algoma Mills and Railway Station	H. F. McQuire	1	12	12 do	125 60
Allanburg and Railway Station	W. Livingston	1	12	6 do (to Sept. 30, '91).	53 20
do do	R. Skinner	1	12	6 do from do	60 00
Alloa and Edmonton	R. Campbell	6	3	12 do	90 00
Alton and Railway Station	A. Menzies	1	12	12 do	100 48
Amigari and Railway Station	A. B. Hurrell	1	12	12 do	65 00
Ancaster and Hamilton	J. Phillips	7	12	12 do	238 00
Appleby and Railway Station	J. Prescott	1	6	12 do	82 00
Armada and Unionville	M. R. Hemingway	5½	3	12 do	89 48
Ash and Railway Station	J. Allan	1	6	12 do	44 00
Ashgrove and Georgetown	E. Nixon	4	6	12 do	200 00
Attercliffe Station and Ry. Station	J. Sundy	1	12	12 do	100 00
Aurora and Railway Station	D. W. Doan	1	24	12 do	120 00
Aurora and Schomberg	W. Pinkerton	15	6	12 do	445 60
Aurora and White Rose	D. W. Doan	12 rt.	3	12 do	150 00
Ballantrae and Railway Station	R. Hill	1	12	12 do	60 00
Barrie Island and Gore Bay	W. U. Runnalls	12	1	12 do	100 00
Bar River, Echo Bay and Ry. Station	W. Lindlay	8 & 10	1 & 6	12 do	102 50
Beamsville and Rosedene	C. McKay	11	6	12 do	355 00
Bedford Park and Toronto	J. Hendry	5½	6	12 do	330 00
Belfountain and Railway Station	C. F. Byam	1½	6	10 do (to Jan. 31, '92).	95 83
do do	do	1½	12	2 do from do	33 33
Bellingham and Ironbridge	D. Bell	11	1	12 do	53 75
Bendale and Woburn	W. L. Larway	2	6	12 do	80 00
Bethany and Railway Station	N. M. Kelly	10	12	12 do	90 00
Binbrook and Glanford Station	J. Henderson	5	6	12 do	170 00
Biscotasing and Railway Station	P. J. Finlan	50 ft.	12	12 do	15 70
Black Creek and Railway Station	I. H. Allen	1	12	12 do	62 80
Blackstock and Cadmus	T. W. Robertson	2½	6	12 do	100 00
Blackstock and Purple Hill	W. Bartley	4	2	12 do	55 00
Blind River and Railway Station	W. R. Lawton	1	6	7 do (to Oct. 31, '91).	36 80
do do	do	1	12	5 do from do	26 00
Blizzard Mine and Sudbury	J. Ferguson	6½	6	7 do (to Oct. 31, '91).	145 83
Bowmanville and Cæsarea	D. E. Gifford	24½	6	12 do	560 48
Bowmanville and Courtice	C. W. Lent	4½	3	12 do	80 00
Bowmanville and Tyrone	R. Hodge	7	6	12 do	150 00
Brampton and Huttonsville	J. Hyatt	4	6	12 do	110 00
Brampton and Nortonville	J. Norton	3	3	12 do	50 00
Brampton and Railway Station	A. J. Hood	3	12	12 do	135 00
Bronte and Railway Station	J. S. McDonald	1½	12	12 do	125 20
Brookfield Station and Railway Station	M. Topp	2	6	12 do	50 00
Brooklin and Railway Station	R. D. Hay	1	12	12 do	70 00
Brougham and Markham	S. G. Reesor	13	6	12 do	400 00
Brougham and Whitby	J. Scott	12	6	12 do	400 00
Bruce Mines and Cloudslee	N. McEwan	5	1	12 do	40 00
Bruce Mines and Cockburn Island	C. E. Hendrickson	42	1	Part of season 1890-91.....	40 00
Bruce Mines and MacLennan	do	22½	2	Part of seasons 1890-91 and 1891-92.....	77 07

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bruce Mines and MacLennan	G. Marks.	22½	2	Part of season 1891-92.	104 00
Bruce Mines and Railway Station	W. Fleming	2	12	12 months	314 00
Bruce Mines and Rydal Bank	W. R. Smyth	6	2	12 do	104 00
Brunswick and Railway Station	L. C. Patterson	1½	6	12 do	60 00
Burlington and Port Nelson	W. Bamford	1½	6	12 do	90 00
Burlington and Railway Station	do	1½	6	12 do	90 00
Burlington Beach and Railway Station	J. Hughes	1	12	3 do 23 days (to Oct. 14, '91).	34 95
Burnaby and Railway Station	W. A. Kinnard	2	3	12 do	50 00
Cache Bay and Railway Station	J. Jessup	700 yds.	12	12 do	50 00
Caldwell and Caledon	N. Patterson	4½	6	12 do	208 12
Caledon and Railway Station	do	3	18	12 do	81 00
Caledonia and Empire	S. Arrell	15	6	6 do (from Oct. 1, '91)	222 50
Caledonia and Sinclairville	do	15	6	6 do (to Sept. 30, '91).	210 00
Campbellcroft and Railway Station	A. Smith	70 ft.	6	12 do	35 00
Campbellville and Railway Station	S. R. Lister	¾	6	12 do	50 00
Canfield, Darling Road and Warner	I. Swayze	6 & 2½	6 & 3	12 do	197 16
Carleton West and Railway Station	J. Hayes	1	12	12 do	55 00
Carluke and Hamilton	W. J. Walker	13½	6	12 do	320 00
Carrville and Sherwood	J. Coombs	2	6	12 do	80 00
Cartier and Railway Station	E. Fry	¾	12	12 do	10 00
Castlemore and Kleinburg Station	J. Hugill, jun.	14 r. t.	6	12 do	250 00
Cataract and Railway Station	J. Howard	½	12	12 do	75 00
Cedar Dale and Railway Station	W. Coleman	¾	25	12 do (less fine).	124 00
Chapleau and Railway Station	J. M. Austin	¾	12	12 do	75 00
Chelmsford and Railway Station	E. Belanger	1½	3	11 do (to Feb. 29, '92).	27 50
do do	G. Bennett	1½	12	1 do from do	4 16
Cheltenham, Campbell's Cross and Railway Station	A. S. Campbell	½ & 21 r. t.	12 & 6	12 do	339 00
Cherrywood and Whitevale	A. McPherson	3½	3	12 do	100 00
Chippawa and Niagara Falls	J. C. Hull	6	12	12 do	500 00
Churchville and Railway Station	T. A. Fogarty	¾	6	12 do	80 00
Claremont and Railway Station	E. Derusha	¾	12	12 do	109 90
Claremont and Stouffville	J. Yake, jun.	19 r. t.	6	12 do	270 00
Clarke and Kendal	M. Stanton	6½	6	12 do	181 52
Clarke and Railway Station	J. Pethick	5½	12	12 do	279 46
Clarkson and Railway Station	W. W. Clarkson	1½	6	12 do	25 00
Clyde and Railway Station	E. McNichol	1½	6	12 do	100 00
Cockburn Island and Thessalon	W. Higgins	15	1	Part of season 1891-92.	108 00
Coleman and Railway Station	T. Gibson	¾	12	12 months	120 00
Collins Inlet and Killarney	D. DeLamorandière	18	1	12 do	153 40
Cooks Mills and Railway Station	C. E. Smith	¾	12	12 do	125 60
Cooksville and Railway Station	C. R. Colwell	1	12	12 do	140 00
Copetown and Orkney	J. McCarthy	3	6	12 do	170 00
Copper Cliff and Sudbury	T. Smiles	5	6	9 do (to Dec. 31, '91).	93 75
do do	Byers & Pierce	5	6	3 do from do	42 50
Credit Forks and Railway Station	G. G. Smith	¾	12	12 do	78 00
Crowland and Welland	J. McQueen	4	3	12 do	109 00
Davenport and Fairbank	D. McComb	2½	6	12 do	93 60
Davenport and Railway Station	W. Rowntree	50 yds.	12	12 do	20 00
Davenport and West Toronto Junct.	J. S. Kirkwood	1	6	4 do (from Dec. 1, '91)	25 00
Desert and Stobie Station	J. W. Alderson	7	2	12 do	104 00
Don and Toronto	A. Hogg	8	6	12 do	360 00
Dovercourt and Yorkville	H. W. Hancock	4½	6	12 do	125 00
Downsview and Railway Station	J. E. Clarke	¾	6	12 do	100 00
Drumquin and Milton	J. McIntosh	18 r. t.	6	12 do	300 00
Dunbarton and Frenchman's Bay Station	B. Pizer	¾	13	12 do	125 00
Dunbarton and Liverpool Market	do	1	6	12 do	76 00
Dundas and Hamilton	J. Herriman	5	6	12 do	125 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	N ^o . of Trips per Week.	Period.	Amount.
					\$ cts.
Dundas and Sheffield	J. Moore	14 ³ / ₄	6	12 months	449 00
Dunnville and Railway Station	M. Culleton	4	24	12 do	133 32
Dunnville and Wellandport	L. Durham	12	6	12 do	331 00
East Toronto and Little York Railway Station	J. P. Shaw	4	18	2 do (from Feb. 1, '92)	10 83
Edgeley and Thornhill Station	J. Burkholder	2	6	12 do	122 00
Edmonton and Railway Station	W. Gouling	1 ¹ / ₂	6	3 do (to June 30, '91).	7 50
do do	R. Quin	5	6	9 do from do	52 50
Elcho and Smithville	E. Evans	8	2	5 do (to Aug. 31, '91).	28 95
do do	do	8 ³ / ₄	2	7 do from do	42 86
Elder's Mills and Railway Station	D. Elder	4	6	12 do	60 00
Elia and Railway Station	S. T. Brooke	3	6	12 do	75 00
Elizabethville and Port Hope	J. F. Beatty	30 r. t.	6	12 do	470 00
Elmbank and Malton	I. Sanders	25 r. t.	6	12 do	367 00
Emery and Railway Station	J. Watson	4	6	12 do	57 50
Enfield and Oshawa	W. J. Fisher	14	3	4 do (to July 31, '91).	45 78
do do	M. Vickery	14	3	8 do from do	116 66
Fleetwood and Franklin	W. Stacy	2	4	12 do	72 50
Fonthill and North Pelham	J. A. McQueen	10	3	12 do	220 00
Fort Erie and Railway Stations	H. C. Lewis	14	48	12 do	360 00
Fort William and Railway Station	J. Livingstone	4	12	12 do	245 00
Fort William West and Ry. Station	A. McLaren	7 ¹ / ₂	12	12 do	120 00
Franconia and Perry Station	V. A. Clark	7	6	12 do	137 00
Franklin and Railway Station	J. Hadden	100 ft.	12	12 do	70 00
Freelan and Mountsberg	B. B. Johnson	3 ¹ / ₂	3	12 do	100 00
Freeman and Railway Stations	E. B. Freeman	1 ¹ / ₂	30	12 do	109 90
Garden River and Railway Station	W. R. Cunningham	1	3	12 do	78 50
Garrison Road and Stevensville	J. D. Gilmour	10	2	12 do	120 00
Georgetown and Railway Station	McCollum & Watson	1 ¹ / ₂	18	6 do (to Sept. 30, '91).	62 50
do do	W. F. McCollum	5	18	6 do from do	70 20
Georgetown and Terra Cotta	J. H. Orr	6	6	12 do	172 00
Glamorgan and Millbrook	J. Kennedy	6	2	12 do	100 00
Glanford Station and Ry. Station	H. Clark	1 ¹ / ₂	6	12 do	50 24
Glen Major and Myrtle	W. R. Derby	7	6	12 do	224 00
Goodwood and Railway Station	M. Chapman	1 ¹ / ₂	12	12 do	60 00
Gore Bay and Kagawong	W. H. Baxter	12	1	Part of seasons 1890-91 and 1891-92	44 00
Gore Bay and Meldrum Bay	R. Porter	58	1	12 months	325 00
Gore Bay and Perivale	R. T. Hall	17	1	8 do (to Nov. 30, '91).	73 33
Gore Bay and Providence Bay	do	27 ¹ / ₂	1	4 do from do	66 66
Gore Bay and Spanish River Station	W. H. Baxter	24 & 33	2	Part of seasons 1890-91 and 1891-92	430 00
Gormley and Unionville	J. Luman	25 r. t.	6	12 months	380 00
Goulais Bay and Sault Ste. Marie	A. McAulay	26	1	12 do	234 00
Grassy's Corners and Smithville Road	R. H. Walker	2	2	12 do	37 50
Greenbank and Blackwater Junction	E. Dusty	6 ¹ / ₂	6	12 do	165 00
Green Bay and Little Current	C. Skippen	12	1	12 do	71 25
Green River and Railway Station	R. Stephenson	1 ¹ / ₂	12	12 do	94 00
Grimsby and Smithville	G. H. Merritt	8	12	12 do	500 00
Grimsby Park and Railway Station	N. Phelps	4	24	Season 1891	36 00
Grimsthorpe and Providence Bay	S. Grimes	5	1	8 months (to Nov. 30, '91)	22 66
Guelph and Hamilton	J. Herriman	31 ¹ / ₂	6	12 do	1,000 00
Hamilton and Lowville	T. Langton	20	6	12 do	424 00
Hamilton and North Barton	A. W. Swazie	2 ¹ / ₂	6	12 do	50 00
Hamilton and Railway Stations	C. Armstrong	1	30 & 18	12 do	948 25
Hamilton and Stony Creek	G. Gibbons	7	12	12 do	350 00
Hamilton — Carriage of Letter Carriers.	Hamilton Street Railway Co.			12 do	600 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hamilton and Street Letter Boxes.	E. S. Waterman.	1	3	12 months	819 00
Hamilton Beach and Ry. Station.	J. Hughes.		5 do	16 days (from Oct. 15, 1891)	11 55
Hampton and Solina	E. B. Cryderman	2½	3	12 do	50 00
Harrisburg and Troy	M. O'Riley.	4	6	12 do	200 00
Harrisburg and Weir	W. O. Williamson	2½	3	3 do (to June 30, '91).	11 25
do do	D. Mannen.	2½	3	9 do from do	37 50
Hayesland and Mill Grove.	E. Young.	3½	6	12 do	136 00
Hewitt and Railway Station	J. B. Hewitt	¾	6	12 do	45 00
Humber and Weston	M. & J. Harria.	8	6	12 do	300 00
Humber Bay and Railway Station	W. T. Duck.	150 yds.	24	12 do	80 00
Humberston and Railway Station.	V. Hopf.	½	24	12 do	124 80
Inglewood and Railway Station	J. M. Scott.	½	12	12 do	52 00
International Bridge and Railway Station	G. Graham.	¼	24	12 do	150 00
Ironbridge and Thompson	R. Arnill.	8	2	12 do	112 75
Islington and Railway Station.	T. Musson.	½	6	12 do	94 20
Jackfish Bay and Railway Station.	S. A. Eakins.	¼	12	12 do	130 00
Janetville and Pontypool	J. Chambers.	29 r.t.	6	12 do	440 00
Jefferson and King Station	G. Harper.	10½	6	12 do	353 68
Jocelyn and Marksville.	C. Young.	12½	1	12 do	90 00
Jordan and Pelham Union	H. N. Cosby.	4	2	12 do	60 00
Kelso and Christie's Siding	D. Smith.	½	6	12 do	50 00
Killarney, Little Current and Manitowaning.	J. J. Taylor.	25 & 24	2 & 3	Part of seasons 1890-91 and 1891-92.	545 14
Kilmanagh and Mono Road Station.	H. McTaggart.	3	3	12 months	90 00
King, Holly Park and Nobleton.	W. Alcox.	10 & 4½	6 & 3	12 do	350 00
King and Railway Station	J. Irwin.	½	6	12 do	60 00
Kirkwall, Rockton and Valens.	J. Harper	15 r.t.	6 & 2	12 do	195 00
Kleinburg and Railway Station	J. Cairns.	1½	12	12 do	150 00
L'Amaroux and Agincourt Station.	A. Mason.	4	3	12 do	100 00
Lambton Mills and Railway Station	J. Lynn.	¼	18	12 do	162 00
Langstaff and Thornhill	H. Horne.	1½	6	12 do	60 00
Lemonville and Stouffville.	J. McConnochie.	5½	6	12 do	190 00
Leskard and Newcastle.	M. Jackson.	10	6	12 do	300 00
Leskard and New Park	R. Fuller.	4	2	9 do (to Dec. 31, '91).	39 36
do do	R. Miller.	4	2	3 do from do	11 87
Lily Lake and Manitowaning	H. McLaughlin.	7	1	12 do	70 00
Linton and Lloydtown.	W. Rolling.	3½	6	12 do	150 00
Lisgar and Trafalgar Station.	W. J. Marshall.	1	6	12 do	81 36
Little Current and Massey Station.	W. Peters.	26	3	Part of seasons 1890-91 and 1891-92.	552 00
Little Current and Sheguindah.	W. Caughill	8	2	Season 1891	50 00
Little Rapids and Thessalon.	J. B. Dobie.	3	1	7 months (to Oct. 31, '91)	15 16
Lockton and Centreville Station	D. Horan, jun.	1½	6	6 do (to Sept. 30, '91)	47 50
do do	S. Squier.	1½	6	6 do from do	42 50
Long Branch and Railway Station	A. R. Buckels.	¼	12 & 6	8 do (from Aug. 1, '91)	26 66
Lowbanks & Boulton Ditch Crossing	I. Michener.	¼	6	12 do	80 00
Lowville and Milton.	W. Griffith.	7	6	12 do	200 00
Lynden and Trinity.	B. Dunham.	10½	6	2 do (from Feb. 1, '92)	38 81
MacLennan and Port Finlay.	M. MacLennan.	2½	2	Season 1891.	46 50
Macville and Railway Station.	J. Archdekin.	½	6	12 months	55 00
Malton and Sandhill	S. Scales.	12	6	12 do	321 00
Malvern and Scarboro' Junction	R. Bell.	23½ r.t.	6	12 do	410 00
Manchester and Railway Station.	J. Tennyson	1½	12	12 do	95 00
Manitowaning and Providence Bay.	J. Robinson	34	2	12 do	408 00
Manitowaning and Wikwimekong.	J. B. Flamand.	6	2	12 do	105 00
Mansewood and Railway Station	I. Wooding.	¾	6	12 do	50 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Manvers Station and Ry. Station.	H. McCullough.	14 r. t.	6	12 months	39 24
Maple and Purpleville.	J. Rupert	14 r. t.	6	12 do	219 00
Maple and Railway Station.	J. Hood	12	12	do	136 00
Markham and Railway Station.	F. G. Percy	24	12	do	157 00
Markstay and Railway Station.	A. S. Lefebvre	200 yds.	6	3 do (from Jan. 1, '92)	6 25
Marksville and Tenby Bay.	B. P. Fuller	13	1	12 do	65 00
Marshville and Railway Station.	W. McOuet	33	12	12 do	200 00
Massey Station and Railway Station	D. G. McDonald	20 rods.	6	5 do (to Aug. 31, '91)	26 20
do do	do	20 rods.	12	7 do from do	36 60
Meadowdale and Railway Station.	C. W. Switzer	12	12	12 do	135 00
Melville Cross and Railway Station.	H. Scott	12	6	12 do	30 00
Michipicoten River and Grasset					
Station.	W. Spence	55	2	12 do	288 00
Millbrook and Letter Box	W. Williams	4	6	12 do	50 00
Millbrook and Pleasant Mount.	J. McLean	8	6	12 do	263 00
Millbrook and Railway Station.	W. Vance	30	3	do (to June 30, '91)	70 20
do do	do	36	9	do from do	254 88
Milton and Railway Stations.	J. McIntosh	1/2 & 3/4	12 & 18	12 do	130 00
Mindemoya and Tehkummah.	H. Cowan	27	1	12 do	140 00
Mono Mills and Mono Road Station	R. Arlow, jun.	9	6	12 do	343 00
Mono Road Station and Ry. Station	J. Judge	1/6	6	12 do	25 00
Montrose and Port Robinson.	A. Welstead	5	3	12 do	117 50
Mount Albion and Rymal Station.	C. Stewart	2 1/2	6	12 do	110 00
Mount Dennis and Railway Station	G. Marshall	100 yds.	12	3 do (from Jan. 1, '92)	7 50
Mulgrave and Ridgeway.	C. J. Bitner	4	3	12 do	78 00
Murilla and Railway Station.	J. McLean	1 1/2	12	12 do	175 00
Murilla and Silver Mountain.	McKenzie Bros.	24	3	12 do	400 00
Myrtle and Railway Station.	W. R. Derby	1/4	12	12 do	60 00
Nassagaweya and Campbellville Sta-					
tion	J. Easterbrook	5 1/2	6	12 do	200 00
Nelsonville and Railway Station	T. Lannin	1/4	6	4 do (from Dec. 1, '91)	20 00
Nepigon and Railway Station	J. A. McDonald	1 1/2	6	12 do	78 50
Netherby and Railway Station.	E. W. Current	1 1/2	6	3 do (to June 30, '91)	18 75
do do	E. L. Green	1 1/2	6	9 do from do	52 50
Newcastle and Orono.	M. Jackson	5	6	12 do	155 00
Newmarket and Pine Orchard	T. Somerville	4 1/2	3	12 do	89 00
Newmarket and Railway Station.	do	15	24	12 do	114 00
Niagara and Niagara Falls.	W. J. Sheppard.	15	6	12 do	525 00
Niagara and Railway Station.	R. Warren	1/4	12	12 do	60 00
do do	do	1/4	6	Season 1891.	10 00
Niagara and St. Catharines.	J. Abbott	12	6	12 months	448 00
Niagara Falls and Railway Station.	W. W. Woodruff	1/4	12	12 do	52 00
do do	do	1/4	6	Season 1891.	8 67
Niagara Falls & Suspension Bridge,					
N.Y.	do	1/2	6	12 months	84 00
Norval and Railway Station.	T. Hewson	1 1/2	6	12 do	100 00
Oakville and Trafalgar.	E. Hillmer	4	6	12 do	225 00
Oshawa and Raglan.	J. S. Yeomans.	9	6	12 do	245 00
Oshawa and Street Letter Boxes.	W. H. Thomas.	1/2	12	12 do	65 00
Palermo and Bronte Station.	A. Coffee	3	6	12 do	190 00
Parkdale—C. P. Ry. and G. T. Ry.	T. W. Todd	1/6	6	12 do less fine.	98 00
Peninsular Harbour and Ry. Station	H. Wilson	1/2	6	12 do	75 00
Pine Grove and Woodbridge.	G. Elliston	1 1/2	6	12 do	42 00
Pontypool and Railway Station	T. Stanton	1/6	12	12 do	70 00
Poplar Grove and Rydal Bank.	W. R. Smyth	13	1	12 do	104 00
Port Arthur and Railway Station.	F. S. Wiley	1/4	12	12 do	212 50
Port Colborne and Railway Stations	J. Saurin	1/4	36	12 do	146 00
Port Colborne Railway Station and					
Letter Box.	W. Armstrong		9	do (to Dec. 31, '91)	7 50
do do	D. Wilcox		3	do from do	2 50
Port Coldwell and Railway Station.	R. Jackson	20 ft.	12	12 do	10 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Port Credit and Railway Station	J. Hamilton	36	6	12 months	61 23
Port Dalhousie and Railway Station	F. W. Smith	30	12	do	200 00
Port Hope and Midland Station	C. R. Adamson	36	12	do	200 00
Port Hope and Ross Mount	S. Lill	7 1/2	2	12 do	70 00
Port Hope and Street Letter Boxes	J. Caldwell	4 1/2	12	12 do	200 00
Port Lock and Stobie Station	P. Stobie	2 1/2	2	12 do	30 00
Port Maitland and Stromness	H. Siddall	2	3	12 do	70 00
Port Perry and Railway Station	W. M. Jamieson	1 1/2	18	12 do	74 00
Port Perry and Shirley	T. Espin	5 1/2	2	12 do	80 00
Port Perry and Uxbridge	J. H. Wegg	12	6	12 do	360 00
Port Robinson and Railway Station	J. McCoppen	1 1/2	24	12 do	140 00
Prince Albert and Railway Station	C. Fallis	1 1/2	12	12 do	80 00
Richard's Landing and Sea Gull	W. Young	6	1	12 do	55 00
Richmond Hill and Railway Station	W. R. Proctor	3 1/2	12	12 do	238 64
Richmond Hill and Toronto	J. Palmer, jun.	16	6	12 do	1 00
Ridgeway and Railway Station	P. W. Anthony	1 1/2	12	12 do	72 72
Rockside and Terra Cotta	L. Harber	3 1/2	2	12 do	69 00
Rosspoint and Railway Station	J. J. Morrow	50 yds.	12	12 do	15 00
Rouge Hill and Toronto	R. H. Crew	17	6	12 do	399 00
St. Azilda and Railway Station	Z. Regimbal	1 1/2	3	10 do (from June 1, '91)	33 33
St. Catharines and Street Letter Boxes	J. J. Richardson			12 do	313 00
St. Catharines and Welland Station	M. Iveson	1	24	12 do	251 20
Sault Ste. Marie and Ry. Station	M. C. Pim	1 1/2	12	12 do	188 40
Sault Ste. Marie and Sault Ste. Marie, U.S.	do	1 1/2	6	4 do (to July 31, '91)	50 00
Schreiber and Railway Station	J. E. Walker	200 yds.	12	12 do	75 00
Scotch Block and Station	J. McKenzie	1	6	12 do	78 00
Seagrave and Railway Station	L. Johnson	1 1/2	6	12 do	60 00
Sheridan and Cooksville Station	W. H. Falconer	8	6	12 do	294 00
Sherkston and Railway Station	B. F. Sherk	1 1/2	12	12 do	75 00
Shrubmount and Vivian	F. Stevens	2 1/2	3	12 do	65 00
Siloam and Uxbridge	J. Smith	17 r.t.	3	12 do	146 00
Smithville and Wellandport	B. Atkinson	9	6	12 do	249 00
Snyder and Railway Station	T. Snyder	1 1/2	6	12 do	125 00
South Bay Mouth and Tehkummah	S. Sloan	8	1	12 do	102 00
Sowerby and Dayton Station	G. Hendry	6	2	3 do (to June 30, '91)	30 00
do do	A. H. Hagen	6	2	9 do from do	105 00
Spanish River Station and Ry. Stn.	M. Donovan	1 1/2	6	12 do	60 00
Stevens Hill and Railway Station	C. Tytherleigh	1 1/2	12	12 do	80 00
Stoney Creek and Woodburn	J. Cowan	15 r.t.	3	12 do	149 00
Stouffville and Railway Station	M. Yake	1 1/2	30	12 do	78 50
Streetsville and Railway Station	T. W. Robinson	1 1/2	30	12 do	120 00
Stromness and Railway Station	H. Siddall	2	12	12 do	120 00
Sturgeon Falls and Railway Station	J. Hewis	1 1/2	12	12 do	65 00
Sudbury and Railway Station	S. Fournier	1 1/2	12	12 do	263 10
Summersville and Cooksville Station	P. McLaughlin	6	6	12 do	225 00
Swansea and Railway Station	J. Worthington	100 yds.	24	12 do	78 00
Thessalon and Railway Station	J. Glancy	3	12	11 do (to Feb. 29, '92)	252 08
do do	J. J. Ansley	3	12	1 do from do	9 58
Thessalon and Wharnciffe	W. Taggart	17	1	12 do	120 00
Thompson and Railway Station	R. Tyner	30 ft.	6	12 do	25 00
Thornhill and Railway Station	J. T. B. Lindsay	3	12	3 do (to June 30, '91)	54 60
do do	J. H. Francis	3	12	9 do from do	165 20
Thornhill and Toronto	J. Thompson	12	6	9 do (to Dec. 31, '91)	187 50
do do	J. H. Francis	12	6	3 do from do	62 25
do do	J. Thompson	12	6	3 do from do	0 25
Thorold and Railway Station	J. Dale	1 1/2	24	12 do	188 40
Toronto and Branch Post Offices	R. Bond		15	do (to June 30, '92)	3,062 50
Toronto and Railway Stations	T. H. Dryden	1	48&26	12 do	813 12

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Toronto and Railway Stations	F. Middleton..	1	24&30	12 months	865 69
Toronto—Carriage of Letter Carriers	Toronto Street Ry. Co.			12 do (to May 31, '92)..	2,837 00
Toronto—Island Ferry Tickets	J. H. Weatherbee (to pay)			Season 1891.	10 40
Unionville and Railway Station	M. R. Henningway	$\frac{1}{4}$	24	12 months	81 12
Uxbridge and Railway Station	J. Kimmerly	$\frac{3}{4}$	24	12 do	90 00
Uxbridge and Victoria Corners	J. Imrie	19 r.t.	3	12 do	129 00
Verner and Railway Station	J. L. Michaud..	$\frac{1}{8}$	6	12 do	20 00
Vivian and Railway Station	N. L. McCormack	$\frac{3}{8}$	12	12 do	60 00
Wahnapiatae and Railway Station	D. McLaren	$\frac{1}{4}$	12	12 do	60 00
Walford Station and Ry. Station	A. G. Walford..	$\frac{1}{2}$	6	12 do	47 10
Warren and Railway Station	G. M. Warren	100 yds.	12	12 do	80 00
Webbwood and Railway Station	G. McLandress..	$\frac{3}{4}$	6	12 do	78 50
Welland and Railway Station	J. McQueen	$\frac{1}{4}$	12	12 do	100 48
Welland and Street Letter Box	G. H. Burgar	500 yds.	18	6 do (to Sept. 30, '91).	40 00
do do	J. McQueen	500 yds.	18	6 do from do	22 00
Welland and Wellandport	L. Durham	15	6	6 do (to Sept. 30, '91).	197 50
do do	B. Atkinson	15	6	6 do from do	195 50
Welland and Welland Station	O. H. Garner	$\frac{3}{4}$	24	12 do	175 84
Wesleyville and Railway Station	J. Barrowclough	$1\frac{1}{2}$	6	10 do (to Jan. 31, '92)..	78 60
do do	E. Barrowclough	$1\frac{1}{2}$	6	2 do from do	15 60
West Toronto Junct. and Ry. Stn.	J. S. Kirkwood..	$\frac{1}{4}$	24	2 do 23 days (to June 23, '91).	23 07
do do	do	$\frac{1}{4}$	38	3 do 21 days (to Oct. 14, '91).	46 08
do do	do	$\frac{1}{2}$	50	5 do 10 days (from do	92 39
Whitby and Railway Station	J. Scott	$1\frac{3}{4}$	18	12 do	103 28
Whitefish and Railway Station	F. Summerby	$\frac{1}{4}$	6	12 do	37 50
White River and Railway Station	W. E. McLaughlin	$\frac{1}{4}$	12	12 do	40 00
Woodbridge and Railway Station	G. Elliston	$\frac{1}{4}$	24	12 do	72 00
Zimmerman and Burlington Station	C. F. Cartwright	9	6	6 do (to Sept. 30, '91).	140 00
do do	D. Wilkins	9	6	6 do from do	137 50
Suspension Bridge Tolls	W. G. Swan, Superintendent.			12 do	40 00
				Total	\$57,858 85

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.E. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	Wellington.	240 95	169	2,585 11	18 25	328 50	6 46	66 00	66 00	80 00	
Acton.....	Halton	2,032 01	1,018	10,303 10	80 02	4,442 23	27 41	9 02	670 00		
Adolphustown.....	Lennox	180 01	155	1,952 45	13 58	303 23	4 90	66 03			
Ailsa Craig.....	Middlesex	1,044 13	804	7,175 95	62 42	3,749 52	18 81	6 97	380 00	6 00	40 00
Albion.....	Cardwell.	1,326 00	490	14,517 58	88 60	3,900 69	36 63	95 37	420 00	20 00	60 00
Albion.....	Elgin.	66 71	57	410 81	3 14	89 23	1 04	30 00	30 00		
Alexandria.....	Georgary	2,436 20	545	8,600 73	59 78	8,002 50	31 40	50 05	720 00	120 00	100 00
Algoma Mills.....	Algoma.	426 55	176	5,359 22	31 95	2,825 71	13 60	7 12	208 00		
Allandale.....	Simcoe.	1,317 15	526	6,187 88	50 24	1,192 78	16 43	6 68	400 00	20 00	40 00
Allenford.....	Bruce	407 52	429	6,896 76	45 00	1,557 91	17 91		150 00	25 50	
Allensville.....	Muskoka & P. Sound	156 39	192	2,785 04	18 54	505 41	7 82	80 00	80 00		
Alliston.....	Simcoe	2,800 85	1,010	9,515 87	72 66	4,730 66	25 87	28 32	760 00	8 00	120 00
Alma.....	Wellington.	453 10	258	2,076 62	15 77	925 55	6 03	140 00	140 00	5 83	
Almonte.....	Lanark	4,472 68	2,256	22,789 16	186 72	11,937 13	63 89	89 46	1,260 00	48 00	49 98
Alton.....	Cardwell	647 78	384	3,969 65	29 81	1,168 49	10 17	3 36	230 00		
Alvinston.....	Lambton.	1,534 55	817	9,966 70	71 79	3,180 67	26 75	32 23	480 00		60 00
Amherstburg.....	Essex	2,273 68	1,337	14,432 49	120 81	7,482 47	43 10	18 08	720 00	10 00	
Ancaster.....	Brant.	638 20	532	6,092 16	47 42	1,945 03	16 07	8 58	260 00		
Angus.....	Simcoe.	461 31	223	2,547 58	19 25	1,056 82	6 73	6 59	195 00	4 00	
Appin.....	Middlesex.	498 66	393	5,963 08	42 34	1,133 95	15 18	3 65	188 00	12 00	
Arkwright.....	Lambton.	987 59	925	12,241 35	90 45	2,756 87	31 39	18 23	369 00		40 00
Armprior.....	Bruce	183 48	102	1,107 21	7 92	648 58	2 83	80 00	80 00	4 00	
Arthur.....	Wellington.	3,951 07	1,784	18,762 59	148 42	8,081 72	50 14	1,040 00	100 00	169 00	
Arva.....	Middlesex	1,996 07	1,110	16,694 20	112 13	6,841 00	43 40	61 84	570 00	28 00	80 00
Ashworth.....	Muskoka & P. Sound	62 63	90	1,390 08	9 61	78 12	3 51	60 00	60 00	12 00	
Athens.....	Leeds	127 16	91	1,150 39	6 88	282 73	3 16	4 53	40 00		60 00
Auburn.....	Huron.	1,510 87	578	5,603 13	42 94	2,988 48	15 26	0 39	500 00	14 00	60 00
Aultsville.....	Stormont.	405 56	538	13,612 70	84 11	1,063 88	34 78	1 06	150 00	8 00	
Aurora.....	York.	670 95	309	3,396 18	25 85	1,752 04	8 71	1 06	240 00	8 00	
		2,465 72	846	7,695 23	61 11	15,479 58	22 92	15 92	710 00	72 00	120 00

Avening	310 93	236	3,239 10	20 89	325 12	8 37	82 00
Aylmer, West	4,225 18	2,279	24,390 64	187 40	12,648 32	69 04	1,120 00
Waterloo	1,820 51	1,237	11,513 08	92 36	11,513 08	30 79	640 00
Ayr	1,001 14	308	4,740 61	34 34	2,162 77	13 42	320 00
Grey	1,646 28	682	6,942 68	57 44	2,419 66	17 88	440 00
Baden	271 01	246	2,546 66	21 10	1,092 37	6 67	110 00
Bailheboro'	495 99	697	9,256 84	63 05	1,432 91	23 47	136 00
Bancroft	10,453 63	2,552	24,594 99	215 79	32,717 72	70 63	2,600 00
Hastings	655 44	416	6,993 28	46 81	2,415 72	11 33	160 00
Simcoe	590 68	2,539	26,272 16	289 56	5,246 91	80 65	250 00
Barnie	263 68	273	12,417 80	81 11	2,767 02	32 14	50 00
Lennox	391 44	379	2,718 30	18 59	989 11	7 52	260 00
Bathurst St. (Toronto)	1,273 10	1,694	14,687 11	107 79	2,983 00	38 51	104 00
York	1,669 22	639	6,110 07	48 72	3,709 03	16 35	212 00
Huron	1,071 21	456	5,885 04	40 92	2,339 36	12 47	150 00
Ontario	345 04	140	2,525 65	16 14	251 21	6 83	44 00
Bellevue	18,943 17	5,370	54,207 85	466 87	51,609 26	3 92	100 00
Beeton	595 32	501	8,194 32	57 32	1,083 20	2 40	190 00
Belfountain	949 05	96	987 74	8 82	377 00	2 47	59 00
Cardwell	195 06	136	1,792 27	13 81	658 22	4 65	230 00
York	345 04	140	2,525 65	16 14	251 21	6 83	44 00
Belhaven	521 79	54	1,404 99	9 96	949 87	3 92	100 00
Belle River	18,943 17	5,370	54,207 85	466 87	51,609 26	3 92	190 00
Hastings	136 47	38	955 86	5 97	81 71	2 40	59 00
Belleville	595 32	501	8,194 32	57 32	1,083 20	2 40	59 00
Bell's Corners	949 05	96	987 74	8 82	377 00	2 47	59 00
Belmont	1,071 21	456	5,885 04	40 92	2,339 36	14 92	450 00
Middlesex	316 94	1	30 59	0 20	35 70	0 08	120 00
Wellington	9,174 02	3,157	4,494 96	26 95	238 92	11 61	200 00
Berlin	378 10	153	3,494 96	26 95	238 92	11 61	200 00
Durham	316 94	1	30 59	0 20	35 70	0 08	120 00
Bethany	196 40	173	1,792 27	13 81	658 22	4 65	72 00
Biscotasing	2,546 11	1,891	7,933 89	86 12	1,912 72	20 61	72 00
Algoma	412 52	114	2,167 98	13 60	1,567 14	5 43	192 00
Grenville	1,570 69	772	7,553 63	56 33	4,500 23	19 96	492 00
Victoria	1,580 48	949	17,249 14	114 45	4,054 54	45 46	492 00
Bleeker St. (Toronto)	400 65	86	1,289 31	8 58	830 72	3 39	48 00
York	400 65	86	1,289 31	8 58	830 72	3 39	48 00
Blenheim	1,621 50	1,215	13,223 66	102 51	4,705 23	35 99	180 00
Kent	4,927 38	1,830	14,877 69	127 43	14,493 94	41 23	80 00
Bloor St. (Toronto)	2,801 82	1,394	17,914 31	131 16	10,957 07	48 17	160 00
York	1,892 86	735	10,905 51	75 18	2,654 23	28 03	270 00
Blyth	4,985 12	1,382	17,322 50	141 80	21,739 78	48 20	100 00
do	22,905 13	4,901	47,239 62	141 77	182,875 76	141 87	80 00
Robaygon	230 45	225	3,959 82	26 71	500 36	10 32	20 00
Bondhead	1,055 48	672	6,740 80	51 73	906 21	8 47	400 00
Bothwell	636 10	391	4,351 41	35 31	3,497 73	17 64	170 00
Bothwell	2,101 17	1,547	12,939 38	104 48	6,801 26	36 44	10 00
Bothwell	1,936 71	569	5,082 23	47 06	1,277 16	14 02	240 00
Bowmanville	12,387 46	4,320	38,167 38	333 64	53,449 68	110 77	100 00
Bowmanville	188 71	42	361 62	3 03	438 99	1 00	80 00
Bracebridge	1,892 86	735	10,905 51	75 18	2,654 23	28 03	110 00
Bradford	4,985 12	1,382	17,322 50	141 80	21,739 78	48 20	480 00
Brant	22,905 13	4,901	47,239 62	141 77	182,875 76	141 87	200 00
Brantford	230 45	225	3,959 82	26 71	500 36	10 32	400 00
Brechin	1,055 48	672	6,740 80	51 73	906 21	8 47	170 00
Bridgewater	636 10	391	4,351 41	35 31	3,497 73	17 64	10 00
Brighton	2,101 17	1,547	12,939 38	104 48	6,801 26	36 44	240 00
Brighton	1,936 71	569	5,082 23	47 06	1,277 16	14 02	100 00
Brookton	12,387 46	4,320	38,167 38	333 64	53,449 68	110 77	240 00
Brookton	188 71	42	361 62	3 03	438 99	1 00	100 00
Brookville	1,892 86	735	10,905 51	75 18	2,654 23	28 03	80 00
Leeds	4,985 12	1,382	17,322 50	141 80	21,739 78	48 20	480 00
Leeds	22,905 13	4,901	47,239 62	141 77	182,875 76	141 87	200 00
Halton	230 45	225	3,959 82	26 71	500 36	10 32	400 00
Halton	1,055 48	672	6,740 80	51 73	906 21	8 47	170 00
Halton	636 10	391	4,351 41	35 31	3,497 73	17 64	10 00
Halton	2,101 17	1,547	12,939 38	104 48	6,801 26	36 44	240 00
Halton	1,936 71	569	5,082 23	47 06	1,277 16	14 02	100 00
Halton	12,387 46	4,320	38,167 38	333 64	53,449 68	110 77	240 00
Halton	188 71	42	361 62	3 03	438 99	1 00	100 00

* Accounting Office from 1st October, 1891.

+ Non-accounting Office from 1st January, 1892.

+ Salaries, &c., entered in Auditor-General's Report.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brooklin.....	Ontario	935 97	739	9,191 05	64 72	3,092 98	24 62	3 45	300 00	24 00	40 00
Brougham.....	do	385 47	136	2,624 04	17 87	467 42	6 64	1 36	200 00	55 00	130 00
Brussels.....	Huron.....	2,501 14	1,972	21,786 04	154 57	9,152 50	56 84	30 16	800 00	18 00	50 00
Burford.....	Brant.....	693 47	615	10,148 76	69 09	2,524 73	27 63	1 86	250 00	50 00	40 00
Burk's Falls.....	Muskoka & P. Sound	1,190 41	510	8,974 54	62 24	2,916 49	23 79	9 75	390 00	12 00	40 00
Burlington.....	Huron.....	1,152 32	663	7,497 90	60 94	5,668 66	21 64	7 89	420 00	16 00	40 00
Byng Inlet, North	Muskoka & P. Sound	268 60	271	5,162 01	34 97	867 86	12 97	5 74	146 00	140 00	50 00
Casitorville.....	Nipissing.....	518 55	77	932 29	6 63	326 50	2 33	2 33	50 00	50 00	60 00
Caledon.....	Wentworth.....	128 25	64	1,067 51	7 10	106 42	2 69	9 50	150 00	50 00	10 00
Caledonia.....	Haldimand.....	420 36	188	3,688 58	23 23	1,416 09	9 50	2 69	505 00	10 00	60 00
Callender.....	Muskoka & P. Sound	1,391 43	795	10,324 34	73 70	3,803 97	26 92	3 22	90 00	4 00	10 00
Cambray.....	Victoria.....	333 21	159	1,183 71	9 13	183 45	3 22	0 93	140 00	170 00	10 00
Camden East.....	Addington.....	389 45	400	3,188 80	21 59	889 62	13 06	4 09	164 00	10 00	4 00
Cambridge.....	Lambton.....	468 34	156	1,600 04	13 58	1,172 72	4 09	60 75	170 00	10 00	120 00
Campbellford.....	Northumberland.....	3,388 06	2,089	22,564 40	168 19	9,211 82	60 75	12 32	130 00	32 00	80 00
Campbellville.....	Haltont.....	366 91	343	4,084 62	30 12	661 40	10 69	12 55	200 00	20 00	60 00
Canfield.....	Haldimand.....	438 09	342	4,815 01	30 56	452 23	12 07	3 63	540 00	16 00	80 00
Canthamton.....	Ontario.....	1,783 62	858	8,238 98	60 46	5,519 06	21 15	31 80	440 00	40 00	120 00
Cardinal.....	Grenville.....	1,393 87	629	11,162 59	86 71	1,838 07	29 21	6 82	1,210 00	180 00	20 00
Carroll.....	Bruce.....	406 82	267	2,506 23	21 04	2,229 13	6 82	3 44	140 00	170 00	40 00
Carleton Place.....	Lanark.....	4,764 77	2,080	21,435 94	170 64	10,736 32	57 85	64 79	1,210 00	18 00	40 00
Casleton.....	Northumberland	435 11	521	6,475 83	46 97	3,069 67	16 57	38 83	209 00	60 00	20 00
Cayuga.....	Haldimand.....	1,327 92	1,295	15,027 83	103 00	3,069 67	38 83	20 11	340 00	240 00	40 00
Cedar Dale.....	Ontario.....	585 96	76	510 00	6 03	367 04	1 43	45 22	208 00	240 00	40 00
Chapleau.....	Algoma.....	1,248 12	732	21,374 18	140 30	2,020 21	54 07	45 22	3,360 00	56 00	20 00
Charing Cross.....	Kent.....	492 91	110	1,707 91	12 44	206 24	4 41	97 48	280 00	14 00	40 00
Chatham.....	do.....	13,908 07	4,632	43,149 75	369 44	47,634 56	129 42	0 30	720 00	40 00	20 00
Chatsworth.....	Grey.....	871 00	507	6,363 49	57 38	4,337 68	17 15	51 17	480 00	40 00	20 00
Chesley.....	Bruce.....	2,565 71	990	6,791 52	36 68	3,188 89	13 36	12 23	300 00	100 00	28 00
Chiesterville.....	Dundas.....	1,413 61	316	4,544 32	36 68	3,188 89	13 36	12 23	160 00	16 00	52 00
Chippawa.....	Welland.....	733 97	163	1,690 50	14 52	1,790 31	6 16	1 98	240 00	28 00	16 00
Clanbeoye.....	Windsor.....	234 54	64	7,339 25	4 95	717 61	1 98	10 20	140 00	16 00	52 00
Clarendon.....	Midlesex.....	624 76	278	7,663 43	47 84	1,823 09	19 52	7 76	160 00	16 00	52 00
Clarence.....	Ontario.....	436 74	104	1,956 25	15 14	1,209 21	5 75	7 56	140 00	16 00	52 00
Clarke.....	Russell.....	296 76	200	2,707 59	17 31	706 90	7 56	20 49	312 00	28 00	16 00
Clarksburg.....	Durham.....	730 43	735	7,736 88	56 81	3,182 10	20 49	54 83	312 00	28 00	16 00
Clarksburg.....	Grey.....	730 43	735	7,736 88	56 81	3,182 10	20 49	54 83	312 00	28 00	16 00

Clearville.....	227 80	4,050 41	24 78	1,102 32	10 16	0 09	88 00	40 00
Clifford.....	1,022 35	8,981 00	61 45	5,093 43	23 09	7 39	420 00	200 00
Clinton.....	4,655 55	16,331 60	134 13	18,701 61	48 08	105 64	1,260 00	40 00
Huron.....	1,103 14	6,936 03	46 16	3,199 03	19 06	20 48	360 70	40 00
Cobden.....	6,857 15	22,389 57	199 49	23,726 65	68 97	22 41	1,824 00	120 00
Coburne.....	3,059 69	18,242 67	135 42	15,250 63	48 01	5 97	800 00	144 00
Coldwater.....	957 69	10,416 79	22 52	2,369 21	27 37	13 81	340 00	40 00
Coleman.....	604 50	2,945 31	24 73	890 61	7 99	9 02	240 00	40 00
Collingwood.....	6,423 93	21,380 88	170 53	30,276 20	64 19	36 57	1,610 00	240 00
Colpo's Bay.....	132 46	1,866 27	13 17	502 36	5 15	8 00	50 00	8 00
Columbus.....	300 69	2,749 19	18 37	701 47	7 06	.....	108 00	.....
Gomber.....	1,037 00	4,180 73	30 33	985 76	10 60	.....	400 00	240 00
Conestogo.....	234 95	2,118 92	16 25	530 27	5 32	.....	90 00	.....
Consecon.....	489 97	4,953 60	36 77	749 03	12 45	8 36	200 00	12 00
Cookstown.....	1,066 69	5,341 85	35 82	1,881 42	13 64	23 74	336 00	9 00
Cooksville.....	307 31	1,496 28	10 71	768 39	3 98	.....	120 00	.....
Corinth.....	245 25	2,830 88	19 69	313 55	7 23	101 52	90 00	100 00
Corwall.....	8,380 81	23,514 64	202 78	23,315 78	74 61	.....	2,060 00	.....
Corunna.....	2,291 10	2,299 10	17 48	1,206 82	7 13	.....	100 00	.....
Courtright.....	660 86	6,107 33	41 11	2,788 84	16 49	0 81	240 00	24 00
Craighurst.....	218 43	347 74	2 80	376 13	0 87	.....	80 00	.....
Crediton.....	704 87	5,199 46	42 67	2,163 51	14 26	36 52	240 00	40 00
Creemore.....	1,205 77	15,669 80	99 87	4,109 55	40 18	24 54	412 00	.....
Crysler.....	358 42	15,435 73	95 29	4,248 37	43 79	.....	150 00	.....
Cumberland.....	580 53	5,379 62	36 56	1,631 45	13 71	7 67	200 00	.....
Deer Park.....	484 67	1,535 36	14 44	1,262 92	4 47	4 79	120 00	.....
Delaware.....	470 02	6,506 42	47 43	1,252 81	16 95	5 38	200 00	60 00
Delhi.....	1,305 93	12,169 70	90 40	3,136 17	31 63	3 51	440 00	40 00
Delta.....	771 76	11,491 42	72 79	1,411 85	29 07	4 52	320 00	.....
Desboro'.....	383 10	8,512 33	54 72	840 44	22 27	.....	120 00	160 00
Deseronto.....	4,638 68	14,230 64	119 42	7,070 20	38 21	13 49	1,140 00	.....
Dickinson's Landing.....	385 34	3,270 91	27 28	649 82	8 37	.....	140 00	.....
Dorchester Station.....	507 01	3,447 30	27 90	1,767 43	8 75	.....	188 00	40 00
Dovercourt.....	206 45	523 91	4 62	128 34	1 42	.....	80 00	.....
Drayton.....	1,524 77	5,076 69	40 69	2,859 83	13 61	2 80	490 00	12 00
Dresden.....	2,380 29	23,983 27	173 25	6,884 69	62 67	24 89	700 00	24 00
Drumbo.....	320 02	6,083 56	44 10	1,156 85	15 84	8 07	348 00	16 00
Duart.....	673 01	1,898 79	14 68	799 28	4 86	.....	132 00	.....
Dublin.....	164 82	8,164 74	53 14	1,559 37	23 01	.....	252 00	48 00
Dunbarton.....	164 82	380 55	3 25	209 30	0 97	0 97	64 00	.....
Dunburch.....	428 48	5,059 82	32 24	451 31	12 81	.....	140 00	10 00
Dundalk.....	1,324 14	15,534 06	109 34	4,601 04	40 41	.....	460 00	60 00
Dundas.....	3,807 21	15,948 64	137 14	10,320 47	46 70	87 69	1,100 00	84 00
Dundas St. (Toronto).....	.....	10,861 49	106 74	3,420 79	28 97	23 06	.....	.....
Dungannon.....	479 44	9,110 10	56 61	1,678 71	28 31	10 09	184 00	90 00
Dunville.....	3,096 56	20,006 59	157 49	9,432 11	52 54	24 36	880 00	120 00
Dunvegan.....	262 11	2,396 91	16 46	1,687 60	7 75	.....	108 00	100 00
Durham.....	2,201 22	18,332 73	124 32	6,764 16	49 34	29 19	680 00	110 00
Dutton.....	1,599 64	10,606 08	77 52	3,439 46	27 30	5 27	490 00	60 00

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

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Eganville.....	Renfrew.....	1,418 97	615	24,244 59	141 70	3,204 99	62 26	21 88	480 00	80 00	60 00		
Elmira.....	Waterloo.....	1,056 87	658	6,796 76	54 68	3,210 20	18 42	3 23	350 00	8 00	40 00		
Elmvale.....	Simcoe.....	1,173 24	319	3,547 54	24 88	1,241 88	9 41	3 72	340 00	24 00	40 00		
Elmwood.....	Bruce.....	617 13	323	3,496 38	26 34	1,905 78	9 91	0 77	220 00	24 00			
Elora.....	Wellington.....	2,164 22	1,614	15,801 95	117 34	9,603 38	43 51	90 37	672 00	100 00	120 00		
Embro.....	Oxford.....	1,012 26	652	7,783 48	58 48	4,282 35	20 21	6 58	330 00	40 00	40 00		
Ennsdale.....	Muskoka & P. Sound	756 38	250	4,138 34	29 93	1,950 03	12 92	4 04	284 00	16 00			
Enterprise.....	Addington.....	479 25	153	2,408 21	17 15	756 61	6 30		168 00	12 00			
Erin.....	Wellington.....	1,075 95	727	14,404 17	98 67	2,693 37	36 89	55 90	372 00	12 00	40 00		
*Essex.....	Essex.....	2,730 04	1,825	19,535 41	144 77	6,694 86	50 77	21 79	900 00	60 00	150 00		
Exeter.....	Middlesex.....	2,259 41	1,502	14,284 85	113 32	8,084 64	38 26	62 70	680 00	84 00	100 00		
Fenelon Falls.....	Victoria.....	1,698 29	908	14,899 16	96 89	3,407 42	38 33	24 84	500 00	6 00	80 00		
Fergus.....	Wellington.....	2,937 06	1,799	23,694 47	171 53	8,090 06	61 57	28 18	840 00	100 00	120 00		
Fingst.....	Elgin.....	743 46	225	3,042 11	24 25	3,393 01	7 72	4 96	300 00				
Fleeherton.....	Grey.....	1,158 62	912	12,502 87	85 19	3,709 67	32 15		387 00	70 00	40 00		
Flinton.....	Addington.....	231 59	115	1,810 91	11 99	383 80	5 18		72 00				
Florence.....	Middlesex.....	731 81	614	9,153 31	64 96	3,740 47	23 73	11 17	276 00				
Fonthill.....	Welland.....	550 54	315	4,421 20	36 28	1,712 28	12 65	9 85	190 00	16 00			
Forstwich.....	Huron.....	616 30	439	11,620 57	71 39	2,264 20	29 77	2 03	236 00	16 00			
Forst.....	Lambton.....	2,606 57	1,555	11,334 87	95 64	8,517 67	30 98	4 94	780 00	16 00			
Formosa.....	Bruce.....	305 65	179	2,567 28	17 88	1,037 83	6 80		112 00				
Fort Erie.....	Welland.....	698 76	443	5,587 44	41 23	2,536 62	15 95	21 84	344 00		40 00		
+Fort William	Algoma.....	2,373 48	694	7,914 94	67 55	610 16	19 92	1 04	600 00		80 00		
Fort William, West	do	324 41	340	5,263 32	39 41	3,143 25	18 55	3 03	300 00		40 00		
Frankford.....	Hastings.....	622 19	537	7,035 47	59 66	1,347 85	14 55	2 36	250 00				
Freecon.....	Wentworth.....	232 91	116	1,726 87	11 64	1,578 69	4 61		100 00	6 00			
Freehan.....	Hatton.....	369 20	94	946 60	9 17	359 17	2 87		160 00				
French River.....	Muskoka & P. Sound	147 64	73	1,879 87	11 60	123 04	4 69		72 00				
+Fullarton.....	Perth.....	321 03	21	585 82	3 45	13 65	1 46		108 00				
Galt.....	Waterloo.....	12,041 51	4,084	36,313 23	317 30	58,404 03	103 48	104 93	2,800 00	60 00			
Gananoque.....	Leeds.....	5,306 38	2,401	21,980 48	182 49	12,904 27	63 11	39 88	1,380 00	16 00			
Georgetown.....	Hatton.....	2,686 42	1,411	14,758 54	117 67	8,096 30	39 86	105 41	800 00	108 00			
§Gerrard St. (Toronto)	York.....		2,719	28,576 74	312 54	5,884 79	74 01	34 19	104 19				
Glanmillan.....	Bruce.....	388 54	255	3,205 44	21 88	1,380 39	8 47		150 00				
Glenallan.....	Wellington.....	413 26	363	7,113 24	44 97	1,394 55	17 79	0 21	160 00	1 00			
+Glen Buell.....	Brockville.....	125 18	28	731 66	4 28		1 83		60 00				

	2,422 89	1,255	14,354 13	107 32	5,944 14	38 61	12 99	700 00	12 00	120 00
Glencoe	2,422 89	1,255	14,354 13	107 32	5,944 14	38 61	12 99	700 00	12 00	120 00
Goderich	5,377 03	2,915	29,407 78	236 81	24,307 77	87 79	70 44	1,640 00	160 00	
Goodwood	425 46	69	914 11	6 57	17 40	2 29		150 00		
Gore Bay	820 40	1,069	26,710 03	164 98	9,074 60	67 83		360 00		40 00
Gorrie	766 09	619	7,453 15	49 93	1,819 30	18 81	15 82	270 00		
Northumberland	778 28	198	3,426 97	23 99	3,300 71	9 35	0 58	220 00	30 00	
Wellington	1,265 35	732	7,179 28	54 13	3,536 59	19 38	7 10	400 00	20 00	40 00
Grand Valley	638 58	216	3,554 09	24 96	1,662 27	9 62	2 17	220 00	12 00	
Granton	2,768 20	1,065	4,734 81	75 90	4,734 81	25 79	28 04	820 00	48 00	130 00
Greenwood	272 22	197	3,246 82	22 76	1,064 89	8 38		100 00		
Grimshy	2,393 76	708	11,642 58	80 18	7,952 62	32 01	10 74	660 00	84 00	100 00
Guelph	18,649 29	5,682	57,731 14	500 90	70,309 28	163 44	132 48	4,600 00	400 00	
Hagersville	1,360 03	801	8,253 60	63 68	4,297 06	22 25	59 63	516 00	80 00	
Haldimand	745 78	359	3,271 98	24 18	2,302 42	9 66	2 76	290 00	16 00	
Haliburton	81,288 67	11,922	141,154 72	1,379 31	356,397 23					
Hamilton	374 20	340	5,538 09	38 59	1,693 75	14 15		120 00	6 00	
Hanover	1,981 89	890	10,149 17	80 05	8,518 83	28 80	16 28	580 00	40 00	80 00
Harrison	3,298 10	1,736	16,383 88	125 35	10,049 94	44 15	37 89	900 00	60 00	140 00
Harrow	772 74	934	16,323 23	108 10	2,534 32	42 90		280 00		
Hastings	1,631 07	738	8,191 44	60 36	2,164 25	22 27	7 98	520 00	28 00	60 00
Havelock	968 77	275	3,956 98	28 96	1,103 87	10 17	11 21	288 00	36 00	
Northumberland	1,254 80	392	6,852 53	47 18	2,583 85	19 26	46 72	380 00		40 00
Hawkesbury	328 80	240	3,508 32	25 10	904 95	8 94		130 00	5 83	
Hawkesville	279 01	273	4,444 34	29 08	846 56	11 22		112 00		
Heathcote	1,015 70	629	8,912 21	62 04	2,116 45	22 78	8 52	350 00	16 00	40 00
Hensall	527 91	426	6,832 86	47 94	1,653 01	17 65		220 00		
Hepworth	2,332 75	1,118	10,534 61	90 08	4,510 62	28 35	49 41	270 00		100 00
Hespeler	796 32	222	2,841 33	20 16	926 61	7 16		60 00		
Highgate	196 80	87	1,978 68	13 62	766 26	5 35		250 00		
Highland Creek	674 94	288	5,040 57	35 35	1,830 47	12 67		204 00		
Hillsburgh	591 76	310	5,620 70	36 77	1,008 13	14 23	0 62	204 00	46 00	
Hillsdale	222 75	71	422 35	3 32	570 51	1 28		90 00		
Holland Landing	243 15	64	569 78	4 11	421 63	1 64		112 00		
Hollen	609 64	410	8,055 64	52 38	1,288 81	20 15		250 00	20 00	
Hornings Mills	950 55	211	1,979 58	15 60	479 14	5 13	2 17	326 00		40 00
Humberstone	2,447 63	1,215	15,870 52	113 69	6,367 42	45 21	27 73	660 00	36 00	100 00
Huntsville	9,000 05	2,966	28,663 74	237 01	38,800 29	79 07	50 21	2,250 00	250 00	360 00
Ingersoll	403 49	240	3,042 30	22 13	692 59	7 66		132 00		
Innerkip	879 36	648	6,481 51	49 09	1,172 62	16 33	13 00	280 00		
International Bridge	383 31	89	1,441 64	9 76	457 28	3 79		110 00		
Invermay	457 61	298	3,150 19	23 38	661 04	8 01		190 00		
Inwood	308 86	210	2,207 49	15 93	491 88	5 56		120 00		
Iona	2,227 23	773	9,482 35	69 68	6,889 09	26 69	25 86	660 00	140 00	100 00
Irvington	1,078	1,078	11,483 66	124 95	553 94	29 64	38 24			
James St. (Hamilton)	1,233 98	615	4,707 00	37 75	3,492 11	13 11	1 61	420 00	16 00	40 00
Jarvis	167 78	220	2,744 55	24 01	1,147 53	7 40		76 00		
Jordan	410 29	327	3,927 04	26 69	625 82	10 17	8 67	130 00		
Keene	1,246 06	838	13,948 46	102 82	1,047 12	35 06		420 00		60 00
Keewatin	2,237 44	1,522	24,275 28	166 06	11,825 24	68 57	95 99	580 00	84 00	80 00
Kempville										

*Accounting Office from 1st April, 1892. *Late Essex Centre.
 †Salaries, &c., entered in Auditor-General's Report. †Accounting Office from 2nd January, 1892.
 ‡Late Carleton Street (Toronto).

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	% cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kettleby	York	250 90	196	2,494 91	16 83	730 94	6 38	6 72	96 00		
Kimberley	Grey	108 69	126	2,229 75	13 78	1,062 32	5 67		72 00		
Kincardine	Bruce	3,869 69	1,480	13,550 79	109 99	16,652 23	41 84	51 38	1,078 70	94 82	160 00
King	York	575 54	122	2,314 38	14 86	1,899 49	7 89	2 64	210 00	72 00	
Kingston	Frontenac	25,039 54	5,916	60,952 54	547 70	120,632 24					
Kingsville	Essex	1,652 95	737	7,129 35	67 86	5,456 90	20 23	4 91	500 00	24 00	60 00
Kinnouit	Victoria	794 87	430	3,651 75	29 62	2,353 47	10 76	7 21	330 00	23 50	40 00
Kippen	Huron	295 81	144	1,934 77	14 73	878 95	4 35	10 53	108 00	28 00	
Kirkfield	Victoria	570 17	154	4,150 47	25 51	1,393 29	10 94	6 19	216 00	2 00	
Kleinburg	York	219 50	147	3,501 43	21 45	672 82	8 87	4 02	108 00		
Klock's Mills	Nipissing	329 40	119	1,257 79	9 80	24 49	3 16		100 00		
Konoka	Middlesex	280 86	89	1,757 10	11 42	618 38	4 82	7 21	560 00	28 00	80 00
Lakefield	Peterboro	1,685 72	988	9,964 35	78 91	4,544 35	29 27		90 00		
Lakeport	Northumberland	235 78	127	1,102 98	8 66	241 00	2 76		30 00		
L'Amable	Hastings	249 07	153	2,444 09	15 77	376 75	6 39		90 00		
Lambton Mills.	York	387 46	139	2,379 15	19 29	1,806 95	6 28	2 88	132 00		
Lanark	Lanark	1,415 44	931	16,039 04	109 86	3,457 10	41 75	52 85	420 00	54 00	60 00
Lancaster	Glengary	1,426 41	708	14,432 24	98 81	2,924 98	37 61	15 79	547 00	160 00	60 00
Lansdowne	Leeds	804 98	257	3,083 44	22 48	1,365 78	8 40	12 79	312 00	24 00	
Leamington	Essex	2,444 18	1,760	14,952 94	124 34	7,105 15	40 23	22 40	740 00	100 00	120 00
Le Brevet Flats	Carleton	2,983 89	350	5,336 13	43 61	225 14	13 85		520 00		80 00
Lefroy	Simcoe	304 93	167	2,138 50	15 63	912 51	5 58		120 00		
Lindsay	Victoria	9,075 90	2,739	27,535 35	218 05	27,916 53	79 97	47 28	2,160 00	200 00	
Listowel	Perth	4,146 24	2,024	19,496 91	138 99	14,610 69	53 18	7 78	1,200 00	60 00	200 00
Little Britain	Victoria	677 52	278	5,710 34	39 15	1,098 39	15 04	4 06	300 00	10 00	
Little Current	Algoma	1,161 75	781	16,048 01	105 22	4,863 33	40 64	11 13	410 00	24 00	40 00
Lloydtown	York	207 51	130	1,679 04	11 66	573 57	4 33		95 00		
London	Middlesex	56,203 15	8,106	87,262 52	804 84	377,414 03					
London, East	do	2,276 30	1,579	15,208 17	138 69	3,272 51	42 19	34 78	550 00		80 00
London, West	do	438 85	42	232 73	2 94	1,093 24	1 71	0 08	96 00		
L'Orignal	Prescott & P. Sound	951 52	464	9,584 42	67 49	4,497 53	24 70	22 73	360 00	48 00	40 00
Loring	Muskoka	159 63	42	451 54	3 22	30 45	1 13		48 00		
Lucan	Middlesex	1,545 32	439	3,626 58	30 24	3,130 70	11 00	1 05	450 00	160 00	80 00
Lucknow	Bruce	2,374 60	1,699	30,729 10	152 52	9,259 43	56 71		740 00	72 00	100 00
Lynn	Leeds	694 02	333	3,688 54	28 55	2,070 16	9 68	14 11	280 00		
Lynden	Wentworth	450 69	133	1,373 87	10 48	493 70	3 59		188 00		
Lynedoch	Norfolk	412 69	402	7,447 88	50 45	906 10	19 04		190 00	32 00	

Madoc.....	2,227 41	1,152	11,201 41	87 07	9,080 95	30 18	14 74	669 00	80 00	100 00
Maguacwan.....	481 03	204	3,213 39	24 45	2,480 87	10 13	1 50	186 00	24 00	
Manilla.....	432 49	207	2,681 70	19 07	1,089 95	6 94		160 00		
Manitowaning.....	659 89	742	20,278 54	126 07	5,301 22	51 28	5 89	324 00	48 00	
Manotick.....	600 64	326	10,415 12	63 35	826 87	26 04	35 11	200 00		
Maple.....	454 81	98	2,330 98	16 22	1,656 17	6 11	4 40	148 00	32 00	
Markdale.....	1,694 00	1,258	12,511 88	92 69	7,527 20	33 04	18 22	520 00	20 00	60 00
Markham.....	1,806 64	393	6,838 90	55 22	10,352 14	25 81	2 53	580 00	66 00	80 00
Marlbank.....	264 80	142	1,191 47	9 29	49 14	3 02		60 00	2 00	
Marмора.....	954 46	498	6,341 90	45 85	1,833 81	17 51	2 63	340 00	12 00	40 00
Marshville.....	300 22	81	1,018 04	6 65	338 52	2 88		96 00		
Mattawa.....	2,315 97	763	19,128 42	125 25	3,793 64	49 07	20 46	825 00	80 00	120 00
Maxville.....	1,073 31	173	1,992 83	14 91	1,541 94	5 46		420 00	120 00	40 00
Maxwell.....	288 03	478	9,472 74	61 16	1,477 88	24 19		108 00		
McKellar.....	262 61	394	5,316 61	35 24	429 17	13 50		134 00	4 00	
Meadowdale.....	215 40	131	1,752 55	13 42	840 35	4 42		84 00		
Meaford.....	3,151 78	2,478	23,885 36	175 16	18,012 49	67 56	39 18	880 00	60 00	140 00
Melbourne.....	499 63	382	4,865 62	38 35	1,098 87	12 32		180 00	12 00	
Merrickville.....	1,675 29	1,192	14,015 20	108 51	5,765 75	37 51	37 80	540 00	48 00	60 00
Merriton.....	1,150 28	619	6,132 26	53 96	3,663 04	16 49	10 79	380 00		40 00
Metcalf.....	647 80	451	8,986 09	60 68	2,475 64	23 46	18 80	250 00		
Middleville.....	178 65	135	1,484 78	12 04	279 27	3 72	29 44	66 00		
Midland.....	2,311 20	1,463	12,165 15	90 61	9,365 55	32 92	14 44	740 00	22 50	100 00
Mildmay.....	979 58	551	6,128 17	44 24	2,278 11	17 18	3 43	370 00	12 00	40 00
Millbank.....	354 40	331	4,860 21	32 98	1,125 94	12 47	1 10	150 00		
Millbrook.....	1,936 38	779	6,411 54	52 64	6,496 91	18 13	13 83	550 00	110 00*	80 00
Millé Roches.....	658 53	384	6,786 85	53 05	1,536 39	17 22	4 26	170 00		
Milton West.....	2,410 56	1,577	15,017 43	118 31	9,147 85	40 37	19 64	720 00	48 00	100 00
Milvorton.....	974 80	389	4,678 54	34 71	2,636 90	12 07	5 75	320 00		
Minden.....	811 90	338	4,562 68	34 50	2,411 45	13 13	6 64	312 00	16 00	
Mitchell.....	3,280 36	1,461	16,721 50	126 65	10,322 11	49 12	60 75	950 00	100 00	140 00
Mohawk.....	309 33	130	1,628 59	11 70	522 87	4 13		152 00		
Mono Mills.....	230 65	115	1,649 88	10 62	342 54	4 21		104 00		
Moore.....	392 62	187	1,742 91	14 18	1,064 07	5 15	3 12	140 00		
Moorehead.....	625 98	552	5,586 01	38 79	1,384 25	14 22	0 68	256 00	24 00	
Morpeth.....	451 26	307	3,450 34	18 34	838 09	8 59	0 91	170 00		
Morrisburg.....	4,081 69	2,097	25,639 52	194 48	9,115 45	67 98	17 81	1,100 00	240 00	160 00
Morrison.....	297 91	297	5,381 77	37 23	1,861 37	13 59		100 00		
Mount Albert.....	731 82	465	8,160 27	53 07	2,025 88	21 49	9 91	240 00	6 00	
Mount Bydgos.....	536 86	516	7,686 42	53 42	1,518 82	19 69	2 04	220 00		
Mount Elgin.....	276 88	290	2,193 36	17 03	528 53	5 48		115 00		
Mount Forest.....	4,049 08	2,747	32,796 11	234 07	16,789 80	88 55	31 50	1,080 00	48 00	160 00
Mount Hope.....	203 68	212	2,960 34	20 36	235 04	7 40		90 00		
Nanticoke.....	6,064 18	2,715	23,802 36	207 82	22,212 72	67 12	105 56	1,720 00	160 00	
Napanee.....	198 42	161	1,833 54	12 65	1,288 91	4 87		95 00	4 00	
Napier.....	198 89	392	4,831 18	33 93	849 15	12 31	2 36	96 00	8 00	
Nasagaweya.....	713 44	307	5,427 60	44 90	1,349 60	21 42	7 65	300 00	6 00	
Newstadt.....	851 63	358	7,030 87	47 36	4,264 09	21 42	28 68	348 00	64 00	40 00
Newboro.....	669 48	472	6,648 84	48 48	2,065 78	16 96	14 16	250 00	12 00	

* Salaries, &c., entered in Auditor-General's Report.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Newbury.	Middlesex.	646 45	475	4,797 08	36 78	1,164 28	12 19	25 97	260 00	2 00	60 00
Newcastle.	Durham.	1,171 91	1,029	13,696 47	3,042 39	3,042 39	34 96	3 14	450 00	108 00	60 00
New Dundee.	Waterloo.	922 08	236	2,637 90	21 91	1,225 18	6 87	2 62	320 00		
New Edinburgh.	Russell.	472 27	181	2,933 80	23 27	418 52	7 86	7 72	160 00		
New Germany.	Waterloo.	118 51	175	2,903 18	22 49	1,055 92	7 47		52 00		
New Hamburg.	do.	1,726 66	569	6,704 70	53 30	6,109 08	18 41	4 09	620 00	24 00	80 00
Newmarket.	Ontario.	3,651 73	1,705	16,533 02	135 79	11,379 50	45 17	40 87	960 00	132 00	140 00
Niagara.	Lincoln and Niagara.	2,093 36	1,029	12,477 24	99 64	5,913 46	35 00	19 56	620 00	40 00	80 00
Niagara Falls.	Welland.	4,221 08	1,881	14,125 46	116 36	9,810 93	39 83	42 23	1,300 00	360 00	
Niagara Falls, South.	do.	1,411 78	1,139	16,145 63	118 02	4,496 02	42 75	20 39	570 00		60 00
Nipigon.	Algoma.	1,737 22	123	1,737 22	13 21	37 75	4 38		72 00		
Nobleton.	York.	260 48	176	3,428 21	22 24	769 08	8 56	10 04	90 00	4 00	
Norland.	Victoria.	255 96	23	284 52	1 86	307 85	0 79		90 00		
North Augusta.	Greenville.	495 05	528	10,349 59	65 04	1,364 25	27 29	7 02	176 00		
North Bay.	North Bay.	3,005 78	1,181	21,001 06	153 62	5,933 22	54 59	68 15	900 00		130 00
North Gower.	Carleton.	591 60	215	5,420 67	36 98	1,826 84	14 81	50 20	230 00	8 00	
North Port.	Prince Edward.	305 98	269	4,394 99	28 75	389 51	11 54	1 76	115 00		
Norval.	Halton.	2,680 40	1,981	19,795 55	157 06	7,971 36	53 12	18 71	700 00	28 00	100 00
Norwich.	Oxford.	2,337 34	839	11,401 64	81 98	5,291 34	30 46	14 86	660 00	24 00	100 00
Norwood.	Peterboro.	165 24	78	1,639 39	11 54	443 39	4 35		64 00	16 00	100 00
Oakland.	Oxford.	2,629 05	1,211	14,203 08	112 22	8,922 80	38 93	28 25	720 00		
Oakville.	Halton.	535 06	339	4,637 18	31 86	1,364 88	11 64	15 01	180 00	72 00	
Oakwood.	Victoria.	498 83	482	8,609 00	56 50	6,518 79	22 22	4 45	180 00		60 00
Odessa.	Lennox.	1,329 67	648	10,393 75	71 93	3,652 64	27 16	4 45	450 00	8 00	40 00
Oil Springs.	Lambton.	1,218 36	679	10,115 51	65 42	1,800 40	26 11	24 89	400 00		
Omenece.	Victoria.	5,180 09	1,704	18,987 95	139 61	19,041 77	50 94	32 45	1,300 00		340 00
Orangeville.	Wellington.	8,766 37	2,397	27,026 03	214 58	31,467 10	81 89	66 81	2,000 00	100 00	40 00
Orillia.	Simcoe.	968 83	667	7,859 32	37 67	3,248 01	20 24	21 79	380 00	6 00	
Orono.	Durham.	123 75	45	1,444 76	3 33	176 90	1 45		50 00		
Orwell.	Essex.	351 68	65	2,232 98	13 32	1,001 65	5 89	8 66	148 00	8 00	
Osceola.	Renfrew.	5,718 71	1,972	17,547 85	136 71	30,197 41	51 09	26 62	1,490 00	52 00	240 00
Oshawa.	Ontario.	53,664 10	13,812	204,600 80	1,834 86	183,864 30	6 43	4 87	360 00	175 00	360 00
Ottawa.	Carleton.	1,032 14	277	1,962 08	17 87	3,130 43			360 00		
Otterville.	Oxford.	9,799 41	4,730	44,371 69	363 57	48,504 96	130 05	79 35	360 00	44 00	130 00
Owen Sound.	Grey.	2,730 15	898	7,316 09	57 29	11,185 97	20 48	5 94	840 00		
Paisley.	Bruce.										

Pakenham.....	468	5,405 37	39 94	1,964 33	13 86	8 17	400 00	24 00	40 00
Palermo.....	243	2,672 07	21 53	744 83	6 87	1 95	84 00		
Palmerston.....	1,379	11,072 62	85 83	6,360 00	29 43	14 43	368 97	22 48	100 00
Paris.....	1,636	15,023 59	122 26	11,115 57	20 98	16 39	458 97		170 26
Paris Station.....	361	4,319 59	31 90	4,01 40	11 10	1 36	390 00	50 00	40 00
Parkdale.....	1,770	20,023 03	187 63	14,200 49	57 49	56 37	1,200 00		200 00
Park Hill.....	1,472	12,567 67	99 13	9,423 81	35 20	5 14	860 00	140 00	100 00
*Parliament St. (Toronto)	519	5,307 78	54 08	1,032 33	13 46	7 81	+		
Parry Sound.....	1,798	35,287 67	240 59	9,324 48	96 93	23 98	575 00	100 00	60 00
Pearl St. (Hamilton)	308	2,362 91	26 42	35 69	5 90	0 40	+		
Pelée Island.....	349	5,797 92	40 49	3,862 14	15 72		96 00		
Pembroke.....	2,612	29,851 34	243 25	21,155 54	82 38	91 11	1,700 00	138 50	
Pen-tangushiene.....	1,298	12,038 84	93 03	6,947 64	32 86	25 72	680 00	24 00	100 00
Perth.....	1,781	16,402 24	143 08	14,739 82	46 15	57 57	1,440 00	284 00	200 00
Peterboro.....	5,903	56,119 81	487 48	53,419 11	160 17	90 98	3,800 00	420 00	
Peter St. (Toronto)	2,083	30,137 50	312 73	3,513 03	76 04	71 45	+		
Petrolia.....	2,463	23,607 15	193 35	17,083 39	73 15	49 77	1,640 00	16 00	400 00
Phelpston.....	134	943 52	7 20	464 39	2 80	0 01	124 00	18 00	
Pickering.....	3,885	3,975 59	31 32	1,946 10	10 64	0 41	320 00		40 00
Picton.....	5,691 46	21,159 87	177 62	16,541 85	64 17	13 51	1,440 00	300 00	240 00
Plantagenet.....	269	10,306 05	66 61	3,738 38	30 35	17 02	240 00	48 00	
Plattsville.....	1,242 53	10,762 35	79 82	2,367 13	27 74	43 36	380 00		40 00
Plevna.....	188 17	1,362 97	8 50	279 52	3 47		90 00		
Point Edward.....	445	5,083 86	43 84	2,402 65	14 98		440 00		40 00
Point Stuyvesant.....	16	117 06	0 86	10 00	0 29		180 00	54 00	
Port Arthur.....	3,715	63,637 85	581 72	10,804 97	166 01	46 73	1,500 00		200 00
Port Burwell.....	541	10,339 80	69 30	2,366 00	28 52	16 65	280 00	30 00	
Port Carling.....	2,205	2,286 58	16 23	2,061 19	6 22		160 00	20 00	
Port Colborne.....	1,727 23	4,424 75	35 10	4,985 52	13 99	25 20	560 00	20 00	
Port Credit.....	76	1,474 95	10 68	1,181 16	3 77		176 00		
Port Dalhousie.....	426	5,209 77	40 61	2,620 04	14 18	8 89	250 00		80 00
Port Dover.....	1,494	16,333 73	126 74	3,801 77	43 05	20 92	500 00	10 00	
Port Elgin.....	2,224 18	12,241 78	98 87	7,483 01	32 20	7 50	750 00	32 00	110 00
Port Hope.....	3,064	25,853 71	230 28	30,742 22	75 98	36 73	2,040 00	200 00	
Portland.....	15	424 93	3 20	432 65	1 12		120 00		
Port Perry.....	1,169	13,206 47	100 06	10,502 10	35 88	16 21	840 00	16 00	130 00
Port Robinson.....	119	1,457 42	11 19	1,128 81	4 16	1 09	200 00		60 00
Port Rowan.....	726	7,960 24	64 05	4,412 06	22 58	13 75	430 00	80 00	
Port Ryerse.....	141	1,098 62	7 76	297 30	2 74		40 00		
Port Stanley.....	805 00	3,306 18	27 24	1,763 17	9 32	7 75	320 00		
Port Sydney.....	309	3,276 84	30 68	2,798 37	10 46	5 03	115 00	4 00	
*Powassan.....	285	4,790 25	30 85	602 33	12 27		168 00	12 00	
Prescott.....	2,300	26,040 23	175 75	14,320 90	56 85	134 18	1,400 00	460 00	100 00
Prescott.....	4,885 63	7,733 03	67 39	8,308 32	22 19	59 72	620 00	38 00	
Preston.....	2,345 42	3,338 18	22 88	2,453 86	9 47	11 88	200 00	6 00	
Priceville.....	661 51	4,318 72	33 25	2,732 44	11 86	6 77	200 00		
Princeton.....	405	696 00	32 68	777 61	12 82		80 00	16 00	
Pushinch.....	267	5,087 64							

† Salaries, &c., entered in Auditor-General's Report.

† Accounting Office, from 1st April, 1892.

† Accounting Office, from 1st October, 1891.

Seaforth.....	4,907 41	2,301	24,313 91	190 89	16,243 08	68 19	161 73	1,390 00	160 00	200 00
Selkirk.....	503 35	461	10,649 62	68 98	2,433 59	28 80	.....	190 00	4 00	.....
Seyern Bridge.....	483 29	149	1,364 33	9 47	481 92	3 80	.....	144 00	4 00	.....
Shakespeare.....	573 31	336	5,722 90	39 12	1,620 75	15 23	1 09	200 00	.....	.....
Shannonville.....	488 81	428	5,915 36	43 87	1,431 48	15 15	0 08	190 00	24 00	.....
Sharon.....	211 46	58	551 20	4 32	146 92	1 43	.....	72 00	.....	.....
Shelburne.....	2,322 34	1,487	20,652 19	136 34	7,090 37	51 80	56 07	680 00	6 00	100 00
Simcoe.....	5,624 91	1,956	18,666 51	161 20	16,318 37	54 01	12 36	1,480 00	200 00	220 00
Singhampton.....	373 21	252	4,257 96	27 74	1,413 29	11 42	.....	128 00	.....	.....
Smith's Falls.....	6,435 26	1,613	18,824 63	148 74	33,954 63	51 00	56 99	1,680 00	60 00	240 00
Smithville.....	1,009 26	1,679	28,074 24	189 84	4,050 33	70 91	60 65	360 00	12 00	40 00
Sombra.....	307 14	497	8,972 25	63 20	1,654 18	23 57	.....	130 00	20 00	.....
Southampton.....	1,371 22	552	8,219 27	60 19	3,880 03	22 69	7 34	440 00	80 00	60 00
South Indian.....	361 06	104	1,725 36	11 02	371 82	5 12	.....	120 00	6 00	.....
South River.....	527 30	189	3,328 71	11 44	1,100 97	3 41	.....	176 00	9 00	.....
South Woodilee.....	528 75	185	713 41	23 35	11,791 42	8 96	.....	176 00	.....	.....
Spadina Ave. (Toronto)	.....	2,969	30,725 70	328 10	11,791 42	84 25	78 04	144 00	.....	.....
Sparta.....	398 91	285	4,682 72	33 53	1,078 58	12 51	.....	180 00	20 00	.....
Spencerville.....	531 81	553	8,467 50	59 42	1,677 37	22 54	42 47	180 00	.....	.....
Spring Brook.....	221 93	378	7,258 59	46 59	875 38	18 88	.....	95 00	.....	.....
Springfield.....	626 14	610	6,515 90	49 55	1,378 38	17 16	4 88	250 00	.....	.....
Springfield on the Credit	275 83	93	1,569 41	11 19	1,042 40	4 10	.....	108 00	.....	.....
Springford.....	301 73	121	1,197 82	9 70	241 58	3 12	.....	108 00	.....	.....
Staples.....	301 25	58	1,065 21	6 68	147 74	2 52	.....	80 00	.....	.....
Stayner.....	2,168 23	1,064	10,798 26	78 15	6,449 18	30 07	10 82	600 00	10 00	80 00
Stella.....	292 55	218	3,987 36	26 49	1,579 72	12 21	.....	90 00	.....	.....
Steven St. (Hamilton)	.....	307	2,068 19	19 85	5 20	5 18	0 26	.....	.....	.....
Stevensville.....	304 44	360	4,158 56	29 30	374 19	10 45	22 11	136 00	6 00	.....
Stirling.....	1,349 89	1,068	13,065 86	91 41	5,114 67	35 44	16 89	420 00	44 00	40 00
Sturton.....	109 44	117	1,449 75	9 93	148 36	3 62	.....	46 00	.....	.....
Stony Creek.....	236 53	180	2,654 60	20 78	711 32	6 99	.....	96 00	24 00	.....
Stouffville.....	1,805 90	816	10,787 08	78 13	4,240 28	28 50	9 29	520 00	100 00	80 00
Strabane.....	131 06	103	1,967 99	12 32	359 30	5 17	.....	60 00	.....	.....
*Strachan Avenue (To-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ronto)	.....	87	1,214 09	10 91	23 00	3 03	.....	.....	.....	.....
Stratford.....	12,084 89	3,975	37,628 13	338 45	49,283 66	113 49	84 15	2,960 00	166 00	.....
Strathroy.....	5,004 13	2,514	21,368 12	172 04	21,615 95	58 82	40 44	1,320 00	72 00	.....
Streetsville.....	832 65	611	10,634 39	70 78	3,053 50	27 41	27 14	386 00	.....	40 00
Sturgeon Falls.....	901 36	179	2,485 39	16 94	1,744 50	7 36	6 12	256 00	.....	.....
Sudbury.....	3,658 81	1,945	36,354 77	292 95	7,194 65	94 31	66 60	900 00	20 00	140 00
Sunderland.....	841 04	121	1,252 83	9 71	2,208 21	3 74	.....	300 00	16 00	40 00
Sundridge.....	1,049 18	752	8,888 17	63 14	2,292 67	24 71	.....	372 00	8 00	40 00
Sutton, West.....	1,082 08	587	9,088 33	61 88	2,463 82	23 45	7 24	400 00	24 50	40 00
Sydenham.....	583 82	375	8,231 55	55 61	2,682 66	22 19	12 37	196 00	2 00	.....
Tanworth.....	1,124 74	466	8,074 71	56 50	3,032 71	22 40	6 54	390 00	20 00	40 00
Tara.....	1,498 86	662	6,969 80	53 05	2,949 10	18 55	.....	500 00	20 00	.....
Tavistock.....	1,315 55	613	5,312 82	46 95	2,237 68	14 52	6 76	390 00	40 00	40 00
Teeswater.....	1,640 80	888	10,929 59	80 56	5,376 74	29 08	20 88	520 00	.....	60 00
Thamesford.....	575 04	433	5,225 45	38 07	1,900 92	14 65	.....	210 00	60 00	.....

+ Salaries, &c., entered in Auditor-General's Report.

* Accounting Office, from 2nd Jan., 1892.

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

Name of Office.	County.	Gross Postal Revenue	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business M.O.	Com-pensation paid to Post-masters on business S. B.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Thamesville.	Bothwell	1,596 73	914	13,622 76	95 71	3,276 81	36 26	41 88	540 00	50 00	80 00
Theford.	Lambton	1,092 97	698	7,362 70	59 34	3,683 77	20 38	8 86	300 00	50 00	40 00
Thessalon.	Algoma	1,202 74	348	9,106 77	56 87	2,300 65	23 64	.....	380 00	8 00	40 00
Thornburg	Hastings	204 60	211	4,578 38	30 34	320 14	11 71	.....	72 00	2 00	.....
Thornbury	Grey	1,113 55	1,076	12,434 91	89 68	4,638 19	30 56	24 68	430 00	.....	60 00
Thornvale	Middlesex	408 19	247	4,438 77	29 69	1,741 92	11 18	.....	140 00	12 00	.....
Thornhill	York	1,462 26	170	3,614 70	29 66	1,440 18	9 82	11 04	430 00	32 00	60 00
Thornhill	Simcoe	427 92	45	565 00	4 19	1,064 71	2 14	.....	136 00	4 00	.....
Thorold	Welland	2,745 07	1,087	9,530 69	84 09	10,112 05	28 24	11 30	860 00	.....	130 00
Tilbury Centre	Essex	1,618 24	727	7,888 14	58 61	2,908 21	21 26	4 63	500 00	36 00	60 00
Tilsonburg	Norfolk	4,282 09	1,998	19,838 34	148 40	14,747 91	57 93	12 73	1,100 00	200 00	160 00
Tilsonburg	Bruce	958 06	486	5,601 93	42 29	3,863 63	17 39	20 03	348 00	8 00	40 00
Tiverton	York	374,374 72	26,288	312,872 41	3,137 91	2,030,604 22	.....	.....	.....	.....	.....
Tottenham	Simcoe	1,227 00	594	6,699 05	47 35	4,106 96	17 11	32 15	410 00	40 00	40 00
Trenton	Hastings	5,017 81	1,761	17,693 43	144 20	11,485 12	49 15	51 39	1,340 00	170 00	.....
Tullamore	Peel	89 17	48	1,506 50	9 04	481 55	4 11	.....	40 00	.....	.....
Tweed	Hastings	1,322 70	650	6,082 69	45 28	2,390 56	16 02	.....	450 00	60 00	60 00
Uffington	Ontario	237 92	53	725 82	5 52	382 17	2 22	.....	116 00	14 00	.....
Underwood	Bruce	364 94	487	9,261 72	58 33	2,230 50	25 16	.....	144 00	.....	.....
Union	Elgin	300 85	146	965 09	8 47	592 33	2 60	.....	114 00	.....	.....
Unionville	York	627 96	182	2,558 21	19 90	1,704 78	6 72	10 13	220 00	80 00	.....
Uxbridge	Ontario	3,458 44	1,527	17,574 11	129 27	11,387 40	47 18	15 81	1,000 00	66 00	160 00
Vankleek Hill	Prescott	1,943 57	588	9,828 39	70 77	10,457 16	35 73	106 15	540 00	40 00	80 00
Varna	Huron	359 56	153	2,156 72	16 50	710 30	5 95	8 67	130 00	.....	.....
Victoria Harbour	Simcoe	492 02	290	3,433 07	23 34	764 66	3 74	3 74	180 00	.....	200 00
Vienna	Elgin	403 14	969	14,759 67	98 80	1,432 40	37 88	28 39	156 00	16 00	.....
Vienna	Norfolk	517 04	779	8,369 70	61 84	1,283 95	21 53	4 88	200 00	.....	.....
Wales	Stormont	478 53	36	1,058 73	7 71	1,084 21	3 69	0 09	186 00	150 00	.....
Walkerton	Bruce	4,817 60	1,761	16,683 39	132 67	17,431 45	45 66	32 19	1,400 00	100 00	200 00
Walkerville	Essex	2,482 96	707	6,099 25	62 17	4,325 52	16 83	6 81	600 00	.....	80 00
Wallaceburg	Bothwell	3,031 90	1,950	27,485 35	200 15	10,810 91	75 18	16 39	850 00	31 00	120 00
Wallacetown	Elgin	415 45	368	5,901 14	40 25	961 41	15 26	.....	190 00	16 00	.....
Wardsville	Middlesex	627 90	578	12,722 54	78 14	2,136 78	32 77	16 22	290 00	.....	.....
Warkworth	Northumberland	1,284 41	1,467	24,539 96	159 68	2,822 47	62 83	16 38	400 00	4 00	40 00
Warsaw	Peterboro	357 11	199	5,047 65	32 07	523 04	12 62	.....	120 00	.....	.....
Warwick	Lambton	240 22	220	2,994 86	20 72	823 03	7 77	.....	100 00	.....	.....
Waterdown	Wentworth	686 64	439	6,844 70	49 85	2,223 87	17 47	14 18	230 00	.....	20 00

Waterford	1,808 07	765	8,445 11	59 75	3,864 44	22 96	6 15	600 00	100 00	80 00
Waterloo, West	5,051 12	1,219	10,068 21	92 61	33,188 59	32 91	29 96	1,620 00	16 00	230 00
Watford	2,568 24	1,960	27,614 04	194 55	9,989 09	70 59	154 85	770 00	40 00	120 00
Wabausheane	961 04	375	4,898 15	36 16	1,953 78	13 11	20 07	340 00	7 50	40 00
Waverley	233 74	216	2,383 65	16 58	111 45	5 97		90 00		
+Wabwood	593 93	81	1,645 33	11 61	434 26	4 22	14 48	120 00	160 00	140 00
Welland	3,284 22	1,057	10,904 97	82 45	11,625 05	33 37	3 55	950 00		
Welland Port	406 41	632	13,914 37	87 08	833 34	35 25	14 20	306 00	4 00	
Wellesley	686 41	523	6,841 89	50 62	1,871 86	17 85	2 50	318 00		40 00
Wellington	780 86	636	8,328 62	60 09	1,661 63	22 19		376 00		
West Lorne	894 83	628	5,448 17	42 41	1,373 80	14 41		220 00		
Westmeath	498 89	517	6,172 66	41 59	437 89	15 46		320 00		
Weston	944 13	496	7,868 91	58 05	4,380 33	23 87	23 25	340 00	24 00	40 00
Westport	1,044 98	625	11,756 46	84 26	2,464 60	32 07	16 42	380 00	12 00	40 00
West Toronto Junction	3,618 27	1,321	13,367 08	115 44	10,996 78	38 23	22 40	1,000 00		140 00
*Wheatley	427 65	393	5,326 78	38 09	700 75	13 31		160 00		
Whitby	4,041 39	1,461	13,415 95	106 86	16,001 48	38 35	12 93	1,320 00	139 98	240 00
Whitevale	257 29	72	1,765 67	11 46	1,038 39	4 78		96 00		
Wharton	3,079 40	1,974	24,263 53	170 80	8,264 83	62 53	12 00	880 00	87 50	120 00
Wilkesport	670 63	127	2,191 08	15 60	2,303 28	20 17		98 50		
Williamstown	2,223 72	627	7,845 03	57 29	2,089 75	7 33	10 38	260 00		
Winchester	13,099 64	3,027	36,604 31	301 92	48,728 86	20 44	24 02	660 00	24 00	80 00
Windsor	4,531 38	1,977	20,785 86	159 36	18,145 71	56 75	46 16	1,100 00	60 00	180 00
Winona	1,256 29	123	1,530 34	12 83	5,067 74	5 16	0 41	300 00	36 00	40 00
Woodbridge	866 65	378	5,191 69	38 93	2,462 63	13 34	28 93	400 00	4 00	40 00
Woodham	206 87	155	1,548 44	11 92	636 89	4 21		80 00		
Woodlee	211 76	143	3,003 19	20 46	692 47	8 15	13 29	90 00		
Woodstock	14,964 96	5,300	48,243 03	413 97	90,327 24	142 99	70 70	3,600 00	160 00	500 00
Woodville	933 28	1,006	20,168 97	127 20	2,456 22	51 13	20 14	350 00		40 00
Wroxeter	987 74	574	8,299 20	60 00	3,390 75	21 53	23 38	336 00	18 00	46 00
Wyoming	1,450 62	1,219	15,380 23	113 08	3,643 85	39 33	32 14	460 00		60 00
Yarker	364 73	209	1,759 43	15 44	2,136 81	4 56	3 95	220 00	6 00	
York	335 00	186	4,055 47	25 50	1,291 74	10 72	19 60	132 00		
Yorkville	8,306 59	2,520	28,231 67	301 88	8,283 35	77 24	127 41	1,306 00		220 00
Zurich	796 22	460	10,719 37	72 54	2,272 66	28 55	5 46	256 00		
Dead Letter Office										
Non-Accounting Offices										
Total	1,803,383 80	516,204	6,200,450 91	49,382 47	6,372,576 01	14,423 58	9,774 29	363,828 82	21,045 74	22,330 24

* Accounting Office, from 1st October, 1891. + Accounting Office, from 2nd January, 1892. † Salaries, &c., entered in Auditor-General's Report.

W. H. SMITHSON, Accountant.
WILLIAM WHITE, Deputy Postmaster-General.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Abercorn.....	Brome.....	280 51	106	1,125 61	9 48	213 56	2 72	..	76 00	..	..
Acton Vale.....	Bagot.....	1,278 07	119	2,765 41	18 70	5,084 28	14 38	6 30	400 00	150 00	40 00
Agnes.....	Beauce.....	570 92	527	8,502 22	63 24	1,460 31	23 18	..	235 00	6 00	..
Arthabaskaville.....	Arthabaska.....	1,511 60	433	5,370 46	45 69	4,226 60	20 46	0 27	480 00	40 00	60 00
Aylmer, East.....	Ottawa.....	1,288 36	628	9,017 51	65 38	3,560 58	25 57	26 70	480 00	..	..
Bagotville.....	Chicoutimi.....	238 40	226	7,375 72	47 01	900 47	18 74	..	96 00	10 00	..
Beauharnois.....	Beauharnois.....	957 99	534	7,425 99	56 99	6,965 55	20 71	5 69	420 00	28 00	40 00
Becancour.....	Nicolet.....	385 72	32	986 58	8 82	1,499 59	5 75	0 11	180 00	90 00	..
Bedford.....	Missisquoi.....	1,288 08	619	5,435 39	52 33	4,744 23	16 42	41 48	432 00	..	60 00
Beebe Plain.....	Stanstead.....	205 58	52	795 02	6 23	3,043 07	2 39	..	150 00	100 00	80 00
Berthier (en haut).....	Berthier.....	1,320 40	711	11,803 60	89 46	4,747 61	32 38	43 42	485 00	..	..
Black Cape.....	Bonaventure.....	275 75	251	6,935 01	43 94	1,474 25	18 12	..	144 00	..	..
Bolton Centre.....	Brome.....	211 17	99	1,965 69	13 43	704 37	5 62	..	220 00	30 00	..
Bryson.....	Pontiac.....	544 45	293	3,906 17	27 75	1,084 73	9 96	15 06	180 00	2 00	..
Buckingham.....	Ottawa.....	2,667 50	716	16,882 42	121 66	6,554 95	50 67	76 52	750 00	72 00	120 00
								Season \$60			
Cacouna.....	Temiscouata.....	730 14	116	2,074 59	16 40	3,613 13	5 66	2 05	300 00	..	..
Cantley.....	Ottawa.....	136 89	72	1,755 49	11 78	130 25	4 39	..	40 00	10 00	..
Capleton.....	Sherbrooke.....	591 54	468	6,964 99	70 26	814 40	18 50	11 01	232 00	..	..
Cap Santé.....	Portneuf.....	299 00	65	2,833 38	17 31	425 38	7 21	..	100 00	..	..
Chambly Canton.....	Chambly.....	598 29	175	3,151 06	26 06	9 68	9 68	13 62	216 00	..	..
Chapeau.....	Pontiac.....	369 50	165	2,665 22	17 97	390 71	6 85	..	120 00	..	..
Chelsea.....	Ottawa.....	308 66	288	3,235 78	27 19	522 36	8 66	5 91	170 00	8 00	..
Chicoutimi.....	Chicoutimi.....	1,740 40	341	10,827 98	71 45	9,949 25	43 22	0 31	500 00	32 00	80 00
Clarenceville.....	Missisquoi.....	583 52	247	4,277 67	30 71	1,565 35	12 77	4 77	240 00	16 00	..
Craticook.....	Stanstead.....	3,204 34	1,471	13,415 89	128 25	7,933 92	40 76	26 30	980 00	100 00	..
Compton.....	Compton.....	887 41	287	3,016 15	28 97	3,300 41	10 10	0 97	336 00	52 00	40 00
Cookshire.....	do.....	1,539 44	725	8,605 23	77 10	3,256 17	23 70	26 62	460 00	84 00	60 00
Coteau Landing.....	Soulanges.....	453 86	222	6,746 43	42 34	1,563 21	18 36	..	210 00	32 00	..

Cowansville.....	2,133 24	8,430 14	69 55	16,666 27	23 47	4 31	650 00	100 00
Danville.....	2,109 91	8,472 66	80 98	5,134 14	28 31	38 28	660 00	100 00
Deschambault.....	1,488 50	1,631 11	11 14	678 66	5 28	37 70	140 00	
Drummondville, East.....	1,610 41	3,898 60	36 55	2,878 54	12 28	4 75	520 00	80 00
Dunham.....	532 46	9,696 40	65 88	1,474 79	25 10	0 37	260 00	
+East Angus.....	381 30	231 63	2 04	533 42	0 58		160 00	
*East Farnham.....	289 24	718 72	7 90	284 01	3 12		84 00	
Etchemin.....	883 02	1,230 86	9 58	707 73	2 36		172 00	
Farnham.....	2,179 86	4,514 70	32 95	6,061 52	12 36		320 00	40 00
Franklin Centre.....	261 94	16,704 33	139 29	6,061 52	49 54	65 50	580 00	80 00
Freighsburg.....	825 03	1,379 84	9 21	610 43	3 54		96 00	
Gaspé Basin.....	565 42	4,103 73	31 41	1,828 62	10 64	31 97	260 00	16 00
Granby.....	2,046 44	13,285 14	95 07	4,673 78	36 51	31 16	385 00	40 00
Grenville.....	834 47	12,129 43	104 32	6,976 31	35 73	7 26	620 00	80 00
Grindstone Island.....	165 68	20,111 86	109 28	2,714 75	51 91	8 72	320 00	40 00
Hatley.....	547 83	9,363 52	56 47	1,562 62	23 54		76 00	
Hebertville.....	372 68	2,244 40	16 95	947 55	5 96	1 59	200 00	
King's Mills.....	784 49	960 48	5 78	3,544 06	5 02		158 00	10 00
Hemmingford.....	831 71	4,018 37	26 32	2,053 79	12 82	17 02	288 00	60 00
Henryville.....	2,142 25	3,345 09	27 54	1,764 67	9 41		152 00	
Hochelega.....	621 80	3,735 08	60 02	4,165 07	15 49	24 30	600 00	100 00
Howick.....	3,020 32	1,116 43	8 89	1,004 70	3 13	12 97	240 00	
Hull.....	2,160 76	13,947 68	109 27	9,719 30	38 46	49 78	Spec. \$500	
Huntingdon.....	846 91	9,964 56	80 96	8,161 17	31 83	127 98	1,000 00	
Inverness.....	2,535 83	6,545 75	42 81	3,745 55	18 66	26 74	680 00	100 00
Joliette.....	476 00	14,567 70	107 78	8,561 93	44 90	11 36	250 00	160 00
Kamouraska.....	259 46	1,885 70	13 14	3,557 58	7 55		Season \$38	
Kingsbury.....	528 82	3,222 36	31 34	563 85	8 30	11 10	200 00	
Kingsey Falls.....	301 00	1,024 95	10 31	436 74	3 00	22 84	90 00	
Knowlton.....	1,371 06	1,069 15	9 34	849 01	3 69	28 81	205 00	
Lachine.....	826 33	14,103 02	106 20	3,940 09	38 32	26 61	120 00	
Lacolle.....	1,975 46	5,660 37	58 91	3,005 62	19 01	25 20	468 00	24 00
Lacolle.....	845 35	10,204 40	83 63	7,007 37	31 06	81 94	600 00	60 00
Lambton.....	450 25	5,421 48	39 51	2,371 90	14 97	29 63	600 00	100 00
Laprairie.....	461 62	845 20	6 97	965 35	2 32		300 00	16 00
L'Assomption.....	1,022 06	2,584 72	18 55	771 84	7 16	2 26	224 00	30 00
do.....	699 14	3,243 00	21 62	2,274 09	9 94		200 00	12 00
do.....	559 61	1,228 67	8 51	508 45	3 56		400 00	
Lawrenceville.....	230 76	3,558 26	27 10	2,887 24	13 97		220 00	
Leeds.....	67 40	2,962 80	24 54	1,099 63	9 41		100 00	
Lennoxville.....	1,998 76	4,786 33	35 90	1,727 63	14 17	14 03	24 00	6 00
L'Epiphanie.....	434 61	8,340 28	79 71	5,539 90	23 81	12 15	660 00	120 00
Les Eboillements.....	377 85	700 13	4 85	1,288 68	2 77		200 00	80 00
Levis.....	1,159 95	5,158 14	25 01	5,475 78	28 04		134 00	10 00
Little Metis.....	400 20	5,546 25	53 96	11,382 99	28 35		520 00	80 00
Longueuil.....	969 21	3,332 36	23 26	4,539 92	9 94	13 68	120 00	48 00
		1,834 57	16 92	2,241 69	8 27		350 00	20 00

* Accounting Office, from 1st October, 1891.

+ Accounting Office, from 1st April, 1892.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Concluded.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com- pen- sation paid to Post- masters on M. O. business.	Com- pen- sation paid to Post- masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Thérèse de Blainville	Terrebonne.	900 12	364	5,383 57	39 55	2,356 65	14 87	1 35	340 00	4 00	40 00
Scottstown	Compton	869 87	247	3,780 22	33 59	2,235 67	11 65	5 37	300 00	20 00	
Shawville	Pontiac.	920 69	359	6,803 94	46 02	1,501 42	17 46	19 40	312 00	44 00	
Sherbrooke.	Sherbrooke.	15,424 36	2,370	21,042 95	191 10	29,086 59			+		
Somerset	Mégantic.	1,250 04	125	1,314 09	10 41	3,154 32	7 68		450 00	60 00	60 00
Sorel	Richelieu.	2,710 15	763	10,281 80	76 20	9,046 57	31 97	1 57	820 00	200 00	
South Durham	Drummond	539 77	147	3,536 87	26 28	1,021 22	9 50	6 48	216 00	40 00	
South Ham	Wolfe	178 67	66	389 53	4 07	406 54	1 45		73 00	8 00	
Stanford	Arthabaska	1,078 81	54	1,698 28	15 49	2,244 57	8 70	8 09	380 00	60 00	40 00
Stanstead.	Stanstead.	1,272 84	364	2,622 92	27 82	2,805 99	7 72	1 51	500 00	160 00	80 00
Sutton.	Brome.	995 30	510	5,897 46	48 90	3,293 20	20 14	19 07	340 00		40 00
Sweetsburg	Missisquoi.	696 31	287	4,014 49	34 11	2,160 99	11 05		280 00	16 00	
Terrebonne	Terrebonne	707 68	362	4,958 68	37 69	4,788 82	13 79	0 75	310 00	14 00	40 00
* Theford Mines	Mégantic	1,348 98	28	602 33	4 28	15 00	1 51		400 00	360 00	60 00
Three Rivers	St. Maurice.	6,478 98	1,241	15,179 41	127 27	17,651 27	53 96	6 19	1,800 00	16 00	40 00
Thurso	St. Maurice.	6,823 17	297	5,222 21	41 34	2,419 77	15 42	3 82	300 00	16 00	40 00
Trois Pistoles	Ottawa.	861 67	276	5,304 05	38 63	1,694 20	15 60	3 17	340 00	12 00	
Ulverton	Tenniscouata	308 77	61	772 29	5 84	2,094 90	2 50		120 00		
Valcourt	Drummond	200 20	3	142 87	1 37	312 63	0 35		80 00		
Valleyfield.	Shefford	2,545 44	743	9,535 10	72 91	4,939 77	27 17	2 89	750 00	40 00	
Victoriaville	Beauharnois	1,174 50	119	1,506 41	13 20	1,108 99	4 68	0 12	420 00	150 00	40 00
Waterloo East	Arthabaska	2,290 35	1,405	13,745 48	116 87	9,935 45	37 54	19 46	750 00	96 00	110 00
Windsor Mills	Shefford	1,634 45	286	4,061 71	37 83	2,041 52	11 47	6 67	520 00	8 00	60 00
Yamachiche	Richmond	776 30	44	1,314 95	10 26	1,585 23	5 13		280 00	32 00	
Non-Accounting Post Offices.	St. Maurice.	151,889 89							65,706 86	3,630 67	170 00
Total		724,273 76	99,844	1,513,902 91	13,122 24	1,791,268 77	2,962 43	1,734 03	126,806 19	8,972 50	5,110 00

* Accounting Office from 2nd January, 1892.

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

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount of Commission thereon; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Acadia Mines	Colchester.	1,446 30	1,329	16,733 96	131 62	6,462 40	48 63		500 00	12 00	60 00
Advocate Harbour	Cumberland.	421 54	86	1,975 75	15 11	883 21	5 90		120 00	32 00	
Amherst	do	6,985 97	3,448	36,214 96	303 92	54,206 65	104 35		1,800 00	150 00	
Annapolis	Annapolis.	2,386 72	1,667	16,440 53	130 25	18,759 35	47 83		700 00	300 00	10 00
Antigonishe	Antigonishe.	2,807 79	1,793	18,704 65	150 27	59,081 07	102 46	35 11	840 00	223 50	
Arichat	Richmond.	803 56	1,656	43,302 60	269 92	22,143 76	140 19		360 00	22 50	40 00
Athol	Cumberland.	164 38	122	1,667 76	8 33	1,000 86	3 36		68 00		
Auburn	King's	354 04	250	3,353 71	24 03	703 40	8 46		120 00		
Aylesford	do	697 45	775	7,839 82	65 69	3,704 85	23 65	6 33	240 00	40 00	
Baddeck	Victoria.	1,104 05	847	24,501 69	150 10	13,407 84	77 78	36 79	400 00	140 00	
Bailey's Brook	Pictou.	110 00	7	257 90	1 47	27 30	0 65		44 00		
Barrington	Shelburne.	574 31	687	11,857 20	84 01	13,325 30	47 69		300 00	200 00	
Bass River	Colchester.	386 23	240	2,743 98	22 47	4,418 07	10 92	7 34	138 00	2 00	
Bayfield	Antigonishe.	133 53	138	2,321 55	15 96	1,265 65	7 61		50 00		
Bear River (west side)	Digby.	924 98	1,068	12,202 34	89 02	4,786 59	36 51		336 00		40 00
Berwick	King's	1,200 09	1,059	16,052 80	120 35	9,009 87	48 14	31 96	412 00		40 00
+Bill Town	do	352 48	28	350 26	2 66	13 60			108 00		
Boylston	Guyssboro'	294 72	115	2,015 10	16 53	1,850 37	7 48		84 00	6 00	
Bridgeport	Cape Breton	267 48	311	7,586 84	47 36	618 30	19 91		76 00		
Bridgetown	Annapolis	1,784 76	1,305	16,908 76	131 27	26,235 33	52 59	13 49	580 00		80 00
Bridgewater	Lunenburg.	2,500 18	2,321	30,161 52	229 10	12,464 69	88 81		810 00	120 00	
Caladonia Corner	Queen's.	460 88	773	18,480 01	117 21	3,777 24	50 57	9 19	240 00	69 00	
Canning	King's	994 46	849	9,598 62	76 47	6,109 98	30 82	3 03	360 00	50 00	40 00
Canso	Guyssboro'	1,167 85	1,876	33,629 37	285 62	3,662 03	88 03	15 56	408 00		40 00
Chesley's Corner	Lunenburg.	172 79	112	2,786 47	17 79	630 68	7 83		51 00	6 00	
Chester	do	758 53	294	7,869 57	51 06	4,571 51	25 87	3 07	240 00	20 00	
Cheticamp Chapel	Inverness	17 50	180	7,004 22	40 15	1,625 61	18 21		20 00		
Cheverie	Hants.	237 68	159	1,833 15	14 24	1,009 41	6 67		96 00	4 50	

+ Accounting Office from 2nd January, 1892.

* Accounting Office from 1st October, 1891.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S. R. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Christmas Island.....	Cape Breton.....	111 99	48	777 47	5 46	796 89	2 92		36 00	7 50	
Clarences.....	Annapolis.....	60 19	47	378 26	3 53	130 00	1 26		33 00		
Clarke's Harbour.....	Shelburne.....	212 71	368	9,751 34	63 34	1,933 74	27 29		84 00	1 50	
Clementsport.....	Annapolis.....	313 02	204	2,472 37	18 56	2,298 13	9 57		138 00		
Cleveland.....	Richmond.....	161 00	54	689 84	4 90	879 05	2 57		84 00	8 00	
Clyde River.....	Shelburne.....	187 32	189	3,340 17	21 82	2,929 35	13 34		200 00	20 00	
Cow Bay.....	Cape Breton.....	849 00	1,415	31,292 62	204 62	2,265 43	80 65	6 27	280 00	7 50	
Cross Roads (C.H.).....	Guyssboro.....	486 47	113	5,829 95	30 58	801 85	14 87		166 00		
Dartmouth.....	Halifax.....	2,023 69	1,083	13,533 14	119 62	6,206 24	41 05	16 79	569 00	9 00	80 00
Descosse.....	Richmond.....	333 17	245	7,066 53	43 87	7,490 87	29 92		124 00	1 50	
Digby.....	Digby.....	2,143 10	1,742	23,120 46	180 11	14,312 64	71 19	61 76	620 00	165 00	100 00
Dr. Doctor's Cove.....	Shelburne.....	95 50	216	3,719 49	24 06	497 31	9 94		32 00		
East Southampton.....	Cumberland.....	56 65	45	887 24	5 74	137 22	2 22		20 00	6 00	
Economy.....	Colchester.....	415 26	167	2,160 29	15 16	1,880 72	8 34	1 11	200 00		
English Town.....	Victoria.....	550 41	91	1,061 95	8 32	3,786 41	9 10		200 00	32 00	
Five Islands.....	Colchester.....	231 49	278	5,868 78	37 64	3,094 23	20 62		120 00		
Folly Village.....	do.....	187 77	108	1,153 31	8 63	1,239 52	4 33		88 00		
St Fouchie.....	Richmond.....	90 10	13	174 36	1 07	458 46	0 42		36 00		
Freeport.....	Digby.....	220 03	165	3,344 89	23 83	1,118 37	9 71		74 00		
Frizzleton.....	Inverness.....	100 57	97	1,870 48	11 61	2,389 73	4 86		40 00		
Galarouse.....	Cape Breton.....	150 59	232	5,438 18	32 99	1,034 28	14 33		50 00	11 00	
Grand Etang.....	Inverness.....	62 97	59	1,423 13	8 24	425 30	3 55		24 00		
Grand Pré.....	King's.....	277 48	166	2,850 05	20 26	1,369 57	7 51		116 00		
*Granville Centre.....	Annapolis.....	61 01	52	1,739 35	10 41	235 53	4 67		30 00		
Granville Ferry.....	do.....	564 86	706	11,043 60	77 01	3,206 96	31 05		260 00	22 00	
Great Village.....	Colchester.....	774 26	427	6,044 05	48 24	4,201 20	17 87	5 72	320 00	160 00	40 00
Guyssboro.....	Guyssboro.....	1,126 52	922	14,200 31	97 57	10,318 37	45 06		470 00	190 00	40 00
Halifax.....	Halifax.....	63,962 07	12,831	179,329 20	1,644 69	550,000 18					
Hantsport.....	Hants.....	1,149 09	1,185	17,860 97	137 74	7,383 18	51 49	13 41	380 00	9 00	40 00
Harbour au Bonche.....	Antigonish.....	272 99	513	8,153 77	53 25	4,754 95	31 02		116 00		
Hebron.....	Yarmouth.....	547 47	386	9,305 48	65 08	4,332 24	26 47		200 00		
Hopewell.....	Pictou.....	641 63	410	5,462 46	42 85	12,902 86	36 53	1 42	216 00	24 00	
Hubbard's Cove.....	Halifax.....	439 93	169	2,865 72	18 34	1,790 28	7 55		150 00	15 00	
*Iona.....	Victoria.....	110 09	36	170 06	1 70	156 12	0 42		70 00	1 50	
Isaac's Harbour.....	Guyssboro.....	273 63	167	4,190 03	28 42	2,185 17	11 00		92 00	19 00	
Kennetcook.....	Hants.....	245 89	267	3,547 19	27 04	2,621 26	13 51		84 00		
Kentville.....	King's.....	3,052 78	2,091	28,163 60	210 96	19,848 96			263 55		195 18

Kingsport.....	174 11	236	4,486 72	29 29	372 60	11 57	70 00	36 00
Kingston Station.....	826 10	875	17,515 94	125 30	7,806 73	49 06	240 00	60 00
Lawrencetown.....	571 76	757	14,875 63	101 17	5,800 10	40 26	240 00	60 00
Langar.....	74 49	28	585 66	4 04	68 24	1 53	30 00	12 00
Little Bras d'Or.....	217 18	206	4,775 06	30 85	1,616 69	14 15	72 00	12 00
Little Glace Bay.....	718 10	1,190	33,050 43	207 68	1,521 98	83 90	220 00	80 00
Liverpool.....	1,926 49	2,132	28,266 92	213 11	14,446 73	88 52	669 00	100 00
Lochaber.....	234 03	76	2,082 52	12 77	2,675 54	9 68	96 00	1 50
Lockport.....	1,285	1,426	16,413 80	119 23	7,849 16	50 24	360 00	7 50
Louisburg.....	881 90	900	7,969 72	51 44	2,733 84	21 69	108 00	8 00
Lower Ayrville.....	218 92	160	5,387 85	6 17	1,483 50	4 44	90 00	1 50
Lower L'Ardoise.....	139 73	300	4,698 43	31 44	3,915 09	15 88	56 00	
Lower Stewiacke.....	715 43	600	22,002 17	173 58	11,263 36	48 34	220 00	
Lunenburg.....	2,247 04	1,725	11,487 10	73 37	8,650 49	38 97	554 20	38 60
Lunenburg.....	490 91	608	3,943 71	31 71	1,637 77	10 38	220 00	100 00
Maccan.....	395 49	273	3,829 96	24 82	1,627 60	10 20	172 00	6 00
Main-a-Dieu.....	152 40	202	3,829 96	24 82	1,627 60	10 20	48 00	6 00
Maitland Harbours.....	845 07	766	10,845 03	80 36	7,085 55	36 92	360 00	37 50
Margaree Harbour.....	287 49	149	6,706 03	37 99	2,449 93	16 01	90 00	49 50
Margaretsville.....	180 87	246	5,018 49	33 03	2,449 93	16 01	70 00	
McGray.....	84 94	204	3,904 77	28 39	1,269 47	12 25	40 00	36 00
Merrimouth.....	248 22	133	1,947 29	13 04	3,400 43	5 30	88 00	25 00
Meteghan.....	190 38	500	14,242 68	89 37	3,350 78	40 01	64 00	
Middle Musquodobit.....	543 69	251	6,443 01	48 65	6,921 08	22 76	200 00	100 00
Middle Stewiacke.....	113 47	67	703 54	5 28	795 65	2 67	55 00	
Middleton.....	1,354 61	1,401	21,162 71	150 99	11,241 81	62 94	432 00	100 00
Mill Village.....	316 80	271	3,403 29	24 31	1,743 96	10 84	154 00	32 00
Milton.....	496 56	623	7,566 04	59 36	2,488 41	20 52	200 00	
New Glasgow.....	5,950 61	3,046	30,861 72	307 93	36,264 44	120 18	1,360 00	100 00
Newport.....	539 24	402	7,115 57	52 54	4,410 21	22 08	264 00	40 00
Newport Landing.....	197 46	228	2,473 76	22 84	872 28	7 13	96 00	6 00
New Ross.....	181 46	205	4,628 08	29 43	913 11	12 38	60 00	
New Victoria.....	156 28	137	2,598 27	17 86	279 38	6 51	48 00	4 50
Noel.....	231 29	319	5,836 41	37 49	2,416 01	17 58	70 00	96 00
North Sydney.....	2,396 60	1,754	25,011 35	183 93	22,577 35	76 42	680 00	100 00
Old Barnes.....	112 90	51	533 30	4 08	153 77	1 66	47 00	50 00
Oxford.....	1,437 72	1,242	13,913 56	99 72	9,689 84	42 00	480 00	60 00
Parrsboro.....	2,157 24	1,894	29,970 31	197 31	9,307 26	75 18	620 00	100 00
Pictou.....	5,257 63	2,347	29,640 08	235 64	48,008 64	110 30	1,360 00	200 00
Pictou.....	282 02	77	2,189 80	14 37	964 43	6 61	100 00	
Port George.....	700 27	272	4,861 06	30 50	4,526 10	19 42	320 00	200 00
Port Hastings.....	895 36	472	6,685 44	49 10	10,701 59	22 58	460 00	195 00
Port Hawkesbury.....	924 49	610	10,588 56	71 71	10,608 73	32 89	380 00	4 50
Port Hood.....	75 47	115	1,391 54	9 33	238 43	3 78	24 00	
Port Howe.....	195 99	60	1,398 20	9 75	1,573 17	6 44	76 00	4 50
Port la Tour.....	361 11	417	7,631 67	56 86	4,443 71	25 68	120 00	
Port Maitland.....	282 04	267	3,478 24	26 35	2,618 20	12 81	136 00	
Port Mulgrave.....	591 00	427	7,829 40	47 92	4,037 93	25 02	220 00	24 00

* Accounting Office from 2nd January, 1892.
 * Accounting Office from 1st October, 1891.

† Salary, &c., entered in Auditor-General's Report.
 ‡ Non-accounting Office from 1st April, 1892.

+ Late River Inhabitants Bridge.

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M.O. business.	Compensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Williams	King's	518 11	325	3,388 94	27 32	2,628 17	9 99	160 00	160 00		
Publico Harbour	Yarmouth	180 11	438	9,031 79	61 50	3,159 13	28 34	88 00	88 00	6 00	
Pugwash	Cumberland	892 19	1,250	15,904 76	114 54	7,935 07	48 80	11 96	320 00	10 00	40 00
River Bourgeois	Richmond	115 61	126	3,860 43	22 83	1,463 49	10 38	44 00	44 00		40 00
River John	Pictou	739 14	933	16,212 89	111 12	6,213 89	46 45	120 00	300 00		
Round Hill	Annapolis	285 50	173	2,121 39	16 53	1,070 00	5 68	60 00	120 00		
St. Andrews	Antigonish	208 34	79	773 77	6 12	1,442 00	4 87	60 00	21 00		
St. Peter's	Richmond	710 99	557	14,847 17	92 08	4,843 26	42 38	2 23	300 00	100 00	
Sandy Cove	Digby	156 68	184	1,593 45	12 20	2,131 04	8 01	76 00	410 00	25 50	40 00
Shelburne	Shelburne	1,429 86	1,731	37,288 57	247 91	11,695 61	106 02	250 00	250 00	67 50	
Sherbrooke	(Guysboro')	532 76	570	14,374 69	91 10	6,561 67	42 85	280 00	280 00	250 00	
Shubenacadie	Hants	827 57	477	8,988 69	66 55	5,758 08	30 47	2 01	100 00		
South Farmington	Annapolis	369 28	829	24,737 33	153 84	1,421 94	63 32	40 30	765 00	2 00	130 00
Spring Hill Mines.	Cumberland	2,995 99	2,660	30,112 27	250 36	7,460 32	78 72	40 30	Special		
Stellarton	Pictou	1,697 23	1,217	12,020 76	106 46	10,536 37	34 68	14 78	25 00	60 00	
Strathorne	Inverness	169 80	119	1,887 06	13 17	1,809 41	7 16	88 00	88 00		
Sydney	Cape Breton	3,536 54	1,996	37,658 42	266 73	20,826 38	109 26	275 00	930 00	275 00	
Sydney Mines	do	609 72	349	3,681 30	32 30	1,680 68	12 25	132 00	132 00		
Tatamagouche	Colchester	846 45	792	13,098 91	87 57	8,985 61	45 96	1 32	320 00	30 00	40 00
*Thorburn	Pictou	329 14	128	1,439 56	11 79	554 96	3 92	136 00	136 00		
Tidnish	Cumberland	121 25	89	1,312 47	9 29	303 38	3 58	96 00	96 00		
Tracadie	Antigonish	169 92	201	3,040 82	20 68	5,329 78	18 86	131 00	131 00	2 00	
Truro	Colchester	9,514 69	3,923	47,597 66	408 25	92,476 21	155 44	2,350 00	2,350 00	55 00	
Tusket	Yarmouth	218 45	186	2,181 28	17 14	2,743 05	10 19	96 00	96 00	13 00	
Upper Musquodoboit	Halifax	253 32	253	7,103 61	42 49	2,731 08	22 60	90 00	90 00	10 00	
Upper Stewiacke	Colchester	355 47	289	4,944 66	35 94	4,550 69	19 22	2 07	180 00	30 00	
Wallace	Cumberland	720 68	655	11,396 43	81 66	9,271 12	37 50	270 00	270 00		
Walton	Hants	208 53	78	1,076 24	7 93	976 84	4 00	68 00	68 00	6 00	
Waterville	King's	796 42	723	12,234 55	81 06	2,531 65	32 97	1 58	324 00	8 50	40 00
West Bay	Inverness	510 49	165	2,687 77	18 63	2,341 95	9 62	176 00	176 00		
Westport	Digby	447 91	522	10,046 22	65 36	1,409 18	26 80	3 30	170 00		
West River, Sheet Harbour	Halifax	700 72	479	9,722 97	62 01	2,119 21	25 56	35 00	308 00	55 50	
Westville	Pictou	1,252 39	1,261	18,045 82	137 19	3,636 39	48 53	10 00	420 00	10 00	

Weymouth.....	560 25	193	2,515 22	20 19	3,875 30	11 83	.....	310 00	40 00
Weymouth Bridge.....	1,147 99	499	7,056 73	52 39	8,023 38	21 07	.....	420 00	16 00
Whycomagh.....	580 39	331	8,136 28	49 27	3,102 86	31 70	.....	272 00	27 00
Wilmot.....	122 03	123	1,278 99	10 19	1,269 67	4 45	.....	60 00	.....
Windsor.....	5,166 00	1,926	23,293 32	198 63	28,026 79	71 90	.....	1,250 00	59 00
Wine Harbour.....	151 14	36	703 81	4 96	92 00	1 92	.....	72 00	.....
Wolfville.....	3,577 02	1,752	21,924 71	185 10	23,277 07	62 29	.....	880 00	36 00
Yarmouth.....	8,202 58	3,063	38,783 52	315 74	90,011 83	138 31	.....	2,140 00	860 00
Non-accounting Post Offices.....	61,272 24	.....	.....	.....	.....	.....	.....	29,899 61	1,403 00
Total.....	262,877 09	111,883	1,726,385 70	12,900 23	1,658,933 82	4,688 66	543 59	73,072 36	7,450 60	2,430 88

* Accounting Office from 1st October, 1891.

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

Fairville	St. John	795 72	289	3,248 68	29 56	2,033 60	9 89	220 00
Florenceville	Carleton	257 67	272	6,981 61	43 65	1,357 34	18 51	297 00
Fredericton	York	11,457 53	2,845	35,172 13	306 90	61,016 22		+
Fredericton Junction	Sunbury	534 14	54	855 77	6 85	429 90	2 30	4 00
Gagetown	Queen's	358 34	332	6,239 56	42 08	3,220 01	16 73	108 00
Grand Falls	Victoria	712 52	339	8,257 32	57 45	1,589 57	4 28	180 00
Grand Manan	Charlotte	449 56	438	10,451 82	75 09	2,722 57	27 14	250 00
Hampstead	Queen's	105 72	83	2,493 18	15 42	580 28	6 81	164 00
Hampton	King's	377 00	331	4,866 26	38 07	3,786 29	15 42	44 00
Harland	Carleton	651 85	365	5,738 19	43 48	3,074 90	16 88	150 00
Harvey	Albert	139 93	330	6,674 88	43 89	2,307 25	20 69	228 00
Harvey Station	York	385 64	162	2,824 51	19 44	1,823 70	7 60	245 00
Hillsborough	Albert	621 76	872	13,834 17	99 75	7,405 46	43 51	130 00
Hopewell Cape	do	274 84	177	2,662 47	22 42	2,591 37	7 81	309 00
Hoyt Station	Sunbury	136 37	68	987 48	6 81	625 70	2 87	100 00
Indian Town	St. John	1,450 80	569	10,070 68	76 92	2,392 19	26 85	60 00
Jacksonville	Carleton	112 89	183	2,965 62	20 63	700 44	7 83	535 00
Kingsclear	York	86 50	96	1,427 17	9 92	644 99	4 48	32 00
Kingston	Kent	1,137 04	965	17,403 28	116 24	7,344 10	49 99	400 00
Kingston, King's	King's	95 51	30	602 76	5 03	550 37	2 28	64 00
Kintore	Victoria	48 20	101	1,020 34	8 00	217 15	2 69	28 00
Kouchibouguac	Kent	172 14	67	1,155 00	7 72	673 40	3 83	76 00
Lepreaux	Charlotte	191 41	38	527 17	3 79	501 23	2 21	84 00
Markhamville	King's	79 64	29	167 48	1 45	75 00	0 57	10 00
McAdam Junction	York	581 11	92	1,706 84	11 91	532 62	4 77	281 00
Memrancook	Westmoreland	459 85	231	3,900 36	27 06	6,069 47	15 31	108 00
Middle Sackville	do	291 99	412	2,247 28	16 99	214 75	5 66	180 00
Milton	Northumberland	638 94	349	5,502 22	39 80	670 44	14 85	100 00
Milltown	Charlotte	287 10	134	3,000 26	34 07	1,453 16	10 23	340 00
Millville	York	287 10	134	2,254 59	16 02	403 22	5 85	84 00
Moncton	Westmoreland	11,084 68	5,995	74,388 63	604 54	60,404 21	215 01	2,900 00
Narrows	Queen's	149 90	182	3,781 68	26 82	1,546 47	11 49	240 00
Newcastle	Northumberland	3,044 43	1,824	24,915 38	187 88	10,765 60	72 53	400 00
New Mills	Restigouche	477 72	85	1,384 12	12 43	381 90	3 71	850 00
Norton Station	King's	340 75	134	2,957 71	21 00	1,529 13	8 51	180 00
Oak Point	do	53 64	78	792 20	6 86	536 79	2 12	165 00
Oronoto	Sunbury	313 45	157	2,219 89	17 69	1,035 81	6 06	27 00
Ossekeg	King's	517 48	478	6,471 73	51 30	1,588 80	17 69	120 00
Penobscot	do	246 75	218	3,565 72	26 33	3,426 28	9 89	200 00
Petitcodiac	Westmoreland	1,150 86	770	30,453 00	182 26	7,518 94	81 17	135 00
Petit Rocher	Gloucester	369 40	332	5,230 64	35 53	1,593 78	13 30	150 00
Port Eglon	Westmoreland	664 43	469	9,069 74	66 95	1,947 70	23 92	400 00
Portland	St. John	2,135 11	658	8,698 92	81 91	2,084 18	23 60	300 00
Richbucto	Kent	845 43	777	13,395 12	92 31	4,469 09	36 72	500 00
Richmond Corner	Carleton	92 30	81	375 24	4 41	227 38	1 14	350 00
River Charles	Restigouche	292 42	147	1,551 19	12 10	599 62	3 94	8 00
River Louison	do	115 14	184	3,118 78	19 67	663 92	8 45	36 00
Rockland	Westmoreland	67 09	42	240 52	2 30	294 92	1 01	30 00
Rogersville	Northumberland	531 45	98	1,546 72	10 02	218 42	3 91	160 00

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

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

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rothessay	King's	686 69	123	1,871 57	17 05	683 71	5 69	0 04	192 00	24 00	
St. Andrew's	Charlotte	1,750 61	988	13,221 14	114 52	8,503 29	42 50		800 00	20 00	100 00
St. George	do	1,125 51	966	17,315 40	125 53	7,694 49	51 96		462 00		40 00
St. John	St. John	46,890 59	7,327	138,768 15	1,201 37	449,935 60					
St. Martin's	do	813 31	549	10,346 00	73 17	3,076 20	32 07	1 78	260 00		
St. Stephen	Charlotte	4,876 66	2,620	21,408 93	175 82	20,935 03	62 88	101 02	1,290 00	144 00	
Sackville	Westmoreland	3,225 08	1,886	17,081 65	146 56	28,241 15	18 13	18 66	900 00	110 00	120 00
Salisbury	do	590 93	508	6,840 73	51 12	2,050 78	18 13	6 85	260 00	10 00	
Shediac	do	1,962 86	877	13,409 75	95 87	14,877 71	39 62	5 63	690 00	90 00	100 00
Sheffield	Sunbury	131 05	281	7,945 42	49 62	5,736 91	19 89		186 00		
Shippigan	Gloucester	179 04	72	1,194 45	8 52	134 07	3 09		90 00	20 00	
Springfield	King's	236 12	190	3,688 15	26 08	2,298 73	12 79		100 00	40 00	
Stanley	York	225 48	240	3,460 94	25 08	785 81	9 24		88 00		
Sussex Vale	King's	2,324 76	1,628	19,558 01	158 99	16,892 16	58 92		650 00	100 00	
Tracadie	Gloucester	428 01	172	3,833 18	24 49	881 10	10 40		148 00		
Upham	King's	44 38	48	1,414 45	8 71	645 46	4 15		16 00		
Upper Gagetown	Queen's	122 95	234	3,459 41	24 84	637 35	9 27		44 00		
Weldford	Kent	725 83	804	12,566 92	86 26	2,828 78	34 76		320 00	4 00	20 00
Welsford	Queen's	507 49	158	2,479 50	16 53	1,147 03	7 35		160 00		
Woodstock	Carleton	5,226 45	2,577	29,262 39	265 47	28,276 24	88 17		1,260 00	400 00	
Non-accounting Post Offices.		37,262 59							19,224 53	462 50	40 00
		176,684 14	60,467	931,511 26	7,148 75	918,967 82	2,171 93	908 94	46,013 53	3,803 00	920 00

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

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Amount and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$		\$	\$	\$	\$	\$	\$	\$	\$
Alberton	Prince	1,047 57	498	9,296 47	65 99	6,122 42	32 25	1 70	380 00	10 00	40 00
Charlottetown	Queen's	13,654 31	3,842	53,287 47	475 63	86,304 24			*		
Georgetown	King's	883 88	294	6,833 04	47 60	5,913 86	25 23	0 47	370 00	50 00	40 00
Kensington	Prince	644 76	158	2,800 18	21 40	2,965 34	9 13	1 22	220 00	60 00	
Montague Bridge	King's	865 92	684	18,749 78	117 76	8,226 03	62 20	4 22	320 00	100 00	
Murray Harbour, South	do	278 89	331	4,373 34	30 26	1,714 23	14 11		110 00	4 00	
Souris, East	do	1,224 53	486	7,551 31	58 90	8,910 53	35 58		440 00	90 00	40 00
Stanley Bridge	Queen's	195 60	191	3,932 26	29 42	2,286 19	10 97	0 05	90 00		
Summerside	Prince	4,104 33	1,211	18,307 77	144 48	25,107 45	68 05		1,076 30	78 24	
Tignish	do	702 32	264	5,359 32	37 23	1,510 95	15 30	1 01	270 00	12 00	
Victoria	Queen's	209 81	296	8,370 21	53 75	2,226 43	24 19	3 42	100 00		
Non-accounting Post Offices		14,712 48							6,765 75	517 50	
Total		38,523 50	8,255	138,971 15	1,082 42	150,887 67	297 01	12 09	10,142 05	921 74	120 00

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

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
* Alexander.....	Selkirk.....	946 75	50	866 26	5 90	180 00	2 17		220 00		
Arden Station.....	Marquette.....	665 94	715	13,893 46	88 46	2,711 41	38 27		168 00		
Beulah.....	do.....	451 75	212	5,129 91	32 92	2,350 44	14 69		180 00	12 00	
Binscarth.....	do.....	405 18	356	9,203 14	60 67	1,747 86	24 15		200 00	56 00	
Birtle.....	do.....	1,408 05	581	11,347 33	85 44	7,558 96	34 25	2 14	530 00	48 00	60 00
Boissevain.....	Selkirk.....	2,130 23	842	17,541 96	116 72	5,382 32	45 95	2 65	580 00	60 00	80 00
Brandon.....	do.....	14,536 44	3,818	62,867 06	562 65	32,710 01	186 90	19 19	2,383 33	390 00	90 00
Carberry.....	Marquette.....	2,836 17	902	12,307 53	92 64	4,366 07	32 01		440 00	20 00	100 00
Carman.....	Selkirk.....	1,527 05	1,245	34,505 27	220 55	7,587 21	87 53		440 00	36 00	60 00
Deloraine.....	do.....	2,200 20	1,062	21,063 80	144 91	8,218 24	54 72		680 00	90 00	100 06
Domain City.....	Provencher.....	513 38	379	6,453 41	44 07	2,903 56	18 61	1 03	180 00		
Elkhorn.....	Selkirk.....	1,382 95	632	13,164 47	93 99	5,048 86	38 79	5 03	460 00	70 00	40 00
Emerson.....	Provencher.....	1,341 23	726	10,887 36	83 57	3,609 71	29 41	3 23	460 00	75 00	40 00
* Fox Warren.....	Marquette.....	211 98	43	832 60	5 24	158 31	2 08		74 00		
Gladstone.....	do.....	1,192 71	930	24,448 80	151 62	5,693 05	65 05	2 01	390 00	14 00	40 00
Glenboro.....	do.....	1,083 01	442	8,787 91	60 70	3,060 45	23 21		300 00	32 00	40 00
Gretna.....	Selkirk.....	1,309 53	396	6,939 99	57 77	2,633 92	17 64		400 00	30 00	40 00
Griswold.....	do.....	1,475 89	367	11,520 53	77 03	3,837 20	31 35		400 00	90 00	60 00
* Hartney.....	do.....	1,383 14	66	1,728 25	10 69	525 82	4 32		270 00	8 00	20 00
Holland.....	Marquette.....	962 06	195	4,413 47	33 29	1,960 96	59 17		300 00	30 00	40 00
Killarney.....	Selkirk.....	1,254 70	1,168	22,592 82	144 75	6,479 90	59 17		400 00	30 00	40 00
Manitowishong.....	do.....	1,959 36	1,259	24,793 10	167 75	8,323 06	67 98	3 38	580 00	72 00	80 00
McGregor Station.....	Marquette.....	932 46	231	3,696 41	27 56	1,216 38	9 62		300 00	8 00	
* Melita.....	Selkirk.....	1,826 13	111	1,997 39	14 73	1,469 02	5 07		220 00	21 67	30 00
Minnedosa.....	Marquette.....	2,410 44	1,207	17,277 36	136 89	8,715 51	52 15	4 54	700 00	24 00	100 00
Morden.....	Selkirk.....	3,388 38	2,051	36,759 73	263 81	13,977 61	96 77	7 99	864 00	28 00	120 00
Morris.....	do.....	819 12	537	11,126 25	76 94	3,032 02	28 60		320 00		40 00
Neepawa.....	Provencher.....	3,265 70	1,235	25,121 29	171 75	11,684 15	66 44	1 54	320 00	33 00	40 00
Newdale.....	do.....	430 66	261	5,031 43	34 93	1,074 28	12 85		160 00	8 00	

Nings	675 71	537	22,094 74	127 03	1,529 36	55 32	160 00	41 00	60 00
Pilot Mound	1,631 94	480	7,837 80	62 69	9,270 52	24 07	480 00	20 00	280 00
Portage la Prairie	8,947 73	3,087	45,745 92	366 51	28,376 09	124 62	1,940 00	40 00	60 00
Rapid City	1,491 88	957	15,073 77	110 91	7,788 20	46 42	480 00	6 00	40 00
Russell	797 97	498	11,568 39	78 49	2,971 92	31 66	280 00	6 00	40 00
†St. Boniface	756 44	121	1,838 28	16 16	1,033 36	5 40	360 00	6 00	40 00
Selkirk	1,337 05	887	13,621 82	106 50	2,962 27	35 66	426 00	50 00	40 00
Shoal Lake	888 36	175	3,391 58	23 75	3,325 22	9 64	350 00	6 00	40 00
*Souris	364 32	35	955 45	6 03	30 56	2 39	140 00	16 00	80 00
Stonewall	2,485 88	1,167	27,203 07	176 11	7,502 99	73 21	600 00	21 00	40 00
Virden	1,104 34	484	8,309 55	64 48	4,854 89	23 79	380 00	36 00	40 00
Winnipeg	3,639 49	1,673	35,678 70	243 87	11,733 81	95 32	880 00	40 00	120 00
Non-accounting Post Offices	86,069 56	12,763	189,302 69	1,782 91	433,454 50	.....	.....	.....	.....
Offices	34,665 95	.....	.....	.....	.....	.....	12,091 60	403 65	20 00
Total	199,277 21	44,833	808,920 05	6,173 38	692,870 77	1,688 59	32,446 93	1,935 32	2,080 00

* Accounting Office from 1st April, 1892.

† Accounting Office from 2nd January, 1892.

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

W. H. SMITHSON,
Accountant.

WILLIAM WHITE,
Deputy Postmaster-General.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	Territory.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
							\$	cts.			
Banff	Alberta.	1,167 99	800	18,391 52	131 08	3,161 35	47 00	8 45	470 00	50 00	50 00
Battleford	Saskatchewan.	868 83	727	12,177 97	84 74	2,423 22	32 42	1 38	320 00	40 00	40 00
Broadview	Assiniboia.	628 74	174	4,638 90	32 27	2,144 02	15 52		340 00		
Calgary	Alberta.	9,964 93	3,708	59,019 84	504 92	49,230 96	175 07	25 10	2,160 00	300 00	360 00
Cannington Manor	Assiniboia	760 18	228	4,526 49	36 27	1,421 46	12 96		260 00		
Edmonton	Alberta.	2,089 26	647	10,793 59	81 36	11,074 60	33 01		470 00	20 00	50 00
Fort McLeod	do	1,719 61	1,197	25,678 37	185 58	6,824 89	68 09	5 40	560 00	48 00	80 00
Fort Saskatchewan	do	357 92	315	7,854 21	50 59	1,529 23	21 14		108 00	6 00	
Grenfell	Assiniboia.	1,279 98	637	12,344 47	86 66	4,878 81	37 81		460 00		40 00
*Indian Head	do	1,319 47	102	3,277 69	20 47	589 04	8 19		440 00	20 00	40 00
Lethbridge	Alberta.	3,102 53	2,738	51,617 11	437 73	7,488 14	131 70	30 52	1,020 00	80 00	140 00
Maple Creek.	Assiniboia.	1,063 90	368	7,350 96	59 27	3,658 20	18 52	1 22	390 00		60 00
Medicine Hat.	do	1,641 99	1,094	20,715 27	173 95	3,680 91	53 34	30 00	450 00		60 00
Moose Jaw.	do	2,247 95	1,128	29,738 74	197 68	7,857 43	75 17	19 67	640 00	8 00	80 00
Moosomin	do	3,292 50	1,032	21,523 15	152 73	13,878 03	65 41	2 33	870 00	200 00	130 00
Pincher Creek	Alberta.	635 79	452	10,410 52	74 05	3,031 61	26 98		228 00		80 00
Prince Albert.	Saskatchewan.	2,212 23	835	12,471 71	95 12	5,802 20	34 59	0 31	630 00	24 00	
Qu'Appelle.	Assiniboia.	934 83	399	9,340 71	69 78	5,146 57	26 29		300 00	54 00	40 00
Qu'Appelle Station	do	1,714 89	823	16,828 73	124 68	5,980 05	49 50	2 63	590 00	150 00	60 00
Regina.	do	7,770 29	1,883	36,766 59	279 86	29,209 36	103 03	15 43	1,900 00	300 00	

Saltcoats.....	267	4,986 90	41 24	5,210 64	20 06	380 00	18 00	40 00
Swift Current.....	273	3,377 68	31 90	1,197 82	9 64	200 00	8 00	.....
do								
do								
Wapella.....	247	5,128 19	32 95	1,632 26	15 18	276 00	16 00	.....
Whitehead Station.....	706	16,402 10	109 52	11,371 97	59 38	460 00	100 00	40 00
do								
Wolsley.....	392	10,270 17	68 23	4,730 55	29 51	300 00	60 00	.....
*Yorkton.....								
Non-accounting Post Offices.....	7	186 87	1 32	351 08	0 48	270 00	12 00	.....
Total.....	21,179	415,767 94	3,163 95	193,564 42	1,169 99	5,462 24	1,531 66	1,390 00

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

* Accounting Office from 1st April, 1892.

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1892.

Name of Office.	County.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
+Agassiz.....	Yale-Kootenay.	442 80	136	1,480 01	11 81	499 75	3 70	.....	108 00	.....	.....
*Alberni.....	Vancouver.	199 18	184	2,579 79	21 56	357 56	6 84	.....	70 00	1 50	.....
Ashcroft Station	Yale.	712 87	846	20,372 55	135 73	8,628 75	51 06	9 83	290 00	120 00	.....
Barkerville.....	Cariboo.	303 86	766	17,939 74	116 61	1,559 78	45 10	.....	130 00	16 00	.....
Burgoyne Bay	Vancouver.	131 22	71	855 07	8 61	491 71	2 14	.....	44 00	.....	.....
Chetnamus.....	do	464 17	414	7,748 45	62 34	1,579 88	19 72	.....	160 00	.....	.....
Chilliwack.....	New Westminster.	1,293 27	1,370	39,502 61	256 89	16,749 29	101 57	2 58	380 00	12 00	40 00
Clinton.....	Cariboo.	510 37	424	10,602 80	72 50	2,497 04	27 17	.....	250 00	60 00	.....
Comox.....	Vancouver.	469 12	1,126	31,068 12	226 06	4,437 13	78 56	3 75	160 00	7 50	.....
Corfield.....	do	78 90	146	2,266 82	22 74	525 13	5 91	.....	36 00	.....	.....
Coutlee.....	Yale-Kootenay.	152 41	136	2,554 83	21 06	323 95	6 50	.....	56 00	.....	.....
Donald.....	do	1,172 26	837	17,582 70	157 51	2,212 36	44 86	.....	460 00	80 00	.....
Fnderby.....	do	663 24	389	12,435 96	90 93	2,340 77	32 62	.....	180 00	.....	.....
Esquimalt.....	Victoria.	1,179 54	377	6,171 04	68 53	1,763 28	19 12	.....	480 00	60 00	.....
*Field.....	Yale-Kootenay.	596 87	70	2,155 55	16 12	218 69	5 68	.....	160 00	.....	.....
StGolden.....	do	824 17	33	639 16	5 27	251 63	1 60	.....	228 00	48 00	.....
Hope.....	do	187 15	102	1,849 62	13 51	281 13	4 66	.....	64 00	.....	.....
Kamloops.....	Yale.	2,710 98	1,610	32,146 37	248 17	11,561 67	82 36	18 29	760 00	50 00	120 00
Ladner's Landing	do	1,218 26	949	20,243 44	151 76	6,892 21	51 62	0 05	320 00	40 00	40 00
Langley.....	New Westminster.	418 59	581	11,743 28	82 99	3,678 26	30 50	.....	148 00	.....	.....
Lulu Island.....	do	149 41	292	11,875 42	70 00	1,762 93	30 48	.....	85 00	.....	.....
Lytton.....	do	234 33	302	10,600 59	62 78	1,473 16	26 61	.....	134 00	.....	.....
+Mission City.....	New Westminster.	785 98	419	6,346 45	48 62	3,764 78	16 78	.....	300 00	40 00	.....
Nanaimo.....	Yale-Kootenay.	6,383 59	1,389	2,827 00	25 19	20,326 70	396 99	153 96	1,300 00	140 00	.....
*Nelson.....	do	1,659 23	1,189	105,823 36	908 37	411 33	7 24	.....	285 00	.....	.....
New Westminster	New Westminster.	11,635 08	5,922	5,833 31	45 10	69,465 31	282 93	41 60	2,500 00	125 00	.....
Nicola Lake.....	Yale.	669 20	243	1,704 52	16 58	1,504 00	15 47	.....	200 00	.....	.....
Pumper Pass.....	Vancouver.	290 88	296	1,704 52	16 58	669 71	4 47	.....	64 00	.....	.....
Port Hammond.....	New Westminster.	319 00	288	3,846 86	29 92	2,925 36	10 18	.....	100 00	.....	.....

Quamichan.....	260 53	271	3,591 33	32 91	2,981 47	11 67	1 57	184 00	.....
Queanelle.....	284 05	608	15,330 57	98 54	938 69	38 38	.....	108 00	.....
Revelstoke.....	887 55	430	11,921 22	99 06	3,365 40	30 74	.....	320 00	60 00
Soda Creek.....	174 62	195	7,365 56	47 59	544 96	18 38	.....	72 00	4 00
Spence's Bridge.....	166 67	412	7,368 15	55 05	686 81	18 97	.....	87 00	40 00
Sumas.....	149 66	256	6,892 64	44 93	1,253 50	17 52	.....	50 00	.....
Vancouver.....	25,627 20	10,861	190,933 58	1,748 41	115,700 73	534 56	71 64	2,600 00	120 00
Vernon.....	1,091 46	769	24,754 82	160 54	5,572 56	63 28	.....	180 00	**120 00
Victoria.....	43,741 74	15,523	242,722 64	2,397 26	181,965 83	.....	.....	.....	.....
Wellington.....	1,339 79	2,858	65,182 23	642 19	3,905 76	167 41	107 35	382 00	40 00
Yale.....	404 57	324	6,209 76	47 81	1,688 67	15 62	.....	140 00	.....
Non-Accounting Post Offices.....	17,524 96	.....	.....	.....	.....	.....	.....	5,137 66	115 00
Total.....	127,327 98	57,331	1,089,791 20	9,489 17	487,169 63	2,238 97	411 89	18,612 66	989 00
									540 00

* Accounting Office, from 1st October, 1891. † Accounting Office, from 2nd January, 1892. ‡ Late Matsqui. § Accounting Office, from 1st April, 1892.
 †† Salary, &c., entered in Auditor-General's Report. ††† Fuel and Light.

W. H. SMITHSON,
 Accountant.

WILLIAM WHITE,
 Deputy Postmaster-General.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended 30th June, 1892, and of the total amount due to Depositors on that date.

	\$	cts.
Balance due to depositors on 30th June, 1891.....	21,738,648	09
Deposits received during the year.....	7,056,002	00
Interest allowed to depositors during the year in accordance with the Statute.....	734,590	70
	29,529,240	79
Repayments to depositors during the year.....	7,230,839	14
Balance due to depositors on 30th June, 1892.....	22,298,401	65
	29,529,240	79

WILLIAM WHITE,
Deputy Postmaster-General.

DAVID MATHESON,
Superintendent, Savings Bank Branch.

ANALYSIS of the Money Order Business of the Dominion of Canada for the
Year ended 30th June, 1892.

			No. of Orders.	\$ cts.	\$ cts.
Total amount of Money Orders issued in Ontario			516,204		6,200,450 91
do	do	Quebec.....	99,844		1,513,902 91
do	do	Nova Scotia.....	111,883		1,726,385 70
do	do	New Brunswick.....	60,467		931,511 26
do	do	Manitoba.....	44,833		808,920 05
do	do	North-west Territories.....	21,179		415,767 94
do	do	British Columbia.....	57,331		1,089,791 20
do	do	Prince Edward Island.....	8,255		138,971 15
Total number and amount of Money Orders issued..			919,996		12,825,701 12
Total amount of Money Orders paid in Ontario.....				6,372,576 01	
do	do	Quebec.....		1,791,268 77	
do	do	Nova Scotia.....		1,658,933 82	
do	do	New Brunswick.....		918,967 82	
do	do	Manitoba.....		692,870 77	
do	do	North-west Territories.....		193,564 42	
do	do	British Columbia.....		487,169 63	
do	do	Prince Edward Island.....		150,887 67	12,266,238 91
Total amount of Money Orders issued and paid.....					25,091,940 03

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1892.

	\$	cts.
Postage stamps destroyed by fire at Crescent Lake, Assa., 6th April, 1891.....	20	00
do do Greenway, Ont., 28th May, 1891.....	20	00
do do North Williamsburg, Ont., 30th April, 1891.....	2	00
do do Aubigny, Man., 25th May, 1891.....	7	50
do do Rocklyn, Ont., 14th July, 1891.....	15	00
do do Goring, Ont., 14th July, 1891.....	6	50
do do Cannonville, N.S., 21st August, 1891.....	10	41
do do Kent Junction, N.B., June, 1891.....	9	00
do do Stanwood, Ont., 1st November, 1891.....	6	00
Post office funds stolen from Tweed, Ont., 18th January, 1892.....	3	00
Postage stamps stolen from Thomasburg, Ont., 22nd January, 1892.....	31	20
do do Wolverton, Ont., 12th March, 1892.....	33	25
Postage stamps destroyed by fire at Point Edward, Ont., 24th March, 1892.....	10	00
do do Guysboro', N.S., 27th April, 1892.....	246	39
do do Bondhead, Ont., 1st February, 1892.....	7	00
do do Alliston, Ont., 8th May, 1891.....	10	10
do do Castleton, Ont., 24th July, 1891.....	14	00
Post office funds stolen from Milton West, Ont., 14th September, 1891.....	11	04
do do Bothwell, Ont., 23rd September, 1891.....	10	20
Total.....	472	59

WILLIAM WHITE,
Deputy Postmaster-General.

W. H. SMITHSON,
Accountant.

REPORT of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.

REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reputation.
					Name.	Place.			
1	S. G. Best.....	Magnetawan.....	1891. July 3..	\$ cts. 15 00	P. McCurry.....	Parry Sound.....	Only \$5 stated to have been received.	Abstraction in this and other cases committed by a dishonest assistant at the Ahmic Harbour Post Office. Losses made good by postmaster of that office. Evidence available insufficient to warrant prosecution. See Cases Nos. 21, 22, 32 and 38, Class I.	5
2	Park Bros. & Co.....	Toronto.....	do	22 20	Collector of Customs, Peterborough.....		Only \$20.20 stated to have been received.	No evidence to account for the alleged discrepancy.	7
3	A. Simard.....	Hull.....	do	9 00	Mme. Auguste St. Joseph Simard, d'Alma.		Only \$4 stated to have been received.	do	7
4	J. Drury.....	Deer Lake.....	do	1 75	Chase Bros.....	Colborne.....	Stated not to have been received by the persons addressed.	This letter, with several other registered letters, having disappeared in the Deer Lake Post Office, the postmaster of that office made good contents in each case. See Cases Nos. 28, 45, 46, 73, 78, 93, 96 and 115.	3
5	The Postmaster.....	Toronto.....	do	6 50 (Postage stamps.)	The Postmaster.....	Goring.....		The Rocklyn. Post Office was destroyed by fire on the morning of the 14th July, 1891, and these letters burnt.	10
6	S. Goodfellow.....	Heathcote.....	do	4 00	Joseph Manary.....	Rocklyn.....		Stolen by Grégoire Grenier, ex-postmaster at Newport, Que., who was arrested and committed for trial, but having been admitted to bail, subsequently fled the country, forfeiting his bail. Contents recovered.	3
7	Pierre Mercier.....	Clarkborough, N.Y.	do	5 00	Joseph Mercier.....	Newport, Que.....	Stated not to have been received by the person addressed.		

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of proceedings instituted in each case by the Department.	Class in Receptation
					Name.	Place.			
8	Mrs. McLaurin	Woodstock, Ont.	July 16..	5 00	Mrs. J. R. Hutchin- son.	Wolfville, N.S.	Only \$3 stated to have been received.	These and a number of other abstractions were committed by a dishonest railway mail clerk no longer in the service of the department, against whom, however, the available evidence was insufficient to warrant prosecution. The losses were made good. See cases Nos. 19, 20, 37, 41, 50 and 51, Class I.	5
9	M. Casey	Berwick	do 21..	10 00	Miss Mary Casey.	Huntington, Que	Only \$5 stated to have been received.		
10	A. McDonald	Bruce Mines	do 16..	12 00	Mrs. A. McDon- ald.	Ripley	Stated to have been received without contents.	Abstraction in this and certain other cases believed to have been committed by a dishonest assistant in the Bruce Mines Post Office. Evidence not sufficient to warrant prosecution. Losses made good by postmaster of Bruce Mines. See Case No. 42, Class I.	5
11	Mrs. Louisa Jack- son.	Bracebridge	do 23..	5 00	Miss W. A. House	Toronto	do	No evidence to account for the alleged discrepancy	7
12	J. R. McCulloch	Harwood	do 23..	10 00	John Vansickler	Castleton	Stated not to have been received by the person addressed.	Castleton Post Office destroyed by fire on night of 24th July, 1891, and this letter burnt.	10
13	Angus Buchanan	Kemptville	do 25..	25 00	Payne Bros. & McFarlane.	Granby	do	Kemptville Post Office entered by burglars on night of 26th July, 1891, and these letters stolen. The postmaster of Kemptville, not having put the letters under lock and key, made good contents.	8
14	Wm. Brown	Hallville	do 25..	2 00	A. W. Forrest	Brooklyn, N.Y.	do		

15	J. B. Buchanan...	Muskoka Mills...	do	25...	1 00	"Family Herald," Montreal & "Weekly Star" Thomas Dowler..	Bracebridges.....	Stated not to have been received by persons addressed.	3	Contained in a mail-bag made up at Muskoka Mills, for Midland and Fort Hope railway, which was dropped into the Georgian Bay and lost, whilst in charge of the mail courier, in being transferred to the steamer "Maoutou." Contents made good by contractor for Muskoka Mills and steamboat wharf.
16	G. B. Burt.....	do	do	28..	25 00					
17	O. Theriault.....	Rimouski.....	do	23..	15 00	Drouin Frere et fils.	Quebec.....	do	3	This letter was lost or mislaid at the Rimouski Post Office, there being no record of its despatch from that office. Contents made good by postmaster of Rimouski.
18	J. A. Love.....	Stanton.....	do	29..	18 00	E. Barwick & Co.	Shelburne, Ont..	do	8	Stated to have been stolen by burglars from the Stanton Post Office on the night of July 30, '91. The postmaster of Stanton had neglected to put the letter under lock and key, and being himself the sender of the letter he bore the loss.
19	Miss Sarah Gill...	Kingston.....	Aug.	10..	3 00	Miss A. G. Wilmot	Kearney, Neb., U. S.	Only \$1 stated to have been received.	5	See Cases Nos. 8 and 9, Class I. ...
20	C. S. Lord.....	Grafton.....	do	18..	6 00	Cumming & LeVitt.	Truro, N. S.....	Only \$1 stated to have been received.		
21	G. T. Montgomery.	Magnetawan ...	do	17..	20 00	Wm. Taylor.....	Parry Sound....	Only \$15 stated to have been received.	5	See Case No. 1, Class I.
22	C. Weeks.	do	do	26..	10 00	Henry Armstrong	do	Only \$5 stated to have been received.		
23	Mrs. Chas. Poliquin	Montmagny	do	18 .	7 55	J. J. Lavery... .	Quebec	Stated not to have been received by the person addressed.	3	Contents made good by a railway mail clerk, who omitted to report the non-receipt of the letter although it was charged upon him in a letter bill.
24	Zacharie Melancon	Metaghban, N. S.	do	19..	10 00	Joseph Richard..	Ste. Anne de Beauré.	do	3	This letter was duly received at the Ste. Anne de Beauré Post Office, but the postmaster being unable to show how it was disposed of, made good contents.
25	S. J. Alexander...	Thornbury	do	22..	106 00	T. Long & Bros..	Collingwood.....	Only \$90 stated to have been received.	7	No evidence to account for the alleged discrepancy.
26	Francis Peck.	Belleville.....	do	22..	3 00	H. J. Hill.	Toronto.....	Stated to have been received without contents.	7	do do

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
27	C. Tisdale.....	Novar, Ont.	1891. Aug. 24..	\$ cts. 100 00	Samson, Kennedy & Co.	Toronto	No evidence to account for the alleged discrepancy.	7	
28	Mrs. Sarginson....	Deer Lake.....	do 25..	3 10	Chase Bros.....	Colborne	Only \$95 stated to have been received. Stated not to have been received by the persons addressed.	3	
29	J. E. Preston.....	Carnduff, Assa..	do 31..	48 00	McKenzie, Powis & Co.	Winnipeg	Only \$38 stated to have been received.	7	
30	The Postmaster....	Schreiber.....	Sept. 4..	15 00	Ontario Bank....	Port Arthur....	Only \$5 stated to have been received.	7	
31	Carlin, Lake & Co.	Field, B.C.....	do 5..	50 00	Pheasant Forks and Butter Co.	Pheasant Forks, Assa.	A break having occurred in the registration of this letter, the contents were made good jointly by three employes of the Post Office (two railway mail clerks and a postmaster), who were severally responsible in the case.	3	
32	John Gillie.....	Spence, Ont.....	do 8..	30 00	Alma Ross.....	Parry Sound...	See Case No. 1, Class I.....	5	
33	Alex. McKay.....	Coboconk.....	do 12..	7 00	James Elliott...	Pickering.....	The postmaster of Pickering, having failed to report the non-receipt of a Letter Bill with the mail by which this letter is stated to have been despatched to his office, made good contents.	3	
34	A. Chisholm.....	Bracebridge.....	do 14..	3 00	Maggie Chisholm.	Milton, Ont.....	The Milton Post Office was entered by burglars on the night of the 15th September, 1891, and these letters stolen.	9	
35	W. Stewart.....	London, Ont.....	do 14..	5 00	Miss M. Stewart.	do			
36	Mrs. B. McQuestion	Deux Rivières..	do 16..	5 00	Miss Ida Mc-Casghery.	Mc-Pembroke....	Stated to have been received without contents.	7	
37	Mrs. G. H. Smith.	Stanbridge.....	do 18..	2 00	G. Smith.....	Pullman, Ill....	See Cases Nos. 8 and 9, Class I.....	5	

38	Thomas Ewin.....	Ahmic Harbour.	do	20..	2 00	Alex. Smith.....	Hornby, Ont.....	do	.....	5
39	H. Sibble.....	Rat Portage.....	do	22..	1 00	S. E. Lefebvre.....	Montreal.....	do	No evidence to account for the alleged discrepancy.	7
40	Joseph Jacob.....	Montreal.....	do	22..	16 00	Mrs. Jos. Jacob..	L'Ange (Gardien).	do	do	7
41	J. E. Hutton.....	Thornbury.....	do	24..	66 00	O. Migner & Sons	Quebec.....	Only \$1 stated to have been received.	See Cases Nos. 8 and 9, Class I.....	5
42	A. Murray.....	Cook's Mills	do	26..	50 00	Mrs. A. Murray..	Bruce Mines.....	Only \$61 stated to have been received.	See Case No. 10, Class I.....	5
43	Bank of Toronto.	Toronto.....	do	28..	2,000 00	Conger Lumber Co.	Parry Sound.....	Only \$1,998 stated to have been received.	No evidence to account for the alleged discrepancy.	7
44	Desairé Fournier.....	Montmagny.....	do	28..	9 50	Messrs. Turner Bros.	Quebec.....	Stated to have been received without contents.	do	7
45	Jas. Chamberlain..	Deer Lake.....	do	29..	2 00	Fred. E. Young..	Rochester, N.Y. }	Stated not to have been received by the person addressed.	See Case No. 4, Class I.....	3
46	John Chamberlain.	do	do	29..	2 00	do	do			
47	Timothy Bredo.....	Tracadie, N.B....	Oct. 2..	2..	5 00	Wm. Walsh.....	Pockmouche, N.B.	Stated to have been received without contents.	Abstraction committed by a youth employed as mail courier on the Carquet and Pockmouche route. Evidence available insufficient to warrant prosecution. Contents made good by contractor for route in question.	5
48	J. Thompson.....	Rodney.....	do	8..	40 00	Fred. Doggath...}	St. Thomas, Ont }	Stated not to have been received by the persons addressed.	Believed to have been stolen from the Rodney Post Office by some dishonest person who effected an entrance into the Post Office by means of skeleton keys during the temporary absence of the Postmaster. Contents made good by the Postmaster.	8
49	A. J. O'Brien.....	Clearville.....	do	19..	20 00	D. A. Leitch	Rodney, Ont.....			
50	Miss C. Robinson.	Toronto.....	do	10..	23 11	Mrs. Whitesides.	Lindsay.....	Only \$13.11 stated to have been received.	} See Cases Nos. 8 and 9, Class I.....	5
51	G. Lauzon.....	Cornwall.....	do	16..	20 60	N. Lauzon.....	St. Outhbert	Only \$10 stated to have been received.		
52	W. J. Newman.....	Castleton.....	do	14..	150 00	W. S. Newman..	Toronto.....	Only \$130 stated to have been received.	No evidence to account for the alleged discrepancy.	7
53	Oliver S. Moore....	do	do	14..	45 00	M. Parsons	Fairview, Ont.....	Stated to have been received without contents.	do	7
54	J. Marcoux.....	St. Ferdinand	do	13..	50 00	Hector Lamontagne.	Montreal.....	Only \$40 stated to have been received.	do	7
55	A. Hawken.....	Castleton.....	do	16..	75 00	A. F. Phillips....	Toronto.....	Only \$50 stated to have been received.	do	7
56	S. T. Brown.....	Quebec.....	do	20..	20 00	Fleischman & Co.	Montreal.....	Only \$10 stated to have been received.	do	7

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reputations.
					Name.	Place.			
			1891.	\$ cts.					
57	A. Cox.....	Toronto.....	Oct. 23..	8 99	M. J. Ascah.....	Fame Point.....	Only \$1.90 stated to have been received.	No evidence to account for the alleged discrepancy. do	7
58	S. J. Hill.....	Bobbygeon. . . .	do 26..	42 00	Singer Manufac-turing Co.	Kingston.	Only \$32 stated to have been received.	do do	7
59	George Barry.....	Melbourne, Que.	do 28..	20 00	A. Trudeau	Windsor Mills. . .	Stated to have been received without contents.	This abstraction is believed to have been committed at the Windsor Mills Post Office. Loss made good by the postmaster, who had im-properly allowed unauthorized parties to have access to the cor-respondence.	5
60	Mrs. Geo. Douglas.	Toronto.....	do 31..	9 75	Jane Doherty.....	Elmhedge, Ont..	Only \$8.75 stated to have been received.	No evidence to account for the alleged discrepancy.	7
61	P. Mainville.....	St. J. B. de Mon-treal.	Nov. 6..	Books valued at \$4.	J. R. Mainville.....	Quebec.....	Stated not to have been received by the persons addressed.	As it appeared upon inquiry that the registered packet in which this book packet and letter are said to have been despatched from St. Jean Baptiste de Montréal was not put up with sufficient care, the postmaster of that office made good the loss.	3
62	Maggie Brownrigg	do	do 6..	20 00	Thos. Brownrigg.	Alfred.....			
63	A. Geneau.....	St. Paul's, N.B..	do 6..	7 45	Frost & Wood	Smith's Falls. . . .	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
64	Singer Manufac-turing Co.	Kingston.	do 10..	4 00	G. Hawkins.....	Colborne.	Stated not to have been received by the person addressed.	This letter was accidentally des-troyed during course of post, and a railway mail clerk who had treated it somewhat carelessly was required to make good the loss.	3
65	Felix Deguire.....	Hull	do 14..	10 00	Mrs. Felix Deguire.	Duhamel, Que.	Only \$5 stated to have been received.	No evidence to account for the alleged discrepancy. do	7
66	Mrs. P. A. Pelletier	St. Ferdinand..	do 17..	54 20	Leclerc, Fils et Cie	Quebec	Only \$39.20 stated to have been received.	do do	7

67	Louis Lavoie	Rimouski.....	do	17..	20 50	Singer Manufac- turing Co	do	Only \$10.50 stated to have been received.	do	do	7
68	William Chambers	Minden.....	do	17..	110 00	Thos. Wells	Cree Hill, Alta.	Only \$90 stated to have been received.	Cover of letter not preserved. No evidence to account for the alleged discrepancy.	do	7
69	(Geo. Rittenhouse.	Dunnville	do	17..	22 50	Jacob C. House- berger	Jordan Station..	Only \$20.50 stated to have been received.	No evidence to account for the alleged discrepancy.	do	7
70	Mary E. Cooper ..	Indian Head, Assa.	do	19..	10 55	T. A. Garland	Portage la Prairie	Only \$5.55 stated to have been received.	do	do	7
71	George Struthers..	Thessalon.....	do	20..	41 00	R. Struthers.....	North Arm, B.C.	Only \$21 stated to have been received.	do	do	7
72	A. L. McKay	West Toronto Junction.	do	24..	14 00	Wm. Mawhinney	North Bay	Only \$12 stated to have been received.	do	do	7
73	Wm. Vansickle ..	Deer Lake.....	do	24..	3 00	E. J. Gould	Morganston, Ont.	Stated not to have been received by the person addressed.	See Case No. 4, Class I.	do	3
74	Mrs. A. H. Finkle.	Tweed.....	Dec.	1..	1 00	Mrs. G. McGowan	Thomasburg	Stated not to have been received by the person addressed.	Stolen from Thomasburg Post Office by burglars on the night of 2nd December, 1891.	do	9
75	Hiram Rankin ..	Au Sable, Mich.	do	1..	20 00	Mrs. Rankin.....	Courtright, Ont.	do	Stolen from Courtright Post Office by burglars on the night of 4th December, 1891.	do	9
76	John Doblin	Oil City	do	3..	3 00	Wm. Storey.....	Sarnia	do	This letter was duly received at the (Quebec Post Office, but whether it was delivered to the addressee or not could not be positively as- certained.	do	4
77	A. Blackburn	Chicoutimi	do	7..	28 25	Credit Foncier ..	Quebec.....	do	See Case No. 4, Class 1.	do	3
78	James McMillan	Deer Lake.....	do	8..	20 00	John Conley	Stirling, Ont.....	do	No evidence to account for the al- leged discrepancy. Cover of letter not preserved.	do	7
79	E. Hastings	Regina	do	9..	1 00	The "Sentinel".	Toronto	Stated to have been received without contents.	No evidence to account for the al- leged discrepancy.	do	3
80	D. Livingstone ..	Yorkton	do	13..	60 00	Jno. Livingstone.	New Westmin- ster, B.C.	Only \$50 stated to have been received.	No evidence to account for the al- leged discrepancy.	do	7
81	Dme. Vve. Gingras	L'Ancienne Lor- ette.	do	15..	2 50	F. N. Drouin	Quebec.....	Stated not to have been received by person addressed.	This letter was lost whilst in charge of a letter carrier on the staff of the Quebec Post Office, who made good contents.	do	3
82	.....	Birkenhead, Eng	do	16..	5 00	Wm. Holt.....	Albama, Ont.....	do	This letter is stated to have been stolen from the Post Office at Es- sex, Ont., by burglars on the night of 28th December, 1891.	do	9
83	J. Lacasse.....	Ste. Adèle	do	21..	40 00	J. L. Pelletier	Montreal	Only \$30 stated to have been received.	No evidence to account for the al- leged discrepancy. Cover of letter not preserved.	do	7
84	R. H. Andrews ..	North Gower ..	do	23..	40 00	Clare & Bros.....	Preston, Ont.....	Only \$35 stated to have been received.	do	do	7
85	Rev. A. Andrews.	Virdeu, Man.....	do	28..	40 00	Merchants Bank.	Brandon.....	do	do	do	7
86	H. G. Beemer.....	Quebec	Jan.	5..	88 55	Wm. Croft.....	Helbertville.....	Only \$80.55 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of let- ter not preserved.	do	7

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1892.	\$ cts.					
87	Kate E. Westlake.	Toronto	Jan. 8.	10 00	Bessie Westlake.	Battleford.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
88	Geo. Lefar.	Balaclava, Ont.	do 8.	25 00	Hamilton Provident and Loan Society.	Hamilton.	Only \$20 stated to have been received.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
89	Thomas Foster.	Balmoral, Ont.	do 12.	22 00	James Rourke.	Irena.	Stated not to have been received by the person addressed.	Irena Post Office destroyed by fire on the night of 19th January, 1892, and this letter burnt.	10
90	Shaver Bros.	South Indian.	do 12.	16 00	T. Brisson.	St. Onge.	do	Contents of this letter made good jointly by Postmasters at South Indian and St. Onge, who were responsible in the case.	3
91	Mrs. G. Stoddart.	Hamilton.	do 12.	4 00	George Stoddart.	Norwich, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
92	John Neeley.	Calgary.	do 12.	10 00	Mrs. John Neeley.	Erskine, Ont.	Only \$5 stated to have been received.	do do	7
93	A. Nicoll.	Deer Lake	do 12.	60 00	R. H. Best.	Bannockburn.	Stated not to have been received by the person addressed.	See Case No. 4, Class I.	3
94	Alex. Brown.	Collingwood.	do 19.	17 00	Mr. Fry.	Sarnia.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
95	Miss K. Hutchin-son.	London, Ont.	do 22.	5 00	Geo. Williamson.	Toronto.	do	do	7
96	Geo. Peters.	Deer Lake	do 26.	12 15	Wm. Fitzpatrick.	Trenton.	Stated not to have been received by the person addressed.	See Case No. 4, Class I.	3

97	Mary Charbonneau.	Gananoque	do	26	3 03	Jacques Charbonneau.	St. Henri de Montreal.	do	This letter, together with six other registered letters, and one ordinary letter, was stolen by Edmond Tessier, an employe in the St. Henri de Montreal Post Office, who was brought to trial and sentenced to 4 years in Reformatory School, Montreal. Losses made good by the Postmaster of St. Henri de Montreal. See Cases Nos. 107, 108, 111, 112, 113 and 114, Class I, and Case No. 386, Class II.	3
98	Robert Orr.	Ottawa	do	27	13 27	James Robertson.	Montreal	do	Contents made good by a clerk in the Registration Branch of the Montreal Post Office, upon whom the responsibility for its disappearance seemed to rest.	3
99	Mr. Fraser.	Kimburn	do	29	10 00	F. Lapointe.	Pointe Gaizeau.	do	Stated to have been despatched from Pakenham to Ottawa and Pembroke Railway Mail Clerks, 30th January, 1892, but to have failed to reach the latter clerks. Contents made good by Postmaster of Pakenham, the evidence not being clear as to the despatch of the letter from the Pakenham office.	3
100	Mrs. E. Humphries	Theedford	Feb.	6	.48 00	Mrs. M. Willsie.	Belmont	Stated not to have been received by the person addressed.	Still under investigation.	11
101	Edward Shaw	Heaslip, Man.	do	8	59 00	Hudson Bay Co.	Winnipeg	Only \$55 stated to have been received.	No evidence to account for the alleged discrepancy.	7
102	Barnet & Mackie	Pembroke	do	9	10 00	Mrs. N. Gregoire.	Fort Coulonge.	Stated to have been received without contents.	do	7
103	O. St. Amand	Warrton	do	9	5 00	C. W. Haentschel	Mattawa	do	do	7
104	Mrs. Elv. Rouleau.	Calgary	do	10	5 00	Mme. P. Renaud.	Aylmer, Que.	Only \$1 stated to have been received.	do	7
105	James Scroggie.	Barrie	do	13	4 58	John Thompson.	Toronto	Only \$2.58 stated to have been received.	do	7
106	Dr. C. Ducharme.	Longueuil	do	16	2 00	Chas. Ducharme.	St. Hyacinthe	Stated not to have been received by the person addressed.	Contained in mail bag stated to have been despatched from Longueuil to Montreal, but to have failed to reach the latter office.	2
107	Marie Boullanne.	St. Fidele	do	16	15 00	Frs. Tremblay	St. Henri de Montreal.	do	} See case No. 97, Class I.	3
108	F. G. Tangier.	Maple Creek, Assa.	do	23	5 00	J. Renaud & Co.	do	do		

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recipitation.
					Name.	Place.			
			1892.	\$ cts.					
109	A. Cates.....	Napinka.....	Feb. 26..	54 50	McCullough & Souris, Man Herriott.	St. Henri de Montréal.	Stated not to have been received by the person addressed.	Contents made good jointly by Postmasters at Napinka and Melita, upon whom responsibility in the case seemed to rest.	3
110	Miss Ewing.....	Williamstown, Man.	Mar. 3..	15 00	John Ewing, Sr.	Flodden, Que.	Stated to have been received without contents.	Evidence in this case pointed to the conclusion that the letter was tampered with at the Flodden Post Office. Loss made good by Postmaster of Flodden.	5
111	A. Durocher.....	Nelsonville.....	do	12 00	L. Durocher.....	St. Henri de Montréal.	Stated not to have been received by the persons addressed.	See case No. 97, Class I.....	3
112	G. Lyenhangh.....	Gallup's Mills, Vt	do	5 00	F. Cox.....	do	do	do	3
113	L. Tongas.....	St. Isidore, Lpne.	do	3 00	Dlle. L. Desparois	do	do	do	7
114	M. Lussier.....	Laprairie.....	do	0 84	L. N. Lussier.....	do	do	do	7
115	Henry Thoms.....	Deer Lake.....	do	5 00	John McKee.....	Peterboro'	do	do	7
116	Mrs. John Bernie.....	Spadina, Avenue Branch P. O.	do	6 00	Mrs. M. Wood.....	West Toronto Junction.	Only \$5 stated to have been received.	See case No. 4, Class I..... No evidence to account for the alleged discrepancy.	3
117	L. Rondeau.....	St. Emilie de l'Énergie.	do	27 00	La Fondrie.....	Joliette.....	Only \$22 stated to have been received.	do	7
118	James Baker.....	Gretna, Man..	do	6 00	Wm. Inask.....	Saskatoon, Sask.	Stated to have been received without contents.	Evidence pointed to the conclusion that this letter was tampered with at the Gretna Post Office by a lad whom the Postmaster had improperly allowed to have access to the correspondence. Contents made good by Postmaster of Gretna.	5
119	F. Webb.....	Parkersville, Ont	Mar. 26..	25 75	Henry Harper.....	Barrie.....	Only \$25 stated to account for the alleged discrepancy.	No evidence to account for the alleged discrepancy.	7
120	Joseph Deschamps	St. Henri de Montréal.....	do	120 00	Paul Labrosse.....	St. Eugène.....	Only \$70 stated to have been received.	Evidence in the case pointed strongly to the conclusion that this abstraction was committed at the St. Henri de Montreal Post Office. Loss made good by Postmaster.	5

121	Isaac Simpson	Kingston	do	30	100 00	George Clark	Glenvale	Stated not to have been received by the person addressed.	Contents of this letter made good jointly by two clerks in the Kingston Post Office, upon whom the responsibility for its loss appeared to rest.	3
122	James Kailton	Sintaluta, Assa.	April 7	7	64 00	L. A. Hamilton	Winnipeg	Only \$48 stated to have been received.	No evidence to account for the alleged discrepancy.	7
123	Brown & Son	Keenansville	do	7	77 00	Thomas Martin	New Lowell, Ont.	Stated not to have been received by the person addressed.	New Lowell Post Office entered by burglars on the night of the 8th April, 1892, and this letter stolen.	9
124	C. J. Gidney	Burford	do	8	40 87	McPherson & Glasco	Hamilton	Only \$35.87 stated to have been received.	No evidence to account for the alleged discrepancy.	7
125	Paul Ulrich	Langenburg, Assa.	do	11	Gold ring, value \$3.	Winnipeg Jewelry Co.	Winnipeg	Stated not to have been received by the person addressed.	Value of contents made good by a clerk in the Registration Branch of the Winnipeg Post Office upon whom the responsibility for the loss of the letter appeared to rest.	3
126	E. Marsolais	Perkins	do	20	2 00	Singer Manufacturing Co.	Ottawa	Stated to have been received without contents.	Evidence in this case pointed to the conclusion that the letter was tampered with at the Perkins Post Office. Contents recovered.	5
127	The Postmaster	Toronto	do	26	\$3 in postage stamps.	The Postmaster	Lurgan	Stated not to have been received by the person addressed.	Contents of this letter made good by Postmaster at Amberley, upon whom the responsibility for its disappearance seemed to fall.	3
128	Mrs. Loughheed	Deer Park	do	30	10 00	Wm. H. Loughheed	Heathcote, Ont.	do	Contents made good by Postmaster at Deer Park, there being no record of the despatch of the letter from his office.	3
129	W. P. Shearer	Villanova, Ont.	May	5	7 00	Toronto Litho-graphing Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy. Cover of letter not preserved.	7
130	Joseph Masse	St. Jean de Malta	do	9	50 00	Seybold, Son & Co.	Montreal	Only \$30 stated to have been received.	No evidence to account for the alleged discrepancy.	7
131	The Postmaster	Parry Sound	do	26	290 00	Bank of Montreal	Ottawa	Stated not to have been received by the persons addressed.	Still under investigation.	11
132	J. S. Dorais	Rochelle	June	13	12 35	McColl Bros.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
133	E. N. Nixon	Winnipeg	do	15	50 00	W. Davis	Plumas, Man.	do	do	7

I. REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Concluded.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation
					Name.	Place.			
134	Gilbert Black.....	Wallace, N.S.....	1892.	% cts. 10 00	R. F. Brownell..	Sackville, N.B..			
135	.....	Rockwell Suttle- ment.	June 17.. do 17..	2 25	S. F. Huestis ..	Halifax, N.S....			
136	Geo. E. Ford.....	Sackville, N.B..	do 18..	250 00	Bauld, Gibson & Co.	do ..			
137	M. Sears.....	MidgieStn, N.B.	do 18..	2 39	G. A. McDonald.	do ..			
138	Thos. Bead.....	do ..	do 18..	0 25	S. E. Lefebvre...	Montreal ..			
139	S. G. Cormier.....	GreatShemogue, N.B.	do 18..	3 00	Halifax Banking Co.	Sackville, N.B..	Stated not to have been received by the persons ad- dressed.	Sackville Post Office entered by burglars on the night of 18th June, 1892, and these letters stolen.	9
140	W. J. Mahoney...	Baie Verte, N.B.	do 18..	18 00	do ..	do ..			
141	McLeod & Spence...	Port Elgin, N.B.	do 18..	101 61	do ..	do ..			
142	G. N. Allen.....	do ..	do 18..	45 00	do ..	do ..			
143	S. P. Sherry.....	Memramcook, N.B.	do 18..	65 00	Thomas Murray..	do ..			
144	J. H. Goodwin....	Pointe de Bute, N.B.	do 18..	25 00	do ..	do ..			
145	Jos. Pruscott....	Baie Verte, N.B.	do 18..	15 00	M. Wood & Sons.	do ..			
146	C. E. Wright.....	Penetanguishene	do 24..	33 50	A. J. Montgomery	Elmvale.....	do ..	Elmvale Post Office entered by burglars on the night of 24th June, 1892, and this letter stolen.	9
147	Jos. Beaulieu....	St. Alexis des Monts.	do 28..	15 00	Mrs. Jos. Beaulieu	Lauzon	Stated not to have been received by the person ad- dressed.	Contents made good by postmaster of Lauzon, upon whom the re- sponsibility for the loss of the letter appeared to rest.	3

REPORT of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

I I.

UNREGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
1	J. K. Ross.....	Long Creek, P.E.I.	1891. July 1..	\$ 2 00	Geo. A. McDonald	Halifax, N.S.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
2	Mrs. A. B. Fletcher	Truro	do	10 00	J. A. Harte.....	Montreal.....	do	do	do
3	Amanda McComel	Odesa	do	2 00	Mrs. Jane Boise..	Belleville	do	do	do
4	N. Belanger	Montreal.	do	20 00	Geo. Belanger..	MacNider	do	do	do
5	Wims & Co.	Deseronto	do	1 50	Merchant Pub. Co.	Toronto	do	do	do
6	W. L. Perkins	Penbrooke	do	10 00	Maggie McNulty..	Port Lambton..	do	do	do
7	Annie Luscombe..	London Railway Station P.O.	do	2 00	Samuel Luscombe.	Steven street ..	do	do	do
8	A. Sanborn	Warkworth	do	25 00	Singer Mfg. Co...	Kingston	do	do	do
9	Sr. Ste. Mathilde.	Rimouski	do	8 00	L. G. Belzile.....	St. Roch	do	do	do
10	Thos. Marriott...	Valleyfield	do	8 00	Rev. J. A. McFarland	Campbell's Bay..	do	do	do
11	J. R. Webb	Brantford	do	3 50	Geo. B. Meadows..	Toronto	do	do	do
12	Chas. Thomas	Fahmouth	do	1 00	Geo. A. McDonald	Halifax	do	do	do
13	A. Gagnon	Dequen	do	3 00	Pascal Parry	Three Rivers ..	do	do	do
14	J. W. Dill	Bracebridge	do	5 50	James Vair	Barrie	do	do	do
15	John Costello	Renfrew	do	4 50	Thos. Costello ..	Lanark	do	do	do
16	Eunna Dixon	Sag Harbour	do	1 00	Jas. Dixon	Hastings or Amherst.	do	These and other ordinary letters containing money are believed to have been stolen from the Amherst Post Office by a dishonest lad in the employ of the Postmaster, against whom, however, the evidence was not sufficient to warrant prosecution. Losses made good by the Postmaster. See Cases 68 and 69, Class II.	3
17	E. E. Walsh	Brockton, Mass..	do	2 00	J. E. Pipes	Amherst	do	do	do

II. UNREGISTERED LETTERS.—Reports of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappellation.
					Name.	Place.			
18	Josephine McGillis	Montreal.	1891. July 8.	\$ 5 00	Miss McGillis.	Bonville.	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
19	Clarke & Wismer.	Essex.	do 8.	2 00	J. A. McGregor.	Tilbury Centre.	do	do	3
20	C. Hartford.	London.	do 8.	14 00	A. F. Brabant.	Kingston.	do	do	
21	Wm Crook.	Winnipeg. Rwy. Station.	do 9.	4 00	Walter Crook.	Reaburn.	do	do	
22	Wm. Netherton.	Port Alma.	do 10.	10 00	Mrs. J. Netherton.	Bienheim.	do	Inquiries into the case elicited that the letter was mis-delivered at Bienheim Post Office. Contents made good by the Postmaster.	4
23	F. X. Massé.	Louisville.	do 10.	4 00	Joseph Massé.	Quebec.	do	Believed to have been stolen by letter carrier N. Beaulé, of the Quebec Post Office, who was sentenced to six months' imprisonment on a charge of illegally detaining a post letter. See Case No. 109, Class II.	
24	Rev. J. W. Forsythe	Oxford Mills.	do 10.	8 00	Geo. G. Hutchison & Co.	Brockville.	do	No trace, owing to want of registration.	1
25	J. H. Simpson	Belleville.	do 10.	2 80	W. P. Page.	Toronto.	do	do	
26	Dame Caroline Bèlanger.	Ottawa.	do 11.	4 00	Elmire Belanger.	Quebec.	do	do	
27	A. Cummings.	Montreal.	do 12.	4 00	Mrs. A. Cummings.	Milton.	do	do	
28	A. L. Grover.	Peterboro'	do 12.	5 00	Mrs. A. L. Grover.	Dresden.	do	do	
29	Elzéar Belleau.	St. Aubert.	do 13.	22 00	J. E. Martineau.	St. Roch.	do	do	
30	M. E. Taylor.	Waford.	do 13.	1 00	J. E. Close.	Toronto.	do	do	
31	A. H. Cope.	Wadroit.	do 14.	8 00	Mrs. W. H. Cope.	Norwood.	do	do	
32	W. O'Hara.	St. Mary's.	do 1 to 8	3 00	T. J. Wheeler.	Georgetown, Ont.	do	do	
33	Hubert Marquis.	Montreal.	do 15.	8 00	Dame Hubert St. François Marquis.	St. François d'Orléans.	do	do	
34	Sr. St. Gabriel.	Chicoutimi.	do 15.	28 25	A. Gaudetfroy et Fils.	Montreal.	do	do	
35	J. W. Crosby.	Point Fortune.	do 16.	18 00	Mrs. W. Hempley.	Hull.	do	do	

36	A. McCallum	Montreal	do	19	5 00	Miss C. McCallum	Lachine	do	do	do
37	W. A. Wylie	Toronto	do	20	4 60	P. W. Reynolds	Norwood	do	do	do
38	Appolene Lagace	Ste. Anne de la Pevatiere	do	23	3 00	Joseph Lagace	Quebec	do	do	do
39	A. J. Parker	Valleyfield	do	23	5 00	Mrs. A. J. Parker	Hawkesbury	do	do	do
40	Rev. Jas. Pullar	Hamilton	do	23	1 00	Mrs. Pullar	Toledo	do	do	do
41	Thos. Milne	Woodstock	do	23	4 00	Jos. Stafford	St. Mary's	do	do	do
42	Abbott & Campbell	Montreal	do	24	5 00	Geo. R. Hooper	Montreal	do	do	do
43	Delle, Alvina Bé	St. Sauveur dard	do	25	2 00	A. A. Rhéaume	St. Sauveur	do	do	do
44	W. McFarlane	Winnipeg	do	27	15 00	Mrs. W. McFarlane	Campbellford	do	do	do
45	Mrs. Vanstone	London	do	27	2 00	Robert Kelly	Beamsville	do	do	do
46	Charles Lionais	Montreal	do	30	5 00	Madame Charles Lionais	Hull	do	do	do
47	H. Jobin	Pt. aux Trembles	do	30	1 00	S. E. Lefebvre	Montreal	do	do	do
48	Jos. T. Hall	Derby Mills	do	30	1 20	Domination Emery	Prescott	do	do	do
49	C. H. Murch	Creemore	do	30	5 00	Geo. Schofield	Toronto	do	do	do
50	H. Houle	Gentilly	do	—	3 50	A. E. Desllets	Three Rivers	do	do	do
51	Ed. Shoults	Charlottetown, Va.	do	—	40 00	John Shoults	Parkhill	do	do	do
52	C. A. McGilvery	Port Dover	Aug.	1	10 00	R. Doney	Ottawa	do	do	do
53	Dlle, Alvina Bé	St. Sauveur dard	do	1	1 00	A. A. Rhéaume	St. Sauveur	do	do	do
54	Geo. Smith	St. Thomas	do	1	2 00	Mrs. Geo. Smith	Cambridge	do	do	do
55	Daniel Logan	West Branch River John	do	1	1 50	Editor "Provincial Wesleyan"	Halifax	do	do	do
56	T. H. Carey	Montreal	do	3	10 00	Richard Lee	Toronto	do	do	do
57	M. R. O'Laughlin	Winnipeg	do	3	1 00	Mrs. W. V. Beauman	Kemptville	do	do	do
58	Rev. Sr. St. Gabriel	Chicoutimi	do	4	28 75	A. Gaudefroy et Fils	Montreal	do	do	do
59	Dlle, Alvina Bé	St. Sauveur dard	do	4	1 00	A. A. Rhéaume	St. Sauveur	do	do	do
60	Rosanna Collins	Ironside	do	4	8 00	Mrs. G. H. Chandler	Broome Corner	do	do	do
61	Sarah J. Johnston	Eluevale	do	4	10 00	Mrs. Jas. Johnston	Corson's Siding	do	do	do
62	J. B. Emerson	Valencia	do	4	5 67	Thos. Lawless	Toronto	do	do	do
63	Susan Goodridge	Edmonton	do	4	9 00	Mrs. Jas. Martin	Winnipeg	do	do	do
64	R. D. Evans	Carberry	do	4 or 5	4 00	T. W. Goulding	do	do	do	do
65	D. McIntosh	Montreal	do	6	10 00	Mrs. D. McIntosh	Stratford	do	do	do
66	John Brown	Herring's Mills	do	6	2 00	T. H. Eaton & Son	Toronto	do	do	do
67	M. Marcotte	Basilie Station	do	6	30 00	Wm. Carrier	Quebec	do	do	do

3
Stolen by an assistant in the Parkhill Post Office, who restored \$30 of the amount which it contained to the addressee, but fled the country before he could be apprehended.
No trace, owing to want of registration.

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
68	J. G. Harding	Amherst	1891. Aug. 7	\$ 20 00	Slipp & Harding	St. John	See Case No. 17, Class II.	3	
69	C. E. Nicholson	do	do 13	10 00	S. E. Lefebvre	Montreal	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
70	B. Sinner	Guelph	do 7	10 00	Louis Promoli	Humber Bay			
71	D. Cousins	St. Leon Springs	do 8	5 00	Jno. Murphy & Co	Montreal	do	1	
72	A. Cowan	Peterborough	do 8	7 00	Mrs. Geo. Cowan	Ottawa	do		
73	J. B. Houde	St. John Suburbs	do 10	1 50	Miss Emma Houde	Montreal	do		
74	O'Loughlin Bros. & Co.	Winnipeg	do 11	2 00	The Jas. Smart	Brookville	do		
75	Maggie McCaffery	Toronto	do 12	7 75	Mrs. A. McCaf. Keady	do	do		
76	Eli Dallaire	Quebec	do 12	16 00	Mde. Jos. Savard	Malbate	do	3	
77	Frs. Bourgoin	Tatousac	do 13	15 00	Robitaille & Laferriere	Quebec	do		
78	Thos. Douglas	Strathroy	do 13	2 00	H. J. Hill	Toronto	do		
79	Mrs. May Fullerton	Upper Middleborough	do 14	3 00	Mrs. M. Fullerton	Halfway River Station.	do	This and other ordinary letters are believed to have been stolen by a dishonest employee of the postmaster of Greenville Station Post Office, who was improperly allowed access to the correspondence passing through that office. Evidence not sufficient to warrant prosecution. Losses made good by the postmaster. See Cases Nos. 111, 112, 189, 225 and 226, Class 2.	
80	Daniel Davis	Charlottetown	do 14	16 00	E. G. C. Stayner	Halifax	do	No trace, owing to want of registration.	1
81	Miss L. Robinson	Ottawa	do 15	0 75	S. J. Dixon	Toronto	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
82	N. Clark	Cannington	do 15	3 00	Mrs. N. Clark	Peterborough	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1

No.	Name	Address	Date	Time	Sender	Recipient	Contents	Disposition	Remarks
83	J. Lashbrook	Calgary	do	15	T. Lashbrook	London	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
84	W. J. Fenton	Woodstock	do	16	Mrs. B. Comber	Toronto	do	do	
85	Annie B. Smith	Ottawa	do	17	Mrs. Cormack	do	do	do	
86	Mlle. O. Paré	St. Roch	do	17	Delle, Flore Sim- eau,	Murray Bay	do	do	
87	A. Genest	Gentilly	do	17	H. N. Boise	Three Rivers	do	do	
88	P. McArthur	Westbourne	do	17	Allon's Employ- ment Agency,	Winnipeg	do	do	
89	Geo. W. Lyue	London	do	18	Mrs. G. F. Lyue	Toronto	do	do	
90	I. Ball	Rugby	do	18	McAllister & Storey,	Barrie	do	do	
91	Geo. Kingsbury	Montreal Junct.	do	20	Mrs. Geo. Kings- bury,	Davisville	do	do	
92	Charles Labarre	Three Rivers	do	20	W. Street	Montreal	do	do	
93	A. Thompson	Tilsenburg	do	22	"Mail" Printing Co.	Toronto	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	7
94	Dame Treflic Lag- niere,	Grondines	do	22	Louis Massicotte	Three Rivers	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
95	S. F. Veneers	Benton	do	22	M. Brewer	Woodstock	do	do	
96	Noël Fortin	St. Fsbien	do	23	Florent A. Le- blanc,	St. Thomas	do	do	
97	John Badgely	Madoc	do	24	"Intelligence" Co	Belleville	do	do	
98	E. J. Shipman	Hamilton	do	25	Eleanor Half- penny,	Toronto	do	do	
99	Emma Leclaire	Montreal	do	25	Jos. Leclaire	Frampton	do	do	
100	Edme Chas. Robt caillé,	North Nation Mills,	do	25	McE. Alp. St. Germann,	Ottawa	do	do	
101	Rev. F. X. Delage	Chicoctimi	do	26	J. B. Renaud & Co.	Quebec	do	do	
102	H. J. P. Good	Toronto	do	27	Miss Good	Glenvale	do	do	
103	Mrs. Livingston	Carleton Place	do	27	Phoebe Living- stone,	Toronto	do	do	
104	McCall, Sheyn & Co.	Quebec	do	28	M. B. Perime & Co.	Montreal	do	do	
105	F. Martineau	Montreal	do	28	François Martin- eau,	Quebec	do	do	
106	L. H. Irving	Toronto	do	30	Mrs. L. H. Irving	Toronto	do	do	
107	Geo. Brown	Parkdale	do	30	Mrs. W. Brown	Montreal	do	do	
108	J. H. Davis	Tweed	do	31	Geo. Carslake	do	do	do	
109	Jacques Brassard	Cap St. Ignace	do	31	Wm. Carrier	Quebec	do	Believed to have been stolen by a dishonest letter carrier in the Quebec Post Office, who was subsequently convicted of illegally detaining a post letter and sentenced to six months in jail. See Case 23, Class II.	4

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTERS.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappraisal.
					Name.	Place.			
160	Geo. Peach.	Wavy Bank	1891. Sept. 24	\$ cts. 2 00	Mrs. W. F. Taylor	Winnipeg	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
161	John D. King.	St. Thomas Ry. P. O.	do 25	1 00	S. E. Lefebvre.	Montreal.	do	do	
162	Geo. Pelletier.	Village des Aulnaies.	do 25	5 00	Dlle. M. L. Pelletier.	Quebec.	do	do	
163	E. Emond	Ottawa.	do 29	7 00	Mrs. A. Beauchemin.	Sorel.	do	do	
164	R. D. Nesbitt.	Peterboro'	do 26	5 00	Mrs. R. D. Nesbitt	Ottawa.	do	do	
165	Isaac Cowling	Cornwall.	do 28	10 00	Mrs. Isaac Cowling.	Toronto	do	do	
166	W. J. Mulligan.	Napanee Post-car	do 28	12 00	Mrs. Mulligan	Lifford	do	do	
167	Joseph Cantin.	St. Roch	do 28	2 00	Alphonse Dufl.	Montreal.	do	do	
168	William Porteous	Solsforth	do 28	10 00	Rev. Dr. King	Winnipeg.	do	do	
169	James Brander.	Pricetville.	do 29	8 00	F. J. Andrews.	Toronto	do	do	
170	F. Bassan	Cannington.	do 29	3 00	Wm. Brett	do	do	do	
171	James Rose.	Hamilton.	do 29	5 00	S. E. Lefebvre	Montreal.	do	do	
172	E. W. Vermer.	Toronto	do 29	1 00	do	do	do	do	
173	E. Emond	Ottawa.	do 29	7 00	Mme. A. Beauchemin.	Sorel.	do	do	
174	Wm. Coleridge.	Drayton.	do 30	30 00	Frank Coleridge.	Bloomfield.	do	do	
175	Geo. Murphy.	Coldwater.	do 30	35 00	J. F. Kirk.	Toronto	do	do	
176	J. P. Alexander.	Winnipeg.	Oct. 1 or 2	4 36	Thos. Scott	Winnipeg.	do	do	
177	Mrs. M. Book	Niagara Falls, South.	do 2	25 00	Archdale, Wilson & Co.	Hamilton	do	do	3
178	Miss M. E. Walton	Hull.	do 2	30 00	H. & A. Allen.	Montreal.	do	No trace, owing to want of registration.	1
179	Joseph Saindor.	Rivière du Loup.	do 3	3 00	Jos. J. Tarte	Quebec.	do	These letters were stolen from the Quebec Post Office by a youth named Healy, who was convicted and sentenced to five (5) years in the Reformatory at Sherbrooke.	8
180	Jean Pouthiot.	Ste. Julie de Somerset.	do 3	3 00	do	do	do	Contents recovered.	

181	R. A. McCreedy	Toronto	do	3	2 75	John or P. Bain.	Elora	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
182	Jennie Kemp	Hopworth	do	3	30 00	R. B. Clement	Walkerton	do	do	1
183	Mrs. E. Merkel	Montreal	do	5	3 00	Richard Street	Three Rivers	do	do	3
184	Mrs. J. W. Donville	St. John	do	5	7 00	Oland & Sons	St. John	do	do	3
185	J. R. McNath	Niagara Falls, South	do	8	10 00	Dorries & Co.	Buffalo, N.Y.	do	See case No. 110, Class II.	3
186	Jean Noël	Montreal	do	8	2 00	Mme. J. Noël	Three Rivers	do	No trace, owing to want of registration.	1
187	R. J. Adams	Winnipeg	do	8	20 00	Mrs. S. Adams	Peterboro'	do	do	1
188	Mrs. Downing	Woodstock	do	8	5 00	Albert Downing	Toronto	do	do	3
189	Mrs. B. Embree	Oxford, N.S.	do	9	10 00	Mrs. Jane Keith	Wallace Bay	do	See case No. 79, Class II.	3
190	Herman Bollert	Drumbo	do	9	15 00	E. R. Bollert	Guelph	do	No trace, owing to want of registration.	3
191	W. B. Howard	Chatham	do	9	20 00	A. de W. Howard	St. John	do	do	3
192	James Odbert	St. Thomas	About Oct 10		20 00	Geo. Odbert	Toronto	do	do	1
193	B. Moore	Vancouver, on mail str.	do	10	10 00	Mrs. B. Moore	Victoria	do	do	1
194	L. LeMoine	Saltcoats	do	11	1 00	J. C. Gordon	Winnipeg	do	do	3
195	G. Couture	Montreal	do	12	10 00	J. B. Couture	St. Nicholas	do	do	3
196	Miss Elise Gravelle	Aylmer	do	12	8 00	F. Desjardins & Sons	Hull	do	do	3
197	Speck and Baxter	Niagara Falls, South	do	13	11 56	Walter Woods & Co.	Hamilton	do	See Case No. 110. Class II.	3
198	G. R. Joseph	Montreal	do	14	15 00	W. & L. Samuel	Toronto	do	No trace, owing to want of registration.	1
199	Haskin & Ogden	Toronto	do	14	5 00	Benjamin & Co. Sheriff Simcoe Co.	Barrie	do	do	3
200	L. P. Dallaire	Louiseville	do	15	9 55	E. Mercier	Three Rivers	do	Evidence in this case pointed to the conclusion that the letter was stolen from the Three Rivers Post Office. Contents made good by the postmaster.	1
201	T. A. Crosly	Grande Mere	do	15	5 00	M. Boyd	Montreal	do	No trace, owing to want of registration.	3
202	Mrs. W. Hickson	Niagara Falls, South	do	16	2 00	Rev. W. Briggs	Toronto	do	See Case No. 110. Class II.	3
203	E. A. Raymore	London	do	16	12 00	Miss Raymore	do	do	No trace, owing to want of registration.	1
204	Mrs. E. D. Beath	Columbus	do	17	5 00	George Thompson	Pontypool	do	do	1
205	Mme. V. Leclaire	Montreal	do	18	1 00	Rev. Père Lauzon	Hull	do	do	1
206	Walter Balc	Hamilton	do	20	1 50	True Witness	Montreal	do	do	1
207	J. A. Laug	Dominion City	do	22	10 00	Jno. A. S. Lang	Winnipeg	do	do	1
208	Mrs. A. Cochrane	Sherbrooke	do	22	5 00	Hugh McKay	Toronto	do	do	1
209	Thos. Cooper	Brandon	do	24	1 75	Fireside Weekly	do	do	do	1

II. UNREGISTERED LETTERS—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
210	Rev. J. T. Gravel.	Vincennes	1891. Oct. 26.	\$ cts. 15 00	P. Panneton	Three Rivers	Stated not to have been received by the person addressed.	Evidence in this case pointed to the conclusion that the letter was stolen from the Three Rivers Post Office. Contents made good by the postmaster.	3
211	W. J. Torrence	Cook's Mills	do 26	30 00	Joseph Torrence	Desert	do	Letter posted for registration, but postmaster, Cook's Mills, having omitted to register it, made good the contents.	3
212	John Roue	Horton Landing	do 26	2 00	Miss E. Penalgan	Halifax	do	No trace, owing to want of registration.	1
213	Jessie Marshall	Toronto	do 27	1 18	Mrs. John Marshall	Living Springs	do	do	do
214	Rev. P. S. Owens	Ayton	do 28	\$2.00 & M. O. 20 00	Hudson, Herbert & Co.	Montreal	Stated to have been received without the \$2 said to have been inclosed.	No evidence to account for the alleged discrepancy.	7
215	Mrs. H. Green	Montreal	do 28	6 00	H. E. Green	West Farnham	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
216	M. Graham	International Bridge, G.T.R.	do 28	1 25	Any Graham	Toronto	do	do	do
217	H. W. Wright & Co.	Quebec	do 29	4 00	The "Gazette" Printing Co.	Montreal	do	do	do
218	Miss A. Lynch	Montreal	do 29	5 00	A. J. Ackhurst	Toronto	do	do	do
219	M. Albright	Merriton	do 30	5 00	Martin Burritt & Co.	do	do	do	do
220	Robert Gordon	Tweed	do 30	24 00	W. H. Gordon	Belleville	do	do	do
221	R. W. Farby	Hull	do 31	5 00	Henry Bourcier	Montreal	do	do	do
222	L'abbé Bigaouette	Montreal	do 31	7 00	Delle E. Bigaouette	St. Sauveur de Quebec	do	do	do
223	H. McClive	Niagara Falls, South	Nov. —	10 00	H. P. Howland	Thorold	do	do	See case No. 110, Class II

224	L. C. Lemay	Montreal	do	—	5 00	Dame Vve. Isaac Nolet	Quebec	do	No trace, owing to want of registration.	1	
225	J. B. Moore	Half Way River, Station.	do	2	1 00	Mrs. C. Fountain.	Upper Middleboro	do	} See case No. 79, Class II.	3	
226	Mrs. R. D. Peers	Spring Hill Mines	do	2	5 00	A. M. Peers	Wallace Bay, N.S.	do			
227	W. Park	Hawkesbury	do	3	1 75	H. Morgan & Co.	Montreal	do		No trace, owing to want of registration.	3
228	M. F. Mooney	Chatham, N.B.	do	3	10 00	Mrs. M.F. Mooney	Carleton, N.B.	do	} See case No. 79, Class II.	3	
229	Daniel McLean	Charlottetown	do	4	40 00	Mrs. Daniel McLean	Southport or MountHerbert	do			
230	J. B. Graham	North Bay	do	4	10 00	Mrs. J. B. Graham	Toronto	do			
231	H. D. Henderson	Whitechurch	do	4 or 5	7 66	Thos. Lawless	Toronto	do			
232	E. A. Brunet	Mile End	do	6	10 00	Mde. E. A. Brunet	Ste. Lucie de Doncaster	do			
233	J. Clarke	St. Jean Baptiste de Montreal	do	6	12 00	Mrs. A. Clarke	Toronto	do			
234	Sophie Guernsey	Peterboro	do	6	1 00	Mrs. F. W. Guernsey	Toronto	do			
235	Arthur Pepler	Yorkville	do	6	2 60	J. H. Pepler	Point Edward	do			
236	M. F. Mooney	Chatham, N.B.	do	6	0 20	Mrs. M.F. Mooney	Orillia	do			
237	G. Chaurat	Montreal	do	7	3 00	Mme. E. Chaurat	Carleton, N.B.	do			
238	O. P. St. John	Vancouver	do	7	10 00	Prof. F. D. Steward	Riviere Gagnon	do			
239	N. Dufresne	St. Lilloire	do	8	9 00	R. G. Latimer	New Westminster	do	} See case No. 79, Class II.	1	
240	Mr. E. O'Brien	Fredericton	do	8	3 50	Miss M. McMillan	Montreal	do			
241	H. Freeman	Brigden	Nov.	9	1 20	Sec. Com. Trav. Association.	London	do			
242	H. Freeman	do	do	9	2 50	Cosinopolitan Ins. Co.	Toronto	do			
243	O. H. Luke	Oshawa	do	9	2 00	Mrs. S. Bruce	do	do			
244	Geo. Stewart	July	do	9	1 00	Kennedy & Co.	Winnipeg	do			
245	W. H. Bell	Toronto	do	11	5 00	Mrs. W. H. Bell	Kingston	do			
246	F. X. Derouin	St. Narcisse	do	12	25 75	Ed. Norbert	Champlain	do			
247	J. T. W. Findlay	Toronto	do	12	1 00	Charles Wilson	Toronto	do		Evidence in this case pointed to the conclusion that this letter was stolen in the Three Rivers post office. Contents made good by the postmaster.	3
247	J. T. W. Findlay	Toronto	do	12	1 00	Charles Wilson	Toronto	do		No trace, owing to want of registration.	1

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
248	J. B. Rondeau	Wooden Centre	1891. Nov. 14	\$ 1 00	Belleau et Cie	Quebec	Stated not to have been received by the person addressed.	Believed to have been stolen from the Quebec post office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters containing money and sentenced to five years in the penitentiary. See Cases Nos. 352, 353 and 354, Class II.	4
249	G. Chauret	Montreal	do 14	1 50	Mme. E. Chauret	Rivière Gagnon	do	No trace, owing to want of registration.	1
250	Samuel Mahaaffy	Rosedale	About Nov. 15	7 00	David Cherry	Janetville	do	do	1
251	G. A. Tolton	Galt	Nov. 18	1 00	E. K. Dodds	Toronto	do	do	3
252	H. L. Hutt	Niagara Falls, South	do 19	1 25	W. Briggs	do	do	See Case No. 110, Class II.	3
253	R. W. Trist	Copper Cliff	do 19	20 00	Messrs. Rowat & Sudbury	do	do	No trace, owing to want of registration.	1
254	R. G. Bradley	Montreal	do 20	3 00	Messrs. King Bros.	Lyster	do	This letter was stolen by J. B. Turner, a clerk in the Quebec post office, who was arrested and tried for the offence, convicted and sentenced to five years in the penitentiary.	3
255	Thos. Salter	Wallace	do 21	8 00	J. T. Doersam	Hurtzville	do	No trace, owing to want of registration.	1
256	Thomson Bros	Calgary	do 21	0 75	Art Metropole	Toronto	do	do	1
257	James Size	Unionville	do 23	20 00	Mrs. W. Robinson	Woodstock	do	do	1
258	Geo. Packer	Niagara Falls, South	do 23	20 00	Chas. Stark & Co.	Toronto	do	do	3
259	Mrs R. J. McMath	do	do 23	5 75	Thos. Handcock	do	do	See Case No. 110, Class II.	3
260	W. R. Mather	Hoard's Station	do 23	12 75	Dalton & Strange	Kingston	do	No trace, owing to want of registration.	1
261	R. W. Tindel	Hamilton	do 24	10 80	Dominion Mutual	Owen Sound	do	do	1

262	G. F. Woolnough.	Niagara Falls, South.	do	24.	12 35	Archdale, Wilson & Co.	Hamilton	do	See Case No. 110, Class II.	3
263	J. S. Playfair.	Toronto.	do	25.	6 00	Mrs. Campbell.	Côte St. Antoine	do	No trace, owing to want of registration.	1
264	Fabien Marin.	Crosses Roches.	do	26.	95 00	G. Demers.	Quebec.	do	do	4
265	Jules Levesque.	St. Basile, N.B.	do	26.	4 00	Belletau et Cie.	Quebec.	do	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard who was subsequently arrested on a charge of stealing three post letters containing money, and sentenced to five (5) years in the penitentiary. See Cases Nos. 352, 353 and 354, Class II.	3
266	S. Phillips.	Hagersville.	do	26.	8 00	Mrs. S. Phillips.	Toronto	do	See Cases Nos. 495 and 496, Class II.	3
267	W. M. Tait.	Halifax.	do	28.	4 00	B. F. Prescott.	Enfield.	do	No trace, owing to want of registration.	1
268	W. H. Crilly.	LeBretton Flats.	do	28.	1 00	S. E. Lefebvre.	Montreal.	do	do	3
269	Miss Emily Crilly.	do	do	28.	1 00	do	do	do	do	1
270	W. J. Kipp.	Ottawa.	do	28.	2 00	do	do	do	do	3
271	G. E. Miller.	Port Rowan.	do	28.	15 00	Canadian Bank of Simcoe.	do	do	do	1
272	Eli Kuping.	Austin, Man.	do	29.	15 00	Commercé.	Winnipeg.	do	do	3
273	do	do	do	29.	10 00	Bell Bros.	do	do	do	1
274	Mrs. J. Ward.	Petrolia.	Dec.	1.	4 00	Mr. Jury.	Kerrwood	do	do	3
275	Miss Sophie Guernsey.	Peterboro.	do	1.	1 00	Mrs. F. W. Guernsey.	Point Edward.	do	do	1
276	J. H. Garner.	Niagara Falls, South.	do	1.	0 42	W. S. Taylor.	Montreal.	do	See Case No. 110, Class II.	3
277	F. G. Karstedt.	Flesherton.	do	1.	12 70	J. W. Patterson & Bros.	Toronto	do	No trace, owing to want of registration.	1
278	Jos. Montgomery.	Newmarket.	do	2.	15 00	W. H. Montgomery.	do	do	do	3
279	F. A. Hatt.	Niagara Falls, South.	do	3.	5 00	Jennie Hatt.	St. Catharines.	do	See Case No. 110, Class II.	1
280	A. R. Sherk.	Victoria.	do	4.	14 00	R. Hills.	Hamilton.	do	No trace, owing to want of registration.	4
281	Benning & Barsalou.	Montreal.	do	4.	10 00	Belleau et Cie.	Quebec.	do	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters containing money, and sentenced to five (5) years in penitentiary. See Cases Nos. 352, 353 and 354, Class II.	3
282	Dr. J. McGarry.	Niagara Falls, South.	do	4.	5 00	J. H. McGarry.	Toronto	do	See Case No. 110, Class II.	1
283	James Findle.	Peterborough.	do	5.	4 00	W. P. Page.	do	do	No trace, owing to want of registration.	1

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
284	Théodule Fortin.	Rivière du Loup	Dec. 5.	0 75	Belleau et Cie.	Quebec.	Stated not to have been received by the person addressed.	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested for stealing three post letters containing money, and sentenced to five (5) years in penitentiary. See Cases Nos. 352, 353 and 354, Class II.	4
285	W. W. Hanes.	Wales	do	3 27	Henry Skinner & Co.	Kingston.	do	No trace, owing to want of registration.	1
286	W. W. Little.	Kingston.	do	3 00	Mrs. W. W. Little.	Tamworth.	do	do	1
287	D. Peterson.	McGregor Station.	do	16 40	J. H. Dolson.	Winnipeg.	do	do	1
288	M. Myler & Son.	Quebec.	do	8 08	C. W. Taylor & Co.	Toronto.	do	do	4
289	Capt. F. Pilon.	Ste. Anne de Bellevue.	do	1 00	Belleau et Cie.	Quebec.	do	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters containing money, and sentenced to five (5) years in the penitentiary. See Cases Nos. 352, 353 and 354, Class II.	1
290	A. Ellis.	Snyder Depot.	do	100 00	B. Clarke.	Cloyne.	do	No trace, owing to want of registration.	3
291	Mrs. H. Pew.	Niagara Falls, South.	do	4 00	W. H. Billing.	Toronto.	do	See Case No. 110, Class II.	1
292	E. Dowley.	Rathwell.	do	6 00	R. W. Stark.	Winnipeg.	do	No trace, owing to want of registration.	1

298	F. X. Roy	St. George de Windsor.	do	10	1 00	Bellefleur et Cie.	Quebec.	do	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters, and sentenced to five (5) years in penitentiary. See Cases Nos. 352, 353 and 354, Class II. No trace, owing to want of registration.	4
294	Wm. Handly	Victoria	do	14	20 00	Mr. W. Handley	Hamilton	do	do	1
295	W. Copping	Chatham	do	14	5 00	Miss M. Smith	Fredericton	do	do	3
296	H. J. Heritage	Victoria	do	15	5 00	Mrs. B. Brown	Guelph	do	do	
297	H. Dixon	Chatham	do	15	5 00	Miss G. A. Dixon	Fredericton	do	do	
298	Harquail	Dalhousie	do	15	10 00	Miss E. Harquail	do	do	do	
299	F. J. Wiegardt	Upper Thorne	do	15	2 30	Chas. Stark & Co.	Toronto	do	do	
300	Mrs. H. Brown	Niagara Falls, South.	do	15	1 00	Lillie Brown	St. Catharines	do	Stated not to have been received by the person addressed.	
301	John Marlow	Toronto	do	16	5 00	Mde Jno. Marlow	Montreal	do	No trace, owing to want of registration.	1
302	Mrs. Perry	Napanee	do	17	2 00	R. J. McDowall	Kingston	do	do	3
303	J. C. Mitchell	Fenniskillen	do	17	7 50	C. Cluthe	Toronto	do	do	
304	J. Buchanan	Winnipeg	do	18	11 00	Mrs. Jas Buchanan	Beschburg	do	do	
305	Margaret Robinson	Parry Harbour	do	19	2 30	James Rhind	Toronto	do	See Cases Nos. 495 and 496, Class II.	1
306	F. W. Brooke	Oshawa	do	22	5 00	Mrs. Geo. Brooke	Barrie	do	No trace, owing to want of registration.	1
307	Mrs. Watson	Winnipeg	do	22	25 00	Mrs. B. Hunter	Fergus	do	Stated to have been received without contents.	7
308	W. W. Barton	Smith's Falls	do	22	11 68	Fenwick Hendry & Co.	Kingston	do	Stated not to have been received by the person addressed.	1
309	C. Judge	Quebec	do	23	10 00	Archdeacon H. Roe	Lennoxville	do	do	1
310	Andrew Leslie	Dromore	do	24	40 00	A. J. Leslie	Mount Forest	do	do	
311	Mrs. Harper	London	do	24	8 00	Mrs. Lightbound	Toronto	do	do	
312	Daniel Swanson	Theford	do	24	2 25	"Mail Office"	do	do	do	
313	S. J. Dawson	Toronto (C. P. R. Postal car)	do	27	5 00	Miss A. M. Dawson	Joekvale	do	do	
314	R. Rowntree	Clifford	do	28	4 00	A. J. White & Co.	Montreal	do	do	7
315	Geo. Sanderson	Winfield	do	28	75 00	Waterloo Ass. Co.	Waterloo	do	do	
316	A. B. Hearn	Brandon	do	28	2 00	"Free Press"	Winnipeg	do	do	
317	John Holloway	London	do	28	2 00	Jas. Jennings	Toronto	do	do	
318	I. A. North	Austin	do	29	2 00	"Free Press"	Winnipeg	do	Stated to have been received without contents.	
319	Andrews Bros	Springfield	do	29	2 00	do	do	do	No evidence to account for alleged discrepancy.	

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
320	C. Hanmer.	Newmarket.	1891. Dec. 29.	\$ 12 00	L. E. Hanmer.	Toronto.	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
321	Jas. E. Gauvreau.	Rimouski.	do 30.	1 50	Belleau & Cie.	Quebec.	do	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters, and sentenced to five years in penitentiary. See Cases Nos. 322, 353 and 354, Class II.	4
322	Adéline Mahoux.	St. Sauveur.	do 30.	18 00	A. & S. Nordheim.	Montreal.	do	No trace, owing to want of registration.	
323	S. J. Dawson.	Toronto (C.P.R. Postal car).	do 30.	2 00	Miss A. M. Dawson.	Jockvale.	do	do	
324	Joséphine Poitras.	Quebec.	do 30.	18 00	A. & S. Nordheimer.	Montreal.	do	do	1
325	Delle Rosalie Gagnon.	St. John Suburb noni.	do 31.	2 00	Olivier Gagnon.	Ross Mills.	do	do	
326	Fred Hart.	Montreal.	do 31. 1892.	2 00	Alice Gansby.	Toronto.	do	do	
327	Postmaster.	Weedon Station.	Jan. 1.	1 00	Belleau & Cie.	Quebec.	Stated not to have been received by the persons addressed.	Believed to have been stolen from the Quebec Post Office by a youth named Edmond Rouillard, who was subsequently arrested on a charge of stealing three post letters, and sentenced to five years in penitentiary. See cases Nos. 352, 353 and 354, Class II.	4
328	Dr. Thos. J. Bourke.	Richibucto.	do 1.	1 00	do	do	do	No trace, owing to want of registration.	1
329	Mrs. Bowers.	Charlottetown.	do 1.	5 00	Miss B. Small.	Montreal.	do	do	
330	F. E. Savage.	Dunham.	do 2.	18 00	Chase & Sanborn.	do	do	No evidence to account for alleged discrepancy.	—7
331	T. C. Everitt.	St. John.	do 3.	2 00	Mrs. T. C. Everitt.	Moncton.	Stated to have been received without contents.		

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Re-appellation.
					Name.	Place.			
365	D. Stewart.....	Rosenfeld, Post-car.	1892.	20 00	H. Crowe & Co....	Winnipeg.....	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
366	Jas. Blair.....	Toronto	do	1 00	Mrs. Bartlett.....	Toronto	do	See Cases Nos. 495 and 496, Class II.	3
367	Miss Maria Lam-bert.....	Perth.	do	5 00	Miss Susie Lambert.....	Brockville.....	do	No trace, owing to want of registration.	..
368	Janet McEvoy.....	L'Original.....	do	1 00	"DeLineator" Publishing Co., "Globe" Office.....	Toronto	do	do	..
369	Mary Day.....	Eau Claire.	do	10 00	Miss Ruthven.....	Clarksburg	do	do	..
370	Rev. W. Hall.....	Toronto	about Jan. 29,	2 00	"Globe" Office.....	Toronto	do	do	..
371	Mrs. Filton.....	Orillia.....	Jan. 30.	5 00	Dr. Filton.....	Simcoe	do	do	..
372	E. St. Jean.....	Montreal.	do	4 00	Mme. E. St. Jean Ste. Scholastique	Montreal.	do	do	..
373	Geo. Wallace.....	Burlington, P.E.I.	do	1 00	"Family Herald" do	Montreal.	do	do	..
374	A. E. G. Nye.....	Montreal.	do	3 50	W. Swift.....	do	do	do	..
375	Louis Siegmann.....	Neusardt	do	6 00	Rittinger & Motz.	Berlin.	do	do	..
376	R. Bissonnette.....	St. Roch de Que-bee.	do	5 00	A & S Nordheimer	Montreal.	do	do	..
377	Charles Irwin.....	Barrie.	do	1 00	M. Pepplewell.....	Toronto	do	do	..
379	Joseph Norman.....	Ottawa.	do	1 00	Mrs. J. Norman	Hull.	do	do	..
379	A. Martin.....	Hochelega	do	6 00	Annable Martin	Lefayve	do	do	..
380	Jas. Neilson.....	Proton Station.	do	12 78	W. J. Bellamy	Flesherton	do	do	..
381	Mrs. Gingras.....	Belleville	do	2 00	Mrs. Oxley.....	Toronto	do	do	..
382	G. & J. Brown Co.	do G.T.R. Station.	do	10 00	W. W. Lee.....	do	do	do	..
383	H. M. Snider.....	Shannonville....	do	1 34	Mrs. J. T. Gam-mon.	Descronto	do	do	..
384	Arch. McMurphy..	Owen Sound....	do	6 00	Miss Agnes Mc-Murphy.	Walseley....	do	do	..
385	Bernard Gosney....	Hamilton	do	1 25	Mrs. Geo. Willson	Toronto	do	do	..
386	F. G. Fauquier....	Maple Creek....	do	20 00	Joseph Renaud.	St. Henri de Montreal.	do	See Case No. 497, Class I.	3
387	Eliz. Whitelock....	Walkerton....	do	2 00	Mrs J. Whitelock	Exeter....	do	No trace, owing to want of registration.	1

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of a abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
			1892.	\$	cts.				
426	W. Cameron	Oilsprings	Mar. 5.	81 85		Sterling Bros.	London.	Stated not to have been received by the person addressed.	3
427	T. A. Watson	Cresmore	do 5.	4 00		Waterbury Watch Co.	Toronto	Stated to have contained only \$3.00 when received.	7
428	A. C. Fraser	Duncan's Station	do 6.	25 00		Miss A. Conlin	Victoria	Stated not to have been received by the person addressed.	1
429	Rev. Geo. Sexton	St. Catharines	do 6.	2 00		Miss Turney	St. Catharines	do	3
430	J. B. Beaudoin	Champlain	do 7.	10 00		P. E. Pameton	Three Rivers	do	
431	Helena McDonald	Lindsay	do 7.	5 00		Mrs. W. H. Loucks	Toronto	do	
432	Mrs. G. Loude	Toronto	do 7.	1 00		"Ladies Home Magazine"	Peterboro'	do	1
433	Mrs. J. Hanrahan	St. Johns	do 7.	2 50		J. Hanrahan	Quebec	do	
434	T. Racine	Three Rivers	do 8.	8 00		J. B. Rolland et	Montreal.	do	
435	J. H. Jackson	Severn Bridge	do 8.	15 00		W. A. Hart	Toronto	do	1
436	Sam. Taber	Calgary	do 8.	3 00		S. E. Lefebvre	Montreal.	do	
437	J. O'Hara	Ormsdown	do 10.	1 00		"Witness"	do	do	
438	J. B. Spurr	Cresmore	do 10.	7 00		J. Slatter	Toronto	do	3
439	Geo. Jones	Toronto	do 12.	10 00		Geo. Fawcett	do	do	
440	Edw. Phoenix	Greenbank	about Mar. 15	2 41		The "Globe"	do	do	
441	J. B. Beaulieu	Grand Mère	Mar. 16.	3 00		Mrs. J. B. Beaulieu	Three Rivers	do	3
442	A. C. Hare	Fort McLeod	do 16.	12 00		Jes. Monty	Fort McLeod	do	
443	Rev. J. Chalmers	Owen Sound	do 17.	11 00		John Chalmers	Toronto	do	

444	Eliza Picket	Port Credit	do 17 or 18	5 00	Abner Picket	Nassagaweya	do	No trace, owing to want of registration.	1
445	Chas. R. Black	Montreal	do 18	2 00	Rev. W. H. Warriner	Montreal	do	do	8
446	S. E. Marshall	Belleville	do 19	5 00	May Marshall	St. Catharines	do	This and other letters were stolen by a dishonest baggageman in the employ of the Grand Trunk Railway at St. Catharines, who was arrested and dismissed on suspended sentence. Contents recovered. See Case No. 517, Class II.	1
447	Mrs. A. Patterson	Montreal	do 19	1 00	"Delineator" Pub Co	Toronto	do	No trace, owing to want of registration.	7
448	Patterson, Leggat & Co.	Windsor	do 19	0 75	O. J. Phelps	Simcoe	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	1
449	R. Martin	Colborne	do 21	2 00	Mrs. R. Martin	Portsmouth	do	do	3
450	Juliet Hurst	Port Hope	do 21	3 00	Julia Hurst	Lindsay	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
451	Robert Reith	Claremont	do 21	10 00	Peter Reith	Toronto	do	See Cases Nos. 495 and 496, Class II.	3
452	Miss E. C. Logan	Toronto	do 22	2 00	Mrs. D. J. McCarthy	Peterboro'	do	No trace, owing to want of registration.	1
453	Jas. Coutts	Barrie	do 24	3 11	L. A. Welch	Strathroy	do	do	7
454	James Duncan	Winterbourne	About Mar. 25	2 00	C. O'Dea	Toronto	do	do	1
455	Mrs. D. S. Booth	Brockville	do 28	0 35	"Delineator" Pub Co	do	do	do	7
456	M. B. Rutherford	Côte St. Antoine	do	1 00	do	do	Stated to have been received without contents.	No evidence to account for alleged discrepancy.	1
457	S. W. Lee	Oshawa	do 29	3 00	Mrs. S. W. Lee	Kingston	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	7
458	Mrs. McPherson	Halifax, N.S.	do 29	5 00	Lulie McPherson	Toronto	do	do	1
459	H. Vannorman	Mono Road	do 29	0 50	"Globe" Office	do	do	do	7
460	Mrs. M. Bayley	Chatsworth	do 30	2 00	Mrs. T. H. Maywood	do	do	do	1
461	Alex. Anderson	Sarnia	do 31	5 00	J. & N. Anderson	do	do	do	7
462	D. B. Maclean	Cornwall	April 1	35 00	Mrs. H. Tinkess	Manitowaning	Only \$30 stated to have been received.	No evidence to account for alleged discrepancy.	1
463	Mrs. J. Broddy, sr	Erin	do 1	2 12	R. Simpson	Toronto	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
464	T. Lakeman	Aspidin	About April 1	3 99	G. F. Davidson	do	do	do	1
465	Miss M. McKellar	Mount Brydges	do 1	13 00	Robinson, & Co.	London	do	do	1

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapportionment.
					Name.	Place.			
466	Jas. H. Sharpe	New Westminster, B.C.	1892. April 1.	\$ cts. 1 00	"Family Herald & Montreal Weekly Star."	Montreal.	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
467	Mrs. Clegghorne	London	do 2.	8 00	A. M. Clegghorne	Toronto	do	do	
468	A. E. Fluor	Kingston	do 2.	0 85	S. F. Jones	Belleville	do	do	
469	F. D. Marr	Ridgeway	do 4.	10 00	Dell Marr	Toronto	do	do	
470	J. F. Anderson	Niagara Falls Ry. Station.	do 4.	0 50	Alex. Anderson	Stratford	do	do	
471	Dr. Robinson	Kingston	do 8.	0 40	T. Workman	Ottawa	do	do	
472	Wm. Owen	St. Thomas	do 11.	7 00	Mrs. Owens	Toronto	do	do	
473	C. Cummins	Wolfe Island	do 11.	30 00	Carter, Galbraith & Co.	Montreal	do	do	
474	R. A. Smith	Toronto	do 12.	10 00	Mrs. R. A. Smith Mayo-Kama Stea.	Toronto	do	do	
475	John Keys	Kincardine	do 12.	2 25	C. S. Botsford	Toronto	do	do	
476	David Chambers	Millbrook	do 13.	1 00	Thos. Chambers, Almonte.	do	do	do	
477	Mrs. J. Lawton	St. John, N.B.	do 13.	60 00	Dr. Lockhart	Montreal	do	do	
478	Daniel Collins	Belleville	do 14.	10 00	Miss E. Smith	Toronto	do	do	
479	E. H. Ridley	Ridgeway	do 14.	5 00	Jas. A. Dixon	Thamesville	do	do	
480	John Whitty	Vancouver	do 15.	10 00	The T. Eaton Co.	Toronto	do	do	
481	Geo Wallace	Burlington, P. E. I.	do 18.	1 00	The "Family Herald & W. Star"	Montreal	do	do	
482	Mrs. A. Patterson	Montreal	do	1 00	"Delineator" Pub. Co.	Toronto	do	do	
483	Mrs. Fenton	Beeton	do 21.	1 00	Addie Fenton	do	do	See Cases Nos. 485 and 496, Class II.	3
484	W.S. Meddowcroft	Beachville	do 21.	3 00	Robinson Corset Co.	London	do	No trace, owing to want of registration.	1
485	C. E. Wasson	Salmon Creek	do 21.	15 00	W. F. Harrison & Co.	St. John	do	do	3
486		Walkerton	do 26.	5 00	Mrs. A. W. Wat-son.	Georgetown	do	Mis-delivered at the Georgetown Post Office. Contents made good by postmaster of that office.	3
487	R. J. M. Power	Harrowby	do 26.	12 00	E. Galbraith & Co.	Winnipeg	do	No trace, owing to want of registration.	

488	Mrs. Doyle	Ignace (mail car)	do	28	5 00	J. Haddock & Co	do	do	do	1
489	W. J. McKenzie	Lower Stevie ackie, N. S.	do	29	7 00	Funk & Wagnells	Toronto	do	do	
490	A. Boissonnault	Quebec	May	2	10 00	A & S. Nordheimer	Montreal	do	do	
491	Mrs. Longheed	Deer Park	do	2	10 00	Wm. H. Loughheed	Heathcote	do	do	
492	A. Sharp	London	do	3	6 25	E. A. Joffret & Co.	Toronto	do	do	
493	Jacob Hatten	Kingston	do	3	10 00	Miss Liz. Hatten	Kingston	do	do	
494	H. W. Ackerman	Picton	do	3	0 50	" Family Herald & Weekly Star."	Montreal	do	do	
495	Test letter	Toronto	do	4	4 00	Mrs. Jas. Hane	Toronto	do	do	3
496	do	do	do	4	6 00	Mrs. J. Towner	do	do	do	
497	J. W. Minor	Peterboro'	do	4	11 00	Mrs. J. W. Minor	do	do	do	
498	S. A. Finley	Montreal	do	4	20 00	Miss McLeod	St. John, N. B.	do	do	1
499	Donald McDonald	Theford	do	6	5 00	Myers & Bros.	Toronto	do	do	
500	John Ennis	Bright	do	11	2 00	Wm. Key	Paris	do	do	
501	Jas. Baldwin	Princeton	do	13	0 30	Collector Customs	Woodstock	do	do	
502	Claude Currie	Moosomin	do	14	25 00	J. C. Thomson	Victoria	do	do	7
503	H. A. Maxville	Portage la Prairie	do	16	2 00	W. Pulford	Winnipeg	do	do	
504	J. Power	Montreal	do	17	10 00	Mrs. P. Powers	Quebec	do	do	
505	Rev. Thos. Paton	Revelstoke	do	18	10 00	T. A. Garland	Portage la Prairie	do	do	
506	Mrs. T. H. David-son	Norman	do	18	2 00	Miss L. C. Web-ster	Winnipeg	do	do	
507	Mrs. John Forin	Belleville	do	19	4 00	J. D. King & Co.	Toronto	do	do	1
508	Wm. Fletcher	Montreal Rail- way Station	do	20	20 00	Mrs. Wm. Fletcher	do	do	do	
509	Isabella Douglas	Toronto	do	20	5 00	Robt. Douglas	Teviotdale	do	do	
510	Mrs. A. Foster	Shanty Bay	do	20	6 00	Andrew Foster	Toronto	do	do	
511	Chas. F. Gorham	St. John, N. B.	do	20	1 65	Gas and Electric Light Co.	St. John	do	do	
512	W. Glover	Peterboro'	do	23	1 00	Miss F. M. Glover	Toronto	do	do	
513	A. M. Bowman	Toronto	do	23	5 00	Geo. Carslake	Montreal	do	do	
514	Henry Bothwell	New Durham	do	23	1 75	Wm. Oelschlagler	Berlin	do	do	7

These letters were stolen by A. A. Weir, a letter carrier in the Toronto Post Office, who was arrested, convicted and sentenced to five years in penitentiary. Contents recovered. See Cases Nos. 266, 305, 366, 392, 408, 431, 451 and 483, Class II.

No trace, owing to want of registration.

Stated to have been received without contents.

No evidence to account for the alleged discrepancy.

Stated not to have been received by the person addressed.

No trace, owing to want of registration.

Stated to contain only \$1 when received.

No evidence to account for the alleged discrepancy.

II. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1892, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation
					Name.	Place.			
515	Robert Bradley	Glenborough	1892. May 23.	\$ cts. 10 00	S. Bradley	Winnipeg	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	1
516	Wm. Evans	Gorrie	do do	10 00 4 00	Fred. Evans Mrs. E. G. Paterson	Toronto St. Catharines	do Stated to have been received without contents.	do See Case No. 446, Class II.	do 8
518	C. Ferguson	Mattaawa Station	do	1 78	Miss Ferguson	Kingston	Stated not to have been received by the person addressed.	No trace, owing to want of registration.	
519	Miss Warren	Kingston	do	1 00	John Warren	Oso Station	do	do	
520	Rowland Hill	London	do	1 00	Willard Tract Depository.	Toronto	do	do	
521	Wm. Wray	Belgrave	June 6.	4 00	G. B. Wray	Alma	do	do	
522	Walter Locke	Brace-bridge	do	2 00	Willard Tract Depository.	Toronto	do	do	
523	Miss Leybourne	Brandon	do	7 00	W. E. Leybourne	Oak Lake	do	do	
524	Wm. Masson	Newcastle	do	10 00	T. Rankin & Son	St. John	do	do	
525	E. W. Scane	Chatham	do	10 00	Bessie Scane	Toronto	do	do	
526	J. Noonan	do N.B.	do	15 36	Manchester, Robertson & Allison	St. John	do	do	
527	Miss H. O'Leary	Indian River	do	10 00	Patrick O'Leary	Montreal	do	do	1
528	H. Wood	Toronto	do	10 00	Mrs. John L. Wood	Ottawa	do	do	
529	M. Prevost	St. Bruno	do	5 00	Emery Prevost	Montreal	do	do	
530	A. J. Campbell	Gravenhurst	do	20 00	Lyman Bros. & Co.	Toronto	do	do	
531	Mrs. Bédard	Three Rivers	do	16 02	L. H. Packard & Co.	Montreal	do	do	
532	Mrs. E. Robbins	Toronto	do	11 00	Mrs. Geo. Fessey	do	do	do	
533	Thos. Spear	do	do	2 00	Mrs. Thos. Spear	Tara	do	do	
534	J. B. Legaré	Ste. Foye	do	25 00	M. Nordheimer	Montreal	do	do	

RECAPITULATION.

Classification of Cases.

	Regis-tered.	Unreg-istered.
1. Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.....	1	449
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable.....	37	51
3. Letters lost, embzzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.....	1	11
4. Letters lost, embzzled or misdelivered in the Post Office, the contents of which were not recovered.....	21	
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible.....	56	16
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.....	5	7
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.....	20	
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good.....	4	
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.....	2	
10. Letters accidentally destroyed during course of post.....		
11. Still under investigation.....		
Totals.....	147	534

W. D. LESBUR, Secretary.

WILLIAM WHITE, Deputy Postmaster-General.

STATEMENT of Letters received at the Dead Letter Branch, Canada, during the
showing how such Dead

TABLE NO. 1.—Showing the number of letters of all

Number received.	—	—	—	—
DEAD LETTERS :—				
Returned from Great Britain ; (of these were registered 231)		9,905		
do. United States (do .. 1,423)		100,296		
do Newfoundland (do .. 1)		643		
do New South Wales (do .. 6)		166		
do Victoria (do .. 1)		155		
do Brazil (do .. —)		130		
do Mexico (do .. 3)		110		
do Other colonies and foreign countries ; (of these were registered..... 4)		421		
(1,669)		111,826		
LESS—Registered, accounted for below		1,669		
Returned from Post Offices in Canada, classified as follows :—			110,157	
Registered letters on hand on 30th June, 1891..	173			
do in hands of Postmasters on 30th June, 1891.	55			
do received during the year ended 30th June, 1892, (including those of foreign origin)	22,693			
		22,921		
Letters found to contain value and recorded, on hand on 30th June, 1891.	270			
Letters found to contain value and recorded, in hands of postmasters on 30th June, 1891.	12			
Letters found to contain value and recorded, received during the year ended 30th June, 1892.	3,708			
		3,990		
			26,911	
Ordinary dead letters originating in Canada :—				
On hand on 30th June, 1891				
Received during the year ended 30th June, 1892.	216,234			
		216,234		
Ordinary dead letters originating in other countries on hand on 30th June, 1891	88			
Ordinary dead letters originating in other countries re- ceived during the year ended 30th June, 1892.	120,611			
		120,699		
Dead letters with printed addresses of senders.		38,913		
do official franks		13,584		
Returned dead letters, <i>i.e.</i> , letters sent out from Dead Letter Branch, and again returned unclaimed.		60,044		
Dead books, parcels, &c. :—				
On hand, 30th June, 1891	1,227			
Received during the year ended 30th June, 1892.	45,493			
		46,720		
			496,194	
Circulars, postal cards, &c.			333,899	
				967,161
Carried forward				967,161

Year ended 30th June, 1892, and of their contents, valuable or otherwise, Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.				
DEAD LETTERS:—				
Returned to Great Britain, including all foreign letters not enumerated below; (of these were registered	524)	19,655		
Returned to United States; (of these were registered ..	537)	69,549		
do Newfoundland (do ..	12)	718		
do Mexico (do ..	—)	461		
do Victoria (do ..	1)	87		
do Bermuda (do ..	1)	65		
do New South Wales (do ..	6)	65		
do New Zealand (do ..	—)	58		
do Japan (do ..	5)	54		
do Jamaica (do ..	—)	48		
do Other colonies and foreign countries; (of these were registered	9)	395		
	(1,095)			
Letters of British, colonial or foreign origin remaining on hand 30th June, 1892; (of these were registered	41)	522	91,677	
Books, post cards, &c., of British and foreign origin, also returned			29,456	*121,133
Registered letters returned to writers, including those of foreign origin		11,547		
do in hands of postmasters		82		
do failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value, destroyed, in Dead Letter Branch awaiting claim		10,936		
		128	22,693	
Letters found to contain value returned to writers		3,402		
do do in hands of postmasters		61		
do do in Dead Letter Branch awaiting claim		245	3,708	
Registered and value letters in hands of postmasters or in Dead Letter Branch on 30th June, 1891, and since disposed of, as follows:—				
Delivered		96		
Destroyed		55		
In Dead Letter Branch		359		
			510	26,911
Ordinary dead letters returned to writers			210,999	
do do with printed addresses returned to senders			38,913	
do do returned to Government Departments			13,584	
do do without signatures or postmarks, accounts, &c., destroyed		114,958		
Returned dead letters destroyed		60,044	175,002	
Carried forward			438,498	148,044

* NOTE.—The balance of letters (88) on hand on 30th June, 1891, is included in above.

STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No. 1—Showing the Number of Letters of all kinds

Number received.				
Brought forward				967,161
SPECIAL LETTERS, classified as follows :—				
Registered letters on hand on 30th June, 1891.....	10			
do in hands of postmasters, 30th June, 1891.....	23			
do received for postage, better address, &c.....	1,998	2,031		
Letters found to contain value, and recorded :—				
On hand 30th June, 1891.....	54			
In hands of postmasters, 30th June, 1891.....				
Received for postage, better address, &c.....	1,478	1,532		
Ordinary letters on hand, 30th June, 1891.....	389		3,563	
do received for postage.....	16,613			
do received for better address.....		17,002		
		17,440	34,442	
Drop letters received for postage.....			4,822	
Letters for foreign countries on hand, 30th June, 1891.....		475		
do do received as unpaid or short paid.....		14,336		
			14,811	
Returned dead letters received.....			1,885	
Postal cards received for postage.....		5,847		
do do address.....		9,746		
			15,593	
Circulars received for postage.....		1,534		
do do address.....		3,836		
			5,370	
Parcels, books, &c. :—				
On hand 30th June, 1891, received in that and previous years.....		1,812		
Received for postage, better address or not claimed. (Of these, 1,475 contained inclosures contrary to law).		8,322		
			10,134	
Carried forward.....				90,620
				1,057,781

during the Year ended 30th June, 1892, &c.—*Continued.*

received, with the disposition made of them.—*Continued.*

How disposed of.				
Brought forward.....		438,498	148,044	
DEAD LETTERS—<i>Concluded.</i>				
Dead books, parcels, &c., returned to senders.....	38,378			
do do of no value, disposed of.....	5,402			
do do remaining in Dead Letter Branch.....	2,940	46,720		
Circulars, post cards, &c., destroyed or otherwise disposed of.....		333,899		
			819,117	967,161
SPECIAL LETTERS:—				
Registered letters returned to writers or forwarded to address.....	1,932			
do in hands of postmasters.....	13			
do unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver.....	17			
do in Dead Letter Branch awaiting claim.....	36		1,998	
Letters found to contain value, returned to writers or forwarded to address.....	1,393			
do do in hands of postmasters.....	20			
do do in Dead Letter Branch awaiting claim.....	65		1,478	
Special registered and value letters in hands of postmasters or in Dead Letter Branch on the 30th June, 1891, and since disposed of, as follows:—				
Delivered.....	24			
In Dead Letter Branch.....	63			
Destroyed.....		87		
			3,563	
Ordinary letters received for postage:—				
Returned to writers.....	7,714			
Forwarded to address.....	7,930			
Destroyed in consequence of the inability of the department to return or deliver.....	1,011			
Remaining on hand on the 30th June, 1892.....	347			
			17,002	
Ordinary letters received for better address:—				
Returned to writers.....	13,449			
Forwarded to address.....	738			
Destroyed in consequence of the inability of the department to return or deliver.....	3,253			
			17,440	
			34,442	
Drop letters received for postage:—				
Returned to writers.....		3,463		
Forwarded to address.....		500		
Destroyed in consequence of the inability of the department to return or deliver.....		859		
			4,822	
Letters for foreign countries:—				
Returned to writers.....		4,508		
Forwarded to address.....		9,574		
Destroyed in consequence of the inability of the department to return or deliver.....		225		
Remaining on hand on 30th June, 1892.....		504		
			14,811	
Carried forward.....			57,638	967,161

STATEMENT of Letters received at the Dead Letter Branch, Canada,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward				1,057,781
Grand total				1,057,781

	S U M
Letters on hand on the 30th June, 1891, including those in hands of postmasters.	4,644
Dead letters received	965,285
Special do	87,852
	1,057,781

JOHN WALSH,
Superintendent.

during the Year ended 30th June, 1892, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

How disposed of.				
Brought forward.....			57,638	967,161
SPECIAL LETTERS—<i>Concluded.</i>				
Returned dead letters destroyed.....			1,885	
Postal cards received for postage, returned to writers or forwarded to address.....	1,576			
do destroyed in consequence of the inability of the department to return or deliver.....	4,271			
do received for better address, returned to writers or forwarded to address.....	3,755	5,847		
do destroyed in consequence of the inability of the department to return or deliver.....	5,991			
		9,746		
Circulars received for postage returned to senders.....	1,199			15,593
do do destroyed.....	335			
do better address, returned to senders or forwarded to address.....	1,027	1,534		
do better address, destroyed.....	2,809			
		3,836		5,370
Books, parcels, &c., held for postage, address, enclosures, or not called for, returned to senders.....	2,361			
Books, parcels, &c., held for postage, address, enclosures, or not called for, sent to address.....	3,738			
		6,099		
Books, parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value, and the department being unable to deliver or return.....			1,359	
Books, parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand (including balance of previous years), on 30th June, 1892.....			2,676	
			10,134	
				90,620
Grand total.....				1,057,781

M A R Y.

Dead letters disposed of.....	962,824
Special do.....	86,896
Letters on hand 30th June, 1892, including those in hands of postmasters.....	8,061
	<u>1,057,781</u>

WILLIAM WHITE,
Deputy Postmaster-General.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value ; the amount and nature of their contents ; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters undelivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		s cts.			
3,051	Money (including \$8.43 enclosed in letters under other heads)	18,693 20	2,796	210	45
45	Bills of exchange.....	8,768 35	44	1	
479	Cheques.....	58,582 73	466	9	4
5	Coupons.....	385 50	5		
283	Drafts.....	539,034 74	278	3	2
2	I. O. U.'s.....	24 80	2		
701	Money orders.....	10,679 34	669	20	12
78	Orders.....	2,955 05	74	1	3
10	Passage certificates.....	348 60	10		
380	Promissory notes.....	66,238 44	365	10	5
573	Receipts.....	50,887 64	527	39	7
11	Stock certificates.....	55,480 80	11		
59	Various certificates.....	3,075 85	55	3	1
524	Registered letters sent to Dead Letter Office, London, England.....		524		
537	Registered letters sent to Dead Letter Office, Washington, U.S.A.....		537		
34	Registered letters sent to Dead Letter Offices of other countries.....		34		
51	Deeds.....		50		1
31	Documents of value.....		25	6	
1	Certificates, American Order of Artists.....		1		
6	do Ancient Order United Workmen.....		6		
22	do baptism.....		21		1
1	do British subject.....		1		
61	do character.....		59	2	
17	do church membership.....		16	1	
2	do civil engineers.....		2		
5	do college examinations.....		3	1	1
8	do Collegiate Institute.....		8		
4	do Commercial Travellers' Benefit Society.....		4		
1	do commission for taking affidavit.....		1		
3	do culler of sawlogs.....		3		
2	do death.....		2		
3	do endowment.....		3		
1	do engineers.....		1		
5	do Foresters.....		4		1
3	do Free Homestead Company.....		2		1
1	do Free miners.....		1		
3	do Gun Club.....		3		
1	do health.....		1		
1	do identification.....		1		
7	do Independent Order Oddfellows.....		7		
3	do International Fraternal Alliance.....		3		
3	do Irish Catholic Benevolent Union.....		3		
1	do Knights of Labour.....			1	
3	do land title.....		3		
2	do Live Stock Association.....		1	1	
18	do marriage.....		16	1	1
4	do Masonic.....		4		
1	do do Great Priory.....		1		
15	do medical.....		15		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters under- livered on 30th June, 1892, and now lying un-claimed in D. L. Branch.	No. of Letters under- livered on 30th June, 1892, and now in hands of postmasters await- ing claim.
		s cts.			
2	Certificates, military instruction		2		
1	do Missionary Society		1		
1	do music		1		
9	do Orange Lodges		9		
4	do ownership		4		
1	do Painters' Brotherhood		1		
3	do Patrons of Industry		3		
1	do pedigree of stock		1		
2	do pre-emption		2		
3	do registry		3		
2	do scholars		2		
3	do school returns		3		
1	do seamen's			1	
2	do soldiers		2		
2	do Sons of England		2		
3	do do Temperance		3		
1	do stonecutters		1		
1	do Tailors' Union		1		
2	do taxes		2		
12	do teachers		11		1
1	do ticket agent			1	
3	do various certificates		3		
2	do weights and measures		2		
1	do work performed		1		
1	Abstract of title		1		
4	Account books		3		1
4	Accounts		4		
7	Accident assurance tickets		4	3	
19	Affidavits		19		
22	Agreements		21		1
3	Albums		2	1	
1	Ambrotype		1		
1	Apostolic benediction		1		
1	Applications C. M. B. A.		1		
25	Aprons		24	1	
1	Arbitrator's awards		1		
2	Assignments		1		1
1	Badges		1		
4	Baggage checks		3	1	
10	Beads		10		
1	Belt		1		
4	Bills of lading		4		
1	Bills of sale		1		
5	Bird skins		5		
2	Blank forms		2		
1	Bonnet		1		
2	Booklets		1	1	
34	Books		33	1	
11	Boots and shoes		11		
3	Bracelets, gilt		2		
1	Bracket		1		
1	Braid		1		
1	Breast pin, plated		1		
5	Brooches, common		4	1	
4	do gilt		4		
1	Bulbs		1		
1	Butterflies		1		
10	Cakes		10		
4	Candy		4		
1	Cap, sealskin		1		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters delivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters delivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Carbolic smoke balls.....		1		
1	Card case.....		1		
1	Carpet.....		1		
1	Cast of teeth.....		1		
1	Census papers.....		1		
3	Chewing gum.....		3		
4	Child's garments.....		4		
2	Chinese basket.....		2		
1	Chromos.....		1		
1	Church medals.....		1		
1	Cigar holder.....		1		
1	Cigars.....		1		
3	Clothing.....		3		
2	Coats.....		2		
1	Coffin plate.....		1		
2	Collar box.....		2		
2	Collars.....		2		
0	Contracts.....		5	1	
1	Copyright, music.....		1		
1	Corsets.....		1		
1	Crayon drawings.....		1		
1	Crochet needle.....		1		
2	Crochet work.....		2		
3	Crown grants.....		3		
2	Crucifix.....		2		
4	Cuff buttons, gilt.....		2	2	
7	Declarations.....		7		
3	Deeds.....		3		
2	Derby sweepstakes tickets.....		2		
1	Diamond ear-rings.....		1		
1	do pins.....		1		
4	Diplomas.....		4		
2	Discharges, North-west Mounted Police.....		2		
4	do sailors.....		2	2	
5	do soldiers.....		3	2	
2	do various.....		2		
1	Dissolution of partnership.....		1		
1	Dolls.....		1		
3	Dominion Land grant.....		3		
8	Doyleys.....		8		
9	Dress goods.....		9		
14	Dresses.....		13	1	
1	Duck call.....		1		
2	Ear-drums.....		2		
5	Ear-rings, gilt.....		4	1	
1	Egg cup.....		1		
1	Electric belt.....		1		
1	do soles.....				1
2	Electrotype.....			2	
1	Embroidery.....		1		
2	Envelopes.....		2		
1	False palate.....			1	
2	Fans.....		2		
1	Fancy inkstand.....		1		
16	Fancy work.....		16		
2	Feathers.....		2		
1	Flag.....		1		
2	Flannel.....		2		
3	Flowers.....		3		
2	Foresters withdrawal card.....		2		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters undelivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		s cts.			
3	Fountain pen.....		3		
1	Furs, bear.....		1		
1	do beaver.....			1	
2	do collars.....		2		
1	do fox.....		1		
1	do mink.....		1		
2	do muskrat.....		2		
1	do raccoon.....		1		
2	do squirrel.....		2		
1	do weasel.....		1		
2	do wolf.....		2		
1	Games.....		1		
2	Garters.....		2		
1	Glass eye.....		1		
2	Glass for spectacles.....		2		
8	Gloves.....		8		
1	Gold dust.....		1		
1	Gold nuggets.....		1		
1	Gold quartz.....		1		
4	Gold jewellery, bracelets.....		4		
17	do brooches.....		15	2	
4	do chains.....		4		
2	do charms.....		2		
4	do ear-rings.....		3	1	
61	do finger rings.....		50	11	
4	do lockets.....		3	1	
1	do masonic P.M. jewel.....		1		
3	do pencils.....		1	2	
3	do pens.....		2	1	
11	do pins.....		10	1	
1	do scarf rings.....		1		
1	do seal.....		1		
12	do spectacles.....		11	1	
2	do studs.....		2		
9	do watches.....		8	1	
18	Handkerchief cases.....		18		
11	Handkerchiefs.....		11		
2	Hand satchels.....		2		
1	Harness.....		1		
2	Homestead receipts.....		1		1
1	Horse chestnut.....		1		
1	Horsehair.....		1		
1	Humming bird nest.....		1		
1	Indemnity claims.....		1		
2	Indentares.....		2		
2	Indian battle axe.....		2		
1	India-rubber goods.....		1		
4	Indian bead work.....		4		
1	Indian fire bag.....		1		
3	Indian hay.....		3		
3	Insurance papers.....		3		
131	Insurance policies.....		125	2	4
1	Invoices.....		1		
3	Iron ore.....		3		
1	Iron plate.....		1		
9	Jackets.....		9		
4	Keys.....		4		
5	Kid gloves.....		5		
2	Knives.....		1	1	

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters undelivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		% cts.			
7	Lace		7		
1	Ladies' companion		1		
8	Leases		8		
112	Legal documents		105	5	2
1	Licenses, fish and game		1		
3	do fishery		3		
5	do various		5		
1	Linens		1		
61	Lottery tickets		58	3	
2	Machinery		2		
1	Magnifying glass		1		
1	Map		1		
2	Maple sugar		2		
12	Medicine		11	1	
1	Memorandum book		1		
3	Minerals		3		
24	Moccasins		23	1	
1	Models		1		
14	Mortgages		13	1	
3	do assignment of		3		
6	do chattel		6		
7	do release of		7		
1	Moss		1		
1	Music box		1		
2	Nails		2		
1	Neckties		1		
2	Needle cases		2		
1	Newspapers		1		
1	Nightdress case		1		
1	Oilcloth		1		
2	Ointment		2		
1	Old letters		1		
1	Opera glasses		1		
1	Ottoman cover		1		
1	Painting		1		
1	do on fungus		1		
1	Part musical instrument		1		
41	Pass books, bank		41		
3	do building and loan		3		
10	do savings bank		9		1
11	do various		9	2	
1	Passes		1		
1	Passports		1		
7	Patchwork		7		
6	Patent papers		5		1
5	Patterns		5		
1	Pawn tickets		1		
2	Pension papers		2		
1	Perfume		1		
9	Permits		9		
1	Petition		1		
1	Petticoat		1		
7	Photos		7		
2	Pieces metal		2		
2	Pillowshams		2		
5	Pills		4		1
4	Pincushions		4		
2	Platinum		2		
4	Plans		4		
1	Plum pudding		1		

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters undelivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		s. cts.			
2	Plush shaving cases		2		
1	Pocket lamp		1		
20	Postage stamps cancelled		19	1	
1	Postal cards		1		
1	Pouch		1		
3	Powder		3		
24	Powers of attorney		23		1
1	Printed matter		1		
1	Pudding dish cover		1		
4	Purses		4		
1	Quarantine papers		1		
14	Railway passes		14		
36	do tickets		25	11	
1	Razor		1		
6	Registered letters unopened		6		
3	Releases		3		
1	Rings, brass		1		
1	do coral			1	
10	do gilt		6	4	
1	do rubber		1		
2	Rolls of music		1	1	
1	Roots		1		
1	Rowing club ticket		1		
1	Royal Arcanum card		1		
2	Rubbers		2		
1	Salary warrant		1		
1	Sample book		1		
6	Samples, various		6		
2	Scapularies		2		
1	School return		1		
2	do admission tickets		2		
1	Screws		1		
1	Seal watch		1		
1	Sealed tins		1		
1	Sea shells		1		
1	Seeds, garden		1		
1	Sewing machine attachment		1		
8	Shawls		7	1	
8	Shirts		8		
1	Shoe buckle		1		
4	Shoulder capes		4		
4	Shuttles		4		
38	Silk handkerchiefs		38		
5	do pieces of		5		
1	do sash		1		
9	do scarfs		9		
3	Silver boxes		2	1	
2	do bracelets		1	1	
15	do brooches		12	3	
1	do button hook		1		
1	do chain		1		
2	do cuff buttons		2		
1	do dust		1		
2	do ear-rings		1	1	
1	do hairpins			1	
3	do knives		2	1	
1	do locket			1	
1	do medals		1		
1	do monograms		1		
5	do napkin rings		3	2	

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters delivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		s cts.			
1	Silver pencil		1		
2	do pins		1	1	
1	do ring				1
1	do seal		1		
21	do spoons		17	4	
9	do thimbles		9		
21	do watches		20	1	
1	do watch case			1	
1	Skates		1		
10	Slippers		10		
3	Smoking caps		3		
1	Soap		1		
16	Socks		15	1	
7	Spectacles		4	2	1
1	Spray producer		1		
1	Steamship ticket			1	
2	Subscription books, Y.M.C.A.		2		
15	Summonses		15		
2	Surgical instruments		2		
1	Survey, report of		1		
10	Tablecloth		9	1	
2	"Tam O'Shanters"		2		
1	Tape measures		1		
1	Tea cosy		1		
2	Tea cups		1	1	
3	Testimonials		3		
4	Tidies		4		
9	Tobacco		9		
2	Towels		2		
3	Toys		3		
2	Transfers of land		2		
1	Truss		1		
1	Type		1		
13	Unopened letters		13		
1	Various documents		1		
2	Veils		2		
1	Velvet		1		
2	Warrants		2		
2	Warranty deeds		2		
2	Watch charms		2		
3	Watches, brass		2	1	
3	do nickel		3		
3	Waterproof coats		3		
1	Whisk-holder		1		
5	Wills		4	1	
4	do probates of		4		
1	Window blinds		1		
1	Woollen goods		1		
4	Work bags		4		
3	Wrists		3		
1	Y.M.C.A. membership ticket		1		
1	Yeast		1		
8,776		815,155 04	8,257	417	102

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended 30th June, 1892.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1892.	No. of Letters delivered of those received during the Year ended 30th June, 1892.	No. of Letters undelivered on 30th June, 1892, and now lying unclaimed in D. L. Branch.	No. of Letters undelivered on 30th June, 1892, and now in hands of postmasters awaiting claim.
		\$ cts.			
8,776	Brought forward	815,155 04	8,257	417	102
20,582	Add to these ordinary registered letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown in Table 1		20,451	57	74
	Grand total of letters containing value, disposed of		28,708	474	176
	Grand total of letters remaining unclaimed in Dead Letter Branch		474		
	Grand total of letters in hands of postmasters		176		
29,358		815,155 04	29,358		

77 letters remained in the hands of postmasters on the 30th June, 1891, and all of these have since been satisfactorily accounted for.

WILLIAM WHITE,
Deputy Postmaster-General.

JOHN WALSH,
Superintendent.

ANNUAL STATEMENT, 1891-92.

POST OFFICE DEPARTMENT, CANADA,
PRINTING AND SUPPLY BRANCH,
OTTAWA, 30th November, 1892.

The Honourable

The Postmaster-General.

SIR,—I have the honour to submit for your information the customary annual statement, together with the tables of results, of the various transactions of this Branch, for the year ended 30th June, 1892.

To the end that the results relating to all the different classes of stores dealt with by the Branch in 1890-91 and 1891-92 may the more readily be seen the preliminary statement of the quantities and cost, and the tables in detail are prefaced by the following condensed comparison of expenditure for the two years in question; also by the detail of the increases and decreases for 1891-92.

COMPARISON OF EXPENDITURE, 1890-91 AND 1891-92.

Total expenditure per Annual Statement, 1891-92.....	\$120,562 06
do do 1890-91.....	114,960 31
Total increase, 1891-92.....	<u>\$ 5,601 75</u>

DETAIL of Increases and Decreases, 1891-92.

Increases.

Printing.....	\$3,184 18	
Stationery.....	3,542 01	\$6,726 19

Decreases.

Mail bags, mail locks, &c.....	\$124 70	
Stamping material, scales and weights, &c.....	650 91	
Street letter boxes and miscellaneous items.....	231 29	
Letter carriers' uniforms, boots, &c.....	117 54	
		<u>1,124 44</u>
Increase, 1891-92.....		<u>\$5,601 75</u>

Printing, Binding, Lithography, &c.

	Quantity.		Cost.
1890-91.....	20,424,414	1891-92.....	\$48,304 39
1891-92.....	20,067,989 ³ / ₁₆	1890-91.....	45,120 21
Decrease, 1891-92.....	356,424 ⁷ / ₁₆	Increase, 1891-92.....	\$ 3,184 18

The increase in cost above indicated, is principally attributable to the introduction of the printed facing slip label, which has been substituted throughout the service for the multifarious loose bag labels hitherto in use.

The falling off in quantity is accounted for, owing to fewer Departmental orders, circulars, &c., having been issued in 1891-92 than in 1890-91, also because the stock of registered package envelopes obtained in 1890-91 sufficed as well for 1891-92.

The quality of paper furnished for certain kinds of letter bills, of which very large quantities are used annually, being of a better and more durable quality than formerly resulted in less being used during 1891-92.

It is worthy of mention here that as time proceeds it is becoming increasingly manifest that by reason of the actual cost involved in producing the work only being charged by the Printing Bureau, instead of full rates on every job (whether standing matter or otherwise) such as was formerly done under the contract system, more work is turned out for less outlay than was the case prior to the creation of the Department of Public Printing, and to the consequent adoption of the mode of charging up the work now in vogue. That the quality of the work done is beyond comparison superior to what it once was, goes without saying.

Stationery.

	Quantity.		Cost.
1890-91	474,172	1891-92	\$16,529 95
1891-92	314,711½	1890-91	12,987 94
Decrease, 1891-92	159,460¾	Increase, 1891-92	\$3,542 01

The advance in cost under this heading is accounted for by the increased consumption of sealing wax and twine for mail bags, adopted to replace the faulty rivet seal fastening, in order to the greater security of registered matter passing in the mails.

The decrease in quantity principally arose from the discontinuance of the use of shipping tags, cards, labels, &c., which have given place throughout the service in connection with mail bags to the printed facing slip label, this improvement having been adopted under the authority of the Deputy Postmaster-General, upon the recommendation of the Chief Post Office Inspector, as one bringing the Department in this regard, into harmony with the more modern methods prevailing in the postal service of other countries, and thereby securing a less costly and more efficient system of bag labelling.

Mail Bags, Mail Locks, Labels, &c.

	Quantity.		Cost.
1891-92	79,620	1890-91	\$30,523 68
1890-91	67,932	1891-92	30,398 98
Increase, 1891-92	11,688	Decrease, 1891-92	\$ 124 70

In order to bring these statements in conformity with the general system of Government accounts—and this step was given rise to by the adoption in this Branch during 1891-92, of an improved and more comprehensive system of book-keeping—certain articles are this year included under this heading that appeared elsewhere in 1890-91, resulting in an augmentation of the figures under this heading.

As this year presented, a decrease is the result for 1891-92, as compared with 1890-91. This decrease is largely attributable to the fact that the equipment of the postal service with the cotton duck bag, and red striped linen registered bag, fitted with the more secure and improved fastenings, was during this year completed. A factor entering into this result also was the decrease in the demands for jute newspaper sacks arising from arrangements having been effected within the year, whereby the return of bags of this class, to the Montreal and Toronto Post Offices, in sufficient numbers to meet the requirements of those offices was secured.

The conclusion of more favourable arrangements with the contractors for the supply of safety fittings and for the repair of mail bags; the adoption of more stringent and effective measures for utilizing old and repaired mail bags and curtailing the demands upon the contractors for new bags, and increased efficiency in the work of supervising the same explains the increase in quantity, whilst there was a decrease in cost.

An upward tendency is noticeable in the number of bags condemned on inspection and burnt during the year, which is to be chiefly accounted for owing to the limit of usefulness of a larger number of bags having been reached in this than last year, and the consequent consigning of the same to the furnace.

Stamping Material, Scales and Weights, &c.

	Quantity.		Cost.
1890-91	32,434	1890-91	\$8,366 12
1891-92	16,686	1891-92	7,715 21
Decrease, 1891-92	15,748	Decrease, 1891-92	\$ 650 91

For purposes of uniformity of account as in the case of the preceding item, the items under this heading were re-classified for 1891-92, giving the above results.

Better prices for the supply of these articles having been arranged for, there was a corresponding decrease in the cost for 1891-92.

The decrease in quantity arose from fewer dated stamps and type being called for during the year. In 1890-91 the issue to postmasters of a new and special form of requisition for type, dated stamps, &c., misled the postmasters into thinking they were required to at once send in demands for these articles, the result being that the majority of postmasters in the Dominion demanded and were furnished with supplies of new type, whilst in 1891-92, no special notification having been sent out, the issue of type fell to the actual normal requirements of the service. Nevertheless the quantity of new type still called for by postmasters continued very large, as these figures will show:—

1890-91	29,245	new type issued
1891-92	11,562	do do

Looking to reducing this item to smaller proportions what is known as the rapid change dater, fitted with date wheels in the head, instead of loose type, was tested at the various city Post Offices, but owing largely to the metal of which they were constructed being of too soft a quality the experiment proved a failure.

Prior to 1891-92 postmasters of non-accounting offices were required to provide themselves with stamping ink and pads. In the great majority of cases these were so inferior in construction and material as to result in the rapid deterioration of both the date stamp and the type, and compelled the issue with undue frequency of new ones to replace them.

To the end that the stamps and type might be made to do service for a longer period and thus entail less expenditure for the same, and in the hope that better post-marking of mail matter might result, the Deputy Postmaster-General authorized the issue to all non-accounting offices of suitable pads and ink, and it must be said that the result so far has been an appreciable approach towards the objects sought.

During the year, too, the contractors were required to enter into an agreement with the Department whereby they are now called upon to furnish each dated stamp under a guarantee of three years for cities, four years for railway mail clerks and accounting offices, and five years for non-accounting offices, which will no doubt be the means of improving the material and lasting qualities of these articles.

A very general desire throughout the service having arisen in favour of the metal "hammer" handle instead of the "upright" handle for the post-marking stamp as tending to more expeditious and efficient work, the general use of this more modern stamp was sanctioned by the Deputy Postmaster General.

A fixed price, instead of a sliding scale of prices, for the repair of old and damaged letter scales and weights was during the year arranged for with the makers, whereby a considerable reduction in the cost of this work was brought about.

To meet the probable increase of business in connection with the parcel post system, the authority for the issue under needful restrictions of parcel scales was extended so as to include non-accounting post offices.

Street Letter Boxes and Miscellaneous Items of Expenditure.

	Quantity.		Cost.
1891-92	2,240	1890-91	\$3,514 15
1890-91	1,438	1891-92	3,282 86
Increase, 1891-92	802	Decrease, 1891-92	\$ 231 29

The items under this heading were also reclassified as in the other cases aforementioned with the same object in view, and with a like result, giving a reduction in cost as above shown.

The necessity for providing for the supply of the larger and improved pattern of letter box, at the following named places, from which boxes of defective, insecure and obsolete patterns were recalled, to some extent explains the increased quantity in this case.

Halifax	32	new pattern boxes.
St. John, N.B.	4	"
Ottawa	13	"
Hamilton	37	"
London	2	"
Winnipeg	4	"
	92	

,— the return, repair and reissue of many of the old pattern of box for use at various less important points, together with all the articles comprising "miscellaneous items" being accountable for the balance.

Letter Carriers' Uniforms.

	Quantity.		• Cost.
1890-91	5,047	1890-91	\$14,448 21
1891-92	3,466	1891-92	14,330 67
Decrease 1891-92	1,581	Decrease, 1891-92	\$ 117 54

The reclassification of certain articles formerly included under this heading, as in the case of the preceding items, and with a similar purpose, gives the above results.

There is no very notable feature in regard to this item calling for special remark. Every alternate year shows a certain fluctuation in quantity and cost, owing to the fact that the rules of the Department permit every second year only of the renewal of some articles of uniform, and of others once annually.

It is interesting to note that the number of letter carriers and collectors newly appointed during the year ended 31st July, 1892, and supplied with uniforms, was 47; the number deceased, retired or dismissed 23; and the total number of carriers and collectors, permanent and temporary throughout the Dominion, to whom uniforms were issued during that period 443, distributed as follows:—

Toronto.....	132
London.....	33
Hamilton.....	41
Kingston.....	10
Ottawa.....	44
Montreal.....	81
Quebec.....	28
Halifax.....	18
St. John.....	19
Winnipeg.....	24
Victoria.....	13
Total.....	443

All of which is respectfully submitted.

SIDNEY SMITH,
Superintendent.

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, Stamping Material, Scales and Weights, Letter Carriers' Uniforms, &c.*, supplied to the Department at Ottawa, and to the different Provinces of the Dominion, through the Printing and Supply Branch, Post Office Department, from 1st July, 1891, to 30th June, 1892.

	\$ cts.	\$ cts.
<i>a</i> Printing, binding, lithographing, &c. :—		
Queen's Printer's accounts (<i>inside service</i>).....	11,289 89	
Queen's Printer's accounts (<i>outside service</i>).....	37,014 50	
		48,304 39
<i>b</i> Stationery :—		
Stationery Office accounts (<i>inside service</i>).....	3,018 26	
Stationery Office accounts (<i>outside service</i>).....	13,511 69	
		16,529 95
Mail bags, mail locks, labels, &c.....		30,398 98
Stamping material, scales and weights, &c.....		7,715 21
Street letter boxes, and miscellaneous items of Post Office expenditure.....		3,282 86
Letter carriers' uniforms.....		14,330 67
Total.....		120,562 06
<i>a b</i> Not shown above—		
<i>Printing, &c.</i> , for Money Order Branch (<i>inside service</i>) obtained by requisition from that Branch direct to Queen's Printer.....	931 13	
<i>Stationery</i> for Money Order Branch (<i>inside service</i>) obtained by requisition from that Branch direct to the Stationery Office.....	246 66	
		1,177 79

SIDNEY SMITH,
Superintendent.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT showing the transactions in connection with *Printing, Binding, &c.*,
from 1st July, 1891, to 30th June, 1892.

	Forms.	Envelopes	Books.	Cards and Labels.	Writing Paper (reams.)	Miscel- laneous.	Value.
							\$ cts.
Balance in stock 30th June, 1891..	5,602,396	1,764,554	81,970	777,211	138		8,156 54
Received from Queen's Printer....	13,929,000	2,071,250	21,174	3,992,512	333 ³ / ₁₀	53,720	* 42,050 02
Total.....	19,531,396	3,835,804	103,144	4,769,723	471 ³ / ₁₀	53,720	50,206 56
Issued to the Department at Ottawa	471,885	852,362	2,577	81,690	83 ³ / ₁₀	27,941	6,011 50
do different provinces....	13,483,526	1,704,319	43,672	3,715,521	121 ³ / ₁₀	25,779	36,906 06
Total issued.....	13,955,411	2,556,681	46,249	3,797,211	205 ³ / ₁₀	53,720	42,917 56
Obsolete articles destroyed.....	18,158	4,575	555				270 00
Balance in stock 30th June, 1892..	5,557,827	1,274,548	56,340	972,512	266 ³ / ₁₀		7,019 00

* June account, 1891, for printing amounting to \$6,254.37, paid from this year's appropriation, thus making the total expenditure for printing for 1891-92, \$48,304.39.

SIDNEY SMITH,
Superintendent.

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT showing the transactions in connection with Stationery, from 1st July, 1891, to 30th June, 1892.

	Baskets.	Blotting Pads.	Books.	Directories.	Elastic Bands (boxes).	Envelopes.	Envelope (pens).	Prasers.	Files.	(Ink Arabic (lbs).	Ink (bottles).	Inkstands.	Knives.	Labels, &c.	Lead Pencils.	Leads for Pens (boxes)	Mucilage (bottles).	Mucilage Wells.	Mucilage Brushes.	Newspaper Bands.
Balance in stock, 30th June, 1891.	8	30	246	706	9,163	281	11	70	214	421	44	468	206	104	68	1,050	6,000			
Stationery received during the year	66	75	1,640	246	7,272	21	539	305	192	865	206	104	68	7,050						
Total	66	83	1,670	246	7,065	21	539	586	203	935	214	421	421	241,572	9,833	468	275	104	68	7,050
Issued to the Department at Ottawa	17	19	592	93	241	8,888	2	109	97	261	49	95	95	1,046	1,368	19	80	32	19	5,600
do different provinces.	49	59	1,141	153	465	72	19	430	141	102	603	165	324	240,526	8,336	449	194	72	49	
Total issue	66	78	1,643	246	7,065	21	539	238	198	864	214	419	419	241,572	9,704	468	274	104	68	5,600
Balance in stock, 30th June, 1891.	5	27	7,475	348	5	71	2	129	1,430											

	Blotting Paper (reams).	Wrapping Paper (reams).	Writing Paper (reams).	Paper Fasteners (boxes).	Pens (boxes).	Penholders.	Pins (packages and pyramids).	Scissors.	Sealing Wax (lbs).	Sponges.	Sponge Cups.	Tape (hanks).	Type-Writers.	Type-Writer supplies.	Twine (lbs.)	Vax Bourges.	Miscellaneous.	Cost.		
Balance in stock, 30th June, 1891	24	34	2	186	1,816	2,878	516	125	344	10	91	1,177	8	335	424	153	18	\$		
Stationery received during the year	59 1/2	40 1/2	79 1/2	186	1,816	2,878	516	125	1,408	3,961	410	91	1,177	1,580	18,180	812	10,191	254 00		
Total	62 1/2	40 1/2	81 1/2	186	1,816	2,878	516	125	1,752	3,971	410	91	1,177	8	1,915	18,222 1/2	965	14,415 47		
Issued to the Department at Ottawa	11 1/2	67 1/2	20 1/2	90	505	442	92	25	457	202	48	24	1,080	3	159	585 1/2	6	6,704	2,915 45	
do different provinces.	46 3/4	336 1/2	59 1/2	96	1,311	2,436	424	100	1,195	3,667	362	67	97	5	1,337	17,508	610	3,427	11,182 12	
Total issue	58 1/4	404 1/2	79 1/2	186	1,816	2,878	516	125	1,652	3,869	410	91	1,177	8	1,496	18,093 1/2	616	10,191	14,097 57	
Balance in stock, 30th June, 1891.	4 1/2	3 1/2	2	100	102	129	18	419	422	317 90										

*June, 1891, account for stationery, \$2,368.48, paid from this year's appropriation, thus making the total expenditure for stationery for 1891-92, \$16,529.95.

SIDNEY SMITH, Superintendent. WILLIAM WHITE, Deputy Postmaster-General.

STATEMENT showing the transactions in connection with *Stamping*

	Dated Stamps.		Mechanical Dated Stamps.		Ribbon Dated Stamps.			Rapid Changing Daters.	Numbering Machines.		Spring Handles for Dated Stamps.	Facsimile Stamps.	Brass Crown Scales.	Brass Rating Stamps.	Fonts of Rubber Type.
	New.	Repaired.	New.	Repaired.	New.	Repaired.	Fitted with New Ribbons.		New.	Repaired.					
Balance in stock, 30th June, 1891														1,360	
Received—															
Purchased or repaired	668	17	14	2	17	5	9	4	9	29	1	408	1,325	3	
Returned from circulation and added to stock for reissue														582	
Total	668	17	14	2	17	5	9	4	9	29	1	408	3,267	3	
Issued	668	17	14	2	17	5	9	4	9	21	1	408	1,024	3	
Balance in stock, 30th June, 1892										8				2,243	

* The stock books show 25 more repaired letter scales received and issued ; but as they were not paid

SIDNEY SMITH,
Superintendent.

STATEMENT showing the transactions in connection with *Street Letter Boxes*

STREET LETTER BOXES AND APPLIANCES.

	"Wright Iron."		"Cast Iron."		"Shell" Pattern.		Keys for "Shell" Pattern Boxes.	Keys for "Wrought Iron" Boxes.	Glass for Letter Boxes.	Removing and Fitting up Boxes.	Repainting Letter Boxes.	Posts for Street Letter Boxes.	D. K. Miller Safety Locks.		
	New.	Repaired.	New.	Repaired.	New.	Repaired.							New.	Repa'd	
Balance in stock, 30th June, 1891	9								13					156	
Received—															
Purchased or repaired	99	16	39	104	23	122	30	30	86	450	204	219	30	42	
Returned from circulation and added to stock for reissue	3		1											46	
Total	111	16	40	104	23	122	30	30	99	450	204	219	30	202	42
Issued	94	16	40	104	19	122	17		74	450	204	219	30	36	42
Sold															
Total	94	16	40	104	19	122	17	17	74	450	204	219	30	36	42
Balance in stock, 30th June, 1892	17				4	13	13	13	25					166	

SIDNEY SMITH,
Superintendent.

Material, Scales and Weights, &c., from 1st July, 1891, to 30th June, 1892.

Rubber Stamps.	Rubber Stamping Cushions.	Felt Rollers for Mechanical Dated Stamps.	Stamping Pads.		Stamping Ink.				Steel Type for Dated Stamps.		Scales and Weights.						Value.		
			Ordinary, New.	Ordinary, Recovered.	Fountain.	Quarts.	Pints.	½ Pints.	Gills.	Figures.	Months.	Letter.		Parcel.		Extra Weights.		Miscellaneous Items.	
												New.	Repaired.	New.	Repaired.				
			138					9	30	2,431	2,670	54		27		295		\$ cts.	1,857 01
108	19	210	922	129	103	126	27		268	10,638	924	401	*47	50	2	150	51		7,715 21
										12		2				264			288 50
108	19	210	1,060	129	103	126	27	9	298	13,081	3,594	457	47	77	2	709	51		9,860 72
108	19	210	906	129	103	126	27	9	203	11,146	2,170	369	*47	66	2	113	51		7,587 45
			154							95	1,935	1,424	88		11		596		2,273 27

for out of the appropriation for 1891-92, they do not appear in the record of cash transactions for that year.

WILLIAM WHITE,
Deputy Postmaster-General.

and Miscellaneous Articles, from 1st July, 1891, to 30th June, 1892.

Keys for D. K. Miller Safety Locks.	Railway Mail Clerks' Tin Boxes.		Wooden Boxes for transmission of Stores.		Dominion Ensigns.			Sortation Baskets.	Sortation Baskets fitted with Rollers.	Copying Presses repaired.	Tin Pigeon-hole Labels.	Trucks, &c., repaired.	Mail Catchers.	Parcel Post Hampers.	Bougie Holders.	Miscellaneous Items.		Value.	
	New.	Repaired.	New.	Repaired.	Large.	Small.	Repaired.									Number.	Cost.		
																			\$
478					21	18								18	43			\$ cts.	835 09
	20	16	44	97			2	33	16	6	358	4	20			130	97	15	3,282 86
14					1														85 00
492	20	16	44	97	22	18	2	33	16	6	358	4	20	18	43	130	97	15	4,202 95
117	20	14	44	97	5	4	2	33	16	6	358	4	20	8	25	130	97	15	3,360 35
														2					32 16
117	20	14	44	97	5	4	2	33	16	6	358	4	20	10	25	130	97	15	3,392 51
375		2			17	14								8	18				810 44

WILLIAM WHITE,
Deputy Postmaster-General.

STATEMENT showing the transactions in connection with Letter Carriers' Uniforms, &c., from 1st July, 1891, to 30th June, 1892.

	TUNICS.		TROUSERS.		MONOGRAMS.		WATER-PROOF COATS.		Oil-skin Capes.	Summer Helmets.	Cloth Caps.	Waterproof Cap Covers.	Fur Caps.	Fur Collarettes.	Chamois Vests.	Waist-belts.	Leather Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks.	Button Brushes.	Lamps.	Value.	
	Cloth.	Serge.	Cloth.	Serge.	Large, for Helmets.	Small, for Caps.	New.	Condemned.																	cts.
Balance in stock, 30th June, 1891.....	1	1	1	1	294	616	171	1	185	184	204	298	1	1	25	60	1	1	1	61	57	21	2,060	42	
Received—																									
Purchased.....	184	422	404	424			115		1	1	204	217	123	5	50	100	816	7	41	25	25	48	14,330	67	
* Returned and added to stock for re-issue.....	6	7	21	19	3	7	1		3	2	6	2			2	2	23			2	2		288	32	
Total.....	256	192	443	417	443	297	287	1	189	186	504	517	123	5	77	162	840	8	41	88	84	69	16,679	41	
Issued.....	251	185	423	405	425	67	242	136	114	152	228	228	123	5	64	76	817	7	41	62	63	12	14,743	55	
Sold.....							1	1				3												7	21
Total.....	251	185	423	405	425	67	242	137	114	152	228	231	123	5	64	76	817	7	41	62	63	12	14,750	76	
Balance in stock, 30th June, 1892.....	5	7	20	12	18	230	381	150	75	34	276	286			13	86	23	1		26	21	57	1,928	65	

* From letter carriers and collectors promoted, resigned, dismissed or deceased.

SIDNEY SMITH,
Superintendent.

WILLIAM WHITE,
Deputy Postmaster-General.

Department of the Interior.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1892

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1893

[No. 13—1893.] *Price 25 cents.*

Department of the Interior.

To His Excellency the Right Honourable Lord STANLEY of PRESTON, Governor-General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year ending 31st October, 1892.

Respectfully submitted,

T. MAYNE DALY,

Minister of the Interior.

OTTAWA, 21st March, 1893.

Department of the Interior.

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Department of the Interior.

ANNUAL REPORT
OF THE
DEPARTMENT OF THE INTERIOR
FOR THE YEAR 1892

DEPARTMENT OF THE INTERIOR,
OTTAWA, 13th March, 1893.

To the Honourable T. MAYNE DALY,
Minister of the Interior.

SIR,—I have the honour to submit the annual report of the Department of the Interior for 1892. This report covers the transactions of the department through all its agencies, as well as at the head office, up to the close of the calendar year.

The greater part of the business of this department, in all its ramifications, consisting as it does mainly of the survey of the public lands, the introduction of settlers from other countries, and the placing of such settlers on homesteads, commences with the opening of spring and closes with the setting in of winter. In order therefore that Parliament may have a fairly accurate idea of what has transpired during the season next preceding the session, it is absolutely necessary that this report should be brought down to the end of December. It should not be forgotten, however, that to collect from agencies extending from Halifax to New Westminster, and from surveyors who have conducted their field work in the uttermost corners of this extensive country, all the material necessary to furnish within one volume an intelligent representation of the operations of the department in Canada, and to obtain also from Great Britain not only the report of the High Commissioner in relation to immigration matters, but also through him the reports of the various agents under his jurisdiction, and present the same in printed form within the short period of two months (which are, for those who feel the effect of the business incident to the session of Parliament, the busiest months of the year), is a task which necessarily taxes to the utmost the energies of the principal officers of the department. The high pressure under which the annual report of this department has to be prepared places us all, but especially the gentlemen connected with the Topographical Surveys Branch, at some disadvantage. Surveyors complain that, leaving the field as they do as late as the middle of December, they are required to produce in manuscript form within a week or two what in justice to themselves would require at least as many months. It would, of course, be unreasonable to expect that a blue book published under such conditions should approach the literary excellence and, as regards the surveys, the scientific accuracy which could be attained if more time and care could be devoted to its preparation. It is scarcely necessary to add that the difficulties connected with the publication of this blue book are not ended when the materials

of which it is composed have been collected, for they go into the hands of the Queen's Printer at the very period when he too is the most pressed by the business arising out of the sitting of Parliament.

IMPORTANT CHANGES.

Two important changes have taken place since the date of my last report. The first in the order of occurrence was the transfer of immigration and emigration from the Department of Agriculture to the Department of the Interior. This transfer was authorized by the Order in Council of the 14th of March last. A change of that sort could not naturally be accomplished in a day, nor indeed for that matter in a month, and the actual control of the business did not pass to this department until the 1st of May.

The other important change consisted in the retirement from the Ministry of the Interior of the Honourable Edgar Dewdney, on his appointment to the Lieutenant Governorship of British Columbia, and your own assumption of the portfolio, which took place on the 17th of October last.

IMMIGRATION.

The subjects of immigration and the settlement of the public lands are naturally very closely allied. Apart from this, the tendency of immigration has of recent years been so largely in the direction of the immense fertile agricultural areas of Manitoba and the North-west Territories, that the convenience of administration appeared to indicate the desirability of having both subjects under the control of the same department. I take this opportunity of saying for myself and the gentlemen who are associated with me, under the Minister of the Interior, in the administration of the affairs of the department, how deeply sensible we are of the great importance of the question, and of the enormous additional responsibility which has been placed upon us. I also take the opportunity of giving expression to our gratitude to Mr. John Lowe, the Deputy Minister of Agriculture, for his generous readiness on all occasions to give us the benefit of his intimate knowledge and experience, acquired during the many years this branch of the public business was under his special personal supervision. It would be difficult to express in words the extent to which this disposition on the part of Mr. Lowe has facilitated the satisfactory continuance of the work since it has been attached to the Department of the Interior.

REORGANIZATION OF THE IMMIGRATION SERVICE.

The transfer of the immigration business naturally involved a somewhat extensive reorganization of the Department of the Interior, and immediately after the change had been decided upon I received instructions from your predecessor to make careful inquiry and report to him what I thought would be necessary in this relation. As the report which was the result of these instructions received his approval, and subsequently the approval of the Government, perhaps the most direct method of laying the situation before you is to state the substance of it.

The first questions which presented themselves for consideration were:

1. The continuance of the immigration agencies in the Eastern Provinces;
2. The continuance of the immigration agencies as such in Manitoba, the North-west Territories and British Columbia; and
3. The continuance of the collection of immigration statistics.

Department of the Interior.

The purposes which were being served by the maintenance of the several immigration agencies established throughout the Dominion were apparently threefold :— First—there were the agencies at Montreal, Quebec, Halifax and St. John, which are ports of call for transatlantic steamers, and at each of which immigrants are landed by the several steamship companies ; second—there were the agencies west of Lake Superior, which were used for the care and distribution of immigrants intending to settle in Manitoba, the North-west Territories and British Columbia, chiefly upon lands which are the property of the Government of Canada or have been granted as a subvention in aid of the construction of some railway ; and third—there were the agencies in the Provinces of Ontario, Quebec and British Columbia, which were instrumental solely in the reception and distribution of immigrants who are either as a class agricultural labourers, or, if they settle upon land, acquire their holdings either from the Provincial Governments or from private owners.

Agencies of the latter class were maintained at Victoria and Vancouver, B.C. ; London, Hamilton, Toronto, Kingston, Prescott, Port Arthur and Ottawa, in Ontario ; and Sherbrooke, in Quebec. This work, I pointed out, if continued, should be continued by the provincial authorities, inasmuch as the administration of the Crown lands in each instance, and the revenues derived therefrom, appertained to the Governments of the respective provinces.

The policy under which these various agencies were established was originally agreed upon at a conference between delegates from the Governments of Canada, Ontario, Quebec, and New Brunswick, held at Ottawa on the 13th October, 1868, at which it was, amongst other things, agreed that the General Government should establish and maintain an efficient immigration office at London, England, and at such other places in the United Kingdom and on the continent of Europe as the Government might from time to time think proper, and that they should also maintain and defray the expense of immigration offices at Quebec, Montreal, Kingston, Toronto, Hamilton, Ottawa, Halifax, and St. John, N.B.—the provinces, on their part, undertaking to establish an efficient system of immigration agencies within their respective territories, and to adopt a liberal policy for the settlement and colonization of their uncultivated lands. The appointment of provincial agents in Europe and elsewhere was authorized, but not actually required, by the agreement arrived at at this conference, and some of the provinces did appoint such European agents. Another similar conference was held on the 28th October, 1869, at which the General Government and the Governments of Ontario and Quebec were represented, and at which the preparation and distribution of immigration pamphlets, maps, &c., was discussed, as also the question of accommodation for immigrants at Toronto. In October, 1870, another conference was convened, at which the Dominion Government and the Governments of Ontario, Quebec and New Brunswick were represented, and at which similar business was transacted. In September, 1871, representatives of the Governments of Canada, Ontario, Quebec, Nova Scotia, New Brunswick, Manitoba and British Columbia, met at Ottawa, and re-affirmed in almost the same terms the agreement of 1868, but Victoria, B.C., was specifically mentioned as an additional point at which the General Government would maintain an efficient immigration office. For the first time, also, it was specifically provided that the Government of Canada would not merely disseminate such information in respect of the Dominion generally as might be deemed necessary for the advancement of immigration, but they undertook to do so with regard to "Manitoba and

the North-west in particular." No similar meeting of delegates took place again until November, 1874, when Canada, Ontario, Quebec, New Brunswick and Nova Scotia were represented. The particular object of this conference would appear to have been the discussion of some means by which might be obviated the waste of strength and expense and the divided counsels, amounting in some cases to actual conflict, which separate and individual action on the part of the provinces had promoted to an extent injuriously affecting the minds of intending immigrants. The resolutions arrived at by this conference re-affirmed the principle that the control and direction of all matters connected with the promotion of immigration should be vested in the Government of Canada, and provided that independent agencies for any of the provinces should be discontinued—provincial representation, if resorted to at all, to be in the form of special or sub-agents, who should be subject to the direction and instructions of the Government of Canada. At the same conference also the system of partial payments by the Dominion Government in reduction of the rates of ocean passage, which has since been abandoned, was agreed upon; and certain additional facilities were provided for the distribution by the London office of information respecting the several provinces. The provisions of clauses 10 and 11 of the agreement of that year were as follows:—

" 10. The London office shall be accessible to, and a place of reference for, all persons from any of the provinces.

" 11. The provinces shall respectively contribute towards the increased office expenses in London, arising from the proposed arrangements, the annual sums following:—

" Province of Ontario	\$.5,500 00
do Quebec.....	2,000 00
do New Brunswick.....	1,000 00
do Nova Scotia	1,000 00

" In case the two last named provinces unite in appointing one sub-agent, their joint contribution shall be \$1,500;

" And in case British Columbia and Prince Edward Island choose also to avail themselves of the Canadian office in London, each shall pay to the Dominion Government such sum as may be agreed upon with the Minister of Agriculture."

As none of the provinces had ever made any contribution of the kind mentioned, and the agreement generally, in so far as it related to the provinces, had never been carried out by them in good faith, I recommended that the agencies at London, Hamilton, Toronto, Kingston, Prescott, Port Arthur and Ottawa in Ontario; Sherbrooke in Quebec, and Victoria and Vancouver in British Columbia, should be closed up.

An Order in Council was passed on the 28th May last sanctioning this action, and the agencies mentioned were closed at the end of the fiscal year 1891-92. An intimation that these offices were about to be abolished was conveyed to the respective provinces, with an assurance that the Government of Canada will continue to promote immigration into all the provinces and co-operate with the several provincial Governments in any scheme which might be agreed upon as beneficial to the Provinces and the Dominion.

Since then you have yourself communicated directly with the provincial authorities in the same sense.

As to the second question, one of the objects of the Government in transferring the control and management of immigration to the Department of the Interior was to permit of the consolidation under one department and one set of officers of the expenditure and energy formerly devoted to the settlement of the North-west by

Department of the Interior.

two departments and two sets of officers. The first step in this direction was taken by placing the general supervision of immigration work in the North-west in the hands of the Commissioner of Dominion Lands. To carry this step to its legitimate conclusion the immigration agencies in the North-west, as such, were abolished, and every agent of Dominion lands was formally and specially appointed immigration agent for the land district of which he is the chief officer. The one service which the immigration agent can render to the incoming settler beyond attending to his personal comfort from the time he leaves his starting point until he reaches his destination in Canada, is to assist him in finding land or employment, as his circumstances may call for. He can only assist him in obtaining land through the agency of the land office. As to employment, each agent of Dominion lands can and does now keep an employment register, as the immigration agent at Winnipeg had hitherto done. It is obvious that both kinds of service indicated can be rendered to the incoming settler with greater efficiency and economy if rendered by the same set of officials.

As to the third subject, the collection of immigration statistics would appear to have been the chief work performed by the immigration agencies in Ontario and Quebec, except the reception and distribution of newly-arrived immigrants, which is the legitimate business of the provinces. For the purpose of obtaining information upon which to base these statistics, however, the staff which had been employed was altogether too small to ensure reliability.

In reporting on this point, I took the liberty of pointing out that bearing in mind the numerous avenues of travel to and from this country, and the long frontier line between Canada and the United States, the cost of collecting reliable statistics of this kind would be wholly out of proportion to their usefulness, and it would be better to abandon the system altogether. The census of the older provinces is taken every ten years, and statutory provision is made for numbering the people of the North-west still more frequently, if desired. The Department of the Interior had for the past year kept a perfect record of the nationality of all persons who obtained homestead entries on the public lands in Manitoba and the North-west, with the number of souls in each family. This record is being continued, and the information it contains somewhat amplified. The various railway companies have readily assisted in this work by furnishing the Government with the same information in regard to those who become actual settlers upon their lands, and the steamship companies have continued, as in the past, to furnish information regarding the nationality, destination and number of the passengers whom they carry across the Atlantic. These steamship returns are, under the existing system, checked at the port of debarkation by our immigration agents, and so far as the North-west is concerned, a further check is made at Winnipeg, where these people all report in order that they may obtain the bonuses which are provided for by the Order in Council of the 27th September, 1890. It was further submitted that even if people coming into Canada could be enumerated, there is no means of ascertaining how long they remain; and that the Government should rest satisfied with the information indicated as to those who become settlers on homesteads—the decennial enumeration being the one on which after all they have to depend for definite information upon this question.

The saving in salaries of Canadian agencies this year compared with the amount paid in 1891-92 will be about \$20,000.

On the other hand, it has been possible to make what is hoped will be found better provision for the care of immigrants from the time they land at Quebec until they reach their final destination. The services of the officials who were employed in the Department of Agriculture in accompanying parties of immigrants from the steamboat landing to their destination in the Eastern Provinces have been continued, and arrangements have been made by which every train carrying passengers for points west of Lake Superior will each day be met by an officer, who will board the cars in the morning and travel with the immigrants until he meets the corresponding east-bound train. Officers engaged in this work are stationed at Halifax (during the winter and early spring), Quebec, Montreal, North Bay, Port Arthur and Winnipeg, so that every day during the time occupied by the journey the immigrants will have the benefit of the supervision and advice of a Government officer whose special duty it is to see that they are comfortable, well cared for, and protected from all forms of imposition to which strangers in a strange land are more or less subject. The greatest care has been exercised in selecting for this duty tried and trustworthy men, specially qualified for the somewhat difficult duties assigned to them; and the railway authorities afford them every facility for the efficient performance of those duties. Arrangements have further been made that the department will be notified in advance by the steamship companies of the dates when parties of foreign immigrants are expected, so that they may be met at the port of debarkation by officials speaking their own language, who will accompany them either the whole or a part of the way to the North-west, as may be found necessary, and that land guides may be in readiness to assist them in finding homesteads on arrival at their destination.

THE HIGH COMMISSIONER'S REPORT ON EMIGRATION.

The report on emigration of the High Commissioner, Sir Charles Tupper, and the reports for the year 1892 of the various emigration agents in Great Britain and Ireland, will be printed separately. We will thus have a volume which will form a valuable addition to our immigration literature, and it is proposed that a supply of extra copies shall be printed and distributed to inquirers and others, chiefly through the High Commissioner's office.

As considerable attention has been drawn to the subject by the report of the Inspector of Penitentiaries, I desire to bring to your notice what is said in the High Commissioner's report about juvenile emigration.

The widespread diffusion in the older lands of information about Canada, referred to in the report of the High Commissioner, is, I think, a subject for congratulation, and must be productive of much good to this country. It is very gratifying also to find from the letters embodied in this report from the Tenant Farmers' Delegates, who visited Canada in 1890, that these gentlemen still do us good service, and keep up their interest in the country.

Some such scheme as that referred to in Sir Charles Tupper's report for making it practicable for persons of small means already in the country to assist in bringing out their friends and relatives, has, as you know, been formulated, and is receiving consideration; and the necessary steps to convey the effect of what he says about the Imperial Institute to the various local Governments have been taken.

Department of the Interior.

INSPECTION OF PAUPER CHILDREN.

I think it may be of some consequence in this relation to publish the following extract from the report of the Local Government Board of London, England, for 1891-92, in reference to the inspection of pauper children emigrated to this country :—

“ Since the issue of our last report we have received through the Colonial Office further reports made by immigration officers of the Canadian Department of Agriculture respecting visits made by them to the homes of children who were sent out to Canada by boards of guardians with our approval. These reports related to 479 such children, seven of whom could not, however, be traced by the immigration officers. We are glad to find that, with few exceptions, the reports are of a satisfactory nature. The children are reported to be generally contented and well cared for, and the greater number of their homes to be free from objection. Though in many cases reference is made to faults in the character, disposition or habits of the children, there appear to have been comparatively few instances where the foster-parents have expressed an intention to part with them in consequence. The reports show that in some of the cases the children and their foster-parents have become greatly attached to each other; and that in others the foster-parents take an unselfish and parental interest in the present and future welfare of the children committed to their keeping. There are somewhat fewer cases than formerly in which children are said to have been adopted; but it is apparent, both from the present and former reports, that the system of adoption does not, in Canada, necessarily imply that the foster-parent accepts once for all the care of a child as his own. With regard to five homes only the reports are not favourable, and in two of these the children are stated to have been not well used and not well treated or sufficiently fed. The immigration officers have reported unfavourably upon the bodily or mental condition of eight of the children, and one of those children has been returned to England as insane. These reports show incidentally that for the most part children are placed out on the understanding that they will be boarded, clothed and educated until they attain the age of 15 years, after which time they are paid wages at the rate of \$3 or \$4 per month. They also show that the homes in Canada connected with the various emigration societies are of great assistance in connection with the welfare and supervision of the children. Children who are dissatisfied, ill, or in unsatisfactory homes, appear to be frequently received back into these homes, whence they are again placed out after having received further training or medical treatment, as may be necessary.

“ We have caused copies of the reports to be sent to the several boards of guardians responsible for the emigration of the children, and have requested fuller information as regards such cases as appeared to us to require explanation.”

THE SEASON'S IMMIGRATION.

The immigration during the year 1892 has shown an increase which, considering the influence exerted by the cholera epidemic, is very satisfactory. The collection of statistics of immigration having been discontinued throughout Canada, except at a few points, as already explained, the comparative tables hitherto published have, as a necessary consequence, been abandoned; but it may not be out of place to draw attention to the figures obtained from the agencies of the department at Halifax, Quebec and Montreal. The arrivals at these three ports were in round numbers 52,000. These people comprised 28,000 who declared their intention of settling in Canada, while the majority of the remainder were avowedly *en route* to the United States. Manitoba, the North-west and British Columbia claimed 12,000 for their share, and a very interesting check was established as regards this movement of immigrants by making a comparison between the number reported by the immigration agents and the tickets issued by the Canadian Pacific and the Grand

Trunk Railway companies. The total number of "souls" bound for Manitoba, the North-west and British Columbia during the first six months of 1892 was 7,252; while the tickets issued for the same period by the two companies represent 5,468 adults. These tickets, being for "adults," have to be converted into "souls," and this is done by adding one-third to the number of tickets issued, which makes the total of "souls" 7,291. Then, again, the number passing Port Arthur was reported by the agent at that point as being 7,320. Taking into consideration the inevitable overlapping of returns at the beginning and ending of the term, the extremely close approximation of the figures is remarkable, and must be considered a conclusive proof that the information obtained by the immigration agents is thoroughly correct. About 7,000 cabin passengers are included in the arrivals, but it has been found to be impossible, except as to a few landing at Halifax, to ascertain their ultimate destinations with any degree of certainty. The various agents of the department report favourably of the class of immigrants during the year, and that as a rule they have been well provided with funds. Those seeking employment have been placed without difficulty, and the demand for female domestic servants has been greatly in excess of the supply.

DEPARTMENTAL CHANGES.

I regret to have to record the death on the 12th of June last of Mr. Arthur Bristowe, who was employed in the Land Patents Branch.

A death occurred also in the outside service, namely that of Mr. J. R. Davidson, a clerk in the Dominion lands office at Brandon, who died on the 25th of July last.

By Order in Council of the 16th April last the administration of the immigration work of the department west of Lake Superior was placed under the control of the Commissioner of Dominion lands at Winnipeg, subject to such instructions as might be given to him from time to time by the Minister of the Interior.

By Order in Council of the 17th of May, 1892, Mr. Patrick Doyle, assistant immigration agent at Quebec, was appointed agent in the place of Mr. Lawrence Stafford, deceased. The office of assistant agent in the Quebec agency was discontinued, and Mr. D. J. Power, a temporary clerk, was appointed as a clerk in the Quebec immigration office, with a salary of \$1,000 per annum, to be paid from the sum voted for the salary of an assistant agent. Mr. Power, I am sorry to say, died on the 15th August last.

DOMINION LANDS—HOMESTEAD ENTRIES AND SALES.

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the years 1891 and 1892:—

Homesteads, 1891—		Acres.
No. of entries, 3,523		563,680
Sales		189,704
		<hr/>
		753,384
Homesteads, 1892—		
No. of entries, 4,840		774,400
do		62,828
		<hr/>
		837,228
		<hr/>

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There is, as will be observed, a very encouraging increase in the area taken up as homestead sales, the number of entries being greater than in any year in the history of the department, except two, namely, 1882 and 1883. The department, however, is not and has not for many years been offering lands for sale, transactions of this nature being confined to pre-emptions, which are being paid for, and an occasional quarter-section disposed of to a settler on an adjoining homestead.

NATIONALITIES OF SETTLERS.

Although, as already indicated, it has been decided to discontinue the system hitherto pursued of collecting and publishing general immigration statistics, the following statement of the number of people who have taken up homesteads in Manitoba and the North-west Territories during the calendar year, their nationalities and the number of souls represented by the number of entries, will be found both interesting and reliable :—

Nationalities of Homesteaders.	Number of Entries.
Canadians from Ontario.....	1,621
do Quebec.....	214
do Nova Scotia.....	27
do New Brunswick.....	12
do Prince Edward Island.....	14
do British Columbia.....	38
do Manitoba.....	*522
do North-west Territories.....	†86
Provinces not given.....	‡247
Newfoundland.....	2
Australia.....	1
United States.....	§513
English.....	603
Irish.....	51
Scotch.....	175
French.....	107
Belgians.....	54
Italians.....	5
Germans.....	95
Austro-Hungarians.....	136
Russians (other than Mennonites).....	242
Mennonites.....	13
Swedo-Norwegians.....	70
Danes (other than Icelanders).....	13
Icelanders.....	76
Poles.....	5
Roumanians.....	3
Unknown.....	3
Total.....	4,948

4,948 entries representing 14,972 souls. (The number of souls in each family is obtained from the homesteader himself when making his entry.)

* 269 are pre-emptions re-entered as 2nd homesteads, by the preemptors themselves.

† 49 are pre-emptions re-entered as 2nd homesteads, by the preemptors themselves.

‡ Simply mentioned in the returns as Canadians.

§ 92 of these are Canadians who have returned from the States.

During the first three months of the year, at a time when the information was asked for without any intention of making official use of it, the department did not call for any statement respecting the provinces from which Canadians making entries came; therefore the 247 entries which are classified as "Province not given." Of these, however, it is quite safe to say that 200 came from Ontario, and the remainder may be divided proportionately among the other provinces. Of the entries of persons representing themselves as from Manitoba and the North-west

Territories, respectively, 269 of the former and 49 of the latter are the entries of persons who took their pre-emptions as second homesteads. These cannot be classified as additions to the population. The remaining entries in each of the cases classified as from Manitoba and the Territories were obtained partly by people who took second homesteads which had not been pre-emptions previously, and partly also by people who have been sufficiently long resident in the North-west to justify them in applying this classification to themselves. A certain proportion of them undoubtedly, but what proportion our returns do not enable us to settle definitely, made second entries. The number of entrants classified as from Manitoba and the North-west Territories, 608 in all, representing about 1,824 souls, should be deducted from the total number of 14,972 souls, leaving a net total of 13,148, which would represent the actual additions made to the population by homestead entries, for every homesteader is required to state, when making his entry, the number of his family. But it is not absolutely certain that every homesteader and his family will become permanent settlers upon their respective homesteads, nor that they will remain in the country if they do not remain on their homesteads. The proportion of cancellations to actual entries, as the result of non-fulfilment of the homestead conditions, has of recent years been about 20 per cent. That percentage is not likely to be exceeded so far as concerns last year's business, but rather the opposite. Taking off, however, the percentage mentioned, we are perfectly safe in saying that the total number of entries this year represents a permanent addition to the population of 11,419 souls.

Another point to be observed is the large number of Canadians who have taken up free homesteads in Manitoba and the Territories during the year. Care has been taken to make it everywhere quite clear that it is not the policy of the Government of Canada to encourage the movement of population from one province to another, but it is very pleasing to know that such of our people as find it necessary to move do remain in their own country. The information which reaches the department from the best informed quarters indicates that the exodus of Canadian farmers to the United States has practically come to an end, and that the United States railway corporations have found it unprofitable to maintain their colonization agencies in Canada, and have to a very large extent closed them up. It may safely be said that no better guarantee could be afforded of the future prosperity and happiness of the North-west than that the advance couriers of settlement there should be drawn from our own Canadian population. In addition to the high degree of intelligence and education which they bring to bear upon their farming operations, they have already had experience of the free and liberal institutions of this country, and especially of its systems of municipal government, which will be found of incalculable benefit, not only to themselves but to the European settlers who may join them, and to whom the "local self-government" prevalent in Canada has up to the present time been but a theory.

During the past year 513 homestead entries were made by persons coming from the United States—a more than ordinarily valuable class, because, in addition to the equipment for the pursuit of agriculture which so many of them bring into the country with them—that is, their cattle, horses, and implements—and which enables them at once to commence the cultivation of their lands, they bring also an experience of the climate and soil characteristic of the great prairie region of the west, of the most approved methods of agriculture, and of the care, breeding

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and feeding of farm animals, which it takes the immigrant from Great Britain or continental Europe some years to acquire.,

HOMESTEAD ENTRIES SINCE 1871.

The following statement shows the number of homestead and pre-emption entries reported in each year since 1871 and the number and proportion of those entries which have been cancelled for non-fulfilment of the conditions of entry.

YEAR.	HOMESTEADS.			PRE-EMPTIONS.		
	Number of Entries.	Number Cancelled.	Percentage.	Number of Entries.	Number Cancelled.	Percentage.
1874.....	1,376	875	63	643	603	93
1875.....	499	299	60	391	226	57
1876.....	347	147	42	263	133	50
1877.....	845	449	53	594	314	57
1878.....	1,788	1,359	76	1,580	908	57
1879.....	4,068	1,997	49	1,729	1,429	82
1880.....	2,074	661	32	1,004	474	47
1881.....	2,753	920	33	1,649	735	44
1882.....	7,483	3,340	45	5,654	2,811	49
1883.....	6,063	1,631	26	4,120	1,308	31
1884.....	3,753	992	26	2,762	839	30
1885.....	1,858	501	26	653	306	46
1886.....	2,657	641	24	1,046	334	31
1887.....	2,036	404	19	585	160	27
1888.....	2,655	507	19	454	137	30
1889.....	4,416	1,174	26	1,355	379	27
1890.....	2,955	466	15	371		
1891.....	3,523	288	8			
1892.....	4,840	95	2			

PATENTS.

The number of letters patent issued by the department in each year since 1874, and the number of those issued in each year which have since been cancelled is shown by the following statements :—

YEAR.	LETTERS PATENT.	
	Number Issued.	Number Cancelled.
Departmental year ending 31st October, 1874	536	6
do do 1875	492	4
do do 1876	375	4
do do 1877	2,156	13
do do 1878	2,597	32
do do 1879	2,194	57
do do 1880	1,704	41
do do 1881	1,768	11
do do 1882	2,766	11
do do 1883	3,591	16
do do 1884	3,837	24
do do 1885	3,257	18
do do 1886	4,570	17
do do 1887	4,599	26
do do 1888	3,275	34
do do 1889	3,282	30
do do 1890	3,273	20
do do 1891	2,449	35
do do 1892	2,955	27

Under the amendment to the Territories Real Property Act, passed several years ago, the notification to the registrar from the Minister of the Interior that the lands described therein have been granted to any railway company entitled to Dominion lands under the authority of an Act of Parliament, is accepted by the registrar as if such notification were letters patent in favour of such company. The same Act provides that the notification to the Hudson's Bay Company by the Minister of the Interior, under the provisions of sub-section 7 of section 22 of the Dominion Lands Act, of the survey and confirmation of the survey of any township or part of a township, shall be accepted by the registrar as equivalent to letters patent in favour of the company for the lands to which they are entitled in such townships or parts of townships under the provisions of the Dominion Lands Act. These notifications usually cover considerable areas of land; the labour incident to passing the Crown title to these areas has been materially lessened by the operation of the amendment alluded to.

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CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment:—

Year.	Letters Received.	Letters Sent	Total.
1874.	3,482	4,150	7,632
1875.	1,974	2,189	4,163
1876.	2,256	3,097	5,353
1877.	3,137	3,677	6,814
1878.	4,622	5,009	10,651
1879.	5,526	6,179	11,755
1880.	8,222	9,940	18,162
1881.	13,605	15,829	29,424
1882.	25,500	30,300	55,800
1883.	27,180	33,500	60,680
1884.	27,525	33,386	60,911
1885.	33,970	43,997	77,967
1886.	60,964	67,973	128,937
1887.	47,845	60,890	108,735
1888.	43,407	52,298	95,705
1889.	48,316	50,500	99,816
1890.	36,200	36,008	72,208
1891.	38,000	36,267	75,267
1892.	41,990	42,203	84,193

Of the total for the year 8,405 were registered letters, being 1,916 received and 6,489 sent.

From this statement it will be seen that, notwithstanding the system which was adopted two years ago, by which the correspondence of the department was reduced to a minimum, the number of letters during the year has increased by nearly 9,000. This increase has been largely, although not wholly, caused by the transfer of the immigration business from the Department of Agriculture to this department.

By the system just referred to, all formal acknowledgments of the receipt of letters, returns and other documents from the outside agents and officials of the department have been discontinued, so that each one of the forty-two thousand and more out-going letters represents a certain amount of care and consideration in its preparation, and the total represents an amount of work which taxes to the utmost the efforts of the staff of the Secretary's branch.

OPERATIONS OF THE TOPOGRAPHICAL SURVEYS BRANCH.

Considerable work has been done by this branch of the department, principally in the districts of Prince Albert and Edmonton, where a large immigration was expected. The usual surveys have also been continued in other parts of the country.

TOPOGRAPHICAL SURVEYS.

The triangulation of the railway belt in British Columbia has been progressing under the direction of Mr. Drewry. On account of the reduction in the force employed on the survey, he made no observation of angles and triangles, but confined himself to setting signals for observation during another season. In this way he covered

about one thousand square miles, bringing the survey almost to the Columbia River at Revelstoke.

Mr. McArthur has added about five hundred square miles to the topographical survey. Eighteen sheets of his map have been published, and township plans based on his work are now being prepared.

SURVEYS AT PRINCE ALBERT AND EDMONTON.

Complaints having been received that a large proportion of the survey marks in these districts had disappeared, two parties were organized for renewing them. At Prince Albert the party was under the direction of Mr. W. Ogilvie, who had under him three surveyors, Messrs. Bélanger, Bourgault and Laurie. Mr. J. S. Dennis, chief inspector of surveys, was placed in charge of the party at Edmonton, and had four surveyors under his direction. In addition to the renewal of the survey marks, they made subdivision surveys where needed and assisted the immigrants in locating on vacant lands.

This method of conducting the survey operations in the field was adopted last year for the first time, and the results have been so satisfactory that I think it might not only safely be continued, but its application greatly extended in future. It is difficult, indeed impossible, to estimate accurately a year in advance in what localities settlers for the following year will be most likely to look for lands, and the standard outlines having been established practically throughout the whole country south of the Saskatchewan River, permitting subdivision to be commenced at a day's notice in any township which may be required for settlement, it has been found to be a distinct advantage to have surveyors of the official rank and possessed of the professional skill and experience of Mr. Dennis and Mr. Ogilvie, in charge of parties of considerable size, the field of whose operations has not been fixed before leaving headquarters, but whose work may be assigned to them according to the needs developed during the season, and according to the judgment of the officer in charge.

SUBDIVISION SURVEYS.

Eleven contracts were given out for the subdivision of townships, mostly between Calgary and Edmonton.

Unfortunately but few of these have been completed. These failures exhibit one of the worst weaknesses of the contract system, and have led to much disappointment both to the settlers and the department.

Only one party was at work in British Columbia. Mr. John Vicars, who was in charge, has been unable to meet the demands upon him, although actively engaged during the whole season. But the appropriation did not permit of more extensive operations.

EXPLORATORY SURVEY.

Mr. Thomas Fawcett has explored the country between Yorkton and Prince Albert, in order to define the tracts of land which it is desirable to lay out for settlement. The result of his work, which is embodied in his map appended to this report, will prove a valuable addition to our knowledge of the North-west Territories, and will permit of the conducting of future operations in the most economical manner in the region explored.

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DETERMINATION OF LONGITUDE.

At the request of Prof. C. H. McLeod, of McGill University, Mr. Otto J. Klotz was detailed to assist in the determination of the longitude of Montreal. The other observers were Prof. McLeod and Messrs. Turner and Hollis, of the Royal Observatory at Greenwich. A very interesting report from Mr. Klotz upon this work will be found in the appendices hereto.

SETTLEMENT SURVEYS COMPLETED TO DATE.

Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added:—

	Acres.	No. of Farms of 160 Acres each.
Previous to June, 1873	4,792,292	29,952
In 1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	8,147,000	50,919
1882	9,460,000	59,125
1883	27,000,000	168,750
1884	6,400,000	40,000
1885	391,680	2,448
1886	1,379,010	8,620
1887	643,710	4,023
1888	1,131,840	7,074
1889	516,968	3,231
1890	817,075	5,106
1891	76,560	476
1892	1,395,200	8,720
Total	78,615,807	460,099

TIMBER, MINERAL AND GRAZING LANDS.

The revenue from the above sources during the past year amounted to \$131,455.52, an increase as compared with 1891 of \$1,552.85. The timber dues are less than those of 1891 by \$5,396.87, being for this year \$99,303.27. Of the revenue from timber, \$30,916.22 was derived from bonuses, ground rents, royalties, and dues on timber cut from lands in the railway belt in the Province of British Columbia, being a decrease of \$15,078.09 as compared with the previous year.

Grazing lands show a revenue of \$24,573.61, being an increase of \$8,023.51. The dues for hay, \$7,096.81, were less than the amount received the previous year by \$604.77.

The receipts for minerals other than coal were \$1,921.52, being \$661.62 of an increase over the previous year. The amount received for coal lands was \$3,374.70, being \$1,093.70 more than the amount received during the year 1891. The total area of coal lands sold up to date is 13,649.86 acres, and the total sum received therefor \$141,083.27.

PRICE OF LUMBER.

Following is a comparative statement of the average prices of lumber within the several Crown timber agencies during the last seven years. The cost of this article to the settler has been very much reduced within that time, and I do not think that any further reduction can be reasonably looked for except at remote points:—

Agency.	1885.		1889.		1891.		1892.	
	Per M.		Per M.		Per M.		Per M.	
Winnipeg.....	\$13.50 to	\$25	\$12.50 to	\$40	\$9 to	\$19		\$18
Brandon.....	20 to	22	15 to	18	13 to	15	\$11 to	15
Minnedosa.....	10 to	23			12 to	13	11 to	15
Whitemouth.....	11 to	12		14	9 to	12		
Calgary.....	25 to	30	12 to	18	12 to	18	10 to	18
Fort McLeod.....		30	15 to	43	17 to	40	10 to	39
Lethbridge.....				30				
Cypress Hills.....	10 to	15		13		10		
Prince Albert.....	30 to	45	20 to	42	20 to	42	17 to	40
Edmonton.....	25 to	30	20 to	23	10 to	20	16 to	23
British Columbia.....			9 to	10	9 to	10		10

TIMBER.

The regulations for the disposal of Dominion lands within the railway belt in the Province of British Columbia, approved by an Order in Council dated the 17th September, 1887, opened agricultural lands containing timber for homestead entry, but provided that all merchantable timber on any land entered or sold should be the property of Her Majesty, except that the homesteader or purchaser might cut and use such merchantable timber as might be necessary for the purpose of building, fencing or road making on the land so entered or sold.

Representations having been made to the Minister of the Interior that a large area of land so entered for or sold contained very little timber, an inspection was made, the result of which was that by an Order in Council dated the 8th of January, 1892, the timber on the lands already disposed of is given to the homesteader or purchaser, provided that the area of the same in each quarter-section does not exceed twenty-five acres; and when the area of the timber in the quarter-section is greater than twenty-five acres, a tract of timber land within the limits of the quarter-section, to be defined by the Crown timber agent in each case, is granted to the owner or reserved for the person holding under homestead entry, as the case may be.

No other change has been made in the regulations since the 20th of July, 1891, except the modification of the provision relating to the erection of a saw mill, which was referred to in my last report.

MINERALS OTHER THAN COAL.

No change has been made in these regulations since the 25th of August, 1891.

Returns from the Dominion lands agents show that during the past year forty-seven entries were made for mining locations other than coal. The revenue for the year was \$1,921.52, not including fees, which amounted to \$397.33.

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The total area of mining locations sold up to date is 1,782·87 acres, which realized \$9,861.52.

COAL LANDS.

Section 51 of the regulations for the disposal of coal lands, was amended by an Order in Council dated the 9th of July, 1892, by adding the words "and mining" to the last line. This section now reads as follows: "All the arbitrators appointed under the authority of these regulations shall be sworn before a justice of the peace to the impartial discharge of the duties assigned to them, and they shall forthwith proceed to estimate the reasonable damages which the owners or occupants of such lands, according to their several interests therein, shall sustain by reason of such prospecting and mining operations." With this exception, no change has been made in the coal mining regulations since my last annual report.

GRAZING LANDS.

The total number of leases now in force is 142, covering an area of 1,901,209 acres. A list of the names of the lessees, and the area under lease to each, may be found in the annual report of the clerk in charge of the timber, mineral and grazing lands office.

The total number of cattle, horses and sheep in the district of Alberta and Assiniboia, computed from information derived by the department, is as follows:

Cattle.....	139,283
Horses.....	20,579
Sheep.....	86,087

This department is not in a position to give the number of head of stock in these districts upon homesteads and privately owned lands.

PRICE OF FUEL.

The Crown timber agent at Winnipeg reports that during last year 50,000 cords of wood have been marketed, of which about 40,000 cords were sold on the car in Winnipeg at \$4.50 per cord for spruce, and \$2.50 for poplar; that about 25,000 tons of American anthracite coal were imported into Manitoba and the North-west Territories during the year, and sold on the car at \$10 per ton; and that not more than 2,500 tons of American soft coal came into the country during the year, the price of which was \$7.50 per ton on the car. The small quantity of soft coal imported is no doubt due to the extent to which the product of the Souris coal mines has been used for domestic purposes since the mines were opened. The agent reports that since that time upwards of 10,000 tons were sold, which realized per ton at Winnipeg \$4; at Portage la Prairie, \$4; at Brandon, \$3.75; at Regina, \$4.25; and at Moose Jaw, \$4.35. The agent further reports that 1,500 tons of the coal mined at Anthracite and Canmore, in Alberta, were sold in Manitoba at \$8.50 per ton on the car; and 5,000 tons of the Lethbridge coal were retailed at Winnipeg at \$7 per ton on the car.

NORTH-WEST TERRITORIES.

In Part III of this report, which relates to the North-west Territories, His Honour Lieutenant Governor Royal again refers to the abundant harvest which was reaped throughout the Territories last year, and the excellent quality of the grain, which is now attracting the attention of the markets of the world.

The stock-raising industry has also had a prosperous season.

During the year the construction of the railway from Calgary to Macleod has been completed, and the Canadian Pacific Railway Company have extended their Souris branch line to Estevan, the thriving centre of the Souris coal district; while work has been commenced on the line entering the Territories south of Estevan, and which will shortly connect with the main line of the Canadian Pacific Railway.

There has been a marked development of the dairy industry during the year. Several creameries and cheese factories have been established, the products of which find a ready market at remunerative prices. A dairymen's association for the Territories has been organized.

The liquor license ordinance, which came into operation on the 1st of May last, has given general satisfaction. Several changes which experience in working the ordinance has suggested have been embodied in an amending ordinance passed during the last session of the Legislative Assembly.

Reference is also made to the active measures being adopted to collect the best possible exhibit of the products of the Territories for the Chicago World's Exposition.

For the quarter ending on the 30th September last there were 249 schools in operation throughout the Territories, with 295 teachers and 6,170 pupils; an increase of 27 schools, 28 teachers and 718 pupils as compared with the corresponding quarter for the previous year. Fifty-three new school districts were established, and petitions for the erection of fifteen more are now pending.

KEEWATIN.

Part IV of this report is a brief reference by His Honour Lieutenant Governor Schulz to the state of affairs in the district of Keewatin.

The entire absence of crime in the district during the year is reported; also the accidental death by drowning of Mr. Horace Bélanger, His Honour's principal justice of the peace for the district, and chief factor of the Hudson's Bay Company.

The clauses of the Keewatin Act relating to intoxicating liquors have been enforced, permits being issued on proper certificates for sacramental or medicinal purposes only.

The destruction of their food supply at many points on the sea-coast of the district has driven the Indians from those places to more inland resorts where game and fish abound. With regard to the future of these Indians, His Honour follows up the suggestions already made by him in previous reports as to test planting at various places of hardy northern varieties of grain, roots and grasses, and refers to certain conditions which it would be well to observe in case any future treaties should be made with these Indians.

ROCKY MOUNTAINS PARK.

Mr. Stewart, the superintendent, reports that the road to Anthracite was completed in June last, and, fortunately, in good time, as the Cascade River overflowed its banks immediately afterwards and flooded the valley, destroying the bridges and rendering the old road impassable. The experience of this flood has therefore fully justified the construction of the new road. The work on Sundance avenue has been continued, and a good carriage road now leads to the mouth of the cañon. The scenery in this locality is most attractive; but as the present access to it, through the gorge down which the creek is forced, is very difficult, it is proposed to make a

Department of the Interior.

pathway during the coming summer, to enable pedestrians to explore without danger. The usual repairs have been made where damage has been caused by freshets, and paths have been constructed to leading points of attraction, and rustic seats placed at convenient intervals. Upon the commencement of winter the dead and fallen timber were cleared away, and permits granted for cutting and removing poles to be shipped for prairie fencing. Partly owing to a late spring and frequent showers, as well as to the removal of dead timber, no fires have occurred during the year. At the cave and basin some much needed improvements have been made. The floor of the basin, which had become rough and dangerous to bathers, has been repaired by the use of good gravel; and a good water-closet has been constructed at the building, with pipes so arranged as to make it self-cleansing. Notwithstanding the overflow of the river the Park meadows yielded a good crop of hay, and there is no doubt now as to the value of these meadows.

The past season shows a decrease in the number of visitors to the hotel, the sanitarium, and the cave and basin, as compared with last year. This decrease is owing to the exaggerated exports as to the small-pox epidemic in British Columbia and Alberta, which were effectually used by United States rival railway companies to divert traffic from the Canadian Pacific Railway. Many persons, however, have written to say that they had postponed their visit so as to take in the World's Fair during the same season. The total number of visitors for the year was 5,394, which, although much less than last year, is greater than that of any other previous year. With the disappearance of small-pox and the expected rush to the great Fair, there is every prospect of a large number of visitors at the Park in 1893.

It is contemplated to continue the construction of more bridle-paths so as give further access to the yet unexplored beauties of the Park; and also to make improvements on the Devil's Lake for the preservation of the smaller fish, and for the better navigation of the lake. The usual record of meteorological observations is appended to the report, but without any of the changes which I recommended last year in view of the natural advantages of the Park and its importance as a health resort.

SCHOOL LANDS.

After careful consideration of the long standing question of the illegal occupation and cultivation of school lands in Manitoba, it was decided that, except in certain special cases, for which it is proposed to seek remedy by legislation, the only way of protecting the interests of the school endowment, and of preventing at the same time any unnecessary hardship to those squatters who in ignorance of the law had settled upon these lands, would be to offer at public auction all the quarter-sections of school lands which, to the knowledge of the department, are illegally occupied, so as to afford the squatters an opportunity of purchasing, and after such sale to take action against all those who failed to avail themselves of the chance thus afforded them of acquiring the land, and yet persisted in their illegal occupation and cultivation. Notices were accordingly published in the Manitoba and other newspapers during the past summer, warning squatters of the action proposed to be taken. At the close of the season lists were prepared from the reports of the school lands inspector, and from the applications received from time to time comprising those quarter-sections shown to be illegally occupied, and also those for which applications had been made, and which were valued at not less than \$5.00 per acre, the upset price being determined in each case, not only after actual inspection of the

land by a properly qualified officer of the department, but also upon an independent valuation by a competent appraiser. With the consent of the Governor in Council the dates and places of sale were fixed as follows, due public notice of which was given in the newspapers, and also by posters widely distributed, viz. :—

Morden, 25th January, 1893; Pilot Mound, 27th January, 1893; Deloraine, 30th January, 1893; Glenboro', 2nd February, 1893; Minnedosa, 8th February, 1893; Portage la Prairie, 11th February, 1893; Brandon, 14th February, 1893; Winnipeg, 16th February, 1893.

The returns of these sales have not yet been received and therefore the result cannot be embodied in this report.

No auction sales of school lands have been held in the North-west Territories during the past year.

Following is a statement of the school lands accounts for the twelve months ending the 31st of December, 1892:—

Manitoba School Lands.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance 31st December, 1891.....		108,232 29
Sales, 12 months ending 31st December, 1892.....		114,656 41
Timber dues, hay, &c., 12 months ending 31st December, 1892.....		1,597 86
Interest to 30th June, 1892.....		4,889 30
Cost of management at Ottawa, 12 months, to 31st December, 1892.....	700 00	
Expenses, being examinations, valuations, auctioneers' fees, printing, advertising, &c.....	6,330 78	
Interest paid to the Manitoba Government to 30th June, 1892.....	9,854 49	
Balance 31st December, 1892.....	212,490 59	
	229,375 86	229,375 86

School Lands in the North-West Territories.

	Dr.	Cr.
	\$ cts.	\$ cts.
Balance 31st December, 1891.....		48,989 86
Receipts, 12 months ending 31st December, 1892—		
Assiniboia, sales.....		254 60
do hay.....		319 50
do interest to 30th June, 1892.....		132 37
Alberta, sales.....		1,320 24
do hay.....		130 95
do interest to 30th June, 1892.....		1,400 74
Saskatchewan, hay.....		30 70
do interest to 30th June, 1892.....		14 51
Expenses, 12 months ending 31st December, 1892—		
Clerical assistance.....	700 00	
Telegrams, &c.....	20 97	
Balance 31st December, 1892.....	51,953 50	
	52,674 47	52,674 47

REVENUE STATEMENT.

The usual statement of receipts is submitted, showing the revenue from 1st July, 1872, to 30th June, 1892.

REPORT OF THE DEPUTY-MINISTER.

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STATEMENT showing Receipts on account of Dominion Lands, from 1st July, 1872, to 30th June, 1892.

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	SALES.			Map Sales, Office and Registration Fees, &c.	Surveyors' Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.	GRAZING LANDS.		HAY PERMITS, MINING FEES, STONE QUARRIED, &c.		Rocky Mountains Park of Canada.	COLONIZATION LANDS.		Gross Revenue.	Refunds.	Net Revenue.	
				Cash.	scrip.	&c.						Cash.	scrip. &c.	Cash.	scrip.		Cash.	scrip.				Cash.	scrip.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1872-73	6,960 00			19,170 20							109 25									26,239 45		26,239 45
1873-74	7,310 00			19,834 75				125 50			2,710 55									29,980 80		29,980 80
1874-75	11,510 00			13,666 90		129 00					2,335 25									27,641 15		27,641 15
1875-76	4,680 00			3,478 94	320 00						387 00									8,865 94		8,865 94
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00		320 00									140,755 02		140,755 02
1877-78	14,540 00			2,794 86	120,159 54			180 00	290 00		1,620 00									139,584 40		139,584 40
1878-79	17,690 00			4,998 39	210,904 84	81 00		310 00	13 70	410 00	325 00									234,732 93		234,732 93
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00		25,121 46									206,801 37	4,636 08	202,165 29
1880-81	20,450 00	10,801 75	269 00	71,170 17	76,828 30	985 40	420 00	37 58			32,028 34									206,990 54	5,038 22	201,952 32
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	59,590 84	3,036 45	890 00	58 10			58,753 14	2,245 00		40 00				354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77			90,066 46	22,844 43		913 91				248,492 01		1,051,403 60	8,746 05	1,042,657 55
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	49,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10	11,370 60			640 90				253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99	17,089 75			815 63				1,214 22		451,564 65	12,070 85	439,493 80
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31	29,562 51	3,131 08		1,284 83						457,973 95	63,389 12	394,584 83
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 09	7,778 40	65,111 74	14,242 77	39,487 67		1,570 40				80 00		588,532 80	19,543 16	568,989 64
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,669 75	240 00	20,591 41	12,078 53	94,964 55	5,922 47	23,023 28		2,273 73				2,951 58		569,986 68	6,277 66	563,709 02
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,288 57	1,410 16	220 00	10,389 57	20,102 50	90,299 00	2,207 69	16,802 63		3,946 55				16,000 00		594,088 04	5,226 23	588,861 81
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,704 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95	1,305 57	9,021 63		9,242 08				1,094 37		462,536 26	8,209 74	454,326 52
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71	3,079 55	16,193 77		8,628 41				160 00		460,990 76	7,195 27	453,795 49
1891-92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35	3,726 80	17,222 60		5,616 85						452,151 08	15,291 39	436,859 69
Totals	541,993 10	206,741 01	39,212 11	3,051,998 73	2,473,929 63	22,184 92	5,643 00	233,632 75	110,252 38	1,058,428 15	113,597 14	124,882 66	34,973 32	320 00	12,620 48	857,461 08	30,460 50		8,918,330 96	175,531 82	8,742,799 14	

Department of the Interior.

THE MENNONITE LOAN.

Early in 1872, shortly after the transfer of the North-west to Canada, when the Government began to look abroad for settlers to turn our great inheritance of prairie into practical use as a field for settlement, attention was called to the fact that an isolated people in Russia, the German Mennonites, a race of farmers, were casting their eyes to the far west, looking for just such a place as we had, and with their wives and little ones to be able to live in peace and quietness, which was no longer to be vouchsafed them by the Government of the Czar.

An agent was sent to Russia to confer with these people, and they were requested to send delegates to Manitoba, persons from among themselves in whom they had confidence, to see the country and judge of its resources. This they did in 1872 and in 1873, with the result that in 1874 a large number of families came out and settled in what is known as the Eastern Reserve, a few miles south-east of Winnipeg. These were fairly well supplied with money, and therefore able to settle without assistance; but there were hundreds of others desirous of following who were deterred from the fear of being stranded in a strange country without the means of settling on land. At this juncture, the Waterloo Society was formed, consisting of about 150 well-to-do Canadian farmers of German extraction, in the county of Waterloo, Ontario, who offered themselves and their farms to the Government as security for the repayment of any money which the Government might be pleased to advance by way of a loan to these people, to assist them in settling in Manitoba. On the strength of this security, the Government advanced a principal sum of \$96,400, on the understanding that no part of either the principal or the interest was to be collected until the Mennonites to whom the advance was made had been able to get a fair start in their new homes. This branch of the Mennonite colony settled in townships immediately north of the International Boundary, lying between the Red River on the east, and the Pembina Mountain on the west. At that time it was a treeless prairie, rich, with the exception of timber, in everything which contributes to make agricultural land desirable for settlement. The settlement of this reserve was commenced in 1875, and for the first few years the area brought under cultivation was small, the labour in preparing shelter for the winter and the difficulty in getting supplies of all kinds being very great.

The first year's crop was injured by grasshoppers, and the two or three subsequent crops by excessive rains, but the people never lost heart. Each year saw new additions to their numbers, and a larger area under cultivation. Their villages increased in size and numbers, they built roads and bridges, and generally each season witnessed such an advance compared with the previous one that to-day what was 17 years ago a treeless prairie without a solitary settler is now perhaps the most thickly populated piece of farming country in the whole North-west. Not only, moreover, is it thickly populated but it has begun to overflow. A new generation of Canadian birth has grown up, with a thorough knowledge of the climate and language of the country and the agricultural methods best suited to the soil; and it is very pleasing to learn that their knowledge and experience lead them invariably to look for homesteads for themselves in either Manitoba or the North-west Territories.

I am led to make these observations by the fact that during the year the last farthing of the advance made to these people has been repaid, including not only the \$96,400 of principal money borrowed, but \$33,986.53 of interest as well, making a

total return of \$130,386.53; and the account with the Waterloo Society has been closed. The history of any country does not afford, I undertake to say, a case in which an obligation to the Government on the part of any society, company or individual has been fulfilled with greater faithfulness than this; and on the principle of "honour to whom honour is due" the facts of the case cannot be too generally known, to the credit not only of the Mennonites of Manitoba but of the Waterloo Society as well. The distribution of the loan, its collection and its repayment to the Government, were entrusted to Mr. Jacob Y. Shantz, the Secretary of the Waterloo Society, who is largely responsible for the honourable and business like way in which this transaction has been conducted from beginning to end. It is pleasant to be able to add that, so far as I know, neither from the persons to whom the advance was made nor from the Waterloo Society, who became accountable for its repayment, has there ever been any suggestion, far less any formal demand (as has been too frequently the case in regard to other loans made by the Government), for a relaxation of the terms of refund, either as regards principal or interest, nor has there been any attempt either on the part of the settlers themselves or of their bondsmen to escape liability in even one individual case. How well the Mennonites themselves are satisfied with all the conditions of their settlement in the North-west may be judged from the fact that within the last year their numbers were increased by nine hundred. Three hundred of the recruits came from Southern Russia, and six hundred from among those who settled in Nebraska and Kansas in 1874 and 1875 at the same time that the Manitoba colony was commenced.

MARKETS.

The returns of homestead entries show that the settlement of last season trended in three main directions,—first, into the region south of the Canadian Pacific Railway in south-western Manitoba and south-eastern Assiniboia; second, into the district lying between Calgary and Edmonton; and, third, into the Prince Albert district. In a very large number of cases intending settlers from the United States, and occasionally from Great Britain and the Continent, write to the department asking for advice as to which section of the North-west offers the greatest advantages. Invariably the best and most reliable information as to the climate, soil, and agricultural and pastoral capacity of every part of the country is forwarded to them, but it is an equally unvarying rule to explain to them that the department cannot take the responsibility of advising them as to the best locality. That is a question which they must settle for themselves, each man according to his needs and preference. There appears to be an impression, which the officers of this department do their best to correct, that all the free homestead lands in Manitoba which are worth having are entered and occupied. This is a very great mistake. There is, of course, in a comparatively well-settled section of the country like Manitoba, not the same extent or variety of land to choose from, as in the new territory to the west, but there are yet within the boundaries of the province, in addition to the lands of the railway companies, which are sold on reasonable terms, very many quarter-sections of even-numbered sections well within the reach of the railways and close to the main grain markets, which are open for free entry on the usual homestead conditions. Up to the present time the advantage of settlement in Manitoba to the grain grower has undoubtedly been large. As compared with the country lying between Calgary and Edmonton, he is from 800 to 1,000 miles nearer to the eastern grain market. There is, however, I understand, a very excellent prospect that the flour produced from

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the hard wheat of the North-west will at an early day supplant in the markets of China and Japan the article manufactured from the softer grain of Washington, Oregon and California, which up to this time has been the only flour from the American continent which has been to any extent in demand in these countries. There is also some reason to believe that, with the cold storage appliances which are now at the command of the railway and steamship companies, business of some consequence in refrigerated dead meat can be established with both China and Japan. The Chinese and Japanese are neither of them a meat-eating people, but the authorities of both countries are satisfied that it would be better if this article of diet were more largely patronized than it is. Even if a trade in beef and mutton does not develop, there does not appear to be any reason why the railway and steamship companies should not be able to establish a trade in pork and poultry, both of which are largely consumed in China and Japan, and the facilities for producing which in the North-west are practically unlimited. As regards the markets of the west, when they become developed, the advantage as to distance will be in favour of and not against the Territories.

There are two products of the farm, however, in demand both east and west at remunerative figures, for the manufacture of which the whole of Manitoba and the North-west possesses unrivalled advantages. These articles are butter and cheese. There is no month of the year when butter of the best quality cannot be made and successfully preserved in that climate, and the butter makers of both the Province and the Territories are always able to command the highest market prices. The resources and advantages of the country for the successful prosecution of dairying are attracting considerable attention in Iowa and other states of the American Union where the industry is extensively pursued.

BOUNDARY LINE BETWEEN CANADA AND THE UNITED STATES.

The boundary line between Canada and the United States of America on the west, provided for by the Treaty of St. Petersburg, has not yet been laid down upon the ground, but arrangements for its delimitation are now in progress. Articles three and four of the treaty mentioned which have reference to this boundary are as follows:—

III. "The line of demarcation between the possessions of the high contracting parties upon the coast of the Continent and the islands of America to the north-west, shall be drawn in the manner following:—

"Commencing from the southernmost point of the island called Prince of Wales Island, which point lies in the parallel of 54 degrees 40 minutes north latitude, and between the 131st and 133rd degree of west longitude (meridian of Greenwich), the said line shall ascend to the north along the channel called Portland Channel, as far as the point of the continent where it strikes the 56th degree of north latitude; from this last-mentioned point, the line of demarcation shall follow the summit of the mountains situated parallel to the coast, as far as the point of intersection of the 141st degree of west longitude (of the same meridian); and, finally, from the said point of intersection, the said meridian line of the 141st degree, in its prolongation as far as the frozen ocean, shall form the limit between the Russian and British possessions on the Continent of America to the north-west."

IV. "With reference to the line laid down in the preceding article, it is understood:

"1st. That the island called Prince of Wales Island shall belong wholly to Russia."

“ 2nd. That wherever the summit of the mountains which extend in a direction parallel to the coast, from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude, shall prove to be at the distance of ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia, as above mentioned, shall be formed by a line parallel to the windings of the coast, and shall never exceed the distance of ten marine leagues therefrom.”

As the result of the visit of the Canadian Ministers to Washington in 1891, and with a view to provide for the removal of all possible cause of difference hereafter in respect of such portions of the boundary as may not have been permanently marked by virtue of Treaties heretofore concluded, a Convention providing for a joint or concurrent survey of the territory adjacent to this line was concluded at Washington on the 22nd July, 1892, ratified by the Senate of the United States on the 25th and by the President of the United States on the 29th of the same month, and by Her Majesty on the 5th of August.

The Convention also provides for a joint survey of the boundary line through the waters of Passamaquoddy Bay. The sovereignty of the islands in this bay was settled by the Commissioners appointed under the Treaty of Ghent. The Commissioners, however, while awarding certain islands to Great Britain, did not distinctly define any boundary between the possessions of Great Britain and the United States. Some weirs have been erected by United States fishermen which are believed to be within the limits of Canadian territory, and it has become desirable to settle definitely and mark upon the ground where the boundary line is. The Treaty concluded at Washington consists of two articles, which are as follows:—

“ **ARTICLE 1.** The high contracting parties agree that a coincident or joint survey (as may be found in practice most convenient) shall be made of the territory adjacent to that part of the boundary line of the United States of America and the Dominion of Canada dividing the territory of Alaska from the Province of British Columbia and the North-west Territory of Canada, from the latitude of 54° 40' north to the point where the said boundary line encounters the 141st degree of longitude westward from the meridian of Greenwich, by commissions to be appointed severally by the high contracting parties, with a view to the ascertainment of the facts and data necessary to the permanent delimitation of said boundary line in accordance with the spirit and intent of the existing treaties in regard to it between Great Britain and Russia and between the United States and Russia.

“ Application will be made without delay to the respective legislative bodies for the appropriations necessary for the prosecution of the survey, and the commissions to be appointed by the two Governments shall meet at Ottawa within two months after said appropriation shall have been made, and shall proceed as soon as practicable thereafter to the active discharge of their duties.

“ The respective commissions shall complete the survey and submit their final reports thereof within two years from their first meeting.

“ The commissions shall, so far as they may be able to agree, make a joint report to each of the two Governments, and they shall also report, either jointly or severally, to each Government on any point upon which they may be unable to agree.

“ Each Government shall pay the expenses of the commission appointed by it.

“ Each Government engages to facilitate in every possible way any operations which, in pursuance of the plan to be agreed upon by the commissions, may be conducted within its territory by the commission of the other.

“ The high contracting parties agree that, as soon as practicable after the report or reports of the commissions shall have been received, they will proceed to consider and establish the boundary line in question.

“ **ARTICLE II.** The high contracting parties agree that the Governments of the United States and Her Britannic Majesty in behalf of the Dominion of Canada shall,

Department of the Interior.

with as little delay as possible, appoint two commissioners, one to be named by each party, to determine upon a method of more accurately marking the boundary line between the two countries in the waters of Passamaquoddy Bay in front of and adjacent to Eastport, in the State of Maine, and to place buoys or fix such other boundary marks as they may determine to be necessary.

“ Each Government shall pay the expenses of its own commissioner, and cost of marking the boundary in such manner as shall be determined upon shall be defrayed by the high contracting parties in equal moieties.”

Under the second article of the Convention Dr. Thomas C. Mendenhall, superintendent of the United States Coast and Geodetic Survey, has been appointed commissioner for the United States, and Mr. Frederick W. King, chief astronomer of the Department of the Interior, commissioner for Great Britain. The organization of the necessary topographical and exploratory parties and the acquisition of the requisite additions to the scientific equipment of the department, are being carried on by Mr. King in accordance with the plan agreed upon between Dr. Mendenhall and himself. It may be observed in this relation that Mr. King's experience in this class of work dates back to the delimitation of the 49th parallel, between the Lake of the Woods and the Rocky Mountains, upon which he was employed nearly twenty years ago as an assistant astronomer. The surveyor general, Mr. Edouard Deville, who stands not only officially but actually at the head of his profession in this country, would naturally have been the first choice of the Minister for the joint commissionership; but it is no disparagement of the importance of the boundary survey to say that the regular duties of his own office, in view of the growing settlement and increasing needs of surveys in the North-west, render his personal supervision of the work being conducted there of still more vital importance to Canada at this stage of its history and development.

CROPS.

The yield of grain both in Manitoba and the North-west Territories did not reach the high expectations which were entertained up to the month of August. The bulletins issued by the Province of Manitoba account for this partly by the dry weather which prevailed in some districts, and partly by the fact that in some places two or three crops were sown in succession without ploughing. The latest estimate of the Manitoba Government places the average yield of wheat for the province at 16.5 bushels per acre, and the best authorities appear to be agreed that this is about correct. The quality of the grain could not well be surpassed, but unfortunately the price has been unusually low. The total yield of wheat in Manitoba and the Territories is estimated in round numbers to be about 16,000,000 bushels, and an excellent authority estimates that there will be about 14,500,000 bushels for export in the whole country between the Red River and the Rocky Mountains. This, of course, is exclusive of oats, barley, peas, rye and other grains, which are all reported to have been good crops. Potatoes were an extra good crop, averaging in Manitoba 200 bushels per acre, and turnips satisfactory, averaging 400 bushels per acre. During the autumn the weather was excellent for farm work, and great preparations have been made for this spring's sowing.

RAILWAY EXTENSIONS.

During the year 1892, 173 miles of new railway were constructed in Manitoba and the North-west Territories as follows:—

Manitoba.

C.P.R. Branches.	MILES.
Deloraine to Napinka.....	18.6
Glenboro' Extension, Nesbitt to Souris.....	18.6
Pipestone Branch to Reston.....	28.8
	<hr/>
	66.0

North-west Territories.

Calgary and Edmonton Railway, High River to Macleod.	65.2
C.P.R. Souris Branch, Oxbow to Estevan.....	41.8
	<hr/>
	107.0

Total..... 173.0 miles.

I have the honour to be, sir,

Your obedient servant,

A. M. BURGESS,
Deputy Minister of the Interior.

Department of the Interior.

No. 1.

REPORT OF THE COMMISSIONER OF DOMINION LANDS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS COMMISSION,
WINNIPEG, 1st November, 1892.

The Honourable T. MAYNE DALY,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st October, 1892, also the report of Mr. Wm. Pearce, Superintendent of Mines.

I very much regret that for the sake of convenience it has been found necessary to remove Mr. J. M. Gordon, Inspector of Dominion Lands Agencies, and my colleague on the Land Board, from Winnipeg to Ottawa, the change being deemed necessary in consequence of the assumption by your Department of all duties connected with Immigration; the intention being that Mr. Gordon shall inspect hereafter the immigration as well as the land offices.

The appended statement, marked "A," of work performed in this office shows a substantial increase, notwithstanding the discontinuance of all unnecessary acknowledging of letters, accompanying statements, returns and accounts, and all other documents of a similar self-explanatory character.

The increase shown is partly due to the general growth of business in Manitoba and the Territories. The agency returns, as will be seen by the statement attached to Mr. Inspector Gordon's report, show 4,838 homestead entries granted, as compared with 3,525 for 1891, an increase of 1,313.

In addition to the free land thus absorbed under homestead entry we have had during the past year a considerable number of settlers who, in preference to homesteading, have purchased lands which are considered to be more desirably situated than the free land now available, convenient to the smaller towns on the line of the Calgary and Edmonton Railway, and the Canadian Pacific Railway branches. I find that the Canadian Pacific Railway's sales aggregate 362,000 acres. I am unable to state the area of the lands sold by the other railway companies. These lands, I understand, have not been purchased largely by speculators, but have, to a great extent, been acquired by men whose intention is to occupy them. No doubt some of the purchasers were already in possession of homesteads and others have taken up free Government land in addition to buying from the railway companies, but I believe that the land has been sold mainly to new arrivals in the country or to persons whose intention is to settle here next year.

Squatting upon Unsurveyed Lands.

I find that particularly in the Calgary and Edmonton Districts, and also in the Prince Albert District, the homestead entries and Railway Lands sales do not by any means represent the number of settlers who have taken up land.

It is represented to me that squatting upon unsurveyed lands in these Districts is taking place to such an extent as to increase the volume of the past year's settlement by at least twenty-five per cent.

In this connection I would urge that in the Districts named surveys be proceeded with, and new lands opened for entry as speedily as possible.

As the agents' returns indicate, a great many settlers have during the past year made their homestead entries through agents residing near the lands offices under authority of S.S. 3, Sec. 34, D.L.A. I have issued no less than 2,425 such authorities.

This course enables the settler to avoid the expense attendant upon a personal visit to the district office. He may thus whilst residing in Great Britain or the United States secure entry for a homestead quarter-section, the selection of which he leaves to some friend now residing in this country, upon whose judgment he is willing to rely. This mode of obtaining entry is also adopted by settlers who proceed direct to the locality in which they wish to settle, select their quarter-sections, and then apply to me for authority enabling some one at the office point to make the entry.

Applications for patent and cancellation cases are also in excess of those reported last year.

Homestead Inspectors.

The number of applications for patent received by our homestead inspectors continues to increase. The inspector's visit to the farm of the intending applicant avoids the necessity of the latter's personal attendance with his corroborating witnesses at the district office, and the somewhat heavy expense thus entailed. The settler is in nearly every case glad to pay the \$5.00 fee charged by the inspector. I may say that whilst this service is of such benefit to the settler, it is gratifying to note that the revenue from application and cancellation fees makes the service more than self-sustaining. The expenditure for the year is \$15,400.00, the receipts \$23,879.50.

The following is a summarized statement of the work performed by the homestead inspectors:—

Name of Inspector.	Number of Inspections.	Number of applications for patent received.	Number of miles travelled.
T. H. Aikman.....	330	99	4,762
J. Allison.....	423	232	5,727
W. H. Allison.....	387	133	4,612
J. J. Arsenault.....	472	208	5,227
Wm. C. de Balinbard.....	406	45	4,998
R. S. Park.....	513	195	6,318
J. Rogers.....	476	132	4,778

An inspector's duties do not end with inspections and reports made in connection with patent applications. He is required to investigate as well the circumstances of every case where application is made to cancel a homestead entry in which the homesteader enters a defence, and the action of the Land Board is largely affected by the material evidence and the report which the inspector supplies.

The inspectors, I am pleased to say, are rendering most efficient service, and discharge their important and onerous duties on the whole in a satisfactory manner. Their knowledge of the country and of the various settlements everywhere, and the experience they have gained in the investigation and report of cases entrusted to them, have given to their procedure a celerity and effectiveness that assist greatly the expedition of such business as is involved in dealing with patent applications, cancellation cases, and the various disputes and complications that inevitably arise in connection with land matters.

Dominion Lands Agents.

The large increase in the business of our local land offices has seriously taxed the energies of the agents and their staffs. I cannot speak too highly of the careful, energetic, and generally efficient manner in which the majority of the agents, under somewhat adverse conditions, have discharged their arduous duties. The number of assistants in some offices is, I am persuaded, inadequate to the work they are called upon to perform. There are but few of the offices in which during the past summer the agent and his assistants have been able to dispose of the business in office hours. This has rendered obligatory much overtime work, and I must say that in every instance the extra and excessive service has been given most cheerfully.

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Hay Lands.

I may be permitted to suggest that the administration of hay lands might be changed with advantage. At present these lands contribute but little to the revenue, and the issue of permits, collections and returns in connection therewith, involve so much work, and the result, as concerns the settler and the Department, is altogether so unsatisfactory, that I have been forced to the conclusion that in the general interest our policy in regard to these lands should be modified.

The area of hay lands available and in the Crown's possession, particularly in the well-settled parts of the country, is wholly inadequate to supply the hay which the settlers require, consequently competition is keen and, speaking generally, so short is the supply of hay that the best efforts of the agent fail to establish an apportionment satisfactory to the contending applicants,

School Lands.

The very favourable prices obtained at the auction sales of School Lands held in January and February last, has led to the determination to hold another series of sales during the same months next year. I do not consider it probable that we shall effect many sales, as the lands have been appraised at the highest possible value; but we shall at least afford all squatters an opportunity of acquiring legal possession of the lands they occupy, and of leaving no reasonable ground for complaint when we come to eject them from their holdings, as I am convinced it is our duty to do, in the interests of the School Endowment.

The general impression of persons resident here, whose opinions are entitled to no little weight, is that all good farming lands in Manitoba will in a few years be of great intrinsic value—greatly in advance of prevailing prices—and that as the enhancement in value is likely to exceed the aggregate interest that might accrue upon the purchase money realized from present sales we should do well to hold our School Lands for higher prices, except in the well settled portions of the Province.

Railways.

The progress of railway construction is this year fairly satisfactory. The completion of the Brandon and Souris Branch provides transport facilities in an excellent farming district, and its extension to the Souris Coal Fields not only secures to the Province a supply of moderately cheap fuel, but, as well, has greatly accelerated the settlement of the vacant lands along its route, west of the 2nd Meridian. I understand that for domestic purposes the Souris coal makes very good fuel. It is sold, delivered, at \$5.00 per ton, \$2.50 cheaper, I believe, than any other coal in the market. It is to be regretted that the Manitoba and North-Western Railway has not been extended this year. In anticipation of the early prosecution of the work a number of excellent settlers from the Western United States have taken up land about forty miles west of the present terminus. They are greatly disappointed by the delay.

In the Territories the completion of the Macleod division of the Calgary and Edmonton Railway, the commencement of the line to the Crow's Nest Pass, and the prosecution of the "Short Line" from some point in or near Range 8 west of the 2nd Meridian to a junction with the Canadian Pacific Railway main line in the vicinity of Regina or Pasqua have all an important effect in improving the position of settlers now in the country and in advancing the interests of Canada at large, to the extent at least to which the construction of these lines of railway conduces to the accessibility of lands that were hitherto out of reach.

Crops.

The result of the harvest in Manitoba and the Territories, while not quite so satisfactory as was anticipated as to quantity of cereals, is on the whole most gratifying, the quality of grain and roots everywhere being excellent. The only drawback in this connection that I am obliged to report is the low market value of our chief commodity—wheat. The entire crop has been saved in the best possible condition; the open and extremely favourable autumn weather has enabled settlers

everywhere to complete threshing and devote more time than usual to fall ploughing with the advantage that we shall next season probably see a much larger area of land sown.

Live Stock.

Live stock is everywhere reported to be increasing rapidly, and in the best possible condition. The final Bulletin of the Manitoba Government is now being prepared, and is expected to contain most gratifying information as to the increase in all kinds of live stock, and a general improvement in all the branches of agricultural and pastoral pursuits.

Grain Storage.

I learn from the report for 1891 of the Winnipeg Grain and Produce Exchange that the number of elevators and warehouses in Manitoba and the West deserves special mention. It comprised on the 1st of January last no less than 132 warehouses with a capacity of 754,300 bushels, and 119 elevators with a capacity of 5,262,500 bushels. In addition to these there are elevators at the Lake of the Woods, Fort William and Port Arthur, whose capacity is 4,350,000 bushels, and adding, say, 250,000 bushels as the capacity of warehouses and elevators erected during the past summer, we have in all upon and west of Lake Superior a grain storage capacity of 10,616,800 bushels.

Flour Mills.

The number of flour mills at various points in Manitoba and the West, including the Lake of the Woods, is 42, with a daily manufacturing capacity of 8,045 barrels.

Oatmeal Mills.

There are two oatmeal mills, with a daily output of 200 barrels.

Immigration.

I have thought it well to treat separately the subject of immigration although, as you will perceive, land matters and immigration, as far as this part of the country is concerned, are so closely interwoven that it is difficult, if not impossible, to disassociate one from the other. We must regard immigration as simply the means to settle our vacant lands—apart from this consideration the work is of little importance. Artizans are good and useful citizens, but Canada appears to be well supplied with this class, and neither in the East nor the West does the introduction of an artisan or professional class accomplish the same useful purpose that attends the introduction of an agriculturist. As regards this country, the only desirable classes are acknowledged to be farmers and farm labourers or persons who are willing to engage in agricultural pursuits, and female servants.

Shortly after taking charge of this new branch of your Department, I visited the western and north-western districts in order to study the situation there. I found at Calgary a suitable building for the reception of immigrants, but requiring some changes and improvements which were duly authorized but have not yet been completed. The chief defects were as to sewage, water and light, but the building will, I trust, soon be perfect in respect of these services.

At Edmonton authority had been given to proceed with the erection of an immigration hall, and pending its construction I purchased a number of commodious tents for the use of such settlers as might require them. The building, which is on the south side of the river, has been duly completed and will be of great service next spring. It may be necessary to supply tents or to erect temporary buildings for the accommodation of settlers at Wetaskiwin, but as the demand for accommodation at that point will depend on the completion of the survey of lands on the Battle River, and the opening of these lands for homestead entry, I cannot at present decide whether we should prepare for a large influx of people at Wetaskiwin. Our Dominion Lands Agent, Mr. Anderson, has charge of all immigration matters as well as land business.

At Regina I found matters proceeding satisfactorily. Mr. Stenshorn is in charge of the building, which is, however, as at Edmonton, under the supervision of the Dominion Lands Agent.

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At Prince Albert the immigration hall was erected but not quite completed. It has since been finished and furnished, and it will be in readiness for spring visitors. Mr. Mair has charge under direction of the Land Agent.

Our agents of Dominion Lands, as you are aware, have general supervision over all immigration matters, as well as the land business in their respective districts. At points where immigration halls have been established, we endeavour to have constantly in attendance an official whose special duty is to care for the newly-arrived settlers, and who, during the immigration season, has no other official duty to perform.

At Prince Albert it is expected that many farmers from the North-Western States will take up land surveyed last year south-east of the town in the Stony Creek District.

After the transfer of immigration matters to your Department, the recommendation of your predecessor in office to the effect that this branch of the service should be placed under my control was approved by Order in Council dated the 16th April last, and communicated to me by the Secretary of the Department in a letter of the 19th of the same month.

I had for some months previously acted for the Department of Agriculture in the matter of bonus payments, collection of seed grain mortgages and Customs transactions in which newly-arrived settlers were concerned, and it was decided to allow the new business, which might be expected to result from the transfer of immigration duties, to merge into the general routine of the office. This has worked satisfactorily, and has resulted in increased work on the new account that more than keeps pace with the diminution in the "land" or what I may style the "old" business of the office.

Upon the retirement of Mr. Bennett from the Local Immigration Agency, after long and useful service, his work was transferred to this office, and I placed Mr. Fitzroy Dixon, of my office, in charge to assist me in performing the duties in connection therewith, and I cannot refrain from drawing your attention specially to the very thorough and wholly satisfactory and efficient manner in which he has performed the work entrusted to him.

In the schedule attached hereto, marked "B," statements will be found of the arrivals in each month at the immigration building at this point, which may be briefly summarized as follows:—

Number arriving from	Europe	6,227
do	do	Canada..... 490
do	do	United States..... 56

6,773

Nationalities.

English.....	928
Irish.....	44
Scotch	143
German.....	2,764
Scandinavian.....	1,066
French and Belgian	842
United States.....	56
Canadians.....	490
Icelanders.....	255
Others.....	185

6,773

It is to be noted that very few settlers from the United States patronize our hall, no doubt using the hotels during their stay here, and many European immigrants go direct to their destination without making use of it.

I append a comparative statement, marked "C", showing the number of persons who have occupied the immigration hall in each year since 1885.

I hesitate to give the numbers reported at other agencies in the fear that they might include many of those already reported here. Probably the most satisfactory manner of estimating the whole number of settlers is to make a computation from our land agency returns and from the sales of the railway companies. I find that the Canadian Pacific Railway Company has sold land to 192 individuals, and by adding this number to the number of foreign settlers shown by our land agency returns to have made homestead entry we shall arrive at an under-estimate of the actual number of heads of families. It is to be remembered that numbers have come into the country who have purchased lands from individual owners and from corporations other than the Canadian Pacific Railway Company.

The delegates and settlers who have come to the North-West from Maine, Vermont, Michigan, Idaho, the Dakotas, Minnesota, Nebraska, Wyoming and Washington, and with whom I have frequently conversed, after they have seen the country and carefully considered all its conditions and circumstances, invariably express a very favourable opinion of it. This fact leads me to believe that we shall presently witness an extensive influx of a most valuable class of settlers from these States, and I consider it to be of the highest importance to adopt measures immediately to receive and care for them on arrival.

I think we may admit that our object is equally served and our officers' work in locating is accomplished with equal satisfaction, whether the land hunter buys from a railway company or makes homestead entry.

Colonies.

It would interest foreigners, who intend to remove to a new country, and who are looking about them with the view of deciding upon the most advantageous field for settlement, to know that we have in the North-West a large number of "Colonies," composed almost exclusively of persons speaking the same language and following the same social and religious customs. Of these Colonies, the German, Icelandic, Norwegian, Swedish and Danish are the most numerous, but there are also extensive settlements comprising a large number of French, Belgians and Mennonites from Southern Russia, as well as many Austrians.

These settlements are prospering and the people are invariably delighted to receive an accession to their numbers from their own country, so that an immigrant newly arrived in Canada may always be directed to a considerable settlement of his own countrymen where, if so disposed, he may himself take up a location or at least sojourn for a time whilst learning something of the country in which he intends to make his home, and studying the means to this end with the assistance of his own people.

Any reference to the Colonies of the North-West would be incomplete if it did not embrace the settlement of Mormons at Lee's Creek, Alberta. It numbers now about 1,000 souls, including those not of the Mormon faith, who have joined the Colony. These people are singularly economical, ingenious and progressive, and as a result of their very intelligent operations, they are succeeding in establishing themselves comfortably and prosperously. The abandonment of the special tenet in their faith, which regards polygamy as a desirable social condition, has left the Mormon, apparently, without any very distinguishing feature to which the rest of the Christian world can reasonably object.

Inspection of Agencies.

It is desirable that some one connected with the Department should frequently visit our agents in the United States assisting them as to their advertisements in the local press and, as far as possible, meeting the persons whom it is proposed to send into this country as delegates. I should also like him to visit the homes in this country of former citizens of the States, where we are now working, who have taken up land in Manitoba and the Territories, to question them closely as to their success and failure, and get from them letters descriptive of their life here,

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which we can make use of with telling effect in the localities in the United States where these people formerly resided.

General Results.

It is gratifying to read in the figures enumerating this year's immigrants the recognition by Germany, Sweden and Norway of our Canadian North-West as a field for emigration for the many thousands who to-day can scarcely earn a livelihood in their native country, or who seek here that freedom of action and opportunity which is denied them elsewhere.

To the majority of these people Canada and the United States are one, and as there is an already well-established system of transport to New York, they naturally go there, more especially as they are aware of the existence in many of the States of large colonies of their countrymen.

To divert a portion of this stream to our Canadian ports a wider and more thorough diffusion of immigration literature and information should be made, and this can be done without in any way transgressing the laws of the land. Facilities should be offered for return men and excursionists who would in themselves be indisputable evidence of successful settlement. I would suggest the advisability of a return man's wife being permitted to accompany him in a few selected instances. Hitherto we have preached emigration to men only, *but I believe that much can be done by appealing to the wife, and mother of a family.* Moreover, information could be imparted in this way without exciting the attention of the authorities.

It is interesting to note the different parts of the globe from whence people set out, attracted by the prospect of a home in Canada. English speaking immigrants come here from India, Australia, South Africa, the West Indies, South America and the United States; whilst foreigners arrive from Norway, Sweden, Denmark, Finland, Poland, Russia, the Carpathian Mountains, Austria, Hungary, Germany, France, Belgium and Holland. From some of the more remote countries it is true but few have come; nevertheless, it is obvious that once people get to know of the country and its attractions, the stream flowing towards us must gradually increase in volume.

The lack of information on the part of well-educated people in other parts of the world of the resources of Canada is remarkable, and explains the otherwise unaccountable selection of some other country for emigration; and to rectify this defect should be our first care. The severity of our winters, as represented by rival agents, does much to frighten people from coming here, for in Europe the poor know only too well how to appreciate the winter with its attendant suffering and misery.

As we are by our present action making our future population, it is interesting to consider our immigrant from a physiological standpoint, by comparing the characteristics of one nationality with another.

Of the many races that have sent us representatives it is considered that the Scandinavians are physically the finest. The men are tall, straight and active, and the women well developed and apparently in robust health. They are, however, not the easiest people to handle as they require a great deal of attention. This is due to many of them being possessed of but small means, rendering it necessary for us to find immediate employment for them. The disadvantage of ignorance of the English language confines them to particular work, to railroad construction, sewers or other labour where many of their countrymen are similarly employed. They soon, however, acquire sufficient English to strike out for themselves, and after the season is over generally take up homesteads. The girls who come here readily find situations in households where they fully justify the reputation which they have acquired for cleanliness and industry.

From the life of simplicity in which they have been reared the Scandinavians are all able to start on very little capital, a couple of cows and a few acres of wheat keeping the family whilst the father earns money by hiring out in order to buy those articles which are essential for the proper cultivation of his farm. Thus advancing slowly but steadily, the Scandinavian Colonies are becoming a marked feature in our country, and are doing good service by receiving raw material in new-comers

who only too gladly commence their new life amongst their countrymen, and turning out much needed help during the harvest time. It may be confidently anticipated that ere long our settlements will overcome the attractions of the Scandinavian Colonies in Minnesota and Dakota, the influence of which we at present have some trouble in combating.

The Icelanders who arrive in this country give the Department very little trouble, the reason being that they invariably come here to join friends who have paid their passage for them. The scarcity of money in Iceland may be realized when it is known that the wages of a servant woman are \$8 per annum. Those of them who have come out here soon by thrift and industry save up enough to help their relatives over, and the scene at the railway station on the arrival of the train conveying a party is indeed an interesting one, the national costume of the new-comers contrasting strangely with the modern and often stylish dress of those who preceded them. Usually within half an hour they are carried off to the houses of their friends, and in the course of the next few days find occupation, the men cutting wood in the city or being absorbed in the prosperous little settlements of Grunde and Gimli, and the women often going out to service. In this way these Icelanders become self-supporting from the very first, and without our aid; and the marked success that crowns their efforts shows what can be done by industrious people without capital. When they take up land their farming operations, though not extensive, are invariably characterized by great care, and the many cattle that graze around their homesteads show the wisdom of mixed farming.

As settlers, the French and Belgians are a success, and their exceptionally large families will enable them to easily retain their proportion of our population.

The daughters of these settlers readily obtain employment as domestic servants, but owing to their speaking little or no English they are difficult to retain for any length of time. Those of the Canadians and English who can speak their language always find the French to be most desirable settlers and neighbours.

The Germans who have arrived here in large numbers are an excellent type of immigrant, sober, capable and industrious; quiet and law-abiding; possessed of a fair elementary education, and only wanting the opportunity denied them heretofore to prove themselves creditable citizens. The success that has attended German settlement in the United States augurs well for the movement in our direction.

Many of these people are from South Russia, where they settled two or three generations ago, attracted by the offer of free lands. Lately, however, the attitude of the Russian Government has been such as to make their condition unbearable. They are denied the right to possess land; that which they have held must be sold by a certain date or forfeited to the State; they must adopt the language of the country and must join the Greek Church and serve in the army; in other words they must become Russians without enjoying a Russian's rights. I am told there are many thousands more of these Germans who are willing to come over to us, and it is hoped that means may be found to enable them to carry out their wishes.

English emigration although higher this year than for many years past is still much below what it should be when we consider the thousands that annually leave the United Kingdom. It is noticeable that of those who come, but few are of the tenant farmer class; and it is obvious that in these days of agricultural depression in England we have our greatest opportunity for importing that most desirable class of settlers, the British yeoman. That he is emigrating is well known, but he is not coming this way in any large numbers.

The demand for domestic servants continues to be as great as ever and the wages offered are sufficiently high to be an inducement for any girl to come out here. Already one or two charitable societies have done something in the way of supplying the demand from the surplus of the larger cities, but the result has not been satisfactory.

Several emigration societies which are working in a quiet way are sending us out carefully selected people in small numbers, and these invariably turn out well. Captain Gretton, Secretary of the East End Emigration Fund, London, visited Canada during the past summer, and called on most, if not all of his proteges, and

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he assured me that the success that they had achieved was fully equal to and in many cases beyond his expectation. I attribute this to the close scrutiny of the would-be emigrants and enquiry into their lives and habits that precede selection.

The Self-Help Emigration Society, London, does similar work and makes small advances to their settlers out of a fund which they provide for the purpose.

It may not fall to me to make any suggestions for the shaping of the future policy of the Department, but I venture nevertheless to refer to the question of assisted passages as bearing materially upon our prospects for next year.

That a low rate of passage money would be a great inducement to immigrants needs no argument, and hundreds would come here if the cost of transport could be overcome or modified.

The bonus paid settlers on taking up homesteads is undoubtedly a great consideration, but it does not appeal to many who know that they will have to work out for a year or more.

An immigrant who comes out to a friend already settled in the country is always valuable, because he goes straight to his destination and has generally a homestead picked out for him.

In certain Colonies a practice obtains, which is said to work well, of what is known as "nominated passages." By this, any settler of a certain standing may nominate a friend in England, and by paying a certain small proportion of the ordinary fare, secure his passage. The person so nominated calls at the nearest agency of the Government, and if he is pronounced satisfactory and suitable, is handed a ticket for the next steamer.

The adoption of this system would, I believe, work well here where Germans and Scandinavians so often precede their families.

Free passages would be undesirable as calculated to flood the country with paupers, too many of whom, as it is, find their way over.

I append, marked "D," the translation of an advertisement in a Scandinavian paper of excursion rates to Europe and back. I am informed that many avail themselves of this opportunity—young men seeking wives, some to see their relatives, and others for a mere pleasure trip. The moral effect of such visitors is naturally enough to induce others to return with them. Whether our Colonies are old enough for the success of a similar scheme, I cannot say with certainty, but I mention it as a means to increase immigration to Canada.

I have touched briefly upon some of the features in the work in which we are now engaged. I do not pretend to present an elaborate sketch in detail of the multitude of important matters that demand consideration in this connection. It is, I believe, a very important work—of far-reaching consequences to the people of Canada who, whether their homes are on the Atlantic or the Pacific, or in this western region, are vitally interested in its success.

Mr. G. H. Campbell.

I understand that it is the intention of Mr. G. H. Campbell to resign the office of general immigration agent, which he has held for the past two years. As a result of my own observation since these matters came under my supervision, I can speak most highly of the intelligence and energy displayed in Mr. Campbell's management of our operations in the United States, which, in my opinion, constitute a very important branch of the service.

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

H. H. SMITH,
Commissioner.

SCHEDULE A.
STATEMENT of Work, &c., Office of Commissioner of Dominion Lands.

Departmental Year.	Letters received.		Letters sent.		Cancellations by Land Board orders.				Applications for patent (approved and pending).		Homestead Inspectors' reports.		Receipts.						Number cheques issued.						Salaries of Commissioner and staff.				
					Homesteads.	Pre-emptions.	Refused and pending.	Applications for patent (approved and pending).	Homestead Inspectors' reports.	Relief mortgages, 1876.	Seed grain advances, 1886, 1887, 1888 and 1890.	Applications for patent—fees.	Maps, certificates, &c.	Trust account.	Special service.	Contingent.	Immigration.	School lands.	Homestead inspection.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1891	25,441	29,031	29,031	36,121*	104	91	63	1,656	3,593	5,053	5,045	2,782	214	965	40	293	464	18	138	20,122	27	20,189	33						
1892	29,841	36,121*	36,121*		146	134	164	2,079	3,007	3,054	6,334	5,414	111	318	40	84	464	18	138										

* Including 2,988 notices.

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SCHEDULE B.
 RETURN of Arrivals at the Dominion Government Immigration Building at Winnipeg, for the 10 months ending the 31st
 October, 1892.

	Via Ocean Travel.				Via United States.				Nationalities.										Trades.						Destination.								
	Adults.		Children under 12 Years.		Adults.		Children under 12 Years.		English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	United States.	Canadians.	Others.	Total.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Female Servants.	Not Classified.	Total.	Ontario.	Manitoba.	N. W. Ter.	B. Columbia.	Total Arrivals.		
	M.	F.	M.	F.	M.	F.	M.	F.																								Total.	Farmers.
1891.																																	
* November																																	
* December																																	
1892.																																	
January	39	29	24	127	15	11	17	6	49	176	19	176	32	5	15	3	15	3	15	106	176	107	69	38	3	120	176						
February	50	29	9	111	16	5	9	6	30	120	31	120	18	20	19	1	9	9	51	120	120	79	38	3	120	120							
March	273	102	68	507	64	25	35	19	143	650	79	650	175	107	43	12	48	48	265	650	650	442	206	2	650	650							
April	502	202	168	1,078	49	19	18	14	100	1,150	210	1,150	259	195	84	2	11	53	546	1,150	1,150	756	384	10	1,150	1,150							
May	688	244	247	1,382	103	85	58	52	298	1,690	316	1,690	308	138	266	4	75	89	810	1,690	1,690	983	665	18	1,690	1,690							
June	371	187	159	1,037	143	86	19	8	12	1,150	129	1,150	103	35	763	126	84	15	8	910	910	584	299	13	910	910							
July	358	192	170	1,066	87	41	14	18	12	85	961	85	11	451	171	29	1	38	192	961	961	41	57	505	961	961							
August	234	111	114	89	548	12	7	8	7	34	582	52	23	206	160	65	36	40	46	42	42	6	41	32	304	582							
September	135	67	44	51	257	30	5	7	9	51	348	22	10	5	80	54	2	14	81	348	348	4	19	18	165	348							
October	68	16	16	117	117	23	15	14	69	186	23	186	37	22	16	3	13	4	71	186	186	4	71	86	2	186							
	2,718	1,176	1,024	946	5,864	3,661	197	150	909	6,773	928	44	143	2,764	1,066	842	56	490	440	6,773	1,379	716	671	43	226	364	3,334	6,773	65	4,572	2,037	99	6,773

* Included in last year's report.
 † 255 Icelanders.

SCHEDULE C.

COMPARATIVE STATEMENT of Immigration at Winnipeg Building.

Nationality.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892. (10 mos).
English.....	428	1,142	771	1,026	651	336	636	928
Irish.....	49	203	67	34	36	27	30	44
Scotch.....	152	398	110	168	102	40	153	143
German.....	192	312	356	458	1,043	894	1,312	2,764
Scandinavian.....	551	129	332	518	356	228	300	1,066
French and Belgian.....	114	71	24	191	223	145	218	842
United States.....	1,898	55	17	9	.....	6	201	56
Canadians.....	809	857	29	58	49	118	166	490
Icelanders.....	111	446	1,688	739	624	163	218	255
Others.....	352	517	118	186	.....	32	237	185
	4,656	4,130	3,512	3,387	3,084	1,989	3,471	6,773

SCHEDULE D.

(Translation)

(From *Scandinavian*, Chicago, November 2, 1892.)

Christmas excursions.—\$29.75 from Chicago to Scandinavia, by the English or German mail steamers or direct line to Scandinavia,—Alfred Mortensen & Co, 126 Kinzie Street, Chicago. Do not mistake the number. We have no runners or expressmen at the station and warn you to watch out for them. The large Christmas excursions *via* Cunard, Inman, White Star, Guion Lines. Palacesteamers leave Chicago, *Umbria*, Nov. 5th; *City of New York*, Nov. 9th (and a large number of other steamers mentioned) by Niagara Falls. Free transport of baggage and free board all the way from New York. Write Head Office.

ALFRED MORTENSEN & Co.,
126 Kinzie Street, Chicago.

Department of the Interior.

No. 2.

REPORT OF THE SUPERINTENDENT OF MINES.

OFFICE OF THE SUPERINTENDENT OF MINES,
CALGARY, 31st October, 1892.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honour to submit through you for the information of the Honourable the Minister of the Interior a report on the work of my office for the twelve months ending to-day.

From November 11th to November 14th I was at Canmore and Anthracite, the result of my visit being embodied in my report of last year.

In December I had occasion to go to Ontario, and when down there was instructed to report at Ottawa, which I did, and I did not return to Calgary till the 1st March.

From March 5th to March 25th I was employed on a trip to Lake Dauphin for the purpose of reporting on the squatters' claims in that vicinity.

Between April 6th and April 28th I was engaged making a survey in the vicinity of Revelstoke and a track survey at Flat Creek.

From May 5th to May 7th I was inspecting squatters' claims to lots at Canmore.

Between May 16th and May 18th, inclusive, I was visiting Edmonton in company with yourself.

From May 31st to June 8th I was surveying a town plot at Flat Creek, British Columbia.

From June 15th to July 4th I was visiting various mining locations in the East Kootenay Country.

Between July 25th and August 28th I was at Winnipeg as Acting Commissioner.

From September 5th to September 13th I was inspecting the quarantine belt between Range 19 west of the Fourth Meridian and the Rocky Mountains.

From September 15th to October 7th I was at East Selkirk making some surveys at that point.

From October 15th to October 30th I was at Kamloops, Enderby, Ashcroft, Albert Canon and Cherry Creek, British Columbia, in connection with certain land and other claims at those points.

Reports on all the foregoing have from time to time been forwarded to yourself or the Minister, generally to both.

In reference to matters connected with the development of the North-West or of interest to the Department which have come under my notice during the past year, I beg to report as follows.

Canmore Coal Mines.

Development work in these mines has been actively prosecuted since my last annual report, and the output is now, or shortly will be, in the neighbourhood of 300 tons a day.

Canada North-West Coal and Lumber Syndicate (Limited).

Since my last report, development work has been carried on continuously, though not very extensively.

The H. W. McNeill Mine, Anthracite.

During last summer work on this mine was shut down, as the demand for anthracite fell off during the summer months, and, besides, the proprietor wished to concentrate all his available strength in development work at Canmore. He opened up, however, about the first of September, and the output is now about 125 tons per day. He is putting his coal through a breaker this year and sorting it. This, owing to the friable nature of the coal, causes a large percentage of waste. He thinks he obtains a better sale and a higher price by so doing. If a cheap way could be obtained for making the dust into brickettes, a great saving could be effected both at this point and at Canmore. Like many coals whose percentage of fixed carbon is very high, they are very friable, so that there is much loss in handling.

Lethbridge Colliery.

Owing to the causes referred to in my last report, the output at this point has not been nearly so great as was hoped for. However, the market for this coal south of the International Boundary has greatly improved, with a fair prospect of some further improvement in price and permanency of demand. The output is now some 800 tons per day.

Petroleum.

There was a slight excitement this year about 25 miles north of Edmonton, at Egg Lake, owing to the discovery of supposed indications of petroleum there. The substance found is of a pitchy nature, almost of the consistency of tar, and is supposed to be an indication of petroleum. It is said to resemble very much the exudations along the Athabasca and Peace Rivers, which have been thought by many who have given the subject considerable attention to indicate the existence of a large petroleum field. This discovery would seem to indicate that this petroleum field extends much farther south than has been heretofore supposed.

Irrigation.

During the past season a large portion of the southern district of Alberta and Western Assiniboia was subjected to extreme drought. The result was that crops generally were very light. This drought extended only over portions of the country which are most favourably suited for irrigation, and as a consequence considerable attention has been directed to that subject. Next year therefore will probably see practical steps taken to carry out the schemes of irrigation that have been projected.

Immigration.

The construction of the Calgary and Edmonton Railway has opened up Northern Alberta, and the result next year will be a great rush of settlement into that part of the country. The settlement of Southern Alberta will be slower, but none the less sure, it having such grand facilities for irrigation.

Natural Gas.

An attempt was made during the year to obtain natural gas at Calgary, an expenditure of \$7,000 being incurred and a depth of 1,468 feet reached. The joint stock company which made this attempt was unfortunate in several ways and had to abandon operations, their drill having stuck fast and their capital being exhausted. From the experience gained, however, whoever makes the next attempt will probably be able to accomplish as much as has been done in this instance at about forty per cent of the cost. It was not anticipated that gas would be obtained at a depth of less than 2,400 feet, and the company considered it would have been justified in going to a depth of at least 3,000 feet if gas were not found sooner.

Department of the Interior.

Cattle Interests.

Last winter was on the whole very favourable for cattle, but towards the end of April a phenomenally severe snow-storm for the season of the year was experienced, extending from the foothills of the mountains to some distance east, and covering the greater part of the country occupied by stock. It came just at the height of the calving season, and the result was very disastrous so far as the calf crop was concerned.

In this connection I may say that, assuming Canadian cattle are to be permanently scheduled by Great Britain, the effects so far as this part of the Dominion is concerned will not be so disastrous as is generally supposed. In fact it may be made of benefit to the North-West. There would no longer be any need for continuing quarantine against stock brought in here from the south, at least so long as they do not come from south of the Platte. The stock north of the Platte and west of the Missouri is as healthy as any stock in the world. A very large field would therefore open itself in this way: by purchasing in the States long-yearlings and two-year-olds and bringing them up into this country till they were fully developed. There would be an immense profit in this. The only thing to be guarded against is that this profit shall not be made by our neighbours the stockmen to the south, but by ourselves. This could be met probably by limiting the importations of stock into this country except to actual settlers or to those having already large vested interests in the country, and in the case of the latter preventing them from disposing of the cattle brought in until at least one year after the date of importation. This would probably prevent the trade falling into the hands of our competitors across the line. When the stock becomes fully matured it would be shipped as dead meat for England and other points. Looked at in this light it will be seen that scheduling may prove very advantageous so far as North-West stock interests are concerned.

Sheep Raising.

The past year has been very successful in this respect.

Horses.

The success in horse breeding here this year has been most marked so far as an improvement in the stock and increase is concerned. Unfortunately, however, for this interest the market is very depressed all the world over, and it is only the very choicest stock that can be sold at all. Several hundred head of horses were shipped to England a short time since. The result of the shipment is not known as yet.

Dairy Products.

There has been an increased production in dairy products in Alberta this year, and there is a good field for a much greater increase. To those parties who have the labour in themselves there is no better opening in any country than dairying in the foothills.

Cold Storage.

The establishment of "cool storage" premises in Calgary by the North-West Trading Company has been of great advantage to stockmen, particularly small ones. It is also of benefit by promoting a trade in dead meat. The "cool storage" system will probably soon be applied to other commodities than meat. It will doubtless be utilized in the shipment of dairy products and eggs, the latter of which can be kept fresh by this process for months.

Crops.

Except in the portions already mentioned, the crops throughout the North-West were on the whole good. In the northern portions of the Territories they were exceptionally good.

Stock Shipments.

The shipments of live stock to England have not been very considerable during the year. An attempt has been made to introduce in the markets of the Eastern States and Canada beef from the ranches of the Territories in the shape of dressed meat, the slaughtering being done at Calgary, and it is anticipated that the experiment will prove fairly successful.

Prairie Fires.

The necessity for some systematic organization on the part of settlers for the prevention of prairie fires, to which I have called attention in previous reports, still exists, the loss from this source being very considerable and of great injury to the country.

Tanneries.

In my previous reports I have frequently referred to the opening there appeared to me to be for the establishment of tanneries in Alberta. This year has seen the establishment of one in Calgary. It has not been sufficiently long in operation to ascertain what success has attended its operations.

Irrigation in British Columbia.

I have already referred to irrigation in the North-West. I may point out that even should it be deemed necessary or advisable to defer consideration of the problem so far as portions of the North-West are concerned, the Department should at once devote some attention to it in connection with the administration of its lands in British Columbia. In British Columbia irrigation has been long practised. The portion of that Province known as the "dry belt," which extends from Ranges 12 to 26 west of the 6th Meridian inclusive, and north of Township 14, is, without irrigation, practically valueless. By irrigation, however, hay for winter feed is produced there, which, with the summer pasturage of the non-irrigable portions, renders it a district of not inconsiderable importance for stock raising. Prior to the lands in this district included in the railway belt passing to the Dominion Government, the Provincial authorities granted "water records" to settlers and others, allowing them the use of water flowing through these lands for irrigation thereof. Even since the lands in the railway belt have passed to this Government the Provincial authorities have continued to accept "water records" in connection with them, considering the matter as one still within their jurisdiction. These "water records" do not appear to have been granted with any particular system, and, now that settlement is increasing in the district in question, what has already been demonstrated in portions of the United States is there becoming apparent; that is, that by an injudicious and indiscriminate granting of water privileges in the past considerable portions of the country, which, under a well arranged system of water distribution could be irrigated and made productive, either cannot be irrigated at all, or can be irrigated to nothing like the extent they could have been. In many cases parties have recorded much more water than they require, and not a few are so selfish or disagreeable that they would sooner waste any surplus water they might have than allow their neighbours to use it. Under these circumstances, not only is ill feeling being engendered amongst settlers, but the development of the district is being retarded, and lands belonging to this Government, which otherwise would be valuable, are kept temporarily worthless. This is a condition of affairs which it seems to me that the Dominion Government should, in its own interest, and in the interests of the settlers on its lands, seek to remedy. Lately, as a result of one of my visits to British Columbia, during which the ill effects of this state of affairs were brought prominently to my attention, I suggested to the Department the desirability of the appointment of a joint committee representing Dominion and Provincial interests, to look into and report upon the question of these water rights. I understand that, owing to non-compliance with the law by the recorders, most of these old records can legally be done away with. That being the case, it would,

Department of the Interior.

in my opinion, be desirable to cancel as much as possible of the old recording and start anew, granting water where it can be used to the best advantage, of course protecting as far as may be necessary lands now having water placed on them. This cannot be done except by joint action on the part of the Local and Federal authorities; for some streams rise on Dominion Lands and thence flow into Provincial territory, while others rise outside of the railway belt and afterwards pass through it; and it is apparent that by the two Governments acting independently in the matter, a state of things might again arise no better than that which now prevails. By both acting in concert and dividing the country into irrigation districts, somewhat on the lines of the law of the State of California, known as the "Wright Law," I think the productive capacity of the "Dry Belt" would be largely increased, and the revenue to the Dominion from land sales therein would be considerably improved.

Sales of Lands in British Columbia.

As having some bearing on the foregoing, I may say that, in my opinion, in the administration of our lands in British Columbia, or at any rate in that portion of it known as the "Dry Belt," the Department will have to pursue a somewhat different line of policy to what it has adopted in the North-West. The Department has always discouraged the sale of large areas of land to one individual. In Manitoba and the North-West Territories, where land is valuable for agricultural purposes, where but a comparatively small area is required by a *bonâ fide* settler, and where the acquisition of large tracts by one person would most likely be prompted by speculative motives, this policy is undoubtedly in the interests of the country. In the district in question, however, the only way the Government is likely to derive revenue from its lands, and, indeed, the only way by which they can be profitably managed by parties acquiring them, is by disposing of them in large blocks. The lands here, as I have indicated, are valuable chiefly, if not entirely, in connection with stock raising. To prevent the pasturage being destroyed by sheep and horses, it is advisable that the pasture lands should be in the hands of the stockholders themselves, who, if they own the lands, will fence them and prevent the destruction of the pasturage.

Sheep Grazing in British Columbia.

In this connection I may refer to a recommendation made by me to the Department in the course of the year that action should be taken with the view to preventing the grazing of sheep in the "Dry Belt" in British Columbia. Owing to the pasturing of sheep thousands upon thousands of acres of land have been rendered utterly worthless, the bunch grass being destroyed for ever. This grazing is being done almost entirely by foreigners or people who have no great interest in the country. Flocks of sheep are brought across the boundary in the spring, fattened during the summer, and in the autumn are shipped out again as mutton. The cattle men complain that the country is being ruined for cattle by the damage the sheep are doing; and quantities of land owned by the Government are being rendered valueless, without any compensation even in the way of rental from those engaged in this business. Under these circumstances, I think that steps should forthwith be taken to prevent the practice complained of.

I have the honour to be, sir,

Your obedient servant,

WM. PEARCE,

Superintendent.

No. 3.

REPORT OF THE INSPECTOR OF DOMINION LANDS AGENCIES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE INSPECTOR OF AGENCIES,
OTTAWA, 31st January, 1893.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

SIR,—I have the honour to submit through you, for the information of the Minister of the Interior, a statement giving an outline of the work performed by the several Dominion Lands Agencies during the year ended 31st October, 1893.

These agencies have been inspected from time to time, as occasion would permit, and as a general thing were found to be in a satisfactory condition. In some instances, owing to press of work, there were found to be some arrears, but it is to be hoped that during the slack season such arrears have been overtaken. Three of the agencies have been furnished with type-writing machines, and the result is so satisfactory in the way of simplifying and expediting the correspondence work, that I am of the opinion that these machines should be supplied to all of the larger agencies.

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

J. M. GORDON,
Inspector of Dominion Lands Agencies.

STATEMENT giving an outline of the Work performed at the several Dominion Lands Agencies during the Year ended 31st October, 1892.

Department of the Interior.

AGENCY.	HOME-STEAD ENTRIES.		SALES.		ENTRIES CANCELLED.		Mining Locations Recorded.	Hay Permits Issued.	PATENTS APPLIED FOR.		LETTERS.		Returns.
	Home- stead Entries.	Pre- emptions.	General.	Home- steads.	Pre- emptions.	Home- steads.			Refused.	Received.	Sent.		
												(granted.)		(granted.)
Battleford.....	42	1	5	7	2			78	6	459	671	60	
Birdie.....	350	8	3	103	125			241	261	3,383	2,966	56	
Calgary.....	224	6	32	67	12	4		109	71	1,880	1,886	63	
Cobean.....	522	8	6	101	60	1		55	57	2,233	1,886	56	
*Edmonton.....	601	8	20	54	6	5		57	30	1,341	1,505	52	
Kamloops.....	74	+15	54	20				16	23	1,743	1,267	55	
†Lake Dauphin.....	115							64					
Lethbridge.....	63	1	9	11	5	3		60	19	1,158	867	58	
Little Saskatchewan.....	202	10	5					144					
New Westminster.....	23	+134	39	18					214	2,772	2,389	48	
Prince Albert.....	187		1	27	12			60	36	1,286	927	58	
Qu'Appelle.....	880	11	24	232	218			279	212	5,143	5,994	58	
Red Deer.....	359		1	49	6			34	8	740	495		
Souris.....	485	34	32	142	94			385	353	6,494	4,841	7	
Swift Current.....	34	1	1	4	2			21	4	404	351	54	
Touchwood.....	182	1	3	42	36			144	37	1,387	894	55	
Turtle Mountain.....	331	31	12	91	97			108	256	2,603	2,233	54	
Winnipeg.....	224	4	39	125	34			469	258	6,440	9,774	60	
Totals.....	4,838	273	286	1,093	769	19		2,264	1,774	40,036	37,380	794	

* Returns for months of May, June and September give homestead and sales entries only.

† Lake Dauphin office does not make a return showing work performed. Homestead and sales entries granted are reported through Little Saskatchewan office.

J. M. GORDON,
Inspector of Agencies.

WINNIPEG, 31st October, 1892.

No. 4.

TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 31st January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the thirteenth annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior. Statements prepared by Mr. F. Loyer, bookkeeper of this office, showing the revenue amounting to \$131,455.52, derived from Crown timber, mineral and grazing lands, but exclusive of sales of mineral lands, for the Departmental year which ended on the 31st of October last, are appended hereto; also the reports of the Crown Timber Agents at Edmonton, N.W.T., New Westminster, B.C., and Winnipeg, Man. The above amount includes the dues on timber and hay cut on School lands.

The revenue exceeded that of last year by \$1,552.85. There was an increase for grazing lands of \$8,023.51; but a decrease for timber dues of \$5,396.87; for hay lands of \$604.77; for mining fees of \$334.97; for coal lands of \$106.80; and for stone quarries of \$27.25.

For the sake of reference and comparison, statements showing both by Fiscal and Departmental years, the revenue received for timber, mineral and grazing Lands, from the year 1872 up to the 31st of October last, not including sales of mineral lands, have also been prepared and will be found at the end of this report.

The total revenue of the Winnipeg office amounted to \$36,678.90, being an increase of \$1,823.28, as compared with the previous year.

The price of lumber within the Winnipeg agency varies from \$9 to \$18 per thousand feet, B.M., according to the quality and kind of the lumber. There are twenty-one mills in operation within the agency cutting under Government license.

The revenue received from the British Columbia Crown Timber agency during the last year was \$30,916.22, being a decrease of \$15,078.09. Of the amount collected, the sum of \$2,626.50 has been received for bonuses of berths put up to public competition. The total area acquired was about 13.45 square miles, averaging a bonus of \$195.18 per square mile. The total quantity of lumber manufactured for the year amounted to 20,062,680 feet, B.M., as compared with 30,507,439 feet, B.M., for last year, and sold at the rate of \$9 to \$10 per thousand. There were fourteen mills within this agency operating under license from the Dominion Government. Their capacity, etc., are shown in the schedule annexed to the agent's report.

The total amount of dues collected within the Calgary agency during the year amounted to \$14,769.78, being an increase of \$2,863.74. The price of lumber at Calgary was from \$10 to \$18; at Fort McLeod, from \$10 to \$39, and at Cypress Hills, \$10. Ten saw-mills were operating within this agency last year under Government license.

The total amount of dues collected within the Edmonton agency was \$5,291.25, being an increase of \$1,276.55, as compared with the previous year. The price of lumber at Edmonton during the year was \$16 to \$23 per thousand feet, B.M. The agent reports three saw-mills in operation within his agency.

The total amount of dues collected within the Prince Albert agency was \$12,019.05 being an increase of \$5,894.21 as compared with the previous year. Lumber sold at Prince Albert from \$17 to \$40 per thousand. There are two saw-mills in this agency cutting timber under license.

Department of the Interior.

Saw-mill returns received at the Head Office gave the following quantities of building material as having been manufactured and sold during the year within the five agencies:—

	Manufactured.	Sold.
Sawn lumber	40,672,928	43,527,156
Shingles.....	6,546,000	7,018,500
Laths.....	1,195,150	1,535,190

One hundred and nine licenses to cut timber over a total area of 2,375.99 square miles were issued during the year. The area licensed in the Province of Manitoba, the three Provisional Territorial Districts, and on Dominion Lands in the Province of British Columbia, are as follows:—

	Miles.
Manitoba	524.36
Alberta	1,350.73
Assiniboia	59.75
Saskatchewan.....	197.83
British Columbia.....	243.32

The number of applications received during the year to cut timber was 94, of which 71 were for licenses and permits to cut timber in Manitoba and the North-West Territories, and the remainder to cut timber on Dominion Lands in British Columbia. The number of applications during the previous year was 83. Within the past year 16 berths—authorized to be licensed—have been cancelled, owing to the persons to whom they were granted not having complied with the provisions of the regulations. The total area of these berths was approximately 305 square miles. The number of berths still under license, or authorized to be licensed, in the Province and Territories, is 154, and on Dominion Lands in British Columbia, 113.

MINING LANDS OTHER THAN COAL.

Returns from the Dominion Lands Agents show that during the past year 20 new entries and 12 renewals were made for mining locations other than coal. The revenue from mining lands for the year was \$1,921.52, of which amount the sum of \$397.33 was received in payment of fees for entry, and for the registration of assignments. The total area of mining locations sold up to date is 1,782.87 acres, which realized \$9,861.52.

All minerals, with the exception of coal, on Dominion Lands within the railway belt in the Province of British Columbia, are administered under the mining laws of that Province. This is in accordance with an arrangement made between the Federal and Provincial Governments, and ratified by Orders in Council dated the 11th and 28th of February, 1890. This agreement may be terminated at any time by either Government.

Under the above arrangement 136 claims have been recorded with the Provincial Government up to February, 1892, and eight locations have been sold through that Government.

By an Order in Council dated the 25th of August, 1891, petroleum lands were withdrawn from the operations of the mining regulations. All entries made for petroleum locations anterior to the 8th of October last are being dealt with in accordance with the provisions of these regulations. No entries have been granted subsequent to that date.

COAL MINING LANDS.

The number of applications received during the year was 29. Four of the applicants were given the privilege of purchasing, within a specified time, the locations for which they applied, and six of the applicants were given permission to prospect. Four of them bought the land applied for or a portion thereof.

The revenue for the year derived from the sale of coal lands was \$3,374.70, being an increase of \$1,093.70 over the previous year. The total area of coal lands sold up to date is 13,649.86 acres, and the total amount received therefor \$141,083.27.

GRAZING LANDS.

The total number of leases issued by the Department up to the 31st of October, 1892, is 269. A number of these leases have been cancelled. The number of leases now in force is 142, covering a total area of 1,801,209·11 acres.

The following schedule shows the names of the lessees of grazing lands, the number of their ranches, and the area covered by their leases:—

No. of Ranches.	Name.	Area in Acres.	No. of Ranches.	Name.	Area in Acres.
1	North-West Cattle Company	44,000	322	W. & A. Blakely	1,440
2	do do	58,925	326	R. Mitchell	2,240
11	Alexander Begg	320	327	P. Byrne	480
16a	D. McEachran	16,391	328	J. Mitchell	1,997
16b	do	29,332	329	Lachlan Collie	306
22	Stewart Ranche Company	23,000	331	F. Murray-Honey & Lewis Parsons	5,280
25	Cochrane Ranche Company	73,500	332	C. P. Ohlson	1,280
28	A. B. Few	100,000	333	R. G. Robinson	1,120
33	New Oxley (Canada) Ranche Co.	7,000	334	William Collie	160
34	Cochrane Ranche Company	33,000	335	Thomas J. Spence	427
35	North-West Cattle Company	55,000	336	John Walter	1,445
35c	Moore & Martin	33,000	337	Charles McCarthy	480
36	C. W. Martin	59,270	338	Frank Ward	160
38	Alfrey & Brooke	10,000	341	G. J. Gagen & W. A. H. a'Court	5,760
42	Bow River Horse Ranche Co.	31,311	342	Samuel Perry, (5 years hay lease)	40
45	Wells & Brown	12,000	343	Walter R. Johnson	2,400
48	New Oxley (Canada) Ranche Co.	80,000	344	A. T. Wallace	1,920
56	Bell Brothers	4,052	345	M. H. Boulais	320
59	New Oxley (Canada) Ranche Co.	62,934	347	Jeremiah M. J. Mulvihill	259
59c	C. W. Martin	37,066	348	Leeson & Scott	1,920
74	Sir John Walrond	100,000	349	John G. Collins	1,280
77	New Oxley (Canada) Ranche Co.	100,000	350	L. G. McDonald	320
82	Walrond Ranche Company	100,000	351	Samson & Hartford	27,206
92	W. G. Conrad	100,000	352	Thomas Johnson	2,560
93	Garnett Brothers	20,000	353	W. W. Stuart	2,080
94	F. W. Godsall	4,061	354	Sibbald & Alford	1,280
101	Alberta Ranche Company	25,510	355	Alfred Chevigny	960
104	W. B. Irving	5,280	356	William Grahame	477
108	D. McDougall	6,000	357	F. W. Peacock	513
116	N. Boyd	3,920	358	J. & R. Mitchell	960
120	M. Oxarart	11,000	359	A. McCarthy	320
129	Reverend John McDougall	8,260	360	L. Copeland (hay lease)	40
137	Brown Ranche Company	33,500	361	H. Anticknap (hay lease)	160
141	P. McLaren	7,500	363	D. C. Stewart (hay lease)	40
146	Canadian Agricultural, Coal and Colonization Company	32,062	364	J. C. M. Davis (hay lease)	40
153	Captain W. Thorburn	2,835	365	Neil Hanson	640
154	D. McEachran	16,640	366	Charles McCarthy	1,280
167	Glengarry Ranche Company	52,320	367	George Anderson	640
193	Cypress Cattle Company	38,750	368	Thomas Johnson	1,920
201	A. Adzit	1,920	369	Grier & Smith	741
217	W. Carter	5,120	370	C. P. Ohlson	640
240	W. G. Conrad	32,580	372	G. P. Ashe	213
244	W. Tait	960	373	John Cool	1,280
248	A. E. Cross	11,000	374	L. C. Brown	640
265	Jonathan Henderson	1,280	375	D. H. Gillespie (hay lease)	149'61
268	F. W. & J. W. Ings	7,040	377	John Cheeseman	320
289	Canadian Pacific Colonization Corporation	44,000	378	J. R. Greig	2,560
295	C. W. Martin	14,666	379	T. L. Engman (hay lease)	25
308	J. & R. Mitchell	2,400	380	R. G. Robinson	800
309	Canadian Pacific Colonization Corporation	11,000	381	Cochrane Ranche Company	60,000
310	Joseph Fisher	2,327	383	S. E. Gourley	2,400
313	E. H. Mamsell	4,640	384	G. A. McCarthy	2,404½
315	H. T. Morton	640	385	W. N. Adzit	1,120
317	Francis White	25,899	386	H. G. Hurlbert	640
318	T. W. Peacock	798	387	Walter Blackburn	1,760
319	Sir John Lister-Kaye	1,920	388	Canadian Agricultural, Coal and Colonization Co.	320
320	Charles Carey	1,920	389	William Glennie	2,560
321	James Fidler	1,600	391	William W. Avison	640
321a	James Fidler	640	392	Joseph Dugan	385
			393	W. H. Moodie	56
			394	Leslie Hill	1,280

Department of the Interior.

Schedule of the names of the lessees of grazing lands, the number of their ranches, and the area covered by their leases—*Concluded.*

No. of Ranche.	Name.	Area in Acres.	No. of Ranche.	Name.	Area in Acres.
395	John Cooil	640	410	James Hastie	640
396	David McDougall	6,000	411	W. L. Nicol	6,528
397	C. P. Ohlson	640	412	Leslie Hill	1,280
398	John Harvey	913.50	413	H. A. Greeley	2,160
399	Gagen & a'Court	1,598	414	A. F. Wallace	640
400	Ronald Greig	2,560	415	S. T. Fawcett	1,440
401	J. P. Tully	532	416	David Bartram	1,124
402	Charles E. Stevens	640	417	George A. Blair	2,576.50
403	Mrs. H. Surrey	640	418	Greir & Smith	1,280
405	G. W. Quick	1,200	419	A. F. Wallace	1,260
406	James Nicholson	2,560	420	W. L. Nicol	1,280

These lands are situated principally in the District of Alberta and the southern portion of Assiniboia, with a few tracts in the District of Saskatchewan and the Province of Manitoba.

The number of applications received for leases of grazing lands during the year was 99.

The amount received for the rent of grazing lands was \$24,573.61, as compared with \$16,550.10 for the year which ended on the 31st of October, 1891.

The following statement shows approximately the total number of cattle, horses and sheep in what are known at present as the grazing districts of Alberta and Assiniboia, as reported by lessees of ranches and computed from information derived from other sources:—

Cattle	139,283
Horses	20,579
Sheep	86,087

The following is a statement of the work performed during the year:—

Number of letters sent	3,802
Number of pages of memoranda and schedules	1,716
Number of plans and sketches prepared	285
Number of notices inviting tenders for timber berths....	6,300

Timber—

Number of berths applied for	94
Number of berths acquired by public competition, including permits	69
Number of licenses for timber berths issued	109
Instructions issued for survey of timber berths	18
Number of returns of surveys of timber berths received and examined	32
Number of returns of saw-mills received and verified ...	245
Number of permits to cut timber issued by agents, also entered and checked over at this office	3,727
Number of timber seizures entered and checked over at this office	551

Grazing—

Number of applications for grazing lands received	99
Number of leases of grazing lands authorized to be issued	35
Number of leases of grazing lands issued	32
Number of leases of hay lands issued	1
Number of applications for hay lands	13

Number of permits to cut hay used by the Dominion Lands Agents, also entered and checked over at this office.....	2,270
Number of hay seizures entered and checked over at this office	90

Mining—

Number of applications for coal locations received.....	29
Number of coal locations of 320 acres and less sold	4
Number of applications for mineral locations other than coal	31
Number of new entries and renewals for mining locations granted by Dominion Lands Agents	32
Number of mining locations other than coal sold....	7
Number of stone quarries applied for.....	6
Number of mill-sites applied for	1
Number of applications for water power.....	2

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

G. U. RYLEY,
Clerk of Timber, Mineral and Grazing Lands.

A.

STATEMENT of Receipts on account of Crown Timber, for the year ending the 31st October, 1892.

Month.	Bonus.	Ground Rent.	Royalty on Returns of Sales.	Permit Fees and Dues.	Seizures, Double Dues and Fines for Trespass.	Miscellaneous.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1891.							
November	1,376 10	1,141 06	3,548 98	1,048 78	377 03	.....	7,491 95
December	126 00	2,534 16	4,564 17	1,821 07	164 30	.....	9,209 70
1892.							
January	876 00	1,117 31	713 72	1,793 95	473 87	14 35	4,989 20
February	60 00	3,541 74	2,690 10	1,884 56	783 93	.....	8,960 33
March	91 00	3,731 37	7,971 21	2,098 73	602 89	.....	14,495 20
April	765 00	1,504 44	3,018 72	1,600 68	398 82	.....	7,287 66
May .....	.....	1,798 89	1,149 22	1,578 93	333 63	8 00	4,868 67
June	20 00	2,702 42	2,081 05	1,168 86	1,454 39	11 00	7,437 72
July	982 50	1,105 27	4,081 68	808 11	190 59	.....	7,168 15
August	35 00	2,493 50	3,388 16	1,341 75	318 14	.....	7,576 55
September	150 00	2,012 04	3,231 34	1,084 66	334 04	.....	6,812 08
October	573 00	122 81	7,152 09	3,822 32	999 63	.....	12,669 85
	5,054 60	23,805 01	43,590 44	20,052 40	6,431 26	33 35	98,967 06
Revenue derived from timber cut on School Lands							336 21
Total							99,303 27

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES OFFICE,
OTTAWA, 2nd January, 1893.

Department of the Interior.

B.

STATEMENT of Receipts on account of Grazing, Hay and Mineral Lands for the Year ending the 31st October, 1892.

Month.	Grazing Lands.		Hay Lands.	Mining Fees.	Royalty from Coal Lands.	Royalty from Stone Quarried.	Totals.
	Cash.	Scrip.					
1891.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November.....	75 83	700 00	167 25	91 00	49 70	6 90	1,090 68
December.....	385 65	1,580 00	86 30	25 00	.....	.....	2,076 95
1892.							
January.....	105 25	380 00	118 25	15 00	.....	.....	618 50
February.....	119 60	2,200 00	109 25	5 00	.....	0 90	2,434 75
March.....	774 77	4,960 00	88 20	10 00	10 00	.....	5,842 97
April.....	371 00	160 00	135 80	5 00	.....	9 00	680 80
May.....	230 46	1,440 00	600 25	29 00	.....	.....	2,299 71
June.....	361 14	4,000 00	787 65	15 00	6 50	.....	5,170 29
July.....	108 19	476 00	1,416 10	130 00	.....	.....	2,130 29
August.....	1,225 41	838 02	1,273 45	.....	.....	.....	3,336 88
September.....	749 01	500 00	446 40	16 00	.....	.....	1,711 41
October.....	153 28	2,680 00	131 50	56 33	1 50	.....	3,022 61
School Lands.....	4,659 59	19,914 02	5,360 40	397 33	67 70	16 80	30,415 84
Totals.....	4,659 59	19,914 02	7,096 81	397 33	67 70	16 80	32,152 25

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES OFFICE,
OTTAWA, 2nd January, 1893.

C.

STATEMENT of Receipts from School Lands, on account of Timber Dues and Hay for the Year ending the 31st October, 1892.

Month.	Timber Dues.	Hay.	Total.	Province of Manitoba.	North-West Territories.			Totals.
					Assiniboia.	Alberta.	Saskatchewan.	
1891.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November	26 50	44 95	71 45	60 95	10 50	.....	.....	71 45
December	48 00	41 51	89 51	89 51	.....	.....	.....	89 51
1892.								
January	51 45	31 25	82 70	81 70	1 00	.....	.....	82 70
February	21 25	53 30	74 55	69 05	5 50	.....	5 00	74 55
March	51 50	40 50	92 00	81 40	10 60	.....	.....	92 00
April	43 05	24 30	67 35	50 75	3 10	13 50	.....	67 35
May	7 00	354 25	361 25	267 35	80 90	7 50	5 50	361 25
June	11 51	261 80	273 31	198 71	22 10	52 00	5 00	273 31
July	6 45	423 70	430 15	304 10	78 50	28 05	19 50	430 15
August	30 00	348 20	378 20	260 00	96 50	16 90	4 80	378 20
September .....	.....	90 70	90 70	64 00	23 70	3 00	.....	90 70
October	39 50	21 95	61 45	48 25	80	10 00	2 40	61 45
Totals	336 21	1,736 41	2,072 62	1,575 77	328 20	130 95	37 70	2,072 62

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES OFFICE,
OTTAWA, 2nd January, 1893.

Department of the Interior.

D.—STATEMENT of Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Fiscal Year 1872-73 and ending the 30th June, 1892.

Fiscal Year.	Timber Dues.	Grazing Lands.		Hay Lands.		Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty for Stone Quarried.	Rent from Mill-Sites, Strip.	Gross Revenue.
		Cash.	Strip.	Cash.	Strip.					
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1872-73	109 25									109 25
1873-74	2,710 55									2,710 55
1874-75	2,335 25									2,335 25
1875-76	387 00									387 00
1876-77	320 00									320 00
1877-78	1,620 00									1,620 00
1878-79	325 00									325 00
1879-80	25,121 46									25,121 46
1880-81	32,028 16									32,028 34
1881-82	58,753 14	2,245 00				40 00				61,038 14
1882-83	90,066 46	22,844 43				880 00		33 91		113,924 80
1883-84	147,983 10	11,370 60	23 00			498 90	14 00	105 00		159,934 60
1884-85	87,474 99	17,089 75	207 25			232 40	329 00	46 98		105,380 37
1885-86	64,820 31	28,562 51	966 05			40 00	237 00	21 78		98,738 73
1886-87	65,111 74	14,242 77	1,429 40	80 00			135 00	6 00		120,492 58
1887-88	94,964 55	5,922 47	2,043 52	80 00			212 00	4 21		126,264 03
1888-89	90,200 00	2,207 69	3,621 10			14 00	233 90	51 75		113,246 87
1889-90	84,642 95	1,305 57	8,832 06			87 50	186 00	136 52		104,212 23
1890-91	102,902 71	3,079 35	7,809 39			190 39	577 30	51 36	160 00	130,964 47
1891-92	106,461 35	3,726 80	5,977 30			67 70	430 00	41 85		133,027 60
Totals.....	1,058,428 15	113,597 14	124,882 66	30,009 07	160 00	2,060 69	2,374 20	499 36	160 00	1,307,843 69

MEMO.—Revenue from School Lands not included in this statement.

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES OFFICE,
OTTAWA, 2nd January, 1893.

E.—STATEMENT of Receipts on account of Timber, Grazing, Hay and Mineral Lands, commencing with the Departmental Year 1872-73 and ending the 31st October, 1892.

From 1st November to 31st October each year.	Timber Dues.		Grazing Lands.		Hay Lands.		Rents and Bonuses from Coal Lands.	Mining Fees.	Royalty for Stone Quarried.	Rent from Mill-Sites, Scrip.	Gross Revenue.		
	\$	cts.	Cash.	Scrip.	Cash.	Scrip.						\$	cts.	$	cts.
1872-73	662	05									662	05	
1873-74	2,347	00									2,347	00	
1874-75	2,146	00									2,146	00	
1875-76	387	00									387	00	
1876-77	320	00									320	00	
1877-78	1,820	00									1,820	00	
1878-79	3,388	15									3,388	15	
1879-80	31,339	95									31,339	95	
1880-81	44,524	35									44,524	35	
1881-82	75,781	26									75,781	26	
1882-83	150,712	27									150,712	27	
1883-84	93,765	86									93,765	86	
1884-85	63,533	84									63,533	84	
1885-86	70,927	70									70,927	70	
1886-87	77,871	91									77,871	91	
1887-88	91,538	24									91,538	24	
1888-89	76,203	83									76,203	83	
1889-90	102,032	58									102,032	58	
1890-91	104,885	73									104,885	73	
1891-92	98,967	06									98,967	06	
Totals	1,092,654	78	115,833	03	120,376	68				160	00	1,376,629	09

MEMO.—Revenue from School Lands not included in this statement.

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES OFFICE,
OTTAWA, 2nd January, 1893.

Department of the Interior.

EDMONTON CROWN TIMBER AGENCY.

DOMINION LANDS OFFICE,

EDMONTON, 14th November, 1892.

A. M. BURGESS, Esq.,

Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to enclose annual statements of my office for the past year, from which you will see that there has been a very large increase both in letters sent and received, but a considerable falling off in receipts. This I mainly attribute to the Canadian Pacific Railway Company having taken over such a large portion of the lands in this district.

It would be well if some arrangement could be made between the Government and that Company respecting the timber and hay. They make no charge for either, and this quite nullifies my action in regard to both. Now that the country is settling up so fast, would it not be well to compel those holding licenses to work them or let others do so?

The output of timber for the year has been the largest yet recorded, being more than double that of previous years. Even this increased quantity does not nearly supply the demand; the balance comes from the mountains by way of Calgary.

The number of homestead entries is 795, as against 495 for last year, being an increase of 300.

The large number of delegates who have visited this District during the season, and who without one exception have reported highly in its favour, will cause a large influx of settlers next year. I fully expect five for one, as compared with this year, which will materially increase the demand for timber. The outlook for this District in the near future is better than the most sanguine could have expected.

The whole respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

THOS. ANDERSON,

Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber for the Twelve Months ending 31st October, 1892.

Month.	Return under Lease.	Bonus and Ground Rent.	Permits.	Dues and Fines for Trespass.	School Lands.	Totals.
1891.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
November ..			40 47			40 47
December ..			6 00			6 00
1892.						
January ..	329 73	480 00	8 00			817 73
February ..			75 97			75 97
March ..			10 71	10 00		20 71
April ..	225 49		10 37			235 86
May ..		125 45	63 16	12 83		201 44
June ..			3 50	37 20		40 70
July ..	500 21		5 75			505 96
August ..			20 75			20 75
September ..	35 52		5 75			41 27
October ..	800 94		15 00			815 94
	1,891 89	605 45	265 43	60 03		2,822 80
Amount collected at Head Office ..						2,468 45
Total ..						5,291 25

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1892.

SCHEDULE B.

GENERAL OFFICE Return for the Twelve Months ending 31st October, 1892.

Description of Return.	Number.	Compared with previous year.		Remarks.
		Increase.	Decrease.	
Number of letters written ..	2,039	1,510		
do received ..	1,547	1,264		
Number of permits issued ..	327	42		
do seizures ..	4	3		
do mill returns ..	12		1	

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1892.

Department of the Interior.

SCHEDULE C.
 SHOWING the Saw-mills in the Edmonton Crown Timber Agency, operating under Government License, during the Year ending the 31st October, 1892.

Name of Owner or Owner and Assignee.	Where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Description of Timber.	Logs cut at	Quantity of Lumber manufactured during year ending 31st October, 1892.	Quantity of Lumber sold, on hand 31st October, 1891, and manufactured to 31st October, 1892.	Quantity of Shingles manufactured during year ending 31st October, 1892.	Quantity of Shingles sold, on hand 31st October, 1891, and manufactured to 31st October, 1892.	Quantity of Laths manufactured during year ending 31st October, 1892.	Quantity of Laths sold, on hand 31st October, 1891, and manufactured to 31st October, 1892.
Moore & Mc Dowall	White Mud.	Steam	40	10,000	1885	Spruce	White Mud, North Saskatchewan.	1,185,326	Sold—1,175,237 On hand '91—197,923 Mnf'd. '92—1,185,326	2094	Sold—277 M On hand '91—166,76 Mnf'd. '92—299½	Nil	Sold—135½ M On hand '91—166½ M Mnf'd. '92—Nil
Frazer & Co	Edmonton	do	30	10,000	1880	do	North Saskatchewan.	557,990	Sold—1,054,200 On hand '91—1,471,589 Mnf'd. '92—539,710	Nil	Nil	Nil	
Lamoureux Bros.	Stony Plain.	do	20	5,000	1883	do	Stony Plain.	27,533	Sold—162,737 On hand '91—148,846 Mnf'd. '92—27,533	23	Sold—55 M On hand '91—32 M Mnf'd. '92—23 M	Nil	

CROWN TIMBER OFFICE,
 EDMONTON, 31st October, 1892.

THOS. ANDERSON,
 Crown Timber Agent.

BRITISH COLUMBIA CROWN TIMBER AGENCY.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 13th November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the annual report of timber matters connected with my agency which I may state embraces the entire forty-mile belt, that is a belt of land twenty miles in depth on either side of the line of the Canadian Pacific Railway from the summit of the Rocky Mountains to the Pacific coast, containing an area of about 20,000 square miles, ceded by the Provincial to the Dominion Government, along with one and a-half million acres of land in the Peace River country, as a partial compensation for the outlay by the latter Government in constructing that portion of the line of the above mentioned railway from Port Moody to Kamloops, a distance of 239 miles.

As to timber:—The principal woods we have in this Province are red cedar, British Columbia (or, as our Pacific coast Americans term it, Oregon) pine, usually called fir, and spruce. Owing to the depressed state of trade in Australia the market for pine has lately been rather weak, but to counteract this, to a certain extent, a trade of considerable importance has sprung up in our North-West, which, with the vast immigration flowing into that fertile and desirable country (the wheat field of the world), must, in the near future, assume important proportions. At the same time the spruce trade, on account of the enormous development of the salmon industry, is becoming an important and valuable one, the boxes being made of that timber.

Now we come to the red cedar trade. People in the North-West and Eastern Canada realizing its value over eastern pine for such purposes as clapboards, door-sash, shingles, and a variety of other purposes, it is finding an increasing demand, so that even present prices are paying well. It is therefore now the most valuable timber we have, and must necessarily continue so.

While speaking of the pine trade, I am enabled to say with pride that several cargoes (notwithstanding heavy freight rates) have within the past few months found their way around the Horn to Wilmington, U.S., Montreal and Great Britain, principally in the shape of sticks 24 to 36 inches square and from 100 to 150 feet in length. This timber on account of its great strength replaces for many purposes white oak.

From reliable information we have reason to anticipate the completion of the Nicaragua canal inside of five years, thus giving us freight rates sufficiently low to enable us to compete for the lumber trade of the Eastern American and Canadian markets, as well as those of Great Britain and other foreign countries. We can, with the completion of this canal, confidently look forward to such a development of the lumber, fish, mineral and other natural products of this Province as will astonish the world. The thousands of people annually flocking to the North-West and British Columbia, will then feel proud that they have selected homes in a country which is even now attracting the jealous eyes of our enterprising American cousins. Assuredly we must be fast assuming the proportions of a nation when our trans-continental railway and other enterprises form the subject of discussion in their legislature.

I have thus dwelt at length in order to point out in an indifferent way to capitalists and others the prospects of this, the wealthiest Province in America—a Province, I may perhaps be permitted to say, essential to the integrity of the British Empire, possessing as it does the coal fields of the Pacific coast, so indispensable to the supremacy of its navy—and while alluding to the matter of coal supply I may note that it seems strange that, tracing the Atlantic coast from Halifax to Cape Horn, and from the Horn along the Pacific coast to Vancouver Island, no coal is found between these two points.

Respectfully submitted.

Your obedient servant,
T. S. HIGGINSON,
Crown Timber Agent for British Columbia.

SCHEDULE

Showing the Saw-mills in the Railway Belt in the Province of British Columbia, operating under Government License, for the year ending 31st October, 1892.

Department of the Interior.

Number.	Name of Owner or Assignee.	Where Mill situated.	Kind of Power.	Capacity per 12 hours.	Description of Timber.	Location of Limits.
1	Royal City Planing Mills Co.....	New Westminster ..	Steam.....	Feet. 100,000	Douglas pine, red cedar, spruce, alder, maple, yew.	New Westminster District.
2	Columbia River Lumber Co.	Beaver	do	75,000	do do	Beaver River.
3	Brunette Saw-mill Co.	New Westminster ..	do	100,000	do do	New Westminster District
4	McLaren-Ross Lumber Co.	do ..	do	200,000	do do	do do
5	H. V. Edmunds ..	Port Moody	do	25,000	do do	do do
6	Knight Bros.	Popcum	Water	30,000	do do	do do
7	Henry West	Langley	Steam.....	15,000	do do	do do
8	Shuswap Milling Co.	Kamloops	do	20,000	do do	Spallumcheen.
9	Palliser Lumber Co.	Palliser	do	25,000	do do	Palliser.
10	Stein & Robinson	Revelstoke	do	15,000	do do	Revelstoke.
11	Ottertail Lumber Co.	Ottertail	do	15,000	do do	Ottertail.
12	Grant & Kerr ..	Ladner's Landing ..	do	15,000	do do	New Westminster District.
13	Genelle Bros.	Tappin Siding	do	25,000	do do	Tappin Siding.
14	Huntingdon Lumber Co.	Huntingdon	do	15,000	do do	New Westminster District.

WINNIPEG CROWN TIMBER AGENCY.

CROWN TIMBER OFFICE,

WINNIPEG, 3rd February, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the fourteenth annual report upon the transactions of this branch of the Department for the year ended the 31st of October, 1892, accompanied by the customary detailed statements.

The lumber trade has been exceedingly active during the year, the sales largely exceeding those of any previous year in the history of the country. It is a gratifying fact that the greater part of this lumber finds its way to the homes of the farmers, who have, as a rule, so improved their position that the log-house and out-buildings, which a few years since were almost the only tenements to be seen on the prairies, are now replaced by comparatively comfortable buildings of sawn lumber. Some instances of failure of course there have been, but where energy and good management have been shown, success has generally resulted. As might be expected, the improved and rapidly improving condition of the farmers is shared also by the residents of villages, towns and cities, evincing as this does, the steadily increasing wealth of the country.

There has been the usual demand for permits to cut timber on Dominion Lands, the number for the year being 2,744, and the dues collected thereon \$13,473.20. This is a large sum when it is considered that dead and fallen timber is made free to the farmer for the purposes of fuel and fencing.

It is regrettable, in view of the liberal policy of the Government in respect of free grants of timber, and the almost nominal charges where dues are exacted, that there should be found so large a number of settlers who disregard the regulations, in taking timber from Dominion Lands without permits, no fewer than 584 seizures of timber cut illegally during the year having been made. The revenue from this source was \$4,247.11.

The quantity of lumber sold at the mills operating under Government License was 16,174,026 feet, as against 14,169,797 feet for the previous year. The royalty dues on sales amounted to \$10,326.31. The revenue from all sources, as will be seen by reference to schedule "A" attached hereto, amounts to \$36,678.90, being a slight increase over that of the preceding year.

Reports regarding prairie and bush fires give it that damage has been slight, except to the timber on the northern and western slopes of the Riding Mountains, and in many places along the east and west shores of Lake Winnipeg and Lake Manitoba. In reference to the fires about Lake Winnipeg I have already furnished you with a full report, giving my opinion as to their origin and suggesting an easy way of holding an investigation. The fires started in the forests about these two great lakes, so far distant from the habitations of white people, must, I think, without doubt, be laid to the carelessness of the Indians. It is a notable fact that every fall Indians hunting in large numbers roam the forests in search of moose and other large game. The woods at that season of the year are so dry that a fire once started will run, without any possibility of its being checked, except by water courses, lakes or muskegs, until the timber is run through. Active measures, I think, should be taken by the Department of Indian Affairs, through their agents, to follow the wanderings of these Indian hunters and to bring to justice any found guilty of a violation of the ordinance in that behalf. A few prosecutions would probably ensure greater carefulness on the part of these hunters in respect to their camp fires.

.Department of the Interior.

Fuel.

As has been my custom in former years, in my annual report, I give an approximate estimate of the quantity of cordwood and coal sold in Winnipeg and at other places throughout the country. For the year now under consideration 50,000 cords of wood have been marketed, of which about 40,000 cords were sold in Winnipeg. Of this quantity about 25,000 cords were cut along the line of the Canadian Pacific Railway, in the eastern part of the Province: 1,000 cords came from Lake Winnipeg, and the balance from other parts of the Province. The average price per cord for spruce and poplar was \$4.50 and \$2.50, respectively, on car, being a slight advance on the figures quoted in my last annual report. The enhanced price of anthracite coal accounts for the rise. About 25,000 tons of American anthracite coal were imported into Manitoba and the North-West Territories during the year. At Winnipeg the ruling price per ton, on the car, was \$10. American soft coal has almost disappeared from the market, not more than 2,500 tons having come into the country during the year. The price was \$7.50 a ton on the car.

I took occasion, in my last report, to express satisfaction at the arrangement made by the Provincial Government with the Canadian Pacific Railway Company for the supply of cheap coal from the Souris coal fields, the consummation of which arrangement was so materially assisted by the Dominion Government, in the sub-vention of a land grant along the line of the road. The favourable result to the settlers of Manitoba and Assiniboia, which was anticipated at that time, has been realized. Upwards of 10,000 tons of Souris coal has been sold since the mines were opened, and operations at the mines are active at present, the output being 125 tons a day. The increasing demand for this coal proves that it is giving satisfaction. The rangers on my staff inform me that the farmers are pleased with it and much prefer it to wood. There is, therefore, the possibility of its greater extended use in the near future, especially as wood is becoming scarce, while the supply of coal is practically inexhaustible. The coal is sold on car at the undermentioned points at the prices named:—

Winnipeg, \$4.00; Portage la Prairie, \$4.00; Brandon, \$3.75; Regina, \$4.25; Moose Jaw, \$4.35.

I am informed by the manager of the Company that, on the completion of the Soo Railway extension, through Estevan to Pasqua, on the main line of the Canadian Pacific Railway, the price will be reduced at Regina to \$3.25, with corresponding reductions at other points. The Hassard and Price mines, operated in the same locality, continue to increase their outputs.

Through the kindness of Mr. Pearce, Superintendent of Mines, I am enabled to give you the following figures, which give approximately the output of the mines being operated in the Provisional District of Alberta, viz.:—

The Anthracite and Canmore Mines, 25,000 tons, of which quantity 1,500 tons were sold in Manitoba, the price per ton at Winnipeg being \$8.50 on the car. The Canada North-West Lumber and Coal Syndicate Company, whose mines are in the vicinity of the Anthracite and Canmore mines, 12,000 tons. None of this coal comes as far east as Winnipeg. The output at the Galt mines at Lethbridge is given as 125,000 tons, a large portion of which quantity is disposed of for railway purposes, and for export south of the Boundary Line. Five thousand tons were retailed at Winnipeg, the price on car being \$7.00 per ton. The total output of mines in operation in the North-West Territories during the year, as nearly as can be ascertained, was about 150,000 tons.

Hay.

The season was particularly favourable for the hay crop, an abundant yield in almost all parts of my district being the result. The demands for hay permits increased as the farmers are turning their attention more to mixed farming. No fewer than four hundred and eleven settlers were served with permits to cut hay, representing 8,178 tons, on Government and School lands, within the Winnipeg land district, during the past season.

Until quite recently there has not been the same attention given to the administration of the hay lands that there has been to the timber lands, the Government scarcely realizing the importance of it. As the success of stock raising in this country depends upon obtaining cheap hay, the greatest attention should be given to the question, so as to secure the largest benefits to the settlers generally.

Stone Quarries.

The lands upon which permits to quarry stone were granted in past years having been sold, after public competition was invited, and no other quarries being operated on Government lands, I have no report to make in that connection.

Staff.

It gives me much pleasure to state, in concluding this report, that the staff under me have given faithful service and have shown such interest in their work as to be entitled to special mention.

I have the honour to be, sir,

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

Department of the Interior.

SCHEDULE A.
STATEMENT of Receipts from Crown Timber Agent, Winnipeg, for the year ending 31st October, 1892.

Month.	Bonus.	Ground rent.	Royalty.	Permits to cut timber on Dominion Lands.	Seizures, dues and fines for timber cut on Dominion Lands.	Timber cut on School Lands.		Hay seizures.		Coal mines.	Stone quarries.	Totals.
						\$	cts.	\$	cts.			
1891												
November.....		70 00	197 54	363 06	346 24	26 50	48 00	26 40	79 65	49 70	6 90	1,165 99
December.....		54 88	2,006 21	1,200 20	164 30	48 00		36 96	27 50			3,517 15
1892.												
January.....		80 00	181 25	1,459 20	106 00	51 45		8 50	48 70			1,935 10
February.....		10 00	25 71	1,597 78	488 07	16 25		10 00	5 55			2,153 36
March.....		850 00	1,017 37	1,623 61	585 60	51 50				10 00		4,138 08
April.....		280 96	599 90	1,394 92	164 11	38 05						2,487 03
May.....		502 00	332 41	1,301 65	299 55	7 00		4 00				2,446 61
June.....		1,289 34	907 74	895 90	1,301 76	11 51			1 20	6 50		4,413 95
July.....		105 00	1,053 96	640 62	185 49	6 45		3 00				1,991 52
August.....		416 86	679 18	1,244 55	276 22	30 00						2,649 81
September.....		96 50	1,328 87	994 33	297 89			3 00				2,720 59
October.....		19 00	1,976 78	757 38	18 38	39 50				1 50		2,812 54
Totals.....		3,754 54	10,307 01	13,473 20	4,233 61	326 21		90 96	162 60	67 70	15 90	32,431 73
Collections at Head Office.....	1,893 10	2,311 27	19 30		13 50	10 00						4,247 17
Grand Totals.....	1,893 10	6,065 81	10,326 31	13,473 20	4,247 11	336 21		90 96	162 60	67 70	15 90	36,678 90

CROWN TIMBER OFFICE,
WINNIPEG, 10th February, 1893.

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE B.—Showing the Number of Saw-mills in the Province of Manitoba and District of Assiniboia, operating under Government Licenses, for the year ending 31st October, 1892.

Name of Owner.	Mill, Where Situated.	Kind of Power.	Horse Power.	Capacity per Twelve Hours.	Commenced Operations.	Location of Limit.	Description of Timber.
1 F. A. Fairchild	Rapid City	Steam	25	6,000	1878	Riding Mountain	Spruce and tamarack.
2 Sigt. Jonasson	Bad Throat River	do	40	12,000	1886	Lake Winnipeg	do do
3 H. B. Mitchell	Millwood	do	75	30,000	1885	Little Boggy Creek	do do
4 W. H. Whimster	Strathclair	do	25	6,000	1880	Riding Mountain	do do
5 Wm. Robinson	Ebb and Flow	do	75	20,000	1883	Lake Winnipeg	do do
6 David McFadyen	Eden	do	16	3,000	1884	Riding Mountain	do do
7 Daniel Sprague	Winnipeg	do	75	25,000	1882	Rosseau River	Pine
8 David Ross	Whitemouth	do	35	10,000	1881	Whitemouth River	Spruce and tamarack.
9 Brown, Rutherford & Wilson	Fisher Bay	do	30	10,000	1884	Lake Winnipeg	do do
10 Miller & Patton	Birtle and Brandon	do	125	50,000	1880	Bird Tail Creek	do do
11 Peter McArthur	Fairford River	do	35	12,000	1889	Lake Manitoba	do do
12 Commercial Bank	Birtle	do	50	20,000	1880	Bird Tail Creek	do do
13 G. K. Morton	Boissevain	do	40	12,000	1882	Turtle Mountain	Poplar and oak.
14 J. A. Christie	Brandon	do	80	35,000	1889	Townships 20 and 21, Range 21 W	Spruce and tamarack.
15 C. A. Brouse & Co.	Bad Throat River	Water	20	7,000	1879	Lake Winnipeg	do do
16 Selkirk Lumber Co.	Fisher Bay	Steam	75	30,000	1880	do	do do
17 A. L. Wells	Balmoral	do	16	3,000	1882	do	do do
18 Assissippi Milling Co.	Assissippi	Water	20	5,000	1882	Shell River	do do
19 Drake & Co.	Black Island	Steam	16	3,000	1889	Lake Winnipeg	do do
20 A. Cameron	Minnedosa	do	25	6,000	1878	Riding Mountain	do do
21 Geo. Kerr	Franklin	do	16	3,000	1891	do	do do
22 Thomas & Rathwell	Pleasant House	do	25	6,000	1892	Township 17, Range 3 E	do do
23 John Andrew	Newdale	do	16	3,000	1891	Sections 1 and 2, Township 19, Range 19 W	do do
24 Shaw Bros.	Dauphin	do	75	20,000	1890	Section 9, Township 26, Range 19 W	do do
25 David Ross	Whitemouth	do	35	10,000	1880	Whitemouth River	do do
26 J. A. Christie	Brandon	do	80	35,000	1889	Fort Pelly	do do
27 Chas. Geeke	Garnmore	do	20	5,000	1892	Township 23, Range 19 W	do do
28 John Watson	Dauphin	do	20	5,000	1890	Townships 22 and 23, Range 20 W	do do

SCHEDULE B.—Showing the number of Saw-mills in the Province of Manitoba and District of Assiniboia, &c.—Concluded.

Department of the Interior.

	Quantity of Lumber manufactured the year ending 31st Oct., 1892.	Quantity of Lumber sold from amount manufactured and on hand 31st Oct., 1891.	Quantity on hand 31st Oct., 1892.	Quantity of Shingles manufactured for the year ending 31st Oct., 1892.	Quantity of Shingles sold from the amt. manufactured and on hand 31st Oct., 1891.	Quantity of Shingles on hand 31st Oct., 1892.	Quantity of Laths manufactured during the year ending 31st Oct., 1892.	Quantity of Laths sold from amount manufactured in 1891, and manufactured on hand 31st Oct., 1892.	Quantity of Laths on hand 31st Oct., 1892.	Date of last Return.	Remarks.
	Ft. B. M.	Ft. B. M.	Ft. B. M.	No.	No.	No.	No.	No.	No.		
1	779,275	779,275	779,275							Oct. 29	405 cords slabs sold.
2	541,750	541,750	1,233,548		529,750			2,350		Nov. 30	288 ship knees and 175 cords wood sold.
3	1,433,833	1,128,462	1,136,738	177,750	455,500		2,500	8,600		Oct. 31	470 cords slabs sold.
4	404,858	646,730	420,000	231,000	288,000					Sept. 30	
5	310,000	178,000	132,000							Dec. 31	Limit cancelled, 510 cords slabs sold.
6	1,300,000	1,233,548	1,280,758							Sept. 30	29 cords slabs sold.
7		296,976	37,475						34,600	Oct. 31	509 poles sold.
8		1,693,586						168,150		June 30	2,389 cords slabs sold.
9	378,586	4,248,728	184,961		20,500					Dec. 31	302 cords slabs sold.
10	1,870,000	1,332,004	1,149,138		66,500					Aug. 31	4,944 ties sold.
11	1,332,000	333,867	250,000	78,250	43,500					Sept. 30	100 cords and 884 slabs sold.
12	421,213	67,006		28,750						Oct. 31	1,850 slabs sold.
13	8,172									May 31	1,850 cords slabs sold.
14	990,205		990,205		634,500					Aug. 31	500 cords slabs sold.
15	120,839			1,082,500						do 31	
16		283,607								Dec. 31	
17	90,000	95,000								Aug. 23	
18	888,900	813,784	70,116							Sept. 30	
19	892,449	988,143	30,000				5,350			Oct. 31	44 cords slabs sold.
20		7,350								do 31	125 ties sold.
21	154,000	113,000	54,000	350,000	168,500					Aug. 31	1,000 posts sold.
22	59,894	159,157	141,600							Oct. 31	
23	270,757									May 31	
24	2,245,436	645,436	1,600,000							Oct. 31	
25										June 30	680 cords slabs sold.
26		43,526	29,386		63,500					Aug. 31	13,000 logs in river.
27	72,922	88,358	2,000		30,000					Oct. 31	839 poles sold.
28										do 31	
		14,113,697	16,174,026	7,458,389	2,085,750	2,290,250	176,000	149,850	34,600		

CROWN TIMBER OFFICE,
WINNIPEG, 10th February, 1893,
E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE C.

General Office Return for the Twelve Months ending 31st October, 1892.

Description of Return.	Number.	Compared with last year.		Remarks.
		Increase.	Decrease.	
Number of letters written.....	6,671		387	Including Dominion Lands
do circulars sent.....	3,523		477	Office. do do
do letters received.....	6,067		402	do do do
do circulars do.....	259		65	do do do
do free permits issued.....	950		299	
do permits subject to dues issued..	1,797	200		
do hay seizures made.....	89	137		
do timber do.....	495			
do mill returns received and veri- fied.....	99	42		

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 10th February, 1893.

Department of the Interior.

No. 5.

ORDNANCE AND ADMIRALTY LANDS.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 31st December, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit a report of the transactions in connection with the Ordnance and Admiralty Lands Branch of the Department of the Interior for the fiscal year ended the 30th of June, 1892.

The schedules (3) annexed, marked respectively A. B. and C., exhibit in a summarized form the receipts for the year, and the several localities of the properties from the sales or rentals of which the revenue was derived.

(A.)—Statement of sales. Total amount \$25,724.81.

The following properties were disposed of during the year:—

(1.) At Amherstburg, 7 lots containing together 8a. 2r. 14 $\frac{1}{2}$ p., were sold for \$2,590.00 (average per acre \$300.51), and two water lots fronting on lots Nos. 1 and 3, on the west side of Sandwich street, were sold to the owner of the said lots at and for the nominal sum of \$2.00, in addition to the payment of a patent fee of \$10.00. The amount paid on account of these sales was \$520.

(2.) At Chambly, two lots comprising an area of 39,810 square feet, or about nine-tenths of an acre, were sold for \$560, being at the rate of \$622.22 per acre. One-fifth of the purchase money, viz. \$112, was paid down at time of sale.

(3.) At Grand Falls, N.B., four lots containing together 2 $\frac{3}{10}$ acres, were sold for \$262, or at the rate of \$109.60 per acre. \$133.20 was paid on account thereof.

(4.) At Kingston, fifteen lots comprising an area of 3 $\frac{3}{10}$ acres, were sold for \$1,745 (average per acre \$520.89), on account of which \$350 was paid at time of sale.

(5.) At Montreal, thirty-five lots forming part of the Logan's farm property, and containing together 107,175 square feet, or about 2 $\frac{1}{2}$ acres were sold for \$17,022.05 (average per square foot 16 cents—per acre \$6,808.80). Amount paid down at time of sale \$3,404.43.

(6.) At Point Pelée, fifteen lots comprising an area of 458 $\frac{3}{10}$ acres were sold for \$780.29 cash, or at the rate of \$1.70 per acre. These lots were sold to certain squatters who had been for many years in undisturbed possession of the said lots. The sales were made in conformity with the Order in Council approved by His Excellency the Governor General on the 5th July, 1890, more fully referred to in my report of last year.

(7.) At Quebec, a small piece of land 10x120 feet, situated on the south side of the Grande Allée, was sold for \$625, which was paid down at time of sale.

(8.) Sorel. The island known as "Isle aux Cochons," situated in the River St. Lawrence and attached to the Seigniorship of Sorel, containing 31a. 2r. 27p., was sold by authority of an Order in Council approved by His Excellency the Governor General, on the 24th February, 1890, to the Honourable J. B. Guevremont, who had been in possession of the island, as a lessee of the Crown, since the 1st April, 1877, and by whom it had been considerably improved, for the sum of \$253.35 cash, being at the rate of \$8.00 per acre.

(9.) At Ottawa city, thirteen ordinary town lots, formerly held under lease, have by the payment of \$1,885.12 made by the respective lessees, been converted into freehold, in accordance with the terms and conditions contained in the original leases granted by the Principal Officers of Her Majesty's Ordnance.

(B.)—Statement showing the several localities of Ordnance properties on account of which moneys have been received.

(C.) Statement of amounts received (monthly) during the fiscal year. Total receipts \$42,360.80.

The arrears due by tenants and purchasers of Ordnance lands on the 30th June last which have not at the present date been satisfied amount in the aggregate to nearly \$54,000. There are among those who stand indebted to this Department certain parties who apparently have no intention of fulfilling the terms and conditions upon which the lands were leased or sold to them, otherwise the notices to pay which have been repeatedly directed to them would not have been so utterly disregarded. I respectfully submit that in the event of non-payment at an early date, the sales or leases to the parties referred to, should, after due and final notice has been given to them, be cancelled, and the lands at present held by them be resumed by the Crown.

There are a number of vacant Ordnance lots in the city of Quebec; at Chambly, and Sorel, P.Q.; at Fort Erie, and Prescott, Ont.; at Edmundston and Dalhousie, N.B., and at other places, which may, if considered advisable to do so, be offered for sale at an early date.

During the fiscal year 500 letters were received, 878 letters written (including a number of lengthy reports), and upwards of 1,550 notices and statements of account prepared and forwarded to tenants and purchasers in arrears. 26 assignments were registered; 51 drafts of letters patent prepared; and 188 warrants issued for the Bank of Montreal in Ottawa to receive moneys. In addition to these about 800 accounts open with the respective purchasers and tenants of Ordnance lands situated in the Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, have been carefully kept in this office, the staff of which consists of three persons, viz., the clerk in charge, a bookkeeper and general clerk, and an assistant clerk.

I have the honour to be, sir,

Your obedient servant,

WILLIAM MILLS,

In Charge of Ordnance and Admiralty Lands.

Department of the Interior.

A.

STATEMENT of Sales made during the fiscal year ended 30th June, 1892.

Locality.	Number of Lots Sold or Redeemed.	Amount	
		sold for.	received on account.
		\$	cts.
Amherstburg	9 lots (including 2 water lots).....	2,592 00	520 00
Chambly	2 lots	560 00	112 00
Grand Falls.....	4 town lots	262 00	133 20
Kingston.....	15 lots	1,745 00	350 00
Montreal.....	35 lots	17,022 05	3,404 43
Ottawa.....	13 lots	1,885 12	1,885 12
Point Pelée.....	15 lots	780 29	780 29
Quebec.....	10 x 120 feet on Grande Allée.....	625 00	625 00
Sorel	Isle aux Cochons (31 a. 2 r. 27 p.).....	253 35	253 35
	Total.....	25,724 81	8,063 39

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 31st December, 1892.

B.

STATEMENT showing the several localities on account of which moneys have been received during the fiscal year ended 30th June, 1892.

Locality.	Amount.	Locality.	Amount.
	\$	cts.	
			\$
			cts.
		Brought forward.....	29,443 81
Amherstburgh.....	520 00	Nepean.....	9 00
Burlington Beach.....	45 25	Niagara Falls.....	51 00
Chambly.....	341 86	Navy Island.....	200 00
Crosby, South.....	17 34	Ottawa.....	8,149 32
Edmundston, N.B.....	375 13	Prescott.....	842 72
Elmsley.....	9 70	Point Pelée.....	1,182 29
Fees.....	63 75	Quebec.....	685 00
Fort Erie.....	61 00	Rondeau.....	15 00
Fort Cumberland.....	100 00	Sorel.....	826 84
Grand Falls.....	337 32	Shelburne, N.S.....	1 00
Grenville.....	19 80	Sarnia.....	40 00
Gloucester.....	153 49	Toronto.....	761 60
Kingston.....	1,063 20	Vespra.....	147 50
Montreal.....	26,089 10	Wolford.....	5 72
Niagara.....	246 87		
Carried forward.....	29,443 81	Total.....	42,360 80

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 31st December, 1892.

C.

STATEMENT of Receipts on account of Ordnance and Admiralty Lands for the fiscal year ended 30th June, 1892.

Date.	Fees.	Rent or Interest.	Principal.	Total.
	§ cts.	§ cts.	§ cts.	§ cts.
1891.				
July	4 00	1,880 03	6,534 54	7,918 57
August		679 99	655 66	1,335 65
September	10 00	74 80	2 00	86 80
October	2 00	1,026 16	6,401 23	7,429 39
November	8 00	408 27	432 06	848 33
December	15 75	824 33	149 95	990 03
1892.				
January		298 02	284 87	582 89
February		358 25	349 12	707 37
March	18 00	680 50	1,308 67	2,007 17
April		396 33	120 70	517 03
May	6 00	918 28	1,011 58	1,935 86
June		4,020 94	14,045 73	18,066 67
	63 75	11,065 90	31,296 11	42,425 76
Less refund to Mrs. Catherine Leahy for land required by Militia Department.....				64 96
Total.....				42,360 80

WILLIAM MILLS,

In charge of Ordnance and Admiralty Lands.

DEPARTMENT OF THE INTERIOR,
 ORDNANCE AND ADMIRALTY LANDS BRANCH,
 OTTAWA, 31st December, 1892.

Department of the Interior.

No. 6.

ACCOUNTANT'S BRANCH.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report, referring to the accounts of this Department for the year ending 31st October, 1892.

Expenditure.

At each session of Parliament moneys are appropriated for this Department, and expended for inside and outside service; separate books and accounts are kept in this office for each service, as well as separate sets of vouchers. Monthly statements are rendered to the Auditor-General, and the full details of expenditure appear in the Auditor-General's report, making it unnecessary for me to offer any further remarks on this subject.

Revenue.

Seven statements, hereto attached, marked "A," "B," "C," "D," "E," "F," "G," show the revenue under general headings during the last Departmental year. It will be noticed that the cash receipts from Dominion Lands show an increase of nearly \$60,000; also that the sales of School lands have increased over 100 per cent., or \$63,061.36, compared with the previous year.

"A" shows the revenue received from the several agencies of the outside service, and at headquarters in Ottawa, on account of Dominion Lands to be:—cash, \$340,027.11; scrip, \$125,203.23.

"B" shows the revenue from Ordnance Lands, month by month, a total in cash of \$38,657.71.

"C" shows the revenue from School Lands from each of the school districts in Manitoba and the North-West Territories, amounting to \$118,400.81.

"D" shows the revenue from registration fees from each of the registration districts in the North-West Territories, amounting to \$12,013.95.

"E" shows the revenue from fines and forfeitures in the North-West Territories, amounting to \$788.92.

"F" shows the receipts on account of casual revenue, amounting to \$475.54.

"G" shows the revenue received on account of Dominion Lands during the Departmental year; it is shown, month by month, under each sub-head. The total amount received is, in cash, \$340,027.11; and in scrip, \$125,203.23; or a total of \$465,230.34

General Observations.

In April, 1892, the general Immigration business was transferred from the Department of Agriculture to this Department. Nine months of experience have proven that the accounts in connection with this branch of the public service are both extensive and intricate. The transfer having been effected towards the close of the financial year, the adjustment of the accounts for the twelve months ending 30th June, 1892, devolved upon my staff. Separate books have been opened for immigration expenditure and the system of accounts in use for this Department has been applied to immigration business and has proved to be satisfactory to all concerned. These accounts will rapidly increase under the vigorous immigration policy of the Government for the filling up of vacant lands in Manitoba and the North-West Terri-

tories. The addition to the financial correspondence of this office may be estimated by the fact that a comparison between December, 1891, and December, 1892, shows an increase of nearly 50 per cent.

The staff of this office is composed of seven permanent officers and one extra clerk, or an increase of one only since the transfer of the immigration business.

Respectfully submitted.

J. A. PINARD,

Accountant.

A.

STATEMENT of Receipts on account of Dominion Lands for the year commencing 1st November, 1891, and ending 31st October, 1892.

	Cash.	scrip and Warrants.	Total.
	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies—			
Winnipeg.....	12,856 73	16,684 74	29,541 47
Souris.....	17,266 69	22,473 83	39,740 52
Calgary.....	24,584 71	10,772 00	35,356 71
do supplementary, 1890-91.....	34 90		34 90
Turtle Mountain.....	14,853 74	11,539 81	26,393 55
Qu'Appelle.....	26,144 36	6,328 75	32,473 11
Little Saskatchewan.....	9,439 74	3,398 41	12,838 15
Birtle.....	9,328 83	2,727 95	12,056 78
Touchwood.....	2,726 42	400 00	3,126 42
Edmonton.....	13,440 98	6,320 00	19,760 98
Lethbridge.....	3,278 19	2,980 00	6,258 19
Prince Albert.....	2,204 09	3,638 12	5,842 21
Battleford.....	588 44	4,165 60	4,754 04
Côteau.....	12,853 61	1,220 00	14,073 61
Swift Current.....	681 50	100 00	781 50
New Westminster.....	28,303 70	12,540 00	40,843 70
Kamloops.....	15,421 62		15,421 62
do supplementary, 1890-91.....	825 00		825 00
Crown Timber Agencies—			
Winnipeg.....	36,005 53		36,005 53
Edmonton.....	5,314 47		5,314 47
Prince Albert.....	12,022 40		12,022 40
Calgary.....	14,708 44		14,708 44
New Westminster.....	30,916 22		30,916 22
Rocky Mountains Park of Canada.....	3,707 29		3,707 29
Temperance Colonization Co.....	25 00		25 00
Grazing lands.....	4,659 59	19,914 02	24,573 61
Hay permits.....	5,360 40		5,360 40
Mining fees.....	397 33		397 33
Stone quarries.....	16 80		16 80
Coal lands.....	67 70		67 70
Map sales and office fees, &c.....	949 90		949 90
Map sales, &c., supplementary, 1890-91.....	42 00		42 00
Surveyors' examination fees.....	105 00		105 00
Fees re applications for patents.....	5,414 50		5,414 50
Town sites.....	5,750 00		5,750 00
Trust account.....	12,832 61		12,832 61
Interest on trust funds.....	284 02		284 02
Survey fees.....	3,229 13		3,229 13
Hudson's Bay Co.....	3,100 29		3,100 29
Suspense account.....	169 24		169 24
Miscellaneous.....	116 00		116 00
Total.....	340,027 11	125,203 23	465,230 34

J. A. PINARD,

Accountant.

DEPARTMENT OF THE INTERIOR,

ACCOUNTANT'S BRANCH,

OTTAWA, 30th December, 1892.

Department of the Interior.

B.

STATEMENT of Receipts on account of Ordnance Lands for the Year commencing
1st November, 1891, and ending 31st October, 1892.

Month.	Amount.	Total.
1891.		
	\$ cts.	\$ cts.
November.....	848 33	
December.....	990 03	
1892.		
January.....	582 89	
February.....	707 37	
March.....	2,007 17	
April.....	517 03	
May.....	1,935 86	
June.....	18,066 67	
July.....	4,341 19	
August.....	3,744 88	
September.....	165 75	
October.....	4,750 54	
		38,657 71

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th December, 1892.

C.

STATEMENT of Receipts on account of School Lands for the Year commencing 1st
November, 1891, and ending 31st October, 1892.

School District.	Amount.	Total.
	\$ cts.	\$ cts.
Manitoba.....	116,099 96	
Assiniboia.....	805 96	
Alberta.....	1,457 19	
Saskatchewan.....	37 70	
		118,400 81

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th December, 1892.

D.

STATEMENT of Fees received from Registrars for the year commencing 1st November, 1891, and ending 31st October, 1892.

Registration District.	Amount.	Total.
	\$ cts.	\$ cts.
Assiniboia.....	5,041 73	
South Alberta.....	4,175 95	
North Alberta.....	1,256 05	
East Saskatchewan.....	1,380 12	
West Saskatchewan.....	160 10	
		12,013 95

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th December, 1892.

E

STATEMENT of Receipts on account of Fines and Forfeitures in the North-West Territories for the Year commencing 1st November, 1891, and ending 31st October, 1892.

Date.	Through Whom Paid.	Amount.
1892.		\$ cts.
Sept. 9...	His Honour the Lieut. Governor of the North-West Territories.....	788 92

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th December, 1892.

Department of the Interior.

F

STATEMENT of Receipts on account of Casual Revenue for the Year commencing 1st November, 1891, and ending 31st October, 1892.

Date.	Name.	Particulars.	Amount.	Total.
			\$ cts.	\$ cts.
1891.				
Oct. 21.	A. W. Sherwood	Proceeds of sale of Gopher traps	1 00	
do 24.	L. Rankin	do do	7 50	
do 24.	R. A. Ruttan	Balance unexpended, sums advanced for home- stead inspection expenses	18 00	
do 28.	T. R. Phillin	Proceeds of sale of Gopher traps	0 50	
Nov. 5.	W. H. Stevenson	Interest on sale of old land office and shed	7 31	
do 6.	R. S. Cook	Sale of despatch bag	5 58	
1892.				
Jan. 2.	W. H. Hiam	Sale of old office safe	18 00	
May 10.	George Young	Sale of outfit of inspector of ranches	142 00	
July 14.	Post Office Department	Amount advanced to pay passage money of Mrs. Bryon	17 15	
do 19.	Hon. Jos. Royal	Refund of over-payments	69 50	
do 23.	H. H. Smith	Sale of immigration shed, Emerson	150 00	
Aug. 16.	R. McPherson	Sale of furniture, Kingston Immigration Agency	25 00	
Oct. 12.	W. B. McLennan	Refund of amount erroneously paid	14 00	
			475 54	

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th Decembor, 1892.

STATEMENT of Receipts on account of Dominion Lands for the Year commencing 1st November, 1891, and ending 31st October, 1892.

G

MONTH.	Homestead Fees.		Pre-emption Fees.		Improvements.		General Sales of Lands.		Timber Dues.		Rents from Grazing Lands.		Royalty from Stone Quarries, Hay Permits, Mining Fees, Coal Lands, &c.		Inspection Fees, Fees for Patents, &c.		Surveyors' Examination Fees.		Trust Account.		Rocky Mountains Park of Canada.		Map Sales Office and Registration Fees.		Miscellaneous.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1891.																												
November.....	3,200 00		604 71		6,841 47		7,491 95		75 83		314 85		1,836 00		40 00		96 45		123 52		132 69		136 30		72 77		20,717 47	
December.....	2,880 00		182 67		9,291 40		9,269 70		383 65		111 30		1,557 50				147 25		140 50		277 80		32 82		1 55		24,681 02	
1892.																												
January.....	1,890 50		186 50		12,764 55		4,989 20		165 25		133 25		1,225 00		40 00		41 38				1,618 00		136 30				93,172 70	
February.....	2,309 50		802 18		16,066 24		8,960 33		115 60		115 15		1,932 50				30 25				14,592 61		32 82				45,022 76	
March.....	2,900 00		391 00		7,117 67		14,495 20		774 77		108 20		1,823 50				53 75				3,123 75		115 35				30,903 19	
April.....	5,870 00		584 45		9,541 02		7,287 66		371 00		149 80		2,765 50				54 75				2,263 25		134 05				25,089 28	
May.....	6,205 00		571 50		8,121 05		4,868 67		230 46		629 25		2,011 50		65 00		2,400 50				1,818 00		100 32				33,649 03	
June.....	7,129 00		1,070 70		8,319 17		7,437 72		361 14		809 15		2,535 00				2,400 50				2,878 00		84 71				28,559 61	
July.....	5,807 00		682 95		7,134 21		7,168 15		108 19		1,546 16		2,535 00				2,878 00				1,962 56		33 80				25,457 43	
August.....	3,619 09		934 50		6,600 23		7,576 55		1,225 41		1,273 45		1,935 00				1,865 50				1,865 50		33 80				26,065 20	
September.....	3,068 91		388 00		7,150 56		6,812 08		749 01		462 40		1,917 50				1,398 50				1,398 50		32 00				26,672 07	
October.....	2,849 00		527 00		5,645 21		12,669 85		153 28		189 33		1,752 50				33,987 92				33,987 92		1,047 79				465,230 84	
Supplementary, 1890-91	47,728 00		6,926 16		104,592 78		98,967 06		4,659 59		5,842 23		24,366 50		105 00		33,987 92				33,987 92		2 00					125,203 23
Scrap and warrants.....									19,914 02				50 00															
	47,728 00		20 00		210,731 89		98,967 06		24,573 61		5,842 23		24,356 50		105 00		33,987 92				33,987 92		1,049 79					465,230 84

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH,
OTTAWA, 30th December, 1892.

Department of the Interior.

APPENDIX A.

STATEMENT of Entries affecting Dominion Lands, which were made at the Head Office during the year commencing 1st November, 1891, and ending 31st October, 1892.

Special Grants.	Hudson's Bay Company.		C. P. Railway.		Manitoba and North-Western Railway.		Manitoba and South-Western Col. Railway.		North-Western Coal and Navigation Company.		Ou'Appelle Long Lake and Saskatchewan Ry. and Steamboat Company.		Totals.		
	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	
153	12,061	8	11,041	186	43,139	7	1,440	27	8,307	17	6,592	1	3	399	82,583

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH,
OTTAWA, 30th December, 1892.

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

APPENDIX B.

ABSTRACT of Letters Patent, covering Dominion Lands situate in Manitoba, the North-West Territories and British Columbia, issued from the Department of the Interior between the 1st of November, 1891, and the 31st of October, 1892.

Number.	Nature of Grant.	1891-92.		1890-91.	
		Number of Patents.	Area in Acres.	Number of Patents.	Area in Acres.
1	Homesteads	1,634	260,678	1,149	179,127
2	Sales	463	114,766	549	106,184
3	British Columbia homesteads	151	22,065	63	9,197
4	do sales	48	5,118	128	3,371
5	Canad. Pac. Ry. (nominee)	154	34,426		
6	do grants	29	9,278		
7	do road beds and station grounds	4	48	187	43,752
8	Half-Breed allotments	26	6,207	25	5,920
9	North-West Half-Breed grants	13	2,151	11	2,289
10	Manitoba Act grants	21	781	18	1,427
11	Special grants	178	15,266	76	5,747
12	Commutation grants	14	885	17	1,326
13	Manitoba and North-Western Railway	4	960	2	311
14	Manitoba and South-Western Colonization Railway	26	8,144	10	2,130
15	Hudson's Bay Company	7	10,224	4	1,253
16	North-Western Coal and Navigation Company	16	5,962	6	3,587
17	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	2	11	1	320
18	Military homesteads	56	16,939	59	18,825
19	School land sales	84	12,389	16	1,883
20	Parish sales	10	1,125	7	2,002
21	Coal land sales	4	341	3	805
22	Mining sales	1	165	2	185
23	Mineral rights	2	168	7	
24	Forest tree culture	1	160		
25	Leases	3		2	2
26	Foreshore rights	1			
27	Assignment of mortgages	3		2	
	Totals	2,955	549,257	2,449	441,073

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH,
OTTAWA, 30th December, 1892.

Department of the Interior.

APPENDIX C.

STATEMENT showing the number of Patents forwarded to the several Registrars of the Land Registration Districts of the North-West Territories, and number of notifications mailed to Patentees from 1st November, 1891, to 31st October, 1892, inclusive.

Registration Districts.	Number of Patents sent Registrars.	Number of Notifications mailed to Patentees.
Assiniboia.....	662	735
East Saskatchewan.....	134	99
West Saskatchewan.....	18	34
North Alberta.....	82	147
South Alberta.....	153	203
Totals.....	1,049	1,218

WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH,
OTTAWA, 30th December, 1892.

APPENDIX D.

STATEMENT showing the number of Deeds of Transfer recorded at Head Office from the 1st November, 1891, to the 31st October, 1892 and the amount received as fees therefor during the same period.

Number of deeds registered.....	182	Amount of fees received.....	\$ cts. 344 00
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WM. M. GOODEVE,
Chief Clerk, Patent Branch.

DEPARTMENT OF THE INTERIOR,
LANDS PATENT BRANCH,
OTTAWA, 30th December, 1892.

Department of the Interior.

PART II.

—

DOMINION LANDS SURVEYS.

Department of the Interior.

PART II.

No. 1.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, 7th February, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit the following report on the operations of the Topographical Surveys Branch during the year 1892.

The greater part of the surveys had for object the subdivision of townships into sections: unfortunately they have not been as successful as might have been desired. Several contractors failed to complete their work, and the demand for surveyed lands being very great some inconvenience is likely to follow.

MANITOBA.

A contract was given to Mr. A. Jos. Tremblay, D.L.S., for the subdivision of townships near Lake Dauphin. It had been reported that the lands were in great demand and that a number of settlers were already on the ground. Mr. Tremblay reports that these statements are incorrect and that both townships are thickly wooded. He had to abandon the survey, finding it too expensive.

NORTH-WEST TERRITORIES.

Most of the subdivision surveys were between Calgary and Edmonton; seven contracts were located there.

One contract was on Shell River, west of Prince Albert, one at the Hurricane Hills south of Indian Head, and one near the International Boundary south of Lethbridge.

Complaints having been received that the survey marks around Prince Albert and Edmonton were fast disappearing, two large parties were organised to renew them.

Mr. J. S. Dennis, Chief Inspector of Surveys, was placed in charge of the Edmonton party; he had under his direction four sub-parties with Dominion Land Surveyors James Gibbons, E. W. Hubbell, C. F. Miles and Arthur St. Cyr.

Mr. Wm. Ogilvie was located at Prince Albert with Dominion Land Surveyors P. R. A. Belanger, C. E. Bourgault and R. C. Lauric.

Originally it was intended that they should confine their work to renewing the survey marks, but later on it was found necessary to employ them in making subdivision surveys where immediately needed for settlement and in assisting immigrants to locate on the lands.

The reports of the surveyors on the influx of immigrants in the North-West Territories are very encouraging, but the number of townships surveyed during the year, about sixty, is inadequate to meet the demands of settlement, which are so great that in several instances nearly all the homesteads were taken before the survey.

Mr. Thomas Fawcett has explored the country between Yorkton and Prince Albert in order to define the tracts of land which it is desirable to lay out for settlement; he had only one man to assist him. The able manner in which he executed the work entrusted to him deserves much commendation. The result of his operations, which is embodied in his report and in the map appended thereto, will prove invaluable as an addition to our knowledge of the Territories and for planning future surveys.

BRITISH COLUMBIA.

The topographical survey of the Canadian Pacific Railway Belt across the Rocky Mountains has been continued.

The main triangulation was, as formerly, under the direction of Mr. W. S. Drewry.

The object of this work is to supply a number of reference points to which subsequent surveys may be tied, thus saving the time and cost of running long survey lines across the mountains for the purpose of connecting with the railway line. These points are the summits of mountains; they are selected by Mr. Drewry, and signals are erected thereon either by himself or by a sub-party in charge of a topographer. Hitherto Mr. Drewry was assisted by an observer, in charge of a sub-party, who measured the angles of the triangles, but this year the observer was dispensed with in order to have more funds available for subdivision surveys in the North-West Territories, and Mr. Drewry confined his operations to exploring and setting up signals. A perusal of his report will convey some idea of the difficulties he had to contend with; not only is the country of the roughest description, but the rain is incessant, and there is little hope that other seasons will prove better in that respect.

The climate of British Columbia is a peculiar one but easy to understand. The prevailing winds are from the west and in striking the coast range they are deflected upwards; the expansion of the air resulting from the decrease of atmospheric pressure causes a diminution of temperature. As soon as the point of saturation or dew point is reached, the moisture is precipitated in the form of rain. After passing over the coast range, the air comes down into the slightly lower region around Kamloops, and, being heated by the compression consequent upon increased atmospheric pressure, it is much above dew point, so that it is always dry. Pursuing its course eastwards, it soon strikes the western slope of the Selkirks, the highest range of the Rocky Mountains; the air is again forced upwards; and on coming to the altitude of the summit of the coast range, dew point is reached and rain precipitated. It continues to fall as long as the air ascends, that is until it has passed over the summit. This explains why there is more rain on the western than on the eastern sides of the Coast and Selkirk ranges. Still proceeding eastwards the wind passes the summit of the Rocky Mountains, the air descends into the plains of the North-West Territories and is heated by the compression due to greater atmospheric pressure, but having previously absorbed the latent heat given up by the moisture which fell as rain on the Coast range and the Selkirks, it is now at a much higher temperature than it was when at the same altitude on the western side of the mountains; it is also much above dew point. This is the explanation of the dry climate of the western plains and of the paradoxical chinook winds, which appear as if warmed by passing over numberless fields of snow and ice. It will thus be seen that no reasonable expectations can be entertained that the climate of the Selkirks will materially improve. How to make a connected survey in such a country becomes a very perplexing problem. In other parts of the mountains the natural difficulties have been overcome by the use of photography, but here it is likely to fail.

Mr. J. J. McArthur has added about five hundred square miles to the topographical survey of the mountains: he worked west of Laggan and over the continental divide.

Subdivision and miscellaneous surveys have also been made in Kamloops and New Westminster districts by a party in charge of Mr. John Vicars. As in former years, the work has been slow and expensive, but that seems unavoidable. In New Westminster district, the country is heavily wooded, trees 15 to 20 feet in circumference being not unusual. Opening a line in such places is of course a serious undertaking. Better progress would be made if the surveyor could be kept working continuously at one place: unfortunately much of his time is spent in travelling to attend to the needs of the settlers who are scattered all over the country. Another cause of trouble is the existence of pre-emptions granted prior to the transfer of the Railway Belt to the Dominion, and of which the survey is not authorized by the regulations.

TRANSATLANTIC LONGITUDE.

At the request of Prof. C. H. McLeod, of McGill University, Mr. Otto J. Klotz was detailed to assist in the determination of the longitude of Montreal from Green-

Department of the Interior.

wich. The other observers were Prof. McLeod, of McGill University, and Messrs. Turner and Hollis, of the Royal Observatory at Greenwich.

OFFICE WORK.

The correspondence consisted of:—

Letters received.....	900
Letters sent.....	1,640

The accounts examined and payments made were:—

Accounts examined and passed.....	230
Amount of accounts.....	\$111,041.69
Cheques forwarded.....	981

The Chief Astronomer has superintended the calculations for the location of the boundaries of the Railway Belt in British Columbia, which have now been completed. Having been appointed Commissioner for the Alaska Boundary Surveys, much of his time has lately been taken up by his new duties.

The following is a synopsis of such of the work of the draughting office as can be readily shewn in this manner:—

Plans received with corresponding field notes:—

Subdivision	33
Outline.....	2
Correction and miscellaneous surveys.....	54
Township plans completed for printing	72
Declarations of settlers received.....	52
Progress sketches received.....	73
Miscellaneous plans and diagrams made.....	104
Miscellaneous tracings.....	134
Proofs examined.....	87

A record of all surveys made has hitherto been kept by compiling them on a scale of six miles to one inch on diagrams printed for the purpose; they exhibit at any time the state of the surveys in any part of the country. This scale has been found too small for the many miscellaneous surveys executed lately, and a change has been made to two miles to one inch. From these diagrams, maps on a scale of three miles to one inch are reproduced by photo-lithography: the progress of settlement is shown by indicating with three different tints the lands patented, those entered, and those reserved for various purposes. Each sheet makes a map of convenient size, embracing a tract of land about 50 miles by 80. Five have been issued; they are Edmonton, Peace Hills, Calgary, Prince Albert North and Red Deer. Orders have been received to print an additional number of copies for the Dominion Lands agents and the public. Fourteen sheets of the topographical survey of the Rocky Mountains have been published; township plans based on these surveys are now being prepared, and, with the amendment to clause 21 of the Dominion Lands Act passed at the last session of Parliament, it is hoped that they will permit to deal with the lands without any immediate expenditure for further surveys.

Preparing contracts for surveys, with sketches to accompany instructions, descriptions of lands for patent, revision of surveyors' reports, copying field notes and finding the areas of irregular pieces of land, are among the miscellaneous work not included in the above synopsis.

The appended schedule of the work of the lithographic office shows a total of 2,932 different maps or drawings prepared. Those requiring large editions were printed from our stones on the steam presses of Mr. Geo. Cox or Messrs. Mortimer & Co. A considerable portion of the work consists of the preparation for the Queen's Printer of the drawings for the Patent Record, from which source a large revenue has been realized.

The work of the photographer was as follows:—

For the Topographical Surveys Branch:

Negatives developed.....	300
Photographs enlarged.....	300
Silver prints.....	600
Copies of maps, plans and patent drawings for photo-lithography	3244

For the Geological Survey Department:

Negatives developed.....	544
Photographs printed	1088
Enlargements	10
Coloured photographs 11x14.....	13
Copies of maps and plans.....	12

He was also employed several weeks in the field for the Geological Survey Department taking photographs of objects of interest.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The usual regular meetings of the Board were held at Ottawa in February and August, 1892, and special examinations were also held at Ottawa and Calgary.

The following candidates passed satisfactory examinations:—

For admission as articulated pupil, R. W. Cantley, Vancouver, B.C.

For admission as surveyor, L. E. Fontaine, P.L.S., Levis, Que., A. S. Weekes, P.L.S., Clinton, Ont., J.H. Antliff, Montreal, Que.

Higher examination for Dominion Topographical Surveyor, C. H. Wallace, Hamilton, Ont.

In February last the Board passed the following resolution:—

“That this Board, after due consideration, have come to the opinion that the examinations for Provincial Land Surveyors in Ontario and Manitoba are not sufficiently similar to those prescribed by the Dominion Lands Act for Dominion Land Surveyors to entitle Provincial Land Surveyors of those Provinces to the privileges of clause 109, and the Board is further of opinion that it is desirable in the interests of a uniform standard that no candidate should be granted a commission as Dominion Land Surveyor unless he has passed the full examination prescribed by the Dominion Lands Act.”

Surveyors of the Provinces of Ontario and Quebec are accordingly required to fulfil now the same conditions as surveyors of any other Province of the Dominion in order to obtain commissions as surveyors of Dominion Lands, instead of, as formerly, being admitted after examination in the system of survey only:

Early in the year a notice was sent out to all Dominion Land Surveyors that the subsidiary standard measures of length required under clause 125 of the Dominion Lands Act were ready for issue.

These measures are steel band chains 66 feet in length; in addition to the tests made by the Department of Inland Revenue, they are further tested under the direction of the Board of Examiners in order to find the true lengths of the measures at different temperatures and tensions. From these tests a table of corrections has been prepared which is printed on the back of the certificate furnished by the Secretary with each measure. The corrections for temperatures from 30° to 90° Fahrenheit and for tensions up to 30 lbs. are obtained at a glance, and applied to determine the absolute length of the standard at the 50 feet and 100 lks. marks.

The steel bands, made to order by Chesterman & Co., of Sheffield, England, are found very uniform in length, few varying as much as 3-100ths of an inch from the exact length when proper allowance is made for temperature.

Twenty-nine of these subsidiary standards have been issued to surveyors; twenty-four have also been furnished to the Provincial Government of British Columbia at their request for the use of surveyors of that Province; and two have been furnished to the University of Toronto.

The correspondence of the Board of Examiners amounted to:—

Letters received.....	189
Letters sent.....	680

The following documents are appended:—

Schedule of Dominion Land Surveyors employed during the year.

Schedule of work executed by the lithographic office.

Department of the Interior.

Report of the Chief Astronomer.

Surveyors' reports on last year's operations.

Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honour to be, sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

SCHEDULE of Dominion Land Surveyors employed and work done by them during the season of 1892.

Name.	Address.	Description.
Belanger, P. R. A.	Ottawa, Ont.	Subdivision of Townships 44 and 46, Range 17, Townships 43, 45 and 46, Range 19 and Township 45, Range 20 West of 2nd Meridian. Outline of Township 43 between Ranges 17 and 18 West of 2nd Meridian and traverse of part of South Branch of Saskatchewan River.
Bourgault, C. E.	St-Jean Port-Joli, Que.	Subdivision of Township 45, Range 17, Townships 45 and 46, Range 18, Township 43, Range 19 West of 2nd Meridian and Township 46, Range 7 West of 3rd Meridian. Re-survey of Townships 44, Ranges 18 and 19 West of 2nd Meridian and traverse of part of the South Branch of the Saskatchewan River and inspection of survey contract.
Dumais, P. T. C.	Hull, Que.	Subdivision of Townships 33 and 34, Ranges 26 and 27, West of 4th Meridian, Township 33, Range 1 and Townships 33, 34 and 35, Range 2, West of 5th Meridian.
Driscoll, A., jr.	Chilliwack, B.C.	Subdivision in Township 4, Range 28, West of 6th Meridian, Township 19, East of Coast Meridian and various surveys in British Columbia.
Dennis, J. S.	Ottawa, Ont.	Inspection of contracts and superintendence of renewal of surveys in Edmonton district, etc.
Deane, M.	Lindsay, Ont.	Subdivision of Townships 35 and 36, Range 24, Townships 32, 35 and 36, Range 25, Township 32, Range 26 and Townships 31 and 32, Range 27, West of 4th Meridian.
Drewry, W. S.	Ottawa	Triangulation in the Railway Belt, B.C.
Fitzpatrick, J. D. A.	Joliette, Que.	Subdivision of Townships 47 and 48, Range 22 and Township 47, Range 23, West of the 4th Meridian.
Fawcett, Thos.	Ottawa, Ont.	Exploration in Townships 34 to 47, Ranges 9 to 26, West of 2nd Meridian, and along Shell River Townships 49 to 52, Ranges 1 to 8, West of 3rd Meridian.
Gibbons, Jas.	Renfrew, Ont.	Renewal of survey marks in the Edmonton district.
Gosselin, L.	Quebec	Subdivision of Townships 40 and 41, Range 25 and Township 40, Range 26, West of 4th Meridian.
Hubbell, E. W.	Ottawa, Ont.	Renewal of survey marks in the Edmonton district.
Klotz, Otto J.	Ottawa, Ont.	Longitude work and computation of position of Railway Belt in British Columbia.
Laurie, R. C.	Battleford, Sask.	Subdivision of Townships 45, Ranges 17 and 20 and part of Township 43, Range 20. Re-survey of Townships 44, Ranges 18 and 19. Reposting of Township 44, Range 21A and Township 45A, Range 23, West of 2nd Meridian and traverse of part of South Branch of Saskatchewan River.
Magrath, C. A.	Lethbridge, Alta.	Subdivision of fractional Townships 3, Ranges 26 and 27, Township 2, Range 27, and part of Township 2, Range 28, West of 4th meridian.
Miles, C. F.	Toronto, Ont.	Renewal of survey marks in the Edmonton district.
McArthur, J. J.	Ottawa, Ont.	Topographical survey of the Rocky Mountains.
McLatchie, John.	Ottawa, Ont.	Subdivision of Township 34, Range 24, Townships 33 and 34, Range 25, Townships 35 and 43, Range 26, fractional Townships 41 and 42, Range 26, and Townships 35, 41 and 42, Range 27, West of 4th Meridian and examination of part of Calgary and Edmonton trail.
Ogilvie, Wm.	Ottawa, Ont.	Subdivision of Township 45, Range 18, Townships 43 and 45, Range 19, West of 2nd Meridian, Township 46, Range 7 West of 3rd Meridian. Re-survey of Townships 44, Ranges 18 and 19 West of 2nd and examination and survey of timber and townsites in Melfort Creek district.

SCHEDULE of Dominion Land Surveyors employed and work done by them during the season of 1892.—*Concluded.*

Name.	Address.	Description.
Pearce, Wm.	Calgary, Alta.	Survey of part of Revelstoke town plot.
Robertson, H. H.	Montmagny, Que.	Subdivision of Townships 47, Ranges 20 and 21, and Township 51, Range 23, West of 4th Meridian.
Reid, J. L.	Prince Albert, Sask.	Subdivision of Township 49, Range 2, part of Township 50, Range 2, Townships 48 and 49, Range 4, Township 49, Range 5, part of Township 50, Range 5, fractional Townships 49 and 50, Range 6, West of 3rd Meridian.
Ross, J. E.	New Westminster, B.C.	Traverse of part of North Arm of Burrard Inlet, &c.
St. Cyr, A.	Ottawa, Ont.	Subdivision of part of Township 51, Range 18 and part of Townships 50 and 51, Range 19, West of 4th Meridian. Renewal of survey marks in Edmonton district and inspection of survey contract.
Thompson, W. T.	Qu'Appelle Station, Assa	Subdivision of Townships 15, Ranges 11, 12 and 13, and Townships 16, Ranges 12 and 13 West of 2nd Meridian.
Tremblay, A. Jos.	St. Roch des Aulnais, Que.	Subdivision of part of Township 23, Range 16, West of P. M.
Vicars, John	Cannington, Ont	Subdivision in Townships 21 and 22, Ranges 11 and 12, Township 21, Range 13, Townships 5, Ranges 26 and 27, Townships 4, Ranges 27 and 28, and Township 3, Range 29, West of 6th Meridian.
Wheeler, A. O	New Westminster, B.C.	Subdivision of Townships 47, Ranges 16, 17, 18 and 19, and Townships 55 and 56, Ranges 15 and 16, West of the 4th Meridian. Re-survey of part of Township 38, East of Coast Meridian and traverse of Tree Island in Fraser River.

SCHEDULE showing the work executed by the Lithographic Office from the 1st Nov., 1891, to the 31st Oct., 1892.

Months.	Maps.		Townships.		Circulars.		Forms.		Patents.	
	No. of Maps.	No. of Copies.	No. of Townships	No. of Copies.	No. of Circulars.	No. of Copies.	No. of Forms.	No. of Copies.	No. of Patents.	No. of Copies.
1891.										
November	7	475			5	1,050	33	1,541		
December	6	768	8	440	3	800	9	278		
1892.										
January	8	1,180	8	440	2	1,050	5	1,250	140	
February	4	800	6	330	7	1,500	8	505	195	
March	8	830	8	440	6	1,400	7	1,070	213	
April	1	200	9	495	5	1,300	6	1,900	213	
May	21	600	4	115	3	565	2	1,075	204	
June	9	516	10	550	1	400	2	400	195	
July	2	250			2	350	2	400	318	
August	6	760	9	495			16	6,700	564	
September	8	742	10	610	2	800	3	800	300	
October	6	735	7	405	2	350	2	350	302	
Total	86	7,857	69	4,320	38	9,565	95	16,269	2,644	

Printed by G. Cox.

Department of the Interior.

RECAPITULATION.

Number of Maps	86	Number of Copies	7,857
do Townships	69	do	4,320
do Circulars	38	do	9,565
do Forms	95	do	16,269
do Patents	2,644	.....	.....
	<u>2,932</u>		<u>38,011</u>

No. 2.

REPORT OF THE CHIEF ASTRONOMER.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, 31st December, 1892.

E. DEVILLE, Esq.,
Surveyor General, Ottawa.

SIR,—I have the honour to submit my annual report upon the work under my charge. The office work has been of the usual character, comprising computations, tabulations of results of previous years, and much work of a miscellaneous character.

As to the operations in the field, an important item of new work has been the Transatlantic longitude. The object of this was the accurate determination of the longitude of Canadian points from Greenwich. Mr. Klotz of this office was detailed for this work; the other observers were Professor McLeod of McGill College and Messrs. Turner and Hollis of the Royal Observatory at Greenwich. Four observing stations were occupied, Greenwich and Montreal being the terminal points, and Canso, N. S., and Waterville, Ireland, intermediate stations for transmission of signals between the cable and land lines. A complete series of observations was secured, and, it is anticipated, will give a more precise result for the American longitude than any previous determination. The computation of the observations is not yet complete. Mr. Klotz in his report submitted herewith gives a full account of the processes employed.

The triangulation survey of the Railway Belt in British Columbia was continued by Mr. Drewry, although, on account of the reduction in the force employed on the survey he made no observation of angles of triangles. He confined himself entirely to setting signals on prominent mountain peaks, ready for observation next season, and to explorations and track surveys in the Selkirk Mountains. In this way he covered about one thousand square miles, bringing the survey across the Selkirks almost to the Columbia River at Revelstoke. He reports much delay from bad weather, these mountains being noted for their excessive rainfall; yet much has been added to our stock of knowledge of this hitherto little-explored range, and the most difficult portion of the triangulation of the Railway Belt has been passed. West of the Columbia River the mountains are much more accessible. It would be well to measure a check base in the Columbia Valley, and to connect with the astronomical station at Revelstoke, established in 1886 by Messrs. Klotz and Ogilvie. A valuable check will thus be obtained for the triangulation, extending from the 114th meridian, near Calgary, westward more than four degrees of longitude.

The photo-topographical survey of the Rocky Mountains under Mr. McArthur has made good progress. He has added this year about 500 square miles to the surveyed area. Eighteen of the final sheets of this survey, each covering $7\frac{1}{2}$ minutes of latitude and 10 minutes of longitude, have been printed, or are about to be printed.

The positions of the observing stations of the photo-topographical survey with reference to the section corners of the Dominion Lands System have been computed in the office, thus affording the means of making, in any part of the territory covered by the survey, surveys according to the Dominion Lands System. The theoretical section lines are now being projected upon the completed sheets, which will then be available for the purpose of locating, with much precision, mineral and other claims.

The calculation of the limits of the Railway Belt in British Columbia, which has been referred to in several previous annual reports of this Department, is now

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complete. The problem of tracing on the earth's surface a line at a given distance from an irregular line is of a peculiar nature, and its complete solution, so far as I am aware, has hitherto never been made in a practical form, although descriptions are occasionally met with in which a line "parallel to," and at a given distance from, another line is called for. A few words regarding my method of solution may, therefore, not be out of place.

The Railway Belt is a tract of land extending twenty miles on each side of the Canadian Pacific Railway in British Columbia, from the summit of the Rocky Mountains to Burrard Inlet. Conceive a bar 40 miles in length, having its middle point upon the railway, and moving along it, the bar being always at right angles to the direction of the railway; then the area swept over by the bar will be the "Railway Belt," and its limits will be lines such that each point of them is exactly twenty miles distant from the nearest point of the railway.

The railway line is a succession of straight lines and curves which are arcs of circles. The imaginary forty-mile arm spoken of above will trace out, where the railway line is a straight line, straight lines parallel to this straight line and twenty-miles distant from it, on either side. Where a curve occurs, the extremities of the moving arm trace out concentric circles, the radius of one being twenty miles greater than the radius of the curve, and the other twenty miles less. The latter, on the concave side of the curve will, since the radius of the railway curve is always less than twenty miles, be a circle drawn in the reverse direction, and will be excluded in the final result from becoming a part of the exterior limit of the belt by others of the circles overlapping it.

The limit of the belt may be drawn on paper to any required scale by first plotting the railway line, and then producing the radii of the curves each way twenty miles and drawing the concentric circles. Those circles which are overlapped by other circles are then neglected, and the outermost circles (or straight lines when the railway is straight) taken as the limit of the belt. If now the township and section lines of the Dominion Lands system of survey are projected on the paper in their proper positions of latitude and longitude, the distance from the section corners of the intersections of the belt limit with the section lines can be measured off. These distances furnished to a surveyor will enable him, when surveying the section lines, to mark out the belt limit.

However, the long distance involved, twenty miles, renders it impossible to plot on sufficiently large a scale to enable measurements to be made on the plan with sufficient accuracy for the purpose. It would be difficult by the direct plotting method to restrain the errors within several chains, while the endeavour in the calculation has been to keep them under one link.

The method of calculation adopted is practically the same in principle as the above; analytical methods have been used, exactly equivalent to the geometrical method, but capable of affording any required degree of accuracy. An absolutely rigorous analytical method was not adopted, since the curvature of the earth would introduce complications which would render such a method extremely cumbersome; and, indeed, in all geodetic calculations, approximative are commonly used in preference to rigorous methods, since the former, under the limitations imposed by our logarithmic tables and other means of calculation, are capable, with proper care, of actually giving more precise results.

I may refer to one or two of these approximations. In the first place, all the work is based upon the traverse survey of the railway line made in 1885 and 1886. In this survey the instrument stations, at which the angles were read, were upon the railway; the distances between the successive stations were measured with the chain, in straight lines of course, following the chord of the railway curve instead of the arc. No account was taken in the survey of the radius, &c., of the curve. Hence the railway line, as plotted in this office, is a succession of short straight lines (average length not more than 15 chains) inclined to one another at various angles. In computing the position of the belt limit we are limited by the data we have on hand; hence the belt limit has been computed as at a distance of twenty miles on each side of this broken line, instead of the actual railway. This, of course, is an inaccuracy which cannot be avoided by any method of computation. It may be

remarked here that the result of this inaccuracy is to bring the limit of the belt nearer the railway. For reasons stated above, the concave side of a curve has nothing whatever to do with determining the limit on that side; the twenty-mile circle is overlapped and included by other circles drawn on the convex side of other curves. By using the chord instead of the arc, the twenty-mile line on the convex side is brought nearer to the railway than it should be by the amount of the offset from the chord to the curve, and as between the Dominion and Provincial Governments the error is in favour of the latter. The error is of small amount however, since the stations are very close together on the curves of great curvature, so that the offsets are never large. The belt limit on the convex side of a series of chords of a curve will, strictly speaking, consist of a series of parallel straight lines of equal length to the chords, connected at their extremities by arcs of circles of twenty miles radius, whose centres are the angular points. In the computation it has been thought sufficient to consider the whole limit to be made up of arcs of twenty miles radius centred at the angular points, and not to take account of the straight lines. It is easy to see that the error is very small in any case, and whatever error there may be is in the same direction as the preceding.

The distances of the traverse survey of the railway were reduced to latitude and longitude, and thence the positions of the instrument stations with regard to the section lines of the system of survey were derived in the manner set forth in my report for the year 1886. Mr. Klotz in his report herewith explains how the positions of the extremities of twenty-mile-long perpendiculars, at the stations, to the successive lines of the traverse, were determined. In making this calculation, approximative geodetic formulæ were used, and the calculation was not carried out to very great fineness, for the reason that extreme accuracy was not needed here. The positions of the extremities of these perpendiculars take no part directly in the final determination of the belt limit. They were plotted on plans of townships merely for the purpose of drawing the outer curves, and thence deducing by a ready graphical method what station on the railway line was the nearest to a particular portion of the belt limit: i. e., what station we should take as a centre from which to draw the twenty-mile circle. Apart from this the subsequent calculation is quite independent of these preliminaries.

The problem is now reduced to this:—The belt limit across certain section lines is an arc of a circle of twenty miles radius, having its centre at a certain point on the railway, known as to its position with regard to the section corners of the system of survey. The exact point on each of these section lines which is twenty miles distant from the point of the railway is required. We know either the difference of latitude or that of longitude; whichever is known, the problem is to find the other. All that is required is the solution of a triangle, one of whose angles differs from a right angle by a small quantity, namely, the convergence of meridians. The triangle is solved by dividing it into two right-angled triangles, the larger of which is solved very readily with the arithmometer, while the smaller triangle is solved by tabulating beforehand the offsets from tangent to parallel for various distances. Thus from the difference of longitude the difference of latitude is found, or *vice versa*, and the result (which is in chains) is applied to the known position of the point upon the railway; whence, allowing for the widths of sections, correction line jogs, &c., is found the position of the intersection of the curve with the given section line. The details of the calculation are more fully set forth by Mr. Klotz, to whom was assigned the duty of carrying out the whole computation.

In the calculation the arc of parallel is always taken as equal in length to the chord. The error due to this assumption is very small, in all cases a very small fraction of a link. The solution of the spherical or spheroidal triangle, one of whose sides is twenty miles, as a plane triangle, is also not strictly accurate. The error, however, caused by the use of the plane formula:—

$$b^2 = c^2 - a^2$$

instead of the spherical formula:—

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$$\cos \frac{b}{r} = \cos \frac{c}{r} \sec \frac{a}{r}$$

is, in the maximum case less than a link, and the further difference between the spherical and spheroidal formula is trifling. Wherever approximate formulae have been substituted for rigorous formulae, investigation has been made of the maximum possible error, and it is believed that no such error can exceed one link, a quantity much smaller than the probable error of survey in any case. A check against bulk errors is afforded by comparison of the final results with the plotting of the terminal points of perpendicular radii and the twenty-mile curves on the township plans.

The work has lately been completed and a table of the results is appended hereto. This table gives the distance from every intersection of the belt limit with a section line to the nearest section corner north or east of the intersection. To mark the limit on the ground it is, therefore, necessary to survey the section lines in the usual way, and to plant a post at the point indicated by the table.

The belt limit between two consecutive section line crossings is usually an arc of twenty miles radius with convexity outwards, that is, away from the railway; but sometimes it consists of two arcs intersecting within the section. In the former and more frequent case, if a straight line joining the two given intersections be taken as the belt limit, the belt will be made narrower than it theoretically should be, and in the latter case wider. The narrowing will probably on the whole belt exceed the widening, but, it is thought, they will come sufficiently near to balancing that it will not be necessary to depart from the simple system of defining the belt by straight lines joining the tabulated points on section lines. If a closer adherence to the strict definition of the Railway Belt should be desired, any number of intermediate points on the curves can be readily calculated.

I have the honour to be, sir,

Your obedient servant,

W. F. KING,

Chief Astronomer.

NORTH SIDE.

FROM BURRARD INLET TO SUMMIT OF ROCKY MOUNTAINS.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
20 7 7	7	45.81		17 6 2	7	7.50	
21 7 7	7	40.70		16 6 2	7		67.38
22 7 7	7	39.73		21 6 2	7	44.27	
23 7 7	7	42.92		22 6 2	7	6.06	
24 7 7	7	50.28		23 6 2	7		66.72
				26 6 2	7	53.72	
				25 6 2	7	25.88	
19 7 6	7	61.87		30 6 1	7	2.77	
20 7 6	7	77.79	69.30	29 6 1	7		69.86
16 7 6	7			32 6 1	7	64.67	
16 7 6	7	17.67		33 6 1	7	50.43	
15 7 6	7	42.71		34 6 1	7	40.43	
14 7 6	7	72.63	61.45	35 6 1	7	34.60	
12 7 6	7			36 6 1	7	25.56	
12 7 6	7	17.21					
7 7 5	7	42.93		32 6 30	6	22.33	
8 7 5	7	73.58	64.22	33 6 30	6	16.48	
4 7 5	7			34 6 30	6		51.82
4 7 5	7	28.97					
3 7 5	7	70.51					
35 6 5	7		77.30	2 7 30	6	51.16	
35 6 5	7	45.92		1 7 30	6		36.40
25 6 5	7		28.43	12 7 30	6	41.92	
25 6 5	7	20.05					
30 6 4	7	75.99		7 7 29	6		41.36
20 6 4	7		74.00	18 7 29	6	38.64	
20 6 4	7	32.22		17 7 29	6		40.46
21 6 4	7	55.44	7.78	20 7 29	6	44.96	
15 6 4	7			21 7 29	6		68.88
15 6 4	7	2.67		28 7 29	6		58.57
14 6 4	7	34.28		33 7 29	6		44.06
13 6 4	7	71.15					
				4 8 29	6		25.26
				9 8 29	6		1.94
				16 8 29	6	74.50	
				16 8 29	6	26.20	
				16 8 29	6		6.91
				21 8 29	6		25.53
				28 8 29	6		40.24
				33 8 29	6		52.33
7 6 3	7		62.13				
7 6 3	7	33.09					
8 6 3	7	59.06					
9 6 3	7	72.67	41.72				
3 6 3	7						
3 6 3	7	10.12					
2 6 3	7	15.78					
1 6 3	7		61.87				
12 6 3	7	32.23					
7 6 2	7		35.66	4 9 29	6		73.00
18 6 2	7	56.63		8 9 29	6	54.80	
				8 9 29	6		15.51
				17 9 29	6		34.54
				20 9 29	6		49.25

Department of the Interior.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
29 9 29 32 9 29	6 6	..... .....	59·74 66·13	2 15 1 11 15 1 14 15 1 23 15 1 24 15 1 25 15 1 36 15 1	7 7 7 7 7 7 7	..... ..... ..... 58·35	17·38 12·34 3·24 71·12 53·53 31·19
5 10 29 8 10 29 17 10 29 19 10 29 19 10 29 30 10 29	6 6 6 6 6 6	..... ..... ..... 37·46	68·43 66·69 61·07 19·02 52·86	1 16 1 12 16 1	7 7	..... ..... 67·18	4·85
36 10 30 36 10 30	6 6	..... .....	2·67 3·06	12 16 30 13 16 30	6 6	..... ..... 19·00	23·50
6 11 29 6 11 29 7 11 29 18 11 29	6 6 6 6	..... ..... ..... 20·70	..... 6·15 27·19 53·51	18 16 29 19 16 29 30 16 29 29 16 29 32 16 29	6 6 6 6 6	..... ..... 8·81	73·24 36·96 76·14 28·17
24 11 30 24 11 30 25 11 30 36 11 30	6 6 6 6	..... ..... ..... 3·85	..... 1·30 25·57 48·16	5 17 29 4 17 29 9 17 29 10 17 29 15 17 29 22 17 29 23 17 29 26 17 29 25 17 29	6 6 6 6 6 6 6 6 6	..... ..... 37·20 7·29 74·94 75·11 5·23	55·07 74·84 4·95 5·56
1 12 30 11 12 30 11 12 30 14 12 30 23 12 30	6 6 6 6 6	..... ..... 43·40	70·90 15·49 40·66 63·93	30 17 28 31 17 28 32 17 28	6 6 6	..... ..... 23·26	74·13 47·61
25 12 1 25 12 1 36 12 1	7 7 7	..... ..... 68·07	..... 18·50 37·80	5 18 28 8 18 28 9 18 28 16 18 28 21 18 28 22 18 28 27 18 28 34 18 28	6 6 6 6 6 6 6 6	..... ..... 59·96 58·27	9·34 52·90 13·02 45·51 1·86 9·91
1 13 1 12 13 1 13 13 1 24 13 1 26 13 1 26 13 1 35 13 1	7 7 7 7 7 7 7	..... ..... ..... ..... 67·76	52·79 63·56 70·20 78·78 9·72 17·43	1 19 28 11 19 28 11 19 28 14 19 28 23 19 28 24 19 28 25 19 28 36 19 28	6 6 6 6 6 6 6 6	..... ..... 74·05 42·66	81·11 2·89 1·88 78·00 74·86 77·94
2 14 1 11 14 1 14 14 1 23 14 1 26 14 1 35 14 1	7 7 7 7 7 7	..... ..... ..... ..... ..... .....	21·06 20·63 16·15 11·78 17·67 19·47				

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
1 20 28	6	.....	76.98	7 24 24	6	27.72	
12 20 28	6	.....	71.94	8 24 24	6	.....	26.40
13 20 28	6	.....	65.89	17 24 24	6	68.01	
24 20 28	6	.....	60.90	16 24 24	6	33.32	
25 20 28	6	.....	51.80	15 24 24	6	3.79	
36 20 28	6	.....	38.54	14 24 24	6	.....	69.16
				23 24 24	6	59.61	
				24 24 24	6	38.16	
1 21 28	6	.....	20.99				
12 21 28	6	3.16					
				19 24 23	6	21.13	
				20 24 23	6	8.44	
				21 24 23	6	.....	0.12
7 21 27	6	.....	79.98	28 24 23	6	80.49	
18 21 27	6	.....	53.37	27 24 23	6	76.22	
19 21 27	6	.....	21.90	26 24 23	6	76.08	
30 21 27	6	30.97		25 24 23	6	80.08	
29 21 27	6	.....	66.10				
32 21 27	6	.....	23.82				
				19 24 22	6	.....	75.32
				19 24 22	6	7.75	
5 22 27	6	39.52		20 24 22	6	17.14	
4 22 27	6	.....	56.21	21 24 22	6	31.44	
9 22 27	6	.....	0.96	22 24 22	6	50.14	
16 22 27	6	79.05		23 24 22	6	73.38	
15 22 27	6	.....	18.70	13 24 22	6	.....	58.85
22 22 27	6	54.52		13 24 22	6	20.92	
23 22 27	6	.....	47.65				
26 22 27	6	9.64					
25 22 27	6	.....	73.77				
36 22 27	6	.....	12.02				
				18 24 21	6	53.99	
				17 24 21	6	40.67	
				16 24 21	6	21.68	
				15 24 21	6	4.39	
				14 24 21	6	.....	56.20
5 23 26	6	.....	10.06	23 24 21	6	71.34	
8 23 26	6	70.30		24 24 21	6	62.90	
9 23 26	6	.....	10.85				
16 23 26	6	70.78					
15 23 26	6	0.91					
14 23 26	6	.....	80.50				
23 23 26	6	20.33		19 24 20	6	57.74	
24 23 26	6	.....	51.52	20 24 20	6	57.09	
25 23 26	6	47.38		21 24 20	6	58.25	
				22 24 20	6	63.57	
				23 24 20	6	73.07	
				13 24 20	6	.....	34.29
				13 24 20	6	6.18	
30 23 25	6	0.63					
29 23 25	6	.....	80.27				
32 23 25	6	39.86					
33 23 25	6	3.22					
34 23 25	6	.....	73.64				
				18 24 19	6	23.75	
				17 24 19	6	45.75	
				16 24 19	6	72.50	
				10 24 19	6	.....	57.32
3 24 25	6	52.38		10 24 19	6	23.73	
2 24 25	6	25.98		11 24 19	6	60.76	
1 24 25	6	.....	10.74	1 24 19	6	.....	42.38
12 24 25	6	73.96		1 24 19	6	23.02	

Department of the Interior.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt, (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
6 24 18	6	72·07		2 25 14	6	41·92	
				1 25 14	6		22·96
				12 25 14	6	64·30	
32 23 18	6	.....	68·22	7 25 13	6	13·41	
32 23 18	6	47·63		8 25 13	6		57·30
28 23 18	6	.....	38·41	17 25 13	6	49·46	
28 23 18	6	31·18		16 25 13	6	2·99	
27 23 18	6	60·56		15 25 13	6	.....	74·81
26 23 18	6	80·07		22 25 13	6	44·31	
24 23 18	6	.....	79·48	23 25 13	6	10·57	
24 23 18	6	23·68		24 25 13	6	.....	52·48
				25 25 13	6	62·39	
19 23 17	6	36·26		30 25 12	6	38·52	
20 23 17	6	50·70		29 25 12	6	18·40	
21 23 17	6	69·75		28 25 12	6	2·72	
22 23 17	6	73·06		27 25 12	6	.....	63·79
23 23 17	6	72·52		34 25 12	6	71·82	
24 23 17	6	76·14		35 25 12	6	64·62	
				36 25 12	6	61·57	
18 23 16	6	.....	30·85	31 25 11	6	62·67	
18 23 16	6	3·43		32 25 11	6	67·92	
17 23 16	6	15·47		33 25 11	6	77·09	
16 23 16	6	31·85		27 25 11	6	.....	54·67
15 23 16	6	52·72		27 25 11	6	10·02	
14 23 16	6	64·18		26 25 11	6	25·36	
13 23 16	6	75·96		25 25 11	6	46·40	
18 23 15	6	.....	34·02	30 25 10	6	72·08	
19 23 15	6	26·39		20 25 10	6	.....	57·08
20 23 15	6	.....	63·60	20 25 10	6	22·14	
29 23 15	6	.....	4·75	21 25 10	6	57·91	
32 23 15	6	74·14		15 25 10	6	.....	34·77
33 23 15	6	.....	18·83	15 25 10	6	18·59	
				14 25 10	6	65·15	
4 24 15	6	59·26		12 25 10	6	.....	56·14
3 24 15	6	.....	23·23	12 25 10	6	37·19	
10 24 15	6	57·83					
11 24 15	6	.....	15·65	7 25 9	6	71·70	
14 24 15	6	67·04		5 25 9	6	.....	43·66
13 24 15	6	4·02		5 25 9	6	11·82	
				4 25 9	6	11·70	
18 24 14	6	.....	75·27	3 25 9	6	.....	65·55
19 24 14	6	25·89		10 25 9	6	33·36	
20 24 14	6	.....	44·02	11 25 9	6	.....	29·25
29 24 14	6	51·56		14 25 9	6	62·35	
28 24 14	6	3·87		13 25 9	6	3·45	
27 24 14	6	.....	73·96				
34 24 14	6	27·74					
35 24 14	6	.....	48·05				

Department of the Interior.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
18 30 28	5	.....	69 53	6 33 23	5	49 95	
19 30 28	5	.....	40 55	5 33 23	5	60 07	
30 30 28	5	.....	6 69	4 33 23	5	74 47	
31 30 28	5	65 47					
32 30 28	5		48 14				
4 31 28	5	31 47		34 32 23	5	.....	52 21
3 31 28	5	.....	64 03	34 32 23	5	12 50	
10 31 28	5	.....	13 42	35 32 23	5	35 52	
15 31 28	5	61 26		36 32 23	5	60 85	
14 31 28	5	.....	36 96				
23 31 28	5	33 42					
24 31 28	5	.....	53 85				
25 31 28	5	10 35					
30 31 27	5	.....	78 02	31 32 22	5	79 73	
31 31 27	5	.....	2 61	29 32 22	5	.....	77 59
				29 32 22	5	22 42	
				28 32 22	5	50 37	
				22 32 22	5	.....	6 67
				22 32 22	5	2 86	
				23 32 22	5	41 26	
				13 32 22	5	.....	7 86
				13 32 22	5	5 00	
6 32 27	5	77 73		18 32 21	5	48 50	
5 32 27	5	.....	5 97	8 32 21	5	.....	20 32
8 32 27	5	74 85		8 32 21	5	11 47	
9 32 27	5	2 47		9 32 21	5	60 65	
10 32 27	5	.....	78 19	3 32 21	5	.....	51 23
15 32 27	5	12 35		3 32 21	5	37 15	
14 32 27	5	.....	66 02				
23 32 27	5	29 49					
24 32 27	5	.....	39 52				
25 32 27	5	53 80					
30 32 26	5	4 62		35 31 21	5	.....	24 75
29 32 26	5	.....	72 78	35 31 21	5	20 17	
32 32 26	5	42 24		25 31 21	5	.....	12 14
33 32 26	5	5 08		25 31 21	5	9 75	
34 32 26	5	.....	68 94				
3 33 26	5	53 43					
2 33 26	5	26 27		19 31 20	5	.....	2 24
1 33 26	5	3 83		19 31 20	5	1 97	
				20 31 20	5	75 21	
6 33 25	5	.....	64 50	16 31 20	5	.....	75 73
7 33 25	5	66 41		16 31 20	5	78 82	
8 33 25	5	52 85		10 31 20	5	.....	79 24
9 33 25	5	43 55		10 31 20	5	67 07	
10 33 25	5	38 42		11 31 20	5	2 83	
11 33 25	5	37 36		12 31 20	5	.....	77 28
12 33 25	5	40 25		13 31 20	5	27 11	
7 33 24	5	47 29		18 31 19	5	.....	37 91
8 33 24	5	58 53		19 31 19	5	58 44	
9 33 24	5	74 07		20 31 19	5	15 56	
3 33 24	5	.....	52 41	21 31 19	5	.....	48 67
3 33 24	5	13 54		28 31 19	5	52 78	
2 33 24	5	38 11		27 31 19	5	7 05	
1 33 24	5	44 03		26 31 19	5	.....	67 48

SOUTH SIDE.

FROM INTERNATIONAL BOUNDARY TO SUMMIT OF ROCKY MOUNTAINS.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary	From E. Boundary			From N. Boundary	From E. Boundary
36 0 27	6		34.14	18 3 23	6		38.66
				19 3 23	6	29.87	
				20 3 23	6		59.79
				29 3 23	6		7.08
1 1 27	6	55.66		32 3 23	6	68.79	
				33 3 23	6		42.06
6 1 26	6		10.58	4 4 23	6		1.79
7 1 26	6	72.18		9 4 23	6	76.60	
8 1 26	6		1.68	10 4 23	6		45.07
17 1 26	6	79.54		15 4 23	6		11.64
16 1 26	6		5.33	22 4 23	6	49.44	
21 1 26	6	75.85		23 4 23	6		63.95
22 1 26	6		17.85	26 4 23	6		39.96
27 1 26	6	58.57		35 4 23	6		20.44
26 1 26	6		38.74				
35 1 26	6	23.86		2 5 23	6		5.27
36 1 26	6		66.35	11 5 23	6	45.44	
				12 5 23	6		75.26
1 2 26	6	4.45		13 5 23	6		68.38
				24 5 23	6		65.62
				25 5 23	6		66.89
				36 5 23	6		63.92
6 2 25	6		68.67				
7 2 25	6	55.82		1 6 23	6		53.11
8 2 25	6	21.65		12 6 23	6		45.58
9 2 25	6		36.10	13 6 23	6		42.29
16 2 25	6	62.59		24 6 23	6		31.71
15 2 25	6	17.30		25 6 23	6		11.21
14 2 25	6		53.85	36 6 23	6	29.88	
23 2 25	6	45.84					
24 2 25	6		16.72	31 6 22	6		76.40
25 2 25	6	71.15					
30 2 24	6	20.11					
29 2 24	6		52.51	5 7 22	6		69.13
32 2 24	6	42.43		8 7 22	6		61.47
33 2 24	6		28.63	17 7 22	6		51.72
				20 7 22	6		37.55
3 3 24	6	55.81		29 7 22	6		27.57
2 3 24	6		20.94	32 7 22	6		21.70
11 3 24	6	59.70					
12 3 24	6		25.07	5 8 22	6		19.90
13 3 24	6	51.92					

Department of the Interior.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
8 8 22	6		22 15	6 14 22	6		12 90
17 8 22	6		28 02	7 14 22	6	51 08	
20 8 22	6		37 97	8 14 22	6		62 15
29 8 22	6		52 08	17 14 22	6		34 85
32 8 22	6		70 50	20 14 22	6		12 30
				29 14 22	6	30 69	
				28 14 22	6		75 48
				33 14 22	6		60 09
6 9 22	6	41 59					
6 9 22	6		8 51	3 15 22	6		46 72
7 9 22	6		15 18	10 15 22	6		33 65
18 9 22	6		25 99	15 15 22	6	11 00	
19 9 22	6		41 00	14 15 22	6		73 61
30 9 22	6		51 47	23 15 22	6		22 05
31 9 22	6		59 88	26 15 22	6	42 82	
				25 15 22	6		57 19
6 10 22	6		72 46	36 15 22	6		16 66
12 10 23	6	37 89		1 16 22	6	43 72	
12 10 23	6		3 52				
13 10 23	6		3 17				
24 10 23	6		6 92	6 16 21	6		62 69
25 10 23	6		14 73	7 16 21	6		32 67
36 10 23	6		26 71	18 16 21	6		7 45
				19 16 21	6	53 20	
				20 16 21	6		66 35
6 11 22	6		47 25	29 16 21	6		43 19
7 11 22	6		67 51	32 16 21	6		24 50
18 11 22	6		75 90				
24 11 23	6	5 39		5 17 21	6		6 05
24 11 23	6		0 51	8 17 21	6	58 93	
25 11 23	6		10 69	9 17 21	6		65 93
36 11 23	6		23 32	16 17 21	6		49 27
				21 17 21	6	17 63	
				22 17 21	6	48 70	
1 12 23	6		40 24	23 17 21	6	75 02	
12 12 23	6		61 54	13 17 21	6		63 06
14 12 23	6	18 39		13 17 21	6	16 22	
14 12 23	6		6 35				
23 12 23	6		37 09	18 17 20	6	33 49	
26 12 23	6		72 97	17 17 20	6	46 49	
34 12 23	6	63 89		16 17 20	6	73 09	
34 12 23	6		33 38	10 17 20	6		58 58
				10 17 20	6	16 50	
				11 17 20	6	48 16	
				12 17 20	6	76 18	
3 13 23	6		65 26				
10 13 23	6		13 78	6 17 19	6		73 94
15 13 23	6	64 26		6 17 19	6	21 72	
14 13 23	6		33 17	5 17 19	6	43 90	
23 13 23	6	33 74		4 17 19	6	61 64	
24 13 23	6		59 90	3 17 19	6	75 06	
25 13 23	6		11 75				
36 13 23	6	60 26					
				35 16 19	6		38 64
				35 16 19	6	3 78	
31 13 22	6		50 35	36 16 19	6	8 88	

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

				DISTANCE OF INTERSECTION.						DISTANCE OF INTERSECTION.					
S. T. R.	M.			S. T. R.	M.			S. T. R.	M.						
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.				
31	16	18	6	12	01	.....	.....	16	17	12	6	63	65	.....	.....
32	16	18	6	34	62	.....	.....	15	17	12	6	6	01	.....	.....
33	16	18	6	54	31	.....	.....	14	17	12	6	.....	.....	73	51
34	16	18	6	69	62	.....	.....	23	17	12	6	43	73	.....	.....
26	16	18	6	.....	.....	2	48	13	17	12	6	.....	.....	16	03
26	16	18	6	00	20	.....	.....	13	17	12	6	8	03	.....	.....
25	16	18	6	7	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	16	17	6	12	48	.....	.....	18	17	11	6	47	03	.....	.....
29	16	17	6	14	09	.....	.....	8	17	11	6	.....	.....	0	95
28	16	17	6	13	64	.....	.....	8	17	11	6	0	17	.....	.....
27	16	17	6	23	82	.....	.....	9	17	11	6	29	33	.....	.....
26	16	17	6	33	80	.....	.....	10	17	11	6	53	76	.....	.....
25	16	17	6	50	75	.....	.....	11	17	11	6	73	79	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1	17	11	6	.....	.....	49	76
.....	.....	.....	.....	.....	.....	.....	.....	1	17	11	6	9	25	.....	.....
30	16	16	6	68	39	.....	.....	6	17	10	6	20	95	.....	.....
20	16	16	6	.....	.....	24	67	5	17	10	6	28	50	.....	.....
20	16	16	6	7	67	.....	.....	4	17	10	6	32	24	.....	.....
21	16	16	6	19	84	.....	.....	3	17	10	6	32	57	.....	.....
22	16	16	6	27	63	.....	.....	2	17	10	6	28	82	.....	.....
23	16	16	6	42	22	.....	.....	1	17	10	6	20	97	.....	.....
24	16	16	6	55	89	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	16	15	6	65	90	.....	.....	6	17	9	6	8	94	.....	.....
20	16	15	6	72	06	.....	.....	5	17	9	6	.....	.....	32	44
21	16	15	6	74	12	.....	.....	8	17	9	6	73	73	.....	.....
22	16	15	6	80	31	.....	.....	9	17	9	6	53	63	.....	.....
.....	.....	.....	.....	.....	.....	80	15	10	17	9	6	28	99	.....	.....
14	16	15	6	.....	.....	.....	.....	11	17	9	6	.....	.....	0	55
14	16	15	6	7	67	.....	.....	14	17	9	6	80	47	.....	.....
13	16	15	6	11	40	.....	.....	13	17	9	6	46	69	.....	.....
18	16	14	6	11	05	.....	.....	18	17	8	6	7	53	.....	.....
17	16	14	6	6	61	.....	.....	17	17	8	6	.....	.....	66	92
16	16	14	6	.....	.....	16	15	20	17	8	6	43	43	.....	.....
21	16	14	6	78	54	.....	.....	21	17	8	6	.....	.....	11	04
22	16	14	6	67	32	.....	.....	28	17	8	6	74	33	.....	.....
23	16	14	6	51	96	.....	.....	27	17	8	6	20	99	.....	.....
24	16	14	6	32	79	.....	.....	26	17	8	6	.....	.....	51	85
.....	.....	.....	.....	.....	.....	.....	.....	35	17	8	6	41	20	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	36	17	8	6	.....	.....	31	31
19	16	13	6	9	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	16	13	6	.....	.....	53	90	.....	.....	.....	.....	.....	.....	.....	.....
29	16	13	6	61	19	.....	.....	1	18	8	6	52	92	.....	.....
28	16	13	6	27	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	16	13	6	.....	.....	22	60	.....	.....	.....	.....	.....	.....	.....	.....
34	16	13	6	69	47	.....	.....	6	18	7	6	.....	.....	25	47
35	16	13	6	30	01	.....	.....	7	18	7	6	54	56	.....	.....
36	16	13	6	.....	.....	25	46	8	18	7	6	.....	.....	31	21
.....	.....	.....	.....	.....	.....	.....	.....	17	18	7	6	58	88	.....	.....
1	17	13	6	66	74	.....	.....	16	18	7	6	26	45	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	15	18	7	6	.....	.....	22	98
6	17	12	6	17	48	.....	.....	22	18	7	6	69	27	.....	.....
5	17	12	6	.....	.....	54	97	23	18	7	6	25	92	.....	.....
8	17	12	6	41	80	.....	.....	24	18	7	6	.....	.....	37	42
9	17	12	6	.....	.....	26	64	25	18	7	6	56	85	.....	.....

Department of the Interior.

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

				DISTANCE OF INTERSECTION.						DISTANCE OF INTERSECTION.	
S. T. R.			M.			S. T. R.			M.		
				From N. Boundary.	From E. Boundary.					From N. Boundary	From E. Boundary.
30	18	6	6	0 98		19	20	29	5	12 04	
29	18	6	6		80 02	20	20	29	5		46 50
32	18	6	6	18 60		29	20	29	5	63 62	
33	18	6	6		59 26	28	20	29	5	30 43	
						27	20	29	5		17 22
4	19	6	6	45 79		34	20	29	5	72 41	
3	19	6	6		33 63	35	20	29	5	28 11	
10	19	6	6	54 71		36	20	29	5		35 44
11	19	6	6	4 18							
12	19	6	6		74 93	1	21	29	5	59 69	
13	19	6	6	32 02							
						6	21	28	5	26 45	
18	19	5	6		37 06	5	21	28	5	5 53	61 77
19	19	5	6	51 74		4	21	28	5		
20	19	5	6	4 31		9	21	28	5	62 14	
21	19	5	6		71 67	10	21	28	5	33 53	
28	19	5	6	45 48		11	21	28	5		1 44
27	19	5	6	0 28		14	21	28	5	80 40	
26	19	5	6		80 64	13	21	28	5	41 40	
35	19	5	6	57 77							
36	19	5	6	76 34		18	21	27	5		6 98
						19	21	27	5	77 11	
30	19	4	6		60 32	20	21	27	5	26 16	
30	19	4	6	10 23		21	21	27	5		43 97
29	19	4	6	20 44		28	21	27	5	48 64	
28	19	4	6	26 50		27	21	27	5		21 07
27	19	4	6	28 44		34	21	27	5	62 99	
26	19	4	6	26 27		35	21	27	5		11 98
25	19	4	6	20 02							
						2	22	27	5	70 38	
30	19	3	6	10 35		1	22	27	5		12 24
29	19	3	6		15 82	12	22	27	5	68 52	
32	19	3	6	77 59							
33	19	3	6	60 67		7	22	26	5		22 43
34	19	3	6	39 73		18	22	26	5	53 31	
35	19	3	6	14 86		17	22	26	5		41 76
36	19	3	6		35 01	20	22	26	5	21 15	
						21	22	26	5		68 26
1	20	3	6	68 23		28	22	26	5		20 07
						33	22	26	5	44 78	
6	20	2	6	36 25		34	22	26	5		59 31
5	20	2	6		2 48						
8	20	2	6	79 47		2	23	26	5	19 54	
9	20	2	6	37 45		1	23	26	5		61 69
10	20	2	6		15 11	12	23	26	5	33 18	
15	20	2	6	71 38							
14	20	2	6	52 47		7	23	25	5		37 99
13	20	2	6	51 38		18	23	25	5	47 25	
						17	23	25	5		36 52
18	20	1	6	46 20		20	23	25	5	56 62	
17	20	1	6	36 88		21	23	25	5	18 38	
16	20	1	6	23 72		22	23	25	5	3 22	
15	20	1	6	6 42		22	23	25	5		66 38
14	20	1	6		55 58	23	23	25	5		
23	20	1	6	65 20		26	23	25	5	64 17	
24	20	1	6	42 18		25	23	25	5	40 08	

CONSECUTIVE intersections of Section lines by the limit of the Railway Belt (British Columbia). All Section lines are expressed as being either the north or east boundary of a Section.

S. T. R.	M.	DISTANCE OF INTERSECTION.		S. T. R.	M.	DISTANCE OF INTERSECTION.	
		From N. Boundary.	From E. Boundary.			From N. Boundary.	From E. Boundary.
30 23 24	5	11.22		6 23 19	5	37.95	
29 23 24	5		52.77	5 23 19	5	43.71	
32 23 24	5	57.82		4 23 19	5	45.83	
33 23 24	5	18.50		3 23 19	5	43.89	
34 23 24	5		46.42	2 23 19	5	38.00	
				1 23 19	5	27.96	
3 24 24	5	53.83		6 23 18	5	13.66	
2 24 24	5	2.43		5 23 18	5		19.94
1 24 24	5		77.36	8 23 18	5	75.49	
12 24 24	5	24.51		9 23 18	5	52.32	
				10 23 18	5	24.41	
7 24 23	5		49.83	11 23 18	5		19.70
18 24 23	5	38.37		14 23 18	5	72.01	
17 24 23	5	75.10		13 23 18	5	33.77	
9 24 23	5		71.08				
9 24 23	5	31.70		18 23 17	5		17.79
10 24 23	5	63.55		19 23 17	5	70.26	
2 24 23	5		32.66	20 23 17	5	19.92	
2 24 23	5	9.99		21 23 17	5		51.51
1 24 23	5	32.26		28 23 17	5	43.29	
				27 23 17	5		25.84
6 24 22	5	50.34		34 23 17	5	58.67	
5 24 22	5	64.45		35 23 17	5		16.16
4 24 22	5	74.33					
3 24 22	5	80.08		2 24 17	5	64.64	
				1 24 17	5		18.77
				12 24 17	5	59.24	
35 23 22	5		72.22	7 24 16	5		31.38
35 23 22	5	36.38		18 24 16	5	39.45	
36 23 22	5	76.03		17 24 16	5		52.40
				20 24 16	5	00.28	
				21 24 16	5		80.64
				28 24 16	5		34.24
				33 24 16	5	12.68	
				34 24 16	5		74.77
30 23 21	5		71.38				
30 23 21	5	29.88		3 25 16	5		39.75
29 23 21	5	59.13		10 25 16	5		9.79
21 23 21	5		29.98	15 25 16	5	50.22	
21 23 21	5	18.95		14 25 16	5		65.54
22 23 21	5	66.06		23 25 16	5		44.91
14 23 21	5		54.21	26 25 16	5		28.58
14 23 21	5	27.01		35 25 16	5		15.62
13 23 21	5	62.98					
7 23 20	5		36.74	2 26 16	5	65.14	
7 23 20	5	13.26		1 26 16	5	25.23	
8 23 20	5	39.17					
9 23 20	5	60.45		6 26 15	5		35.88
10 23 20	5	77.66		7 26 15	5	59.93	
2 23 20	5		65.11	8 26 15	5	7.63	
2 23 20	5	14.29		9 26 15	5		70.29
1 23 20	5	28.25		16 26 15	5	28.54	

Department of the Interior.

No. 3.

REPORT OF THE CHIEF INSPECTOR OF SURVEYS.

OTTAWA, 24th January, 1893.

E. DEVILLE, Esq.,
Surveyor General.

SIR,—I have the honour to submit the following report of the field operations of this branch under my charge during the past season:

On the 23rd April, 1892, I received your instructions to proceed to the Edmonton district to superintend the re-marking of the corners of the old surveys, the subdivision of such townships as might be needed for immediate settlement, and to assist the immigration agent by providing guides to accompany parties of delegates or immigrants in search of land. Messrs. C. F. Miles, A. St. Cyr, James Gibbons and E. W. Hubbell, Dominion Land Surveyors, were detailed to perform the necessary field work in connection with these operations.

Upon receipt of your instructions I at once despatched Messrs. Hubbell and Gibbons to Edmonton with orders to report to the agent of Dominion Lands there, with a view to accompanying any parties of delegates or immigrants who might be waiting at Edmonton for guides, or information and assistance in finding the lines or corners in the townships where marks were reported to have disappeared.

On the 29th of April I left headquarters and proceeded direct to Calgary, where I was joined by Messrs. Miles and St. Cyr. We remained there until the morning of the 5th of May, being engaged in buying supplies, wagons, harness, etc., and then proceeded *via* the Calgary and Edmonton Railway to Edmonton, arriving there on the evening of the same day.

On arrival I consulted with Mr. Thomas Anderson, Agent of Dominion Lands, regarding the townships of the old surveys which needed immediate re-marking, to meet the requirements of settlement, and the new subdivision necessary to provide for squatting on unsurveyed lands, which was going on to a considerable extent in some districts.

In consequence of the information received from the agent, I decided to begin re-marking in the eastern part of the district (Townships 55 and 56 in Ranges 18 and 19, west of the 4th Meridian), and to subdivide some townships bordering on Beaver Hills Lake which were being squatted on by incoming immigrants.

We were employed in Edmonton until the afternoon of the 10th of May, completing arrangements for the season's operations, and engaging the necessary staff.

We then proceeded by way of Fort Saskatchewan to Townships 55, Range 20, west of the 4th Meridian, where the work of re-marking the old surveys was begun.

After the different parties had got well started at re-marking, I proceeded on the 17th to Beaver Hills Lake to examine the portion of the district suitable for settlement, and requiring subdivision. I found the country in the vicinity of the lake particularly well adapted for settlement, and attracting a great deal of attention from incoming immigrants and parties of delegates who were examining the different districts. On the west side of the lake the land suitable for settlement is somewhat limited in area, consisting of a strip along the lake, and extending back therefrom about three miles to the Beaver Hills. On the north, south, and east sides of the lake, there are large areas of very desirable agricultural land, the soil being good, with an abundance of timber suitable for fencing and fuel, and plenty of hay and good water.

When I first visited the lake, on the 17th of May, I was surprised to find it still covered with ice. This gave it a very peculiar appearance when viewed from a

distance, and in contrast with the surrounding green grass, and trees rapidly coming into leaf. Some of the half-breeds who have resided near the lake for many years told me that this was an exceptionally late date for the ice to be in the lake, and that it usually disappeared about the end of April or during the first week in May.

I returned to the main camp on the 18th, and the work of re-marking corners was continued by all parties until the 20th, when I detached Messrs. St. Cyr and Gibbons from the main camp, and instructed them to proceed south to Beaver Hills Lake, to subdivide the townships which I had examined during my visit. I remained with Messrs. Miles and Hubbell's parties until the 16th of June, assisting in the work of re-marking corners, and during this time I made frequent trips to Fort Saskatchewan and Edmonton, to meet parties of immigrants or delegates, and to confer with the agent regarding immigration and survey matters.

On the morning of the 17th of June, I left camp in Township 55, Range 20, where we were then working, and drove to the south end of Beaver Hills Lake, where Messrs. St. Cyr and Gibbons were engaged in subdividing Township 50, Range 19. I remained with them until the 24th, when I returned to Fort Saskatchewan, and there met Messrs. Miles and Hubbell, and proceeded with them to Township 55, Range 22, on the Sturgeon River. We were employed re-marking corners in that district until the 11th of July, when I returned to Fort Saskatchewan, and met Messrs. St. Cyr and Gibbons, who had completed the subdivision at Beaver Hills Lake. They crossed the Saskatchewan at this point and rejoined Messrs. Miles and Hubbell, who had moved to, and were engaged in re-marking corners in Township 56, Range 22.

I remained at Fort Saskatchewan until the 28th of July, being engaged furnishing assistance and information to parties of delegates and immigrants, and providing guides when required. I then proceeded to Edmonton, and there met a large party of delegates from Michigan, for the transport of whom I made arrangements with the Mounted Police.

Having placed Mr. Miles in charge of the parties employed in re-marking corners, and arranged the programme of operations during my absence, I sent my team and assistant by trail to Calgary, and leaving Edmonton the morning of the 4th of August, I returned by rail to Ottawa for the purpose of consulting with the Deputy Minister and yourself regarding immigration and other matters in Northern Alberta.

I reached Ottawa on the 12th, and leaving again on the morning of the 15th, I proceeded direct to Calgary, arriving there on the 19th. I was engaged there for two days making a survey of a portion of Section 14, within the town limits, and then drove south to Sheep Creek, at which point I made a survey to determine the position of the Creek on the east boundary of Section 30.

I returned to Calgary on the 23rd, and on the 25th I proceeded to Edmonton by rail, having previously sent my assistant and team by the trail to Innisfail, a station on the Calgary and Edmonton Railway, about sixty miles north of the former place, and from whence I purposed beginning my inspection trip through the subdivision contracts in Northern Alberta.

At Edmonton I met Mr. Miles, and Mr. Anderson, Agent of Dominion Lands, and after consultation with them, on the 26th, I returned south by rail to Innisfail, where I met my team and inspection party.

From this date until October the 7th I was employed in visiting and inspecting the subdivision contracts, eight in number, in Northern Alberta. In performing this service I drove some four hundred miles. During this period I also made several trips to Edmonton, in connection with immigration matters, and to consult with Mr. Miles regarding the re-marking surveys, and visited Egg Lake to make an examination of the petroleum claims near there.

Detailed reports of the inspection of the different subdivision contracts have already been submitted, and it is gratifying to note that I have been able to report that with one exception the work in these contracts was found to have been well and honestly performed.

Department of the Interior.

Eleven contracts for subdivision surveys were let during the past season, covering seventy-three townships in all. Owing to the late date at which the contractors got to work, none of them being on the ground before the middle of July, only 54 of the above number of townships were subdivided before the close of the season.

I have under a late date submitted a report, calling attention to the desirability of amending our present system of performing subdivision surveys, so as to enable contractors to begin operations early in the season. The importance of this will probably warrant a further short reference to this subject.

The best part of the season for surveying operations, in the North-West, is the spring and early summer months. During that time the days are long, the weather settled and not too hot, and water is to be found at many points which become dry later in the season.

If a surveyor does not reach the ground until late in July, or early in August, he has lost the best part of the season, and has to work late in the fall, when the weather is broken and cold, and the days short. This arrangement makes a serious difference in the profits of the subdivision surveyor, and it does not meet the requirements of the Department or the public, because the large bulk of the immigrants come in during the spring and early summer, and they are unable to secure locations in unsurveyed townships until late in the season when the subdivision is completed. This trouble would not be so noticeable if our subdivision surveys were in advance of the requirements of settlement, but this is not the case in the portions of the Territories now attracting the attention of immigrants.

In the northern portion of the Territories, settlement is rapidly extending, and at many points has advanced beyond the subdivided area, and next spring's quota of immigrants will no doubt extend the limits of squatting, the result of which is that when the townships are subdivided squatters are found on odd-sections, or on other sections not available for homestead entry, and trouble follows. In some townships subdivided last season as many as twenty squatters were found.

It is not desirable, nor do I advocate that our subdivision surveys should be pushed very far in advance of settlement; there is nothing to be gained by doing so, and on the other hand, if the marks of the survey are new, they are much more readily found by the settlers in search of land; but the present system of following settlement by the survey is open to many objections; and I am of opinion that with the information procurable in reference to the trend of settlement, the subdivision surveys can be kept sufficiently in advance of settlement, without any extra effort or largely increased expenditure, provided the contracts are let at an early enough date to permit of the surveyors getting to work by the first week in May.

After completing the inspection of subdivision contracts I returned to Edmonton, and was engaged during the remainder of the season in visiting the parties employed in re-marking, and in attending to immigration and other matters in the district.

On the 14th, 15th, and 16th of October we had a heavy snow-storm which seriously interfered with surveying operations for a week or more; the snow then disappeared and field work was continued until the 2nd of November, when the parties were recalled and disbanded and the surveyors left for home. I was detained at Edmonton until the 11th of November, closing up accounts and other outstanding matters. I then proceeded to Calgary, and after a stay there of two days I left for home reaching Ottawa on the 18th of November.

The foregoing remarks contain a somewhat brief summary of the employment of our time while absent from head-quarters. I now beg to supplement this information with the following remarks regarding work performed and results achieved.

The work which I was instructed to perform consisted of a two-fold nature, viz: the necessary re-marking and subdivision surveys which were needed to meet immediate requirements of settlement, and to aid the immigration authorities in locating settlers. The field operations in connection with this service having been of an entirely different nature, I have divided my remarks under two headings viz.—Surveys, and Immigration.

Surveys.

As soon as the work of re-marking the old surveys was commenced the difficulty which had been anticipated in finding the old corners, owing to the numerous fires which had swept over the district, and destroyed the wooden posts, was met.

The old surveys which we were instructed to re-mark were made during the years 1882 and 1883, and the features of the country had, in many instances, been so changed by the successive forest and prairie fires which have since occurred, that it was a difficult, and in some cases impossible matter, to re-locate the lines or corners of the original survey.

A few days experience proved that the only method of doing the work was to re-run each line, and chain from post to post. In this way the points of the posts left in the ground, after the wooden posts had been burned, were located, or the remains of the post found in the vicinity of the proper position of the corner. This method practically amounted to a re-survey of each line, and took a great deal of time, in many cases more time than would be necessary to make the survey in the first instance; but it was found to be the only method of locating the corners with any degree of success, and even this care and trouble failed to locate many corners, the original marks of which had entirely disappeared. Your original instructions did not authorize the re-establishment of these corners in accordance with the law, and they were not marked, and have been returned on the plans as "lost." I subsequently, however, received authority to re-establish corners which could not be found, in accordance with the provisions of the law in that behalf, and after receipt of this authority we re-established and marked these corners, and in this way made the re-marking complete, on the lines retraced. The original subdivision surveys in the Edmonton district, in which the marks have to a greater or less extent disappeared, comprise some 87 townships. The portions of 39 of these which are likely to be required for immediate settlement were re-marked during the past season, as shown in the schedule transmitted herewith. I also forward a schedule showing the lost corners which were re established in accordance with the provisions of the law.

The remainder of the above mentioned townships will require to be re-marked so as to perpetuate the surveys and enable the corners to be found, and it is highly desirable that this work should be done without delay. The wooden posts placed at the time of the original surveys are fast disappearing, and another large fire will entirely remove the marks.

Complaints had been received, upon arrival in Edmonton, that in certain portions of the district posts and mounds had been found, the positions of which did not agree with the subdivision or outline surveys, and the marking on the posts could not be understood. Upon examination I found that these marks were those of the surveys run through in 1879, under the old system, from the Fourth to the Fifth Meridians. The marks were in a good state of preservation, and as neither their positions nor marking agreed at all with the present system, they had caused considerable confusion and trouble to land guides and parties of immigrants in search of land. I instructed the parties employed in re-marking corners to remove the marks of these old system surveys where found, and in accordance with these instructions the posts were removed and the mounds destroyed on forty-two miles of these lines. It will be desirable, in the future, to instruct parties working in townships intersected by these old system lines to remove the marks, as they cause confusion and trouble to those who are unable to understand them, and endeavour to locate themselves in accordance with the marks found on the posts.

My examination, made in the early part of the season, showed that the subdivision of townships at the south end of Beaver Hills Lake, together with those under contract in the district, would meet the immediate wants of settlement. We therefore devoted our energies almost entirely to re-marking the corners in townships which were being settled in.

The influx of immigrants having been much greater than was anticipated, the subdivision surveys performed do not more than meet the requirements of the season's settlement, and further extensive subdivision surveys are urgently needed to meet

Department of the Interior.

the probable rush of immigrants referred to further on. Since my return to head quarters I have submitted a report specially dealing with the question of necessary subdivision surveys in Northern Alberta, and any further reference to the subject would be largely repetition.

IMMIGRATION.

In addition to the surveys which your instructions had in view, I was authorized to assist the immigration agent at Edmonton, by furnishing guides to accompany parties of immigrants or delegates to point out the old survey marks in districts visited. These guides were provided whenever needed, but as we succeeded early in the season in getting the marks renewed in townships most in demand by incoming settlers, and kept well in advance of settlement during the season, there was not much demand for guides simply to point out the survey marks. Having, however, construed my instructions to authorize any further assistance which could be rendered the immigration officials, I endeavoured during the season to help on this important service in every way possible. Upon my arrival in Edmonton in May I found that the great want was some shelter for the immigrants who were beginning to arrive in large numbers. There was no immigrant shed, and the hotel accommodation at South Edmonton being somewhat limited, and beyond the means of the majority of the immigrants, and the old town of Edmonton being about three miles distant from the railway station, and the Saskatchewan River to cross with ferry accommodation only, some difficulty had arisen in housing immigrants who had arrived.

I immediately suggested that some large tents should be shipped from Winnipeg and erected near the station at Edmonton to provide shelter until the immigrant shed was completed. This was done, and the tents served a very useful purpose until the completion of the shed, when they were shipped to and erected at Fort Saskatchewan and Wetaskiwin, where they proved a great convenience to immigrants, the hotel accommodation at these points being very limited.

The influx of immigrants into Northern Alberta during the past season was very large when compared with previous years, and the indications point to a large and steady flow of people into this district, which will soon convert it into one of the most important agricultural districts of the Territories.

The tide of immigration which has set in to the Saskatchewan Valley, promises a steady growth which will in a few years populate this portion of the Territories. This movement of people to the northern portion of the Territories has caused some surprise among people who do not know the country, and I have heard the opinion expressed that "it is astonishing that people would go to a country so far north to make their homes and livings as agriculturists."

To those who know the Saskatchewan Valley, and adjacent country, this movement has caused no surprise, and, speaking for myself, I can say that I have always confidently expected that, so soon as this portion of the Territories was tapped by railways, an important immigration would set in. This opinion was founded on the fact that the Saskatchewan Valley offered greater inducements to the agriculturist in the way of climate, soil, rainfall, and abundance of wood and water, than were offered by any portion of this continent where free homesteads were procurable. Many of those who visited the Territories, and simply passed through over the Canadian Pacific Railway, went away with the impression that the larger portion of the country consisted of open plains, such as they saw from Regina to Calgary, where the farmer was exposed without any natural shelter, and fuel was a serious consideration, and that the remaining portion of the country was too far north to be of any agricultural value.

I have frequently heard this opinion expressed, and have experienced considerable difficulty in convincing such people, that parallel to, and a comparatively short distance north of, the Canadian Pacific Railway there was a tract of country offering every natural inducement to the immigrant. The influx of people during the past year is the best corrective and will soon dissipate this erroneous impression. The facts and statistics of this movement will doubtless be fully dealt with by those

officers of the Department specially charged with the control of immigration matters, and any details I might give would be largely hearsay and out of place in a report of this nature. I will therefore conclude my remarks under this head by saying that to those who, like myself have spent the larger portion of their lives in the Western Territories of our Dominion, the large influx of people during the past year, and the bright prospects for a steady growth of this tide of immigration, foreshadowed by the interest and movement of people from the States and Territories of the adjoining Republic, is a source of great gratification, and a fulfilment of the prediction which has been confidently asserted for years.

I forward herewith the reports of the surveyors employed under my instructions during the past season, and in doing so desire to express my appreciation of the ready and faithful manner in which all instructions were carried out, and of the desire evinced by all to carry the season's operations to a successful issue.

I also desire to record my appreciation of the kind manner in which I was assisted by Mr. Thos. Anderson, Agent of Dominion Lands, and the readiness with which he at all times coöperated in carrying on the important survey and immigration work which we had in hand.

Major A. H. Griesbach, commanding the North-West Mounted Police at Fort Saskatchewan, materially assisted the movement of immigrants and delegates by providing transport, tents, &c., and his efforts were highly appreciated by the large parties of delegates who visited the district.

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

J. S. DENNIS,
Chief Inspector of Surveys.

Department of the Interior.

SCHEDULE of Townships in which corners of the original surveys were re-marked during the season of 1892.

Township.	Range.	Meridian, West of.	Original Survey by	Year.	Details of Corners Re-marked.
55	18	4	D. Beatty	1883.	Subdivision and N. and W. outlines.
56	18	4	do	1882-3	Part of subdivision and E., W. and S. outlines.
54	19	4	G. A. Simpson	1882-3	do do E. and part of N. outlines.
55	19	4	D. Beatty	1883.	do do N. and E. outlines.
56	19	4	do	1882-3	Subdivision and E. outline, [and parts of N., S. and W. outlines.
54	20	4	G. A. Simpson	1883.	Parts of N. and W. outlines.
55	20	4	D. Beatty	1882-3	Part of subdivision and N. and W. and part of S. outlines.
56	20	4	do	1882-3	do do S. and part of E. and W. outlines.
53	21	4	G. A. Simpson	1883.	do do part of N. and W. outlines.
54	21	4	do	1883.	do do parts of N., E. and W. outlines.
55	21	4	D. Beatty	1883.	do do E., W. and S. outlines.
56	21	4	do	1882.	Part of E. and W. outlines.
52	22	4	do	1883.	do N. outline.
53	22	4	G. A Simpson	1883.	do subdivision and N. and W. outlines, and parts of S. and E. outlines.
54	22	4	D. Beatty	1882.	Part of subdivision and parts of N., E. and S. outlines.
55	22	4	do	1882.	do do N., E. and W. outlines, and part of S. outline.
56	22	4	do	1882.	Part of subdivision and parts of S. E. and W. outlines.
52	23	4	W. Beatty	1882.	do do part of N. outline.
53	23	4	G. A. Simpson	1882.	East outline.
55	23	4	G. A. Simpson and D. Beatty	1882-3	Subdivision and N., E. and W. outlines.
56	23	4	D. Beatty	1882.	Part of subdivision and parts of S., E. and W. outlines.
48	24	4	W. Beatty	1884.	North outline.
49	24	4	do	1883.	Subdivision, parts of N. E. and S. outlines.
55	24	4	D. Beatty and G. Simpson	1882-3	Part of subdivision and N. and E. and part of W. outlines.
56	24	4	D. Beatty	1882.	do do parts of E., W. and S. outlines.
49	25	4	W. Beatty	1883.	North outline.
50	25	4	D. Beatty	1883.	Subdivision and N., S. and W. outlines.
55	25	4	G. A. Simpson	1882-3	do W. and parts of N., S. and E. outlines.
56	25	4	do	1882.	do do do
57	25	4	do	1882.	Part of subdivision and parts of S. and W. outlines.
49	26	4	D. Beatty	1883.	do N. outline.
50	26	4	do	1883.	Parts of subdivision E. and parts of N. and S. outlines.
54	26	4	W. Beatty	1882.	North outline.
55	26	4	G. A. Simpson	1883.	Subdivision and N., S., E. and W. outlines.
56	26	4	do	1883.	do do do
57	26	4	do	1883.	Part of subdivision and parts of E., W. and S. outlines.
55	27	4	do	1883.	East outline.
56	27	4	do	1883.	do
57	27	4	do	1883.	Part of east outline.
55	19	4			} Destroyed M. and Pits, on 14th correction line (old system).
55	20	4			
55	21	4			
55	22	4			
55	23	4			} Destroyed M. and Pits, on meridian exteriors (old system)
54	19	4			
55	18	4			
55	23	4			

J. S. DENNIS,
Chief Inspector of Surveys.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 24th January, 1893.

SCHEDULE of Townships in which lost corners were re-established and marked in accordance with provisions of the Dominion Lands Act, during season of 1892.

Township.	Range.	Meridian, W. of.	Original Survey by.	Year.	Corners Re-established and Marked.
56	18	4	D. Beatty	1882-3	{ N.-E. corner of section 10. N. of section 11, $\frac{1}{4}$ -section corner. E. of section 14, do E. of section 17, do
56	19	4	do	1882-3	{ N.-E. corners of sections 13 and 33. N.-E. corner of section 2. N.-E. corner of section 28.
55	20	4	do	1882-3	{ $\frac{1}{4}$ -section corners east of sections 2, 11, 28, 29 and 33. $\frac{1}{4}$ -section corner south of section 6.
54	21	4	G. A. Simpson	1883..	{ N.-E. corners of sections 26, 15, 27 and 20. $\frac{1}{4}$ -section corners east of sections 28 and 32. $\frac{1}{4}$ -section corner north of section 20.
55	21	4	D. Beatty	1883..	{ N.-E. corners of sections 1, 13 and 20. $\frac{1}{4}$ -section corners east of sections 13, 6, 15 and 22.
53	22	4	G. A. Simpson	1883..	{ N.-E. corner of section 7. N.-E. corners of sections 36, 11, 26 and 28.
55	22	4	D. Beatty	1882..	{ $\frac{1}{4}$ -section corners east of sections 36, 26, 35, 33 and 28. $\frac{1}{4}$ -section corner north of section 8.
56	22	4	do	1882..	{ N.-E. corner section 1. $\frac{1}{4}$ -section corners east of sections 1 and 12.
52	23	4	W. Beatty	1882..	{ $\frac{1}{4}$ -section corner east of section 30. $\frac{1}{4}$ -section corner north of section 22.
55	23	4	G. A. Simpson and D. Beatty	1882-3	{ N.-E. corner section 5. $\frac{1}{4}$ -section corner east of section 14. $\frac{1}{4}$ -section corners north of sections 9 and 8.
56	23	4	D. Beatty	1882..	{ $\frac{1}{4}$ -section corner north of section 22.
49	24	4	W. Beatty	1883..	{ N.-E. corner section 11. $\frac{1}{4}$ -section corner east of section 32.
53	24	4	D. Beatty	1883..	{ N.-E. corner of section 36 (township corner).
55	24	4	D. Beatty and G. A. Simpson	1882-3	{ $\frac{1}{4}$ -section corners east of sections 25 and 35. $\frac{1}{4}$ -section corners north of sections 22 and 36.
56	24	4	D. Beatty	1882..	{ N.-E. corners of sections 1 and 2. $\frac{1}{4}$ -section corners east of sections 1, 12, 2 and 11. $\frac{1}{4}$ -section corner north of section 10.
50	25	4	do	1883..	{ N.-E. corner of section 29. $\frac{1}{4}$ -section corner east of section 32.
55	25	4	G. A. Simpson	1882-3	{ N.-E. corners of sections 21 and 33. $\frac{1}{4}$ -section corners east of sections 23 and 28. $\frac{1}{4}$ -section corners north of sections 22 and 34.
56	25	4	do	1882..	{ $\frac{1}{4}$ -section corner north of section 22.
56	26	4	do	1883..	{ $\frac{1}{4}$ -section corner east of section 16.
56	27	4	do	1883..	{ N.-E. corner of section 25.

DEPARTMENT OF INTERIOR,
OTTAWA, January 24th, 1893.

J. S. DENNIS,
Chief Inspector of Surveys.

Department of the Interior.

No. 4.

REPORT OF E. W. HUBBELL, D.L.S.

OTTAWA, 5th January, 1893.

J. S. DENNIS, Esq.,
Chief Inspector of Surveys,
Ottawa.

SIR,—I have the honour to submit the following report on the re-marking of survey corners, performed by me during the past season, in the Edmonton district.

On the receipt of your instructions dated April the 25th, I immediately left Ottawa for Edmonton, which point I reached on the 2nd of May. The following day, together with Mr. Gibbons, D.L.S., I reported to Mr. Thomas Anderson, the Dominion Lands Agent, with a view of ascertaining if any intending settlers required to be located; finding none in immediate want, but that surveys were urgently and immediately required in the vicinity of Beaver Hills Lake, I telegraphed you at Calgary for further instructions. Your reply stated that I was to do nothing but locate settlers until your arrival on the 5th, when you would bring sufficient survey outfit for our season's operations.

As soon as possible after your arrival on the above mentioned date, we proceeded to Township 55, Range 20, west of 4th Meridian, and there commenced re-marking the necessary section corners. Mr. C. F. Miles, D.L.S., and myself, each with three men, worked together as we found many of the survey marks so obliterated that it was absolutely necessary to make a complete re-survey of nearly all the lines; but to do such work advantageously our parties were too small to operate separately. Our work was greatly facilitated by the use of the surveyor's compass, supplied us from the Department; we found the declination to be $26^{\circ} 30'$ to 27° . In the early part of the season considerable rain somewhat retarded rapid progress, entailing much discomfort, and making work on the line very irksome. In pursuance of the prevailing practice, we planted at every section and quarter-section corner respectively iron and wooden posts properly marked; we also dug pits, and, in the wooded country, built mounds. Owing to the numerous fires which have taken place in that section of the country since the original surveys, many of the wooden posts which marked the survey corners were completely destroyed; many that remained had been off-setted from the cut line as much as three chains, thus necessitating a complete re-survey, and the re-establishment of numerous corners. We also destroyed the survey marks on the greater part of the 14th correction line (old system), and the meridians in connection therewith. Our season's operations covered the greater part of twenty-eight townships, besides many outlines. As we had to re-chain every line, and, in some instances, re-open lines through heavy timber and thick windfall our season's work was very severe. We had considerable trouble on the 13th correction line, east of Fort Saskatchewan, the road allowance varying in width from nothing to three and one-half chains. Owing to the severity of the weather we were forced to abandon field work on the 1st of November.

Regarding the character of the district in which we were located, I may say that the land is admirably adapted for agricultural purposes; the alluvial soil varying in depth from 12 to 30 inches, with a good clay sub-soil. The large tracts of country covered with thick high grasses and wild pea-vine provide excellent fodder for horses and cattle.

The country is thickly timbered with poplar, which is to some extent interspersed with spruce fit for building purposes, and suitable for the manufacture of lumber. The numerous springs and creeks of pure running water assist in making this one of the finest agricultural and cattle raising districts in the North-West

Territories. Coal is also found in abundance at many places along the banks of the Saskatchewan and Sturgeon Rivers, and also on some of the larger creeks. I did not see any other minerals in the vicinity of our work, except some gold washing in the Saskatchewan River, where several miners were at work, and, as I am informed, making from two to five dollars per day. Several coal oil claims are located in Sections 25 and 36, Township 56, Range 26. Game is abundant; partridges, prairie chickens, rabbits, geese, sand hill cranes, and ducks, were very plentiful: black bears were seen occasionally.

The numerous settlers that were located during our season's operations, and the many delegates from the United States, and Ontario, who seldom failed to homestead or purchase land, show far better than all I can say the desirability of this district as a new field for immigration.

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

E. W. HUBBELL,
Dominion Land Surveyor.

Department of the Interior.

No. 5.

REPORT OF C. F. MILES, D. L. S.

TORONTO, 31st December, 1892.

J. S. DENNIS, Esq.,
Chief Inspector of Surveys,
Ottawa.

SIR,—On the 26th of April last, I received notification from the Surveyor General of my appointment for renewing survey marks in the Edmonton district, whereupon I reported myself to you at Calgary on the 4th day of May. We proceeded together to Edmonton on the following day, and after organizing and fitting out our parties we left Edmonton on the 11th, passing Fort Saskatchewan on the same day, thence following along the Victoria trail to near where it branches off from the Beaver Hills Lake trail. Here we camped on Section 35, and commenced work on the following day.

When starting to make the necessary renewals of marks, we commenced by tracing up the old lines, but soon found that to expedite the work it was necessary to chain all the lines in order to find the posts, which were in many cases offsetted from the lines run. More frequently the posts had been destroyed by fire and only a short stump left in the ground, the burnt top being level with the surface. While certain portions that we went over had undoubtedly been wooded when the townships were originally subdivided, and corners were marked by a wooden post only in accordance with the directions contained in the first edition of the Manual of Survey, in other cases again only wooden posts had been planted without the addition of mound or pits, where it was evident that it had been prairie at the time of the original survey. In wooded townships we frequently found half miles, between two posts, not surveyed, which always caused a certain amount of delay in our arrangements. The greater part of the country which we traversed is admirably adapted for settlement, the soil consisting generally of a black loam with a clay sub-soil. Many new settlers were met, who were generally loud in their praises of their several sections. Although surface water was rather scarce, yet good water was easily procured without having to sink wells of very great depth. The trails which we had occasion to travel on while prosecuting our work are fairly passable at the present time, though if a cycle of wet seasons were to recur it would be necessary to make considerable improvements. This refers more particularly to that portion of the Victoria trail east of Fort Saskatchewan where it is necessary to have the Beaver Lake Creek bridged, which could be accomplished at a comparatively small outlay. Very fine hay meadows were met with in nearly every township that we examined, the grass often growing to a height of six or seven feet, which when cut at the proper time, makes very nutritious food for all kinds of stock. Numerous springs take their rise in the Beaver Hills, furnishing a good supply of water for many settlers. Good timber, principally spruce, is found in many townships adjoining the Saskatchewan and Sturgeon Rivers and easterly from the Egg Lakes.

We had occasion to re-establish several obliterated corners, amongst others one township corner, namely the north-east corner of Township 55, Range 22, west of 4th Meridian. We proceeded according to instructions, but I am inclined to think that in this instance the corner we established was about one chain south of the original corner. There was a surplus in the length of the two and one-half sections we measured along the east boundary of the two townships; this surplus was evenly distributed, whereas, judging by the length of the sections in the south-westerly townships, we concluded the surplus should have been left in sections in the southerly township, in order to conform with sections to the west. On township outlines which have been surveyed according to the manual, no doubt our procedure would

have been correct, but where outlines have been surveyed on no particular principle, a new corner is liable to vary in a considerable degree from the old corner. Not having a copy of my field notes I am merely now writing generally from memory.

In densely wooded townships we generally stopped re-marking when I felt convinced that the sections would not be required for immediate settlement, although if the Department contemplates re-marking townships running into the Beaver Hills and east and north of the Egg Lakes, and others, the sooner the work is proceeded with the more economically it can be carried out. While the bush is green, lines are easily traced and posts readily found, but when once fire has over-run a wooded township, the old manner of marking corners becomes easily obliterated.

As usual in this district, snow commenced falling about the middle of October. It continued off and on for three days, and there was every appearance of the surveying season having come to an end; however, greatly to our gratification, the snow disappeared again, and we were able to continue our operations until the end of the month, when we broke camp, and started on our return. I met you at Fort Saskatchewan, and with the whole outfit returned to Edmonton, from whence, after settling up accounts and assisting in the disposal of my outfit, I started for home, where, after a twenty-four hour detention, arising from a broken trestle, I arrived on the 13th of November.

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

C. F. MILES,
Dominion Land Surveyor.

Department of the Interior.

No. 6.

REPORT OF J. GIBBONS, D.L.S.

· RENFREW, 16th January, 1893.

J. S. DENNIS, Esq.,
Chief Inspector of Surveys,
Ottawa.

SIR,—I have the honour to report as follows on my operations last summer in the re-marking of surveys in the Edmonton district. On receipt of your instructions dated 25th April, I left Ottawa and proceeded at once to Edmonton *via* Calgary and on arrival there reported for duty to the Dominion Lands Agent, to locate any settlers that might require assistance in establishing what section, township and range they were situated upon. There being none there then that required such help, I had nothing to do but await your arrival from Calgary with the men and outfit for the summer operations.

Upon the arrival of the outfit we immediately went into camp. Mr. St. Cyr, D.L.S., and myself were requested to work in conjunction with one another, and to each was detailed our allotted number of men.

We proceeded at once, by trail along the southern side of the Saskatchewan River, to Township 55, Range 20, and there commenced operations in re-marking the corners in the northern portion of this township, which is comparatively open and fit for settlement. It is very easy of access as the trail from Fort Saskatchewan to Victoria runs along the northern end of it: the southern portion extends back into the Beaver Hills, which is rolling and wooded; we did not do any re-marking in this portion, as we thought it would not be required for settlement for sometime to come. It was originally timbered with large sized poplar, but fire has swept over it, leaving *brulé* and windfall in its course, interspersed with clumps of green timber, here and there, which is valuable for building purposes.

The soil in this township is first-class for farming purposes, principally a clay loam verging into sandy loam with clay sub-soil: it is well watered with spring creeks. We next proceeded to Township 55, Range 18: the south-western portion is open and well adapted for grazing purposes. The Beaver Hills Creek runs across the corner. Access to this part is gained from the Battleford trail. A wooded ridge extends from the south-eastern to the north-western corner, from which a plentiful supply of fire-wood and building timber can be had. The north-eastern portion is fairly open; access can be obtained to it from the Fort Saskatchewan and Victoria trail. The corners in this township were all re-marked except the north-east corners of Sections 2, 14 and 27, which are lost. The soil is a black loam with clay sub-soil.

From here you instructed us to proceed to Beaver Hills Lake district and establish the western outline of Townships 51 and 52, and the 13th correction line between Townships 50 and 51, Range 19, and sub-divide Townships 50 and 51, Range 19, and fractional Township 51, Range 18, all adjoining the western side of Beaver Hills Lake. An inspection of the country adjoining the western outline of said township convinced us that it was impossible to get the wagons within workable distance, and in order to carry on the work we would have to pack in on our backs: as time was pressing for other work we concluded to abandon the project for the present, and await your further instructions.

We proceeded at once to subdivide fractional Township 51, Range 18, and traverse the portion of Beaver Hills Lake, situated within its limits. There are quite a number of squatters in this township who have made considerable improvements; several of them have large herds of cattle and horses, and a good area of land broken, on which the growing crops looked healthy and vigorous. Statutory declar-

ations were obtained from them, except a few that were temporarily absent. It is mostly prairie with some willows and a few poplar bluffs in the north-western corner. Soil a black loam verging into sandy loam on the high ridge to the south, with clay sub-soil. It is well watered by four creeks, which have their source in the Beaver Hills, in whose waters swarm numerous fish, principally suckers, the catching and curing of which forms quite an industry with the Indians and Half-Breeds. They preserve the fleshy parts by drying in the sun and then smoking; it forms a very good substitute for bacon, as we had to use it on several occasions, our bacon having run out.

Beaver Hills Lake is a beautiful sheet of water somewhat over six miles wide and twelve miles long; upon its surface can be seen sporting themselves numerous water-fowl. The land in the vicinity of the lake is being rapidly taken up. There are already a school and a post office, while a plentiful supply of timber and hay can be had from the hills which border quite close on the western side of the lake. The north boundary of Township 50, Range 19, and the north-west corner of the same township, were re-marked according to your instructions, thus overcoming the difficulty of running the twelve miles of outline from the north. This township was all subdivided except Sections 28, 29, 30, 31, 32 and 33. The western part of the township is rolling and wooded with poplar and willow, there are some fine springs of good water. The eastern part is level with beautiful park-like openings, but rather dry, there being no running water. The soil in the eastern part is of unsurpassed fertility, being a rich black loam with clay sub-soil, verging into a rich clay loam in the rolling country to the west. It is very easy of access as the trail to Battle River passes through the central portion. Township 51, Range 19, Sections 1, 2, 3, 10, 11, 12, 13, 24, 25 and 36 were subdivided in this township. The greater part of the western portion being broken and wooded, was considered to be unsuited for subdivision. There are several squatters; the sections surveyed include all the locations. The township is well watered by creeks which rise in the hills, and is a first-class country for stock or for general farming. The soil generally is a black loam with clay sub-soil. From here we proceeded by way of Fort Saskatchewan to Township 56, Range 23, and joined the camp of Mr. Miles, D.L.S. This township so far as gone over is fairly open, but to all appearances it is thickly wooded to the north and west. Sturgeon River, a fine running stream crosses it, turning north-east and then south-east, thus forming a triangle in the south-east portion of the township. The corners in this portion were re-marked, there being a few settlers already located there, as well as Sections 6, 7, 23 and 24 north of the river. The lands bordering on the river are of a light friable nature, sandy loam verging into sand in some places, and becoming heavier away from the river. Township 55, Range 23, was all re-marked. It is practically open with sufficient hay and wood for the immediate wants of the settlers. There are extensive hay meadows in the western portion and numerous bluffs of poplar in the east. There has already been a large influx of settlers into this township, who have the exceptional advantage of having a grist mill, saw mill, cheese factory, and creamery all situated within its limits. Sturgeon River crosses the north-west angle, traversing Sections 30, 31 and 32. Soil a heavy black and clay loam with clay sub-soil. From here we returned east (over country that had already been re-marked) to establish the north-east corner of Township 55, Range 22, and several other lost corners. After locating these lost corners we returned west, to Township 55, Range 24, by way of the southern limit of the township. The southern portion along the Sturgeon River which crosses it in a north-east direction is comparatively an old settled district, and there one sees evidence of the farming capabilities of the country in the waving fields of grain that everywhere meet one's gaze, and substantiate the fact that, with perseverance and industry, the energetic settler is sure to succeed in spite of any slight unfavourable climatic conditions that may occur. We did not do any re-marking in this portion, but pushed our way up to the northern two tiers of sections, and re-marked what was considered necessary. The northern portion is practically all wooded, except a few sections to the west. There are numerous sloughs and hay marshes, and I nowhere met with such luxuriant growth of vetches and pea-vine as is to be found in some of the prairie openings, thus testifying to the fertility of the soil.

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It is well watered with numerous creeks which flow into the Sturgeon River. There is a school, post office, church, and store situated towards the southern limits. Township 56, Range 24, is practically all wooded: the southern two tiers of sections were re-marked. The eastern portion of this part is open and already taken up. To the west are to be found spruce swamps, which are valuable for the manufacture of lumber. The soil is a heavy black loam with clay sub-soil. It is also well watered with running creeks.

Township 56, Range 25, has been all re-marked except the north-east corners of Sections 2, 35 and 36. Little Egg Lake, which is an extensive slough, occupies portions of Sections 14, 15, 22, 23, 26 and 27, and the southern end of Egg Lake covers portions of Sections 31, 32 and 33. The country to the north and east of these bodies of water is heavily timbered with poplar, spruce and other merchantable timber; the land here is rather wet. The south and western portion is open and favourable for settlement, there being quite a number of settlers located here. There is a mission church and school situated within its limits.

Township 57, Range 25.—Egg Lake occupies Sections 5, 6, 7 and 8; the rest of the township is wooded, and extensive hay marshes border the lake shore. We re-marked corners in Sections 3, 4, 9, 10 and 15, which are in the vicinity of the lake. Township 57, Range 26, is well wooded. We re-marked part of the south-eastern portion of the township, viz., Sections 1, 2, 10, 11, 12, 13 and 24. Townships 56, Range 26, and 55, Ranges 26 and 25, have been all re-marked. These townships are open with numerous bluffs of poplar and willow. The soil throughout is a black loam with clay sub-soil; the hay is abundant and of good quality. There has been quite a number of locations made by settlers in these townships.

On the completion of the work in this section of the country, we proceeded to Edmonton *via* St. Albert, and after renewing our supplies took the Pigeon Lake trail to Township 50, Range 25.

There is a good deal of timber in this township, the soil is first-class and well-suited for general farming purposes, and it will be a valuable location when cleared up, as the Calgary and Edmonton Railway runs through its centre. The old Calgary and Edmonton trail also passes through it. A fine running creek extends through it, running from south to north, on the western side. The soil throughout the township is a black loam, with a clay sub-soil. The whole township was re-marked.

Township 50, Range 26,—the eastern half was re-marked; the timber was so thick on the western half that it was thought best to abandon the re-marking. The Saskatchewan River runs through Sections 31, 32, 33 and 35. The soil is first-class, being a heavy black loam with clay sub-soil. There are several settlers located in the north-eastern portion.

Township 49, Range 24, is slightly rolling in the northern portion, with light sandy loam soil and hard clay sub-soil. A long lake extends through Sections 27, 28, 31 and 32, and on into the next township to the north. There are several sloughs having good clear water, and a good spring creek runs along the centre meridian. In the southern part the township is more level and inclined to be marshy. We re-marked the whole township. It is easy of access, as the Calgary and Edmonton Railway passes through the adjacent township to the west. Our next work was in Township 56, Range 18. The southern portion is open and easy of access, as the trail from Fort Saskatchewan to Victoria runs through it. The land is high, and the soil of a light nature, with a clay sub-soil. An extensive slough or marsh runs through Sections 7, 18, 17, 16, 21, 28, 27, 26 and 25. There are several small lakes in Sections 13, 14 and 16, having good clear water. All the corners south of the large marsh were re-marked and those of Sections 18, 19, 20 and 21 lying north of the marsh; the eastern outline was opened up, chained and re-marked.

Township 56, Range 19, was all re-marked, except the western outline, from Section 1, north. The southern portion of the township is open country, but there is a considerable quantity of timber in the northern part. There are numerous meadows with an abundant supply of hay. The soil is first-class, and the township is a favourable one for settlement.

Township 56, Range 20, is wooded except the southern tier of sections. The soil is of first-class quality, and is well watered. Beaver Hills Creek runs north-westerly across it, with several smaller creeks running into it. Sections 1, 2, 3, 4, 5, 6, 7, 8 and 9, were all that were re-marked in this township. These last three mentioned townships are all easy of access, having a well travelled trail running through them between Fort Saskatchewan and Victoria.

Our next point of operations was in Township 53, Range 24, the south-east corner of which was established according to your instructions.

We then proceeded by way of Edmonton to Township 52, Range 23, where we confined our work to the more settled western part. The eastern portion is wooded and inclined to be marshy, there being numerous sloughs and hay meadows. From here you recalled us to Edmonton and stopped operations for the season. In this re-marking work I found it profitable in all cases to chain, as the post if not burnt would invariably be buried under accumulations of dead grass and decayed debris, and where burnt, nothing but the stub would be found buried in the soil, which could only be discovered by chaining the line. In many cases I found quarter sections that had no signs of an original line being run. This put us to a great deal of extra work, and entailed as much cutting as running a new line.

I have the honour to be, sir,

Your obedient servant,

J. GIBBONS,
Dominion Land Surveyor.

Department of the Interior.

No. 7.

REPORT OF ARTHUR ST. CYR, D.L.S.

J. S. DENNIS, Esq.,
Chief Inspector of Surveys,
Ottawa.

SIR,—I have the honour to transmit to you the following general report on the work performed by me during the past season. This work consisted of some subdivision surveys in Township 50, Range 19, and Townships 51, Ranges 18 and 19, and in the re-marking of corners in Townships 55, Ranges 18, 19 and 20, all west of 4th Meridian, and other townships as hereafter mentioned.

In locating old posts in the townships which we re-marked, the work proved to be more difficult than had been anticipated. Owing to fires which had overrun this part of the country since the original surveys were made, most of the wooden posts have been burnt down leaving only a few inches of their points in the ground. To find the remains of the posts we were compelled to chain anew every line, and wherever the original line runs through forests, burnt timber and windfalls were very thick, and consequently we had to do a good deal of chopping.

At the located section corners I invariably planted a small iron bar, marked according to the instructions contained in the new Manual of Surveys.

This work (re-marking corners in Townships 55, Ranges 18, 19 and 20) kept me busy until the 24th May, when you instructed me to go to Beaver Hills Lake and begin the subdivision of part of Township 50, Range 19.

On this subdivision survey and on the other operations which followed it, I worked in conjunction with Mr. J. Gibbons, D.L.S.

TOWNSHIP 50, RANGE 19.

This township (with the exception of its north-west quarter, *i. e.*, Sections 20, 31, 29 and 32) has been subdivided. Its eastern part is level and crossed with scattered clumps of willows and poplar bluffs.

The Beaver Hills encroach on the western part of the township, and the country is consequently more broken and interspersed with numerous muskegs which have checked the ravages of the fires and preserved the timber. Several small creeks of clear and fresh water traverse this township. Its soil is a black or sandy loam, averaging twelve inches in depth, with clay sub-soil, and has been rated as first-class.

TOWNSHIP 51, RANGE 18.

This township, with the exception of a narrow belt of good arable land bordering its western side, lies in the Beaver Hills Lake. This belt which averages three-quarters of a mile in width is all open prairie, sloping towards the lake. The south-western corner, however, is covered by thick grey willows and young poplars. The soil is very good, and nearly all the land has been taken up, and on some of the sections large improvements have been made.

Three large creeks which take their rise in the Beaver Hills fall into Beaver Hills Lake, within a short distance of each other, after flowing through Township 51, Range 19, and part of Township 51, Range 18; the water in these streams is clear and fresh; in the month of June they are fairly alive with large sized fish which are much appreciated by the Indians and Half-breeds, who catch them in great numbers and preserve them for future use by smoking.

TOWNSHIP 50, RANGE 19.

Sections 2, 11, 3 and 10, and the first tier of sections adjoining the eastern boundary of this township have been surveyed. The country is broken with thick poplar bush and heavy underbrush. The soil is of good quality and there is a good supply of fresh water furnished by the three large creeks before mentioned, which cross it from west to east.

As soon as the subdivision survey was completed I returned to Fort Saskatchewan where we crossed the north branch of the Saskatchewan River and rejoined Mr. Miles, D.L.S., who was then encamped on the Sturgeon River.

The latter part of the season was employed in the re-marking of corners in the following townships :—

Township 47, Range 24; Townships 50, Ranges 25 and 26; Township 51, Range 25;

Townships 56, Ranges 23, 24, 25 and 26;

Townships 56, Ranges 18, 19, 22, 23, 24, 25 and 26;

Townships 57, Ranges 25 and 26; all west of 4th Meridian.

I have the honour to be, sir,

Your obedient servant,

ARTHUR ST. CYR,
D. L. Surveyor.

Department of the Interior.

No. 8.

REPORT OF WM. OGILVIE, D. L. S.

SURVEYS IN PRINCE ALBERT DISTRICT, N. W. T.

OTTAWA, 23rd January, 1893.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I submit for your information the following report of my operations performed under your directions during the season of 1892.

Immediately upon receipt of your instructions, I communicated with the surveyors whom you had placed under my direction and made the necessary arrangements for the work I was to attend to.

I sent Mr. Belanger, D. L. S., ahead with orders to arrange for the transport of the necessary section and township boundary bars from Winnipeg to Prince Albert.

As you desired I went by Toronto to attend to some determinations at the Magnetical Observatory.

I remained three days at Winnipeg instead of going on to Regina, where I would have been delayed the same length of time in order to make connection with the train to Prince Albert.

While in Winnipeg I secured the services of half a dozen men, and would have had no difficulty in securing the services of a hundred if I had required them.

I may say here that these men generally gave satisfaction, which some of the men engaged at Prince Albert did not.

Many of those engaged at the latter place seemed to have some object in view which they wished to accomplish with the wages earned, and as soon as their end was attained wished to quit. If not allowed to do so they were continually grumbling and making the other men discontented. They would at times feign sickness, and be so generally disagreeable that it was better to let them go. From this cause my pay list instead of showing only about twenty names shows about forty.

In this connection I would here make a suggestion which I think would prove beneficial to the service and a boon to surveyors in charge of parties. I would respectfully submit that surveyors in charge of parties be allowed to select a good axeman who is known to have had experience in cutting lines through wooded countries, and pay him better than the ordinary labourers' wages, this man to have charge of all the axemen, and be responsible that they do not shirk their work and do not do any unnecessary cutting. Neither the surveyor nor his assistant can do this with satisfaction as the nature of their duties keeps them much away from the axemen, and it would be a great loss of time for the surveyor to run back and forth from them to his instrument. Surveyors well know how much time is often lost by stupid men doing unnecessary cutting in valleys where tree tops come in the way. It may be said the surveyor can place any man he likes in charge of the axemen, and that there is no occasion for any amendment here. So he can, but my experience is that good reliable men do not care about assuming the responsibility, and incurring the enmity of some members of the party (which he would be certain to do) unless he was paid for it. As a rule men who would assume the duty for the love of having a position I found generally worse than useless, being either too lazy to work themselves or too abusive and tyrannical to the rest of the axemen, thus destroying the harmony of the party. To me it seems that 25 cents a day extra to a good man to assume the duties pertaining to a foreman of the axemen, he also doing a good day's work and seeing that the others did the same, would be money well invested and a great relief to the surveyor in charge of the party, as he would know whom to hold responsible for the rate of progress.

I arrived at Prince Albert on the evening of Saturday the 7th of May and found Mr. Belanger there. Mr. Bourgault, my other assistant, joined me on the evening of the 14th. Subsequently Mr. R. C. Laurie was put under my direction. He joined me at Prince Albert on the evening of Saturday, 16th July.

As soon as possible after my arrival at Prince Albert, I set about getting the necessary outfit of horses and carts. This I found slow work, as both carts and wagons were scarce, in fact none but second hand ones could be procured, and even those I did procure had to be repaired more or less to be serviceable. After some days I found the most satisfactory way would be to place the matter in the hands of a dealer and let him procure what I wanted, of course limiting him to a maximum sum for horses and carts, and with the understanding that what he purchased was to be satisfactory to me. By the 15th I had the necessary outfit on hand; on the 16th I despatched Mr. Belanger, D.L.S., to do some necessary outlining, intending to follow him with Mr. Bourgault's party and my own in a day or two, or as soon as I could procure a cook, which so far I had been unable to do. On this account it was the 23rd before I was in a position to start for the field, which I reached on the evening of the 26th. I began field operations on the 28th, but heavy rain-fall setting in prevented any work until the 31st instant, when work was commenced in earnest.

It will be proper here to explain how the work I performed was not what was originally intended. According to first instructions my work was to consist mainly in restoring survey marks in many of the townships already surveyed in the Prince Albert district. Very few townships in that district are of more recent origin than 1882-83-84 and as much of the work was done in a very primitive way and the marks left for boundaries in the majority of cases not in keeping with the requirements of such, they are now naturally hard to find, in many cases impossible. It was considered necessary in the interest of settlement to re-mark most of them to enable intending settlers to locate themselves.

Quite a large number of settlers were expected, and this was justified by the number of immigration delegates and visitors who had examined the district and reported favourably on it.

A few hours after my arrival in Prince Albert numbers of those delegates called on me and communicated their views with reference to the need of new surveys. They were unanimous in their demand for the subdivision of new townships in the Shell River and Melfort Creek (formerly known as Stony Creek) regions, particularly the latter. They were agreed that the least number of new townships in the last mentioned locality would be twelve, and some said as many as twenty would be required to meet the rush they expected, while at Shell River from two to six were demanded in addition to the two already contracted for.

A meeting of the Prince Albert Board of Trade was convened and a resolution passed endorsing these representations. A copy of this resolution and the demands of the immigration delegates I transmitted to you by telegraph, with the result that I was directed by you to attend to the surveys most urgently needed by the settlers and to consider that part of my instructions relating to the re-marking of old surveys to be superseded by the requirements of settlement.

In compliance with the new order I saw the various delegates, the land agent, and others whom I thought could give me useful information. This action necessitated my departure for Melfort Creek, whither as already stated I sent Mr. Belanger, D.L.S., to outline some of the new townships required. Myself and Mr. Bourgault, D.L.S., followed as soon as the state of my outfit would permit. I procured from the immigration delegates a list of the townships they wanted surveyed in the order of their urgency. These I attended to as fast as the nature of the country would permit. I soon found, however, that many of the townships they had selected were nearly all heavily wooded, and as there could be no possible utility (for the present at least) in subdividing them I made a selection from their choice and only subdivided such as were suited for immediate settlement.

I may here state that the general character of the country in the Melfort Creek district is as follows:—Soil all good with much of the surface covered with patches of willow and poplar. The latter is not of a quality suitable for lumber as a rule, but

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much of it makes good fencing and in some places it yields fair building logs. Some of it has been killed by fire recently and is now pretty well grown up with second growth brush, which much retards progress in cutting a line through, as the dry trunks of original growth are surrounded by the thick second growth, and a chain or two of this is as difficult to get through as many times the same distance of original woods; especially is this the case with willow.

The following townships were subdivided in the Melfort Creek district, all west of the 2nd Meridian:—Township 43, Range 19, and the north one-third of Township 43, Range 20, Township 44, Range 17, Townships 45, Ranges 17, 18, 19 and 20, Townships 46, Ranges 17, 18 and 19. These townships are so much alike that there is no occasion for a special description, with the exception of part of Township 43, Range 19, and part of Township 44, Range 17, the former having the south three-fourths of its area covered with burned slash. The surface is hilly, the hills generally covered with boulders and fragments of limestone; the hollows are generally occupied with lakes in which the water is as a rule very bad; some of the lakes are surrounded by extensive meadows. About one-third of the surface of the latter township is covered with popular woods, much of which would make good building logs, and some of it fair lumber.

Every section of the remainder of these townships is well adapted for settlement, and will compare favourably with any corresponding area in the Territories as an agricultural or stock-raising country.

Hay is abundant along the edge of the woods which bound these townships on both north and south sides, and in the woods there is an abundance of vetches and herbage on which stock flourishes long after the prairies are covered with snow. Mr. Reginald Beatty, who has lived in Township 44, Range 18, for nine years, has sometimes left his young stock out until the end of the year, and he says they thrive while out.

In the spring it was expected that at least 400 families would settle in Melfort Creek district before the fall, but this expectation is far from being realized. However those who did settle in the district are well pleased with their venture, and are encouraging their friends to come in, so that I have no doubt next season will see a much larger influx of settlers than last. Many of those who came in last summer came from South Dakota, and they avow that that State would be almost depopulated if the settlers had the means to get out of it, of which a succession of very bad crops (or in fact none at all) has totally deprived them. Many of those who came in had large numbers of cattle with them, and they expressed themselves well satisfied with the prospects of stock-raising, and looked forward to mixed farming and stock-raising as a success. Of course they cannot, as in the grazing country around Calgary, allow the cattle to run out all winter, though some of their horses do; but if they have to feed during the winter hay does not cost very much, and they are certain of having their cattle in the spring.

In August you informed me that the Rev. J. P. Paquette of Muskeg Lake (near Carlton) Roman Catholic Mission had represented that some new surveys were urgently needed in his vicinity, and you requested me to do what I could for settlers who were locating there. Accordingly in the first days of September I detached Mr. Bourgault's party from the work in Melfort Creek district and proceeded with him and party to Muskeg Lake, arriving there on the 9th. I found in order to meet the requirements of the settlers it would be necessary to survey two townships, viz.: 46 and 47, Range 7, west of the 3rd Meridian. To do this I would have to run about 28 miles of township outlines, all of which I soon discovered was in woods, and very rough country much broken by lakes and hills. After some delay in finding and tracing out the boundary of Petty-quaw-kyi's Indian Reserve, I got the survey of Township 46 well under way, when I left Mr. Bourgault to finish it and returned to attend to the traverse survey of part of the South Branch of the Saskatchewan River which in your letter of the 19th July you directed me to have done, in such a way that the areas of the river sections could be determined. This involved, besides an accurate traverse survey of the river along both sides, the careful tracing out of all the section lines which intersect it, and a measurement of them as well. This work I set Mr. Belanger to do, instructing him to commence at the south

boundary of Muskoday Indian Reserve, on the westerly bank of the river, and continue southward up it as far as Township 40, there to cross and traverse down the river in the same way the easterly bank, making while doing so a tie with his survey of the western bank at intervals of a couple of miles or so, by triangulation or otherwise as might be convenient.

This survey Mr. Belanger completed from Muskoday's Reserve to Township 40 on the westerly side and from the north boundary of the St. Laurent Settlement to Chakastapasin Reserve on the easterly side. This was all the season would permit him to do.

At the same time I put Mr. Belanger to do this work I put Mr. Laurie to re-mark a couple of fractional townships in which the settlers found difficulty in finding the marks; besides the boundary marks of the different systems on the outlines were not generally understood and had to be explained and clearly marked. I then returned to Mr. Bourgault at Muskeg Lake and found he had just finished the subdivision of Township 46, Range 7, and had proceeded to run the Meridian between Ranges 7 and 8 from the 13th base south to the 12th correction line.

The subdivision of Township 46, Range 7, proved heavy work, with a very rough surface and many lakes.

I found the survey of the meridian mentioned would also be laborious, as it is all in heavy woods with numerous lakes and bad swamps. Clearly the winter is the only time in which surveys can be performed to advantage here; under these conditions I withdrew Mr. Bourgault's party and instructed him to inspect a contract survey in the Shell River district and then proceed to make a traverse survey of that part of the South Saskatchewan River below Muskoday's Reserve.

I then proceeded to Mr. Laurie's camp and instructed him to make a subdivision of the north one-third or one-half of Township 43, Range 20, west of 2nd Meridian, as there were a few settlers in it, and they were anxious to know their position.

The remainder of this township is heavily wooded; much of the timber has been burnt, and a new growth is springing up. There are many small lakes in it. It is very likely that much of the wooded part will become prairie owing to fires during the course of the next few years. As there was no immediate necessity for the survey of the wooded part, I thought it well to leave it and put Mr. Laurie to do work of more urgency, so instructed him to make a traverse survey of that part of the right bank of the South Saskatchewan River which lies between the Chakastapasin and Muskoday Indian Reserves.

I then went to Melfort Creek to examine some places in connection with a proposed town-site in the vicinity, and also some bits of spruce woods, and make a rough estimate of the value of the latter for lumbering purposes. The latter I considered very necessary to enquire into, as a saw-mill was in course of erection in the district and very likely an application would be made to the Department for a limit.

With reference to the proposed town-site, I may say that I could see no necessity for laying out one in the vicinity. The Manitoba and North-Western Railway is expected to pass through the district, and it will, when it comes, settle the position of all local villages and towns. There is no place in the vicinity which possesses any natural advantage of sufficient importance to warrant a town-site being laid out at it, or to make it an object to build the railway to it. So naturally all villages or towns located in advance of the railway may be found out of place when it does come.

When this work was done, I saw some parties and attended to some matters connected with immigration schemes. By this time ice was running in the Saskatchewan River, and it was impossible to cross with an outfit; so I was kept on this side of the river until winter set in. On the 22nd November a heavy and continuous snow-storm came on which lasted a week. Such a storm was unprecedented in the history of the place. It speedily put an end to all field-work. As soon as possible I made my way to Prince Albert, where I arrived on the evening of the 27th. Here I immediately set about getting the different parties in and making preparations to pay them off. The snow was so deep and difficult to get through with loads that I had to hire teams to go out and assist the parties in. The last of

Department of the Interior.

the parties (Mr. Bourgault's) got in on the 6th December. He was camped at the Forks of the Saskatchewan when the storm began. He had completed the traverse of the westerly bank of the South Branch of the Saskatchewan from the north side of Muskoday's Reserve to the Forks, and was waiting for the freezing of the river to get over and traverse the other side, but the snow-storm put an effectual stop to any further work by him.

After the parties were paid off I attended to some matters connected with surveys, and made an agreement with S. J. Donaldson to store the outfit and winter the horses.

On the 15th December, I took my departure for Winnipeg, stopping on my way at Regina and Moosomin to attend to some matters to which you had directed my attention. At Winnipeg I remained three days attending to some questions connected with immigration on behalf of the Kinistino district.

The timber I saw and examined already referred to, was situated in Townships 43, Ranges 16 and 17. It consists of scattered bluffs of generally small scrubby spruce; very few of the trees exceeding fifteen inches in diameter at the stump, and few would yield more than two logs, sixteen feet long and eight inches at the small end. The largest area I saw in one bluff, (and Mr. Beatty, my guide and assistant in the work, who knows the country thoroughly, assured me it was the largest in the vicinity), would not cover more than two hundred and forty acres. I visited several other bluffs, and examined them. Mr. Beatty informed me I had seen all the most important bluffs, and the remaining ones were some distance east from those seen. I made a count of the number of trees on a measured acre which would furnish logs about ten inches in diameter at the small end, and found sixty-seven. These would yield about eighty-five logs, which would turn out, assuming the logs to average twelve inches at the small end (which I think would be the maximum) and run sixteen feet long, about 6,400 feet board measure; say to cover short logs and other contingencies 6,000 feet.

Now I think a fair estimate of what spruce I saw would be about 400 acres at the utmost, which would furnish from two and one-quarter to two and one-half million feet, board measure, of rather poor lumber. This I feel confident is a very liberal estimate. This would only afford about 1,600 feet for each homestead quarter-section in the Carrot River and Melfort Creek districts or about double that quantity for the Melfort Creek settlement alone.

Of the timber in the woods north of the townships surveyed I cannot speak personally. The only information I have on the subject I got from Mr. Beatty who informed me that originally there was some good timber there, but that fire had destroyed the most of it, and is gradually killing it all.

He reported some timber in the east end of the prairie belt, and a few spruce trees were seen in Townships 45 and 46, Range 17; but of those Mr. Fawcett will be able to speak definitely as he has included it in his examination.

In connection with this subject I may here state that a saw and grist mill was being erected on the N. W. $\frac{1}{4}$ of Section 10, Township 44, Range 18, on Melfort Creek when I was there. The intention was to have it running in the month of April, 1893. The motive power is water, the necessary head being obtained by erecting a dam across the creek at a place where the valley is contracted. This dam is about 75 yards long and will be 14 feet high, which gives one an idea of the amount of timber required in its construction.

It is probable that the flow of water in the creek will not be enough to develop the necessary power with this head for more than 4 or 5 months in the year, and if I were to draw any inference from the flow I witnessed last summer I would say for hardly so long a period. Mr. Beatty informed me that the Indians of the vicinity have traditional knowledge of a much larger flow in the creek than there is now, and it would appear from what he says they pointed out to him, that it was large enough a couple of generations ago to be called a river. He told me they called it in their language "the river that is going dry," but he says many other streams and lakes in the district are distinguished by this name by them, because the volume of water in them is decreasing.

Below the forks, which is a few hundred yards above the mill-site, Melfort Creek is large enough, and during the spring and early summer months has water enough to permit the passage of ordinary saw logs, if a few stones were removed in some places. This condition holds through three townships or about 18 miles in an air line, and I have no doubt continues down to its junction with Carrot River. At the present time the flow of water in Melfort Creek, above the junction, is much larger than that in Carrot River. Mr. Beatty and his brothers, who are pretty intimately acquainted with the Carrot River, and have pretty well explored the country along it, assured me that it was navigable for flat-bottomed stern wheel steamers, such as navigate the Saskatchewan, from the mouth up to its confluence with the Leather River (formerly often called "Hanging-hide River.")

There is much poplar on the head of Melfort Creek which can be utilized for lumber.

North of Muskeg Lake there is quite a lot of spruce timber which will yield fair lumber, but there are no very extensive areas of it. There is a small portable saw-mill in the district now which has already cut some lumber for the use of settlers. In Townships 48 and 49, Ranges 6 and 7, W 3rd M., there is much jack pine, which, however, is generally unfit for any thing but fuel.

Two townships, Tps. 44, Ranges 18 and 19 were resurveyed. This was rendered almost imperative by the fact that the position of all the boundaries on the 12th. base line across these ranges had been changed by Mr. Klotz, D. T. S., in 1890. This necessitated a change in the outlines of the adjoining townships as they had to be correctly surveyed, and had to be started from the corrected base line; thus all the outlines of these two townships were changed, and it would be a very difficult matter to connect with any degree of satisfaction to the Department, myself or the settlers, the few original boundaries to be found in the townships with the new outline boundaries. In fact had I adopted the original survey in this case there would have been strips of land left between the correct boundaries and the old ones. Again very few of the original section boundaries could be found, for the sufficient reason that most of them were never marked.

The survey was made in the months of March and April, and posts were stuck up in the snow, the intention being to mound them in the summer; but very few mounds were erected, and what few were, can now hardly be distinguished from an ant hill or gopher mound. It would puzzle the sharpest and best trained eye to trace out any of the original lines, even where they were run in woods, and the woods are now in their original state. Posts have been seen in the woods, but no trace of any line could be found near them.

Two fractional Townships, 44, Range 21A, and 45A, Range 22, both west of 2nd Meridian were re-posted. This work was done by Mr. Laurie. He found tracing and following the old lines, in order to find if possible the original section corners, much more tedious than making a new survey would have been. Nearly all the original section and quarter-section boundaries were found and re-marked. In one or two cases the widths of the original quarter-sections differed from the theoretical width by ten chains.

During the summer numerous immigration delegates visited the Melfort Creek district. I spent some time showing them around and giving them information.

I have the honour to be, sir,

Your obedient servant,

WILLIAM OGILVIE,

Dominion Land Surveyor.

Department of the Interior.

No. 9.

REPORT OF P. R. A. BELANGER, D.L.S.

OTTAWA, 26th January, 1893.

WILLIAM OGILVIE, Esq.,
Dominion Land Surveyor.

SIR,—I have the honour to submit the following report on my actions during the past season, while engaged on surveys in the district of Prince Albert, under your direction.

On the 28th April last I left home for Prince Albert, stopping here on my way for further instructions, and at Winnipeg to order the shipping of iron bars to Prince Albert, in compliance with your instructions, and reached Prince Albert on the 3rd of May, where I waited for your arrival.

On the 16th of May I was provided with the necessary outfit, and instructed to proceed to Melfort Creek district, to prolong the 12th base line across Range 17, west of the 2nd Meridian, and subdivide Township 44 in that range.

Four days after this I commenced work, and was occupied till the 28th June in the outlining and subdivision of that township, together with the survey of the west boundary of Township 43, Range 17, and four miles on the west boundary of Township 45 in the same range.

On the 30th June I re-joined you and received instructions to run the necessary outlines and subdivide Township 43, Range 19, west of the 2nd Meridian, working in the subdivision of that township in conjunction with D. L. S. Bourgault.

To establish the boundaries of Township 43, I had to re-survey the east boundary of Township 44 in the same range, from the corner on the base line as re-established by D. T. S. Klotz.

The survey I performed in Township 43 occupied me until the 22nd July, when I received instructions to proceed northward to run the necessary outlines and subdivide Townships 45 and 46, Range 19, and Township 45, Range 20, and also part of Township 46, Range 17, in conjunction with Mr. Laurie, D. L. S.; at which work I was engaged till the 24th September.

Township 44, Range 17.

The country I passed over during the course of my survey may be described as follows:

The general aspect of the country in this township is either hilly or heavy rolling. It has been at one time all timbered, but the recent fires raged so fiercely that the northern half of the township is now to a great extent open. All that remains to show the former condition of the country is a large quantity of fallen trees, and a belt along the south boundary, about two miles wide, of fine poplar with groves of spruce, which will be available for lumber and general purposes.

The soil is rated first and second class in the north half, and second class for the south half where there are numerous large swamps.

Good water is found in creeks and swamps.

Township 43, Range 17.

The only line which I surveyed in this township is the west boundary, which I found more or less timbered.

The quality of the soil can hardly be classified by what was found on that line, because the first three miles going south run in the marshy valley of a creek, and the last mile enters into a tamarack swamp. However, I may say that the west half of this township is not fit for immediate settlement.

Township 45, Range 17.

I surveyed only the first four miles on the west boundary of this township. To judge by the portion I passed over the soil is good and well adapted for farming purposes.

Township 46, Range 17.

The part I surveyed in this township (the east half) is a gently rolling country more or less covered with scrub.

The soil is good and well watered by ponds and creeks of excellent water.

Township 43, Range 19.

The north-west quarter of this township ranks as first class; it is generally open, well watered by a creek, and suitable for immediate settlement. As to the remainder, it is a burnt, hilly country, more or less covered with fallen trees and scattered bluffs of poplar, and broken by numerous lakes of bad water.

Township 45, Range 19

Is a rolling bluffy country, very suitable for immediate settlement. The soil ranks as first class; it is generally a rich clay or sandy clay loam.

Good water is found in lakes and marshes on the west half, where also large quantities of hay may be cut.

Melfort Creek and another creek run through the east half.

Township 46, Range 19.

Ranks first class as to the quality of the soil. It is like Township 45, a bluffy country, but much more open on the south-east quarter.

Good water is abundant in Melfort Creek which runs across the east boundary of the township, and in numerous lakelots and hay marshes, where also a great quantity of hay may be secured.

This township is very well adapted for general farming purposes and stock-raising.

Township 45, Range 20.

Is a gently rolling country with scattered bluffs of poplar and scrub.

The soil is a clay loam, well watered by a creek and some ponds. It is fit for general farming.

On the 28th September having moved my camp to Mack's Crossing on the South Saskatchewan River, I met you and received instructions for the survey of that part of the river between "Muskoday Reserve" and the 11th base line.

On the next day I commenced the survey of the left side of the river at its intersection with the south boundary of the "Muskoday Reserve," and reached the 11th base line, a distance of 70 miles of traverse, by the 10th of November.

The following day I moved camp back to Batoche's Crossing with the intention of crossing to the right side of the river, but I found the ferry ice-bound, and so much ice was drifting down the river that I had to abandon the idea.

At the same time I telegraphed to you for instructions, but after waiting two days and receiving no answer I decided to return to Prince Albert, following the river shore with the hope of finding a crossing somewhere. At noon on the second day of my journey I remarked that the ice had stopped drifting; I at once put up my tents and waited till next day, when we crossed over the ice bridge to the right bank.

On this side I commenced work at the intersection of the north boundary of the "St. Laurent Settlement," and carried the survey as far as the south boundary of the Chakastapasin Indian Reserve, a distance of 23 miles, which I surveyed through very deep snow, with great fatigue and exposure to cold, and finished on the 29th November.

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The next day I returned to Prince Albert where I met you, and my party was discharged and outfit handed over for storage.

On the 5th December I left Prince Albert to return to Ottawa, where I arrived four days after.

The total mileage of new lines I surveyed during the season amounted to 408 miles, of which 283 miles were outlines and subdivision, 27 miles were lake traverse, and 98 miles river traverse. A great many miles of chaining and re-survey were also done for establishing the position of corners on section lines intersecting the river traverse.

I have the honour to be, Sir,

Your obedient servant,

P. R. A. BELANGER,

D. L. Surveyor.

No. 10.

REPORT OF C. E. BOURGAULT, D.L.S.

ST. JEAN PORT-JOLI, 16th January, 1893.

WILLIAM OGILVIE, ESQ.,
Dominion Land Surveyor,
Ottawa.

SIR,—I have the honour to submit the following report on the surveys performed by me during the past season:

In accordance with the instructions of the Surveyor General I left home on the 7th of May for Prince Albert, where I arrived on the 14th. After completing my party and purchasing supplies, I started for Melfort Creek, where you gave me instructions to subdivide Township 45, Range 17, west of the 2nd Meridian. After working a few days in this township I received instructions to assist you in the subdivision of Townships 45 and 46, Range 18, where settlers were arriving, the land being in many places taken up before the subdivision was complete. I think that the whole of Township 45, Range 18, is now settled. The two last-mentioned townships are admirably adapted for mixed farming and stock-raising, there being numerous hay meadows, also plenty of good water and sufficient wood for domestic purposes.

The soil is a good black loam, with clay subsoil. Melfort Creek flows through the south-west part of Township 45, Range 18.

On the first of July I proceeded with a party to Township 43, Range 19, where I met D.L.S. Bélanger, who was engaged in subdividing it. Having completed my share of work in this township I started to re-survey and re-post Townships 44, Ranges 18 and 19.

As a report on these two townships was made at the time of the original survey, it is unnecessary for me to further report on them. They are fairly well settled, and the farmers seem satisfied with the country.

In my opinion the region of Melfort Creek will become an important place before long, especially if the Manitoba and North-Western Railway is produced to Prince Albert.

A post office has been established since last summer, and there is some prospect of the erection of a flour and saw-mill.

Many of the settlers seem to be prosperous, and were very obliging to the surveyors.

After the completion of the re-survey and re-posting of the above townships, I returned to Township 45, Range 17, in order to continue the subdivision commenced early in the spring. The land in this township is good, and there are some lakes and fine creeks. Settlers will find hay for cattle and wood for rails, fuel and building purposes. There is a settler in Section 6.

On the first of September we moved camp to Prince Albert, remaining there two days in order to repair the outfit and buy supplies, and then proceeded to Muskeg Lake. The Rev. Father Paquette, whose courtesy and hospitality are known to every traveller visiting that place, received us gladly and gave us the use of the school-house for the night.

I commenced the subdivision of Township 46, Range 7, west of the 3rd Meridian, on the 14th September. This township, which is very broken and hilly, is fit only for stock-raising. The land is good and there are many large lakes and hay marshes. The grass was green at the end of September, and flowers in bloom were seen in the Rev. Father Paquette's garden in the beginning of October. There is a lake near, which the Indians say never freezes, so there is little trouble watering cattle during the winter. I saw a hot spring eight inches in diameter at the head of Ogilvie's Lake.

Department of the Interior.

On the 10th October I moved camp to the 13th base line for the purpose of running the outlines of Townships 47 and 48, Range 8, in order that I might close the outline of Township 46, Range 8, on the correction line. I travelled by the Snake Plain road and followed the 13th base line, moving very slowly, being obliged to cut a wagon road. Sometimes we packed; sometimes we carried the outfit in our canoe; and many times further progress with horses and carts seemed impossible, as we were stopped by wind-falls, dense willows, lakes and swamps. I think however that I might have overcome all difficulties, but I had to stop to inspect a contract survey. The north boundary of Township 46, Range 7, is therefore unsurveyed, and immigrants are waiting for the subdivision of Township 47, Range 7, before putting up their houses and stables.

After completing the inspection I returned to Prince Albert where I spent Sunday, and next day moved camp to that part of the South branch of the Saskatchewan River which is within the Muskoday Indian Reserve, where I commenced a traverse of the river.

The weather remained cloudy for about a week, but on the 5th of November I took an observation of Polaris and started my work at the north-east corner of Section 20, Township 47, Range 24, west of the 2nd Meridian. The progress was very slow as I was obliged to connect my traverse with the nearest post on the lines intersecting the river.

On the 21st November, the traverse of the left shore being completed, I moved my camp to the Forks of the Saskatchewan. The next day it began to snow and freeze, the cold weather rendering us very uncomfortable. The snow became so deep that feed for the horses was very scarce, and, the ice not having formed on the river, I abandoned all idea of traversing the right shore.

On reporting the matter to you, I was ordered to bring the party into town, where I arrived on the 6th December.

On the 8th I left Prince Albert for home, where I arrived on the 13th.

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

C. E. BOURGAULT,
D. L. Surveyor.

No. 11.

REPORT OF THOS. FAWCETT, D.T.S.

EXPLORATORY SURVEY IN THE SASKATCHEWAN DISTRICT, N.W.T.

OTTAWA, 14th November, 1892.

E. DEVILLE, Esq.,
Surveyor General.

SIR,—I have the honour to submit the following report of my exploration of that tract of country lying north from the Fishing and Quill Lakes, to Carrot River, and extending westwards as far as the surveyed lands along the Saskatchewan River; also of the Shell River district, westerly to the Green Lake trail, and northerly to Big River, in Township 52:

In compliance with instructions dated the 25th April I started on the 2nd of May for Winnipeg, where I obtained my supplies and outfit, which were shipped to Yorkton. A week's delay occurred at the latter place, there being only a weekly through freight train.

While at Yorkton several parties who had been out looking for suitable locations in which to settle returned highly pleased with the country, and more especially with the lands they had selected, each one considering that he had discovered something better than his neighbour; they were hastening to the land office to make their entries before anyone could forestall them. One man, who originally came from Michigan, and who had tried Minnesota, Dakota, Iowa, and several others of the United States, gave as his opinion that a man who could not find land to suit him in this part of the North-West must be difficult to please. Several families from England, who had secured homesteads along White Sand River, were at the immigrant sheds; they were engaged in purchasing cattle and implements for their spring work.

There appeared to be a general feeling of disappointment owing to a report that the railway would not be extended beyond Yorkton this year. The settlers who had moved out from forty to sixty miles beyond the end of the track last year had been looking forward to the extension this summer, expecting employment during their spare time, and also to have the advantages and conveniences of a railway much nearer their homes.

A special train, which arrived at Yorkton on the 17th May, loaded with stock and settlers' effects, brought also my missing outfit. The vehicles were put together and a start made for Sheho lake. About eight miles north-west from Yorkton, after crossing a branch of White Sand River, the trail forks—one branch towards the south-west, to Sheho, and the other north-westerly. I followed the latter trail as far as the crossing of White Sand River, and then went about ten miles northward across the country to the Sheho trail. The country in this part is rolling and the soil mostly of good quality. Timber is somewhat scarce. About twenty-five miles from Yorkton we pass the Polish settlement, located along a fine stream of clear water—a branch of White Sand River. I noticed a great many children and several women, the men being some distance away putting in their crops. There is a considerable area of good land unoccupied between this settlement and Sheho lake—land quite as good as that taken up in other localities. One who arrived about the first of May from Dakota and had settled along a stream about seven miles from the Polish village was busy putting in a crop in his newly ploughed land. Twelve miles from this I reached the Dakotian settlement proper. Many of the settlers who have made their homes in this part, viz., Townships 29 and 30, Ranges 9, 10 and 11, are Canadians who went some years ago from Ontario, expecting to find land in Dakota from which a living could be gained. In this they were grievously disappointed:

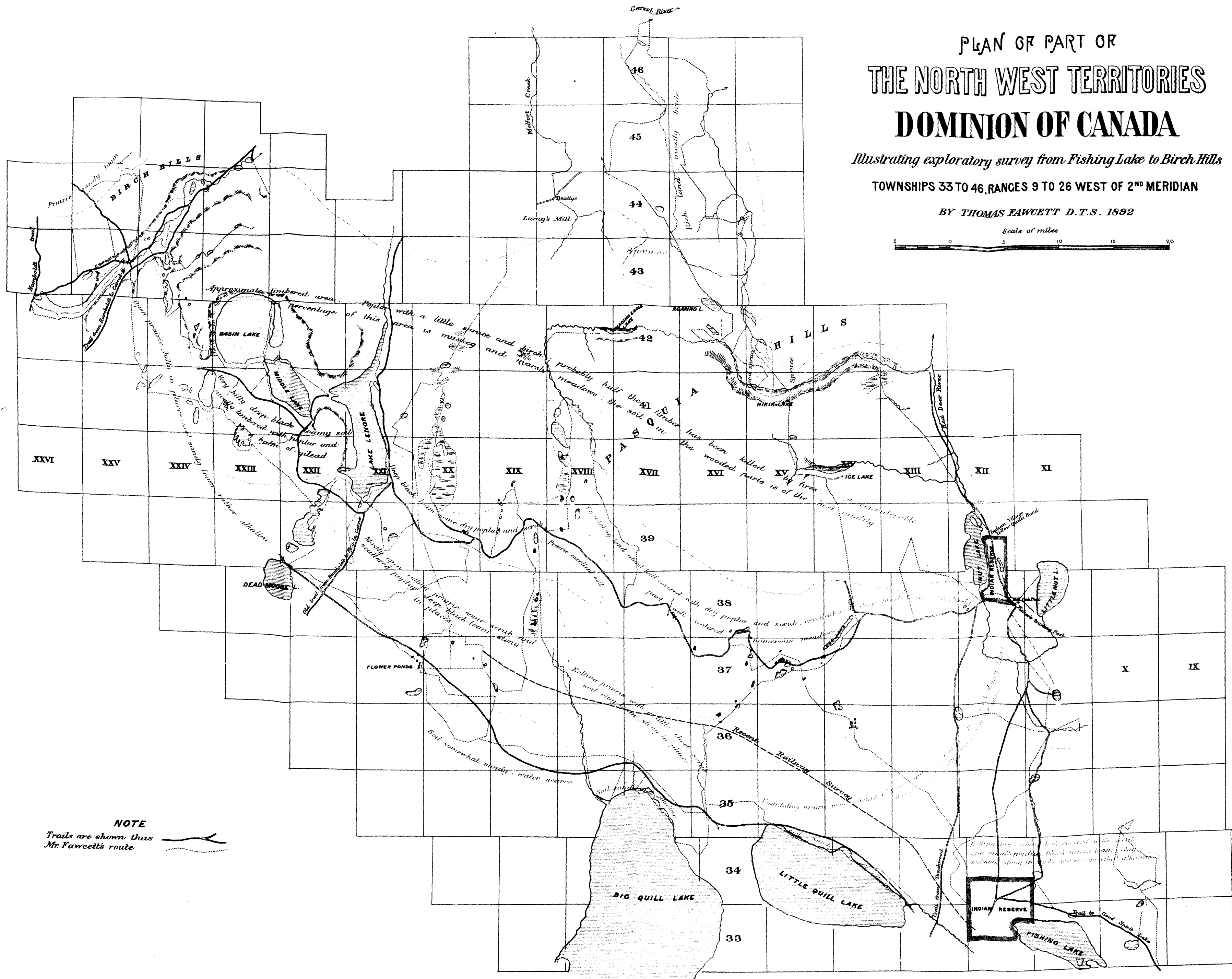
PLAN OF PART OF
THE NORTH WEST TERRITORIES
DOMINION OF CANADA

Illustrating exploratory survey from Fishing Lake to Birch Hills

TOWNSHIPS 33 TO 46, RANGES 9 TO 26 WEST OF 2ND MERIDIAN

BY THOMAS FAWCETT D.T.S. 1892

Scale of miles



Department of the Interior.

after a lengthy struggle for existence they determined to start afresh, and gladly accepted the assistance offered by the Canadian Government and railway companies to enable them to return to Canadian soil.

At Sheho Lake I found a family named Conn, consisting of a mother, three sons and a daughter. If the conditions of life in that part of Dakota where they came from are such as described by them, many of the inhabitants will have considerable difficulty to gain the common necessaries of life. Mrs. Conn's family managed to sink the sum of \$10,000 during their ten years' residence there, being at the rate of \$1,000 a year. In this connection I might say that they have the reputation of being thoroughly experienced and practical farmers. They expect to regain in a few years in Canada what they lost in Dakota.

Thirty miles north-westerly from Sheho, and not far from Fishing Lake, I found the Milligan family, who have resided on the plains where they now are ten years without any neighbours near them. They arrived in the country empty-handed, and have now large numbers of horses, and herds of cattle and sheep; also in their yard stacks of grain of first-class quality, including wheat, barley, oats and peas, of as good quality as any one could desire. They only cultivate what they can consume themselves; not having a market, as it is useless to raise more. They have been very prosperous and every member of the family enjoys robust health. Some settlers located about thirty miles west of them at the same time, in that part known as the "Round Plain;" a few of these left, and doubtless made a mistake in doing so, if they were in search of material benefits. Cornering on to Mr. Milligan's land is an Indian reservation occupied part of the year by a few families belonging to Yellow Quill's Nut Lake band. The land in this reserve is good, and as the present location of the Manitoba and North-Western Railway passes through it, it would become a very desirable place for settlement, if the Indians who occupy it could content themselves to remain with the rest of their tribe or remove to Touchwood where their children would have an opportunity of acquiring an education.

The country northerly from Fishing Lake is a mixture of prairie and brûlé, with scrub and patches of timber. Along the southern and western portions of Nut Mountain there is a tract of very good land watered by two creeks, the water in which is good, being but slightly alkaline. The country extending south-easterly towards White Sand River is mostly open and undulating. There are some belts of timber, but a destructive fire passed over this part about the middle of October killing the greater portion of the green timber. In observing the work of these fires I ascertained some information which formerly puzzled me. I had noticed in some parts of the country patches, here and there, comprising a considerable portion of the surface area entirely devoid of vegetation, and the surface soil apparently gone. Passing over the burnt ground this fall, a few days after it had been run over by the fire, I found in many places the ground still burning and reduced to ashes in some spots to a depth of twelve inches: as all the roots and vegetable matter has been burnt off there will be no vegetation for years, or until seed is deposited. The ground in this way is very much injured. Many meadows which this year had a heavy growth of hay will next season be black and bare. The fire, which started near Nut Lake, destroyed the hay and other feed with which Messrs. Milligan and Fisher intended to feed their stock through the winter. Fortunately a heavy fall of snow, which came while the fire was still progressing towards the west, would stop its further advance before it reached other localities where there is a large area of hay land. Easterly and northerly of Nut Mountain the country is timbered except in cases of small meadows and muskegs.

There is a good trail from Nut Lake to Yorkton *via* the Lake of the Good Spirit (formerly known as Devil's Lake), also another between the same points passing the western side of Fishing Lake and Sheho, the former being somewhat the shorter of the two. The water in Good Spirit Lake is about the best I have found in a similar water basin east of the Rocky Mountains. On inquiring of Mr. Gunn, who resides there, why the Indians gave such an objectionable name as Devil's Lake to such a fine body of water, he informed me it was a mistake of the white people—the Indians call it "the Lake of the Good Spirit."

At Nut Lake there are two trading Posts. One is owned by Mr. Fisher; the other is a winter Post of the Hudson's Bay Company. Fisher has also a horse and cattle ranche about nine miles south from Nut Lake. Mr. Milligan winters his stock in the same locality. The two trading Posts referred to are situated about midway between Nut and Little Nut Lakes. I drove out to the latter, passing through timbered lands broken by meadows and muskegs. The lake bears north-west and south-east, and is about five miles long by three wide. Along the northern extremity there is a good meadow and a quantity of hay belonging to Mr. Fisher. North-erly and north-easterly from here appears to be entirely timbered. Turning my steps in a north-westerly direction, following a series of marshy meadows, muskegs, and skirting the edges of ponds, I travelled about ten miles, when my course was arrested by solid timber, some of which consisted of spruce. Turning in a south-westerly direction I followed the margin of the woods and worked my way westerly with difficulty through Townships 39 and 38, Range 13, finally reaching the Egg Lake trail, which bears almost west from Nut Lake. The trail here is very indistinct, but easily followed when once found as far west as Egg Lake. It passes through woods in several places—the greatest extent being two miles. The country southerly of this is a mixture of brûlé and prairie, with but few green bluffs. At Egg Lake I found the remains of an old trading Post; the buildings having been burnt, the chimney alone is standing. The lake is a narrow body of water, bearing north-east and south-west, about seven miles in length, and not more than half a mile wide at its widest point. A meadow on the northern side extends five or six miles; there is also a large area of meadow land lying southerly of the lake. This vicinity would be well adapted for stock-raising.

Leaving Egg Lake I made my way south-westerly through a brûlé country, reaching Quill Plains after travelling fifteen miles. All through this brûlé country the soil is first-class, with numerous ponds of water remaining the greater part of the summer; these ponds are very well dispersed throughout the district. I entered the Quill Plains in Range 16. There had been a trail sometime ago between Egg Lake and these plains; it is still discernible by carefully looking out for it.

I reached Quill Lake in Township 34, Range 16. The lake is frequented by gulls, pelicans, geese, ducks, plover and other water fowl in vast numbers. After tasting the water, which appeared good and clear, I had no desire for a second draught, nor could I drink the tea when made from it, although the day was warm and my thirst intense. In addition to the ordinary alkaline taste, the water seemed very bitter and produced a feeling of nausea. The land along the margin of the lake, and for a mile or two back therefrom, is so impregnated with alkaline as to injure its quality to a considerable degree. Towards evening I followed up one of the small stream-beds shown on the map as a stream flowing from the north into the lake. I found no water until after travelling about four miles, when I began to find it in pools. Returning to the lake, I followed its margin for some distance, when I reached a miry creek into which the water of the lake backed up a distance of over two miles; beyond that the bed of the stream was dry, and water only existed in pools. All the water on this plain was more or less impregnated with alkali, but will be fit for use when nothing better is obtainable. Travelling northerly for about thirty miles, I passed through some belts of small timber and brûlé; beyond this the timber becomes pretty solid. Ten miles from the lake I crossed the projected railway survey, from thence following a muskeg which a few years ago had been a long narrow alkaline lake; it is still full of ponds, in which the water is strongly alkaline; there are also large tracts of meadow land, and in some places springy muskegs where the water is pretty good. Here I found traces of an old trail running east and west. Turning towards the east I travelled some distance to a high ridge on which were green trees, the surface being about half covered with brûlé and scrub, with here and there a few green tops. From this ridge I could see three good-sized lakes. Making my way north-easterly towards the largest one, from a hill south-easterly of the lake, I could see beyond in the same direction (north-easterly) another body of water still larger. The timber being somewhat open I pushed my way through to the latter lake, and there saw what appeared an opening in the woods towards the north. By observation I knew I

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was some eighteen miles south from Stony (now Melfort) Creek, where there is a settlement. Proceeding in that direction I crossed a small stream near its junction with a much larger one flowing towards the north. The latter stream is about twenty feet wide and three feet deep, with a brisk current. There are numerous muskgs in the valley of the river. I proceeded through these, cutting my way through the woods at points where the stream ran close to the banks. After following it five miles, passing through muskgs, deep meadows, and thick willow scrub, it turned suddenly towards the east. Proceeding some three miles further, the woods became very thick and road-cutting was abandoned. I then followed the stream on foot for about two miles, when it expanded into a lake from a quarter to half a mile wide, and from four to five miles in length, the shores of which rise to an elevation of over 100 feet, and are thickly timbered with poplar, balm of Gilead, and birch. Mr. Beatty, a settler, claimed that the stream now referred to is the Melfort Creek. The lake is called Wading Eagle Lake. From my further explorations towards the east in the autumn I am led to believe that the stream is the La Barrière River.

No better locality could be found for a winter stock ranche than the valley of the stream where traversed by us. The stream is large, deep and unfailing. The meadows, in places, spread out on each side for over a mile, affording an unlimited quantity of hay; the timber is plentiful along the banks, and also in bluffs on the flats, and would furnish shelter against all storms. I found the soil as I proceeded northward from the Quill Lakes continually improving until it appears at its best at the summit of the divide. It would be impossible to improve the soil in that part of the hills where the timber is fire-killed and the ground covered with old logs.

My intention was to have made a track through to the settlement at Melfort Creek, but finding it would have involved cutting through ten or twelve miles of woods, the purpose was abandoned. On the 9th and again on the 11th of June there had been very heavy showers of rain, which must have thoroughly saturated the ground in that part of the country.

Returning on my tracks about ten miles I then turned towards the south-east and traversed in that direction, passing through brûlé and belts of small timber with windfall and thick scrub; it was necessary to bring the axe into constant use to render advancement possible. There was but little green timber, the most of it being dry and ready to fall; another fire, if it should occur at a dry time, would make a great clearance. All through the wooded country, along the watershed, are many ponds of fresh water and marshy meadows. In Township 38, Range 18, near the eastern side, is a lake about one and one-half miles long by one wide, around which are some large meadows and some smaller adjoining. Passing along the north-eastern shore of the lake is an old trail, not much used; at the lake it branches off, one branch going southerly and the other easterly. The branch towards the east, for four miles, passes through dense woods—large timber—dry and partly fallen; but a dense second-growth is ready to take the place of that which is passing away. Emerging from the woods the trail crosses a stream which at this point runs in a southerly direction with a rapid current. I crossed the same stream in the month of October and found as much water as there was in June. The surface flow disappears at some distance from the woods, but will account for the pools of water found in the creek bed north of Quill Lake. Journeying south-eastward I passed through a hilly country, with brûlé, scrubby prairie, and patches of timber. Where timber predominates there are many ponds of water. There are no large open plains extending far north of the Quill Lakes, but a large percentage of brûlé, also clumps of timber. I managed to travel comparatively straight from the point where I left La Barrière River, in Township 41, Range 10, to Mr. Milligan's, in Township 33, Range 13, which owing to the trail winding around obstacles and other difficulties took five days. It is more fatiguing riding fifteen miles over prairie, through bush and scrub where there is no track, than twice that distance over a road which had been travelled to any extent. From Mr. Milligan's I sent my assistant to Sheho for the mail, while I went to Wishart on a similar errand. The trail towards the latter place, for seven or eight miles, passes through a first-class country, with little or no scrub. The vegetation indicates a very fertile soil. Touchwood Hills which are crossed by the trail are

somewhat higher than the surrounding plains; they are merely a watershed which is a little hilly and partly covered with timber, the greater portion, however, being suitable for settlement. The "Round Plain," a name given to that part of the country lying west of the Hills and north of Touchwood Station, has quite a number of inhabitants, most of whom are financially much better off than when they settled in the country some ten years ago. They depend chiefly upon their stock, which they are constantly improving in grade by importing valuable animals from Ontario, Great Britain, and other places.

There will soon be a much better class of horses and cattle shipped from the Canadian North-West than from any other portion of the globe; the settlers are alive to their interests in this respect. A considerable quantity of grain has been grown at the Round Plain, but it has been mostly utilized for feeding stock, as there is no market near enough to cover the cost of hauling. The North-West Central Railway is expected to pass somewhere through this neighbourhood, and each one is looking forward in hope that his farm may be the one chosen as a site for a station and town. The building of a railway sometimes proves a great advantage, especially to a few fortunate individuals owning the land where a village becomes a necessity.

In leaving Mr. Milligan's to explore the country further west, I passed along the northern shore of Little Quill Lake; the land here is very good, but the water in the lake is almost as bad as that in the larger body. When I passed in June, there were ponds of fresh water all along—this occurred after a heavy rain which continued at intervals for about ten days. For about four miles back from the lake there is a little timber, and not much scrubby land; north of that there is considerable scrub and brûlé with some timber, alternating with patches of prairie. Before reaching Big Quill Plains I passed through about three miles of small timber, broken by patches of prairie. Leaving the woods I continued north-westerly about fifteen miles, crossing the three stream beds previously noticed, one bearing south-easterly terminating at Little Quill Lake, and the other two at Big Quill Lake. As before stated, in ordinary seasons the water does not flow in these creek beds, but is found in pools. Travelling westerly some twelve miles through brush and brûlé, the surface being very hilly but exceedingly dry, I had to turn towards the north in search of water, of which, after travelling ten miles in a north-westerly direction to near the eastern boundary of Township 37, Range 21, an abundant supply of good quality was found in several ponds from two to four miles south. This information is important to travellers through that part, as it is an easy matter to travel for days without finding any water at all, unless a person should have an idea where to look for it. We dug to a depth of over nine feet in the bed of a pond which looked favourable for finding water, meeting with nothing but a porous clay. It is my impression that a person would not have to dig to a great depth before finding water anywhere in this vicinity; and springs will be found when the place is more thoroughly explored, but the lack of surface water will be a drawback for a time. In Township 37, Range 20, I crossed the present terminal point of the railway survey, and saw a stake marked "Jumping Off Place." There was nothing to prevent the survey from being carried on except some brush and small timber, through which a line would require to be cut. There would be no difficulty in driving the wagons through without cutting roads for that purpose. Passing northerly into Range 19, no surface water was found until in Township 39, where I reached a timbered country, with many intervening muskegs and marshy meadows. Here the watershed was reached where water is always found in abundance. Pushing northward to Township 40, I found every open space in the woods covered with water; from thence following a series of marshy meadows, south-westerly until near the southern end of Township 39, I came to the old trail which I had crossed in Ranges 18 and 19, earlier in the season. The trail was almost indistinct, but I followed a branch north-westerly until it was lost in a large marshy meadow which extended north-easterly for eight miles or more. This meadow had been a lake some years ago, and several ponds still remain; there are also narrow ridges extending north and south, separating it into several parts. In Township 41, Range 20, east of a narrow timbered ridge, is a beautiful lake half a

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mile in diameter, and nearly round: this taken together with the meadow would prove very valuable for a stock-raiser, there is a fortune in it for the man who is lucky enough to secure it. The marshy meadows towards the north terminated in a series of boggy muskegs, running north and south, separated by narrow ridges covered with brûlé or timber, usually dry timber intermixed with thick scrub. The vehicles were taken across the muskegs with some difficulty. I then followed a winter pack trail as far north as the middle of Township 41, where the vehicles were left, as the trail terminated at a lake about half a mile long by thirty chains wide, with bad muskegs extending easterly and westerly from both extremities. Desirous of determining the extent of the timber, the horses were packed, and a trail blazed through the woods in a north-easterly direction to avoid muskegs. For about three miles the timber consisted of poplar and balm of Gilead of a diameter up to twenty inches; through the woods were a number of intervening small lakes and muskegs. After crossing a stream (a branch of Melfort Creek) flowing in an easterly direction, the timber became much smaller in size, and mostly killed by fire. It grew too thick in the first place ever to attain any size. After travelling some three miles of this to about Township 43, I reached open brûlé country where the timber only remained in scattered clumps around the margins of lakes which are numerous in this locality. As I neared the northern part of Township 43, Range 19, newly surveyed lines were seen, and it was apparent that some one was making a subdivision survey of the township. I noticed that this work was being well done, the lines were well opened out, and the pits of full size or over. A short search brought me to Mr. Ogilvie's camp. A pleasant evening was spent, and as Mr. Ogilvie was starting next morning for Prince Albert, I had an opportunity of communicating with my friends. Next morning I retraced my steps and the same evening reached the place where I had left my vehicles and outfit. I then started out south-westerly for some ten miles passing through timber, brûlé, and marshy meadows in about equal proportions. The timber is all poplar or balm of Gilead, and the scrub mostly willow. Many of the meadows contain excellent hay. I passed several ponds and small lakes, where there were numerous ducks and a few geese.

It is a point worth remembering by those who go in search of water, always to make for the highest ground. The hills catch more showers, and the drainage is not likely to be as perfect as on the more level plains, so that there is a stronger probability of finding a pond or lake.

About the north boundary of Township 40, the country becomes more open, the timber not being more than high scrub. There will be a plentiful supply of new timber in eight or ten years if it escapes the destructive fires. Timber is growing in some localities where there has not been any for many years. Townships 39 and 38, in Ranges 20 and 21 are mostly open prairie. In Township 39 there is a small stream running north-easterly, having its source at the "Flower Pond Lakes", but losing itself in running northward through meadows. The water is good, being but slightly alkaline, and will add to the value of the township.

Having left some of my supplies in Township 37, Range 21, the region of the flower ponds, I became familiar with that part of the country. The ponds during the month of July were fringed around the margins with yellow flowers and made a beautiful picture. There is quite a group of these ponds, and intervening are many bluffs of poplar, which give the locality quite an attractive and park-like appearance.

Southward in Township 36, the country was open as far as the eye could discern, but the prairie was scrubby and not much of it was free from roots and brush, which would have to be cleared away to fit it for the plough. From here I proceeded towards "Dead Moose Lake", where according to the map I expected to find a township outline crossing some point of the lake. I found traces of the line in the woods north of the lake, but could not find a post there. The position of the line, however, sufficed to give the longitude.

Dead Moose Lake, which covers a considerable portion of Township 38, Range 23, has its peculiarities; one of which is the bitterness of its waters; another is the poplar trees which are standing in the lake all around the northern shore, some of them

where the water is three feet deep in summer. Here is a case of either the land sinking or of the water rising, perhaps the latter, caused by the filling up of the lake with vegetable matter without drainage to carry off the water which stands at a higher level than formerly.

North-east of Dead Moose Lake I found a series of lakes extending as far north as Township 42. There is a small lake near Dead Moose Lake connected by a channel to one upwards of five miles long. The water in the latter appeared exceedingly alkaline and stagnant, giving off an exceedingly disagreeable odour; the horses refused to drink it. A short channel connected this with another lake, the length of which was about three miles, agreeing with the former as to the quality of its water and other characteristics.

Crossing some high hills, a distance of a mile and a half, I found a lake extending east and then north and being upwards of twenty miles in length. The Indians catch fish here during the winter. A portion of the "Nut Lake band" make it their winter headquarters. On the south-eastern shore, which I traversed, the bed of the lake is sandy and the water clear. In places we could drive into the lake, which is unusual in the North-West where the lake beds are generally miry. The surface was literally alive with water fowl, pelicans especially seemed to have made their headquarters here. The name by which the lake is known to the Indians is "Stinking Lake." This name would be suitable to some of the other bodies of water, but does an injustice to this one, the water of which is not at all bad, being quite pleasant to the taste. Besides this, there is already a large lake of that name north-west of Prince Albert. That name is also a misnomer for the water is likewise good. I have used water out of Big River which flows out of the latter lake and found it as good as any one could desire. This goes to show that the Indian names are not always appropriate, but frequently the reverse. I would suggest the name "Lenore" for the lake now referred to, as being pretty, and one that would do justice to a beautiful and attractive body of water. Along, or near the eastern shore is a trail, used sometimes by people in passing from Carrot River settlement to Humboldt. The trail follows the valley of the lake to its northerly extremity, and then the bank of a creek which flows out of the lake north-easterly to the open country. This stream which is a branch of Carrot River flows through Townships 43 and 44, Ranges 21 and 22.

The country suitable for settlement, immediately north of the woods, has already been surveyed, some of it so badly that it is not easy to find a landmark of any kind. The rapidly growing timber in some places, and burning in others, may in some measure account for the absence of marks to indicate where the lines or corners have been.

Townships 44, Ranges 19, 20, 21 and 22, contain some of the most suitable lands for settlement to be found in any part of the North-West. The vacant free grant lands here are nearly all entered for; many entries have also been made for the lands in the townships north and south, and quite a number of settlers with their families are already in possession. The southerly part of Township 43, Range 20, is mostly covered with timber, but the northern half is well adapted for settlement. Never failing springs of pure water are said to exist on many of the sections, adding very much to the value thereof.

In working my way westward from Melfort Creek settlement I was advised to drive around the northern extremity of Waterhen Lake, as it would take some time to cut a trail through the bush to the south. Acting on this advice I followed the trail from Kinistino, along the western side of Waterhen Lake, and through the woods into the valley between the Birch and Pasquia Hills.

Twenty miles south-westerly from Waterhen Lake I reached a narrow lake ten miles long by half a mile wide, with high shores, indicating a great depth of water; this lake is the real source of Carrot River, but is not shown on any of the recent maps. At the eastern end of the lake the trail branches off in three directions, one south-westerly leading to the Humboldt trail, one north-westerly around the northern side of the lake and leading to the same trail, and the third running northerly to the Birch Hills, passing through the woods to the summit of the hills and then through Townships 43, Ranges 25 and 26. The latter township (which has been subdivided) and the north-west part of the former are suitable for settlement.

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There is a belt of solid timber about three miles wide where the trail passes the south-easterly slope of the Birch Hills, broken only by small ponds and marshy meadows.

Mr. Beatty claims that the true division between the Birch Hills and Pasquia Hills is Melfort Creek. He says the Indians call all that part of the range west of the creek the Birch Hills. From the valley of the creek the mountain range extends in different directions, namely, the Birch Hills towards the north-west, and the Pasquia Hills more towards the north-east. Generally the hills form several ridges covered with timber—poplar and birch. The birch is found only on the small ridges well into the woods. Around the margin of the woods there generally is brûlé, and the wild pea vines intertwined with rose bushes and hazel form a tangled mass, difficult to walk through, but afford choice pastures for horses and cattle. In some places the vetches extend for miles. They grow to an incredible length, and as thick as they can stand on the ground. Under such conditions of observation it would be superfluous to say anything about the soil.

Although not under cultivation, the soil in these western parts is being continuously worked up. Gophers, prairie dogs, badgers, foxes, moles, rabbits, bears and other animals, together with ants, keep continually sub-soiling, and bring the soil from beneath to the surface to mingle with the decaying vegetable matter on the top. The great depth of the surface soil and its great fertility owe more to the industry of the above mentioned animals and insects than is generally supposed. We are prone to look upon all these as natural enemies, and the destroyers of the fruits of man's labour, without considering the good they may have done in fitting the earth for our use. The flies and mosquitoes even, which are so aggravating during the warm weather in wooded parts, would not be so much detested if we could only realize that without their presence the air would be poisonous and the water very much more hurtful than it is. As sanitary improvements are introduced by the progress of settlement and advancement of civilization these scavengers of nature disappear. They are never found in large numbers where not required, and their presence in some parts to a greater extent than in others should be accepted as evidence on our part that it is necessary that it should be so.

South-east from the upper part of Carrot River is a tract of country which has scarcely been visited by the white man. About ten miles east of the Humboldt trail the surface of the country becomes very hilly, and as I approached the hills I met with several lakes of alkaline water, some of which contain water like the ancient "Fountains of Mara" unfit for use.

Passing on into the hills dry timber is met with in clumps, and along the margins of the lakes some green timber of good size and quality. Travelling is very difficult—pea vines 4 feet high and upwards, interwoven with rose bushes, raspberries and hazel, hide the masses of logs and stumps which keep catching the wheels and axles of the vehicles, making it necessary frequently to use the axe. Walking is nearly as difficult as driving, one mile an hour on foot being good time over such a country. This heavy growth shows the fertility of the soil, and what the land is capable of doing under favourable circumstances.

There are three large lakes in this part of the watershed which are not yet shown on the official maps. First, that lake before mentioned as extending from Township 40 to the northern part of Townships 42, Ranges 22 and 21, which has a width of from two to six miles at its widest part, and a narrow arm extending four miles from its northern end. The name I suggested for this lake was "Lenore." Along the western side of the latter there are high hills, covered with poplar timber, and here and there a bare spot. About two miles west of the widest part of lake Lenore, we come to the second lake, which is about six miles long, with a width at the middle of three miles; the trend of this lake is north-east and south-west; the water is rather alkaline. The Indians call this lake "Apitowkow" (Middle Lake). There is an old trail running from the southern end to the southern end of Lake Lenore, and connecting with the Humboldt trail. There is also a track of open prairie of some four or five square miles. The surrounding country is mostly timbered with dense high scrub, and large timber in places. North-west from the last-mentioned lake lies Lake Wa-we-ago-mon (Basin Lake), a body of water about seven.

miles in diameter, and almost round. The peculiarity about this lake is, that it is full of trees standing in the water, which in some places is up to the branches—covering the entire trunk. I started to travel around the lake on foot, but found the water extending into the woods in some places so far exceeding my expectations that I contented myself with going about half the distance. There are trees in the water all around the edge of the lake, and from appearances, there are tall trees entirely submerged towards the centre of the lake. The Indian legend in reference to the origin of this body of water is as follows: Years ago when the old men were little boys there was no lake, but a deep valley covered with large trees, and noted for several springs of good water. There were several small streams running into the valley which must have had some underground outlet, as there was no open passage through the hills. In course of time the outlet must have got choked up, as the water commenced to accumulate and kept rising year after year, until the tall trees in the lower parts of the valley were covered, and it became the large lake found at present. Such is the account given by the aborigines. Who can give a more likely explanation of the phenomenon? That there are streams flowing into the lake is true, for I crossed two of them. I did not see any outlet, except a depression between this body of water and Lake Apitowkow, with which at one point it is almost connected, and as there is an outlet from the latter lake into Lake Lenore, which in turn has an outlet to Carrot River, there is no danger of this lake rising to a much higher level than at present. The protection afforded to all kinds of water fowl by the trees around the lake makes it a favoured resort for vast numbers. The high hills surrounding, absence of any trail, difficulty of access, and distance from any settlement will account for their being so numerous. Even if the lake was easily accessible it would be a difficult matter to hunt them owing to the trees which stand so thickly in the water, their spreading branches making it no easy matter to get through with a canoe.

The quality of the water in the lake is far above the average, as it contains very little alkaline matter, and is quite pleasant to drink.

North, east, and west of the lake there are hills rising from one to two hundred feet high, and for some distance back a succession of hills and intervening valleys, mostly covered with timber, and although the soil is of first-class quality this part of the country cannot be said to be suitable for settlement.

There are depressions containing lakes and meadows; the latter would supply hay for those who might select this locality for stock-raising. The meadows seen were not large, but what they lacked in size was made up in quality and the density of the growth in hay, as it was a common thing to find grass growing over six feet high and as thick as there was room for it to stand on the ground.

Bears are very numerous, and will probably make this their home for years to come. There are also many red deer, which were not at all afraid to show themselves.

Having completed the examination of that part of the country between the Fishing Lakes and Birch Hills, south of the Pasquia Hills, I proceeded to the Melfort Creek settlement, with a view of ascertaining the extent of territory there suitable for settlement. There were three parties under Mr. Ogilvie subdividing townships in that locality, and upwards of one hundred entries had been made for land during the summer. There is no question but that this promises to be one of the best settlements in the entire North-West. Here timber is convenient as are also streams of good water and living springs, with a soil practically inexhaustible. As to climate, there was no scarcity of rain during the summer, if anything it was excessive, while further south the crops suffered considerably in consequence of drought. All grain matured, and was cut without injury from frost. Ripening took place quite as early in the season as it did further south, and in Manitoba. I observed the reaper at work in Mr. Flett's field on the 15th of August.

With reference to the extent of open country in the Melfort Creek district, there are from twelve to fourteen townships which are quite open, certainly there are poplar bluffs, and many patches of dense yellow scrub, but many settlers prefer lands of this kind to open prairie. Northerly the open country extended to Township 47, limited by Township 43 on the south. Easterly it is open as far as Range

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15, and in some places much farther. In Range 16 the country is open as far south as Township 41, on the bank of La Barrière River. In driving down that far from the settlement there are several miles where the ground is covered with old logs, hidden in many places by grass, pea vines, small poplars, and undergrowth, making the surface exceedingly rough. In this range, however, the Pasquia Hills could be crossed without passing through an extensive tract of timber, and but little muskeg.

Leaving my vehicles, the horses were packed, and a trip made to Nut Lake by the following route: the left bank of La Barrière River was followed north-easterly about ten miles to where there was a good ford; crossing the river here, I continued on, following a pack trail south-easterly, and crossing Red Deer River near the northern end of Nut Lake.

In Township 41, Range 15, La Barrière River widens out into a lake from one-half to three-fourths of a mile wide, and about five miles long. The Indian name is Nikik Lake. It is a beautiful sheet of clear and good water. The shores rise upwards of 100 feet on each side. North of the lake is a belt of prairie about two miles wide and three in length. The river below the lake averages sixty feet in width and six feet in depth, with a brisk current; it winds, serpentine like, through a valley from half a mile to one mile in width, partly muskeg, but large tracts of good meadow land on which excellent hay was growing were noticed.

For many miles along the northern or left bank of La Barrière River the hills are open prairie, and adapted for grazing purposes, the open country extending about a mile and a half back from the river. This, taken together with the meadow in the river valley, will make another desirable locality for a stock-raiser.

The tract of country lying between La Barrière River and Nut Lake does not present many attractions to a settler. The greater part is covered with timber of some sort. Near the river, after we ascend the hill to the south, there is quite an extensive moss-covered muskeg, scattered over with scrubby spruce. Travelling on about three miles, the surface becomes hilly, with brulé and scattered clumps of green poplar, then thick scrub and fallen timber, the same characteristics alternating until within a few miles of Nut Lake, where there are a few sections of prairie. A passable wagon trail runs northward from Nut Lake along the western or left bank of Red Deer River as far as its junction with the La Barrière. Near that point an Indian is said to be farming according to the methods of the white men. I did not hear of this until some distance from the Red Deer, or I should have visited the farm. However, we met with the same Indian later on in the season, with a number of others, cutting hay for him in the vicinity of La Barrière River, about three miles west of Nikik Lake, at which point he intends to winter his stock, which consisted of about thirty head of horses and cattle. I endeavored to converse with the Indians regarding the country, but none of them could speak English, and my knowledge of their language was too limited to be of much benefit.

In traversing the country back from Nut Lake to Township 42, Range 16, where I left my buckboards, I followed the trail westerly to Egg Lake, in Township 38, Range 14, and then proceeded northerly through a large meadow extending about six miles, after which I wound my way through the woods and marshy meadows until about twelve miles from the Egg Lake trail, when I found myself on the shore of a long lake, similar in dimensions and appearance to Nikik Lake. Mr. Beatty called that body of water "Ice Lake." The shores on the southern side are clothed with dense forests of poplar, birch, and some spruce near the water. I followed the shores of the lake about three miles to the western extremity, and then continued along the edge of a muskeg a mile further to where it turned north, continuing my journey in this direction through dense scrub and fallen timber for some distance, when I crossed the muskeg, and then a stream, after having spent some time in brushing the bad places to make them passable for the horses. The general bearing of the stream just mentioned is east, its dimensions twenty feet wide by three deep, with a brisk current. The quality of its water is faultless. The muskeg through which this stream meanders would average about a quarter of a mile in width, and contains a quantity of spruce timber.

North from Ice Lake there are some open spots, but the greater portion of the surface is covered with a dense growth of small poplar, among which dry timber has fallen, forming an almost impassable barrier, and it became necessary to walk ahead of the horses and chop a path through until I arrived at the southern shore of Nikik Lake. We followed the shore of this lake easterly to its outlet, where we made a raft out of dry tamarack poles, on which I transferred myself and outfit across the La Barrière River, having forced the horses to swim across. Thus I returned to my vehicles and camp outfit after an absence of ten days.

Having completed the examination of this locality it was thought advisable to proceed to Shell River and ascertain, as far as possible, the extent and position of land suitable for settlement in that part of the North-West.

From La Barrière River I proceeded across country to the Melfort Creek trail, and then on to Prince Albert, the distance from the river to Prince Albert being about one hundred miles; at the latter place I crossed the Saskatchewan River by the ferry, and from thence proceeded along the trail in a north-westerly direction to the Sturgeon River crossing. The country travelled through so far (from the Saskatchewan River) is hilly, with a very sandy soil, mostly covered with timber (pitch pine), that is, where the timber has not been burnt or removed. Westerly from Sturgeon River, the woods consist of pitch pine, poplar, and spruce, interspersed with muskegs for about fourteen miles, where there is some open country, showing a good growth of pea-vines and grasses, the soil still being somewhat light but fertile. Here I left the trail, going south of it in Township 49, Range 2, west of the 3rd Meridian, but progress was difficult owing to the thick willow scrub with which a large portion of this township and the one to the north of it is covered. In Township 49, Range 3, we met several settlers, most of whom were busy harvesting their grain, which ripened without being touched by frost. Here there is a considerable tract of clear country, and a large quantity of hay land in the valley of Shell River. This is the principal attraction of the place. The stream is a very fine one, having an average width of thirty feet or over, and is deep all along, with a brisk current. In Ranges 3, 4 and 5, the stream runs along near the north boundary of Township 49, and nearly the entire distance along the river valley there is good meadow land. On the northern side of the river, in Township 50, the country is nearly all covered with timber, but south of the river, for a depth of one township and in some places two, there is room for a good settlement. Meadows and water are not confined to the river valley. There are many fine lakes among the hills to the south, and large stretches of meadow land around the margins of lakes and in the valleys. There are also other smaller streams which contain good water.

Near Shell River the soil is too sandy to be considered good, but half a mile from the bank it might be considered "first-class." In this part, although the soil does not contain as large a proportion of clay as is found in the land at Melfort Creek, it possesses the advantage of bringing the crops to maturity about ten days earlier on that account. In Township 49, Range 6, I met with farmers who have cultivated their lands during the past eight years. Mr. Drever, who lives on the Green Lake trail, had some fields of as fine wheat as any one would wish to see. The grain was plump in form, and bright in colour, the heads were large and well filled. I was informed that he had taken eight successive crops from some of the land without showing any diminution of the yield. This is not a bad showing for land where many would consider the soil to be too light. Mr. Cameron, another farmer in the same township, who for ten years had been cropping the same land, tried to persuade me that his soil retained the moisture in dry seasons much better than the heavier lands. This theory is the reverse of what I always formerly believed. The country here is a good mixture of prairie and timbered land. The surface is rolling to hilly, in some places very hilly. There is a plentiful supply of water in ponds, besides which there is a branch of Shell River running through the two townships (Townships 49 and 50, in Range 6), which is a living stream of excellent water. There are about a dozen settlers in these townships, who were very anxious to have their land surveyed, and were afraid to make valuable improvements, fearing that they might not eventually succeed in obtaining entries for the same. Upon

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my return to Prince Albert I found that Mr. J. Lestock Reid had been commissioned to make the survey, so that, ere this, the people will know on what particular sections they are located.

The Thickwood Hills are situated west of Range 6; these extend north and south, and have a breadth of from twelve to twenty miles. They are covered with a variety of timber, poplar predominating on the higher ground, spruce in the valleys, and pitch pine on some of the slopes. This locality would scarcely be suitable for cultivation, even if the timber was absent, owing to the abrupt nature of the hills, which are very steep, and with cut banks in places. A large percentage of the timber has been fire-killed, but the dense growth of green poplar which covers a large portion of the brûlé will in a few years supply abundant material for fencing. There are several lakes which contain fish. Whitefish of an excellent quality are taken from some of them.

Learning that there was a settlement north of Ahtahkahcoop's Reserve I proceeded northwards to examine the land there. Passing through the reserve, the sight of several large fields of excellent wheat was quite a surprise, being unexpected. There were also many good houses and indications of prosperity everywhere observable. Truly the Indians here are doing well, and before many years, will be quite competent to support themselves under their new conditions of life. There were numerous cattle around the reservation—the prominent brand I. D. showing they belonged to the Indian Department. There were reapers at work in the harvest fields, worked by Indians, following which were also Indians binding the grain and putting the sheaves up into stooks. The condition of these tribes who have settled down to work on the reserves is so much better than that of those who still follow a nomadic life, trying to keep body and soul together by hunting, that we would naturally suppose that the latter would learn from this great object lesson and would decide to go and do likewise.

The few settlers south of Sandy Lake Indian Reserve are in Township 52, Range 7. The trading Post of the Hudson's Bay Company, superintended by Mr. Larone, is situated at the crossing of Shell River by the Green Lake trail. The settlement is three miles north from the river, on the border of a small lake. These settlers are not doing much at farming, but live chiefly on fish.

Parts of Townships 52, Ranges 7 and 8, are open prairie, probably fifty per cent, being open, bounded towards the east and west by high hills and woods. Near the northern boundary of Township 52, Range 7, the trail crosses "Big River," (a stream somewhat larger than Shell River); it flows northerly and becomes a tributary of the Beaver River. This stream passes through a wide valley, containing excellent meadows, making a desirable locality for stock-raising. There are fine fish in the river, the water of which is clear and good.

In Township 52, Range 7, there are several families of French Half-breeds. They are anxious to have their lands surveyed. As yet they have made no improvements of any value. One man—Pierre Morin, said that he proposed putting in a large crop next spring; his claim lies about two miles east of the Hudson's Bay Company's Post.

The country tributary to Shell River, suitable for settlement, is comprised within the following townships, viz.: Townships 49, Ranges 2, 3, 4, 5 and 6, Township 50, Range 6, and southerly sections in Ranges 2, 4 and 5. Township 52, Ranges 7 and 8, viz.: western part of Range 7 and eastern part of Range 8. Parts of other townships would be suitable for grazing.

Not having examined during the earlier part of the summer that part of the country lying westerly and southerly of Nut Mountain, to the extent desirable, and there being sufficient time to make another trip through the entire country, I started on the return trip, following the trail to Prince Albert, and from thence to Kinistino, reaching the latter place on the 28th September, being the day of the Carrot River annual fair. This event is a *red letter day* in that part of the country. Several citizens of Prince Albert had driven down to be present at the fair, and some of them to make exhibits. And without exaggeration I can say that the display of cattle, horses, grain, vegetables, dairy produce, home-manufactured clothing, and fancy work of all descriptions, bread, preserves, and canned fruits, was far ahead of

that made at many of the country fairs in Ontario. Preparations had been progressing for weeks, and the people of Kinistino and vicinity, as far as they can, take great pride in making this the best show in the North-West. The cereals were perfection itself, and would be entitled to a prize anywhere. Potatoes, turnips, beets, onions, cauliflowers, radishes, celery, squash, and many other vegetables in great profusion were on exhibition. The show all through was a pleasant surprise to all new comers, of which class there were not a few. The quantity and quality of the ladies work on exhibition was a surprise to the directors themselves. Mr. Meyers, the member of the local Legislature for that district, was present, and invited the ladies to select and forward exhibits to the proper quarter, to be forwarded to the Columbian Exhibition to be held at Chicago next summer. Collections were to be sent to the Indian Agent at Touchwood Hills, who had been appointed by the Dominion Government to attend to this matter.

Leaving Kinistino on the 29th September, I followed the trail through the Pasquia Hills, and along the eastern side of Lake Lenore to Township 40. As there had been several parties who passed through this way during the summer, the trail begins to look like one that is used. From Ranges 21 to 11, we travelled eastward through Townships 40, 39 and 38, following (wherever it could be seen) an old trail, which I had noticed in several places during my exploration earlier in the season. This trail runs along the watershed, and where there is a considerable quantity of timber. Had we been farther south I knew the water would be very scarce in certain localities. As it was, there were a few places where we did not find water within distances of ten miles. For nearly a week during the journey eastwards I saw fires burning at some distance ahead of me. In Range 13, near Egg Lake, we had to drive across the burning wall, which was travelling with a side wind westward towards the lake. This was on the 8th October. The fire had started in one of Mr. Fisher's hay stacks, near Nut Lake, and spread very rapidly, destroying nearly all the hay he had provided for wintering his stock: the whole of Mr. Milligan's hay shared the same fate, together with all the pasture within many miles of their winter quarters. They would have to strike out for other meadows from which to cut the dried up hay, with which to keep their animals from starvation. Another fire which originated near Good Spirit Lake, about fifty miles to the south-east, travelled north-westerly until it met the Nut Lake fire south of Nut Mountain. The fire at Nut Lake started in a hay stack, and must have been of incendiary origin; it will probably never be known who is to blame. Having referred to the destruction of the soil and forest through these fires in another portion of this report, it is unnecessary to enlarge on the subject here.

On the 16th of October, while camped in the vicinity of Nut Mountain, there was a heavy rain, followed the next day by a blinding snow-storm, which continued all day accompanied by a high wind, which in many places left the snow heaped up from two to four feet, making travelling very difficult. I succeeded, however, in reaching Good Spirit Lake on the 21st of October, having hauled one of the vehicles nearly one hundred miles on three wheels. One of the steel arms broke off the hind axle of the light wagon, the temper of the arm having been injured by a blacksmith at Kinistino, who undertook to straighten the axle which had been bent by rough usage.

The horses and outfit were left in charge of Mr. Donald Gunn, to winter, he being engaged to drive myself and assistant to Yorkton.

Throughout the season, whenever circumstances would permit, courses were taken to distant points, and the distances determined by means of an odometer attached to the axle of the buckboard, which registered the revolutions of the wheel, the size of the wheel having been carefully measured at the commencement of the survey, and a table computed for convenience in taking out the distances. In many localities, both distances and courses had to be estimated, owing to obstacles in the shape of woods, thick scrub, &c. Wherever possible the track survey was tied on to some known point. Upwards of sixty astronomical observations were taken for determining time, latitude, declination of the needle, &c. These with the other data will enable one to construct a tolerably accurate chart of the district. A meteorological

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logical record was kept the greater part of the season, which is appended hereto. I was assisted throughout the season by Mr. N. Williams, who proved himself to be a very efficient and agreeable companion.
All of which is respectfully submitted.

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

THOS. FAWCETT, *D.T.S.*

Date.	Thermometer.				Barometer.			Remarks.
	7 a.m.	2 p.m.	7 p.m.	Min.	7 a.m.	2 p.m.	7 p.m.	
1892.								
May 16..	45	80	60	45	28.98	28.86	29.00	Clear but windy.
do 17..	55	68	54	40	28.84	28.65	28.74	do do
do 18..	36	48	50	34	28.55	28.00	28.88	Cloudy all day.
do 19..	30	50	42	22	29.01	29.06	29.12	do and windy.
do 20..	33	52	48	18	29.40	29.40	29.47	do with high wind.
do 21..	40	64	62	20	29.48	29.20	29.00	Fine clear day.
do 22..	66	74	58	32	28.20	28.63	28.71	do do
do 23..	62	66	56	38	28.76	28.76	28.62	Clear but high wind.
do 24..	50	70	60	40	28.69	28.58	28.70	Showery with high wind.
do 25..	48	48	46	34	28.82	28.80	29.00	do afternoon.
do 26..	48	68	56	21	29.00	28.20	28.65	Fine day, but cloudy.
do 27..	48	76	62	32	28.18	28.38	28.30	Fine day.
do 28..	48	52	45	30	28.26	28.31	28.38	Showery afternoon.
do 29..								Blinding snow all day.
do 30..	32	50	44	28	29.00	29.05	29.08	Snowy morning, fine afternoon.
do 31..	45	60	46	15	29.15	29.10	29.09	Fine day—cloudy.
June 1..	40	58	56	38	29.08	28.82	28.76	Heavy rain storm in afternoon.
do 2..	46	54	50	44	28.62	28.58	28.56	Rainy morning, windy afternoon.
do 3..	45	56	49	42	28.60	28.85	28.96	Fine day but windy.
do 4..	56	65	58	27	29.01	29.12	29.10	Beautiful day.
do 5..	65	72	64	40	29.10	29.22	29.21	Fine all day.
do 6..	65	74	72	36	29.20	29.10	29.01	Pleasant day.
do 7..	64	76	68	43	29.01	28.75	28.72	Fine day, high south wind.
do 8..	62	74	62	60	28.71	28.58	28.52	Heavy thunder storm at 6 p.m.
do 9..	54	68	60	52	28.58	28.60	28.98	Fine day but cloudy.
do 10..	62	67	69	31	29.00	28.94	28.91	Fine day.
do 11..	56	50	48	48	28.81	28.76	28.70	Heavy rain from 10 a.m. until night
do 12..	56	70	57	48	28.94	29.00	29.05	Clear and bright.
do 13..	57	68	58	23	29.16	28.91	28.72	Clear with brisk wind.
do 14..	55	67	58	35	28.73	28.66	28.90	Fine day.
do 15..	48	60	60	30	28.91	28.85	29.00	Fine all day.
do 16..	57	72	70	27	29.10	29.00	29.00	Clear and warm.
do 17..	62	78	72	47	28.92	28.75	28.75	Thunder shower in evening.
do 18..	68	80	70	51	28.70	29.68	28.71	Thunder in afternoon.
do 18..								Fine but cloudy.
do 19..								Showery all day.
do 21..	40	42	38	32	28.70	28.75	28.86	Raining all night.
do 22..	42	45	42	36	29.00	29.14	29.26	Cloudy day but fine.
do 23..	43	64	48	30	29.36	29.30	29.40	Showery evening, pleasant day.
do 24..	52	64	58	39	29.41	29.40	29.33	Pleasant day.
do 25..	55	70	61	35	29.36	29.20	29.05	Clear and fine.
do 26..	52	72	72	39	28.96	28.76	28.70	Clear and pleasant.
do 27..	59	70	53	35	28.70	28.72	28.70	Fine day but windy.
do 28..	48	54	46	28	28.78	28.75	28.78	Rain in forenoon.
do 29..	48	63	52	30	28.95	28.98	28.99	Clear day.
do 30..	56	75	72	36	29.00	28.85	28.76	Clear sky, windy all day.
July 1..	70	72	70	38	28.77	28.69	28.70	Cloudy all day.
do 2..	60	76	66	51	28.95	28.92	28.95	Pleasant day.
do 3..	62	72	68	56	28.90	28.90	28.92	Fine day, rain in night.
do 4..	62	80	77	34	28.94	28.72	28.72	Pleasant day.
do 5..	73	98	84	63	28.71	28.45	28.50	Heat oppressive.

Date.	Thermometer.				Barometer.			Remarks.
	7 a.m.	2 p.m.	7 p.m.	Min.	7 a.m.	2 p.m.	7 p.m.	
1892.								
July 6.								Bright morning, cloudy afternoon.
do 7.								Rain nearly all day.
do 8.	60	78	72	60	28.92	28.80	28.82	Pleasant day.
do 9.	62	78	70	43	28.86	28.80	28.76	Clear and bright all day.
do 10.	70	73	60	56	28.68	28.70	28.84	Fine day, pleasant breeze.
do 11.	58	64	60	50	28.92	28.80	28.80	Clear sky, pleasant day.
do 12.	60	74	62	42	28.90	28.70	28.70	do do
do 13.	58	76	68	52	28.66	28.55	28.65	do do
do 14.	62	67	56	52	28.83	28.92	29.10	Thunder shower in afternoon.
do 15.	63	78	76	40	29.18	29.08	29.08	Clear morning, thunder shower in evening
do 16.	75	77	75	60	29.10	28.81	28.70	Clear sky, pleasant breeze.
do 17.	74	72	62	58	28.52	28.40	28.46	Thunder storm with hail in afternoon.
do 18.	58	70	60	41	28.55	28.56	28.80	Pleasant day, part of day cloudy.
do 19.	54	80	63	34	28.75	28.59	28.70	Clear day.
do 20.	70	80	68	44	28.70	28.62	28.80	do
do 21.	56	80	69	34	28.96	28.72	28.72	Thunder storm in evening.
do 22.	60	70	66	52	28.64	28.60	28.52	Rainy afternoon.
do 23.	54	66	60	40	28.56	28.54	28.54	do
do 24.	58	68	60	46	28.64	28.75	28.80	do
do 25.	58	76	60	45	28.85	28.66	28.67	Clear day, rain in evening.
do 26.	54	58	62	52	28.66	28.68	28.78	Showery.
do 27.	50	71	68	48	28.92	28.70	28.89	Clear sky.
do 28.	52	73	71	48	28.92	28.72	28.88	do
do 29.	62	72	68	33	28.86	28.64	28.70	do
do 30.	52	67	54	46	28.82	28.86	29.00	Showery all day.
do 31.	62	78	66	36	28.90	28.94	28.85	Clear and pleasant.
Aug. 1.	62	86	60	52	28.65	28.22	28.36	Thunder storm, showery all day.
do 2.	57	70	66	47	28.58	28.54	28.60	Clear sky; pleasant.
do 3.	58	78	63	42	28.52	28.43	28.55	Rain in the night, fine day.
do 4.	56	80	78	49	28.68	28.56	28.70	do do
do 5.	68	82	68	49	28.70	28.60	28.56	Thunder shower in evening.
do 6.	58	62	66	54	28.65	28.67	28.75	Rain in the evening.
do 7.	62	77	70	54	28.50	28.40	28.50	do
do 8.	53	72	58	50	28.78	28.75	28.62	Clear day.
do 9.	54	60	56	45	28.60	28.35	28.30	Fine day; cloudy.
do 10.	50	68	60	40	28.38	28.40	28.40	Cloudy, with wind.
do 11.	62	78	71	58	28.37	28.21	28.21	Showery in the evening.
do 12.	63	72	60	50	28.35	28.60	28.75	Clear sky.
do 13.	58	80	70	45	28.95	29.04	29.04	do
do 14.	70	82	63	44	29.05	28.86	28.85	Clear day; rain at night.
do 15.	55	70	64	44	29.05	29.00	29.05	Thunder storm at noon.
do 16.	54	65	47	48	29.20	29.15	29.15	Clear day.
do 17.	50	63	62	42	29.20	29.16	29.32	do
do 18.	49	57	54	37	29.46	29.30	29.30	Heavy storm; thunder and rain during
do 19.	48	66	56	34	29.38	29.27	29.32	Light showers.
do 20.	54	65	62	44	29.40	29.35	29.22	Cloudy day.
do 21.	50	82	67	31	29.38	29.10	29.15	First night of frost.
do 22.	54	76	70	40	29.10	28.89	28.88	Clear sky; pleasant.
do 23.	52	84	74	48	28.92	28.71	28.65	do heat oppressive.
do 24.	55	84	72	44	28.74	28.50	28.50	do
do 25.	58	82	66	34	28.60	28.46	28.54	do
do 26.	56	74	58	48	28.50	28.34	28.45	Rain came on afternoon.
do 27.	55	55	49	51	28.58	28.60	28.82	Rain all forenoon.
do 28.	46	54	47	34	28.86	28.80	28.88	Pleasant day; cloudy.
do 29.	46	74	60	38	28.84	28.76	28.62	Show in morning.
do 30.	48	63	62	40	28.58	28.53	28.58	Clear day.
do 31.	46	63	38	39	28.74	28.64	28.56	do
Sept. 1.	50	65	58	43	28.61	28.60	28.62	Show in morning.
do 2.	40	67	52	24	28.75	28.92	29.02	Pleasant, but cloudy.
do 3.	44	53	40	42	29.12	29.00	29.00	do
do 4.	44	54	33	30	29.08	29.00	29.00	do
do 5.	44	60	54	25	28.94	28.89	28.20	Clear sky; cloudy night.
do 6.	40	63	58	30	28.86	28.82	28.95	Pleasant day.
do 7.	38	67	57	32	29.05	29.05	29.14	do
do 8.	45	70	56	33	29.18	29.05	29.00	do rain in night.
do 9.	48	60	54	48	28.98	28.92	29.00	Showery all day, some heavy showers.
do 10.	52	60	60	48	29.20	29.25	29.25	Clear after rain.

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Date.	Thermometer.				Barometer.			Remarks.
	7 a.m.	2 p.m.	7 p.m.	Min.	7 a.m.	2 p.m.	7 p.m.	
1892.								
Sept. 11..	50	68	59	38	29.05	28.95	29.60	Clear day; shower in night.
do 12..	42	66	60	38	29.24	29.18	29.18	do
do 13..	45	75	58	33	29.05	28.66	28.51	Pleasant day; high wind at night.
do 14..	46	60	52	42	28.95	29.07	29.05	Clear day.
do 15..	24	67	55	22	29.10	28.92	28.70	Clear sky; first heavy frost.
do 16..	54	70	65	45	28.60	28.48	28.50	Pleasant day.
do 17..	52	66	58	50	28.66	28.68	28.95	do
do 18..	50	70	60	30	28.95	28.90	28.82	do
do 19..	44	70	60	34	28.64	28.40	28.42	do
do 20..	38	62	56	34	28.40	28.20	28.13	Pleasant, but cloudy.
do 21..	45	60	40	38	28.20	28.48	28.58	do but windy.
do 22..	44	58	52	30	28.51	28.40	28.32	Showery morning.
do 23..	42	56	50	40	28.20	28.01	28.46	Pleasant day.
do 24..	56	.....	.....	46	28.77	.....	.....	do
do 25..	.....	.....	.....	.....	.....	.....	.....	do
do 26..	39	68	52	24	28.70	28.78	28.88	do
do 27..	52	58	43	45	29.18	29.07	29.08	do
do 28..	35	70	66	32	28.80	28.52	28.38	Cloudy, but pleasant.
do 29..	44	50	34	38	28.75	28.85	29.02	Pleasant day.
do 30..	22	50	48	18	29.25	29.05	29.29	do
Oct. 1..	40	65	58	38	28.78	28.65	28.50	Cloudy but pleasant.
do 2..	50	66	38	40	28.78	28.78	28.82	Clear sky; pleasant.
do 3..	34	74	42	24	28.81	28.61	28.72	Clear but oppressive.
do 4..	36	78	56	32	28.70	28.44	28.48	Pleasant day.
do 5..	34	74	50	28	28.45	28.34	28.35	do
do 6..	56	.....	.....	.....	28.72	.....	.....	do
do 7..	22	70	50	16	28.87	28.75	28.75	do
do 8..	28	74	56	21	28.78	28.68	28.70	do
do 9..	41	72	50	40	28.60	28.52	28.45	Very morning; cloudy evening.
do 10..	42	54	54	40	28.50	28.36	28.28	Very cloudy; dense smoke.
do 11..	38	48	50	38	28.26	28.35	28.41	Rain all afternoon.
do 12..	40	54	34	38	28.62	28.67	28.78	Beautiful day.
do 13..	38	62	38	24	28.75	28.65	28.70	do
do 14..	40	44	44	24	28.73	28.60	28.60	Cloudy day; snow at night.
do 15..	52	50	50	45	28.65	28.68	28.68	Cloudy and moist with rain at night.
do 16..	52	52	50	50	28.36	28.30	28.20	Rain all day.
do 17..	50	45	34	28	28.00	28.04	28.06	Blinding snowstorm all day
do 18..	34	36	36	23	28.40	28.44	28.50	Cloudy, with wind drifting snow.
do 19..	30	34	32	28	28.60	28.58	28.68	Pleasant day.
do 20..	33	44	40	33	28.68	28.72	28.70	do rain during night.
do 21..	35	36	34	33	28.86	28.70	28.82	Snowing most of the day.

No. 12.

REPORT OF W. S. DREWRY, D.L.S.

TRIANGULATION IN THE RAILWAY BELT, BRITISH COLUMBIA.

OTTAWA, 4th February, 1893.

E. DEVILLE, Esq.,
Surveyor General, Ottawa.

SIR,—I have the honour to report that on 10th June I took my departure from Ottawa to continue the Triangulation survey of the Railway Belt.

The horses and outfit used during the preceding year were obtained at Morley. As it was intended to observe at some of the triangulation stations already established, the mountains were entered by the Bow Pass. Stopping at Banff to have our horses shod, we were delayed for several days by unusually high water which rendered several of the streams crossing our route unfordable. We followed the Bow Pass to Laggan and there turned aside down the Wapta or Kicking Horse Pass to the Van Horne Range near Ottertail station on the Canadian Pacific Railway. We ascended the mountains named, but found some eight feet of snow about the signal, its top only projecting above the surface; while Storm Mountain signal, although nearly twelve feet high, and several others were entirely invisible.

The weather was very broken and it appeared unprofitable to wait for the disappearance of the snow, especially as we had work to do in the Selkirks. The horses were accordingly driven to Palliser and shipped by rail to Illecillewaet, the available point nearest our proposed scene of operations. The men and camp outfit were also moved by rail to Beavermouth, from which place the range of mountains lying between Beaver and Quartz Creeks was ascended to complete work which had been stopped by the deep snows of the preceding fall. We established a signal 6,500 feet above the Canadian Pacific Railway track and about six miles south-west from Beaver mouth. The data necessary for mapping were secured by taking azimuth readings on various peaks, and photographs of the surrounding country.

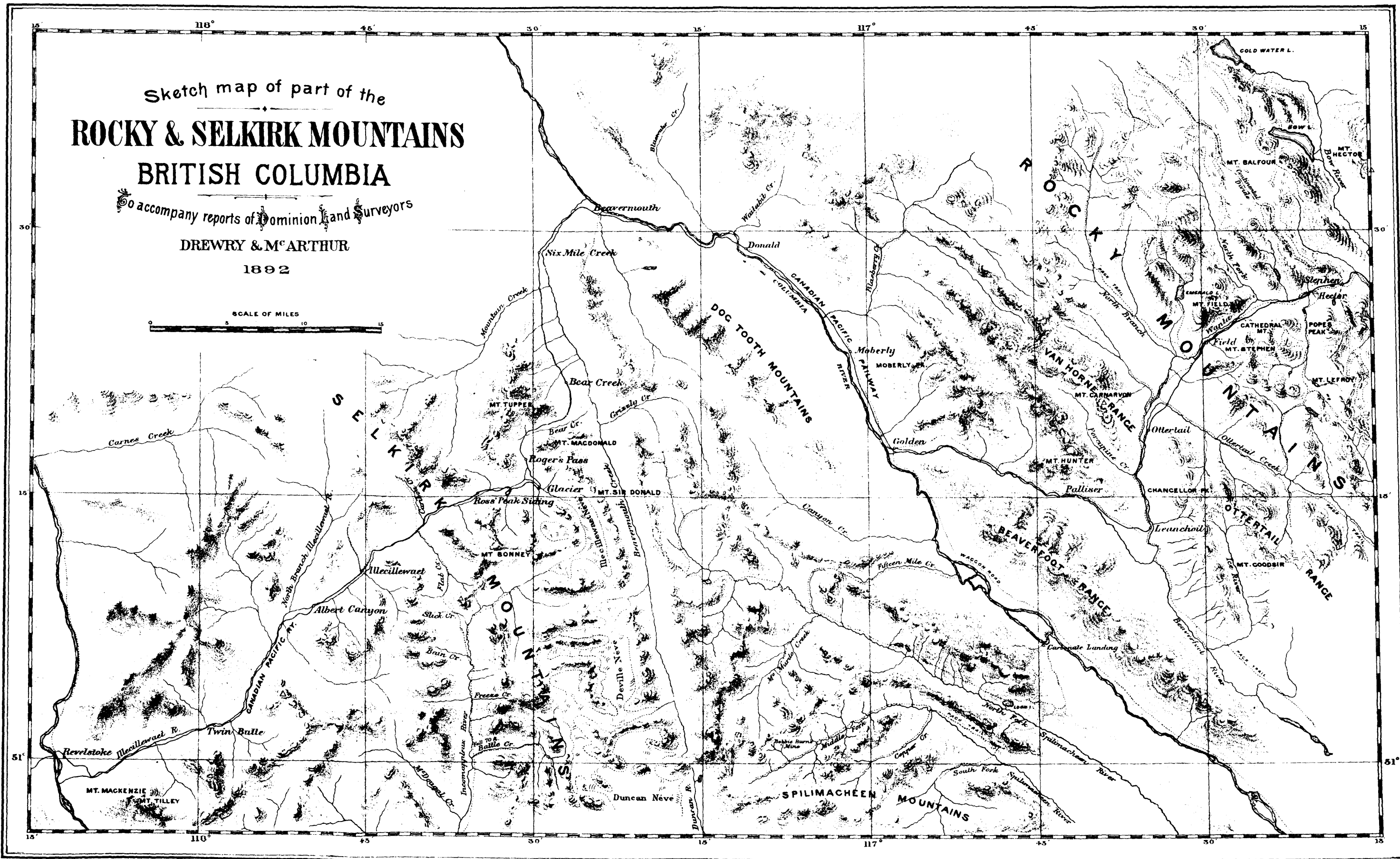
The range on which we were is composed principally of quartzites and shales seamed by numerous quartz veins, from which very many large pieces have been carried into the stream to the east, thus giving origin to the name Quartz Creek.

From Beavermouth we moved along the Canadian Pacific Railway to Flat Creek, five miles east of Illecillewaet, and prepared to go south down the valley of Incomappleux River, or Fish Creek as it is locally known. This latter considerable stream has its sources in the immense ice fields and glaciers lying south and east of Glacier House. In fact the northerly fork of the Incomappleux issues from the south-west corner of the great ice field near Glacier House, whence the Illecillewaet River flows, the two streams heading about five miles apart. At about a mile west of the ice the north fork of the Incomappleux is joined by a larger branch coming from the Van Horne Glacier, lying almost due south of the confluence of the creeks. The main stream thus formed flows west about three miles and then sweeps around until its course is nearly due south, in which direction it continues for some fifteen miles and then, turning slightly to the west, goes straight to the north arm of Upper Arrow Lake. From the mouth we travelled S 16° E up Flat Creek ascending its valley through a drizzling rain to an alpine summit overlooking the Incomappleux. During the whole previous time we had been delayed and annoyed by heavy rains and showers, but no change was experienced in the country which we now entered; in fact it was worse, for in the months of August, September, and October, we had fifty-five days during which it rained or snowed, while seventeen of the remaining

Sketch map of part of the
ROCKY & SELKIRK MOUNTAINS
BRITISH COLUMBIA

to accompany reports of Dominion Land Surveyors

DREWRY & McARTHUR
1892



Department of the Interior.

number were very threatening with clouds on the mountain tops and sometimes down in the valleys. From our camp on the summit mentioned above we ascended a high spur of Mount Bonney lying to the east.

When in Ottawa I had seen a map prepared by Messrs. Huber and Topham in a report of Royal Geographical Society proceedings, which showed a peak I also had located from the Spillimacheen River with a view of using it as a triangulation station. The gentlemen named, however, exhibited the mountain as lying near what they called Lardo River. Upon studying the matter I had some doubts as to the correctness of this nomenclature, which were afterwards confirmed.

My primary intention in climbing the peak at the Flat Creek summit was to determine whether or not the mountain seen from the Spillimacheen could be reached by following the Incomappleux to its head and crossing over the mountains to the stream shown as the Lardo. From the height of 9,000 feet which we attained a tolerably good view of the country was had, and it was apparent that to go by the head of the Incomappleux would necessitate crossing several miles of ice and encamping thereon. I saw that the last mentioned stream flowed nearly due south much farther to the east than was supposed, and also that several large tributaries joined it from the east. Apparently then the objective peak could be most easily reached from one of these confluent creeks. I also found that the peak on which we stood afforded a fair view down the Incomappleux; so therefore photographed the country on all sides and built a cairn which would be visible for more than twenty miles down the valley and serve to check the longitudes of our track survey.

We descended into the Incomappleux valley across what is locally known as "Jeopardy Slide," an area of steep mountain several miles in extent which had been swept clear of timber by tremendous snow slides. A camp was established in one of the few flats along the river, about five and one-half miles from the Flat Creek summit.

An exploration was made up the valley with Mount Bonney as an objective point; but at about three and one-half miles from our camp the river issued from a canyon, beyond which point we found it impossible to take horses without building a trail. This was out of the question, and as Mount Bonney was seen to be still clad in deep snow, we retraced our steps, crossed the river and moved south following its left bank. At about three miles we crossed Freeze Creek which during the warm summer days is a rushing torrent but at night sinks to a small creek. We traversed several wide snow slide tracks covered with jungles of alders, ferns, nettles and devil's club, growing higher than a man's head. There were several miles of this description making travelling extremely disagreeable, as the nettles stung our hands, faces and necks into blisters, while the sharp thorns of the devil's club pierced us, remaining in the flesh, and festering within a few hours. The remainder of the route was densely wooded but comparatively free from underbrush, the worst obstacles encountered being large fallen trees and springy places in which our horses mired. About thirteen miles from the Flat Creek summit we crossed the first large tributary to which the name of Battle Creek has been given in commemoration of an encounter between a prospector and a grizzly bear. We camped at Battle Spring about one mile south of the creek of the same name and close to the Incomappleux. The spring is something of a curiosity owing to its unusual size (being about twenty feet across) and to the fact that its bottom is composed of disintegrated granite which the action of the water keeps boiling, presenting a milky white appearance. Owing to the outlet being choked with logs, no reliable estimate of its discharge could be made, but it must be enormous. We descended the valley some four miles farther, passing the mouth of a large tributary from the west locally known as McDougall Creek. An exploration up the valley of this creek was intended; but the clouds were down in the valley and but little topography could be noted, so the idea was relinquished.

It was noticed that the waters of this stream were clear, while all others were charged with mud brought down by the melting snow and ice. It is possible that the creek issues from a lake in which the mud settles, thus accounting for the observed clearness of the flowing water.

From our camp at Battle Spring we ascended the creek of that name, using pack-horses for about two and one-half miles, beyond which we took the packs on our own backs. I had travelled through some rough country, but that into which we then entered exceeded anything I had ever imagined to exist in Canada. On the first day we travelled from 9 o'clock a.m. until 6.30 p.m., and made two miles; while not more than three miles were accomplished in any one day. For miles our route was through tangled jungles of ferns, nettles, alders and devil's club, and over slides of immense granite boulders guarded by thickets of the latter painful shrub. We finally climbed into the high valley of a fork of Battle Creek, and camped at an elevation of 6000 feet, about one and one-half miles from the peak upon which we had during the previous season planned to place our signal. A circuit of upwards of one hundred and ten miles from the Spillimacheen signal was necessary to attain the position we then occupied; the only one from which the peak could be approached without crossing extensive ice fields.

The camp was situated on the west slope of the summit or axial range of the Selkirk Mountains, some thirteen miles west of the head of the Middle Fork of the Spillimacheen River, and about the same distance along Battle Creek from the Incomappleux.

We found that the stream shown as the Lardo by Messrs. Huber and Topham was none other than Battle Creek, which, heading some four miles south of the southerly fork of the Incomappleux, flows south four miles along the west base of the axial range, and there sweeps rapidly around on a curve of about a mile and a-quarter radius until it flows north, when it turns abruptly and flows west into the Incomappleux cutting through the great granite range along that stream. Throughout the greater part of its length the valley is almost a canyon with walls of granite and syenite, in many places upwards of one thousand feet high, and at some points exceeding two thousand.

We failed to reach the highest point of the mountain selected for a triangulation station, being confronted by sheer precipices of rock or ice at every attempt; but afterwards we succeeded in placing a signal on a slightly higher peak, 10,000 feet above the sea, some two and a-half miles west of the point we had first tried to gain. The height stated was ascertained by aneroid barometer, which showed an ascent of 7,500 feet from our camp on the Incomappleux.

While camped in the Alpine Valley of the branch of Battle Creek we killed a grizzly bear, of the species known as the "bald face," within seventy-five yards of our tents; it was rather large, weighing probably between six and seven hundred pounds. Although the meat could not be counted a delicacy, it was a very welcome addition to our stock, as our supply was nearly exhausted owing to the unexpectedly long time consumed in ascending Battle Creek and two days delay from rain and snow. The animal mentioned was the only large one shot by us, although bears were seen at a distance on different occasions and fresh tracks of great size were frequently observed. One grizzly noticed on the south slope of Mount Bonney was an enormous brute whose bulk would not be credited unless a person saw the animal. Caribou are apparently plentiful, as their trails lead in all directions: only two of the animals were observed by us, however.

Deer tracks abounded in the sandy flats in the neighbourhood of McDougall Creek, but we saw none of the game while there.

Fur-bearing animals are seemingly scarce.

Before leaving this section of the country we again went down the Incomappleux Valley hoping to find the trail under construction by the British Columbia Government from the Upper Arrow Lake. We were disappointed in this and afterwards learned that a gap of several miles then existed between the end of the trail and the point to which we descended.

Having returned to our first camp in the Incomappleux Valley, a foot trail was cut through the alder jungle along the upper part of the river to try an ascent of Mount Bonney from the south side.

During the night previous to our intended start a heavy rain began falling and continued for two days, after which it snowed for two days and then altered to rain. It rained and snowed for ten days with scarcely an hour's intermission, and

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then, after a single cloudy day, we had three days continuous rain followed by several of broken weather. An attempt was then made to ascend Mount Bonney, but upon reaching an altitude of 8,500 feet, snow slides rushing down warned us that the undertaking was extremely hazardous, while the summit of the mountain was clad in deep snow, which also rendered it probable that a signal could not be erected if we reached the peak. As it was now October, there was little chance of the snow leaving the mountain tops and all hopes of climbing to the highest point of Mount Bonney during that season were abandoned.

About four feet of snow had fallen upon the trail across the Flat Creek summit; but when I crossed the depth was reduced to about two feet, which was quite sufficient for a horse to get through.

Moving out we again camped at the mouth of Flat Creek and from there ascended Caribou Creek, which enters the Illecillewaet from the north, a short distance above Flat Creek. From a mountain near the head of the last named stream it was observed that a trough or valley, bearing about N. 30° W. from Gold Hill at the head of Caribou Creek, apparently extended along the west side of the watershed of the Selkirks for between twenty and thirty miles from the railway. It is possible that this great depression forms part of the catchment basin of Downie Creek, but it is also possible that a portion of it drains into Gold Creek, some miles north of the first mentioned stream.

Only the upper slopes of this valley had been seen by us and it was our intention to explore it; but upon reaching Gold Hill, so much snow was lying on the ground that pack-horses could not travel through it. We therefore returned to the Illecillewaet Valley and moved down it to Twin Butte, some eighteen miles west of Illecillewaet station. The weather was almost continuously bad with frequent falls of snow or rain and clouds brushing the tree tops in the valleys, which put work on the mountain tops out of the question; because, in going through the wet brush on the slopes, a person's clothing became completely saturated, so that a few minutes after encountering the freezing atmosphere of the peaks it would become as stiff as an icicle with a probable chance of the occupant arriving at the same condition.

From Twin Butte we climbed a high mountain lying to the south east; but about two thousand feet above the valley we entered dense cloud banks and in them missed our way, so that although we got to the crest, yet we did not reach the highest point. Our experience induced us to wait for clear weather which came after several days. We then attacked the mountain and succeeded in placing a signal on its loftiest point.

We arranged to cross the Illecillewaet and place a signal, but the weather again broke and the mountain tops were covered so deep in snow that there was no chance of further work. The camp outfit was therefore shipped to Morley, where it was stored and the men paid off.

So extreme had been the moisture experienced that the tents were mildewed, although they had been standing all the time except when moving camp. The precipitation immediately along the west slope of the axial range of the Selkirks is very great, but grows rapidly less towards the Columbia River to the west. The reason of this probably is that the Selkirks are the first really lofty mountains encountered by the clouds and fog banks driven inland from the Pacific Ocean which, striking this great ice-clad range, part with the major portion of their moisture held in suspension.

On bright days and in calm weather clouds are formed by evaporation on the glaciers and ice fields, but seldom break away from the surrounding peaks; some of them apparently precipitating their moisture as the sun sinks in the west, while others settle low down in the valleys through the night; but as the sun rises and warms the air, the clouds float upwards and gather around the peaks, sometimes producing scenic effects grand beyond description.

The views from the lower valleys are, as a rule, not so fine as those to be obtained in the Rockies; but when the high valleys are reached the extreme beauty of the scenery surpasses imagination. In many places vegetation reaches the feet of huge glaciers which descend into nearly every valley; and as the frosts of

autumn touch the various plants, the mountain slopes are clad in a glory of colour, shading down from the white and blue of the snow and ice to the sombre green of the firs and spruces in the lower valleys.

TIMBER.

Along the Illecillewaet and Incomappleux Rivers there is considerable valuable timber of which the more available portion on the former stream is, I believe, under license. The growth consists of fir, spruce, hemlock, and some cedar.

The smaller trees are suitable for railway ties and are becoming more valuable each year, as immense quantities are used by the Canadian Pacific Railway and its various branches.

On the Incomappleux from the vicinity of Battle Creek down, there is a quantity of large cedar, some of the trees measuring about thirty feet in circumference, five feet from the ground, and being estimated at from twelve to eighteen feet in girth, twenty feet up. Most of this large cedar is decayed at the heart, but the smaller growth on the slopes of the valley appeared to be of better quality. The bulk of the remaining timber is large and apparently sound hemlock with a small quantity of pine (*Pinus ponderosa*) scattered through it. This latter tree grows to a considerable size, several trees being noticed of from twelve to sixteen feet in circumference.

Should the various mining claims in this valley prove rich, all this timber will be especially valuable; but even now it would be easily marketed by floating down to Arrow Lake where manufacturing could be carried on and the lumber shipped to the various towns springing up in that district.

The one drawback to cheap lumbering operations in this valley is the great depth of snow-fall, which might interfere with hauling logs to the river.

All the timber noted by us lies within the Railway Belt and is therefore on Dominion Lands.

MINERALS.

As the mining areas entered by us during the course of our work were also visited by Mr. E. D Ingall, M.E., of the Geological Survey, no extended notice of them will be attempted here as his report will necessarily be much more complete than anything I could hope to offer. From the upper bend of the Incomappleux a great mineralized ledge cuts the mountains on the east side of the valley in a southerly direction to Freeze Creek, a distance of about five miles. Claims have been staked all along this ledge and development work was in active progress when we passed through.

On the opposite side of the river is another ledge on which several claims have been staked and some work done. The ore seen by us is an argentiferous galena said to be of high grade.

A belt of granite crosses the Incomappleux Valley, extending from about Freeze Creek to the mouth of McDougall Creek. As this formation is looked upon with disfavour by prospectors, but little prospecting has been done apart from the places mentioned owing to the great difficulty experienced in travelling across the granitic formation. In the Illecillewaet district mining claims numbering up into the hundreds have been staked and a few have had some sums of money spent upon them in development work. Those worthy of attention have been so often brought to public notice in the newspapers that their names need not be mentioned here.

It is an assured fact that some of these claims are valuable; but, for reasons unknown to me, little work was being prosecuted while I was in that region.

I have the honour to be, sir,

Your obedient servant,

W. S. DREWRY,

Dominion Land Surveyor.

Department of the Interior.

No. 13.

REPORT OF J. J. McARTHUR, D. L. S.

TOPOGRAPHICAL SURVEY IN THE ROCKY MOUNTAINS.

OTTAWA, 5th January, 1893.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit to you my report on the Photo-topographical survey performed by me during the past season.

I left Ottawa on the 17th of June, and reached Morley on the 21st, where I found my horses in excellent condition. From here I started on the 27th for the mountains, and reached Banff on the 1st of July, where a delay of a few days occurred in order to have horses shod. I stopped at Castle Mountain siding having some work to do in the neighbourhood of the Twin Lakes. The weather being very unfavourable for my operations, it was the 19th of July before I could resume my journey. I remained a few days at Baker Creek and re-occupied two of last year's stations the views from which had not been satisfactory, and also remained a week at Laggan and occupied four camera stations, taking in the summit range of the Rockies south of Lake Louise and Mount Temple.

On the 2nd of August we reached Kicking Horse (or Wapta) Lake, and our season's work, properly speaking, then commenced.

From this camp we occupied four triangulation stations and four camera stations. The snow was very deep on the mountains for this time of the year.

On the 14th we started south up the Cataract Creek, which empties near Hector station, and that evening pitched camp on the divide leading to Ottertail River; my assistant and I having made an ascent by the way. The distance was about nine miles, and the trail in places very bad.

The eastern wall of the pass is formed by the summit range of the Rockies which is over 11,000 feet above the sea.

From this camp we occupied a station on each side of the pass and one camera station, and also located a reference point, A. XIV. There is a beautiful piece of park-like country on this divide, and from one of the summits the view on all sides is one of indescribable grandeur. From one station I counted sixteen alpine lakes, one of which is more strikingly beautiful than any other I have ever seen. It is about one-half mile in length and lies between two high spurs to the east of the pass, at an altitude of about 8,000 feet. The mountains rise like walls 2,000 feet from the water's edge. A steep glacier comes in at the east end, and the water undermining the ice causes bodies to fall off leaving a clear blue face, and the surface of the lake is in consequence of the falling ice dotted with miniature icebergs. The lake is formed by the terminal moraine of the retreating glacier, which has blocked up the gorge through which an ice river once emerged; most of these alpine lakes have been formed in this way. The water filtering through the obstructing ridge forms a creek which flows south.

We followed along this stream about eight miles to the Ottertail, where we halted. The trail is in some places very indistinct and a few very steep hills occur. About half-way there is an expansion of the creek, which was alive with small trout.

From this camp we occupied three triangulation stations, and located a reference point, A. XV. where the trail crosses the river.

On the 23rd I started my outfit down stream towards the railway, and my assistant and I climbed the high mountain to the east of the pass. Although it was over five miles to the summit and upwards of 10,000 feet above the sea, the ascent was

comparatively easy, but the descent along another ridge, near the foot of which we were to camp was slow and difficult. To the north side clung a large glacier and we had to take two or three glissades much steeper than I had ever before attempted.

There are several partly developed claims along the Ottertail, and the prospectors have opened out a good trail for about fifteen miles from the railway.

I had to re-occupy my station on Mount Stephen, where I had erected a signal in 1887, and therefore after making another ascent to the east of the pass, we started for Field which place we reached on the 25th, and camped in the small prairie at the foot of the river flat.

Owing to unfavourable weather we did not begin the ascent until the afternoon of the 30th. In 1887 we made the ascent and descent in the same day, but on this occasion I decided to make a camp near timber line. After dinner, accompanied by two men and two pack-horses, I started up the mountain side, and as the weather appeared very unsettled we took sufficient provisions to serve a few days. There was no trail and we were obliged to chop our way through. Some of the pitches were very steep and one pony became exhausted when we were about two thousand feet above the valley. We unpacked his load and divided it between us and continued the ascent.

We camped a few hundred feet below timber limit near a small creek, and were fortunate in finding a patch of feed for our pony. The slope was about 30° , but brush was plentiful, and we managed to build a comfortable camp against some trees. We were more than 7,000 feet above the sea. It froze quite hard during the night, and in the morning the sky was overcast and a cold wind was blowing from the west. It looked very much like rain or snow and we hesitated about starting, but at length decided to climb as high as the cliffs, and if the weather should not become more favourable to cache our instruments and return to camp.

Accompanied by my assistant I started at seven o'clock, following the same route as in 1887, which is the only possible one to take.

I had borrowed a flag from a hotel man at Field, to plant on the summit, and we carried a dry pine pole about fifteen feet in length to serve as a staff. As the morning advanced the sky became brighter and we had a few flurries of snow; but by the time we reached the cliffs, at ten o'clock, the sun was breaking through the clouds.

We were now about two thousand feet from the top, and every step was fraught with danger. Keeping close together we started up the V shaped gorge, at almost every move displacing loose rock which rolled with a roar over the precipices.

I had no difficulty in following my former track, until we came to the second stage of cliffs, to surmount which in 1887 we had to cut our way up a steep incline of ice which filled a deep fissure. To my surprise the face of the mountain has greatly changed since then, as fully 200,000 cubic feet of rock which formed the western wall of this fissure had been displaced and fallen into the amphitheatre below. We were consequently not compelled to climb any ice, and without difficulty reached the top of the gorge, where we left our alpenstocks. The ridge must be at least twenty feet lower than at the time of my former visit, and where at that time we had but to step across a narrow chasm on to a ledge, we had now to reach the ledge up an almost perpendicular wall, and it seemed at one time that we were to be balked; but with the help of my assistant and the long flag-pole I managed to surmount it, and then pulled my assistant up with the rope.

About 500 feet more of steep dangerous climbing brought us to the top of the cliffs, and we could see our cairn on the summit. It was only a few hundred yards distant, but to reach it we had to pass over some of the most dangerous places in the ascent. The ridge narrows and forms a broken wall, in places not more than three feet wide and with many deep gaps. The north side is a sheer precipice of 2,000 feet and to the south is an immense amphitheatre the sides of which are a succession of precipices divided by narrow ledges narrowing down to the timber line. This wall was quite rotten; we had therefore to use great precaution, as the displacement of one stone might cause a large section to fall; we also made use of the rope when crossing the dangerous gaps. We reached the top at 12.15, about seven hours from the timber limit.

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On the occasion of my former visit the dense smoke had risen to our level, shutting out everything below. Then the view appeared like the surface of an ocean, the protruding peaks of the higher mountains resembling islands, or rather immense icebergs floating on its bosom; but now it was one of great magnificence of mountain, glacier, verdure, and cloud. We were 6,375 feet above the valley and 10,425 feet above sea level, and an aeronaut sailing overhead would scarcely have a more complete view. Away to the south-west we could see the Selkirk Mountains peering over the intervening ranges, the pale blue snow-capped peaks hardly distinguishable from the clouds. To the north across the North Fork Canon lay the immense snow field which marks the summit of the Rockies, the only evidence of the submerged mountain range being the ridges and needles partly snow-clad, which break out here and there as if struggling to free themselves from its icy embrace.

Sweeping round to the north-west an unbroken sea of peaks meets the eye, which seem to be piled tier upon tier to the cloud-hooded summits of the distant range which bounds our view. Looking down we could see the town of Field, almost as in a plan, hotels, grounds, cottages and river flat; the railway meandering to the south-west appeared like a sand-colored ribbon thrown carelessly across the landscape.

When we were here in 1887 there was no snow whatever, but now a bank many feet thick crowned the summit; not a stone of our cairn was disturbed, and the inscriptions appeared as fresh as when written five years before.

Looking down towards Kicking Horse Lake we saw a freight train coming down the big hill, but the only sound which reached us was the signal for the safety switches. We watched it move slowly and silently around the curves until it disappeared seemingly into the very heart of the mountain on which we stood.

While I was busy with the transit my assistant planted the flag, a St. George's cross 3' x 10', in position where it could be distinctly seen from Field. I took two photographs of it floating in the breeze. I regard this as the highest point in America on which a British flag has been planted.

Our observations were completed and views taken by 2:30 p.m., and with a last lingering look around we started back. The descent to the foot of the cliffs was fully as slow as the ascent had been, and, if anything, more dangerous, but from thence to timber line we travelled rapidly. We reached our camp at 5 p.m., and decided after having been refreshed with a hearty meal not to pass another night on the mountain; so we packed everything but our instruments on the pony and started for the main camp which we reached about one hour after dark. On the way we picked up our other pony which we had left tied to a tree where he gave out the evening before; judging from the lively manner in which he came down the mountain the enforced fast seemed to have done him good. Some of the party went into Field next morning and pointed out the flag floating over the summit, which was visible to the naked eye, and was an object of great interest to tourists and others. It was still waving when we started across the summit on 17th October.

Our next ascent was Mount Carnarvon, one of the highest peaks of the Van Horne Range. Looking to the south-west from this summit we could see a bank of smoke rolling over the crest of the Selkirks, and before our observations were completed it had become hazy and remained so for several days. In the morning it would be quite clear, but as the sun approached the meridian the smoke rose, and as the afternoon advanced the distant landscape became obscured. By starting at daybreak and reaching the summits early in the day we managed to put in three stations in the neighbourhood of Ottertail, and on the 10th September we moved to Leanchoil. After a few days' delay I successfully occupied a station on Mount Hunter, overlooking Palliser.

I had intended making a trip up the Beaverfoot Pass but abandoned the idea and returned to Field on the 15th. It continued smoky, and as we had a few days work to perform in the neighbourhood of Emerald Lake, we moved there on the 17th. The trail which has been built by the Canadian Pacific Railway Company runs for the greater part of the way through a park-like forest of pines with scarcely any underbrush. It passes close to the natural bridge across the Kicking Horse. A wall of rock traverses the channel and over this the river once poured, but near the centre the water has worn a roofed passage through which the whole stream

now rushes and falls twenty feet. Looked at from below, with Mount Stephen in the back-ground, it forms a magnificent picture. A ride of about seven miles brought us to the lake which is about a mile in length and of irregular outline. A "shack" has been built and a rough cooking outfit left here, and many of the guests of Mount Stephen House go there for the sake of the fishing and the magnificent scenery. There are three kinds of trout which formed excellent sport for us during the days we were compelled to lay up here. Partridges and grouse were very plentiful around the lake.

We were delayed by the smoke until the evening of the 19th when rain set in which turned to snow towards morning; the weather continued stormy until the 26th, when the sun came out, and the snow which was about a foot deep on the level and many feet on the mountains disappeared lake magic.

On the 28th we made a camera station on the ridge to the east overlooking the North Fork Canon, and had a close view of the glacier-clad summit of the Rockies. On the 29th we climbed the mountain to the south of the lake. On the opposite mountain sides in the tracks of the many snow slides, the leaves of the trees and the undergrowth of shrubbery had turned yellow and red from the early frosts, and, mingling with the dark green of the spruce, formed an enchanting scene. In the back-ground rose a snow-clad ridge over ten thousand feet high, between the spurs of which lie three immense glaciers, which debouch upon a common terminal moraine about a mile in width, from which a creek flows into the lake at its east end.

The scenery from the shore although not so imposing is full of beauty when viewed under the mellowed light of an autumn day. The water of the lake is very clear, and the snow-capped peaks, dense forest, and the bright variegated hues of the landscape are faithfully reflected on its surface. In all my mountain rambles I have not come across a more attractive spot. It is only three miles in a direct line from Mount Stephen House, and a path could easily be made over the mountain, which would give a spice of adventure to the excursion; as it is, the ride or walk by way of the natural bridge is full of interest. On the 30th we crossed to the north branch of the Kicking Horse which comes in from the north some miles below Field. About seven miles from its mouth a creek enters through a canyon on the east, and on the top of the cliff on the north side I located a reference point marked A. XVI. Two miles beyond this the valley turns to the north and opens out; we went as far as Lat. $51^{\circ} 37' 30''$. We made four ascents, one of which was to station 18 of the Railway triangulation. It is situated on the rim of the immense glacier basin in which the North Fork of the Kicking Horse takes its rise. We worked very rapidly during the trip, generally moving and making an ascent the same day, my assistant and I following up the outfit ten or twelve miles to camp. We located a reference point, B. XVI, in a small prairie in the valley about two miles south of station 18. We returned to Field on 5th October.

I wished to connect the subdivision surveys in the valleys with my triangulation, and for that purpose I intended to ascend Mount Field, but the weather turned cold and a storm set in which covered the mountain heights. We waited patiently hoping for a friendly chinook wind, but the weather became more and more wintry, and on the 16th we started across the summit for Morley, which place we reached 24th October. I then discharged my men and turned my horses over to Mr. T. E. Wilson. My season's work covers an area of about 500 square miles. We made 42 ascents and took 250 views which have turned out well. I reached Ottawa on October 31st.

I have the honour to be, sir,

Your obedient servant,

J. J. McARTHUR,

Dominion Land Surveyor.

Department of the Interior.

No. 14.

REPORT OF J. VICARS, D.L.S.,

SURVEYS IN KAMLOOPS AND NEW WESTMINSTER DISTRICTS, B.C.

KAMLOOPS, B.C., 28th December, 1892.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my operations in the Kamloops and New Westminster Districts during the past season :

A few days after the receipt of your instructions dated 29th April, I left Canington, Ont., for Kamloops, which point I reached on the 16th day.

After interviewing Mr. Nash, the Dominion Lands Agent at Kamloops, as to what surveys were required in that district, I proceeded to New Westminster and consulted Mr. McKenzie, the Dominion Lands Agent there, as to what was required in his district.

Finding that work could not be proceeded with advantageously in the New Westminster District on account of the high water in the Fraser River, I returned to Kamloops and commenced my season's operations in Township 22, Range 11, west of 6th Meridian, where I made a small subdivision survey.

I then proceeded to Shuswap and performed certain subdivision surveys in Townships 21 and 22, Ranges 11, 12 and 13, west of 6th Meridian. On the completion of this work I returned to New Westminster and subdivided part of Townships 5, 4 and 3, Ranges 26, 27 and 29, west of 6th Meridian.

Finding that the heavy rains prevented further operations being carried on to advantage in the region of the coast, I returned to the Kamloops District, thinking I would be able to complete some work which was required there. But I found that winter had set in so severely that further work in the field was practically impossible. I therefore paid off most of my party, only retaining three men to assist me in making the traverse of two lakes in Townships 21, Ranges 11 and 12, west of 6th Meridian.

On the completion of these traverses I returned to Kamloops, paid off the remainder of my party, and suspended operations in the field for the season.

As most of the season's work consisted in the extension or completion of surveys made in former years, and in parts of the country which have been fully covered by previous reports, any report from me other than of a purely local nature would be only a repetition of facts already stated.

The part of Township 22, Range 11, west of 6th Meridian, surveyed by me is fairly good agricultural land with plenty of water which may be easily obtained for irrigation purposes. It is, however, heavily timbered, which will make the clearing slow and expensive work. Many of the settlers are taking up fruit culture and with very fair success.

Townships 21 and 22, Ranges 11, 12 and 13, west of 6th Meridian, are mountainous and adapted for grazing purposes only, though there is a small area of land in the valleys suitable for agricultural purposes. These valleys, in the part surveyed by me, were mostly occupied by settlers whose main idea in locating was to obtain land to raise winter feed for their cattle which graze during the summer on the mountains, and not for raising grain or vegetables to any extent. The want of roads is a drawback to this locality, the only means of communication at present being pack trails of which there are two. One of these commences at Shuswap Station and extends to Tappen Siding, and the other starts from the junction of Trail Creek with Shuswap Lake and follows Trail Creek as far as Trail Creek Lake, where it joins the main trail for Shuswap Station. Either of these trails, with a little expenditure, could be made into a fair wagon road.

The parts of Townships 5, 4 and 3, Ranges 26, 27, and 29, west of 6th Meridian, surveyed, are fair agricultural lands, and with hardly an exception are taken up by settlers who have their lands well improved. It would be difficult to excel this locality in any part of the Dominion for fruit raising. I was there during the fruit harvest, and it has never before been my lot to see such an enormous crop. It will not be stretching a point when I say that in the near future fruit raising will be one amongst the chief industries of British Columbia.

It may not be out of place to state here that the interior of British Columbia and particularly the Kamloops District is a veritable sportsman's paradise. Game of almost every description is plentiful, but deer are particularly abundant. It is no uncommon thing for a hunter to kill from one to a dozen and upwards in a day.

I consider the new regulations regarding iron posts and mounds in the bush a great improvement on the former ones requiring wooden posts and bearing trees, and am satisfied that the new method can scarcely be improved upon. The only drawback is that cattle sometimes paw down the earthen mound and in so doing fill the pits. This I have tried to obviate as much as possible by almost invariably erecting stone mounds, though I have had to carry the stones a considerable distance or dig for them. Even around the quarter-section posts I erected stone mounds whenever practicable.

I have the honour to be, sir,

Your obedient servant,

JOHN VICARS,
Dominion Land Surveyor.

Department of the Interior.

No. 15.

REPORT OF OTTO J. KLOTZ, D.T.S.

LONGITUDE DETERMINATIONS.

W. F. KING, Esq.,
Chief Astronomer,
Ottawa.

OTTAWA, 6th February, 1893.

SIR,—I have the honour to submit the following report on the astronomic work of the past season.

At the annual meeting in May, 1890, of the Royal Society of Canada, the matter of a transatlantic determination of the longitude of Montreal was under consideration. After receiving the support of the Admiralty and co-operation of the Astronomer Royal for the work, the Society addressed a memorial to the Honourable the Minister of Marine on the subject, being in reference to the position of Montreal as determined from Harvard:—

“1. Now doubt has recently been thrown on the accuracy of the result of the observations by which the longitude of Harvard Observatory has been obtained. This doubt, of course, affects the positions of all places determined by reference to it—that is to say, briefly, it affects the whole geography of the continent. As there are better means available at present for observations and interchange of signals across the Atlantic than at the time of the American determination, it is deemed of great importance that an effort should at once be made to remove the doubt referred to.

“2. The Department of Marine, more particularly, is interested in the work, as it affects navigation. The accurate determination of a ship's position at sea, and therefore often the safety of the ship depends on the chronometer. The error of the chronometer has always to be determined in leaving a Canadian port by reference to the local time, and the longitude of the place referred to Greenwich. This Canadian longitude again is determined by reference to the longitude of the base station, such as Montreal or Harvard Observatory, hence the necessity for extreme accuracy for the base station.

“3. The object to be attained is not only of Canadian but of Imperial, and not only of Imperial but of International importance.”

Consequent to the Memorial, the Dominion Government made an appropriation for carrying out the work in conjunction with the Royal Observatory.

The details were arranged by the Royal Observatory and by McGill College Observatory, and in August, 1891, the Director of the latter received from the Astronomer Royal the necessary instruments for the two Canadian stations—Montreal and Canso—for the purpose of examination previous to commencement of the work.

In the latter part of last March I received verbal instructions from you, appointing me as one of the four observers, the other three being Professor McLeod, of McGill College, Mr. H. H. Turner, first assistant to the Astronomer Royal, and Mr. Hollis also of the Royal Observatory.

Active operations were begun on April 5th, 1892.

There were four stages in the work, each similar to one another, with the exception of exchange of observers.

The four stages were as follows:—

	Montreal.	Canso.	Waterville.	Greenwich.
1.	Klotz.	McLeod.	Turner.	Hollis.
2.	McLeod.	Klotz.	Hollis.	Turner.
3.	Turner.	Klotz.	Hollis.	McLeod.
4.	Klotz.	Turner.	McLeod.	Hollis.

On May 30th the second stage was completed, whereupon there was a cessation of work during June and July, during which interval the Greenwich observers were engaged in a re-determination of the longitude of Paris, the last determination, that of 1888, having proved unsatisfactory.

In the beginning of August the transatlantic work was resumed and completed by the latter part of September, although some personal equation observations were taken in the beginning of October by Professor McLeod and myself on his return from Europe.

Upon my return to the office my time was first occupied with scaling the exchange of cable and telegraph signals.

After completion thereof, at your request I resumed and completed the computation of the limit of the Railway Belt in British Columbia, of which an account is given further on.

At the moment of writing the scaling of the observations is not complete, and no reductions of any kind have been made.

PREVIOUS WORK.

Prior to the completion of the first successful Atlantic cable in 1866 the longitude of initial points on the American continent rested on determinations from moon culminations, from eclipses and occultations, and from transport of chronometers.

It may be interesting to quote from the Coast Survey Report of 1867 the results up to that time for the longitude of Washington.

"1. From observations of eclipses and occultations.

Walker, corrected value from observations before 1843.....	5 ^h 8 ^m 11 ^s . 4
Peirce, from eclipse of 1851, July 28th.....	11.57
Peirce, from emersions of Pleiades, 1839, Sept. 26...	11.45 ± 0.3
Peirce, from emersion of Pleiades, 1856-1861.....	13.13

but neither of the last three determinations is considered by Professor Peirce as final.

"2. From moon culminations.

Walker, from Cambridge observations 1843-1845....	5 ^h 8 ^m 10 ^s . 01
Loomis, from Hudson observations, 1838-1844.....	9.3
Gilliss, from Capitol Hill observations, 1838-1842...	10.04
Walker, from Washington observations, 1845.....	9.60
Newcomb, from Washington observations, 1846-1860	11.6 ± 0.4
Newcomb, from Washington observations, 1862-1863	9.8

Walker considered 9^s. 96 as the most probable value from moon culminations, and Newcomb assigned 11^s. 1 as that indicated by those observed at the Naval Observatory, from 1846 to 1863, inclusive.

From chronometers transported between Boston and Liverpool.

Indiscriminate mean from 373 chronometers previous to 1849.	5 ^h 8 ^m 12 ^s . 46
Bond's discussion of 175 chronometers, expedition of 1849.....	11.14
Walker's discussion of 175 chronometers expedition of 1849.....	12.00
Bond's discussion of 175 chronometers, expedition of 1849.....	12.20 ± .20
Bond's discussion of 52 chronometers, six trips, expedition of 1855.....	13.43 ± .19

"All of these values require to be increased by 0^s. 06 to conform to the new telegraphic determination by the Astronomer Royal of the longitude between "Liverpool and Greenwich."

"The discordance of results, which individually would have appeared entitled "to full reliance, is thus seen to exceed four seconds; the most recent determinations, and those which would be most relied upon, being among the most discordant. "No amount of labour, effort, or expense had been spared by the Coast Survey for its

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“chronometric expeditions, inasmuch as the most accurate possible determination of the transatlantic longitude was specially required by law; and the thorough accuracy of Professor Newcomb's investigations is well known to astronomers. Yet the result of the latest chronometric expedition differs from that deduced by Newcomb from moon culminations observed at the Washington Observatory since its regeneration, compared with those observed at Greenwich, by more than three and a half seconds of time. The value employed by the Coast Survey, from 1852 to 1859, was $5^{\text{h}} 8^{\text{m}} 11^{\text{s}}.2$; since 1859 it has been $5^{\text{h}} 8^{\text{m}} 11^{\text{s}}.8$.”

Upon completion of the cable in 1866 the United States Coast Survey took immediate steps for utilizing it for the determination of longitude.

The four stations occupied were Greenwich, Valencia, Ireland, Hearts' Content, Newfoundland, and Calais, Maine, the last named place having already been included within the telegraphic chain of longitude determinations in the United States. In the work of 1866 there was no automatic registration of the clock signals received. The signal received manifested itself by the deflection of a very small mirror—a mirror galvanometer—and the recorder would tap a telegraph key in circuit with his clock and chronograph as soon as the deflection took place. This necessarily involved the error of noting and unless the error of noting was the same for the two observers at the termini of the cable, the longitude would be affected by one half the difference between the two. Another weak link in this work was the land line of about 1,100 miles between Heart's Content and Calais, whereon there were several “repeaters,” or double relay magnets. It is always highly desirable to work on a through circuit without the intervention of repeaters. The transatlantic determination of 1866 rests on the observations of five nights.

Of the final results J. E. Hilgard in the Coast Survey Report for 1872 says:—“Although the longitude value thus obtained was more nearly certain than that of any previous determination, there was still left a larger margin of doubt as to its precision than is desirable in a fundamental determination. This uncertainty, which probably does not exceed a quarter second of time, is due to the fact that there was no determination of the personal equation difference between Mr. Dunkin, the Greenwich “Standard Observer,” and Mr. Boutelle, the Coast Survey Observer at Calais; and that while we can measure the total time of transmission of signals through the cable and back again, we are unable to separate the duration in opposite directions, and are obliged to assume it to be equal—an assumption which may not be exact within a sensible fraction of a second.

“The French cable across the Atlantic from Brest to Duxbury, Mass., *via* St. Pierre was completed July 23rd, 1869, and steps were thereupon taken by the United States Coast and Geodetic Survey of verifying the former result. At that time, however, there was no cable connection between Brest and England, and it was not till 1872 that the necessary observations for the link were obtained, when also a transatlantic redetermination was made, this time with an intermediate station at St. Pierre, where the long cable makes a landing.

In the work of 1870 the ends of the two cables were joined at St. Pierre by bringing their several condensers into contact, so that cable signals were exchanged between Brest and Duxbury, Mass.

From the Coast Survey Report of 1874 we find the result of the transatlantic operations of 1866, 1870, and 1872:—

“The longitude of Cambridge (Harvard College Observatory dome) west of Greenwich (meridian):—

1866.....	4h. 44m. 30s. 99 ± s'10.
1870.....	30s. 98 ± s'06.
1872.....	30s. 98 ± s'04.
Mean.....	4h. 44m. 30s. 98 ± s'04.
Washington—Cambridge.....	0h. 23m. 41s. 11 ± s'03.
Washington—Greenwich.....	5h. 08m. 12s. 09 ± s'05.

From the observations of 1857, resting on Quebec and Cambridge, the longitude of McGill College Observatory was found to be 4h. 54m. 17s. 74. Connection with the triangulation of the United States Coast and Geodetic Survey in 1882, gave the longitude as 4h. 54m. 18s. 87.

In 1883 observations were made at Montreal and Cambridge for determining the difference of longitude between the two observatories. McGill College Observatory was found to be west of the centre of the dome of the Harvard College Observatory 9m. 47s. 510 \pm .019s.

"The pier of the transit instrument at the McGill College observatory is therefore in longitude 4h. 54m. 18s. 543 \pm s'045 west of Greenwich."—(Trans. Royal Society Canada 1885.)

ROUTINE OF WORK.

During the campaign every evening with few exceptions there was an exchange of arbitrary signals at 6.30 p.m., Eastern Standard time between Montreal and Canso. These signals consisted of two alternate sets for each observer of 40 and 20 signals each and given approximately every three seconds. At the same time the state of the weather and probabilities for the night were given. Waterville and Greenwich did likewise.

Then followed immediately the exchange between the two cable stations. Alternate sets of arbitrary signals about every five seconds were exchanged similar to the previous telegraphic signals. The latter were recorded on the chronograph together with the local clock beats, and the cable signals by the siphon on the fillet of paper described further on.

These signals constituted the through exchange and gave a comparison of the four clocks—Montreal, Canso, Waterville, Greenwich—for as nearly the same absolute time as was convenient to do.

Then there was another exchange about 9.30 p.m., Eastern Standard time, between Montreal and Canso, presumably when half of the desired transits had been obtained. This exchange was intended to come in the middle of the full set of a night's observations; this was of course dependent on the weather and not always realized. For this exchange, Montreal—Canso, the line was "cut through," that is, the repeaters were cut out and a continuous circuit established. On this side of the Atlantic there were altogether about 8,000 signals exchanged during the work.

As in previous years' longitude work of the Department of the Interior, I used the "Berliner Jahrbuch" for the selection of stars. To this list were added 11 additional ones from the "Nautical Almanac." My programme for a night's work consisted of four sets for, L.E., L.W., L.W., and L.E. respectively. Each set was comprised of one polar, one sub-polar (if one was available) and five or six others distributed between the zenith and 20° south declination. Level readings were taken at the beginning and end of each set and besides between transits, if the interval permitted.

As neither at Montreal nor at Canso the sidereal clock was in the observing room, a sidereal pocket chronometer was used in setting for the star.

Latitude of Canso. The latitude of the astronomic station at Canso was obtained with a 6 inch D. L. transit by observing the sum of the azimuths of stars at elongation, a method more fully described in a subsequent section.

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The following is a record of the observations at the four stations. The word "full" means that the four sets of stars have been observed, and thereby a complete time observation obtained.

Date.	Montreal.	Canso.	Waterville.	Greenwich.
1892.				
April 19		Full.	Full.	Full.
do 20	$\frac{1}{2}$ Full.	do		Full.
do 21		do		do
do 22			Full.	do
do 23			do	do
do 24	Full.	Full.		
do 25	do	do		Full.
do 26	do	do	Full.	do
do 27		$\frac{1}{2}$ do		
May 5			Full.	Full.
do 6	Full.		do	do
do 7			do	
do 9	Full.		do	Full.
do 10	do	Full.		do
do 11			$\frac{1}{2}$ Full.	do
do 12	Full.		Full.	do
do 13	do	Full.	Full.	
do 14	do			Full.
do 15		Full.	$\frac{1}{2}$ Full.	
do 16	Full.			
do 17	do	$\frac{1}{4}$ Full.		
Aug. 16			Full.	$\frac{1}{2}$ Full.
do 17	Full.			$\frac{1}{2}$ do
do 18	do		Full.	$\frac{1}{2}$ do
do 19			$\frac{1}{2}$ do	
do 20	Full.			Full.
do 21				do
do 22	Full.	Full.		$\frac{1}{2}$ do
do 23	do	do		do
do 24			$\frac{1}{2}$ Full.	
do 26		$\frac{3}{4}$ Full.		
do 28	Full.			Full.
do 29	do	$\frac{1}{2}$ Full.		do
do 30	do	do		do
Sept. 4		do		$\frac{1}{4}$ Full.
do 5				
do 6			$\frac{1}{2}$ Full.	
do 7	Full.	Full.	$\frac{1}{2}$ do	
do 8	do	do		Full.
do 9		do		
do 10	$\frac{1}{2}$ do	$\frac{1}{2}$ do		
do 12	do	do		
do 13		do	Full.	Full.
do 14	Full.	do	$\frac{1}{2}$ do	do
do 16	do	do	do	$\frac{1}{2}$ do

INSTRUMENTS.

The transit used by me is marked "C", and is one of a series used in the transit of Venus in 1874. The other three observers had similar ones and each observer used the same transit throughout the work, carrying it with him when exchanging stations, as well as the striding level. The stands, however, being bolted to the piers were not removed.

Transit "C" has a clear aperture of $2\frac{31}{32}$ inches, focal length 36 inches. The pivots are 2 inches in diameter; length of axis 21 inches; setting circles 3 inches in diameter and reading to minutes.

Stand C was fixed to the pier in Montreal and was provided with reversing gear, and the pivot bearings were in form of segments of a cylinder. Stand B was fixed to the pier at Canso, and had no reversing gear and the pivot bearings were Vs.

having an angle of 90° . Stand B is fully a quarter of an inch wider than the distance between the shoulders of the axis, that is the telescope has a lateral motion to that extent.

The reticule consisted of eleven vertical spider threads, of which, however, the two distant outside ones were not used; and of two horizontal ones. The transits of 91 polar stars are available for determination of thread intervals but no determination has as yet been made. However the approximate interval between the threads is 2s.8, the middle thread being twice that from the adjoining threads.

The illumination of the threads was, at Canso, by means of 16 c. p. electric lights, one on each side of the stand and replacing the oil lamps originally provided for the transit. The lenses of the oil lamps were fastened in an open box wherein the electric light was placed. The light was unnecessarily bright, the more objectionable part however being the heat emitted and communicated to the axis of the transit. There was no other light in the transit house. At Montreal the illumination was similar, only that the storage battery from which the current was supplied did not give a constant light, and in the latter part of the season would run down so much during a night's work that only one light could be left on, and that at times would be dim. The telescope was provided with a collimating eye-piece and mercury trough. The observing key was the size of an ordinary telegraph key and mounted on a piece of wood. This size of key was very satisfactory, much more so than the very small ones used on other occasions. The brick pier at Canso is 2' 7" by 16½ inches, the stone cap of the same dimensions and 6½ inches thick, and the top 2' 7" above the floor: the observing hut is ten feet square.

Striding level C was from Troughton & Sims. It was set in plaster (an objectionable feature) and enclosed within another glass tube. A new feature in the striding level was the attachment of a micrometer screw by which the bubble is brought to the same reading after reversal of striding level. Having determined by means of a level trier the value of one division of the micrometer screw, the level readings become independent of the scale readings, and instead are read by the micrometer screw.

The principle is good but in practice difficulties are experienced that make the value of the micrometer screw questionable. It is difficult, partly on account of sluggishness of the bubble, to bring the bubble exactly to the same position after the reversal; furthermore while holding the electric light in the hand while trying to bring the bubble to the former reading, the bubble will be influenced and becomes "restless." Why this latter is the case is not very obvious, for the effect of the light is almost instantaneous on the level, before apparently heat could affect the metallic covering, or penetrate through the outer glass shell. The bubble would assume different positions with different positions of the light with respect to it.

The micrometer screw was divided into 60 parts, and from the level trier at McGill College one division was found to be equal to 1".05 at 69° Fahr. One division of scale of level was by the same means found to be 2".14 at 70° Fahr.

The Chronograph.—The cylinder chronograph used is by Fauth & Co. The circumference of the cylinder equals 60 centimetres, so that the length between two consecutive seconds' breaks is one centimetre. The speed could however be adjusted to give double the length for a second; this was not used. The spacing of the lines gave twelve minutes to the inch, so that on a sheet about two hours could be recorded.

In order that corresponding seconds' breaks of successive minutes be in a straight line on the sheet, the chronograph must be kept scrupulously clean and free from dust, which was somewhat difficult to do in the operating room at Canso where the chronograph was placed. At Montréal it was more conveniently situated, being in the Observatory.

The Clock.—For the station at Canso a Howard sidereal clock had been procured, but, through some damage to the jewels, was not available in the first stage of the work; however in the second stage—after exchanging stations—when I observed at Canso it had been repaired by the skilled electrician of the Cable Company. During the interval of June and July it was sent to Boston for revision.

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It was set up in the large cellar or artificial line room, a place specially well adapted therefor as the temperature was nearly constant being between 63° and 65° during the season, and besides was free from moisture. The cast iron back on which the movement, pendulum, weight, and case were mounted was firmly secured to the inside wall of the double wall in the cellar.

The setting up of an astronomic clock, adjusting and regulating it, is essentially a question of time, and cannot be done in a day or two days. When the clock was again set up in August after its revision by the makers it was found that consecutive seconds were of very unequal length, although the back or iron frame had not been removed from the wall and was in the same position as in May. For adjusting and regulating, the cylinder chronograph is very convenient. Fortunately a chronometer (mean time) had been taken to Canso, and whose rate was fairly well known from observations in the spring, so that by putting the clock and chronometer both in the chronograph circuit and letting them record second breaks for 10 to 30 minutes the rate of the clock could be fairly well scaled on the sheet. As the value of one revolution of the screw on the pendulum rod was not known, the first adjustment was one of trial. As a clock does not immediately upon being set in motion run with a uniform rate, the regulating, when it has to be done in a very limited time, is a matter of successive approximation.

During the first fortnight at Canso the weather was foggy, and no observations were obtained, so that the adjustment of the clock was solely dependent on the assumed rate of the mean time chronometer. The electrical attachment to the clock was not altogether satisfactory, failing at times to break the clock circuit.

Past years experience seems to point to a preference in field longitude work for high grade chronometers instead of sidereal clocks. The clock used in Montreal was the Observatory sidereal clock. It is placed in the basement of the Observatory and is subject to more fluctuation in temperature than the one at Canso. Its range during the season was from $54^{\circ}.5$ to $66^{\circ}.7$ F. The greatest difference between two consecutive days—April 24-25—was $4^{\circ}.4$ F.

RHEOSTAT.

The rheostat made by Siemens Bros. had a total resistance of 8,400 ohms. The contact by platinum points on it is not as satisfactory as the use of plugs. It was graduated for every 40 ohms up to 400, and then every 400 up to 4000 ohms, with from an additional 4000 ohms. The total resistance was put on when sending signals Canso to Montreal; when receiving signals no resistance was put into the rheostat.

BATTERIES.

At Canso gravity cells were used for the clock and chronograph circuit, while for the transit key circuit 5 Fuller (bi-chromate) cells were used; this latter was, of course, an open circuit. About 200 gravity cells were generally used for the main line, 850 miles, Canso to Montreal. At Montreal only gravity cells were used. For the cable 25 Fuller cells were used, whose electro-motive force was 50 volts.

The essential difference between the present transatlantic longitude determination and those of 1866 and 1872 is in the manner of recording the time of receiving a signal across the cable. Heretofore it was done by noting the deflection of a small mirror galvanometer, and recording the time on a chronograph by tapping a telegraph key. The present method is by the use of the siphon recorder, of Sir William Thomson, now Lord Kelvin.

The following is a description of the arrangement used at the Canso station of the Commercial Cable between Canso, N.S., and Waterville, Ireland. The Company has two cables between these points, and which are distinguished as the north and south cables. The one is 2,501 nautical miles long, the other 2,388, each having a resistance of about 3 ohms per nautical mile. In mid-ocean they are about seventy miles apart. The conductor consists of a strand of 12 copper wires about a single heavier one, surrounded by insulating material of gutta-percha, the whole wound spirally with iron wire to strengthen it, and give sufficient weight to rest permanently on the bed of the ocean. The shore ends have a larger and stronger covering, as a protection against the action of the ice.

From the sea-shore the cable is carried inland through a chain of lakes about four miles to the cable station "Canso," the fishing village of that name being two miles distant. The postal name of the cable station, Canso, is Hazel Hill.

The battery for the current consists of 25 Fuller cells, of bichromate of potash, giving an electro-motive force of 50 volts. Weak currents must be used on a cable to avoid any possibility of injury to the insulating coating of the cable. The batteries are worked on the open circuit, that is, the current is only on while the key is depressed. This is the reverse of land lines, where the current is broken by depressing the key. When a current, say of positive electricity, is sent into the copper wire of the cable, it has the effect of separating the natural electricity of the outer coating, the positive being driven off, and the negative electricity bound upon its surface. The outer coating, therefore, becomes negatively electrified by induction. This lateral action, and more especially the reaction by which the negative electricity of the outer coating again induces positive electricity in the conductor, greatly retards the transmission of the electric impulses through long circuits.

The rapidity with which signals can be sent through the cable is limited, owing to the fact that the cable receives a charge with every signal sent, and a certain time is required to allow the cable to be discharged after each signal. To accelerate the speed of discharge and thereby the speed of signalling, a current of opposite polarity and of short duration is sent into the cable. Hence we find in cable work two sending keys are employed, a positive and a negative one, the one corresponding to dots, the other to dashes of the code of signals. It has already been stated that the current on the cable is weak. It may be interesting to state that the electricians have conversed with each other across the Atlantic, using a battery composed of a percussion gun-cap, a morsel of zinc and a little acidulated water. Strictly speaking no current is sent into the cable at all, but into one of the series of plates of the condenser, thereby disturbing the balance or equilibrium between the two series of plates. Now, as the other series of plates is connected with the cable, a transference of electricity of opposite polarity is induced from the cable, thereby disturbing the equilibrium of the condenser at the other end of the cable that is across the Atlantic, which disturbance shews itself by the deflection of the mirror or siphon. Hence the energy exerted in creating a disturbance or restoring equilibrium between the potential of the terminals of the condenser manifests itself in the deflection of the mirror or siphon.

The cable is balanced by what is called the artificial line, which has the same ratio of resistance to capacity as that of the cable. The artificial line is composed of strips of tin-foil—gridiron form—placed between, but insulated from, plates or sheets of tin-foil—forming condensers—by paraffine paper. The gridiron tin-foil strips are joined in series, and represent the copper conductor of the cable, while the tin-foil plates are joined in multiple, and represent the sheathing of the cable to which they are joined, there being no "grounding" of the cable as in telegraph lines, so that together they represent the cable *in toto*.

The surface covered by the tin-foil of the artificial line of the Commercial Cable at Canso is about 100,000 square feet or over two acres.

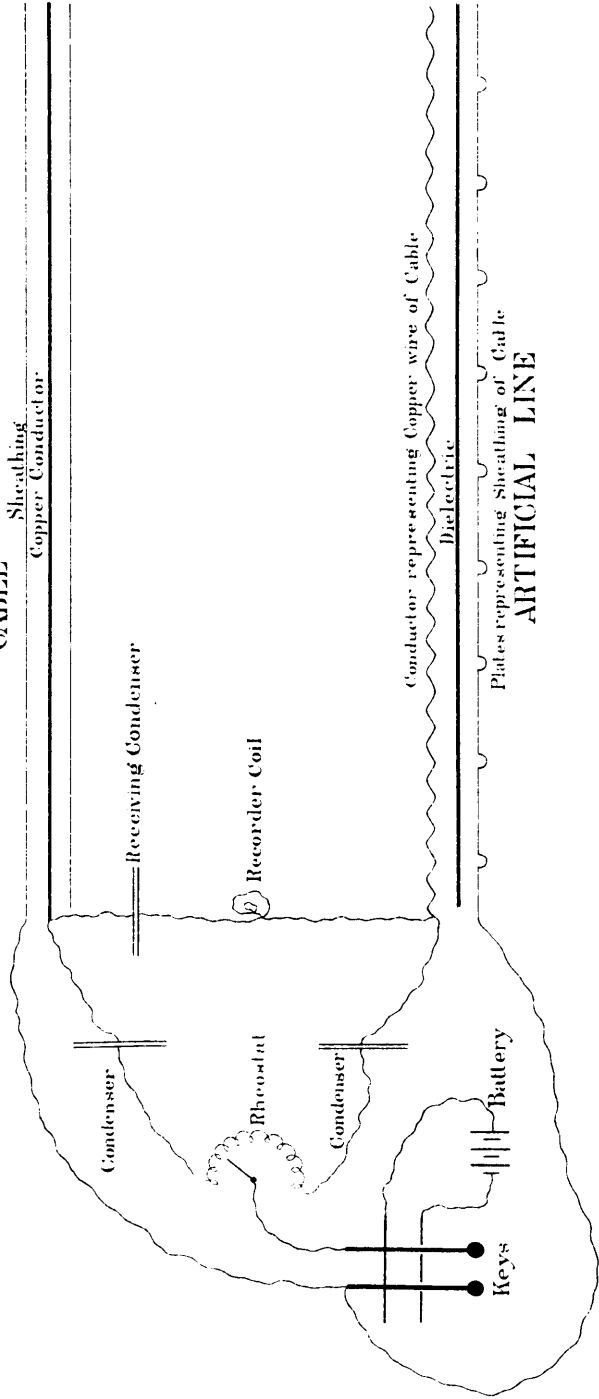
It is essential that the artificial line be kept dry and at a uniform temperature, for this reason it is placed in a specially constructed cellar with double walls. Chloride of calcium is used to absorb any moisture. The cellar at Canso was very well adapted for ensuring a uniform rate for the astronomic clock, and hence it was placed therein. The temperature in the cellar did not fluctuate two degrees during the season.

The following diagram illustrates the cable connections. The local battery of the cable keys is omitted, together with the "transmitter." On the diagram of the switch board with its connections will be seen the connection of the cable key with the local clock circuit.

The siphon, by which the cable signals are automatically recorded, is a thin glass tube, the thickness of a strong linen thread, and quite flexible. It is suspended in a frame, and attached by a single silk fibre to one side of a rectangular coil of

CABLE

Sheathing
Copper Conductor



Receiving Condenser

Recorder Coil

Condenser

Rheostat

Condenser

Battery

Keys

Conductor representing Copper wire of Cable

Dielectric

Plates representing Sheathing of Cable

ARTIFICIAL LINE

Department of the Interior.

fine insulated wire, moving about a soft iron bar fixed in the magnetic field of two large permanent magnets. The coil is held down at the lower end by a silk thread fastened to an adjustable spring to regulate or confine the lateral motion of the siphon. These magnets are each composed of a rectangular bundle of forty-two steel bars, two feet long and three eighths inches square.

The magnets are placed vertically and are two inches apart. One end of the siphon is twice bent at right angles and dips into an ink well, filled with filtered aniline ink, the other end has a minute thread or short piece of soft iron cemented longitudinally to it and sways in close proximity to a narrow fillet of paper $\frac{5}{8}$ inches wide, which is drawn along by a small motor, known as "Mouse-mill."

The cable current passes through the small rectangular coil, which is about two inches long. As both positive and negative currents are sent into the condensers, and thereby disturb the static electricity of the cable, the coil is deflected to the right and left, respectively, tending to place itself at right angles to the lines of magnetic force between the fixed bar magnets, and which lines of force are concentrated by the small bar, above mentioned, of the best soft iron, within the coil. The siphon has therefore a corresponding motion to the coil.

As the mechanical force of the suspended coil is very small in deflecting, it is necessary that the siphon be not in continuous contact with the fillet of paper, otherwise its motion would cease. The difficulty of obtaining a record is obtained in an ingenious manner. The siphon is made to vibrate by means of a local battery, in which the armature has attached to it a steel rod with an attached glass tube partially filled with mercury. The quantity of mercury can be readily adjusted so that the rod has the same inherent "note" or vibration as the siphon. When the rod is made to vibrate, it continues doing so by continually making and breaking the circuit, on the principle of the push-button electric bell. By the making and breaking of the circuit the vibration is communicated to the siphon by the interposition of another electro-magnet in the local circuit, and placed underneath the fillet of paper; the small thread of iron on the tip of the siphon acts as the armature to the latter electro-magnet. It follows that the siphon will respond to or vibrate with the steel rod and glass tube, provided they are adjusted in unison. If the siphon does not vibrate then the amount of mercury in the glass tube must be so adjusted that it will. The number of vibrations made in a second depends on the siphon, different siphons having different vibrations, but 55 is about the number of vibrations a second. Every pulsation of the siphon deposits a drop of ink on the paper, and as the paper is moving at the rate of over half an inch a second, an apparently continuous line is drawn. If a minute thread of paper tissue or dust adheres to the siphon its vibration or "note" is changed, and a corresponding change of adjustment is necessary to the mercury in the glass tube in order to keep the siphon going.

There is another method of causing the siphon to vibrate and thereby deposit successively drops of ink on the paper. This is done by electrifying the ink and paper with opposite polarity by an induced current from the motor. As is well known, currents of opposite polarity tend to unite, hence the drop of ink jumps on to the paper, the elasticity of the siphon causes it to rebound, only to be again attracted and another drop of ink is deposited, thus a constant vibration is maintained. The ink is electrified by a pointed copper wire leading from the motor and supported about three inches above the ink-well, but not coming in contact with it. A thin blue streak of electricity, half an inch long, may be seen streaming from the point of the copper wire. The electric current flowing from the above copper point, is sensible to the back of the hand, and similar to a current of air,—as if gently blowing on the hand.

The permanent magnets described, between which the coil moves, are those of the regular cable work, but as they were not available for the regular longitude work, a special one was made by taking a bar of soft iron 2 inches by one-half inch and bending it into a ring 12 inches in diameter, leaving an opening for the suspension of the cable coil therein. The bar was closely wound with 8 layers of insulated wire, No. 17 Brown and Sharp gauge, silk spun, into which passed a part of the current of the electric light, 110 volts, by which the whole building is lighted.

Several lights were arranged in multiple and thereby the amount of current led around the bar regulated, that is the intensity of the magnetism of the bar. Each lamp added a half ampere. The coil around the bar had a resistance of 4 to 5 ohms.

For the purpose of automatically recording the time of sending and receiving the cable signals a second siphon was made to record the clock beats on the fillet of paper. This siphon was attached to the armature of an electro-magnet connected with the clock circuit and also with the local circuit of the cable key, so that not only did the breaks of the extra second wheel of the clock cause a deflection of siphon, and thereby graduate the fillet of paper, but a depression of the cable key in sending signals caused a deflection also, besides making a deflection of the other or cable siphon. In sending signals there were therefore two records thereof on the fillet of paper, one on the clock or seconds siphon, the other on the cable siphon. These records were separated longitudinally from each other by the parallax of the siphons, and furnished a means of determining the parallax, which had to be determined in order to read the signals received, where no record on the seconds siphon is obtained. Another method of obtaining the parallax was by giving a sharp tap to the frame in which both siphons were suspended. This would break for a moment the continuity of the lines which both siphons were making. The horizontal distance between these breaks expressed in terms of the length between two consecutive seconds' breaks would be the parallax of the siphon. It may be stated that the seconds siphon does not vibrate but drags a line on the paper.

From the record it appears that the cable key in sending signals does not simultaneously break the clock circuit and deflect the cable siphon, that is the parallax between the siphons is not exactly the same as that—the absolute—obtained by a light sharp tap on the frame, already alluded to, there being a retardation of the cable siphon. That there must be retardation, however small, is evident, but that it should not be constant is not apparent. In April Professor McLeod stated the retardation to be six hundredths of a second. In May I found it practically nil, and the August record gives two hundredths of a second. Later on the question of parallax will receive further attention. At Waterville only one siphon was used, the two-second breaks of the clock being recorded on the cable siphon.

The small motors or mousemills by which the paper is drawn along receive their current from 13 wooden lead-lined trays, 18 by 20 inches, at the bottom of which is placed a copper sheet (Dutchfoil); the zinc is wrapped in stout manilla paper, which serves the purpose of a porous cup for the sulphate of copper.

The following diagram is a *fac-simile* of a cable and clock record on the fillet of paper:—

As a matter of experiment an apparatus was devised for transmitting signals automatically from the cable on to the land line. This consisted of replacing the siphon by an aluminium pointer tipped with platinum and making contact with a platinum anvil in circuit of main line. The difficulty was not in transferring the signals, for this was done, but in the variability of the time of transference, as the pointer does not remain at a zero position when no signal is sent through the cable, but sways gently backwards and forwards influenced by the electric currents, from which the cable is never absolutely free. Hence the method is inapplicable for good longitude work.

The following diagram shows the switch board especially constructed by Siemens Bros. for each station of the work, and its connections. On the board are a galvanometer, commutator, polarized relay and rheostat.

The galvanometer served to measure the strength (and direction) of the current; the commutator for putting the main line or transit house circuit in connection with clock and chronograph circuit; and the rheostat for adjusting the resistance.

The polarized relay, in which the magnet is permanent, has the property that when a current is led around it one pole of the magnet will be intensified and the other weakened. In soft iron both are, of course, equally affected. Hence it is that when depressing the transit key—making circuit—the pole (in the relay) towards which the tongue rests loses part of its magnetism, while that of the other is increased, hence the tongue moves to the opposite side and thereby breaks the local clock circuit.

28 30 32 34 36 38

Sending Signals at Canso

42 44 46 48 50 52

Receiving Signals at Canso

54 56 58 0 1 2 4

Sending Signals at Waterville

16 18 20 22 24

Receiving Signals at Waterville

Earth Currents, Canso July 16th 1892 5-20 G.M.T.

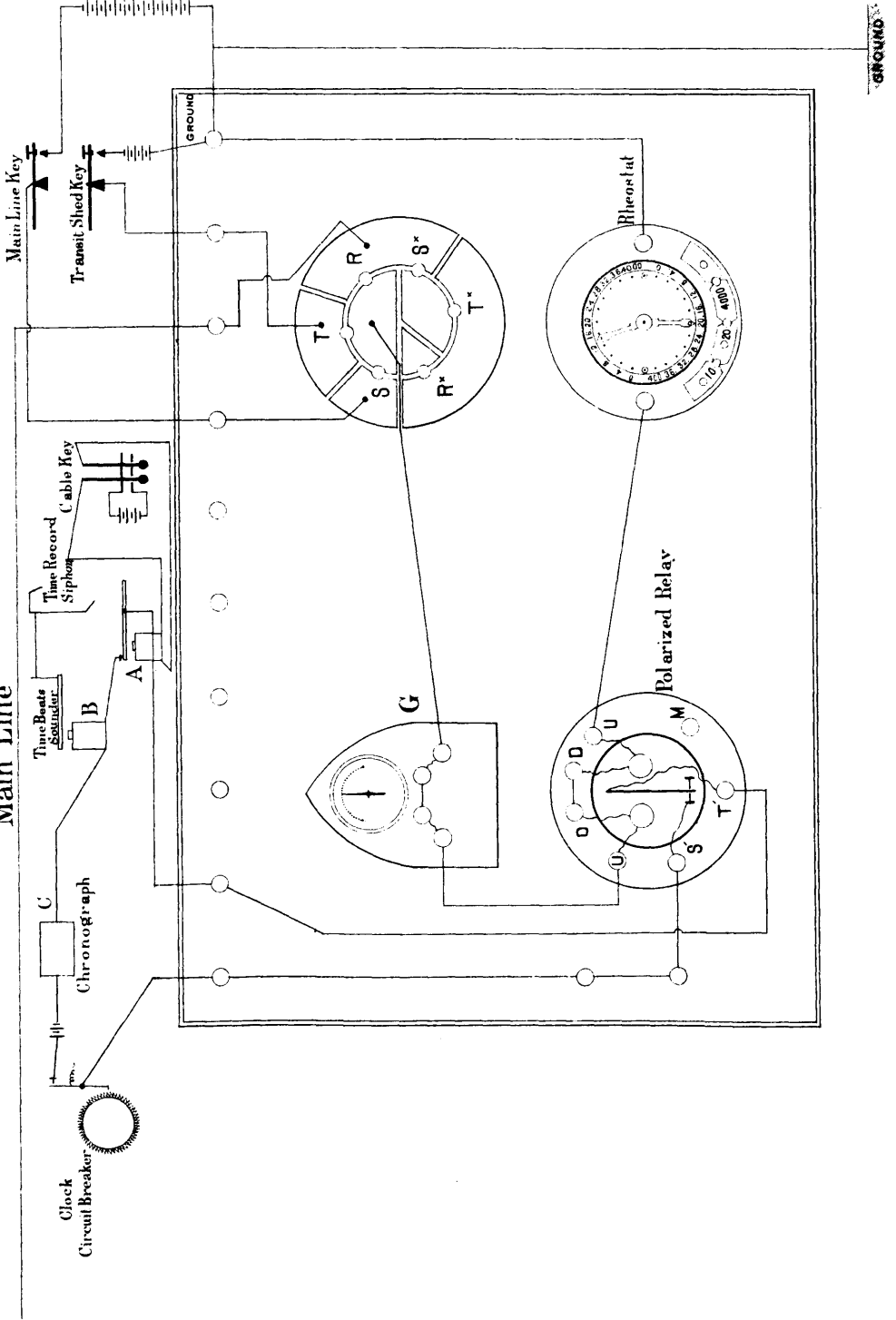
Earth Currents, Canso August 24th 1892 7 G.M.T.

A L T E R C O N D E N S E R

Cablegram

FAC-SIMILES OF CABLE SIPHON RECORDS

Main Line



Department of the Interior.

The resistance of the line from Canso to Montreal, 850 miles of No. 6 wire, is between 6,000 and 7,000 ohms. Resistance of polarized relay 200 ohms for each of the two coils. Resistance of galvanometer about 200 ohms. The electro-motive force of the 200 cells used for the main line is about 200 volts, and the internal resistance 500 ohms.

Hence the total external resistance is 3,860 ohms, therefore the total resistance is 4,360 ohms, which with an electro-motive force of 200 volts gives current equal to .046 amperes. The apparent time of transmission across the cable is not constant, but approximates twenty-eight hundredths of a second. On the land line—Montreal-Canso,—through circuit, that is, without the interposition of automatic repeaters, the time is s.034, which is equivalent to 25,000 miles per second.

Local Clock Circuit.—Starting from the battery one branch flows first through the chronograph to the sounder B where it works the siphon that records the second breaks on the cable slip or fillet of paper, then over the points of an armature on the local circuit of the cable key, so that when the latter makes contact it breaks the local clock circuit, then to T' in the polarized relay, along the tongue (resting on left contact) through S' to the clock where the circuit is broken every second (except the 59th) by the teeth of a ratchet lifting a platinum plate, and then back to battery of two gravity cells.

The Transit Key.—This has its own local circuit. The current flows from key to T in commutator, (plug T being in), thence through galvanometer G, through U in polarized relay (thereby causing tongue to be released from left hand contact and thus breaking local clock circuit) to the rheostat (resistance put in 160 ohms) and back.

The Main Line.—Now plugs R and S are in, and T out.—Circuit flows from key to S, dividing there, part goes to R and out on to the main line, and the remaining part through galvanometer G into polarized relay and there breaking local clock circuit, similarly as does transit key, and on through rheostat to earth.

In sending signals from Canso to Montreal, 8,000 ohms resistance are put into rheostat: receiving from Montreal none, or only the 160 ohms that are generally in for transit key circuit.

Cable Key.—The cable key is itself in a local circuit and not in the circuit of the cable battery. The key works a "transmitter" which sends currents into the cable or more strictly speaking charges one of the plates of the condenser. At the same time, however, the local current of the key, working a sounder, breaks the clock circuit at the point A.

Personal Equation.—Personal equation observations were taken by Professor McLeod and myself before and after our observations and exchange of stations—Montreal and Canso, and again after his return from Greenwich in October.

There were no direct determinations of personal equation between Mr. H. H. Turner and myself. That quantity, however, becomes known through the observations of Mr. Turner and Professor McLeod with the standard observer at Greenwich.

The method adopted by Professor McLeod and myself was for each to observe alternate stars, and of similar number to that of the longitude work, so that each observer obtained an independent set for a time determination.

Earth Currents.—If all works well, the exchange of 60 to 80 signals over the cable each night occupies less than ten minutes. Fortunately we never lost a night or a set of signals through disturbances in the cable by earth currents, which sometimes interfere with and totally interrupt the commercial work, that is messages. Earth currents is the name for a phenomenon whose true history has yet to be written. The phenomenon is an electrical disturbance. It manifests itself on the cable by causing the siphon to vibrate, at times violently, sometimes for a few minutes only, sometimes for hours. There are ten cables across the Atlantic, but when earth currents set in they are not all equally disturbed, in fact, sometimes some of the cables not at all. The French cable from Brest to St. Pierre seems to be disturbed the most, and again the disturbances are felt to a greater extent at St. Pierre than at Brest. It often happens that St. Pierre can send messages to Brest but cannot receive any. Long cables seem to be more affected than short ones, and, furthermore the earth currents appear to travel mostly from east to west. When

the aurora borealis is visible, it is pretty certain that earth currents will show themselves. Thunderstorms and they, however, do not seem to be so closely related, if at all.

During the past season, on July 16, there was a remarkable disturbance noticed at Canso, stopping all work completely. The greatest "kick," as it is called, was given at 12.20 P. M., E. S. T. or 5.20 G. M. T. Some weeks afterwards reports came from Brest, Malta, Cairo, Madras, and east to Singapore of a similar disturbance on that day. Cairo, Egypt, fortunately stated the time, and from it it is found that the disturbance was simultaneous with that at Canso.

Subjoined is a part of the Canso siphon record of the earth-current for July 16th and of August 24th 1892.

From the amplitude of the deflection from the zero line it will be seen that it is much in excess of that caused by the cable current or difference of potential.

The violent magnetic storm of July 16th seems to have been widely observed and at Stonyhurst College Observatory the extreme range of the declination magnet was $1^{\circ}34'75$. With reference to sun spots and magnetic disturbances Prof. Sidgreaves says: "that there is some evidence to show that the auroral and magnetic storms synchronize rather with particular classes of spots than with solar disturbances generally." On the other hand Prof. Tacchini thinks "that perturbations of terrestrial magnetism are in closer relation with the phenomena of the chromosphere and solar atmosphere, and especially with electrical solar phenomena, which we observe under the form of filamentous prominences and very rapid motions, than with spots. But to reach a conclusive demonstration continuous observation of the limb and the disc will be necessary."

Lord Kelvin (Sir Wm. Thomson) in his recent address before the Royal Society, spoke of this interesting subject: "But now let us consider for a moment the work which must be done at the sun to produce a terrestrial magnetic storm. Take for example the magnetic storm of June 25th, 1885. * * * The storm lasted altogether from about noon to 8 p.m. * * * The mean value (horizontal force) for all the eleven places was nearly 0.0005 above par at 2 h. 10 m. and 0.0005 below par at 3 h. * * * To produce such changes as these by any possible dynamical action within the sun, or in his atmosphere, the agent must have worked at something like 160 million, million, million, million, horse-power, which is about 364 times the total horse-power of the solar radiation. Thus, in this eight hours of a not very severe magnetic storm, as much work must have been done by the sun in sending magnetic waves out in all directions through space as he actually does in four months of his regular heat and light. This result, it seems to me, is absolutely conclusive against the supposition that terrestrial magnetic storms are due to magnetic action of the sun, or to any kind of dynamical action taking place within the sun, or in connection with hurricanes in his atmosphere, or anywhere near the sun outside. It seems as if we may also be forced to conclude that the supposed connection between magnetic storms and sun-spots is unreal, and that the seeming agreement between the periods has been a mere coincidence.

"We are certainly far from having any reasonable explanation of any of the magnetic phenomena of the earth; whether the fact that the earth is a magnet, that its magnetism changes vastly, as it does from century to century; that it has somewhat regular and periodic annual, solar diurnal, lunar diurnal, and sidereal diurnal variations; and (as marvellous as the secular variation) that it is subject to magnetic storms. * * * We have at present two good and sure connections between magnetic storms and other phenomena; the aurora above and the earth-currents below are certainly in full working sympathy with magnetic storms."

On 24th August, 7h G.M.T., strong earth-currents set in at Canso. At the time the aurora borealis was quite marked, and appeared swaying in broad faint waves southward from the north. There were few streamers. The southern cable (of Commercial Company) was far more affected than the northern one. From records of the cable office it appears that there are more earth currents at night than during the day time. As most of the companies have two cables, they can generally get rid of the effects of earth-currents by looping the cables together, that is, by making a metallic circuit.

Department of the Interior.

The most extraordinary phenomenon of the earth-currents is that from the siphon record one is led to believe that they alternate from one polarity to the other. Prof. Preece, however, maintains that, although they are variable, they are continuous, and give no indications of alternations. Sometimes the earth-currents are so strong as to injure the condensers. From the direction of the cables it is noticed that cables running east and west are far more troubled with these currents than cables running north and south. There is, however, a wide difference on east and west lines. The superintendent at St. Pierre tells me that he experienced more earth-currents in the past two years at that place than in the preceding eighteen years at Torbay and Canso, N.S., and besides that they are felt more on the American than on the European side. And furthermore "the cable is quite unprejudiced and shows equal favor to positive or negative galvanities. They are of a most erratic nature; sometimes they take off their things and make quite a visit, one, two, or three days, varying greatly in their demonstrativeness during the time, but seldom getting so bad as to totally stop traffic. Sometimes they favour us with a two or three-minute call only, as if to remind us that they are still alive. They fluctuate in degree very greatly. The strength or electro-motive force of these earth-currents has run up to 500 volts."

Regarding their origin, Professor Preece recently stated that, * "The simultaneous appearance of aurora shows that disturbances on the sun's photosphere, as indicated by sun spots, produce electro-static and electro-magnetic effects on the earth's surface of enormous magnitude. The appearance of earth-currents is invariably simultaneous over the whole globe."

The year 1892 has been remarkable in the number and severity of electric storms. Although their true origin and cause have not as yet been found, nevertheless the prevailing opinion seems to point to the sun as the source.

It is a pleasure to express my thanks in connection with the work for the uniform kindness and assistance extended by Mr. S. S. Dickenson, superintendent Commercial Cable Company, at Canso, and by Mr. J. C. Upham, assistant superintendent and electrician.

LATITUDE BY ELONGATION.

When I wrote my general report for 1891 none of my observations was reduced, hence the following properly belong to the report of last year.

In discussing the merits of any method for obtaining the value of an unknown, we must not lose sight of the conditions, that is, the instrument to be used, the time at one's disposal, and the accuracy of the result aimed at, otherwise conclusions arrived at may be misleading.

The object of the following is to give an exposition of the method of obtaining the latitude of a place by observing stars at elongation, and an illustration of its practical application—which, it is believed, has now for the first time been applied in the field in connection with work of the Department.

When a star is at elongation we have a right angled triangle formed by the Pole, zenith, and star, and in which we have

$$\sin A = \frac{\cos \delta}{\cos \varphi}$$

From another star we would similarly have

$$\sin A' = \frac{\cos \delta'}{\cos \varphi}$$

Adding and subtracting these two equations, dividing one by the other, and applying the fundamental formulæ for the sum and difference of sines and cosines, we obtain

$$\tan \frac{1}{2} (A - A') = -\tan \frac{1}{2} (A + A') \tan \frac{1}{2} (\delta + \delta') \tan \frac{1}{2} (\delta - \delta') \quad (1)$$

and

$$\tan \frac{1}{2} (A + A') = -\tan \frac{1}{2} (A - A') \cot \frac{1}{2} (\delta + \delta') \cot \frac{1}{2} (\delta - \delta') \quad (2)$$

The first equation is to be applied for two stars on opposite sides of the meridian, that is, when the sum of the azimuths of the two stars has been observed ;

* Electrical Review, September 17, 1892.

the second equation for the case when the stars are on the same side of the meridian and the difference of their azimuths has been observed.

The quantities on the right hand of the equation being all known, hence A and A' are readily found.

Knowing now A and A' we have

$$\cos \varphi = \frac{\cos \delta}{\sin A} = \frac{\cos \delta'}{\sin A'}$$

In every formula for the determination of time, azimuth or latitude, before we begin observing, an investigation is generally made for the purpose of finding what stars are best suited for determining the unknown. This investigation arises from the fact that no observation is perfect, but is affected by small unknown errors of observation.

While an error of observation on a certain star produces a certain error in the unknown sought, an error of equal magnitude made on another star of different declination will produce a different error from the preceding, in the unknown to be determined.

Obviously it is desired that unavoidable inaccuracy in observation shall produce the least error in the unknown sought.

In such investigations recourse is generally had to the differential calculus.

Differentiating equation (1), remembering that δ and δ' are constant, we obtain:

$$\frac{1}{2} \sec^2 \frac{1}{2} (A' - A) (dA' - dA) = \frac{1}{2} \sec^2 \frac{1}{2} (A + A') \tan \frac{1}{2} (\delta + \delta') \tan \frac{1}{2} (\delta - \delta') (dA + dA')$$

Dividing by (1) we get

$$\frac{dA' - dA}{\cos \frac{1}{2} (A' - A) \sin (A' - A)} = \frac{dA + dA'}{\cos \frac{1}{2} (A + A') \sin (A + A')}$$

or

$$\frac{dA' - dA}{\frac{1}{2} \sin (A' - A)} = \frac{dA + dA'}{\frac{1}{2} \sin (A + A')}$$

that is

$$\frac{dA' - dA}{dA + dA'} = \frac{\sin (A' - A)}{\sin (A + A')}$$

whence

$$\begin{aligned} \frac{dA'}{dA} &= \frac{\sin (A' - A) + \sin (A + A')}{\sin (A + A') - \sin (A' - A)} \\ &= \frac{\sin A' \cos A}{\sin A \cos A'} \end{aligned}$$

therefore

$$\begin{aligned} &= \frac{\tan A'}{\tan A} \\ \frac{dA' + dA}{dA} &= \frac{\tan A' + \tan A}{\tan A} \end{aligned}$$

where $dA' + dA$ = observed error in azimuth, *i. e.* of reading, = dR
therefore

$$dA = dR \frac{\tan A}{\tan A' + \tan A}$$

that is, the error in the deduced azimuth of one of the stars equals the error of reading multiplied by the factor.

$$\frac{\tan A}{\tan A' + \tan A}$$

which is always less than unity.

Department of the Interior.

From our fundamental formula we have

$$\sin A = \cos \delta \sec \phi$$

And

$$\text{by } \sin A = \log (\cos \delta \sec \phi)$$

Differentiating we get

$$\cot A \, dA = \tan \phi \, d\phi$$

Therefore

$$d\phi = \cot \phi \cot A \, dA$$

Substituting in this the value found for dA

$$d\phi = dR \frac{\tan A \cot A \cot \phi}{\tan A' + \tan A}$$

$$= dR \frac{1}{(\tan A' + \tan A) \tan \phi}$$

That is, the error in latitude resulting from the error of reading of the sum of the azimuths of the two stars at elongation, equals the error in reading multiplied by the factor

$$\frac{1}{(\tan A' + \tan A) \tan \phi}$$

Now A and A' increase as δ' and δ decrease, and as the tangent increases with the angle, this factor decreases as δ' and δ decrease; hence it follows, that stars near the zenith are preferable to Polar stars for determining latitude by observing the sum of the azimuths at elongation.

Furthermore, it will be seen that the greater ϕ is, other things being equal, the less will be the factor; or in other words, this method is especially applicable for the more northerly latitudes.

From (2) we would similarly obtain.

$$d\phi = dR' \frac{1}{(\tan A' - \tan A) \tan \phi}$$

In order to make this factor as small as possible it is obvious that $(\tan A' - \tan A)$ must be as great as possible, that is δ and δ' should be close Polar and close zenith stars respectively.

Comparing the two factors.

$$\frac{1}{(\tan A' + \tan A) \tan \phi} \quad \text{and} \quad \frac{1}{(\tan A' - \tan A) \tan \phi}$$

It is evident that the second one is the greater numerically, hence the method of observing the sum of the azimuths is preferable to the one of observing the difference at elongation.

Furthermore, more stars are available for the first method than for the second.

In observing special care must be taken in reading the striding level, and if time permits it should be read before and after each star. The striding level itself should be as good as can be obtained. My experience with striding levels is that there is great room for improvement in their grinding; and even in our small (6-inch) instruments the setting in plaster should be abandoned.

Desiring to observe at some point for latitude by the above method, we first select a pair or pairs of suitable stars, as regards declination and right ascension; the one star east and the other west of the meridian, and so that approximately the hour angle at elongation of the one added to its right ascension equals the right ascension of the other diminished by its hour angle at elongation. Or we may prepare a list of stars arranged in order of time of elongation and observe them accordingly. The grouping into pairs for computing may be done afterwards.

The "Berliner Jahrbuch" is the best catalogue for making the selection.

Knowing the latitude approximately, say within several minutes, we can compute the elements necessary for setting the instrument and finding the star by the formulae

$$\begin{aligned} \cos t &= \cot \delta \tan \\ \sin A &= \cos \delta \sec \phi \\ \sin h &= \operatorname{cosec} \delta \sin \phi \end{aligned}$$

in which t , A , and h are respectively the hour angle, azimuth, and altitude of the star at elongation.

The level correction for azimuth is deduced from

$$\text{Corr} = \frac{d}{4} \left\{ (w + w') - (e + e') \right\} \tan h.$$

where d = value of one division of striding level.

The observer is supposed to be provided with a sidereal time-piece, and to know its correction. (A good watch will answer the purpose but is not so convenient for stellar observations, where sidereal time only is used). The chronometer correction is readily obtained by observing a star in the vertical of Polaris. This correction need not be known with such great accuracy as is necessary when observing for latitude by Prime Verticals, and herein lies one advantage of this method over Prime Verticals. The other and greater advantage is the great saving of time.

Hours are generally consumed in obtaining satisfactory observations by Prime Verticals on each side of the meridian, whereas with well chosen stars it may not take more than fifteen minutes for obtaining both readings of the two stars at elongation, that is, a complete observation for latitude, by the method of elongation.

When the stars are in the zenith the two methods become identical, for there each fundamental equation gives.

$$\phi = \delta$$

As to the accuracy of results from field observations by the above two methods my experience gives no preference; but for expedition the method of elongation is decidedly to be preferred, and, therefore, recommended for field work.

If the stars are of not too small magnitude the observations can be taken about sundown, when the limb may still be read without artificial light, and no lamp is necessary for illumining the cross-hairs.

In the reduction of the observation it is essential that the declination be accurately interpolated for the particular day, and that Vega's or other 7-place-logarithms for second intervals be used for small angles.

The following is an observation and its reduction.

Place—Grand Rapids, Saskatchewan, September 18, 1891; stars 306 and 220, "Berliner Jahrbuch"; one division of level = $5'' \cdot 3$.

Star.	Elongation.	Horizontal Circle Reading.			Level.	
		A	B	C	E	W
306	E	186° 568	306° 568	66° 566	{ 4.8 6.2	{ 6.2 4.8
220	W	75° 736	195° 736	315° 744	{ 8.3 7.4	{ 2.6 3.2

Mean reading = 186° 5673
Level correction = .0000

75° 7387
- .0098

$\delta = 62^\circ 07' 41'' \cdot 8$
 $\delta = 58^\circ 51' 33'' \cdot 5$

Corrected reading = 186° 5673
75° 7289

75° 7289 $\frac{1}{2}(\delta + \delta') = 60^\circ 29' 37'' \cdot 65$

$A + A'$ = 110° 8384
= 110° 50' 18'' 24
 $\frac{1}{2}(A + A')$ = 55° 25' 09'' 12

$\frac{1}{2}(\delta - \delta') = 1^\circ 38' 04'' \cdot 15$

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$$\begin{array}{ll} \tan \frac{1}{2} (\delta + \delta') = .2472482 & \text{whence } A = 51^\circ 14' 08'' \cdot 90 \\ \tan \frac{1}{2} (\delta - \delta') = 8.4553765 & \text{and } A' = 59^\circ 36' 09'' \cdot 34 \\ \tan \frac{1}{2} (A + A') = .1615543 & \end{array}$$

$$\begin{array}{l} \tan \frac{1}{2} (A' - A) = 8.8641790 \\ \frac{1}{2} (A' - A) = 4^\circ 11' 00'' \cdot 22 \\ A' - A = 8^\circ 22' 00'' \cdot 44 \end{array}$$

$$\begin{array}{l} \cos \delta = 9.6697756 \\ \sin A = 9.8919439 \end{array}$$

$$\cos \varphi = 9.7778317$$

$$\varphi = 53^\circ 09' 42'' \cdot 13$$

Check

$$\begin{array}{l} \cos \delta' = 9.7136093 \\ \sin A' = 9.9357776 \end{array}$$

$$\cos \varphi = 9.7778317$$

$$\varphi = 53^\circ 09' 42'' \cdot 13$$

On the same date stars 325, 226 gave $\varphi = 53^\circ 09' 40'' \cdot 89$, and on September 17th, stars 306, 220 gave $\varphi = 53^\circ 09' 39'' \cdot 50$.

The mean gives for the latitude of Grand Rapids = $53^\circ 09' 40'' \cdot 8$

I may state that the greatest difference found between independent observations at the various places where observations were made during the past season with a D.L. 6-inch transit (Dominion Lands) was $12'' \cdot 9$.

I strongly recommend the method by elongation for latitude determination on the Exploratory Surveys where the D.L. 6-inch transit is used.

THE RAILWAY BELT IN BRITISH COLUMBIA.

By the terms of Union, British Columbia granted lands to the Dominion in trust in consideration of the building of a railway through the Province and connecting with the Provinces, " * * * not to exceed twenty miles on each side of said line " (railway line).

The wording of the grant is simple, terse, and unequivocal.

The necessary computation for the delimitation on the ground is however no so simple.

As the system of Dominion Lands Survey is based upon geographical co-ordinates, the first necessary step was to determine the exact geographical position of the railway. This was effected by an azimuth survey of the railway immediately upon its completion, and by referring the same to the four astronomical stations, whose latitude was determined by zenith telescope observations, and the longitude by telegraph. The longitudes were based upon Seattle, Wash., as that was the nearest well established point when the work was begun in 1885.

The length of the azimuth survey from Port Moody to the summit of the Rocky Mountains is 506.62 miles.

The reduction and adjustment of this to the astronomic stations and its expression in terms of the system of Dominion Lands Survey involved the application of the higher terms in geodesy, and labour of no small amount.

The result of this stage of the work gave the accurate position of every point of the railway with reference to section, township and range, so that isolated surveys of any lands might be made along any part of the railway, and still form part of a connected whole.

The second and more intricate and laborious stage of the work was the computation of the twenty-mile limit on each side of the railway.

That the figure of the earth entered into the computation, it is hardly necessary to say.

In my report of 1890 I have shown how the position of the extremity of a line twenty miles in length and at right angles to the direction of the railway was found. Of these positions there were nearly three thousand computed for each side of the railway, the number for each side being equal to the number of azimuth stations on the railway. The greater number of these positions falls within the Belt, that is to say, although a point may be twenty miles measured at right angles from a par-

tical part of the railway, yet from some other part of the railway a twenty-mile arm may sweep over the former, and thereby make it a non-governing point of the Belt.

To facilitate the elimination of non-governing points those of the above computed points falling near the limit of the Belt were plotted on township plans—scale $\frac{1}{2}$ mile to the inch. Successive points were then connected by an arc of twenty mile radius, and this means generally served to indicate which point on the railway governed a certain part of the Belt limit. Sometimes, however, it was not obvious by the graphical method which of two points governed, in such cases a computation was made for each of the two points.

In order to determine the point of intersection of the arc with a north and south section line we proceed in the following manner:—There is given the position of the station on the railway from which the arc is described, hence the distance (measured on the parallel of the station) from the station to the section line intersected becomes known. Due regard must be had if the station and point of intersection are on opposite sides of a correction line, and the convergence or divergence, as the case may be, of the jog in bringing it to the parallel of the station, allowed for.

This distance is the difference in longitude between the station and the meridian intersected, and is practically equal to the perpendicular from the station on to the meridian. By solving the right angled triangle formed by the twenty mile radius, the above perpendicular and meridian, we get the third side. When a perpendicular is let fall from a point (station) on to a meridian it will always meet the meridian north by a quantity "e" of the intersection of the parallel of the station with the meridian. The quantity "e" varies slightly with the latitude, and is proportional to the square of the distance or difference in longitude between the station and the meridian. It is tabulated for every quarter section up to twenty miles, its maximum value being about five chains. When the point of intersection is north of the station the correction "e" is additive to the computed third side, when south, subtractive. We then have the true difference in latitude between the station and point of intersection, and nothing remains but to convert the distance into sections. Having due regard to the position of the station we obtain the distance of the point of intersection from the northern boundary of the respective section, that is the "Northing" of the point.

It remains to find the intersection of the arc on the east and west section line. From the data is immediately derived the difference of latitude between the station and the east and west section line intersected.

If we let l equal the difference of longitude measured on the parallel of the station, between the station and the meridian passing through the point of intersection; d equal the difference of latitude between the station and the east and west section line intersected; and r equal twenty-mile radius, then from geometrical considerations we have:—

$$l = \sqrt{r^2 - d^2} \left(1 + d \frac{.0123}{81^2} \right)$$

The quantity .0123 is the deflection in chains, on the fourth base line for one section of 81 chains, of the parallel from the line at right angles to the meridian from the station. It varies slightly with the latitude.

The difference of longitude thus obtained must now be reduced to the difference of longitude measured on the parallel of the east and west line on which the intersection is. This involves a correction for convergence or divergence of meridians, as the case may be. In order to obtain the distance that the point of intersection is from the eastern boundary of the respective section, that is the "Easting," we must apply the "Easting" of the station, and also in case the station and point of intersection are on opposite sides of a correction line the jog at the meridian of intersection.

In this manner the intersection of every section line by the limit of the Belt from Port Moody to the summit of the Rocky Mountains has been computed.

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On the computation of the Railway Belt in British Columbia I have been engaged off and on—when not occupied with other work—for the past three years. My computation involved the tabulating of nearly one million of figures. In the last stage of the work valuable assistance was rendered by Mr. J. I. Dufresne, D. T. S., with the arithmometer.

I may mention that during the comparatively short time that the arithmometer has been in the office, it has already paid several times its cost as a labour saving machine.

With the computed data now in the office the delimitation of the Belt on the ground is comparatively simple, by planting monuments at the points of intersection on the section lines; the points of intersection as above stated are now tabulated.

If it be desired to plant a monument between two consecutive intersections on section lines, it is suggested that a straight line be run from one intersection to the other and at its middle point an offset be made to the bounding arc and a monument be planted. The greatest possible offset from this straight line to the arc of 20 mile radius is one chain. The course of the straight line is known from the position of the points of intersection on the section lines between which it lies.

If further points on the arc between two adjacent section lines be required, they may be similarly established by offsets.

A question which presents itself in connection with the Railway Belt is that of description for letters patent of the fractional sections bordering along the north and south limits of the Belt. The area of every fractional section can be readily computed in the office from the data now on hand, and for the remaining part of the description the same data are available. The position of the area may be defined in words simple and comprehensive—as follows:—

“That part of section _____, in township _____, in range _____, west of the _____ meridian, lying on the concave side of the arc of 20 miles radius, said arc intersecting the _____ boundary of said section at the point _____ chains from the _____ angle of said section, and intersecting the _____ boundary of said section at the point _____ chains from the _____ angle of said section.”

I have the honour to be, sir,

Your obedient servant,

OTTO J. KLOTZ.

No. 16.

EXAMINATION PAPERS OF THE BOARD OF EXAMINERS FOR
DOMINION LAND SURVEYORS.

EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

PENMANSHIP AND ORTHOGRAPHY.

Time, 3 Hours.

	No. of Marks.
Penmanship.	50
Orthography.	200
Write a composition of not less than 200 words on— "The Canadian North-West."	

ARITHMETIC AND LOGARITHMS

Time, 3 Hours.

	No. of Marks.
1. Find, without using logarithms, the value of $\sqrt[3]{\frac{1}{3}} - \sqrt{\frac{1}{2}}$ to four places of decimals.	15
2. Work out the first question by means of logarithms.	10
3. Add together $\frac{27}{187}, \quad \frac{5}{143}, \quad \text{and} \quad \frac{24}{221}.$	10
4. To 23.734 add 5.7675, and from the result subtract 7.37.	12
5. A and B working together can do a certain piece of work in 5 days, B and C together can do it in 6, and A and C together can do it in 7 days. How long will it take each of them separately to do it?	15
6. Reduce 10h. 20m. 13s.7 to the decimal of a day.	9
7. Reduce 3754.35 square feet to the decimal of an acre.	9
8. Find from the tables Log sin 17° 34' 15".3 Log sec 23° 19' 43".2 Log cot 83° 17' 27".9	15
9. Find the angle whose tabular logarithmic cosecant is 10.7987543.	5

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ALGEBRA.

Time, 3 Hours.

	No. of Marks.
1. Simplify the following expressions:—	
$10a-5[3a-4b-7\{2a+5b-3(a-b)\}+5\{2b+4(a+b)\}]$	7
$\frac{3x^3-3x^2y+xy^2-y^3}{4x^2-xy-3y^2}$	7
$\frac{x+\sqrt{x^2-1}}{x-\sqrt{x^2-1}}+\frac{x-\sqrt{x^2-1}}{x+\sqrt{x^2-1}}$	7
2. Prove that	
$(a-b)^3+(b-c)^3+(c-a)^3=3(a-b)(b-c)(c-a)$	7
3. Find the L.C.M. of	
$x^2+5x+10, x^3-19x-30, x^3-15x-50.$	7
4. Solve the equations	
(a) $\frac{3-2x}{1-2x}-\frac{2x-5}{2x-7}=1-\frac{4x^2-1}{7-16x+4x^2}$	7
(b) $\left. \begin{aligned} \frac{x}{a+b}+\frac{y}{a-b}=2a \\ \frac{x-y}{2ab}=\frac{x+y}{a^2+b^2} \end{aligned} \right\}$	8
(c) $\left. \begin{aligned} x+y+z=a+b+c \\ x+a=y+b=z+c \end{aligned} \right\}$	8
(d) $x-\frac{14x-9}{8x-3}=\frac{x^2-3}{x+1}$	9
(e) $\frac{x+a}{c-a}-\frac{x-a}{x+a}=\frac{b+x}{b-x}-\frac{b-x}{b+x}$	9
5. The product of four consecutive numbers is 93024. Find them.	8
6. How many minutes does it want to four o'clock, if three-quarters of an hour ago it was twice as many minutes past two o'clock?	8
7. A cistern can be supplied with water by two pipes; by one of them it would be filled 6 hours sooner than by the other, and by both together in 4 hours. Find the time in which each pipe alone would fill it.	8

GEOMETRY.

Time, 3 Hours.

	No. of Marks.
1. If two straight lines cut one another, the vertical, or opposite, angles shall be equal.	12
2. Under what conditions as to equality of sides or angles of two triangles can we infer that the triangles will coincide when superimposed.	13

	No. of Marks.
3. Through a given point in the base of an isosceles triangle, draw a straight line which shall be terminated by the sides of triangle (produced if necessary) and shall be bisected by the base.	12
4. Prove geometrically the theorem which stated in Algebraic language is $(a+x)^2 + (a-x)^2 = 2a^2 + 2x^2$.	13
5. In every triangle, the square on the side subtending an acute angle is less than the squares on the sides containing that angle, by twice the rectangle contained by either of these sides, and the straight line intercepted between the perpendicular let fall on it from the opposite angle and the acute angle.	13
6. If two circles touch one another externally, the straight line which joins their centres shall pass through the point of contact.	12
7. Let two equal circles cut one another in the points <i>B</i> and <i>C</i> and through <i>B</i> draw a straight line cutting the two circles in <i>D</i> and <i>E</i> . Then <i>CDE</i> will form an isosceles triangle.	13
8. From a given circle cut off a segment containing an angle equal to a given rectilineal angle.	12
9. If in a circle be inscribed a regular pentagon and a regular decagon, the square on the side of the pentagon is equal to the square on the side of the decagon together with the square on the radius of the circle.	16
10. In a given circle to inscribe a triangle similar to a given triangle.	14
11. Triangles having the same altitude are to one another as their bases.	14
12. Similar triangles are to one another as the squares of their homologous sides.	14
13. The area of a circle is equal to half the product of the radius and the circumference.	14
14. Find a fourth proportional to three given straight lines.	14
15. <i>ABC, DEF</i> are triangles having the angle <i>A</i> equal to the angle <i>D</i> , and <i>AB</i> is equal to <i>DF</i> ; show that the areas of the triangles are as <i>AC</i> to <i>DE</i> .	14

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PLANE TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. What is meant by circular measure? Find the circular measure of $35^{\circ} 15'$ to five places of decimals.	15
2. Find by a geometrical construction the sines of 30° , 45° , and 60° .	15
3. Prove the formula	
$\tan \frac{1}{2} (A - \frac{a-b}{a+b} \cot \frac{1}{2} C.$	15
4. The sum of the three sides of a plane triangle is 6, and the angles are to one another as 1, 2, 3. Find the sides.	15
5. Given $a = 102.7, b = 13.5, C = 130^{\circ} 15' 45''$: find A, B , and c .	15
6. The perpendiculars from the extremities of the base of a triangle upon the sides are 10 and 12 inches, and the vertical angle is 15° . Find the other angles and the sides.	15
7. The sine of half an angle is $\frac{1}{3}$. Find the tangent of the whole angle.	10

SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Prove that the three angles of a spherical triangle are together greater than two right angles.	15
2. What is meant by the polar triangle? Find the relation between the sides and angles of the polar and primitive triangles.	17
3. Give the rules for the solution of right-angled spherical triangles by means of Napier's circular parts. Also the rules for the solution of quadrantal triangles.	17
4. In a spherical triangle ABC , given $C = 90^{\circ}$, $A = 151^{\circ} 23' 09''$, $B = 16^{\circ} 35' 14''$; find the other parts.	17
5. Given $A = 86^{\circ} 12' 52''$, $B = 79^{\circ} 38' 21''$, and $C = 58^{\circ} 39' 16''$; find the angle C .	17
6. Given $A = 67^{\circ} 14' 28''$, $B = 40^{\circ} 18' 29''$ and angle $A = 34^{\circ} 22' 17''$; the other parts.	17

MENSURATION OF SUPERFICIES.

Time, 3 Hours.

	No. of Marks.
1. The sides of a triangular field are 859, 973, and 1027 links. What is its area?	14
2. From the triangle in Question 1, two acres are cut off by a straight line parallel to the shortest side. Find where it cuts the other sides.	14
3. A cone whose semi-vertical angle is 30° , has the areas of its curved surface and base together equal to the surface of a sphere of radius 10 inches. Find the height and the diameter of the base of the cone.	15
4. The diagonals of a parallelogram are 17 and 24 inches, and the angle between them $35^\circ 43'$. Find the area of the parallelogram.	14
5. A sphere has radius 10. What is the area of the surface of a segment of height 5?	15
6. Two similar figures have their homologous sides in the ratio of 3 to 4, and the difference of their areas is 379 square yards. What are their respective areas?	14
7. Two circles of radius 10 and 12 inches have their centres 5 inches apart. What is the area common to them?	14

FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

PLANE GEOMETRY AND MENSURATION.

Time, 3 Hours.

	No of Marks.
1. If a straight line be divided into two equal parts and also into two unequal parts, the rectangle contained by the unequal parts, together with the square on the line between the points of section, is equal to the square on half the line.	12
2. The angles in the same segment of a circle are equal to one another.	12
3. Describe a circle about a given regular pentagon.	12
4. The right lines joining the middle points of the sides of any quadrilateral figure form a parallelogram.	12
5. In an equilateral triangle, the perpendiculars let fall from any point in one side on the other sides, are equal to the perpendicular drawn from any angle on its opposite side.	12
6. Of all triangles standing on the same base and having equal vertical angles, the perimeter of that which is isosceles is the greatest.	12
7. Draw a common tangent to two given circles in a transverse direction.	12
8. Within a given quadrilateral figure, find a point from which the sum of the lines drawn to the angles shall be a minimum.	16

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SOLID GEOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Define the terms:—Trihedral and polyhedral angles; sphere, paralleliped, prism, pyramid, frustum, cube, right cone.	18
2. Prove that any two of the plane angles that form a trihedral angle are together greater than the third.	18
3. Every solid angle is contained by plane angles, which together are less than four right angles. Give proof.	18
4. Prove that if two solids be contained by the same number of equal and similar planes, similarly situated, and if the inclination of any two contiguous planes in the one solid be the same with the inclination of the two equal, and similarly situated planes in the other, the solids themselves are equal and similar.	18
5. The convex surface of a cone is equal to the circumference of its base multiplied by one-half of its slant height. Proof required.	18
6. Prove that the volume of a cone is equal to the base multiplied by one-third of the altitude.	18
7. Prove that the convex surface of a frustum of a cone is equal to one-half of the sum of the circumferences of the upper and lower bases, multiplied by the slant height.	18
8. A hemispherical loaf is half crust; the crust is of equal thickness throughout. Diameter of base is 10 inches, height 5 inches. Required the thickness of the crust.	24

SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. The sum of the three angles (in degrees) of all spherical triangles lies within certain limits. What are they?	16
2. Prove $\cos a = \cos b \cos c + \sin b \cdot \sin c \cdot \cos A$.	22
3. Prove that the cosine of any angle is equal to the product of the sines of the other two angles, into the cosine of their included side, minus the product of the cosines of those two angles.	17
4. From	17

$$\cos A = \frac{\cos a - \cos b \cdot \cos c}{\sin b \cdot \sin c}$$

deduce that

$$\sin^2 \frac{1}{2} A = \frac{\sin(s-b) \sin(s-c)}{\sin b \cdot \sin c}$$

	No. of Marks.
5. When the two sides about the right angle are of the same species, and when of different species, state what the hypotenuse must be in both cases.	17
6. In a right-angled spherical triangle, given $AB = 29^\circ 12' 50''$ and angle $C = 37^\circ 26' 21''$. Find other parts.	17
7. In oblique-angled triangle ABC , side $a = 70^\circ$, side $b = 38^\circ 30'$, and included angle $C = 31^\circ 34' 26''$. Find side c .	22
8. Given $A = 119^\circ 15'$, $B = 70^\circ 39'$ and side $c = 52^\circ 39' 4''$. Find side a .	22

DIVIDING AND LAYING OFF LAND.

Time, 3 Hours.

	No. of Marks.
1. In a triangular piece of land ABC , $AB = 12$ ch., $BC = 14$ ch., $CA = 16$ ch. It is required to divide it into two equal parts by a straight line parallel to AB . What is the length of the dividing line and what distance is one extremity from A ?	20
2. If in the above triangle the dividing line begins on BC , at a distance of 4 ch. from B , what is the length of the line bisecting the triangle, also its azimuth, supposing AB to run due north?	25
3. In S. 3, T. 13, R.V., there is a valuable spring, situate 15 ch. from the north boundary of the section, and 25 ch. from the western boundary. The section is to be divided equally amongst four brothers, so that each has access to the spring and one part is to have a frontage of 40 ch. on the south boundary of the section. What are the lengths of the dividing lines and frontage on other boundaries?	30
4. If in the last question the south-western part be divided into halves by a straight line, beginning at the south-eastern angle of that part, what is the length and azimuth of the dividing line?	25

MEASUREMENT OF AREAS.

Time, 3 Hours.

	No. of Marks.
1. From the following field notes compute the area—	35
Station 1 S. 69° 15' E.	7.06
2 N. 37° 15' E.	5.93
3 N. 39° 30' W.	6.00
4 S. 57° 45' W.	4.65
5 S. 30° 00' W.	4.98
by Latitudes and Departures.	

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	No. of Marks.																											
2. What is understood by "balancing" a survey? In the above example does the azimuth survey close? How do you balance the survey when the error of closure is assumed to be due to both azimuth and chaining, and when due to chaining only?	20																											
3. In the traverse of an enclosed area how many parts (distances and azimuths) may be missing that can be computed; and what can such missing parts be? In Question 1 suppose the azimuths at Sta. 4 and 5 missing; deduce them.	20																											
4. Rectangular off-sets are made to a river from a base line <i>AG</i> .	25																											
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What is the area between river and base line?																												

DESCRIPTIONS.

Time, 3 Hours.

	No. of Marks.
1. Make a description of the remainder of the S. W. $\frac{1}{4}$ S. 3, T. 17, R. X., District of Assiniboia, from which a rectangular parcel of 15 acres, fronting 10 chains on the south limit and 15 chains on the west limit of the section, has been sold.	20
2. A municipality desires to widen the road allowance to two chains between S. 3 and S. 4, T. 17., R. X., District of Assiniboia, for which purpose a strip of one chain in width is bought from the owner of S. 4. Make the necessary description for deed.	20
3. Make a description for the remainder of S. 4 of Question 2.	20
4. A rectangular mining claim 600 feet by 1,500 feet, the latter running due north, is laid out by Jno. McNabb, D.L.S., in an unsurveyed township, the corner of the claim being marked by posts in mounds. The south-east corner of the claim is distant 22 ^h 80 in a course N. 80° W., according to the measurement of Jno. McNabb, D.L.S., from the township corner bar between townships 12 and 13, R. XV, District of Assiniboia. The plan and survey made by Jno. McNabb, D.L.S., is approved by the Department. Make the description of mining claim for a patent.	20
5. Draw up an assumed evidence of a witness regarding the position of a lost section-corner post, which it is desired to re-establish.	10
6. Draw up a settler's statutory declaration of occupation.	10

ASTRONOMY.

Time, 3 Hours.

	No of Marks.
1. Define declination, right ascension, vernal equinox, refraction, parallax and prime vertical.	10
2. Define mean, solar, and sidereal time. What is the equation of time? What causes it to vary? Why is its value greatest in November?	16
3. The difference in longitude between two places is $97^{\circ} 17'$; convert this into time. What "kind" of time is the result?	12
4. On January 21st, 1880, the apparent meridian altitude of α Aurigae (Capella) was $27^{\circ} 35'$, the zenith being south of the star. Required the latitude.	14
5. On March 31st, 1880, the apparent meridian altitude of the sun's lower limb was $46^{\circ} 10' 30''$. The longitude of the place was approximately 82° W.; required the latitude.	15
6. On August 19th, 1880, at Kamloops, in longitude $120^{\circ} 19' 35''$ a sidereal chronometer showed $11^{\text{h}} 52^{\text{m}} 18^{\text{s}}$; what is the longitude of the place that at the same moment showed the same time on a mean time clock?	16
7. In latitude $43^{\circ} 23' \text{ N.}$, what is the azimuth of Sirius at rising; declination $16^{\circ} 33' 45'' \text{ S.}$?	17
8. On July 2nd, 1880, in latitude $54^{\circ} 20'$, longitude $112^{\circ} 42' \text{ W.}$, the apparent altitude of the sun's lower limb in the forenoon was $35^{\circ} 18'$. What was the azimuth of the sun?	25
9. In the last question a watch showed $9^{\text{h}} 17^{\text{m}} 24^{\text{s}}$. What was the error of the watch?	25
10. The hour angle of α Lyrae (Vega), declination $38^{\circ} 41'$, when crossing the prime vertical is 2 hours. What is the latitude of the place?	25
11. In latitude $60^{\circ} 00' \text{ N.}$ the compass reading on β Tauri at rising is N. 5° W. Declination of star $28^{\circ} 30'$. What is the declination (variation) of the magnetic needle?	25

PLANE GEOMETRY AND MENSURATION.

Time, 3 Hours.

	No. of Marks.
1. The straight lines drawn at right angles to the sides of a triangle, from the points of bisection of the sides, meet in the same point.	11
2. Bisect a given quadrilateral by a straight line drawn through one of the angles of the quadrilateral.	11
3. In a triangle whose vertical angle is a right angle, a straight line is drawn from the vertex perpendicular to the base: show that the square on either of the sides adjacent to the right angle is equal to the rectangle contained by the base and the segment of it, adjacent to that side.	11

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	No. of Marks.
4. A triangle is inscribed in a circle : show that the sum of the angles in the three segments exterior to the triangle is equal to four right angles.	11
5. To draw a straight line which shall touch two given circles.	11
6. $A B C$, $D E F$ are triangles, having the angle A equal to the angle D : and $A B$ is equal to $D F$: show that the areas of the triangles are as $A C$ to $D E$.	11
7. To find a mean proportional between two given straight lines.	11
8. Divide a given straight line into two parts so that the squares on the whole line and on one of the parts may be together double of the square on the other part.	11
9. To cut off from a given line ($A B$) a part, whose square shall be equal to half the square of the given line.	12

—————
SOLID GEOMETRY.

Time, 3 Hours.

	No. of Marks.
1. If a solid be contained by six planes, which are parallel two and two, the opposite faces are similar and equal parallelograms.	20.
2. If two triangular pyramids which have equal bases and altitudes be cut by planes that are parallel to their bases, and at equal distances from them, the sections are equal to one another.	20
3. If a cone and a cylinder have the same base and the same altitude, the cone is the third part of the cylinder.	20
4. Planes to which the same straight line is perpendicular are parallel to one another.	20
5. Find the capacity of a trough, of the form of a prismoid, its bottom being = 48 inches long, 40 inches broad, and its top = 5 feet long and 4 feet broad, and its depth = 3 feet.	20
6. Find the solidity of a conic frustum, of which the height is = 9 feet, and the diameters of its ends = $1\frac{1}{2}$ and $2\frac{1}{2}$ feet.	20
7. A conical glass whose depth = 6 inches, and the diameter of its mouth = 5 inches, being filled with water, and a sphere = 4 inches in diameter, of greater specific gravity than water, being put into it, how much water will run over ?	30

SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Show that the sides and angles of the polar triangle are the supplements of the primitive triangle.	18
2. Prove that the sum of the three sides of a spherical triangle is less than the circumference of a great circle.	18
3. Prove the following :— $\text{Cos } A = \frac{\cos a - \cos b \cos c}{\sin b \sin c}$.	18
4. Give Napier's rules for the "Circular Parts."	18
5. $\text{Tan } \frac{1}{2} a = \sqrt{\frac{-\cos S \cdot \cos (S-A)}{\cos (S-B) \cos (S-C)}}$	18
Shew that the numerator in the second member of the above equation is essentially positive.	
6. Given the three sides of a spherical triangle $a=70^\circ 00'$, $b=38^\circ 00'$ and $c=40^\circ 00'$, to find angle A .	18
7. Given in an oblique angled spherical triangle ABC , the side $a=70^\circ$, the side $b=38^\circ 30'$ and the included angle $C=31^\circ 34' 26''$, to find angle A .	24
8. Let x be the distance of the eye from the centre of a sphere of which the radius is r , prove that the visible part of its surface is to the invisible as $x-r : x+r$.	18

DIVISION OF LAND.

Time, 3 Hours.

	No. of Marks.
1. In a triangular piece of land ABC , $AB=14$ chains, $BC=16$ chains, $CA=18$ chains. It is required to divide the field into three equal parts from a point P on the side AB , the distance from A to P being 6 chains. Find the direction with reference to the side AB and the length of the dividing lines.	25
2. A field is bounded thus : N. 14° W. 15.20 chains, N. $70\frac{1}{2}^\circ$ E. 20.43 chains, S. 6° E. 22.79 chains, N. $86\frac{1}{2}^\circ$ W. 18.00 chains. A spring within the field bears from the 2nd corner S. 75° E. 7.90 chains. It is required to cut off 10 acres from the west side of the field by a straight fence through the spring. How far will it be from the 1st corner to the point at which the division fence meets the 4th side ?	25
3. Divide an irregular quadrilateral field into two parts, in the proportion of m to n by a line drawn from a given point in one of the sides.	25
4. Suppose in carrying on an extensive survey, the distance between two spires A and B has been found to be 104 chains, and that C and D are two eminences, conveniently situated for extending the triangles, but not admitting of the determination of their distance by actual measurement. To ascertain this distance (CD) the following angles at C and D were determined : $\begin{cases} \text{ACB} = 85^\circ 46' \\ \text{BCD} = 23^\circ 56' \end{cases} \quad \begin{cases} \text{ADC} = 31^\circ 48' \\ \text{ADB} = 68^\circ 2' \end{cases}$ Find CD from these data.	25

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MEASUREMENT OF AREAS.

Time, 3 Hours.

1. Let the bearing of AB be $N. 62\frac{1}{2}^\circ W.$ 14.75 chs.; BC $N. 19^\circ E.$ 27 chs.; CD $S. 77^\circ E.$ 22.75 chs., and DE $S. 27^\circ E.$; it is required to cut off 70 acres by a line AH running from the angle A and falling on the side DE . Find AH and DE .

No. of
Marks.

25

2. Given the bearings and distances of a tract of land as follows:—

25

- 1st. $S. 40\frac{1}{2}^\circ E.$ 31.80 chs.
- 2nd. $N. 54^\circ E.$ Distance unknown.
- 3rd. $N. 29\frac{1}{4}^\circ E.$ 2.21 chs.
- 4th. $N. 28\frac{3}{4}^\circ E.$ 35.35 chs.
- 5th. $N. 57^\circ W.$ Distance unknown.
- 6th. $S. 47^\circ W.$ 31.30 chs. to the place of beginning. Required the distances of the 2nd and 5th sides.

3. The relative positions of two monuments A and B , have been carefully fixed in the original survey by a traverse notes of which read as follows:—

25

	Distance.	Astronomical bearings.
A to C	21.35 chs.....	$N. 75^\circ E.$
C to D	17.93 ".....	$N. 59^\circ E.$
D to E	5.47 ".....	$S. 83^\circ E.$
E to B	27.53 ".....	$N. 85^\circ E.$

A surveyor wishing to re-establish the stations of this traverse, begins at A with an approximate azimuth, and retraces the given courses. When he arrives at B , he finds that point, as placed by him, to be 2.75 chs. on a bearing $S. 45^\circ W.$ from the original monument. What correction must he make to his azimuth, and what to the length of his chain, in order to make his survey accord as to angles and relative lengths of courses with the original survey?

4. Shew in what cases of missing bearings or distances there are two solutions of the problem of supplying the omissions. When all the bearings and distances are given, how do you correct for closing errors?

25

DESCRIPTIONS.

Time, 3 Hours.

No. of
Marks.

1. A man sells off the S. W. quarter of Sec. 4, Tp. 13, R. 7, West of 3rd I. M., a quadrilateral adjoining the North-east corner of the same; each side of the quadrilateral is 15 chains; also a road one chain wide leading from the western boundary of the section along the south side of the quarter-section line to the parcel sold. Make a description, by metes and bounds, of the land sold, for insertion in deed.

30

2. A parcel of land is sold which lies partly in section 4 and partly in section 9, of Tp. 13, R. 7, W. of 3rd I.M., and adjoining the Western boundary of those sections. The boundaries of the parcel are parallel to the adjacent section lines respectively. The North-western angle of the parcel is 15 chains north of the North-western corner of said section 4, and the South-western angle is 25 chains south of the same section corner. The width of the parcel sold is 17 chs. Make description for deed.

30

	No. of Marks.
3. Make a diagram and a description, by metes and bounds, of the North half of the West 20 acres of the South-west quarter of the North-east quarter of Sec. 2, Tp. 12, R. 6, W. of I. M. The Eastern boundary of the said twenty acres to be parallel to the Western boundary of the said quarter-section, and the division line of the twenty acres to be parallel to the Southern boundary of the quarter-section.	20
4. Draw up a settler's declaration of occupation.	10
5. Draw up an assumed evidence regarding the position of a lost section corner post, which it is desired to re-establish.	10

PRACTICAL ASTRONOMY.

Time, 3 Hours.

	No. of Marks.
1. Define the terms—Sidereal, Apparent and Mean solar time; the equation of time. Show how one kind of time is converted into another.	16
2. Show by diagram the relation which the declination, right ascension and hour angle of a celestial body have with time, and terrestrial latitude and longitude.	16
3. Required the time of sunrise at Quebec in latitude $46^{\circ} 48'$ North on 13th August, 1891.	17
4. In latitude $45^{\circ} 21'$ North, determine the apparent altitude of Polaris at upper transit on 13th August, 1891.	17
5. Determine the azimuth of Polaris at elongation on 13th August, 1891, on 2nd Base Line.	17
6. In latitude $52^{\circ} 13'$ North, in the afternoon, the observed altitude of the Sun's upper limb was $39^{\circ} 6'$, when its declination was $15^{\circ} 8'$ North. What was the time of observation?	17
7. How much shorter is the distance from Port Jackson to the Bay of Valparaiso on the arc of a great circle, than on their common parallel; and what is the highest latitude attained by a ship sailing between them on the arc of a great circle, their latitude being $33^{\circ} 51'$ South and their difference of longitude $136^{\circ} 10'$?	20
8. In a given latitude, and on a given day, show how the time can be found when two given stars have the same azimuth?	20
9. At a place in north latitude, when the sun's declination in 1891 was $23^{\circ} 27'$ North, its corrected altitude at 8h. 54m. a.m. Mean time, was $48^{\circ} 42'$. Required the latitude?	20
10. When in latitude $46^{\circ} 50'$ North the sun's altitude was $27^{\circ} 30'$ and its declination $5^{\circ} 30'$ South, what was its azimuth from the north?	20
11. If, on 14th November, 1881, the distance of a comet from α Pegasi (Markab) be $42^{\circ} 14'$ and from α Aquilæ (Altair) $36^{\circ} 35'$ northward from the stars, required its right ascension and declination?	20

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SPHERICAL TRIGONOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Prove directly from a geometrical figure the following Napier's principle for the solution of right-angled spherical triangles:— "The sine of the middle part is equal to the product of the tangents of the adjacent parts."	25
2. In a right-angled spherical triangle given the other two angles, viz:— $A = 52^\circ 32' 55''$ and $B = 66^\circ 20' 40''$; required the remaining parts.	25
3. What is a quadrantal triangle, and how is it solved?	25
4. Show and discuss the ambiguity that exists when a spherical triangle is to be determined if two sides and the angle opposite one of them are the only data given?	25
5. Given the three angles of a spherical triangle, viz.— $A = 119^\circ 15'$, $B = 70^\circ 39'$, $C = 48^\circ 36'$; required the sides.	25
6. How do you find the area of a spherical triangle—give demonstration?	25

PLANE GEOMETRY AND MENSURATION.

Time, 3 Hours.

	No. of Marks.
1. If only two adjacent sides, b and c , of a parallelogram be given, prove that the area is indeterminate between the limits 0 and bc .	14
2. How would you lay down a curve of say $\frac{1}{2}$ mile radius without the use of a transit or other angular surveying instrument?	16
3. What is the area of a circular field, whose circumference is 50 chains?	14
4. Each angle of a spherical pentagon is 120° , the radius of the sphere is 50 ft.; required the area.	14
5. Given two points A and B which lie on the same side of a straight line; required to find the shortest distance between the points by two lines drawn to a point in the given straight line.	14
6. The difference of the squares of the base and height of a right angled triangle is 8 and the hypotenuse is also 8; required to construct the triangle.	14
7. Give all the formulæ you know regarding the relations of the radius, diameter, circumference and surface of a circle.	14

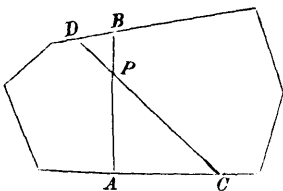
SOLID GEOMETRY.

Time, 3 Hours.

	No. of Marks.
1. Give the conditions of equality for two trihedral angles with demonstration.	30
2. If two pyramids are of the same height, the area of sections made parallel to the base and at equal distances from the summit are in the same ratio as the areas of the bases of the pyramids.	30
3. What is the volume of the shell of a hollow sphere whose radius is 8 ft. 4 in.; and the thickness of the shell 3 ft. 6 in.?	30
4. A sphere 6 in. in diameter is bored through the centre with a 3 in. auger; required the volume remaining.	30
5. Find the volume of a right cone, the section of which through its axis is an equilateral triangle of one square yard in area.	30

DIVIDING AND LAYING OFF OF LAND.

Time, 3 Hours.

	No. of Marks.															
1. The area of a rectangle is 18 A; the difference of the length and breadth is 3 chs. Find the sides and lay out the rectangle.	20															
2. The area of a triangle is 2 A, two sides are 6 ch. and 10 ch. Find the included angle and lay out the triangle.	20															
3. A tract of land, the bearings and lengths of whose sides are :	20															
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is cut by EF running S. 76½° E, intersecting A D and B C, and dividing the field so that A B F E : E F C D :: 5 : 3. Required A E and B F.																
4. It is required to run a line through a point P, within a field so as to cut off 10 A. A trial line through P, intersecting opposite sides in A and B, cuts off 9 A. Required the angle which the true division line, C D makes with A B, if A P = 12 ch., P B = 4 ch., P A C = 90°, P B D = 60°.	20															
																
5. The three sides being given, to divide the triangle into three equal parts by lines running from a given point in one of the sides.	20															

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MEASUREMENT OF AREAS.

Time, 3 Hours.

	No. of Marks.																								
<p>1. The bearings of the sides of a field are as follows:— 1st. N. 20° E. 2nd. N. 70° E. 3rd. E. 4th. S. 45° E. 5th. S. 6th. S. 45° W. 7th. W. 8th. N. 33° W. Find the bearings if the sixth side be made a meridian.</p>	20																								
<p>2. The notes of a survey of piece of land are as follows:—</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Station.</th> <th style="text-align: left;">Bearing.</th> <th style="text-align: left;">Distance.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>N. 58° E.</td> <td>12·97 ch.</td> </tr> <tr> <td>2</td> <td>S. 27½° E.</td> <td>3·30 "</td> </tr> <tr> <td>3</td> <td>S. 85½° E.</td> <td>11·65 "</td> </tr> <tr> <td>4</td> <td>S. 19° E.</td> <td>15·56 "</td> </tr> <tr> <td>5</td> <td>S. 66½° W.</td> <td>14·03 "</td> </tr> <tr> <td>6</td> <td>N. 64° W.</td> <td>14·86 "</td> </tr> <tr> <td>7</td> <td>N. 15½° W.</td> <td>11·23 "</td> </tr> </tbody> </table> <p style="margin-left: 40px;">Required the area.</p>	Station.	Bearing.	Distance.	1	N. 58° E.	12·97 ch.	2	S. 27½° E.	3·30 "	3	S. 85½° E.	11·65 "	4	S. 19° E.	15·56 "	5	S. 66½° W.	14·03 "	6	N. 64° W.	14·86 "	7	N. 15½° W.	11·23 "	40
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<p>3. How do you find the area when offsets are taken from a straight line to either an irregular boundary or a curved boundary?</p>	20																								
<p>4. How to supply omission when the bearings of two sides of an enclosed field are wanting.</p>	20																								

ASTRONOMY (1st paper.)

Time, 3 Hours.

	No. of Marks.
<p>1. What point on the earth's surface is such that each of the celestial bodies comes above the horizon, and remains above it twelve hours? Give a brief demonstration.</p>	20
<p>2. Define sidereal and solar times and give their relation.</p>	20
<p>3. How to convert the apparent solar time at a given meridian into the sidereal time at that meridian? Illustrate by the following example:— On the 18th September, 1888, at Revelstoke longitude 118° 11' 54" a chronometer marking solar time indicated 2h. 3m. 10s.; wanted the corresponding sidereal time?</p>	20
<p>4. State briefly all the methods you know that are practical and sufficiently accurate to determine latitude in the field.</p>	20
<p>5. At La Loche Lake, latitude 56° 26' 36", longitude 109° 12' 50", the following observation was taken on the sun on the 22nd of July, 1888. Mean reading on reference object 5° 13' 15". do sun's centre 252° 19' 15". True altitude of sun's centre 35° 14' 23". Approximate mean time of observation 4 p.m. Required the azimuth of the reference object.</p>	20

ASTRONOMY (2ND PAPER.)

Time, 3 Hours.

	No. of Marks.
6. Give the corrections and the order in which they should be applied to an observation of the sun.	20
7. Give the general laws of refraction.	20
8. Find the azimuth of the North Star at its greatest elongation, Sept. 21st, 1888, in latitude 45° 45'.	20
9. In latitude 52° in the afternoon the true altitude of the sun's centre was 39° 30' when its declination was 15° 15' 10'' N; what was the apparent time of the observation?	20
10. At Isle à la Crosse, lat. 55° 25' 38'' long. 107° 37', the following observation on Polaris was taken on the 13th of August, 1888, viz. :— Sidereal time 17 h. 09 m. 40s.; horizontal circle reading 2° 00' 40". do 17 h. 14 m. 10 s.; do 2° 00' 00". Mean reference object reading, 81° 11' 15''; required the azimuth of the reference object.	20

HIGHER EXAMINATION FOR DOMINION TOPOGRAPHICAL SURVEYOR.

Algebra.

	No. of Marks.
1. Find the H. C. F. of $2x^4 + 3x^3 + 5x^2 + 9x - 3$ and $3x^4 - 2x^3 + 10x^2 - 6x + 3$.	3
2. Find the L. C. M. of $a(b^2 - c^2) + b(c^2 - a^2) + c(a^2 - b^2)$ and $a(b^3 - c^3) + b(c^3 - a^3) + c(a^3 - b^3)$.	3
3. If $(x+a)$ and $(x-a)$ are both measures of $x^3 + px^2 + qx + r$, show that $pq=r$.	3
4. Having given $x=by + cz + du$ $y=cz + du + ax$ $z=du + ax + by$ $u=ax + by + cz$ Shew that $1 = \frac{a}{1+a} + \frac{b}{1+b} + \frac{c}{1+c} + \frac{d}{1+d}$	3
5. Solve the equations— $(x+a+b)^3 = x^3 + a^3 + b^3$ $\frac{x^4 + 1}{2x(x^2 + 1)} = \frac{1}{b}$ $ax = by = cz = \frac{1}{x} + \frac{1}{y} + \frac{1}{z}$ $x^4 + x^2 y^2 + y^4 = 133, x^3 y + x^2 y^2 + x y^3 = 114.$ $\sqrt{\frac{a-x}{b-x}} + \sqrt{\frac{b-x}{a-x}} = c.$	3 3 3 3

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	No. of Marks.
6. Prove that if n be any positive integer, the integral part of $(2 + \sqrt{3})^n$ is an odd number.	3
7. Find the $(r + 1)^{\text{th}}$ term in the expansion in ascending powers of x of $(1 - px)^{-n}$.	3
8. Find the numerically greatest term in the expansion of $(1 + x)^{-n}$ when $x = \frac{2}{3}$ and $n = 3$.	3
9. From the series for $\log(1 + x)$ deduce the series for $\log(n + 1) - \log n$.	3
10. Examine whether this series is convergent or divergent	3
$\frac{1}{2} + \frac{1}{1 + \sqrt{2}} + \frac{1}{1 + \sqrt{3}} + \frac{1}{1 + \sqrt{4}} + \&c.$	6
11. Sum to n terms the series	5
$a^2 + (a + 1)^2 + (a + 2)^2 + \dots$	
12. Sum to infinity—	5
$\frac{4}{2 \cdot 3 \cdot 4} + \frac{7}{3 \cdot 4 \cdot 5} + \frac{10}{4 \cdot 5 \cdot 6} + \frac{13}{5 \cdot 6 \cdot 7} + \dots$	
13. Prove that $\frac{a + b + c}{n} > \sqrt[n]{abc} \dots$	7
there being n quantities $a, b, c, \&c.$ $a, b, c, \&c.$ being positive and not all equal.	
14. If $y = ax + bx^2 + cx^3 + \&c.$ find x in terms of y .	6
15. There are three balls in a bag, and it is not known how many of these are black; a person draws a ball from the bag and replaces it; this is done three times; if every drawing gave a black ball, find the chance that all the balls are black, also the chance that a fourth drawing will give a black ball.	6
16. If p be the probability <i>a priori</i> that a theory is true, q the probability that an experiment would turn out as indicated by the theory, even if the theory were false, shew that after the experiment has been performed, supposing it to have turned out as expected, the probability of the truth of the theory becomes	6
$\frac{p}{p + q - pq}$	

PLANE TRIGONOMETRY.

	No. of marks.
1. Between what limits must A lie, if $2 \sin A = -\sqrt{1 + \sin 2A} + \sqrt{1 - \sin 2A}.$	3
2. Given $\tan A = -\frac{2}{3}$, find $\sin A$ and $\cos A$.	2
3. If $\tan \theta = n \tan \phi$, show that $\tan^2(\theta - \phi)$ cannot exceed $\frac{(n-1)^2}{4n}$	3
4. Solve the equation $\cos n\theta + \cos(n-2)\theta = \cos \theta$	3
5. Solve the equation $\sin \theta + \sin 2\theta + \sin 3\theta + \sin 4\theta = 0$	3
6. If $a \sin^2 \theta + a' \cos^2 \theta = b$ $a' \sin^2 \theta' + a \cos^2 \theta' = b'$ $a \tan \theta = a' \tan \theta'$ Show that $\frac{1}{b} + \frac{1}{b'} = \frac{1}{a} + \frac{1}{a'}$	4
7. The lengths of the straight lines joining three points A, B, C are known; at any point P in the same plane as A, B, C, the angles APC and BPC are observed. It is required to find the distance of P from each of the points A, B, C. Obtain a formula adapted to logarithmic calculation.	6
8. Obtain an expression for the distance between the centres of the inscribed and circumscribed circles of a triangle.	6
9. Prove that if a, b, c, d are the sides, taken in order of a quadrilateral inscribed in a circle a c + b d is equal to the rectangle under the diagonals.	6
10. Deduce the formula $\cos \theta = 1 - \frac{\theta^2}{2} + \frac{\theta^4}{4} - \frac{\theta^6}{6} \text{ \&c.}$	6
11. Expand $\sqrt{1 + 2n \cos \theta + n^2}$ and $\log(1 + 2n \cos \theta + n^2)$ in series involving successive multiples of θ	6
12. Prove that. $\frac{\pi}{4} = 4 \left\{ \frac{1}{5} - \frac{1}{3 \cdot 5^3} + \frac{1}{5 \cdot 5^5} \text{ \&c.} \right\} - \left\{ \frac{1}{239} - \frac{1}{3(239)^3} + \frac{1}{5(239)^5} \dots \right\}$	5
13. Given $\tan x = n \tan y$, required a series for x involving multiples of y.	6
14. Sum the series $\tan x + \frac{1}{2} \tan \frac{x}{2} + \frac{1}{2^2} \tan \frac{x}{2^2} \dots \dots \dots \text{ to } n \text{ terms.}$	5
15. Sum to infinity $\cos \theta + \frac{\cos \theta}{1} \cos 2\theta + \frac{\cos^2 \theta}{1 \cdot 2} \cos 3\theta + \frac{\cos^3 \theta}{1 \cdot 2 \cdot 3} \cos 4\theta + \dots \dots \dots$	5
16. Resolve $\sin \theta$ into factors.	6

SPHERICAL TRIGONOMETRY.

	No. of Marks.
1. Prove the formulae $\cos a \sin b = \sin a \cos b \cos c + \sin c \cos A.$ $\cos a = \cos b \cos c + \sin b \sin c \cos A.$ and deduce the corresponding formulae of Plane Trigonometry.	8
2. Prove Napier's Analogies.	8
3. Prove that in a spherical triangle $\sin \frac{1}{2} A = \frac{\sin \frac{1}{2} a - \sin \frac{1}{2} (b-c)}{\sin \frac{1}{2} (b+c) - \sin \frac{1}{2} (b-c)}$	8
4. Discuss the ambiguity in certain cases of the solution of spherical triangles.	8

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	No. of Marks.
5. Given the three sides find the area.	8
6. Prove Legendre's Theorem for the solution of spherical triangles whose sides are small compared with the radius of the sphere.	8
7. If E be the spherical excess prove that	
$\text{Cot } \frac{1}{2} E = \frac{\text{cot } \frac{1}{2} a \text{ cot } \frac{1}{2} b + \cos C}{\sin c}$ $= \frac{1 + \cos a + \cos b + \cos c}{2 \sqrt{\sin S \sin (S-a) \sin (S-b) \sin (S-c)}}$	8
8. Determine the points in the sides of a spherical triangle at which lines tangent to the sphere being drawn, they will meet two and two and form a triangle.	
If A'B'C' be the angles of this triangle, prove that	
$\tan \frac{1}{2} A' = \cos (S-a) \tan \frac{1}{2} A$	8
9. The shadow of a cloud is observed to fall upon a spot at a known distance on the side of a hill. Given the altitudes and the azimuth of the cloud and the shadow and the azimuth of the sun; find the distance of the cloud.	8

ANALYTICAL GEOMETRY.

	No. of Marks.
1. Find the equation of a straight line which passes through a given point and makes a given angle with the axis of x ; also of one which is at a given distance (p) from the origin and passes through a given point ($x' y'$).	15
2. Shew how to transform an equation from one set of rectangular axes to another.	15
3. The equations to two straight lines being	
$Ax + By + C = 0, \quad A'x + B'y + C' = 0,$	7
form the equations to	
(1). A line passing through their intersection and also through another point ($x' y'$).	7
(2). The two bisectors of the angles between them.	
4. Find the general polar equation to a circle; also that to an ellipse, centre or focus being pole and major axis the initial line.	15
5. What does the equation $x^2 + y^2 = r^2$ represent when the axes are oblique?	15
6. What is the condition that the straight line $ax + by = c$ touch the ellipse $Ax^2 + By^2 = C$ (rectangular axes.)	15
7. Prove that	
(1). The sum of the focal distances of a point on an ellipse is constant.	7
(2). The product of the perpendiculars from the foci on any tangent is constant.	7
(3). If a circle cuts an ellipse in four points, the opposite sides of the quadrilateral formed by joining the points are equally inclined to the major axis.	7

	No. of Marks.
(4). The area of an ellipse is a mean proportional between the areas of the circles described on the major and minor axes as diameters.	7
8. Find the equation to the two tangents drawn from an external point $(x' y')$ to the ellipse $\frac{x^2}{a^2} + \frac{y^2}{b^2} = 1$, and also that to the chord of contact. What does the latter equation mean when $x' y'$ is on the circumference of the ellipse, and what when it is within it?	15

THEORY OF LIMITS AND SECTIONS OF THE SPHEROID.

	No. of Marks.
1. Find the area of a circle from the consideration that it is less than the area of a regular polygon of n sides described about it and greater than that of one inscribed in it, n being indefinitely increased.	10
2. Two equal chords in a circle intersect each other, prove that when they move into coincidence with one another they ultimately bisect each other.	10
3. If a triangle is given by two sides b and c , and the included angle A . Prove geometrically that a small variation in A will produce variations in the angles B and C connected by the relation $\cos Cb dC = \cos Bc dB$.	10
4. Find the limit of $\frac{1^p + 2^p + 3^p + \dots \dots + n^p}{n^p + 1}$ when n is indefinitely increased, p being a positive integer.	10
5. Write down the expression for the radius of curvature of the meridian at any point of a spheroid in terms of the inclination of the normal to the plane of the equator, and expand the expression in a series involving the cosines of even multiples of this inclination.	10
6. If R be the radius of curvature of the meridian at any point, N that of the normal section perpendicular to the meridian, and P that of a normal section in an azimuth of θ from the meridian, then $\frac{1}{P} = \frac{\cos^2 \theta}{R} + \frac{\sin^2 \theta}{N},$ while the polar equation to an ellipse referred to centre as pole, and minor axis as initial line is $\frac{1}{r} = \frac{\cos^2 \theta}{b^2} + \frac{\sin^2 \theta}{a^2}$ Explain the geometrical meaning of the similarity of these two expressions.	10
7. Define the terms "geodetic line" and "curve of alignment," and distinguish between these lines between two given points on a spheroid, and the "line of sight" from one point to the other.	10
8. Find the volume of an oblate spheroid in terms of the polar and equatorial semi-axes.	10

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DIFFERENTIAL CALCULUS.

- | | No. of
Marks. |
|--|------------------|
| 1. Prove that $d \log x = \frac{dx}{x}$, $d \sin x = \cos x dx$, $d x^n = n x^{n-1} dx$; and from them deduce the differentials of a^x , $\tan x$, $\sin^{-1} x$. | 10 |
| 2. Differentiate
$(a^2 + x^2) \tan^{-1} \frac{x}{a}$, $\log(e^x + e^{-x})$
$\sin nx (\sin x)^n$ and $\frac{\sqrt{1+x^2} + \sqrt{1-x^2}}{\sqrt{1+x^2} - \sqrt{1-x^2}}$ | 10 |
| 3. A wheel is rolling on a plane surface with uniform velocity. What is the rate and direction of motion at any instant
(1) Of the lowest point?
(2) Of a point in the circumference 60° from the highest point in the wheel? | 10 |
| 4. If $u = \tan^{-1} x$
prove that
$\frac{d^2 u}{dx^2} \times \frac{du}{dx} = \frac{3}{2} \left(\frac{d^2 u}{dx^2} \right)^2 - 2 \left(\frac{du}{dx} \right)^4$ | 10 |
| 5. Develop by Maclaurin's Theorem $\log(1+x)$, $\tan^{-1} x$, $\operatorname{cosec}^{-1} x$ in ascending powers of x . | 10 |
| 6. The sides of a rectangle are a and b ; shew that the greatest rectangle that can be drawn so as to have its sides passing through the corners of the given rectangle is a square, each side of which is $\frac{a+b}{\sqrt{2}}$ | 10 |
| 7. Find the relation between the small variations of the sides b and c of a spherical triangle, when A and a remain constant. | 10 |

GEODETIC SURVEYING.

- | | No. of
Marks. |
|---|------------------|
| 1. One station of a triangulation is a spire surmounted by a metallic globe. In sighting on this station the reflection of the sun from the surface of the globe is observed on. What correction is necessary? Also what correction is necessary, when angles are read at the station, and it is impossible to place the instrument vertically under the globe? Obtain the necessary formulae. | 40 |
| 2. Explain fully the precautions necessary in measuring a base line for a primary triangulation. How is the base line reduced to sea level, when it has not the same altitude throughout its length? | 40 |
| 3. If the striding level of an instrument (the horizontal axis having been adjusted parallel to the horizontal plate) shows the inclination to the horizon to be a small angle θ when the reading of the vernier is α , and θ' when the reading is α' , find the inclination of the plate to the horizon and the correction to be applied to the angle read between two objects, the vernier readings upon which are β and β' and the angular elevations of which are γ and γ' .
Express the correction in the form of a series. | 40 |

	No. of Marks.
4. Show how the latitudes, longitudes and mutual azimuths of two points on the earth's, surface and the distance between them, are connected together. Give the rigorous formulæ assuming the earth to be a sphere, and deduce approximate formulæ (in the form of series) which may be applied when the distance between the points is small. Show how the results may be corrected to allow for the ellipticity of the meridian.	40
5. If the deviation of the plumb line from the true vertical be n seconds in a direction having azimuth α , what effect will be produced upon observed latitudes, longitudes and azimuths? What effect will it have upon the position of a circle of latitude laid down by offsets from the perpendicular to the meridian at the point where the observations have been made?	40

PROJECTIONS.

	No. of Marks.
1. Define the term "rhumb line." On what projection is it a straight line? On what projection of a sphere is any great circle a straight line? What are the forms of small circles in these projections?	20
2. What is the difference between a true projection and a development? Give two or three examples of each.	20
3. Define the conic, polyconic and stereographic projections. Shew how the co-ordinates of points are calculated for mapping on these projections?	20
4. For what latitudes is the polyconic projection best suited, and why?	20
5. Prove the following rule for determining, by means of the gnomonic projection, the distance between two points A and B in known latitude and longitude. Let P be the pole of the earth, being also the pole of the projection. Let A' and B' be the projections of A and B. Draw through P a line parallel to A' B' making the parallel of 45° latitude in D. Also draw a perpendicular P E to A' B' and produce it to F making E F equal to E D. The angle A' F B' is equal to the side A B of the spherical triangle P A B.	20
6. In the projection of the hemisphere in which the equator is represented by a straight line divided into equal parts corresponding to equal differences of longitude, the meridians by ellipses passing through these points and the pole, and the parallels of latitudes by parallels to the equator, shew that equal areas on the sphere are represented by equal areas on the projection.	20

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ASTRONOMY.

	No. of Marks.
1. Deduce the formula for interpolation by differences to any order. Give a convenient formula for use when several values of the function are to be inserted between two of the given series.	25
2. In a certain publication it is stated that the longitude of the Magnetic Observatory at Toronto is "5h. 17m. 34.6s. mean solar time." What is it in sidereal time?	12
3. What is the equation of time? To what is it due? At what times has it a maximum or minimum value? Give the reasons for this maxima and minima.	18
4. What stars should be selected when observing for azimuth by altitudes, so that instrumental error has the least effect? What stars when observing for time by altitudes?	18
5. What is meant by the terms "mean sun," "mean equinox," "mean right ascension," "apparent right ascension?" What elements enter into the computation of apparent places of stars from their mean places?	25
6. Define the terms "tropical year," "sidereal year." Give the relation between them and that connecting them with the mean solar and the sidereal day.	25
7. Deduce a formula for latitude by the reduction of altitudes observed near the meridian to the meridian.	25
8. Show how to find the latitude by observation of the difference (or sum) of azimuths of two stars at their greatest elongations. Show how a given error in reading the circle affects the resulting latitude, and show how the stars should be chosen to give the best result.	25
9. Explain the method of determining the value of a division of the micrometer and level of the zenith telescope. In using the instrument for determination of latitude what selection of pairs of stars should be made so that the error of determination of micrometer value may be nearly, or altogether, avoided in the final result.	25
10. Give a sketch of the method of determining longitude by electric telegraph, showing how instrumental and other errors are got rid of.	25
11. In the use of the transit instrument in the meridian for time, how are the errors of the instrument found and how are they corrected?	25
12. In what points does the observation for longitude by moon culminations differ from star transits for time? How is an observation taken on the side thread reduced to the mean thread? How is low optical power of the telescope resulting in apparent enlargement of the moon's disc allowed for? If the observer's personal equation in observing the moon's limb is different from that when he observes a star, how is the difference allowed for?	25
13. Deduce a simple formula for determination of time by transit of a star over the vertical circle of Polaris.	25

METHOD OF LEAST SQUARES.

	No. of Marks.
1. If there be n quantities $a, b, c,$ &c., and another quantity x be taken such that $(x - a)^2 + (x - b)^2 + (x - c)^2 + \dots$ is a minimum, prove that x is the arithmetical mean of a, b, c, \dots	10
2. Define probable error of an observation, mean square error, average error. Shew how they are found for a given series of observations, and give the formulæ connecting one with another.	20
3. The difference of longitude between two points is measured several times, the individual results being $a_1, a_2, a_3,$ &c., with probable errors $E_1, E_2, E_3,$ &c. What is the most probable value of the difference of longitude and what is its probable error?	20
4. The difference of longitude between two points A and B is $a_1 \pm E_1$; that between B and C $a_2 \pm E_2$; and that between C and D is $a_3 \pm E_3$. What is the difference of longitude between A and D, and what is its probable error?	20
5. The transits of ten stars are observed with the transit instrument in the meridian, the instrument being reversed after the first five stars. Shew how the observation equations and the normal equations are formed, to determine the collimation error of the instrument and the deviation in azimuth.	25
6. At a point P, three points A B C are observed upon with a theodolite a number of times. The angle A P B is found to be equal to $d_1 \pm E_1$, B P C to be $d_2 \pm E_2$, C P A to be $d_3 \pm E_3$. Shew how to find the most probable value of each of these angles and its probable error.	25

SYSTEM OF SURVEY, MICROMETER AND TRACK SURVEYS.

	No. of Marks.
1. Give a formula for calculating the longitude covered by a township side on a base line. Shew that the difference of length between the township side and the latitude circle of which it is the chord may be neglected in chain surveying.	30
2. Shew how the quantities in Table III of the Manual are derived from those in Table II.	30
3. Supposing that the intersection of the 10th Base Line with the 3rd Meridian has been placed in its tabular latitude by astronomical observation, what will be the latitude of the 8th Base Line as found from the former point by measuring south along the meridian 3,861 chains at an average height above the sea of 2,000 feet?	30
4. The latitude of a point is 52° and its longitude 103° . In what section, township and range is it, and what is its distance from the north and east boundaries of that section? (Longitude of Second Meridian = 102°).	30
5. Explain the construction and method of use of the Lugeol or divided object glass micrometer. Show that the distance of the object from a certain point is proportional to the reading of the micrometer screw, and that the error in distance caused by an error in this reading increases as the square of the distance.	30
6. If the angles of an exploratory traverse of a river be measured with a theodolite, and the distances determined with a micrometer, what astronomical observations can advantageously be made to serve as a check upon the work, and how can errors be best corrected by them?	30

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THEORY AND USE OF INSTRUMENTS.

	No. of Marks.
1. What is meant by the spherical and chromatic aberration of a telescope? How are these defects corrected?	25
2. How would you correct the reading when the vernier is either too long or too short? Give an example to illustrate.	25
3. Give three different methods to find the angular value of a revolution of the screw of the eye piece micrometer.	25
4. Give a description of the electro-chronograph, how connected with the astronomical clock. Give points of superiority of this contrivance in recording time when observing.	25
5. Give a brief description of the simple reflecting circle and the repeating reflecting circle. Show the points of superiority of these instruments over the sextant.	25
6. What is the zenith telescope? For what is it intended? How is it adjusted?	25
7. What instruments are used to ascertain the direction of the wind? Make a description of the best instrument you know of to determine the direction of the wind. Point out the superiority of the instrument you describe over others of different kinds.	25
8. Why should a thermometer be compared with a standard? How is such comparison made? Of what practical benefit is it to the observer to have the record of this comparison?	25

MINERALOGY AND GEOLOGY.

	No. of Marks.
1. What is mathematical crystallography, and what are the problems whose solutions it involves?	7
2. Define cleavage, tenacity, specific gravity and hardness. Give a scale of hardness.	7
3. Describe the dry process of analysing minerals. Oxidizing and reducing flames.	7
4. What are the principal economic ores found in Canada, and where are they known to be in largest quantity?	8
5. Give system, cleavage, hardness, specific gravity and chemical composition of the following minerals: antimony, molybdenite, calamine and apatite.	10
6. How would you ascertain if there is tin in a piece of ore?	7
7. What are the different ages in which is divided the history of the earth, with a few words of explanation on each of them?	8
8. Give the aqueous agencies modifying the shape of the earth. How? What are the results?	7
9. Make a sketch of the Dominion showing the carboniferous era.	7
10. Origin and causes of—volcanoes, mountain chains, faults, dykes and earthquakes.	7

TRIGONOMETRICAL LEVELLING.

	No. of Marks.
1. What is meant by trigonometrical levelling and with what instruments is it performed ?	15
2. The apparent zenith distance from the sea horizon as seen from the summit of a peak has been observed. Deduce a formula by which the height of the peak can be ascertained.	15
3. State the effect of the plumb line deviation on levelling operations.	15
4. How would you ascertain experimentally the number of beats of a pendulum in any given time ?	15
5. Shew how it is possible to ascertain the compression of the earth by experiments made with a pendulum.	15

MAGNETISM.

	No. of Marks.
1. Describe the dip circle, and explain how it is used. Shew how the effect of errors of balance of the needle, &c., is eliminated.	10
2. How is the magnetic declination determined ? What variations is it subject to ?	10
3. Explain, with formulæ, the method of determining total force with a deflecting magnet.	10
4. Describe the unifilar magnetometer. How is it used for determining horizontal force ?	10
5. How is the total force determined from the horizontal force ?	10
6. What advantage has the magnetometer over the dip circle provided with a deflecting magnet in determining total force ?	10
7. How is the dip in the magnetic meridian found from the observed dips of the needle in two planes at right angles to one another ?	10
8. Distinguish between British units and C. G. S. units of magnetic force. What is meant when the force is expressed in either of these units ?	10

Department of the Interior.

PART III.

NORTH-WEST TERRITORIES.

Department of the Interior.

PART III.

REPORT CONCERNING THE ADMINISTRATION OF THE NORTH-WEST TERRITORIES FOR THE YEAR 1892.

GOVERNMENT HOUSE,
REGINA, 16th January, 1893.

The Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report concerning the administration of the North-West Territories for the year 1892.

The abundant harvest which has again this year been vouchsafed to the Territories is a subject of sincere congratulation.

The quality of our grain has more than realized the most sanguine expectations, and the standard of wheat grown in the Territories is now in a remarkable manner attracting the attention of the markets of the world.

The stock-raising industry, in the west and elsewhere, has met with a no less degree of prosperity.

Since the date of my last report, the construction of the railway from Calgary to Macleod has been completed; a line of the Canadian Pacific Railway Company has reached the coal fields in the Souris District, where the new town of Estevan, the destined centre of a great mining population, has so rapidly sprung into existence. Work has also been commenced and is being pushed forward with activity upon the line entering the Territories in the south-east, which will join the main line of the Canadian Pacific Railway, and thus open up a highly important trans-continental route between the Mississippi Valley and the coast of the Pacific.

The importance of these new lines of railway, in developing the country and placing settlers in close proximity to available markets, can hardly be overestimated.

I have to report, with much satisfaction, the establishment of a Dairymen's Association for the Territories, which took place at Regina some months ago. This association is composed of men from all parts of the Territories, and its object is to stimulate an industry whose development must necessarily prove of great benefit to our farmers.

The dairy industry is, I am glad to state, making rapid strides amongst our population. Several creameries and cheese factories have been established during the year, and I understand a profitable market has been found to reward the enterprise of the promoters. There is an unlimited demand, with remunerative prices, always existing for butter and cheese of the first quality, and consequently no effort is being spared to establish the reputation of the dairy products of the Territories.

I am happy to report that the liquor license ordinance, which came into operation on the 1st May last, has, upon the whole, given general satisfaction, and that any apprehensions as to the evil effects likely to arise from the change in the law have not been realized.

After some months' experience of the working of the ordinance, amendments suggested themselves, as tending to make its provisions more effective and complete, which were embodied in an amending ordinance, passed in the session just closed.

Active measures are being taken, in co-operation with the agricultural and other societies, to secure as good a collection of exhibits as possible for the World's Columbian Exposition, to be held in Chicago in 1893. In the selection of such products as timber, cereals, minerals, grasses, fruits and vegetables, there is ample

opportunity for displaying the physical character and natural resources of the Territories. I have every reason to believe that the arrangements which are being made in this respect will ensure for our country the attraction and admiration of the visitors.

The Honourable Senator Perley has been appointed Commissioner to represent the Territories at the Exposition.

It is gratifying to be able again to report continued progress in educational matters in the North-West.

For the quarter ended 30th September, 1892, there were 249 schools in operation, with 295 teachers and 6,170 pupils; an increase of 27 schools, 28 teachers and 718 pupils as compared with the returns for the corresponding quarter of 1891.

During the year, 53 new school districts were established in various parts of the country, and petitions for the erection of a further 15 are now pending.

SESSIONS OF LEGISLATIVE ASSEMBLY.

The second session of the second Legislature opened on the 2nd day of August, 1892, and was prorogued by proclamation on the 1st day of September, 1892.

The third session of the second Legislative Assembly opened on the 7th and closed on the 31st day of December, 1892.

On the day preceding the opening of this third session, Mr. Cayley and the other members of the Executive Committee, who had been appointed prior to the close of the previous session, *vice* Mr. Haultain's Committee, resigned, tendered to me their resignations, which I accepted.

In compliance with the report of the Honourable the Minister of Justice dated the 29th September last, as embodied in the Order of His Excellency the Governor General in Council dated the 1st October, 1892, wherein attention was drawn to Ordinance No. 1 of 1891-92, respecting the Executive Government of the Territories, as being *ultra vires* of the Legislature, the Assembly have now repealed that ordinance and provided for the appointment by the Assembly of a Committee named the Executive Committee, to advise the Lieutenant-Governor in the expenditure of Territorial funds and such portions of any moneys appropriated by Parliament for the Territories as the Lieutenant-Governor is authorized to expend by and with the advice of the Legislative Assembly or of any Committee thereof.

The members selected and appointed by the Assembly to compose this Committee are:—Messrs. F. W. G. Haultain, member for Macleod; J. R. Neff, member for Moosomin; T. Tweed, member for Medicine Hat; and Hillyard Mitchell, member for Mitchell.

I have no doubt that my relations with the representatives of the Legislature thus appointed to advise me in matters of finance will be of the most cordial nature. I shall always deem it my duty to give careful consideration to their advice in relation to the expenditure of public moneys in the manner prescribed by the Assembly for the carrying on of the public service.

At the same session the various ordinances in connection with education were revised and consolidated, the principal change being the substitution of a Council of Public Instruction, composed of the members of the Executive Committee and four appointed members, two Protestants and two Roman Catholics, in place of the Board of Education. The system of distributing the Government grants to schools was slightly modified by increasing the main basis upon which the grant is paid from \$360 to \$420 and decreasing the grant for pupils in the higher standards from \$25 to \$18.

Legislation.

The following Ordinances were passed in the session held in the month of December last:—

1. An Ordinance respecting expenditure.
2. An Ordinance to amend chapter 14 of the Revised Ordinances, 1888, intituled "An Ordinance respecting bulls."
3. An Ordinance to encourage the planting of trees.

Department of the Interior.

4. An Ordinance to amend Ordinance No. 27 of 1891-92, intituled "An Ordinance respecting the protection of property."
5. An Ordinance respecting the holding of cemeteries in trust for religious bodies.
6. An Ordinance to amend and consolidate as amended the Ordinance to regulate the practice of dentistry in the North-West Territories.
7. An Ordinance respecting the assessment of railways.
8. An Ordinance respecting the Manitoba and North-Western Railway.
9. An Ordinance to incorporate the Roman Catholic Bishop of the Apostolic Vicariate of Saskatchewan.
10. An Ordinance to give Malcolm MacKenzie a certain status as a student-at-law.
11. An Ordinance to amend chapter 28 of the Revised Ordinances, 1888, intituled "An Ordinance respecting ferries."
12. An Ordinance respecting the veterinary profession.
13. An Ordinance granting further powers to the municipality of the Town of Calgary.
14. An Ordinance to amend chapter 45 of the Revised Ordinances, 1888, respecting exemptions from seizure and sale under execution.
15. An Ordinance to amend the Ordinances respecting the registration of births, marriages and deaths.
16. An Ordinance to amend Ordinance No. 16 of 1891-92, respecting fire districts.
17. An Ordinance to amend Ordinance No. 7 of 1890, respecting statute labour and fire districts.
18. An Ordinance to regulate public aid to hospitals.
19. An Ordinance to amend and consolidate as amended "The Game Ordinance" and amendments thereto.
20. An Ordinance to amend and consolidate as amended the Ordinances respecting agricultural societies.
21. An Ordinance respecting elections to the North-West Legislative Assembly.
22. An Ordinance to amend and consolidate as amended the Ordinances respecting schools.
23. An Ordinance to repeal an Ordinance respecting the Executive Government of the Territories.
24. An Ordinance to further amend Ordinance No. 5 of 1888, intituled "An Ordinance respecting the profession of medicine and surgery."
25. An Ordinance to amend chapter 29 of the Revised Ordinances, 1888, intituled "The Marriage Ordinance."
26. An Ordinance to further amend "The Judicature Ordinance" and amendments thereto.
27. An Ordinance to further amend chapter 8 of the Revised Ordinances, 1888, intituled "The Municipal Ordinance."
28. An Ordinance to amend "The Liquor License Ordinance, 1891-92."
29. An Ordinance to incorporate the Town of Macleod.
30. An Ordinance to amend and consolidate as amended chapter 32 of the Revised Ordinances, 1888, intituled "An Ordinance respecting keepers of livery, board and sale stables."
31. An Ordinance respecting public health.
32. An Ordinance to amend Ordinance No. 13 of 1889, intituled "An Ordinance to provide for the incorporation of butter and cheese manufacturing associations."
33. An Ordinance to legalize By-law No. 104 of the municipality of Indian Head, as amended by By-law No. 111 of said municipality.
34. An Ordinance to incorporate the Town of Whitewood.
35. An Ordinance to amend certain Ordinances.
36. An Ordinance to prevent the spread of noxious weeds.
37. An Ordinance to amend chapter 18 of the Revised Ordinances, 1888, respecting infectious and contagious diseases of domestic animals.

38. An Ordinance for granting to the Lieutenant-Governor certain sums of money to defray the expenses of the public service of the Territories for the seven months ending 30th June, one thousand eight hundred and ninety-three, and for other purposes relating thereto

APPOINTMENTS.

On the 1st July last, having considered it advisable to revise the existing list of Justices of the Peace in the North-West Territories, I cancelled all appointments of Justices of the Peace made in the Territories previous to 1st July 1892, excepting those Magistrates who on that date were residing outside the electoral districts mentioned in the schedule to chapter 22, Victoria 54-55, and the inspectors of the North-West Mounted Police Force. New commissions of the peace were issued on the same date to the Magistrates who were re-appointed, and additional appointments have since been made from time to time.

The following is a complete list of the Territorial appointments made since my last report:—

JUSTICES OF THE PEACE.

Name.		Address.
Henry LeJeune.....	Regina,	Assiniboia.
Hayter Reed.....	do	do
Dixie Watson.....	do	do
Richard Henry Williams.....	do	do
John Henry Charles Willoughby.....	do	do
Henry Willis Aylesworth.....	Pense	do
Charles Benjafield.....	Silton	do
Edward Carss.....	Carssdale	do
Matthew Henderson.....	Wascana	do
Thomas Edward Anderson.....	Longlaketon	do
Henry Cyril Lawson.....	Craven	do
Anthony Neville.....	Wascana	do
Robert Lowry Alexander.....	Moose Jaw	do
Seymour Noel de Puisage Green.....	do	do
Hugh Cherry Gilmour.....	do	do
Henry Dorrell.....	do	do
John James Porter.....	Boharm	do
John George Gagen.....	Dundurn	do
Thomas D. Watson.....	Moose Jaw	do
Lawrence King.....	do	do
William Carter Sanders.....	do	do
Jean Louis Legare.....	Willow Bunch	do
William Thomas Finlay.....	Medicine Hat	do
John H. Kern.....	Dunmore	do
John Dickson.....	Maple Creek	do
Neil McDonald.....	Swift Current	do
Asa M. McLane.....	Qu'Appelle Station	do
Joseph P. Beauchamp.....	do	do
Hartley Gisborne.....	do	do
Walter Byard Sheppard.....	do	do
John Robert Simon North.....	Edgely Farm	do
William Robert Bell.....	Indian Head	do
Frederick Stephen Proctor.....	Fort Qu'Appelle	do
Henry Hawksworth Hayward.....	Hayward	do
Harold J. Bonnycastle.....	Katepwe	do
John Redpath.....	Parklands	do
Joseph Hollis.....	Kutawa	do
Louis Couture.....	Touchwood Hills	do
Joshua Milligan.....	Wishart	do

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Name.	Address.
David John Cantelon.....	Lorlie Assiniboia
Samuel Chipperfield.....	Chickney do
James Balfour.....	Hill Farm do
Thomas Lyle Bray.....	Wolseley do
William Finlay.....	Moffatt do
Henry Oscar Partridge.....	Summerberry do
Richard Stuart Lake.....	Grenfell do
George Audley Edward Hyde.....	do do
Edward Fitzgerald.....	do do
Richard H. Skrine.....	do do
Thomas Bawden.....	Cotham do
David Graham.....	Broadview do
Joseph Taillefer.....	do do
Daniel Campbell.....	Whitewood do
Peter McLean Gillis.....	do do
Frank Huckerby.....	do do
John Burke.....	Fairmede do
John Kidd.....	do do
James Sumner.....	Sumner do
William Warner.....	Montgomery do
Edward Salisbury.....	Crescent Lake do
George Muddelle Hunt.....	Langenburg do
Henry Roberts.....	Churchbridge do
Barney Davidson Westman.....	do do
William Rowland.....	Riversdale do
James Nixon.....	Kinbrae do
William H. Minbinnick.....	do do
Robert Cumming McPherson.....	Bredenbury do
Thomas MacNutt.....	Saltcoats do
Arthur Birkby Dingwall.....	do do
William Maxwell Carment.....	Kamsack do
Ernest Challon Clark.....	Fort Pelly do
John Mann.....	Yorkton do
Nels Holer Neilson.....	do do
William Patrick Hopkins.....	do do
Joel Reaman.....	do do
William Eakin.....	Crescent Lake do
James Sharp.....	Armstrong's Lake do
Richard Chappelle.....	Moosomin do
Joseph Daniel.....	do do
Thomas Gilman.....	do do
Edward Gater.....	do do
William Moran.....	do do
Richard James Phin.....	do do
Alexander Smith Smith.....	do do
James Hobbs Young.....	do do
John James Butler.....	Wapella do
Hubert Blake.....	do do
Richard Blythe.....	do do
Farquhar Beaton.....	do do
Augustus Henry Rocan Bastien.....	Rocanville do
Thomas Moore.....	Dongola do
Alexander McArthur.....	Welwyn do
Ronald Stewart.....	do do
William Walter McDonald.....	Fleming do
James Humphrys.....	Cannington Manor do
Daniel François Boissevain.....	do do

Name.	Address.
Charles Edmund Phipps.....	Cannington Manor, Assiniboia.
Peter McLellan.....	Arcola do
James Montgomery.....	Lippentott P. O., Manitoba.
Samuel Spencer Page.....	Cannington Manor, Assiniboia.
William Watson.....	Dalesboro' do
James Blaikie Gibson.....	Alameda do
William Staples.....	Boscurovis do
Henry Cook Disney.....	Oxbow do
John Wesley Connell.....	Carnduff do
John Young.....	Carievale do
Robert Harkness Henderson.....	Winlaw do
Thomas Cope.....	Glen Ewan do
Samuel McGurk.....	Arcola do
James Leslie.....	Saskatoon, Saskatchewan.
Thomas Copland.....	do do
George J. Fisher.....	Batoche do
David Venne.....	do do
Charles Nolin.....	do do
Samuel Jackson.....	Kinistino do
Charles Frederick Young.....	Prince Albert do
Joseph Courtney.....	do do
John Charles McKenzie.....	do do
Angus McKay.....	Fort à la Corne do
Hugh Urquhart Bain.....	Prince Albert do
William Craig.....	do do
Louis Schmidt.....	do do
John E. Sinclair.....	do do
John Stewart.....	do do
Jean Baptiste Payette.....	Lac Vert, Prince Albert, do
Andrew Spence.....	Aaskana do
Alexander Stansfield.....	Red Deer Hill, Prince Albert do
Angus Cameron.....	Willoughby, do
Thomas McKay.....	Prince Albert do
Robert Wyld.....	Battleford do
Charles Michell Daunais.....	Battleford do
William James Scott.....	do do
Elliot Torrance Galt.....	Lethbridge, Alberta.
John Garnett.....	Macleod do
James Grier.....	do do
Albert Milton Morden.....	Pincher Creek do
James Delemere Lafferty.....	Calgary do
Frederick St. Stimson.....	do do
James Thompson.....	do do
James Walker.....	do do
Albert Edward Banister.....	Davidsburg do
William Edward Holmes.....	High River do
Thomas Harris.....	Harrisboro' do
Alexander McCrae.....	Sheep Creek do
Samuel William Shaw.....	Midnapore do
Victor Beaupré.....	Gleichen do
David McDougall.....	Morley do
Walton Haydon.....	Canmore do
Joseph Lake.....	Anthracite do
Leonard Crane Fulmer.....	Banff do
George Alexander Stewart.....	do do
Robert Pohlman Wood.....	Poplar Grove do
Arthur William Gillingham.....	do do

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Name.		Address.
Robert Wilkinson McLellan.....	Red Deer,	Alberta.
Isaac Gaetz.....	do	do
William Smythe Parker.....	Waghorn	do
Andrew Waterson.....	Holbrook	do
Thomas Taylor.....	Lac St. Anne, St. Albert	do
John Cunningham.....	St. Albert,	do
Henry William McKenny.....	do	do
Alexander Cameron.....	Sturgeon River	do
Alexander Hamelin.....	Lac la Biche	do
Peter Pruden.....	do	do
William Leslie Wood.....	Athabasca Lg.	do
George Sutherland.....	Sturgeon River	do
Roderick A. McKenzie.....	Beaver Lake, Edmonton	do
Matthew McCauley.....	Edmonton	do
John A. McDougall.....	do	do
John Cameron.....	do	do
Alexis O. F. Degagné.....	do	do
Francis Fraser Tims.....	Fort Saskatchewan	do
William R. Brereton.....	Pakan	do
John Carruthers.....	Buck Lake, Regina,	Assiniboia.
David Wilson.....	Balgonie	do
John Hurlburt.....	Caron	do
John Elliot.....	Moose Jaw	do
Joseph Waterworth Cafferata.....	Pense	do
Frank Johnston Reynolds.....	Medicine Hat	do
Robert Elliott.....	Davin	do
George Thompson.....	Indian Head	do
William Perkins.....	Blackwood	do
Samuel Charles Elkington.....	Fort Qu'Appelle	do
William R. Motherwell.....	Abernethy	do
Thaddeus Stimson Cornell.....	Pheasant Forks	do
George Campbell.....	Ellisboro'	do
Roger J. McConnell.....	Shebo Lake	do
Charles H. Sahlmark.....	Ohlen	do
William J. Dawson.....	Crescent Lake	do
Hugh Mowbray.....	Perley	do
Edwin H. Meadows.....	Langenburg	do
Arni Johnson.....	Churchbridge	do
Neil G. McCallum.....	Moosomin	do
James Hardy.....	Arrochar	do
Benjamin Branson Gilbert.....	Fleming	do
John McMillan.....	Dongola	do
Angus McIntosh.....	Abena,	Saskatchewan.
James Grant.....	Osler	do
William Hunter.....	Llewellyn	do
Hugh Rodger.....	Batoche	do
Patrice Tourond.....	do	do
Maxime Lepine, jr.....	do	do
George Drever.....	Green Lake, Prince Albert	do
John McAulay.....	Montreal Lake, Prince Albert	do
Alexander McDonald.....	The Pas, Prince Albert	do
George Taylor, jr.....	Brancepeth	do
William Millar, sr.....	Prince Albert	do
William Spencer.....	do	do
George Samuel Reid.....	do	do
Philip Turner.....	Coxby	do
Peter Turner.....	Glen Mary	do

Name.	Address.
Joseph Findlayson	Carlton Saskatchewan.
Alcide Legaré.....	Prince Albert do
Benjamin Prince.....	Battleford do
Thomas Fleming Macfarlane.....	do do
William McKay.....	Onion Lake do
Herbert Martin.....	Lethbridge, Alberta.
Arthur E. Harper.....	St. Mary's River do
Robert Evans.....	Macleod do
John W. Costello.....	Calgary do
W. B. Thorn.....	Gladys do
Alexander Lucas	Calgary do
Richard Graves MacDonnell.....	Cluny do
Robert A. Begg.....	Dunbow do
William Graham.....	Morley do
Lucius Quincy Coleman	Millward do
Daniel Mathiesson Ratcliffe.....	Cochrane do
Frank White	do do
John Cowan.....	Spring Bank do
William Duncan Kerfoot.....	Mitford do
Charles Taylor.....	Olds do
Aurele Caron	Sturgeon River do
Joseph Lamoureux.....	Ft. Saskatchewan do
Alfred Arcand.....	St. Albert do
Thomas Hutchings.....	Poplar Lake, St. Albert do
Louis Boissoneault.....	Egg Lake, St. Albert do
Frederick Henry Sache.....	Edmonton, do
Robert McKinnon.....	do do
Andrew E. Lang.....	Ft. Saskatchewan do
Alexander McNabb.....	Stony Plain do
Alexander Davidson.....	Belmont do
Andrew Mowatt.....	Belmont, Clover Bar do
Charles N. Garson.....	Pakan do
John Ross.....	Saddle Lake, Pakan do
Francis Fane	Beaver Lake, Edmonton do
Robert Logan.....	Edmonton do
William S. Edmiston.....	Clover Bar do
Thomas George Pearce.....	Ft. Saskatchewan do
Philip Ottewell.....	Clover Bar do
Joseph Callin.....	Whitewood, Assiniboia.
Ronald C. McDonald.....	Battleford, Saskatchewan.
Frederick George Fauquier.....	Maple Creek Assiniboia.
William E. Jones.....	Cote do
Azarie Garault.....	Batoche, Saskatchewan.
Louis Marion.....	do do
Theodore Theraux.....	Lake Muskeg do
Matthew V. Morrison... ..	Percy, Assiniboia.
Inspector A. C. Macdonnell.....	North-West Mounted Police.
do T. W. Chalmers.....	do do do do
James Taylor.....	Prince Albert, Saskatchewan.
Robert Meehan.....	Lebret, Assiniboia.
Joseph Norbert Brunet.....	File Hills do
William Frederick Meyers.....	Kinistino, Saskatchewan.
George Lewis	Fairmede, Assiniboia.
Herbert Hill.....	Sumner do
John King.....	Whitewood do
Thomas J. Pearson.....	do do
Emile Jannet.. ..	do do

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Name.	Address.
William Hodson.....	Broadview, Assiniboia.
William Trant.....	Cotham do
Thomas J. Irwin.....	Montgomery do
James Henry Boyce.....	Qu'Appelle Station do
John James Heaslip.....	Alameda do
William W. Smith.....	Carnduff do
Benjamin Burk.....	Gainsboro do
J. J. Saddler.....	do do
W. C. Coade.....	Workman do
Edward Coade.....	Carievale do
Christian Troyer.....	Oxbow do
E. Ohlen.....	Winnipeg, Manitoba.
James Hay Dickie.....	Carlyle, Assiniboia.
Edward P. Leacock.....	Estevan do
George Murdoch.....	Calgary, Alberta.
William B. Heath.....	Canmore do
Robert Insinger.....	Yorkton, Assiniboia.
Christian Hinck.....	Langenburg do
Heinrich Bothe.....	do do
J. H. Fraser.....	Qu'Appelle Station do
Henry A. Axford.....	do do
Arthur Webster.....	do do
John B. Davis.....	MacLean do
Thomas E. Donnelly.....	Indian Head do
Peter Dayman.....	Kenlis do
Inspector Macpherson.....	North-West Mounted Police.
Francis Lamoureux.....	Fort Saskatchewan, Alberta.
W. Braithwaite.....	Indian Head, Assiniboia.
John Doan.....	Pense do
T. O. Davis.....	Prince Albert, Saskatchewan.
James Hoey.....	St. Louis de Langevin do
J. B. Boucher, jun.....	do do
Robert Adams.....	Kirkpatrick do
David A. Purdy.....	Tregarva, Assiniboia.
Charles S. Willis.....	Theodore do
Magnus Begg.....	Gleichen, Alberta.
R. H. Grandy.....	Boscurovis, Assiniboia.
C. W. May.....	Saskatoon, Saskatchewan.
George F. Guernsey.....	Fort Qu'Appelle, Assiniboia.
W. Gerrond.....	Halero, Saskatchewan.
Inspector Howard.....	North-West Mounted Police.
do Baker.....	do
W. McKillop.....	Longlaketon, Assiniboia.
W. C. King.....	Cedar Lake do
H. McKay.....	The Pas, Saskatchewan.
G. W. West.....	Innisfail, Alberta.
J. D. Lauder.....	do do
W. Loughland.....	Coalfields, Assiniboia.
A. D. Gregson.....	Waghorn, Alberta.
J. C. Murray.....	Fort Pelly, Assiniboia.
Peter Talbot.....	Lacombe, Saskatchewan.
Griffin Fletcher.....	do do
J. E. Spence.....	Melfort do
J. Cooke.....	Pheasant Forks, Assiniboia.
J. Starling.....	Hill Farm do
J. Fleming.....	Wolseley do
W. Green.....	Moffatt do

Name.	Address.
E. Bolton.....	Saltcoats, Assiniboia.
J. Z. Cyr-Miquelón	Wetaskiwin, Saskatchewan.
John Creagh.....	Calgary, Alberta.
John W. McIntosh.....	Moose Jaw, Assiniboia.
E. H. Scott.....	Estevan do
Frederick James Boswell.....	Calgary, Alberta.
Samuel Taylor.....	Grenfell, Assiniboia.
Henry Sayer	do do
Samuel Fleming.....	Summerberry do
Alexander Kindred.....	Moffatt do
Alexander Sutherland	Wolseley do
Levi Thompson.....	Ellisboro' do
James Franks.....	Pheasant Forks, do
Owen E. Hughes.....	Prince Albert, Saskatchewan.
Charles Adams.....	Aaskana do
James B. Hawkes.....	Balgonie, Assiniboia.
John T. Stemshorn	Regina do
George F. Dunn.....	Moosomin do
William Logan.....	Wapella do
William McCorkell	Fleming do
William George Knight.....	Swift Current do
William Robert Tymms	Duck Lake, Saskatchewan.

NOTARIES PUBLIC.

Johu R. Costigan.....	Calgary, Alberta.
Ralph A. Stevenson.....	Moosomin, Assiniboia.
Henry Hickson	Saltcoats do
Edward A. C. McLorg.....	Moosomin do
Octave Régnier.....	Grandin, Saskatchewan.
George W. Greene.....	Red Deer, Alberta.
Edward L. Elwood.....	Regina, Assiniboia.
Douglas H. Cole.....	Moosomin do
Arthur C. Sutton.....	Calgary, Alberta.
Joseph H. Wrigley.....	Macleod do
George W. Brown.....	Regina, Assiniboia.
Donald H. McDonald.....	Fort Qu'Appelle do
Noble Dickie.....	Estevan do
William P. Hopkins.....	Yorkton do
Edward C. Emery.....	Edmonton, Alberta.
Woolnough Peel.....	Grenfell, Assiniboia.
Hugh A. Robson.....	Regina do
Edward P. Leacock.....	Estevan do

CORONERS.

Paul L. Royal.....	Edmonton, Alberta.
Alfred R. Turnbull.....	Moose Jaw, Assiniboia.
Lambert Watson.....	Yorkton do
Jacob S. Hicks.....	Red Deer, Alberta.
Thomas C. Spence.....	Kinistino, Saskatchewan.
David Low.....	Regina, Assiniboia.
George McDonald.....	Calgary, Alberta.
John G. Calder.....	Medicine Hat, Assiniboia.
John D. Higginbotham.....	Lethbridge, Alberta.
Samuel M. Fraser.....	North-West Mounted Police.

ISSUERS OF MARRIAGE LICENSES.

James Franks	Pheasant Forks, Assiniboia.
James W. Roscoe.....	Kinistino, Saskatchewan.

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Name.	Address.
George W. Greene.	Red Deer, Alberta.
Reuben A. Janes.	Calgary, do
Seymour Noel de Puisage Green.....	Moose Jaw, Assiniboia.
The Right Reverend The Lord Bishop of MacKenzie River, St. David's Mission.	Assiniboia.
Robinson Morris.....	Estevan, Assiniboia.
Jacob W. Dolmage.	Lacombe, Saskatchewan.

ADVOCATES ENROLLED.

Douglas Harington Cole	Moosomin, Assiniboia.
Arthur Clayton Sutton.....	Calgary, Alberta.
George Woolnough Peel.....	Grenfell, Assiniboia.
Joseph Henry Wrigley.....	Lethbridge, Alberta.
William James Nelson.....	Moose Jaw, Assiniboia.
Edward Lindsey Elwood... ..	Regina do
Hugh A. Robson.....	do do
Edward Corrington Emery.....	Edmonton, Alberta.
George Smith McCarter.....	Calgary do
Edward Arthur Craven McLorg.....	Moosomin, Assiniboia.
George William Brown.....	Regina do
Charles Farley Harris.....	Calgary, Alberta.
Reginald Rimmer	Regina, Assiniboia.
Henry Claud Lisle.	Edmonton, Alberta.

DENTISTS.

Thomas W. Lunn.....	Fredericton, N.B.
Richard B. O'Sullivan.....	Calgary, Alberta.

LETTERS PATENT OF INCORPORATION.

- The Reynoldton Milling and Elevator Company.
- The Western Soap Company.
- The Cardston Company.
- The Lethbridge Turf and Athletic Association.
- The Calgary Natural Gas and Prospecting Company.
- The Sarnia Ranching Company.
- The Marlborough and Carmel Threshing Company.
- The Regina Turf Company.
- The Wolseley Milling Company.
- The Balgonie Milling and Elevator Company.
- The Sintaluta Farmers' Elevator Company.
- The Indian Head Farmers' Elevator Company.
- The Moosomin Turf Club Company.

COMPANIES REGISTERED UNDER "THE COMPANIES ORDINANCE."

- The Canadian Pacific Loan and Investment Company, Limited.
- The Freehold Loan and Savings Company.

I append hereto a return of liquor permits issued by me during the year. The Liquor License Ordinance, 1891-92, came into operation on the 1st May, 1892, and the liquor clauses of "The North West Territories Act" were thereby repealed in so far as they applied to the several electoral divisions mentioned in the schedule to chapter 22, Victoria, 54-55.

I have the honour to be, sir,
Your obedient servant,
J. ROYAL,
Lieutenant Governor, N.W.T.

Return of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories during the Year, 1892.

PERMITS.	QUANTITY IN GALLONS OF EACH INTOXICANT IN EACH PERMIT.										TOTAL QUANTITIES.					REMARKS.	
	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whisky.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.		Porter.
61	1																
262	2																
26	3																
2	2																
56	4																
186	5																
7	6																
2	7																
2	8																
101	10																
1	12																
1	12																
3	15																
1	18																
1	16																
1	16																
17	17																
7	20																
1	24																
3	30																
2	1	1															
2	1	1															
1	1	1															
1	2	1															
6	2	5															
1	1	1															
1	1	1															
2	4	2															
1	5	5															
1	1	1															
11	2	2	2														
1	4	4															
1	2	2	6														
2	2	2	4														
1	3	3	6														
1	4	4	4														

RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—Continued.

PERMITS.	QUANTITY IN GALLONS OF EACH INTOXICANT IN EACH PERMIT.							TOTAL QUANTITIES.							REMARKS.		
	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.	Beer.	Porter.	Whiskey.	Brandy.	Wine.	Gin.	Rum.	Alcohol.		Beer.	Porter.
1							81								81		
1							20								20		
1							25								25		
3							26								78		
3							30								60		
33							32								1,056		
1							36								32		
1							40								160		
1							50								50		
2							60								120		
5							64								320		
1							100								100		
1								10								10	
1								20								20	
									3,377	167	3153	99	28	46	2,188	30	7,700 gals. Beer, N. W. M. Police Canteen.

RETURN of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, &c.—*Concluded.*

RECAPITULATION.

Spirits— Whiskey Brandy Gin Rum Alcohol Total Wine Beer Porter Grand total Beer for sale, limit, 4 per cent alcohol.....	Galls. 3,377 167 99 28 46 3,717 315½ 2,188 30 6,250½ 4,650	2,700 gallons Beer N.W.M.P. Canteen.
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Department of the Interior.

PART IV.

REPORT OF THE LIEUTENANT GOVERNOR OF KEEWATIN.

Department of the Interior.

PART IV.

REPORT OF THE LIEUTENANT GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,
WINNIPEG, 31st December, 1892.

The Honourable
The Minister of the Interior,
Ottawa.

SIR,—In making my closing Keewatin Report for 1892, I need not refer to the various subjects embraced in my communications to you during the year, further than to give the results of measures adopted for the Government of the District and to inform you generally upon matters affecting the welfare of its inhabitants.

While I am able to make to you the gratifying announcement that another year has passed with an entire absence of crime in the District, I have to express my great grief at the accidental death by drowning of my principal Justice of the Peace for the District, Horace Bélanger, Esq., J.P., Chief Factor of the Hudson's Bay Company, who, by his intimate acquaintance with the country, great knowledge of and influence with the Indians, and devotion to his duties, rendered me such efficient service in maintaining law and order throughout his sphere of influence in the District.

As regards epidemic and contagious diseases, I am pleased to be able to state that the epidemic of La Grippe, which, as I reported last December, had extended northward and north-eastward rather than north-westerly from here, has entirely spent itself, not, however, without having caused many deaths on the Keewatin shores of Lake Winnipeg, on the Nelson, Hayes and other rivers, and on the inland lakes of the district. Alarming reports of small-pox in the West and its actual presence in Manitoba caused me much concern, which was shared by the missionaries and others in Keewatin, and, in view of the reported absence of vaccination among the non-Treaty Indians of the District, led to my supplying vaccine points for use among the Indians, their use being rendered possible by the good offices of the Rev. Mr. Semmens, Superintendent of Wesleyan Missions in the District, and the skill of a Medical Missionary, Dr. R. Strath, who was on his way to Rossville, and from thence was provided with means for his transportation by canoe and boat to various other points in Keewatin.

The clauses of the Keewatin Act relating to intoxicants have been enforced, permits being issued only for sacramental or medicinal purposes, and upon the recommendation of the higher officers of the Hudson's Bay Company or of clergymen residing in the District.

The migration from the neighbourhood of a number of points on the sea-coast of the District to places more inland has continued, the cause being the same as reported by me to the Honourable your predecessor in office, viz., the diminution and in some cases complete destruction of the food supply of the coast Indians, which at certain seasons was mainly derived from the animals frequenting the mouths of the rivers and other places on the coast. These Indians are making new homes, in some cases among the Treaty Indians, but generally where fresh-water fisheries can be established and hunting-grounds reached; and in view of their future permanent location I have from time to time advised your Department of the results of test planting at various places in the District of northern hardy grains, roots and grasses; and in this connection I beg to call special attention to the height of land between the waters of Lake Winnipeg and of James' Bay, where alone in Keewatin are found

deciduous trees of the character of the soft maple, indicating a soil rich enough for gardens and fields and a climate which will admit of the growth of barley, oats, and in some places, northern wheat, nearly all of the ordinary vegetables, and a hardy variety of Indian corn, the location being within reach of hunting-grounds, and reported to be a favourite place for several varieties of northern deer and a good moose country. For more northern Indians I commend to your consideration, when deciding upon measures for their location and control, the sources of the Severn, Sachigo, Shamatawa and Hill Rivers, the latter, near Oxford House and Lake, being in some respects preferable, inasmuch as, forming part of the old York Factory route, it is on the line of such mail connections as the Hudson's Bay Company's packets afford, and would be less expensive for the transportation of supplies than other parts of the District I have mentioned. I am of opinion, however, that no separate treaty should be made with the Indians in question, but that instead they be given reservations near fishing lakes and streams, chosen especially with regard to the presence of soil for gardens, which is not, in that Laurentian formation, everywhere obtainable, and in a lesser degree having regard to their employment as Voyageurs, Trippers and Freighters in that difficult region.

Should the Indian Branch of your Department find no administrative or other difficulty in such a course, I would suggest the obtaining of their adhesion to Treaties Nos. 3 and 5; but as, at the initiation of our Indian Treaty system, I objected to their annual payments being made in money and have since had no reason to change my then expressed opinion, I would urge that in the somewhat exceptional case of the non-Treaty Indians of the District their payment be made only when they are about proceeding to their winter's hunt, and that then it should be entirely in such articles of European manufacture as may be chosen by the officers of the Indian Branch of your Department as being of most actual use to the Indians themselves. As fish has always been and will continue to be the staple food of the Swampy Crees of the District, and as their (the non-Treaty Indians') numbers are inconsiderable, and inasmuch also as they have not hitherto enjoyed the treaty privileges of their more southern Bands, I would ask that an extra annual allowance of twine and backing be granted them, and that their adhesion to one or other or both of the treaties mentioned should be marked by such distribution of presents as marked Treaty No. 1 and some of the following treaties.

With reference to the re-arrangement of the boundaries of the District, rendered necessary by the acceptance by all parties interested, of the north-west boundary of the Province of Ontario, as now defined by Imperial, Dominion and Provincial authority, I have to refer you to Memoranda, Maps and other information upon the subject furnished to the Honourable your predecessor, and to call your attention as well, with a view to its possible rectification, to a portion of the western boundary of the District, where its straight line, *i.e.*, "drawn due north from "the north end of the portage leading from the north end of Lake Winnipegosis "into Cedar Lake, known as the Cedar or Mossy Portage," about Long. 100 W., is departed from with no apparent advantage to the district in which the departure places it, while much inconvenience, trouble and added expense is caused the District of Keewatin by the difference of the provisions which relate to intoxicants and the increased difficulties in the administration of justice in the latter District.

I have the honour to be, sir,

Your obedient servant,

JOHN SCHULTZ,
Lieutenant Governor of Keewatin.

Department of the Interior.

PART V.

ROCKY MOUNTAINS PARK.

Department of the Interior.

PART V.

REPORT OF SUPERINTENDENT OF ROCKY MOUNTAINS PARK.

ROCKY MOUNTAINS PARK,
BANFF, December 26th, 1892.

Hon. T. MAYNE DALY,
Minister of the Interior, Ottawa.

SIR,—I have the honour to report on the works of construction and other matters of interest connected with the Rocky Mountains Park for the past season.

Roads.

My report of last year brought the works down to the end of October, at which time the road to Anthracite was under construction.

To make this road passable before winter was a matter of some importance, as the road then in use, known as the old Tote road, was not at all safe, from its proximity to the railway and its liability to destruction from freshets on the Cascade River, through the valley of which it lay.

As soon therefore as the new road could be made passable in November last, the works were suspended for the winter, heavy frost and snow setting in soon after. A few men, however, were occasionally employed during the winter in keeping the culverts open to allow the surplus water to pass off without flooding the roads.

The work was resumed again early in April, near Anthracite, where it was left in the previous autumn in an incomplete state. The road being on a gravelly bed, no difficulty was experienced from frost, but after its completion the work had to be again suspended as the frost was still in the ground in other places requiring labour to be done.

The work was resumed again in May, and a small force was kept on till the middle of June, when the whole road to Anthracite was completed.

This work was not finished any too soon, as the water in the Cascade River rose immediately afterwards, flooded the valley and destroyed the bridges on the old road, leaving it quite impassable.

The construction of this new road to Anthracite had been advocated on the ground of the dangerous position of the old one, and the late experience of this flood fully confirms the opinions then formed.

In July the work on Sundance Avenue was resumed and continued on through the summer months. This road opens up one of the most interesting points in the Park, but which heretofore could only be reached with much difficulty even by persons knowing the proper direction to take to get there. A good carriage road now leads to the mouth of the cañon.

The interest of this spot consists in the waters of the Sundance Creek being forced down through a gorge in the rocks some two hundred feet in depth, the side walls being very irregular with heavy masses of overhanging rock, the stream itself being thrown into a succession of cascades tossed from side to side and bounding from rock to rock in its wild descent.

The means of access up through the gorge is at present very trying to the head and limbs, but it is proposed to make a pathway next summer that will enable pedestrians to explore and examine the beauties of this interesting spot without difficulty or danger.

The usual repairs were made on the roads during the spring and summer, such as clearing away the fallen rocks, repairing damages caused by freshets, &c. Several paths were constructed also, leading to points of attraction, and rustic seats placed there.

Timber.

As usual each year, after the regular work has been stopped by the frost, a certain amount of clearing away of dead and fallen timber on the sides of the roads has been done, and permits have been granted for the cutting and removal of poles which are shipped to the prairies for fencing purposes.

Fires.

No fires have occurred in the Park during the past year. This is partly owing to the late spring and frequent showers during the summer and partly to the removal of a quantity of dead timber each year.

Cave and Basin.

Early last spring some improvements were made at the Cave and Basin. The natural rock floor of the basin had gradually become worn down by the action of the flowing water for the last five years, leaving the surface rough with projecting pieces of rock which proved injurious and hurtful to the bathers, besides increasing the depth of the pond.

I remedied both difficulties by filling in about a foot in depth of good clean rounded gravel, which makes a cheap and most efficient floor, and which can be removed at any future time if required. A water closet was also constructed at the basin building and the water pipes arranged to make it self-cleansing.

Hay Crop.

The meadows of the Park as usual produced a good crop of hay, notwithstanding the overflow of the river, which irrigates them, remaining higher during the summer than in some of the previous years. There is no longer any question as to the value of these meadows.

The crop is let annually by competition to the highest tenderer.

Visitors.

It was expected that the usual increase of visitors to the Park during the past year would be realized and the early part of the summer presented every indication that such would be the case, but unfortunately the small-pox found its way to Victoria and other parts of the Pacific coast in the month of July and the panic caused thereby told at once on the travelling public.

Prompt action was taken here to prevent it from getting a foothold in this vicinity, and these measures proved effective, as no case appeared in the Park, but it no doubt passed through on the railway, as several cases appeared at Calgary, where every means were taken to isolate it and confine it to that locality.

These and the like quarantine measures taken at the coast had the effect of cutting off the traffic from the Park on both sides.

The uneasiness caused by the existence of small-pox in British Columbia and Alberta was used most effectually by the managers of the rival transcontinental roads in the United States to divert traffic from the Canadian Pacific Railway to their own roads, and the extent and violence of the epidemic in Canada were much exaggerated for that purpose. I ascertained also that many persons who contemplated coming to Banff had postponed their visit till next year in order to take in the Exposition at Chicago at the same time.

Although these causes combined to reduce the number of visitors this year as compared with last year, still the number exceeded those of any year previous to that, and there is no reason to doubt the increasing popularity of the Park as a resort for health and pleasure.

Department of the Interior.

Future Requirements.

The reputation of the Park is now becoming world wide. The beauties of its scenery, the healing powers of its springs and the salubrity of its atmosphere are known and recognized in the four quarters of the globe. Representatives from all parts visit the place annually, and no expression of disappointment has yet been heard as to the natural advantages of the Park, with the exception perhaps of the enthusiastic sportsman, who thinks that his interests are not sufficiently considered.

In my annual report for 1889, I referred to this matter and suggested the extension of bridle roads up through the several valleys leading from the Bow River at the heads of which are small lakes containing immense quantities of fish.

These bridle roads could be constructed cheaply and be quite sufficient for the pack horses carrying the outfits of tourists and sportsmen. A recommendation made by the late W. F. Whiteher in his report on the game and fish of the Park in 1886 is worthy of consideration. This consisted in the construction of a dam on the stream discharging from the Devils Head Lake (Minniwanka) and thereby raising the water of the lake and flooding the adjacent low grounds, and forming ponds and lakelets for the resorts and safety of the smaller fish of the lake which are preyed upon and destroyed by the larger fish in the open water.

This dam could be built cheaply, and besides tending to the preservation of the smaller fish, would improve the navigation of the lake, by enabling the steam yacht smaller plying thereon to approach the shore without the extensive wharf that is now necessary, and which is damaged each spring by the action of the ice.

The stocking of the small streams within the Park with a variety of fish from some of the hatcheries in the Dominion is also a matter of great importance and would remedy the one defect that is complained of in the many attractions of the Park.

The customary Meteorological Tables are appended.

I have the honour to be, sir,

Your obedient servant,

GEO. A. STEWART,

Superintendent.

ROCKY MOUNTAINS PARK.

READINGS of the Thermometer and general state of the Weather as taken at Banff, N.W.T., between 1st November, 1891, and 30th June, 1892.

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1891.	o	o	o		1891.	o	o	o	
Nov. 1.	6.0	31.5	30.0	Fair.	Nov. 15.	-10.0	7.0	-17.1	Fair.
do 2.	27.8	42.5	38.2	Cloudy.	do 16.	-20.0	6.8	10.5	do
do 3.	30.0	39.5	38.5	do	do 17.	-7.2	21.5	24.2	do
do 4.	32.2	53.8	42.0	do drizzle.	do 18.	8.0	33.5	29.5	Cloudy.
do 5.	36.8	38.2	38.8	do do	do 19.	21.8	33.8	33.2	do
do 6.	34.2	39.8	27.8	Overcast, snow.	do 20.	30.5	28.5	10.5	Snow 5 inches.
do 7.	21.8	35.8	29.0	Fair.	do 21.	-13.8	21.5	24.2	Fair.
do 8.	26.5	36.8	33.2	do squally.	do 22.	22.5	37.5	36.2	Cloudy.
do 9.	38.2	41.0	28.8	Overcast, snow.	do 23.	32.0	38.5	33.8	Fair.
do 10.	9.0	16.0	11.0	Fair.	do 24.	33.2	38.0	34.8	Cloudy.
do 11.	1.0	28.8	10.2	do	do 25.	34.5	38.0	36.0	do
do 12.	-6.0	10.2	5.2	do	do 26.	39.8	43.8	36.8	do
do 13.	-4.8	24.0	14.0	do	do 27.	29.5	36.0	24.5	Fair.
do 14.	4.8	22.2	10.8	do	do 28.	18.8	35.5	36.0	do

READINGS of the Thermometer and general state of the Weather, &c.—Continued.

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1891.					1892.				
Nov 29.	25.0	41.0	38.5	Cloudy.	Jan. 30.	21.0	22.0	4.2	Fair.
do 30.	27.5	36.2	31.2	Fair.	do 31.	— 1.0	27.2	8.0	do
Dec. 1.	24.5	28.0	21.0	Cloudy.	Feb. 1.	— 1.5	19.8	0.0	do
do 2.	17.8	30.2	22.0	do	do 2.	— 12.8	14.0	22.8	do
do 3.	8.5	23.8	13.8	Fair.	do 3.	— 4.8	23.8	15.2	do
do 4.	4.0	16.5	4.2	do	do 4.	— 4.0	20.5	5.0	do
do 5.	— 9.0	11.5	— 0.5	do	do 5.	— 9.0	26.5	15.0	do
do 6.	— 1.8	20.5	22.2	Cloudy.	do 6.	— 3.2	28.2	10.5	do
do 7.	22.0	25.8	22.8	Snow 6 inches.	do 7.	4.2	27.0	15.0	do
do 8.	24.0	35.8	28.2	Cloudy.	do 8.	— 4.0	26.2	24.5	Cloudy.
do 9.	18.2	27.0	16.0	Snow 2 inches.	do 9.	22.5	30.0	26.2	do
do 10.	14.2	29.5	28.8	Fair.	do 10.	35.0	44.5	41.8	Fair.
do 11.	28.9	33.8	36.5	do	do 11.	34.5	28.2	— 4.2	Cloudy.
do 12.	33.2	31.5	20.9	Snow 19½ inches.	do 12.	— 7.8	3.0	— 12.0	Snow 4½ in., squally.
do 13.	14.0	30.0	30.0	Fair.	do 13.	— 7.2	1.0	— 13.0	Cloudy.
do 14.	16.8	30.0	29.0	do	do 14.	— 17.8	20.0	16.0	do
do 15.	29.0	39.0	37.5	do	do 15.	6.2	28.0	31.2	do
do 16.	39.8	42.2	43.8	do	do 16.	29.0	31.2	— 3.8	do Squally, snow.
do 17.	39.8	39.0	37.5	Cloudy.	do 17.	— 6.5	13.2	3.0	Fair.
do 18.	13.8	26.0	18.5	Fair.	do 18.	— 10.8	13.0	4.0	Overcast, light snow.
do 19.	17.5	31.5	16.5	Cloudy.	do 19.	— 10.8	14.2	6.0	Fair.
do 20.	14.8	26.5	24.5	Fair.	do 20.	10.0	33.8	32.2	Cloudy.
do 21.	8.8	23.8	24.0	do	do 21.	24.5	41.0	29.8	Fair.
do 22.	21.0	24.5	22.2	Snow.	do 22.	26.8	38.8	34.0	Cloudy.
do 23.	8.0	12.0	4.5	Cloudy.	do 23.	18.0	39.5	20.0	Fair.
do 24.	— 30.0	— 13.2	— 1.0	Fair.	do 24.	10.2	37.8	24.0	do
do 25.	— 19.5	10.0	11.0	Cloudy.	do 25.	7.0	40.0	30.0	Cloudy.
do 26.	6.8	15.2	13.0	do snow.	do 26.	25.0	36.8	31.0	Overcast, light snow.
do 27.	12.5	25.5	20.5	do	do 27.	13.0	33.2	21.5	Fair.
do 28.	19.0	24.5	20.0	do	do 28.	7.2	38.5	25.0	do
do 29.	14.5	18.5	12.8	do snow 3 inches.	do 29.	20.2	36.8	23.5	do
do 30.	— 7.8	— 0.2	— 3.0	Fair.	Mar. 1.	15.5	38.2	17.8	do
do 31.	10.0	18.0	12.0	do	do 2.	7.5	37.8	25.0	do
1892.					do 3.	12.0	40.2	38.2	do
Jan. 1.	9.5	23.2	8.8	Cloudy, squally.	do 4.	29.8	39.8	33.0	Cloudy.
do 2.	14.0	30.2	28.2	Snow.	do 5.	27.5	38.0	35.8	Fair.
do 3.	18.8	27.0	19.5	Fair.	do 6.	35.2	45.0	41.0	Cloudy.
do 4.	8.0	20.8	10.0	do	do 7.	38.0	47.8	38.5	do rain.
do 5.	— 9.5	14.0	10.2	do	do 8.	26.0	31.2	24.5	Fair, showers.
do 6.	2.8	20.8	9.0	do	do 9.	10.2	34.8	35.0	do
do 7.	— 5.0	10.5	9.8	Cloudy.	do 10.	36.2	51.0	47.2	do
do 8.	3.8	10.8	4.2	Overcast.	do 11.	44.5	46.5	45.0	do
do 9.	— 19.0	— 12.0	— 23.0	Fair.	do 12.	33.8	35.0	28.2	do
do 10.	— 33.0	1.2	— 4.8	do	do 13.	20.2	31.0	19.0	Cloudy.
do 11.	7.0	0.5	— 1.0	do	do 14.	13.8	34.5	18.0	do
do 12.	— 8.2	3.5	18.8	do	do 15.	8.8	34.0	24.0	Fair.
do 13.	14.2	27.2	13.8	do snow, 7 a.m.	do 16.	12.0	47.5	30.0	do
do 14.	— 16.2	9.0	8.5	do	do 17.	16.2	47.8	27.8	do
do 15.	— 8.0	4.2	2.5	do	do 18.	13.8	34.5	18.0	do a.m.; overcast, p.m.
do 16.	— 4.0	3.5	2.0	Cloudy.	do 19.	8.8	34.0	24.0	do
do 17.	— 9.8	— 3.5	1.2	Fair.	do 20.	12.0	47.5	30.0	do
do 18.	7.0	33.8	33.5	do squally.	do 21.	16.2	47.8	27.8	do
do 19.	24.0	31.2	27.5	do	do 22.	26.0	45.0	31.0	do
do 20.	24.8	29.5	26.5	Cloudy, squally.	do 23.	25.2	41.0	32.2	do
do 21.	27.8	30.8	31.0	Fair, squally.	do 24.	30.0	37.5	28.8	Cloudy.
do 22.	31.2	42.0	38.5	do	do 25.	26.5	36.0	24.8	do
do 23.	28.8	39.0	33.0	do	do 26.	11.2	36.0	26.0	Fair.
do 24.	18.0	35.0	22.5	do	do 27.	17.0	36.8	34.0	Cloudy.
do 25.	9.8	28.8	9.8	do	do 28.	27.0	35.8	34.2	Overcast.
do 26.	4.2	29.5	26.5	Overcast.	do 29.	24.8	39.8	31.5	Cloudy.
do 27.	23.0	32.0	25.2	Fair.	do 30.	20.2	38.0	26.5	do snow 1½ inches.
do 28.	20.0	28.0	26.0	Cloudy.	do 31.	13.0	36.2	25.0	Fair.
do 29.	22.8	29.5	33.5	Snow 5 inches.	Apr. 1.	12.0	37.2	23.0	Cloudy.
					do 2.	21.0	37.0	27.0	do
					do 3.	15.2	40.0	30.0	do

Department of the Interior.

READINGS of the Thermometer and general state of the Weather, &c.—*Concluded.*

Date.	Temperature.			Weather.	Date.	Temperature.			Weather.
	7 a.m.	2 p.m.	9 p.m.			7 a.m.	2 p.m.	9 p.m.	
1892.	o /	o /	o /		1892.	o /	o /	o /	
Apr. 4.	20.8	42.8	37.2	Fair.	May 18.	29.2	55.2	32.0	Fair.
do 5.	32.8	43.2	31.8	Cloudy, snow 1½ inches.	do 19.	30.0	56.2	34.0	do
do 6.	26.2	28.5	21.5	Overcast, snow 6 inches.	do 20.	31.2	64.5	43.0	do
do 7.	4.0	30.0	11.5	Fair.	do 21.	38.8	73.0	53.2	do
do 8.	4.8	37.2	24.5	do	do 22.	39.8	64.0	48.0	do
do 9.	20.2	41.5	36.0	Cloudy.	do 23.	31.2	65.0	45.2	do
do 10.	34.2	40.2	27.5	do squally.	do 24.	33.8	64.8	56.0	do
do 11.	23.2	32.2	19.0	do do	do 25.	42.2	67.0	52.2	do
do 12.	15.8	37.2	28.8	Fair.	do 26.	45.0	56.5	45.2	do
do 13.	26.2	42.0	30.0	do	do 27.	40.2	47.0	44.0	Cloudy, rain in even'g
do 14.	16.2	49.2	36.8	do	do 28.	33.2	48.8	38.5	do do
do 15.	36.8	44.2	28.5	do	do 29.	36.0	53.2	40.8	Overcast.
do 16.	25.0	38.2	21.5	Overcast, snow.	do 30.	34.2	51.2	40.0	Fair, showers.
do 17.	27.8	42.0	31.8	Cloudy.	do 31.	34.0	52.2	39.8	do
do 18.	29.8	43.8	30.5	Fair.	June 1.	32.2	42.0	34.0	Cloudy.
do 19.	20.0	46.0	29.5	do	do 2.	34.2	41.5	36.2	do
do 20.	19.5	52.5	29.2	do	do 3.	35.8	54.2	38.0	Fair.
do 21.	23.5	56.0	31.0	do	do 4.	31.0	56.2	46.0	do showery.
do 22.	26.2	54.0	36.8	do	do 5.	42.2	61.0	48.8	do
do 23.	32.8	43.0	37.2	Overcast, showers.	do 6.	40.0	54.0	48.0	Cloudy.
do 24.	35.0	43.2	35.5	do do	do 7.	39.0	56.8	39.8	Fair.
do 25.	34.2	35.5	31.8	do rain 1¼ in.	do 8.	38.2	58.2	42.5	do
do 26.	28.8	35.2	27.8	do do	do 9.	38.2	68.2	48.5	do
do 27.	17.2	32.8	22.0	Cloudy.	do 10.	38.2	68.0	46.0	do
do 28.	19.0	31.8	21.8	do squally, rain.	do 11.	42.8	64.2	50.0	do
do 29.	19.2	29.0	24.0	Overcast, squally, rain and snow.	do 12.	47.0	65.0	47.8	do
do 30.	21.2	28.5	24.8	do do do	do 13.	42.8	71.0	48.8	do
May 1.	19.8	35.2	28.0	Fair.	do 14.	40.0	67.0	46.2	do
do 2.	25.2	46.0	29.2	do	do 15.	45.0	71.0	49.8	do
do 3.	26.2	49.0	30.8	do	do 16.	50.0	70.8	52.5	do
do 4.	27.0	42.2	33.5	Overcast, squally, snow	do 17.	40.0	66.0	51.2	do
do 5.	24.2	31.0	27.8	do squally, snow and rain.	do 18.	41.0	59.8	48.0	do
do 6.	22.5	29.8	26.5	Cloudy, rain.	do 19.	40.0	50.0	46.0	Cloudy, showery.
do 7.	23.0	39.0	27.2	Fair.	do 20.	36.0	54.0	40.0	do rain.
do 8.	23.2	43.8	28.5	do	do 21.	32.8	50.2	38.2	do drizzle.
do 9.	24.8	48.0	38.2	Cloudy, squally.	do 22.	40.2	58.8	44.2	do rain and snow in a.m.
do 10.	35.0	44.0	36.2	Fair.	do 23.	38.2	40.0	41.2	do rain, snow a.m rain p.m.
do 11.	32.2	43.2	31.8	do	do 24.	35.0	68.0	51.2	Fair.
do 12.	31.2	51.0	36.0	do	do 25.	44.2	75.2	58.0	do
do 13.	31.5	51.8	40.0	do showery.	do 26.	50.0	73.0	58.2	do
do 14.	36.2	56.8	34.2	do	do 27.	46.0	77.8	59.8	do
do 15.	31.0	63.0	42.0	Cloudy, squally.	do 28.	44.2	79.5	61.0	do
do 16.	26.2	52.0	36.0	Fair.	do 29.	48.2	81.0	60.5	do
do 17.	30.0	59.8	40.0	do showery.	do 30.	46.8	83.8	65.4	Fair, thunder-storm and rain in evening.

GEO. MACLEOD,
Observer.

BANFF, November 17th, 1892.

EXPENDITURE ON WORKS.

On what expended.	Amount.
	\$ cts.
Roads	3,650 81
Buildings	13 50
Surveys	7 00
Bridges	83 00
Cave and basin	215 93
Waterworks	203 50
Contingencies	225 81
	4,399 55

GRAND VIEW HOTEL.

VISITORS during the Year ending 31st October, 1892.

Where from.	Number.
Canada	377
Great Britain	6
United States	58
China	2
Japan	2
	445

BEATTIE'S HOTEL, BANFF.

VISITORS for the Year ending 31st October, 1892.

Where from.	Number.
Canada	240
United States	15
Great Britain	5
	260

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SANTARIUM.

VISITORS during the Year ending 31st October, 1892.

Where from.	Number.
Canada.....	2,025
England.....	71
United States.....	154
China.....	11
Italy.....	1
South Africa.....	1
Denmark.....	1
France.....	3
India.....	3
Japan.....	5
Belgium.....	1
Australia.....	3
New Zealand.....	2
	2,281

CANADIAN PACIFIC HOTEL, BANFF.

FROM 6th May to 15th October, 1892.

Where from.	Number.
United Kingdom.....	442
Canada.....	747
United States.....	1,063
India.....	10
Australia and New Zealand.....	38
China.....	64
Japan.....	25
Germany.....	7
France.....	5
Italy.....	2
Mexico.....	1
Corea.....	2
Sandwich Islands.....	1
Switzerland.....	1
	2,408

CAVE AND BASIN.

NUMBER of Persons registered from the 1st November, 1891, to 31st October, 1892.

Where from.	Number.
Canada	2,509
United States	1,173
England	344
Scotland	58
Ireland	17
India	13
Belgium	2
China	34
Australia	18
Japan	15
Wales	5
Germany	7
Holland	2
France	1
	4,198

Department of the Interior.

PART VI.

REPORTS

OF

EUROPEAN, CANADIAN, AND AMERICAN

IMMIGRATION AGENTS.

Department of the Interior.

PART VI.

REPORTS OF EUROPEAN AGENTS.

No. 1.

REPORT OF SIR CHARLES TUPPER, BART., G.C.M.G., C.B., HIGH COMMISSIONER FOR CANADA.

17 VICTORIA STREET,
LONDON, S.W., January, 1893.

The Honourable
The Minister of the Interior,
Ottawa.

SIR,—As the control of matters appertaining to immigration has, since my report for 1891, passed from the Department of Agriculture to the Department of the Interior, I have the honour to address my report to you for the year ending on the 31st ultimo.

1. I inclose the reports of the Agents of your Department in Great Britain, namely, Mr. John Dyke, of Liverpool; Mr. Thomas Grahame, of Glasgow; Mr. Thomas Connolly, of Dublin; Mr. Henry Merrick, of Belfast; and Mr. J. W. Down, of Bristol.

2. These reports need no comment from me: they speak for themselves. They contain valuable information relating to emigration to Canada during the past year, and to the probability of an increased movement in the direction of the Dominion in the future.

DUTIES OF AGENTS.

3. As I have explained in previous reports, the duties of these gentlemen were originally chiefly limited to the dissemination of information respecting the different Provinces of the Dominion, and to stimulating enquiry in reference to emigration to Canada. I have no hesitation in saying that considerable success has attended their endeavours in the past; and that it is owing not a little to their exertions, that Canada occupies the position to-day of being the best known of the out-lying portions of the Empire.

4. You will be aware that in all our pamphlets prominence is given to the Government agencies, and to the desirability of intending emigrants consulting the agents, personally or by letter, before finally deciding upon emigration. In the advertisements that are issued the existence of the agencies is also prominently announced; and in every post office in the United Kingdom a hand bill is prominently displayed giving similar information. Every one, therefore, who desires information about Canada, is able to obtain it from gentlemen, who, from their knowledge of Canada, and experience in all matters relating to the country, are in the highest degree qualified to supply the necessary particulars. It is needless to say that their advice and counsel are eagerly availed of, and that they annually receive an increasing number of letters, and personal inquiries. The public naturally look upon the Government representatives as more disinterested in the advice they give, than agents of the steamship and railway companies.

ADVERTISING.

5. I shall be referring, later on, to the general question of advertising, but I may say, in passing, that a Government advertisement appeared in the early part of last year in all the leading papers in the different districts of the United Kingdom; and that, during the last two months, advertisements have been inserted in every suitable paper in the United Kingdom, calling attention to the Government agencies, to the official pamphlets that are issued, to the many advantages the Dominion offers to settlers, and to the fact that information respecting the country may be obtained through the channels I have mentioned free of charge.

USEFULNESS OF AGENCIES.

6. The usefulness of the agencies has, however, in recent years, much increased. The agents are now applied to, not only in connection with emigration, but respecting commercial matters; and they are also utilized to an increasing extent by gentlemen engaged in journalism and in literary avocations, as well as by lecturers. It naturally follows, as Canada becomes more widely known, that there is an increasing demand for information, and I have reason to believe that the services of your agents, in these directions, are much appreciated.

7. Then again, the offices are used to a greater extent every year by Canadians who are travelling on business or on pleasure, and mention is frequently made to me personally, and also in the columns of the Dominion press, of the assistance the agents are able to render in such cases.

8. Now that immigration matters are being dealt with in a more systematic manner; and, (what is equally important) there is a disposition to spend more money than hitherto in obtaining publicity for the advantages of Canada, and the attractions it offers to settlers; I venture to think that the services of the agents will be even more valuable to Canada in the future than they have been in the past, both in relation to emigration and in bringing about an extension of trade between Canada and Great Britain. This last named matter has engaged their attention to a considerable extent in the past few years and the result is seen in the satisfactory trade returns of 1891-2, with which I am dealing at length in another report. The prosperity of Canada naturally draws attention to its commercial and other resources, and, therefore, the extension of its trade, and our efforts in that direction are advantageous from an immigration as well as from a business standpoint.

SUPERVISION.

9. The agencies are under my constant supervision, subject to your directions and I am in continual correspondence with the agents, besides having occasional interviews with them.

HIGH COMMISSIONER'S OFFICE AND EMIGRATION.

10. In addition to the many other duties attached to my office, there is a special department for dealing with all matters connected with emigration, and the carrying out of the policy of the Government in this respect, so far as the United Kingdom and the Continent are concerned.

11. The correspondence that has led to the display of maps of Canada, and the use of our pamphlets as readers in the schools of the United Kingdom, was initiated by me; and the best methods of securing publicity for the Dominion are matters that are always before me. The letters received and written in the emigration department of my office number many thousands yearly, apart from the correspondence that is dealt with by the various agents; and there is a large personal enquiry. I mention these facts to show that there is a constant and complete supervision over all the agencies, and our emigration propaganda, exercised by me, and that my office takes a direct and important part in the work of stimulating emigration in the direction of Canada.

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NEWLY APPOINTED AGENTS.

12. The new agents you have appointed in Scotland, Mr. W. G. Stuart, of Inverness, and Mr. P. Fleming, of Dundee, commence their duties on the 1st February next. They seem to possess unusual qualifications for the positions and will be able to usefully supplement the work that is done by the present agent at Glasgow. I am in communication with them, making arrangements to utilize their services to the utmost extent, and have no doubt the experience and knowledge they will bring to bear in the performance of their duties will be to the interest of Canada. The same remarks apply to the appointment of Mr. Ernest Wood, from Manitoba, who will make his headquarters at Birmingham, and devote his attention to the midland counties.

LIBRARY AND READING ROOM.

13. The library and reading room attached to my office is largely attended by Canadians, by persons contemplating emigration, and by journalists and literary men desiring information about commercial and other matters that may be engrossing attention. We have a large and increasing collection of books, statutes, sessional papers and official documents; as well as other works relating to the history, geography and progress of the Dominion; and directories and works of reference. All the leading newspapers are also kept on file, and it is a pleasure to me to notice that this department of my office is becoming increasingly popular every year.

HIGH CLASS OF EMIGRANTS.

14. The quality of the emigration that has taken place to Canada, during the last few years, is a subject for congratulation. Our efforts have been restricted to encouraging the emigration of persons with capital to invest in the various industries of the Dominion; farmers and other persons with means, wishing to follow agriculture; farm labourers and domestic servants; and our endeavours have, I believe, been successful. Large numbers of enquiries have been and are received from mechanics, general labourers and navvies, but these classes are not encouraged to go out, unless proceeding to join friends already in the country, or in cases where promises of employment have been received.

NO PAUPER EMIGRATION.

15. I can safely say that there is no pauper emigration to the Dominion. The workhouses are not allowed to spend a penny for the encouragement of emigration of any kind without the approval of the Local Government Board being obtained, and that department never gives its assent to any expenditure without submitting full details of the cases to me, asking whether I am prepared to recommend the cases submitted. In the majority of applications, I withhold my consent, and it is only in exceptional circumstances that my approval is given.

JUVENILE EMIGRANTS.

16. The emigration of children is also largely under official control, especially from workhouses or other public institutions. The Local Government Board insists that none but those who can pass a satisfactory medical examination shall be allowed to go; and no emigration of the kind is authorized unless the institution taking charge of the children has homes both in Great Britain and in Canada, and unless the little ones are supervised on the way and for some time after they reach their destinations. Taking everything into consideration this emigration is, I think, conducted satisfactorily, both as regards children from workhouses, and those sent out by philanthropic associations. Cases occasionally occur in which the children do not turn out well, but they are exceptional. The best guarantee we can have, in these cases, is that unless the emigration is successful and good accounts of the work are given, the persons interested are not able to get funds to carry on their work; and it is impossible to hide cases in which the control and supervision expected is not exercised.

EMIGRANTS FOR 1893.

17. It will be understood that I have been writing of the emigration that has taken place during the past year. The inquiries I have been receiving from persons (many applications have come from persons with more or less capital) contemplating going out in the current year, are also of a satisfactory nature, and from classes which will be an acquisition to the part of the country in which they may decide to settle.

DIFFUSION OF INFORMATION.

18. You will, I am sure, be interested to know what has been done during the past year to attract attention to the Dominion.

NEWSPAPER ADVERTISING.

19. In the first place, we have had advertisements, as already mentioned, in all the leading newspapers, and I am satisfied this is the most practical way of bringing Canada before the public, and of stimulating inquiry. The advertising is arranged systematically, and our announcements can hardly fail to come under the notice of persons interested in emigration. Of its success, nothing can be more eloquent than the fact that, when we are advertising, our emigration correspondence is most voluminous, hundreds of letters being received every week, as well as numbers of personal enquiries. On the other hand, when we are not advertising, the correspondence at once begins to fall off. The circulation of pamphlets and information in this way is much more valuable than an indiscriminate distribution of a much greater extent. It stands to reason that if a thousand people write for pamphlets or information about Canada, they will read the one and be interested in the other, while we might scatter many thousands of pamphlets broadcast, without getting them into the hands of even a hundred people specially interested in the matter. Most of the papers in which our advertisements appear, also give prominence more or less frequently to Canadian affairs (as you are aware from the newspaper cuttings, of which I send you such large numbers from time to time) not of course because of our advertisements, but because of the greater interest the public generally now take in the affairs of the Dominion.

HANDBILLS.

20. By the courtesy of the Postmaster General, a handbill of information, respecting Canada, is exhibited in each of the 25,000 Post Offices in the United Kingdom, and frequent enquiries are received from persons who have seen these posters, and are directed to apply for further information to the Government Agencies by the Postmasters. Canada is under deep obligations to Her Majesty's Government, and to the Postmaster General, for allowing these posters to be exhibited, and it is another instance of the interest taken by successive Governments of the United Kingdom in making known the advantages Canada and the other Colonies offer to British emigrants. The other posters which are being prepared for widespread exhibition all over the country will also be productive of excellent results.

ILLUSTRATED LECTURES.

21. I have been devoting my attention to arranging for the delivery of lectures in rural districts of the United Kingdom, by persons who have a knowledge of Canada, and who are competent to give such addresses, and to advise intending emigrants. You have been good enough to place at my disposal a small appropriation for the purpose, and I am satisfied that the large number of lectures that have been delivered, many of them gratuitously, have been productive of good results. The magic lantern slides your predecessor authorized me to obtain have been most useful. We have now six sets in constant use, and I am so often unable to comply with requests made to me for the loan of them, that I shall have to ask you to let me procure a further supply. The number of visitors to Canada each year is naturally increasing, with the facilities for communication, and many on their return are

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ready to impart the knowledge they have derived, from their visits, to the people in their neighbourhoods. The same remark applies to Canadians, who are often willing to deliver lectures, with a view to attract attention to Canada; in fact, hundreds of such lectures are delivered every year. Arrangements are made, as far as possible, for our pamphlets to be distributed on all these occasions. Illustrated by lantern-slides, these lectures are a most attractive form of entertainment in the rural districts during the autumn and winter months.

THE SCHOOLS.

22. In my report for 1891, reference was made to the interesting correspondence that had taken place with a large number of school-masters and school-mistresses in the United Kingdom, on the subject of giving greater prominence to Canada, and its resources, in the course of the studies of the pupils. I also quoted extracts from letters received showing the interest these ladies and gentlemen and their pupils were taking in the matter. Subsequently, in the issue of the Revised Code of Instructions issued by the Education Department, the subject was specially mentioned, and the following extract from this document will be read with much gratification in the Dominion:—

“To obtain the mark ‘Good’ for Geography, the scholars in Standard V and upwards, should be required to have prepared three maps, one of which, selected by the Inspector, should be drawn from memory on the day of inspection. Such maps, if of any part of Great Britain and Ireland, should be accompanied by a scale of miles, and if of large and distant countries, by the lines of latitude and longitude. Geographical teaching is sometimes too much restricted to the pointing out of places on a map, or to the learning by heart of definitions, statistics or lists of proper names. Such details, if they form the staple of the instruction, are very barren and uninteresting. Geography, if taught to good purpose, includes also a description of the physical aspects of the countries, and seeks to establish some associations between the names of places and those historical, social, or industrial facts which alone make the names of places worth remembering. *It is especially desirable in your examination of the Fourth and higher Standards, that attention should be called to the English Colonies, and their productions, government, and resources, and to those climatic and other conditions which render our distant possessions suitable fields for emigration, and for honorable enterprise.* In order that the conditions laid down for the geographical teaching of the lower classes may be fulfilled, a globe and good maps both of the county and of the parish or immediate neighbourhood in which the school is situated, should form part of the school apparatus, and the exact distances of a few near and familiar places should be known. It is useful to mark on the floor of the schoolroom the meridian line, in order that the points of the compass shall be known in relation to the school itself, as well as on a map.”

Not only are several hundreds of maps of Canada now displayed in various school rooms, but thousands of our pamphlets are being used as a reader by the children. The schools, with the authorities of which I am in communication, now number nearly 1,700, the list increasing every week. Most of them are what are known as elementary schools, but I also have considerable correspondence with the higher schools; and I am glad to notice that the Royal Colonial Institute has issued a circular calling the attention of the scholastic world generally to the importance of the subject. In my opinion, the importance to the Empire, of the increasing attention that is now being devoted to the colonies, in connection with education, cannot be over-rated.

THE STEAMSHIP COMPANIES.

23. You are aware of the extent to which the steamship companies are interested in promoting emigration. In every village and town in the United Kingdom they have agents whose interest it is to secure passengers for the lines they represent. The Companies advertise their sailings extensively, and the advantages Canada offers to settlers, and their agents are kept constantly supplied with printed matter, not only that prepared by the steamship companies themselves, but with Government

pamphlets, for distribution among persons contemplating emigration, who are likely to be favourably impressed by a knowledge of the capabilities of the Dominion. The agents receive commission on their bookings from the steamship companies and from the railway companies, and it is also to their advantage, in connection with the settlers' bonus scheme in operation, to endeavour to secure emigrants to settle upon the vacant lands of the Dominion. It is to the interest of Canada that it should be to the advantage of these agents to stimulate emigration to Canada, and this object is being kept prominently to the fore as a part of the policy we are carrying out. The steamship companies have inspectors who visit the agents periodically to ascertain that they are effective and are doing their work properly, and send lecturers around the United Kingdom to help their agents in securing passengers. I have frequent communication with all the steamship companies and receive from them the heartiest co-operation.

PROVINCIAL AGENTS.

24. The agents of the various Provincial Governments in the United Kingdom have also been actively engaged in drawing attention to the attractions of the provinces they represent, and I am quite sure that they are doing excellent work.

AGENTS OF CANADIAN PACIFIC AND OTHER RAILWAYS.

25. The Canadian Pacific Railway Company's officers are also very active in promoting emigration from the United Kingdom. They advertise extensively and distribute large quantities of printed matter; and the experiment they initiated of sending a van containing specimens of Canadian produce, and a supply of pamphlets for distribution through the rural districts is said to have been attended with success. I trust they may find it possible to extend their operations in this direction, and you will be aware from the correspondence that has taken place of my views upon this subject. The Grand Trunk and other railway companies are also devoting more or less attention to emigration.

PHILANTHROPIC SOCIETIES.

26. There are many societies of philanthropic character engaged in helping deserving persons to emigrate to Canada. I am in constant communication with most of them, and believe that they exercise discrimination in the selection of the people they assist. They frequently submit doubtful cases for my opinion, and I need hardly say that I am very careful in advising them to help only those persons likely to make successful settlers. That they continue to be supported by the public is the best evidence of the success which has attended their work, and the fact that many of them require the persons assisted to provide a portion, at any rate, of the expenses, ensures a good class of emigrants. Most of the societies keep up correspondence with the people they send out, and the result is that they receive valuable series of letters, from time to time, which they publish for the information of other people who are thinking of going to Canada. These letters are placed at my disposal, and the circulation of them, which I am able to arrange is, I am sure, productive of useful results.

SOCIETY FOR THE PROMOTION OF CHRISTIAN KNOWLEDGE.

27. I have on former occasions referred to the excellent work that is done in connection with emigration by the Committee of the Society for the Promotion of Christian Knowledge, under the patronage of His Grace the Archbishop of Canterbury. This committee is in communication with the clergy throughout Great Britain, who are supplied with any literature they may require for distribution, and also with capable lecturers on Canada, if they desire assistance of the kind. It arranges every year to send out several parties of emigrants under the care of clergymen acquainted with the Dominion, and the consequence is that Canada secures, in this way, a large number of very desirable emigrants annually. The organizing Secretary, the Rev. John Bridger, whose recent preferment to an important living will have given much

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satisfaction to his many friends, still devotes his valuable time and experience to the work of the cause, much to the advantage of the Dominion and the persons whom he advises to take up their abode there.

DISTRIBUTION OF PAMPHLETS.

28. The pamphlets we have been distributing during the year are the Official Handbook of information and the reports of the tenant-farmers who visited Canada in 1890. It is impossible to overrate the value these reports have proved to be in connection with emigration to Canada. They were written by farmers well known in their respective districts; and as the reports have been circulated in the parts of the country in which the writers were known, they have been received and read with much interest. A copy of the pamphlet was sent to every farmer, market-gardener, and blacksmith in the United Kingdom, as well as to schoolmasters and to solicitors and clergymen, and as only a very small number were returned, it is certain that most of them reached the persons to whom they were addressed. The delegates, owing to the publicity given to their reports, have had a large number of enquiries addressed to them, from persons contemplating emigration, and I am glad to say that they keep up their interest in Canada and continue to cheerfully render us their co-operation. In addition to these pamphlets, very large numbers of a smaller pamphlet were distributed, giving general information to intending emigrants; and besides, we occasionally print and distribute any interesting reports, or letters, from gentlemen who visit Canada, which are likely to be useful to those who are interested in the Dominion.

REPORT OF MR. THOMAS DAVEY.

29. The report of Mr. Thomas Davey, the delegate who visited the Maritime Provinces in 1891, has been published in a pamphlet, with other information about the Maritime Provinces. Advance copies of the pamphlet were circulated amongst the press, and were most widely noticed and reviewed, as you will have seen from the large number of cuttings which came under my notice, and which I forwarded for your perusal. In consequence of the attention the pamphlet attracted, and the other means taken to bring it before the public, the edition of ten thousand is nearly exhausted, and I have no hesitation in saying that a much larger number could have been advantageously distributed. I have no doubt that the pamphlet, and the attention it has received, will be gratifying to the Maritime Provinces, and trust that it may lead to a desirable emigration to those parts of the Dominion.

LETTERS FROM TENANT FARMER DELEGATES.

30. I have recently received from certain of the delegates the following letters, as to the correspondence they have had on emigration matters during the year, and their views of the probability of an increased movement in the direction of the Dominion, in the near future:—

Lieutenant-Colonel STEVENSON, of Knockbrack, Goshaden, Londonderry, says:—

“I have the honour to report that during the past year I have received numerous communications from those who by my advice have made your Dominion their home (both male and female). Some of my correspondents went out early in 1891, and those who have turned their attention to agriculture write me “that they are now comfortably settled, and have every prospect of doing well” They state that they like the country and do not suffer by any means as much from the severity of the winter as they had anticipated. They speak without exception of their crops as good, and their cattle doing well, but complain of the low prices ruling for grain during the past few months. However, they are agreed that their condition at present, and their future prospects, are much brighter than they could possibly have been had they remained on this side of the Atlantic. Several of those who went out in the spring and early summer of 1892 have written me that they like the country well. Some have located on homesteads and others are in employment,

Some of the most encouraging letters I have had are from young men and women who have settled in British Columbia. They all speak of themselves as doing well and earning plenty of money. As yet, I have only learned of one instance where a family who emigrated to the Dominion have passed into the United States, and this instance is explained by the fact that there were other members of the family settled for some years in the States.

I would hope for a largely increased emigration from Ireland during the present year. All that is wanted is to make the advantages of your country known. With this view, I would suggest that some practical Canadian farmers who may from time to time visit this country be asked to attend some lectures on Canada, and give their experience."

Mr. J. T. Wood of 3 Cook Street, Liverpool, says:—

"In reply to your enquiry with reference to Canadian emigration, I may say that letters are continually coming to hand from all classes of people and from all parts of England.

"There is no question but that the circulation of our reports and especially to the schools in England and Wales, has produced a wider knowledge of Canada amongst our people at home, than has ever before been circulated.

"I would suggest that following the distribution of the reports to the schools, your agents should strive to ascertain the addresses of village and local clubs, as there are undoubtedly, at the present time, many men suffering from the agricultural depression here, who are anxious to obtain all possible information relative to our colonies.

"It was with sincere pleasure I saw the appointment of the Hon. T. M. Daly to the important position of Minister of the Interior, and I look forward to an energetic policy on his part, which will materially aid all those who are endeavouring to assist in peopling the Dominion with satisfactory settlers. I am answering enquiries by this post from Nottingham and North Wales, and shall continue to do all I can to assist you in your great work."

Mr. HUTCHINSON, of Brougham Castle, Penrith, says:—

"Your letter of the 29th ult., duly to hand. In reply I beg to state that since my letter of twelve months ago, my correspondence in connection with my visit to Canada has almost come to an end. I have been very much surprised at the very large number of enquiries I have had from people who have relations in different parts of Canada (whom they have lost all trace of), asking if I had met with them. In three instances I had actually seen the people enquired about, and in two cases I could give a satisfactory account of their success in Canada; this had a greater influence than anything I could say about total strangers; it was also the means of re-opening correspondence between relations who for years had not heard from each other, the result being that two young men of the class the Dominion is so much in need of, left for Canada last March."

Mr. JOHN SPEIR, of Newton Farm, Newton, says:—

"Yours of 29th and 30th inst. received, for both of which I am much obliged to you.

"Whereas in previous years, the largest proportion of those who made application to me for information regarding Canada, were not farmers or in any way directly connected with land, the past year has been quite the reverse. Seeing that the North-Western Provinces are so great producers of grain, it is difficult to foresee what will be the effect of the extremely low prices of the last few months on the well-to-do emigrants.

"The action of the United States in restricting steerage immigrants will, however, be almost sure to increase that of Canada. I learn with regret that our Government are not now going to send out West Highland families to British Columbia. That is very unfortunate, for although I was not highly impressed with the behaviour

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of those already sent out, I was hopeful that a better selection might be made this time, and I felt confident that although the older men might not make good settlers, the young ones would be just what was wanted."

Mr. H. SIMMONS, of Bearwood Farm, Workingham, says:—

"In answer to your letter of yesterday's date, I beg below to give you a brief account of my doings in regard to emigration during the past year.

"I have had constant enquiries from all parts, including California, asking for information respecting life in Canada, and many young men have, in consequence of what I told them, gone out to try their fortune. From only one of all those that have gone out during the past two years under my direction, have I received a bad account, but he is a man who would not make an effort at home neither will he work in Canada. The usual account I receive is that by industry they can make a fairly good living and are very happy and comfortable.

"One of my old pupils who settled near Minnedosa, Manitoba, at the time of my visit to the Dominion, returned home to England in July last and married one of my daughters, taking her back with him to Canada last August. We hear from them fortnightly, and my daughter is delighted with the life and country. Her letters lately, describing their sleigh rides, the threshing out their corn, killing the ox for winter consumption, are most interesting, and they have to go the round for all our numerous friends to read. All seems bright and delightful to her, and she seems likely to gather a large circle of friends in her distant home. Her husband has purchased some land, and built a large and comfortable house; altogether she prefers the life to her former life here, which was cast in somewhat easy lines.

"If the depression in agriculture continues, the English farmers and their sons must move on, they cannot live here, and Canada seems to have the preference; at the same time our ruinously low prices must, I fear, affect farming in the Dominion, as it will not pay to send the corn here.

"Agricultural matters look dark everywhere just now, and no remedy that I can see at present proposed, seems likely to relieve the situation. It is over-production that we suffer from, and very unfavourable seasons—and time alone can help us. Legislation I have little faith in. Whatever is done in that way, in the end tells against the farmer, no matter how desirable it is thought at the time."

Mr. W. SCOTSON of Rose Lane, Mossley Hill, near Liverpool, says:—

"Please tell the High Commissioner, Sir Charles Tupper, that I am most obliged for his enquiry about correspondence and my opinion on the future emigration to the Dominion of Canada.

"I may say that scarcely a month passes without some one writing thanking me for my report which they invariably say they have read with interest and pleasure, and generally asking for some further information about the Dominion, with a view to going thither. Last week I had a letter of this kind from a Blackburn man (Lancashire). All this is evidence that the visit of the delegates has awakened and kept alive the prospect that in some one or all of the Provinces of Canada there is a wide and useful field for emigration.

"What effect the present low prices of grain, thereby chiefly causing the widespread agricultural depression in Great Britain, will have on the future emigration to Canada is not quite easy to say—but it cannot but have a tendency to increase emigration thither. This present depression in British agriculture, ugly as it is, has a redeeming feature,—it brings cheap and wholesome food to the whole of the British public. What effect this intensely severe frost will have on the season of 1893, is also a difficult problem to solve, but let us hope it will be an immense improvement on the last, 1892, which has been one of the worst on record in England."

Mr. EDWARDS, of Brandon House, Rhyl, says:—

"Twelve months have elapsed since I had the privilege of submitting to you my opinion upon the then coming agricultural crisis and its probable effect upon emigration.

"No doubt the year 1892 has been to the farmer of this country the most disastrous one in the present century. But I fear his troubles are not yet over.

"It must be manifest to the ordinary observer that in this country the farmer's resources are nearly exhausted. His capital is mostly gone; the demands upon him are just the same. The condition of his farm is on the wane; he has no means to arrest its progress; his credit in the bank is impaired; no other door is open to him.

"Behind this gloomy scene there are the shadows of those dependent upon his success, who consequently must suffer by his reverses.

"The workman upon whom he depended for assistance in his irksome toil has left for the large towns or mines, there to exist upon the earnings, probably, of one, two, or three days a week; and his sons the same. His daughters leave home in despair and engage as domestic servants.

"The only consoling element among this motley throng is 'That they are able to earn their bread by the sweat of their brow.' But the same cannot be said of the others who depend upon the farmer;—the landlord and his family, and, unfortunately, in Wales (a large majority of cases), the mortgagees and their dependants, who in many instances have only limited incomes and cannot afford an abatement.

"We find others through sheer ignorance, or through indifference withholding from their tenants the necessary assistance when they could easily afford it.

"In addition there is a constant accumulation of loans in country banks bearing heavy rates of interest, which sooner or later will have to be paid.

"These statements to the uninitiated may appear like a phantom; but to anyone like myself, acquainted with the inner life of the Welsh peasantry, it is stern reality, which, for a time must be brooked by the farmer, but the inevitable consequence will have to be borne by all parties concerned. And 'sooner the better' they realize the situation, which evidently is not now the case.

"My object in emphasizing on the agricultural situation is to bring emigration prominently to the front as the only means (in the first instance) available for the agricultural population of this country to save some of their capital. I also hope that it may in a small degree help to stimulate your praiseworthy efforts to form a federation between our colonies, and also to impress upon your Government the necessity of keeping Canada in some form constantly before the public.

"By these means we may eventually succeed in persuading our own people to possess themselves of the rich prairies of Canada, instead of allowing (I can call it nothing else) its usurpation by all European nationalities.

"I have often expressed my opinion, orally and otherwise, that no better occupants could be found for the North-West than our Welsh peasants, if they could only be persuaded to accept it; their want of capital would be more than balanced by their frugal habits and their indomitable energy."

Mr. A. DANIEL, of Court Farm, Brantham, Suffolk, says:—

"In answer to your letter of enquiry respecting my opinion with regard to the Dominion, I should say, with the great depression in agriculture in this country, 'especially in the heavy land corn growing districts,' with the ruinous price of corn, coupled with the already heavy burdens upon land, also the increasing heavy labour bill, that there is a good prospect of persons emigrating; and, as I see, the United States are likely to put some heavy restrictions upon persons emigrating to that country, the Dominion should get a good quantity this year. The persons in my opinion who will go from the eastern counties are tenant farmers; those who are feeling the great pressure of the depression, and who are doing at the present time about double the work of the labourer. I do not think the latter will make a move yet, as they are not yet affected by the depression, and they will not, until a great deal of the land is laid down with grass, of which I should think a large quantity will go down this year.

ADVERTISING AT FAIRS.

31. During the past year special arrangements were made for the distribution of printed matter at the various hiring fairs in Scotland, and for the attendance of a

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qualified person to give information to persons desiring it. On these occasions large numbers of farmers, farm labourers, and domestic servants are always present. The expenditure involved is trifling as compared with the advantages derived ; and I am glad to have been able to effect a similar arrangement in England and Wales, which I am sure will be equally successful in its results.

ROYAL AGRICULTURAL SHOW.

32. As in previous years we had an exhibit of Canadian produce at the Royal Agricultural Society show, the great annual gathering of the agricultural community. Our exhibit was largely patronized by visitors, and was under the charge of Mr. Dyke, who refers to the matter in his report. I visited the show myself in company with the Minister of Marine and Fisheries, and can testify personally to the attention attracted to the specimens of produce exhibited. A large number of pamphlets were distributed, and Mr. Dyke was able to give much information to visitors as to the agricultural and other resources of the Dominion.

PRESS NOTICES.

33. Canada has received even more notice than usual in the press during the last year. The increasing number of visitors seem to take a pleasure in imparting the knowledge they have obtained about the country in the press and in the magazines ; and I notice with pleasure that successful settlers, both from the United Kingdom and the Continent, communicate their experiences through these channels much more frequently than formerly. In this way they render important service to Canada, and also to persons who may be contemplating emigration, as such communications are generally replete with practical and useful information of much value to those who are looking out for new homes. The letters must also lead to a certain amount of correspondence between intending emigrants and settlers in Canada, which cannot fail to be of much advantage from an emigration point of view. I hope the attention which is being given to this matter will increase, and that settlers in Canada will keep up a correspondence with the press in the districts from which they come.

UNFRIENDLY LETTERS.

34. Of course letters occasionally appear in the papers which do not help us, that is from people who are not successful ; but these are generally written anonymously, and frequently bear the impress of having been written from some interested motive ; often I am sorry to say not unconnected with politics. For instance several letters have recently been appearing in influential papers from Montreal under various *noms de plume*, such as "A British Merchant," "A British Canadian," "An old Liverpool resident," "Anglo-Canadian," "A Lancashire Man," etc. They are all very much alike and there is no doubt they emanate from the same pen. As the writer, who I believe is a commission agent in Montreal, disapproves of the Canadian tariff, he has gone so far as to advise the public, in many widely circulating papers, not to emigrate to Canada, not to put any capital in Canadian enterprises, and pictures the condition of the country and of the people in a very unflattering and discouraging way.

35. I might particularize other letters which have appeared from time to time, but it is hardly worth while doing so as they have been noticed both in the Canadian press, and in Parliament. It is not unnatural that there should be differences about the policy of the Government of the time being, but to make use of any controversy of that character for the purpose of belittling the Dominion in the eyes of the world, of retarding its progress and development, and of preventing the immigration which the country wants, and for which it is admirably adapted, is a proceeding which in my opinion cannot be too strongly condemned.

THE FUTURE.

36. With regard to the future, I believe the prospects of emigration to Canada are brighter than they have been for many years. Not only are the advantages of

the country becoming better known, but the harvests with which the country has been favoured during the last two years stand out in contrast to the returns which British farmers have received. As you will have gathered from the press, the position of agriculture in this country is very unsatisfactory and depressed at the present time. The harvest both of hay and cereals was very indifferent, the price of corn of various kinds has never been lower, and the same remark applies to cattle. These unfortunate circumstances, with other disadvantages from which agriculture is suffering, are causing much agitation and excitement, and must lead to the emigration of numbers of those who are identified with the industry.

EFFECTS OF POLICY OF THE UNITED STATES.

37. Then again the restrictions upon immigration the United States are contemplating, and the feeling which has been aroused by the operation of the MacKinley tariff, must tend to greater enquiry being made than hitherto as to the advantages Canada offers, and to greater activity on the part of the Steamship Agents in directing attention to the Dominion. We shall require to watch very closely, as we have always done, the kind of people who are emigrating, in order that we may not receive, in too large numbers, the classes for which there is but a limited demand.

ENQUIRIES ABOUT THE OLDER PROVINCES.

38. I have taken especial pains during the last few months, as I have already explained, to make known to farmers, farm labourers, and domestic servants the advantages to be found in Canada. The free grants of land are of course very attractive, and the bonus that is offered to actual settlers upon the land in the Western Provinces has also been the subject of much enquiry. Attention has also been directed to the advantages offered in the older Provinces to persons with capital, and to the improved farms which may be acquired on favourable terms in those parts of the Dominion. Although the bulk of our enquiries relate to the Western parts of the Dominion, the number of letters received, and the personal enquiries about the Eastern Provinces, has increased to a great extent in the last few years, as the result of my endeavours in that direction.

DOMESTIC SERVANTS.

39. I notice with satisfaction that you have made a limited arrangement by which domestic servants may be assisted to emigrate to Canada, and I hope it will be extended. Servants are much in demand in every part of Canada, and they are by no means so plentiful in this country as formerly, owing to other kinds of employment being more in favour with the classes from which domestic servants are recruited than used to be the case. High as the wages are in many parts of Canada, they are even still higher in some of the other colonies, which also offer the advantage of assisted passages, and in some cases free passages, to persons coming under this description. It is, therefore, necessary to hold out some special inducements to encourage immigration of this character.

DESIRABLE CLASSES WHO ARE TOO POOR TO EMIGRATE.

40. We have a large number of enquiries from persons who are often calculated to make excellent settlers, but who are unable to emigrate owing to want of funds. It is not easy to see how this state of things is to be remedied, unless funds are provided either by the state or by the public, in order to promote the movement of the surplus population in the direction of the colonies, and thus relieve the congestion which is now felt in some of the larger centres of population. The matter is, however, forcing itself upon the attention of the public. To some extent the difficulty is met by societies of a more or less philanthropic nature, but obviously they can only deal in a limited way with a problem of the dimensions of that I have mentioned.

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SETTLERS INDUCING FRIENDS TO COME OUT.

41. A great deal might be done by persons already settled in Canada, in inducing their friends and relatives to join them, and in my opinion it is advisable to offer some inducement to encourage a movement of this kind. It has been proved to be most valuable in the Western portions of the United States, where banks and financial corporations have been accustomed to advance to settlers, on such security as they could offer, sufficient money to pay for the passages of their friends, and from all the information I have been able to gather it has worked in a satisfactory manner. I do not see how the matter could be very well taken up directly by the Government, but if some encouragement, or inducement, or advantages were offered to individuals or institutions such as I have mentioned, they might see their way to take a more active part in immigration than they have hitherto done, and an arrangement of this kind might perhaps prove to be workable in connection with the bonus scheme at present in operation. I have already had some correspondence with your Department on the matter, and am sure that it is receiving serious consideration.

FARM PUPILS.

42. The farm pupil system still continues to flourish in this country, notwithstanding that it has been frequently denounced both in the British and Canadian press. While there is nothing, perhaps, to prevent individuals or associations connected with this business carrying out the obligations into which they enter, it is certainly open to grave abuse, and cases of hardship and difficulty have often come under my notice. It often leads to boys and young men who are unsuited for the life being sent out to Canada, and their failure and the damaging reports that are in consequence circulated, tend to do harm to our general movement of emigration. Then again, through the instrumentality of the Government agents there should be no difficulty on the part of any suitable lads who go out at the proper season of the year in getting employment on farms, especially as they are generally willing, in the first place, to give their labour in return for their board and lodging, until such time as they have acquired the necessary experience to enable them to demand the usual wages or to start on their own account. In consequence of the representations made by various persons to the Emigrants' Information Office, which is doing a great deal to disseminate information about the colonies and is under the control of the Colonial Office, the following warning was issued to the public, after having been submitted to me. Although this warning may be subject to some criticism in Canada, I have no doubt that it will meet with general approval:—

“The system which exists and is so widely advertised of paying premiums in this country to gain instruction in farming in Canada is liable to grave abuse and is considered by the Canadian Government to be unnecessary. Young men who are going to Canada in order to obtain a knowledge of farming are strongly advised to pay no fee of the kind to any private agency, but to apply to the High Commissioner for Canada, 17, Victoria Street, London, S. W., from whom full information on such subjects may be obtained, or to the Chief Clerk at this office.”

CROFTERS.

43. There will be no emigration of crofters under the scheme that is being administered by the Colonization Board in the coming spring. The Imperial Parliament voted £7,500 for the purpose during the last session, and the intention was to send out thirty families in 1893, and twenty families in 1894. The money was voted in advance, in order to enable the Board to prepare some land for the families in question, so as to avoid the difficulties experienced in the initiation of the previous settlements. Instructions, and the necessary funds, were remitted to Canada in May last, but owing to various circumstances, of which you are aware, there was a difficulty in obtaining a reserve of the necessary land, and the preparations which the Board deemed necessary were not made. In consequence of this, and of very few applications having been received from the congested districts, the Secretary for

Scotland decided that he could not accept the responsibility of taking action in the coming spring. I regret this decision, which was perhaps unavoidable in the circumstances, as I look upon the crofter settlements as a valuable experiment, and as likely, if successful, to lead to a larger scheme of organized colonization upon a proper and satisfactory basis.

EUROPEAN EMIGRANTS.

44. You are so fully cognizant of the steps that are being taken in connection with emigration from the Continent to Canada, that I need not enter into any details upon the matter, and perhaps it is not desirable that I should do so. It is certain, however, that the number of emigrants from the different European Countries to Manitoba and the North-West Territory is increasing every year. These people make excellent settlers, as the numerous settlements in Manitoba and the North-West prove, and I am satisfied the advantages which Canada offers to them will lead to the movement increasing to a considerable extent. You may be assured that the matter is one to which I am devoting continual attention. I took an opportunity of personally making enquiries into the subject in Scandinavia during the late summer, when prevented proceeding from Sweden to Russia, owing to the quarantine regulations which were suddenly brought into operation. It was apparent to me that Canada is now much better known, in Norway, Sweden and Denmark, as well as in other Continental Countries, than was the case a few years ago; and that so many people are now ready to identify themselves with Canada, and anxious to utilize their services in spreading a knowledge of its resources, is evidence in itself of no mean value of the work in which we have been quietly and effectively engaged during recent years.

THE IMPERIAL INSTITUTE.

45. I desire to take advantage of the publicity this report will receive, to direct the attention of the Provinces to the desirability of using every effort to make an adequate display of their products and resources at the Imperial Institute which is to be opened by the Queen early in May next. It has been established to commemorate the jubilee of Her Majesty's reign, and its principal objects will be to promote the closer union of the Mother country to the Colonies, the development of the resources of the outlying parts of the Empire, and the extension of their trade and commerce. The Prince of Wales is the president, and the governing body includes representatives who have been nominated by all of the Provinces of the Dominion. A spacious gallery has been set apart for the Canadian exhibits, the space being divided among the different Provinces. The Canadian representatives have formed themselves into a committee and have appointed a curator (Mr. H. Watson, formerly of Montreal) and an assistant curator (Mr. F. Plumb, formerly of Toronto) to supervise the section. The contributions required from the Provinces for initial expenses are small, and the subsequent annual expenses trifling. The Institute will not only be valuable as an educational medium, and as encouraging emigration, but in stimulating increased trade. I venture to hope, therefore, that the Provinces will show a cordial and active interest in the matter, provide the funds that are required, and what is equally important, arrange for exhibits being sent over, which will give a proper idea of the products and manufactures and immense resources of the Dominion.

VOLUME OF EMIGRATION LIMITED.

46. In conclusion, I wish to repeat the warning given on former occasions, that the volume of actual emigration from the United Kingdom is not nearly so great as is supposed, and that we are only, in the nature of things, able to appeal to a comparatively limited circle. Persons with capital, and even farmers possessed of some means, do not leave the land of their birth in large numbers; but I am satisfied that if seeking new homes, they could not do better than go to Canada, and any number of such would of course be welcomed. Farm labourers there is a very large demand for in Canada, but they are not so numerous in Great Britain as they were

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formerly, the use of labour-saving machinery, and the attractions of town life having caused a migration from the country districts; and in the case of domestic servants, to whom Canada offers so many advantages, the supply in the United Kingdom does not much exceed the requirements, if at all, owing to the tendency of girls and young women, in recent years, to go into other kinds of employment than domestic service. The emigration of mechanics, labourers and navvies has to be managed with great care, as it would be difficult to absorb large numbers of these classes in Canada; and any over-emigration might lead to troubles and difficulties, from which the Dominion has hitherto been comparatively free. All these considerations, however, render active and systematic work for the management of emigration to Canada all the more necessary; and also that we should not confine our attention to Great Britain, but extend our operations to the northern countries of Europe, which we have been doing, so far as consistent with the laws relating to emigration that are in force.

47. I trust, however, I have been able to show that everything possible is being done to direct attention to the great resources of our country. No work of greater importance to Canada can possibly engage the attention and energies of those interested in her welfare; and I hope and believe that our endeavours will be successful in attracting a desirable and increasing emigration to the fertile lands of the Dominion.

I am, sir, your obedient servant,

CHARLES TUPPER,
High Commissioner.

No. 2.

REPORT OF LIVERPOOL AGENT.

(MR. JOHN DYKE.)

15 WATER STREET, LIVERPOOL, 31st December, 1892.

To the Honourable the Minister of the Interior, Ottawa :

SIR,—I beg to present you with my Seventeenth Annual Report from this agency on emigration matters, questions affecting trade being reported for the first time to the Department of Trade and Commerce.

I present to you, in the following tables, a summary of agricultural returns for Great Britain for the year 1892 :—

ACREAGE OF LAND IN GREAT BRITAIN UNDER

Year.	Wheat.	Barley.	Oats.	Potatoes.	Hops.
	Acres.	Acres.	Acres.	Acres.	Acres.
1890	2,386,336	2,111,178	2,902,998	529,661	53,961
1891	2,307,277	2,112,798	2,899,129	532,794	56,142
1892	2,219,839	2,036,810	2,997,545	525,361	56,263
1892 Compared with 1891—					
Increase			98,416		121
			{ or 3·4 per cent. }		{ or 0·2 per cent. }
Decrease	87,438	75,988		7,433	
	{ or 3·8 per cent. }	{ or 3·6 per cent. }		{ or 1·4 per cent. }	
1892 Compared with 1890—					
Increase			94,547		2,302
			{ or 3·3 per cent. }		{ or 4·3 per cent. }
Decrease	166,497	74,368		4,300	
	{ or 7·0 per cent. }	{ or 3·5 per cent. }		{ or 0·8 per cent. }	

NUMBER of Cattle, Sheep and Pigs in Great Britain.

YEAR.	CATTLE.				SHEEP AND LAMBS.			Pigs.
	Cows and Heifers in Milk or in Calf.	2 Years Old and above.	Under 2 Years Old.	Total.	Sheep.	Lambs.	Total.	
1890	2,537,990	1,439,119	2,531,523	6,508,632	16,756,568	10,515,891	27,272,459	2,773,609
1891	2,657,054	1,504,649	2,691,118	6,852,821	17,786,941	10,945,617	28,732,558	2,888,773
1892	2,650,891	1,666,706	2,627,186	6,944,783	17,957,049	10,777,655	28,734,704	2,137,859

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NUMBER of Cattle, Sheep and Pigs in Great Britain—*Concluded.*

YEAR.	CATTLE.			SHEEP AND LAMBS.			Pigs.
	Cows and Heifers in Milk or in Calf.	2 Years Old and above.	Under 2 Years Old.	Total.	Sheep.	Lambs.		Total.
1892 compared with 1891—							
Increase.....		162,057 or 10·8 per cent.		91,962 or 1·3 per cent.	170,108 or 1·0 per cent.		2,146 or 0·0 per cent.
Decrease....	6,163 or 0·2 per cent.		63,932 or 2·4 per cent.			167,962 or 1·5 per cent.	750,914 or 26·9 per cent.
1892 compared with 1890—							
Increase.....	112,901 or 4·4 per cent.	227,587 or 15·8 per cent.	95,663 or 3·8 per cent.	436,151 or 6·7 per cent.	1,200,481 or 7·2 per cent.	261,764 or 2·5 per cent.	1,462,245 or 5·4 per cent.
Decrease..							635,750 or 22·9 per cent.

AGRICULTURAL Produce Statistics (Wheat, Barley and Oats) in England, Wales, Scotland and Great Britain for 1892.

WHEAT.

	ESTIMATED TOTAL PRODUCE.		ACREAGE.		ESTIMATED AVERAGE YIELD PER ACRE.	
	1892.	1891.	1892.	1891.	1892.	1891.
	Bush.	Bush.	Acres.	Acres.	Bush.	Bush.
England.....	55,107,186	68,694,456	2,102,969	2,192,393	26·20	31·33
Wales.....	1,318,763	1,461,740	55,278	61,590	23·86	23·73
Scotland.....	2,134,983	1,971,067	61,592	53,294	34·66	36·98
Great Britain.....	58,560,932	72,127,263	2,219,839	2,307,277	26·38	31·26

BARLEY.

England.....	59,527,968	60,900,824	1,709,587	1,772,432	34·82	34·36
Wales.....	3,350,862	3,438,620	114,520	117,101	29·26	29·36
Scotland.....	7,622,732	7,789,651	212,703	223,265	35·84	34·89
Great Britain.....	70,501,562	72,129,095	2,036,810	2,112,798	34·61	34·14

OATS.

England.....	73,266,495	69,786,175	1,765,463	1,672,835	41·50	41·72
Wales.....	7,976,830	7,698,529	233,399	234,055	34·18	32·89
Scotland.....	35,051,664	34,901,557	998,683	992,239	35·10	35·17
Great Britain.....	116,294,989	112,386,261	2,997,545	2,899,129	38·80	38·77

AGRICULTURAL LABOURERS.

In previous reports I have referred to the reduction which has for a long time been taking place in the number of agricultural labourers in Great Britain employed on the land, but the depopulation which has been going on has been somewhat checked during the past twelve months, owing to the depression in trade in the various large centres; numbers indeed have returned to their native villages, and where this has been the case the price of agricultural labour has fallen, and, with the decline in the position of the labourer, his power to pay his passage money to a new country has decreased.

It was thought in many quarters that the granting of allotments to farm and other labourers would check the tendency which existed towards emigration, but the opinions of Mr. Jos. Arch, M.P., the President of the National Agricultural Labourers' Union, and Mr. J. Crick, the head of the same Union in the Eastern Counties, expressed to me by those gentlemen at Warwick, are contrary to this view. They believe that allotments will assist the labourers to save a little money, and will create aspirations for the improvement of their position and a desire for more land for themselves and their families; they will find that the means are not at hand in England, and the result will be their eventual emigration.

TENANT FARMERS.

The distress amongst tenant farmers and small landed proprietors has been most intense, owing to the disastrous season, together with the enormous imports of cattle and all agricultural produce, and probably during no period for the past twenty years have so many of the agricultural population, more especially the younger members of farmers' families, been casting about for some place in which to improve their position.

I would here point out that, acting under instructions, our efforts are almost solely directed to securing agricultural emigrants and others with more or less capital with which to enable them to take up land.

LAND VALUES IN ENGLAND.

Notwithstanding the terrible depression in agricultural circles generally, the price of land has not fallen during the year; indeed the few sales that have taken place rather indicate a revival. Wherever they were in a position to do so landlords have again made large remissions in rent. Mr. John Paley, of Suffolk, has remitted in some cases 40 per cent, the Duke of Leeds announces reductions of 25 per cent, Lord Bolton 20 per cent, the Right Honourable E. Stanhope 20 per cent, Lord Wimborne 25 per cent, the Marquis of Salisbury 20 per cent, and so on through a list far too long to quote fully. Owners do their utmost to keep their tenants from migrating to the towns or leaving the country as they are fully alive to the difficulty in replacing men who are acquainted with the particular style of farming suited to their properties, and the nature of its climate and soil.

AGRICULTURAL DEPRESSION.

The extent of the agricultural depression was referred to by the Honourable Jas. Lowther, M.P., who in a speech at Darlington recently stated that agriculture was bound to go to the wall unless something was done, for in rent alone twelve millions sterling (sixty million dollars) annually had been lost and according to one authority the tenant farmers had lost seventy-seven millions sterling (close upon four hundred million dollars).

The opinion of the "Mark Lane Express" is that for the corn grower, the breeder, the grazer, the dairy farmer and for the corn merchant, and business men who depend upon agriculture, the year 1892 has been the worst on record. As regards the home wheat market the sales in the statute market have been the smallest ever known with a gradual drop in values from January to December. The highest weekly average was 36s. 4d. per quarter in January and the lowest 25s. 8d. on the 31st December.

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PRICES OF GRAIN.

The average for wheat in 1860 was 53s. 3d., in 1870, 46s. 11d., in 1880, 44s. 4d., 1890, 31s. 9d., 1891, 37s., and 1892, 30s. 4d. These figures show how bad the past year has been. The price of wheat has only once been worse, in 1889, when the average stood at 29s. 9d. The planting season has also been one of the worst on record; it has been exceedingly wet, and there has been an absence of snow to protect the ground from the very severe frost, so that the crop of 1893, will probably be worse than that of 1892. The yield per acre this year was only 26.38 bushels as compared with 31.26 in 1891; never since the official returns have been made has there been so low an average yield with the exception of 1879. At the beginning of the year barley was quoted at 29s. 3d. and gradually fell to 24s. 6d.; oats started at 20s. 10d. and dropped to 16s. 10d., while cattle, except very prime fat beasts, declined 20 to 30 per cent., and so paid nothing for the season's grazing; sheep are worth from 10s. to 20s. per head less than in 1891, and 15s. to 20s. less than in 1870.

DEPRECIATION OF CAPITAL.

With the fall in values and the losses on the year's operations it is estimated that the capital employed on farms in Great Britain has been reduced by fully \$100,000,000. The exhaustion of capital and the apparent hopelessness of farming in this country is compelling attention to be turned to lands where agriculture can be carried on under more favourable conditions, and every endeavour is being made by myself and your other agents here to bring the advantages Canada offers under notice.

IMMIGRATION LITERATURE.

The advertising and making of propaganda generally, under the High Commissioner's instructions, has been on a more liberal and comprehensive scale than for a long time past and the efforts made cannot fail to be attended with good results. In this district our advertisement has appeared in 162 of the leading newspapers and nearly all of these accepted communications which I sent out from time to time as to the progress of the Dominion and the advantages offered to settlers in the Canadian North-West. These papers reach more than the local population; they are sent by people here to friends and relatives abroad, and from all parts of the world, including the United States, there have been received numerous enquiries brought about by this means.

VALUE OF ADVERTISING.

The value of advertising in these days scarcely needs affirming; but a striking example of it has been made public recently. A large firm of manufacturers in this country which was turned into a limited company proved that they had spent over £609,000 (say \$3,050,000) in advertising during the last seven years and it is interesting to see how the authenticated returns increased with each increase in advertising expenditure.

I find that the attractive bill which is exhibited at each of the 23,000 or more Post Offices throughout the British Isles does great service in causing very numerous applications to be made here for further information, and the specially prepared poster for exhibition by the steamship lines at each of the larger railway stations and through the agricultural districts, will attract very great attention.

USEFULNESS OF THE LIVERPOOL AGENCY.

The fact that there has been an office of the Canadian Government at this address for some 27 years and its mention in all advertisements, delegates' reports, pamphlets, bills, &c., has built up an enormous connection with, I can safely say, nearly every country in the world. Liverpool, moreover, is the port of departure for nine-tenths of the people thinking of emigration and they naturally look in this direction when seeking information.

My correspondence continues to increase and the number of callers has been greater than ever.

The principal Steamship Agents in Great Britain and on the Continent come to Liverpool once or twice a year to confer with their head offices and as they nearly always call upon me I have an opportunity of imparting information and encouraging them to work in the interest of Canada; personal influence thus brought to bear upon them results very beneficially.

We have a very large number of callers here, friends of settlers in the Dominion, Canadians, merchants interested in Canadian trade, and intending emigrants, to see Canadian newspapers. Through the courtesy of a number of editors this office is fairly well supplied with newspapers from the Eastern Provinces, but I would respectfully suggest that application be made to editors in Manitoba and the North-West to send copies of their respective papers. There is no better means of keeping people posted and your agents informed as to the progress of any particular section of country than through its journals. From week to week as each mail comes in I am able to write paragraphs relating to the trade and general development of the Dominion and obtain their insertion in many British and Continental papers, whilst my reports on emigration and trade topics have been reviewed by a large number of agricultural and other journals, copies of which have been sent to your Department from time to time.

ATTACKS ON CANADA.

During the past year we have had to meet a series of malicious attacks upon Canada, more especially on Manitoba and the North-West Territories, as a field for emigration. That they have been systematic is proved by their appearing simultaneously in a large number of newspapers. There has been little difficulty in tracing their origin and in this district I have seen the editors of the principal newspapers on the subject and the representations I have been able to make to them have decided them to disregard anonymous communications from the same or similar quarters for the future. The effects of such attacks are not so serious as they were some years ago; people here are now better acquainted with the resources of the Dominion and your Agents in this country are better able to neutralize the effects of any misrepresentations.

POLICY OF THE UNITED STATES.

The Emigration Commission which visited Europe from the United States handed its report to Mr. Foster, the Secretary of the United States Treasury in February last. One of the statements said to be contained in it is the following:—
 “There is a systematic landing on the shores of the United States of the convicts of Great Britain and from England, Ireland and Scotland, and during the last 11 years there has been a wide spread and thoroughly organized movement, known, “encouraged and patronized by the Government of Great Britain, for the purpose of “sending convicts and ex-convicts to the United States.”

This statement is absurdly exaggerated, but the report of the Commission together with the outbreak of cholera has had the effect of inducing the United States authorities to make very repressive regulations to govern the emigration during 1893.

The following is a copy of the form of declaration to be written out and signed by the applicant for a steerage passage before he can obtain a ticket:—

Place.....
 Date.....

To the Agent of the _____ Line.
 1. Being a citizen of the United States, resident at _____, in the State of _____, U.S.
 2. Being a resident at _____, in the State of _____, U.S.
 3. Being the wife of a citizen or resident of the United States, residing at _____, State of _____, U.S., and accompanied by my children.

Department of the Interior.

4. Being the father (or mother, or sister, or brother, as case may be) of a citizen or resident, residing at _____, in the State of _____ U. S., and going out to form part of the same household.

5. Being desirous to visit the United States and to return shortly.

I, or We, desire to take tickets for passage in the steerage by steamship _____, or other steamer of the line, sailing _____, and request you will issue a ticket, and I give you a positive assurance that the statement made above is strictly true and correct.

Yours truly,

.....

Witness :

Address :

The effect of these restrictions is noticeable in my correspondence from all parts of Great Britain, and more especially in the inquiries I receive from the Continent. I am sure Canada will derive very considerable benefit from the course of action being pursued by the United States.

SUPERVISION OF EMIGRANTS.

It has been my constant care to exercise as much supervision as possible at this port over the emigrants destined for Canada, and in this connection, I must bear testimony to the wise discretion shown by the representatives of the Canadian steamship lines in preventing, as far as they can, the shipment of any unsuitable persons to the Dominion. I know that by many in Canada it is supposed that the steamship companies have no interest but the taking of passage money, and that they are willing to ship all applicants providing the fare is forthcoming, but this is not so. The companies are aware that the Dominion Government has full power to return unsuitable persons at the expense of the company which takes them out, and they know that their best interests depend upon a healthy and suitable emigration being conducted. They recognize the fact that the landing of any number of unsuitable emigrants would arouse a public feeling in Canada which would have a disastrous effect on their business. As it is, however, the opinion of the Imperial Government officers and others, before whom every emigrant leaving this port has to pass, is that Canada has this year, and for years past, had the cream of the emigration which takes place through Liverpool. Whenever possible, either myself or my assistant attend these inspections. So far as criminals and undesirable classes from the Continent are concerned, as a precautionary measure I have impressed upon steamship agents the objections there are to forwarding such, and the steamship companies have supplemented my observations by a notice to their representatives that where this is knowingly done they will cancel the license of the offender. Of course some little undesirable element is bound to be included in a large emigration, but I am happy to say that the movement to Canada has been singularly free from it. I have known cases where the Canadian companies have refused to book certain emigrants to the Dominion, and if they have gone thither *via* the United States no blame can be attached to any one here connected with the service.

LECTURES ON CANADA.

The magic lantern slides supplied to me through the High Commissioner's Office have been in constant use throughout the North of England. When necessary applicants are supplied with a catalogue sufficiently descriptive for them to found a lecture upon and supplies of pamphlets are sent for distribution at the meetings—a large proportion of these lectures are given in school-rooms, in connection with church work. As you are aware during the spring, summer and autumn, one or two and sometimes even three clergymen are sent out each week to act as chaplains to emigrants on the voyage to Canada, by the Society for Promoting Christian Knowledge through their emigrants' chaplain at this port, the Reverend J. Bridger. The duties of these gentlemen cease on their arrival at Quebec or Montreal and they almost invariably make a tour through the country before returning. When they

come back they give addresses to their parishioners and others and I furnish the magic lantern views and reading matter. A similar course is adopted by many lay visitors. An enormous amount of work is thus done by independent and influential lecturers, men of position and weight in their respective districts, at a minimum of expense to the Government, nothing in fact beyond the cost of conveying the slides and the pamphlets. In this direction therefore I think all that it is possible to do with good effect is being done.

I was lecturing for some years and for about ten years I arranged the meetings for the lecturers sent to this country from the Dominion and my experience goes to show that it is very difficult for paid lecturers, appointed by the Government, to secure good audiences; they are looked upon as interested and their statements are regarded with suspicion; then the expense is great; the rent of the hall, the advertising, posters and travelling expenses cannot well be covered for less than \$20 per lecture and in addition there is the lecturer's own remuneration. By those well acquainted with emigration and the means of promoting it, official lecturing by persons sent over for the purpose is looked upon as being the most expensive and least efficient system of propaganda.

FOREIGN EMIGRANTS.

The advice lists of foreigners booked to Manitoba and the North-West are all sent through this office and I am happy to be able to record an increase in the numbers for the year of over 100 per cent, as compared with 1891, and a further increase in the number of continental emigrants who have left for the older Provinces of the Dominion. The means which have brought about this satisfactory state of things it is not advisable to publish but I am dealing with the whole subject of continental emigration at some length in a confidential report. I may say however that my continental correspondence has grown enormously, and our prospects of securing a still further increase in the number of these most desirable settlers are very good. A very large proportion of them are possessed of means ample to make a start for themselves in Manitoba and the North-West. In the event of the much dreaded cholera not breaking out again I feel sure that this time next year there will be every reason for satisfaction with the results of the year's work.

ATTITUDE OF GERMANY.

Endeavours are being made by the German Government to reduce the large emigration which takes place from that country and the following are some of the regulations which have been made to that end:—

For the purpose of forwarding emigrants to foreign countries a licence must be obtained from the Imperial chancellor, which licence can only be granted to subjects of the Empire, legal persons, corporate bodies and companies having their residence within the kingdom.

The concession is subject to a deposited guarantee of 30,000 m. (£1,500) and to proof of ownership of suitable vessels. It is specifically stated in the licence to what foreign countries, and in the case of ocean transport from what ports the same is available. Non-German ports shall only be called at as intermediate ports. Transshipment of emigrants in non-German ports is forbidden. The Imperial Chancellor may make exception in the case of Colonial business (? German colonies). The business may be conducted throughout the whole of Germany, though, save as regards advertising and correspondence, only indirectly by means of agents authorized for the purpose by the supreme authorities. Such authorities can only be granted to German subjects. Agents may not open branch agencies. Persons desiring to emigrate must notify the police authorities of their districts. The authorities grant permission by public announcement which is free from stamp duty or fee. A certificate is issued to the intending emigrant four weeks after the date of publication. The forwarding of emigrants through a broker can only take place by virtue of a written contract and by production of the above-named certificate. It is prohibited to forward persons liable to military service from 17 to 25 years and persons whose immigration into the country they wish to go to is not allowed.

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Also German subjects for whom the fare is wholly or in part payable by foreign Governments or colonial companies. The contract between the passage broker and the emigrant must include the forwarding and provisioning to the Trans-oceanic port of destination.

The sale of tickets upon which emigrants are to be forwarded *viâ* a place across the sea is forbidden. (Then follow the usual provisions as to detention by accident, surveys, &c.)

THE SOUTH AMERICAN REPUBLICS.

The depression in the various Republics in South America has continued in a somewhat less degree, and has affected the important colonies of foreigners who are settled there, with the result that many individuals have left. Our pamphlets in the different languages have been well circulated amongst the foreigners in the Brazils, the Argentine Republic and Chili, and have been instrumental in directing a fair number to the Dominion. My correspondence from this quarter has increased during the year, and I am looking forward to the emigration to Canada of a greater number of these people next year.

OTHER COUNTRIES.

A larger number of inquiries has also been received from Germans residing in Egypt, Turkey, Russia, Australia and New Zealand, and emigrants from each of these places have helped to make up the increased numbers shown in our returns. My correspondence with foreigners in the United States is also increasing, which is partly owing to the fact that all continental emigrants passing through Liverpool to the United States are put in possession of our pamphlets, and these are kept in consequence of the usefulness of the pages at the end devoted to teaching a few phrases, &c., in the English language. A large number of these foreigners arrive in Liverpool, on the Monday or Tuesday, and do not sail until the Wednesday, Thursday or Saturday. While waiting, many of them call or are brought to this office, and I engage in conversation with them, and obtain lists of their friends at home who are likely to emigrate; and with these I put myself into communication. When visiting the North-West, I was greatly struck with the rapidity with which the foreign settlers are being absorbed.

RELATIONS WITH EUROPE.

Some years ago, when initiating this continental emigration, I visited the various centres in Europe and established the connections which have resulted in our present success. I am in constant communication with the agents with whom I then became acquainted and many of them pay an annual visit to Liverpool when our cordial relationship is renewed. Upwards of a thousand continental chief agents (each of whom has many sub-agents) are regularly communicated with and supplied with pamphlets, and there is scarcely a portion of the continent from which suitable emigrants can be drawn, in which the pamphlets are not being circulated. Under instructions from the High Commissioner and acting in conjunction with the Canadian Pacific Railway Company I have been sending material for a series of articles in a leading Norwegian paper which has a large circulation. Their appearance has stimulated enquiry and my advices speak of the beneficial results likely to be derived from them during the coming season.

DENSE POPULATION OF NORTHERN ENGLAND.

I have previously drawn attention to the fact that the northern part of England is the most densely populated portion of the British Empire and that within an hour's run by rail from Liverpool there is a population of over five millions and within two hours over ten millions, but Liverpool is moreover looked upon somewhat in the light of the capital of Wales, and there are between forty and fifty thousand Welsh-speaking people in this city and its suburbs. With the exception of a Welsh colony which I founded some years ago at Brandon Hills, we have been able to secure but few Welsh settlers for Manitoba, and it was with the object of remedying this that

Mr. Edwards of North Wales was included amongst the farmers' delegates who were invited to report upon the Dominion in 1890. Mr. Edwards has been of immense service and his report has been posted to nearly every Welsh farmer, and copies have been extensively circulated amongst the Welsh in Liverpool who have in turn sent them on to friends. Mr. Edwards has delivered a number of lectures in Welsh, in various parts of the principality, and he is to continue the series, illustrating them with magic lantern views supplied from this office and distributing pamphlets, &c., which I forward to the place of meeting.

WELSH EMIGRATION.

Some 30 years ago a Welsh colony was formed in the Chupat Valley on the borders of Patagonia in South America, and in consequence of their success and the fact of their retaining their language and customs; this colony attracted considerable attention from that time until recently. The inhabitants number some 3,000 souls. Latterly, however there has been a dearth of land available for settlement, rendered necessary by the natural growth of the population; the railway has extended in their direction from the north and has flooded their colony with low-priced Italian and Spanish labourers, and most serious of all, the children born in the colony are now to be held liable to conscription. For a considerable time I have been endeavouring to induce some of these people to try Manitoba, and during the past two years my efforts have met with some success. This year I arranged a low through rate from Buenos Ayres to Manitoba and it has been taken advantage of by quite a number. Some have purchased farms in the vicinity of Winnipeg and others have taken up land on the line of the Manitoba and North Western Railway, and they express themselves satisfied with the change. I am continuing my work in this field and trust that next year will see an important accession to the numbers of these valuable settlers. A Welsh clergyman engaged in Liverpool who has visited these people informs me that they have made arrangements to hold divine services in Welsh in a building of their own in Winnipeg. I may mention in passing that this gentleman since his return has given several lectures on the subject of his visit to audiences composed almost exclusively of Welsh people. I have been present as chairman and can speak as to the enthusiastic terms in which he referred to our country.

ROYAL AGRICULTURAL SOCIETY'S SHOW.

The Royal Agricultural Society's Show, which is held in a different district each year and so covers the whole country, was held in June last at Warwick and proved a most successful meeting. Acting under the High Commissioner's instructions I prepared as usual an exhibit of Canadian Agricultural produce, minerals, photos, etc., and I attended at the stand during the week to further Dominion interests. 96,462 persons paid for admission to the show ground; a very large proportion of this number visited the Canadian Government Exhibit, and nearly all were of the classes most desired in Canada. To give a fair idea of the Exhibit and its utility I cannot do better than quote the following from "Land and Water":—

"One of the most attractive stands at the Royal Show at Warwick was that of the Canadian Government. It was immediately to the left of the main entrance, and few, if any, of the exhibits on the ground received greater attention from visitors. There were specimens of grain—in the straw and in bulk—in very great variety, part of them being from the experimental farms established by the Canadian Department of Agriculture at different points between Quebec and British Columbia, and a very fine collection had been sent by the Minister of Agriculture for the Province of Ontario, from the Government Farm School at Guelph. The photographs were both numerous and striking, views being given of farm scenes, homesteads and ranches, and there are some remarkable views of mountain and forest scenery. H.R. H. the Prince of Wales, accompanied by the Duke of York and party, paid a lengthened visit to the stand and was specially struck by the photographs of Canadian scenery. He was graciously pleased to receive from Mr. Dyke, the Canadian Government agent, a magnificent album of views taken from points along the line of the Canadian Pacific Railway. There was also a unique collection of minerals, sent over

Department of the Interior.

specially by the Minister of the Interior for this exhibition, very suggestive of the wealth of the country in this department, and the specimens of elk, deer, and buffalo heads, and the stuffed salmon, trout and lake white fish attracted the attention of all sportsmen. There were many other things of special and general interest to agriculturists and to business men, and to all concerned in the progress of the Empire of which this colony forms so important a part. During the week the stand was visited by Sir Charles Tupper, Bart., G.C.M.G., C.B., the Hon. C. H. Tupper, Canadian Minister of Marine and Fisheries, the Hon. John Beverley Robinson, ex-Lieutenant Governor of Ontario, and a large number of prominent Canadians, and the stand became, as usual, the head-quarters for the numerous pedigree stock purchasers who are annual visitors to this World's Show. The whole exhibit was a credit to the Government, and must be very successful in dispelling any erroneous ideas which may exist in this country regarding the Dominion, its climate and resources."

The *Canadian Gazette* also refers to the matter thus :—

"It will be seen that Canada gave a good account of herself at the Royal Show at Warwick last week, and Mr. Dyke had the satisfaction of learning from the Prince of Wales how keen his interest still is in all that concerns the welfare of the Dominion."

And further :—

"Mr. Joseph Arch, ex-M.P., and present candidate for North-west Norfolk, President of the Agricultural Labourers Union, made, together with the executive committee, which was in session at Leamington, a special visit to the Canadian stand. Several members of the committee expressed themselves glad to renew their acquaintance with Mr. Dyke, who was in active co-operation with them during the time of the look out in 1874 and 1875, when several thousands of agricultural labourers left for Canada accompanied by Mr. Arch and some others of those present at Warwick."

IMPORTANCE OF CANADIAN EXHIBITS.

When it is remembered that this show is visited by all the leading agriculturalists in Great Britain and Ireland, as well as by representatives from agricultural societies on the Continent, it will be seen what an enormous influence for good is exercised by the Dominion taking part in it. My attendance at the shows of the Royal and other societies during a long series of years has made me acquainted with most of the well known agricultural experts, and by constantly bringing me into contact with landed proprietors and tenant farmers, I have been able to do a great deal of work amongst classes which are not easily influenced.

From Warwick the exhibits were forwarded to Inverness for the Highland Agricultural Show, and I would suggest that if it is possible this most beneficial method of spreading knowledge of Canada's resources should be availed of more extensively.

MR. DYKE'S VISIT TO CANADA.

With the permission of the Department and the High Commissioner, I left Liverpool on the 18th of August, on a visit to Canada. I sailed in company with Mr. Ronald McDonald, the agent for Lady Cathcart, and with him visited the Crofters he settled some six years ago in southern Manitoba. Your Department, deeming it desirable that I should see the progress the settlers had made since my visit three years before I proceeded to various points in Manitoba and the North-West Territories. I saw as many of the German and other foreign Colonies as possible, and besides having the gratification of meeting many successful settlers whom I had been the means of inducing to emigrate during the last fifteen or twenty years, I obtained a great deal of information which will be invaluable to me in my work here.

MEETING WITH OLD FRIENDS.

It fell to my lot when lecturing in the agricultural districts in Kent and Suffolk in 1874 to distribute the first pamphlets ever circulated in Great Britain on Manitoba and the North-West. A number of people went forward at that time and settled mostly north of the present main line of the Canadian Pacific Railway, but it was not until 1879 that our efforts had any perceptible influence in directing emigration to the Canadian North-West. However, when visiting Manitoba, I met a number of the old pioneers whom I had been the means of inducing to go out: indeed, there is scarcely one of the older settlements in Manitoba in which may not be found some persons sent out through this agency. A portion of the site of your own city, Brandon, was taken up as a free grant by one of my emigrants and Moosomin, Cannington Manor, Virden, Pilot Mound, Deloraine, Crystal City, Moose Mountain, Birtle and Minnedosa especially are full of old friends and acquaintances, and I found others at numerous points on my journey west to Calgary and north thence to Edmonton. Many of them, while possessing more or less capital when they left England had very little practical knowledge of farming, but I learned that with few exceptions, they were very glad of the change they had made. In many cases, their sons stand amongst the first men of the country and have opportunities which they would have been denied at home, where every profession and calling is overcrowded. I returned the bearer of letters and messages from settlers to friends in all parts of Great Britain, and these I was glad to carry as a means of more firmly establishing my connection.

I have to note that a number of very good people have passed through this agency, people with incomes fixed but not sufficiently large to support them in this country in the style to which they have been accustomed. In the North-West such people are well off: they have opportunities of making provision for their families and they can enjoy as much sport as they wish. One such family, which went out in the spring, possessed over \$50,000. Some have selected the Maritime Provinces, Ontario and British Columbia; others who have visited all the Provinces have preferred to settle in Manitoba or the Territories. Judging from the letters I am receiving I believe that in 1893 we shall secure even more people of this class owing to investments here, more especially in land, being less profitable than formerly.

I have in former reports to the Minister of Agriculture gone so often and so fully into the nature and details of the work at this agency, that I need only add further that it is increasing in volume and importance each year.

I have again to express my indebtedness to the High Commissioner for his unflinching courtesy and helpful kindness and to record my appreciation of the interest he takes in and the personal attention he gives to the minutest detail of the many matters brought under his notice. My thanks are due to the British and Continental press for their assistance in my efforts to further the emigration interests of the Dominion, and also to the officials of the Canadian Pacific and Grand Trunk Railway Companies and to the representatives of the Steamship Lines for their cordial co-operation.

I have the honour to be, Sir,

Your obedient servant,

JOHN DYKE,
Canadian Government Agent.

Department of the Interior.

No. 3.

REPORT OF BRISTOL AGENT.

(MR. JOHN W. DOWN.)

BATH BRIDGE,
BRISTOL, 31st December, 1892.

To the Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to present you with my annual report for the year 1892.

EMIGRATION.

There has been a large emigration from the west of England this year of farmers, tradesmen, and general labourers.

It is not possible to give exact figures, but I have reason to believe that Canada was more in favour with the agricultural classes and drew more of them to her shores than any other colony.

The class of emigrants actually passing through my hands has been very satisfactory, and included many large families born and bred to agriculture.

Owing to the great depression in nearly all branches of trade this year I have had an unusually large number of small tradesmen calling upon me anxious for information as to starting in business in Canada. They were advised to turn their attention elsewhere than to the Dominion, except in special instances, where I believed they were people likely to adapt themselves to the requirements of the country, were willing to labour on the land, if need be, and had sufficient capital to carry them over a year or two.

It is a pleasure to be able to report that in the early spring I sent to the North-West several farmers with their wives and families, whose determination to settle in Canada could be distinctly traced to the influence of old settlers whom I had personally conducted to Canada more than fifteen years ago, but of whom I had since lost sight. It is difficult to maintain a correspondence with colonists, but every year I find indirectly settlers bringing their influence in a quiet way to bear upon friends and relatives in the district they had left. This, however, is a kind of thing which, unfortunately, cannot well be handled and must be left almost entirely to itself, as the influence exerted by settlers must be natural and the outcome of success, and a desire to assist others to succeed.

INCREASED INTEREST IN OLDER PROVINCES.

Though the bulk of the emigrants have gone through to the North-West and British Columbia, yet I find this year an increased interest taken in the older Provinces. I have sent several families to the Maritime Provinces and I am glad to hear that they are pleased with the country and feel confident of doing well.

FARM LABOURERS.

As I have stated in previous reports it becomes year by year increasingly difficult to secure good farm labourers for Canada. Inducements are offered to them on all sides to remain at home, but as wages are gradually being reduced and in many cases have fallen to about 11 shillings per week without board, the

time must be at hand when large numbers of this class must either move into the towns in search of work or leave the country altogether. My opinion is that there will be an emigration of considerable numbers within the next few years of a mixed class of farmers and farm labourers which will be very desirable, so that farmers on arrival and settling in the Dominion may have plenty of labourers at hand to assist them.

AGRICULTURAL DEPRESSION.

Farming throughout this district is at a very low ebb just now, and in many cases, although there has been a considerable reduction in rents, yet heavy losses have been incurred. It has simply been impossible to make farms pay, and where the spring rents are to come from is in many cases a mystery, even though the fall rents can or have been partly met. Something more than a mere reduction of rent will have to be found to remedy the depression from which local farmers are suffering, and if there is anything worse in store, farming in this neighbourhood will be entirely ruined, and the farming class will have to join the ranks of the unemployed or emigrate. I have continually advocated emigration as a remedy to all those who have any capital left, but the farmer is an obstinate man and will not change until circumstances actually compel him to, and unfortunately in only too many instances have farmers held on to their farms until all their capital has disappeared.

ASSISTED PASSAGES.

I think it is a very favourable time now for affording greater assistance to farmers and farm labourers with families. If a liberal grant were allowed to a family of man, wife and children, the larger the family the better, and the matter of choice left in the hands of the local agent of the Government, I feel certain there would be a large increase in the number of farmers going to the Dominion next year, and the money so expended would be amply repaid in a few years by the increased development of the country. Families are safe, for when once settled they are not likely to move away for sometime, and the children brought up in Canada get accustomed to the country and make the best of settlers.

DOMESTIC SERVANTS.

There are but few parts of the Dominion in which good domestic servants would not be welcomed, but so great is the demand in this country for female labour that it is only by offering very great inducements that any numbers of this class can be persuaded to emigrate, and I anticipate that the emigration of this class will be very limited for several years unless a system of free passages should be brought forward.

MAPS AND PAMPHLETS.

I have had a great inquiry for maps and pamphlets relating to the various parts of the Dominion and have distributed a large quantity of printed matter through the post. There has been a great call for the Handbook containing the Report of Mr. Thos. Davey, tenant farmer, Cannington, near Bridgewater, Somerset, on the Maritime Provinces, and I trust good results will follow and that next year there will be a considerable increase in the number of emigrants from this district settling in the older Provinces of the Dominion.

PRE-PAID TICKETS.

I find this year a very considerable increase in the number of people going to Canada on pre-paid tickets sent to them by friends or relatives who have settled in the Dominion and done well. I think I am within bounds when I say that this year there have been more pre-paid passengers passing through this office than during the three previous years, which is in itself satisfactory evidence of the success of the emigrants who have left this district.

Department of the Interior.

USEFULNESS OF THE BRISTOL AGENCY.

The utility of this office is considerably appreciated by visiting Canadians who call here for general information of the neighbourhood. Several settlers from the North-West and Ontario have seen me, and I am pleased to report that all have spoken in praise of the Province in which they have settled. Some have taken back friends with them, who if satisfied with the country will be the pioneers of several large parties to follow next spring.

My thanks are due to the Department at Ottawa for the numerous papers and books sent me during the year and which have been very valuable to me in dealing with matters relating to the trade between this Port and the Dominion.

As in previous years I have to thank the High Commissioner, Sir Charles Tupper, and his London Staff, for the assistance rendered me throughout the year.

I have the honour to be, sir,

Your obedient servant,

JOHN W. DOWN.

No. 4.

REPORT OF GLASGOW AGENT.

(Mr. THOMAS GRAHAME.)

40 ST. ENOCH SQUARE, GLASGOW,
31st December, 1892.

To the Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit this my twenty-first annual report for the year ending 31st December, 1892.

GENERAL WORK OF THE AGENCY.

I have, as in the past, taken all opportunities during the early months of the year of meeting with people at fairs, shows, markets, &c., with the view of giving them all the information in my power regarding our various Provinces, and advising those who may have made up their minds to go out, as to the most suitable course they should pursue in taking up their locations, dependent upon their experience in agricultural pursuits, whether they may have been families or single persons, and the amount of capital which they may have had. In all instances I have seen to the distribution of our literature of all descriptions to best advantage. I have also met with large numbers of persons by arrangement here, with the view of talking over all matters pertaining to agricultural work, and giving advice for themselves or their friends as to the advantages to be obtained by settling in the places best adapted for them, and particularly have I done this in the case of female domestic servants, for whom there is such a great demand throughout our country, although good ones are also getting very scarce here.

As a rule the inquiries were chiefly regarding Manitoba, the North-West and British Columbia, in regard to both mineral and fishing pursuits, as well as those pertaining to agriculture.

There were many inquiries regarding the older Provinces also, especially by persons who had friends or relatives settled in any of them.

My correspondence has been with all parts of the world, such as New Zealand, India, the Falkland Islands, &c., &c., as well as many portions of the continent.

THE TENANT FARMERS' REPORTS.

The reports of the various tenant farmers' delegates, who went out of late years, continue to be in large request. As in the past, these delegates themselves continue to take a very great deal of interest in Canada, and I am constantly in communication with them regarding various matters pertaining to our country.

VISITORS AT THE AGENCY.

The people who have called upon me have in numerous instances wished for information on a great many other matters besides emigration, and to the best of my ability I have afforded them what they desired in this respect. In fact I have callers more and more numerous from year to year in regard to all such subjects.

DISTRIBUTION OF LITERATURE.

I have had a very good and full supply of our literature of all descriptions sent to me, and I have seen to its distribution to best advantage.

One plan which I have adopted, with the approval of the High Commissioner, has been, with the aid of Messrs. J. & A. Allan, of this city, and their various

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agents throughout the country, to distribute large quantities of our publications at the chief hiring fairs and agricultural shows in the various counties in Scotland.

Another means adopted at the suggestion of the High Commissioner has been to send pamphlets and maps to the various school-masters throughout the country, who have made application for them, the maps being mounted and the pamphlets used as text books by them in their schools. Our literature has been sent also to the several mechanics' institutes, free libraries, reading rooms, &c.

By these means I think we have been successful in reaching all desirable classes of the community.

MORE PAMPHLETS WANTED.

I think it advisable while on this subject to state that in my opinion it would be advantageous to have a greater number of the smaller pamphlets or leaflets printed for distribution, such as that lately issued by Sir Charles Tupper, intitled "Report of the Agricultural Resources of Canada by a practical Scotch Farmer, &c.," as many of the readers of our literature would not take the trouble to read through the larger pamphlets, whereas they might readily do so in the case of a smaller one.

THE HIGHLAND SOCIETY'S SHOW.

I attended the Highland Society's Show as usual which this year was held at Inverness, and under the instructions of the High Commissioner I took charge of the Canadian Exhibit which was prepared for the occasion, the report to him concerning which I herewith insert.

"In accordance with your instructions in the end of June last, I secured space for the above object, and went to Inverness about ten days before the Show commenced to have all the requisite arrangements completed, which was accomplished in a satisfactory manner. The expenditure in connection with it was more than I had first anticipated as the stand which was sent with its contents from the Royal show grounds at Warwick was on a more extensive scale than I expected, and the work in connection with it, putting up and taking down, much more considerable than I had calculated, more especially from competent workmen being very difficult to obtain, the contractor for the show grounds informing me that he had to get them from Aberdeen and other places. Then from Inverness being so far north the Railway charges were very large, and more especially as a portion of the Highland Railway had to be gone over which made the rates high. Unfortunately too from the various articles despatched to Inverness not returning to the same place from which they were sent, half rates could not be obtained for the return journey which I tried my best to accomplish. In every way I may say I exercised the utmost economy in my power in regard to the exhibit.

"The results however were most satisfactory, and will I think much more than counter-balance the amount of expenditure incurred. The exhibit was by far the finest in the show ground and attracted universal attention, as it was extremely well situated. The weather also was exceptionally fine during the whole time of the exhibition, so that from the first visitors were very numerous to the stand, and the last two days (the cheap ones) there was a continual stream of people going in and out, chiefly connected with agricultural pursuits as farmers or labourers.

"A very large quantity of our literature was distributed, nearly 40,000 copies of various descriptions in all. These were disposed of to best advantage among inquiring people, and a large number given to Gaelic speaking people among others, with many of whom Mr. Stuart, who very ably assisted me during the show, had long conversations regarding his experience of Canada, he, Mr. Stuart, being thoroughly conversant with that language. I also had a very large number of interviews with people who think of, or intend going out, and gave them a great deal of information on all sorts of subjects pertaining to Canada. A great number of these people have friends or relatives settled in our various Provinces."

"Among the visitors were almost all the prominent people in the district including the officials of the show. Cameron of Lochiel, and Sir Kenneth Mackenzie, who were on the Royal Commission some years ago in connection with the state of the

Crofter population in the Highlands, and whom I met at that time, were very particular in making inquiries as to how those who had emigrated had succeeded, and took a very great interest in the exhibit, as in fact all did with whom I met. All expressed their great satisfaction at seeing such a variety of fine specimens of so many descriptions from the Dominion, and the seed sown by the distribution of our literature, and information given, will I have no doubt being forth a bountiful crop in the immediate future."

"There were also a considerable number of visitors from Canada, including the Hon. Mr. Ballantyne, Speaker of the Ontario Assembly, (who hopes to have specimens of cheese on a future occasion), and they were very much pleased with the manner in which Canadian products were represented. This may be said as well of a number of tenant farmer delegates of former years, and others connected with Canada.

"Taken altogether, therefore, I think the results of holding the exhibit have proved very gratifying in every respect, and as was stated by many experienced people who visited it, a great deal of good was sure to flow from the holding of it. I can only hope that something of a similar nature, with a little more time to prepare, may be permitted to be exhibited at the future shows of the Highland and Agricultural Society."

I also insert the following account of the exhibit from the *Northern Chronicle* (Inverness):

"The Government of Canada have a very imposing exhibition of the products of that remarkable and thriving country, agricultural and mineral. Tastefully arranged and under the care of Mr. Thomas Grahame, agent for Scotland, with the assistance of ex-Bailie Stuart, who just returned from an extended tour in Canada the other week, the visitor will find exhibits of a character which at once indicate the resources of the country as presently developed, and the great colony it is bound to become as its population grows denser, and the land is subjugated to the plough. The practical agriculturist will be much interested in the specimens of grain in straw and in bulk, of all varieties, taken from the various experimental farms which are doing so much to keep Canadian agriculture in a scientific and successful groove. There is a particularly fine collection from the Government farm school at Guelph, a district to which so much attention has been drawn within the last few years, through the reports of the tenant farmer delegates sent out in 1890 to Manitoba and the North-West Territory. These Provinces are strongly represented by splendid specimens of grain and grasses. To further aid the visitor in forming an idea of the country, a number of striking photographic views are exhibited, showing romantic and forest scenery, and operations in the harvest field, on a scale sufficient to excite the envy of the largest home farmer. Nor is the geology of the country neglected; a splendid collection of minerals is shown, sent over specially by the Minister of the Interior for the exhibition. These specimens are very suggestive of the wealth of the country in this respect. Nor is sport neglected in this very comprehensive show, fine examples of the elk, deer and buffalo heads being on view; also of trout and salmon, with which the rivers teem in Canada. The exhibition is one which few visitors will care to miss, and they are sure of a warm welcome from Mr. Grahame, who has an interesting way of conveying information about the country he so well represents."

CO-OPERATION OF THE STEAMSHIP COMPANIES.

I continue as formerly to be on the most friendly terms with the steamship companies which are connected with Canada in this country, and we mutually supply each other with any information which comes to our knowledge, and which has proved useful in respect to emigration; always supplying them with quantities of our literature as they may require them, in every way this producing good results, and proving satisfactory to passengers who may be going out to our several sea-ports.

THE AGENT'S VISIT TO CANADA.

In regard to my late visit to Canada as you are aware I was not enabled to visit the North-West as I had-wished to do particularly with the view of seeing

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something of the Crofter settlers who went out at various periods some years ago, and in connection with whose emigration I had so much to do.

I however saw something of the Province of Quebec and a good deal of Ontario.

I attended a large number of shows and was much struck with the great improvements in every respect since my last visit to our country.

The exhibitions I saw in Montreal and Ottawa were on a very extensive scale, and the quality of the stock particularly excellent.

In Ontario, the chief shows I attended were in the neighbourhood of Toronto, in the counties of York and Simcoe, and at these also the progress of agricultural interests was very noticeable.

On all these occasions I took every opportunity of communicating with farmers as to their productions suitable for export to Great Britain, and learnt and imparted a great deal of information on such subjects.

CANADIAN PRODUCTS.

I found that as a rule the season had been a prosperous one for the farmer notwithstanding that the prices for most descriptions of products were lower than usual. Wheat had been an average crop and was of fair quality. Hay had been far above the average, much the best for many years, and there can be no doubt with the prices ruling in the British markets that there is a fair margin for shipping to such ports, though many people rightly think it is not advisable for farmers to ship off too much hay from their farms. Two rowed barley was a fair crop in some districts, and not good in others; the great point to be arrived at apparently being early sowing.

The samples of butter and cheese were excellent, and the prospects for trade in the future in both are very good, especially if creameries are established to the extent that is anticipated. The Honourable Mr. Ballantyne, of Stratford, with whom I had a long interview there, thinks it highly probable that many of the cheese factories throughout the country will in time be utilized during the winter months as creameries, and in that way the quality of butter for export will be very much improved. He informed me at the time I saw him that 200,000 more boxes of cheese had been exported from Montreal than at a similar time last year.

Very fine tomatoes and grapes were also on exhibition at these various shows, and I hope the time may not be distant when some plan may be devised by which these articles will be transmitted to British markets, as from their great cheapness in Canada a profitable business should arise in this way.

Eggs I learnt were being shipped in large quantities this season for both England and Scotland.

Apples as a rule, in the districts throughout which I went, I found to be plentiful and of good quality generally, however, being rather smaller than usual, and in some few districts they had been considerably affected by the weather in the shape of dark spots on one side of the fruit. As apples were scarce in some of the Western States, quantities of them were being shipped to Chicago. I anticipate about the usual quantities will be sent to Britain.

In respect to stock generally, cattle were of good quality and the improvement in this respect was very noticeable wherever I went.

Sheep and pigs were also much improved and I was greatly pleased in regard to the latter to ascertain that farmers are seeing the advantage to be derived from producing much larger quantities of that article than in the past.

There were very fair exhibits of poultry likewise of all descriptions, and I hope in the future a larger quantity and a much greater variety of this article may be sent across.

In respect to horses I found that considerable numbers of carriage and saddle horses were still exported to the United States notwithstanding the high tariff, but farmers and breeders of this description of animal are seeing the advantages to be derived from breeding for the British markets as well, and I think from all the information I obtained and imparted, that a great deal more will be done in this direction in the future. Large numbers of animals of this description have been

sent over during the past season, and I understand have proved very profitable. Heavy dray horses of the kind suited for large cities in Britain are being bred also pretty extensively, and at present prices I think there is a very fair margin for exporters to go upon in purchasing such animals. For instance I saw a pair of very fine animals of this description at the Woodbridge show, which I priced and which would bring more than double the amount in the Glasgow market at present.

PROGRESS AND IMPROVEMENT IN CANADA.

Taken altogether I was very much struck with the vast progress and improvement both in cities and country parts since my last visit, over ten years ago.

In the cities the new and more solidly built structures were very observable, particularly Montreal, Ottawa and Toronto, and in country districts the improved houses, farm buildings, fences, and cultivation of the lands were very noticeable.

All with whom I came in contact were very much impressed with the advisability of always sending only the very best of any article they possessed to the markets of this country, as it is always just as cheap to send a good as a bad article of whatever description it may be. Another matter which has been of great importance to the interests of farmers is the large extension of labour saving machinery which has been used so largely upon their farms, and which is to be obtained at very reasonable cost.

DEMAND FOR FARM LABOURERS IN CANADA.

Notwithstanding the great advances in farm machinery, however, all over the country, there is a great demand for farm labourers at very good wages, and especially for female domestic servants.

CANADIAN RAILWAYS.

I was very much struck also during my visit with the very great improvement in the railway systems since I was last out, on the Canadian Pacific Railway particularly, time being admirably kept, and the accommodation in every respect all that could be desired. This to the travelling public of all descriptions is a matter of very great importance.

DEVELOPMENT OF THE NORTH-WEST.

On my return voyage I met with numbers of people from various parts of Canada, and was interested in the conversations I had with them, particularly as regards the rapid development of the several districts in the North-West which is taking place, and the general prosperity existing there.

CROFTER SETTLEMENT.

In a great variety of ways during my visit to Canada and prior to and since my return I have heard a great deal by meeting with people and from correspondence in regard to the Crofter settlements in Manitoba and the North-West, and the probabilities of other similar suitable fields being found for more to follow them. The great majority of them would appear to have got on satisfactorily.

Those who went out were all much of the same type, and although more may be thought of those from some districts than others, in the course of time I have no doubt all will get settled down in a very similar manner to those from the Highlands who settled in Glengarry, and different parts of central and western Ontario, many years ago.

One of the great objects in case more of this class go out is in my opinion that they should be intermixed as much as possible among other populations wherever they may be settled.

It has been suggested that it might be advisable for some one who has a knowledge of the Gaelic language, and who is fully informed regarding the Crofters, to give lectures throughout the West Highlands with a view to emigration.

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THE HUDSON'S BAY ROUTE.

I have found a good deal of interest is still taken in the route by Hudson's Bay to this country, and hope that some development may be made soon, so as to test thoroughly the practicability of such a route, as if this is accomplished it will immensely improve the position of the whole of our great West, in connection with this and all other European countries.

CANADIANS IN SCOTLAND.

I have as usual had a large number of Canadians calling upon me both in reference to emigration and other business matters, and also in regard to the most advisable mode of spending their time when on a visit of pleasure to this country. This office is from year to year becoming much more extensively a place of call for Canadians over on all descriptions of matters of business.

SCOTCHMEN IN THE CANADIAN NORTH-WEST.

To show the views entertained by settlers in Canada as to the land of their adoption, I quote the following from a letter to the *Herald* of 9th January:—

“WINNIPEG, December 7, 1891.

“* * * Many people come in to town from the country when farm work is over for the year. * * * I have pretty hard work, but I like it and thrive under it, as I am getting stout all over. With the exception of a slight bout of sickness, we have all enjoyed good health since we arrived. The children have gone to a school about one hundred yards from our house, and they are getting on with their lessons as well as at home. Education is free. Rents are fairly moderate: our house costs us five dollars a month (£1) including all taxes, and as we have a good piece of ground we could easily make a few dollars out of it in vegetables, should we be here in summer. Potatoes and other vegetables grow remarkably well, and it is quite a common thing to get potatoes over a pound weight, or cabbages weighing ten to twelve pounds. All vegetables are very cheap just now. Meat is cheap: beef, 7½ cents; mutton, 10 to 12½ cents, but it is not so good as in the old country; flour and meal cost about 3 cents per pound; bacon, 15 cents; cheese, 15 cents; sugar, 5 cents; tea, 50 cents; oil (for lamps), 40 cents per gallon; eggs, 20 cents per dozen; butter, 20 to 25 cents per pound.

“Skilled workmen here get much better wages than at home, but a long way the best paid of them all are engine drivers and stokers, who will make about \$100 (£20) to \$160 (£32) per month respectively during the summer months, and not less than half in winter. They are paid at the rate of 4 cents per mile, but of course cannot make the same distance in winter as in summer. There are plenty of churches well attended from the Salvation Army to Roman Catholics. The former is as aggressive as at home. You may perhaps be surprised when I tell you that the church we attend—St. Andrew's Presbyterian—has a membership of about 900, and is full at every service. The service is similar to what you have in Scotland, except that they take the collection before the sermon, and before the plates are passed round, the minister leads the congregation in prayer to the effect that they may be led to give liberally of their means. This prayer at least seems to be answered, as the finances of the congregation are in a flourishing state, although all the seats are free.

“Since I came I have seen something of the country round about. Shortly after we arrived I took advantage of a cheap trip and went to Brandon, about 150 miles over the prairie, to see what prospect there was there, and about a fortnight ago I was despatched to Maimi, about 100 miles, south-west, on railway work. About a fortnight ago “the fiery cross” was sent out to summon all the Northern Pacific employees of every kind to go out to a wreck of a grain train and clear it away. We got into a car at 11 o'clock and found ourselves next morning 100 miles from home in a wild, hilly country. A few days ago I was out about 20 miles from this, and had the pleasure of taking my dinner on the open prairie in a snowstorm, without any shelter save a few boards stuck up behind us. One seems to get more

indifferent here to the elements than at home, and wet and cold are not thought so much of. Some time back we had what they call the Indian summer, and it was without exception the finest and most pleasant weather I ever experienced. The atmosphere was clear and bright, and while cool not too much so.

(Signed)

A. H. D. "

PUBLIC ADDRESSES BY THE AGENT.

On all occasions when I have had opportunities of addressing meetings of various descriptions in this country I have taken advantage of the occasions by referring to Canada as far as I have thought advisable under the circumstances, and I have found the magic lantern slides much appreciated by those who have had the pleasure of seeing the scenery as exhibited in them.

FUTURE PROSPECTS.

As regards the prospects for the ensuing season I think for a variety of reasons they are very much better than they have been for a number of years.

In the first place trade in this country does not promise to be in as flourishing a condition in very many respects as in the past, the consequence being that there is not the flowing of population to the cities as formerly.

I need only instance in this respect the large numbers of meetings which are being held of late all over the United Kingdom in regard to obtaining relief for the unemployed. Some of the chief industries of the country are in a very depressed state, such as iron, coal, and cotton.

Then again the agricultural interests of this country are in a much worse state than they have been for very many years, and farmers are having meetings and crying out all over Britain for some remedy for their existing evils.

In stock, sheep farmers particularly have had very heavy losses this season from the prices for their stock being so very low, and from foreign competition especially from New Zealand. Without going into the causes for these there is no doubt of the fact that the prices of the products of the agriculturist are in most respects lower than they ever have been.

The season for saving the crop has proved a very disastrous one from the stormy and inclement weather then prevailing, and in some instances it was well into November before the grain was in the stack. As an instance of the dire effect of the wet weather at that time, I may mention that I was lately informed by a farmer whom I know well in this neighbourhood that a sample of the best wheat in his district was brought into this market to be priced, and the highest value placed upon it was 18s. per quarter (8 bushels).

There is therefore, I think, if judicious means are adopted, a great opportunity for inducing large numbers of the tenant farmer class, as well as labourers, to go to our country next season, and more especially as the crops in Canada have as a rule been most prolific last season, and of excellent quality.

Then again the policy of the United States as indicated of late has been apparently against immigration, and the result should be that a large portion of those who are in doubt where to go will the more readily be induced to go to some one of our several Provinces.

The reasons for the small emigration of last season were partly those as given in my last annual report in regard to trade affairs here, &c., and to a very large extent owing to the outbreak of cholera which almost entirely paralysed emigration movements during the latter part of the season.

FEMALE DOMESTIC SERVANTS.

In reference to female domestic servants I should hope under the circumstances before narrated that a greater number than usual may be induced to go out to Canada, but I am still of the opinion that the best chances for getting these is through the families going out who have grown up daughters or those approaching that age.

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PREVENTION OF UNDESIRABLE EMIGRATION.

As in the past I have invariably used all my efforts to prevent people not suited to our country from going out, such as clerks in cities, and in fact all connected with sedentary pursuits, unless they have capital, or have procured situations before going out.

But for reasons before stated I think we may anticipate on the whole that we will have a largely increased emigration of all classes over that of late years, and more especially of those thoroughly adapted to agricultural pursuits, very many of whom should be possessed of more or less capital.

SCOTTISH EMIGRANTS *via* LIVERPOOL.

Large numbers of emigrants from Scotland continue to go *via* Liverpool and this is especially so in the case of people with means, as from there being no competition from this part to Canada, and many of the vessels carrying no cabin passengers, people are induced on account of better accommodation to take this course.

The Allan Line, since the cholera trouble, have been sending no vessels to Halifax as they usually have done during the winter months, but no doubt they will be sending them very shortly, fortnightly as usual. This route is of course of particular advantage to those wishing to go to the Maritime Provinces.

I continue to be under great obligations to Sir Charles Tupper, our High Commissioner, for his great kindness in affording me information on all kinds of subjects which may be of use to me in the performance of my duties, besides those directly connected with emigration, and also by having the hearty co-operation of all my colleagues within this country and in Canada, in whatever communications I may have with them pertaining to the prosperity of our country.

I also continue to have the greatest courtesy accorded to me by the press of this country in regard to any matters to be done in the performance of my duties in connection with promoting the mutual interests of the colony and the mother country.

I have the honour to be, sir,

Your obedient servant,

THOMAS GRAHAME,
Canadian Government Agent.

No. 5.

REPORT OF DUBLIN AGENT.

(MR. THOMAS CONNOLLY.)

NORTHUMBERLAND HOUSE, BERESFORD PLACE,
DUBLIN, 31st December, 1892.

To the Hon. T. MAYNE DALY,
Minister of the Interior,
Ottawa.

SIR,—I need scarcely state that the protracted and bitter agitation in connection with the land and other questions has rendered the work of an emigration agent in Ireland both difficult and unpopular.

GENERAL OPERATIONS OF THE AGENCY.

When I took up the work of the Dublin Agency in 1880, I soon found that it was impossible to address the people at public meetings as I had previously done in England. However I adapted myself to the circumstances and freely distributed pamphlets throughout my agency wherever the post reached; and my numerous friends all over the country supplied me with lists of suitable persons, while these friends have distributed large quantities of printed matter free of cost except the carriage.

The railroad managers have given me facilities to visit many parts of the country from time to time; and for many years, with the permission of the High Commissioner, I had exhibitions of Canadian products at the Royal Dublin Society's shows, where I met farmers from all parts of Ireland whom I interested in Canadian emigration.

I have also expended a moderate sum in advertising, and, although the press in Ireland do not favour emigration, the editors have frequently given me space to reply to unjust and unfounded strictures on Canada, and they have published many excellent letters I received from successful emigrants. Also, at meetings of the Statistical Society and other public bodies, I have called attention to the good government, progress and prosperity of Canada.

FALLING OFF OF EMIGRATION.

However, it is evident that there has been a falling off in Canadian emigration for the last few years; but I think the competition from other colonies, the withdrawal of assisted passages to emigrants, and the great prosperity of trade in England will account for this.

FUTURE OPERATIONS.

But now I am pleased to find that the Government has decided to adopt a more energetic emigration policy, and, if I may take the liberty of suggesting how this policy may be practically carried out, I should propose that lectures on Canada be delivered in suitable places, and a concise pamphlet be published of each Province, and, as at present, a general guide book to the Dominion.

Then the Agent could circulate at a little cost through the post and otherwise the pamphlet relating to the Province in which emigrants were most wanted, and should an intending emigrant require more information a small parcel containing all the pamphlets and the guide book might be sent. Then if a suitable family decided on emigration I would suggest giving them assisted passages, and, if a farmer with

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some capital went out to settle on land, I think the Government should build a suitable dwelling for him, and the second year, after his capital was being expended, he should have advanced to him what he paid for his through ticket. This advance and the cost of building his house might be secured by mortgage and the repayment extended over 15 or 20 years.

CANADA COMPARED WITH THE UNITED STATES.

Some years ago I visited nearly every part of the United States open for settlement, and in my report to the London "Times" I referred to the vast development of its agriculture in addition to its manufacturing industries. However, I am satisfied that Canada has all the elements of wealth more evenly distributed than the United States or any new country.

Canada's coal and iron deposits are chiefly on the Atlantic and Pacific seaboard, and her splendid system of railroads and fine waterways gives access to the markets of the world for the products of her fisheries, forests and fields, and for her mines and manufactures.

I think there is no other country in the world in which capitalists can find a more profitable investment than Canada or in which labour and industry are more amply rewarded.

The great bulk of emigrants from Ireland still go to the United States, because there is scarcely a family in Ireland that has not relatives in some or other of the States who are constantly sending home prepaid tickets. Besides, the first-class steamers to New York make very fast passages; and the intending emigrant can take passage nearly every day in the week from a convenient port: and saloon passengers especially avail themselves of the New York route even when some part of Canada is their ultimate destination.

Canada must have a line of fast steamers running to some convenient port in the Dominion. Then it is evident there would be an increase in the volume of emigration and in the number of visitors and tourists.

IRISH EMIGRATION TO AUSTRALIA.

A large number of passengers and emigrants go from Ireland to Australia every year, although the saloon fare ranges from forty to sixty guineas and the steerage from fourteen to seventeen guineas. But residents in some of the colonies can nominate their friends for assisted passages on making payment in the Colony of from £1 to £8 according to sex and age, and free and assisted passages to several of the colonies are frequently granted to selected unmarried agricultural labourers and single female domestic servants.

FUTURE PROSPECTS.

So far there is every prospect of a good emigration to Canada this season. I have had a large number of people asking for advice and information, through the post office and otherwise. No doubt the restrictions on emigration to the United States will affect Canadian emigration and perhaps a number of unsuitable emigrants may go out, but as far as I am concerned I shall take especial care to send out only those who are calculated to become good and useful settlers.

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

THOMAS CONNOLLY.

No. 6.

REPORT OF BELFAST AGENT.

(MR. H. MERRICK.)

VICTORIA CHAMBERS,
 Corner of Victoria and Waring Streets,
 BELFAST, December 31st, 1892.

To the Honourable
 The Minister of the Interior,
 Ottawa.

SIR,—I have the honour to present you with my fifth report from this agency. The year 1892 opened with excellent prospects of there being a considerable increase in the number of emigrants from the north of Ireland.

Through the whole of the months of January, February and March there was a very active enquiry for pamphlets, and the correspondence seeking detailed information with reference to the several Provinces and particularly the Canadian North-West, was exceedingly large.

This is to be attributed in a large measure to the satisfactory reports received on this side, of the success of the Canadian farmers and to the systematic method adopted, under the direction of the High Commissioner, to place before the reading public in the press of this country the fullest information; and I have great pleasure in stating that the newspapers of Ireland, with a few exceptions, have given publicity to many of the favourable reports, adding thereto short paragraphs of a complimentary character of their own, referring to the splendid opportunities offered to a settler in the Dominion of Canada to acquire a *free farm* on the prairie lands of the North-West.

DISTRIBUTION OF PAMPHLETS.

I have distributed a very large number of pamphlets covering nearly every district in the north of Ireland, and have taken advantage of many of the agricultural, horse and cattle fairs, as well as market towns on market days, to circulate our pamphlets, and believe that this liberal distribution has been productive of good results in increasing the applications for information of a detailed character showing a desire to emigrate. I am convinced that had it not been for the outbreak of cholera on the Continent and the strict quarantine enforced on both sides of the Atlantic, the year 1892 would have shown a considerable increase in the number of emigrants from the United Kingdom.

THE OUTLOOK FOR THE FUTURE.

Although there is not that large surplus population to draw from, of the emigrating classes of some years ago, yet there are a considerable number of small farmers and farm labourers who find it exceedingly difficult, if not impossible, to make both ends meet, and are therefore only waiting to save sufficient means and convenient opportunity to emigrate.

Many of such people prefer the colonies and particularly the Canadian North-West, but for many of them the large amount required for passage money is a very serious drawback, indeed, I may say to very many with large families almost an impossibility.

I have not the slightest doubt that if an arrangement were come to between the railway and steamship companies and the Government by which a considerably reduced passage ticket could be secured, the number of emigrants to Canada could be more than doubled each year for some years to come.

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HIGH COST OF EMIGRATING.

After a little over a year's experience of the duties of my office, I was convinced that the question of expense was *the question*, and great obstacle in the way of a large emigration to Canada, and one not easily disposed of. But, if this could to some extent be removed, an exceedingly large emigration would ensue.

The expenditure incurred for a ticket across the Atlantic is not so formidable, but it is the additional outlay required to purchase an inland railway ticket say to Winnipeg or Brandon.

The geographical position of our free grants being so far distant, involves an increased outlay to the emigrant equal to the sum paid to reach the shores of Canada, an amount beyond the limited means of many of those most anxious to take up farms in the free grant districts, indeed, I may say it is in many instances prohibitive.

MOST DESIRABLE EMIGRANTS.

Farmers and farm labourers are the classes which the Canadians are most anxious to secure as settlers in the country and are those most likely to become permanent citizens.

DRAWBACKS TO EMIGRATION TO THE OLDER PROVINCES.

It must be borne in mind that in most of the older provinces *free grants* of good arable land, with the advantages and facilities offered in the North-West, are not obtainable.

Intending emigrants have great objections to settling upon land where settlement duties involve the clearing of the land from timber, as the old country farmer has little if any knowledge of chopping; hence it is that inquiries are directed mainly to the prairie lands.

At least this is my experience; and therefore it is that the great distance inland becomes a serious matter, and if farmers with small means, and industrious farm labourers, are to emigrate to any considerable extent in excess of previous years, something in the way of assistance will have to be given to overcome the geographical difficulty I have referred to.

ASSISTED PASSAGES REQUIRED.

At a meeting of the agents on this side called by the High Commissioner two or three years ago to discuss the subject of Emigration, I expressed my opinion in favour of the adoption of some well considered scheme of assisted passages to emigrants to the North-West, believing it to be in the public interest as well as that of emigration.

The High Commissioner however did not think my suggestion, in view of the difficulties of devising a practical and economical scheme, one that could be adopted, especially as public opinion in Canada did not look with great favour on any system of assisted passages.

I cannot however refrain from reiterating my opinion in favour of that policy.

If Canada is to have her immense wheat fields productive and the great prairie lands of the North West developed within a reasonable period of time, a considerable expenditure of public money will be indispensable in order to fill up a part at least of that great territory, and I have no doubt that it can be clearly shewn that every dollar expended assisting settlers to locate upon our free grants will be more than recouped to the country by the settler's own contribution to the public revenue.

I believe public opinion agrees that the large sum of money expended, in the first instance, in the purchase of the Hudson's Bay Co. rights, and secondly in the construction of the Canadian Pacific Railway, was in the public interest, and moreover the opinion was freely expressed by all parties in favour of an early settlement of the acquired territory.

I have no doubt there are some persons, how many I do not know, who are opposed to appropriating any part of the public funds towards assisting immigration.

But when one remembers how large the expenditure has been for the purchase and development of this additional territory, it does seem to me as though a further expenditure was but in natural sequence of the former policy, and if the people of Canada are to receive at an early day that advantage they have hoped for in the growth, development and product of those immense wheat fields, a generous and liberal expenditure must be made.

I have had to encounter frequently the great difficulty of an emigrant anxious to go to Canada, and willing to spend his last sixpence for that purpose, and having perhaps a family of seven or eight children, who, upon making full enquiry, finds the sum of money required for tickets for himself and family, say to Brandon, about \$200, a sum far beyond his means, and much more than he had imagined; \$200 being a pretty large amount for a small tenant farmer to have saved off of perhaps a very small holding, and a considerable sum for him to spend, and then to reach a country of strangers penniless—however encouraging his future might appear to be. And yet there is not the slightest doubt that this same intending emigrant would, in Canada, in a very few years, become a thrifty and well-to-do farmer. Very willing he is to venture his last penny, and I do think Canada should be willing to do something to assist him.

Canada's great distance from those over-populated districts from which she expects to draw her emigrant farmers and others is a very serious drawback. But if Canada can afford to expend a liberal amount in assisting emigration for the next five or ten years, then those whom she succeeds in securing as settlers will themselves become the most active and valuable emigration agents, by sending encouraging letters and prepaid tickets to their friends on this side of the Atlantic.

The importance of all this is evidenced by the facts that the most powerful factors in the promotion of emigration to the United States to-day are the letters of encouragement and the prepaid tickets coming from those who have already emigrated there in such large numbers.

THE POLICY OF OTHER COLONIES.

It is quite true that some of the other colonies have the same difficulty in their way and find that they are not receiving as many settlers as they would wish, and I notice that Western Australia is inaugurating a more liberal policy, and I have no doubt that most of the colonies will as heretofore be active competitors. I clip the following from the *Daily Chronicle* :—

"The present Government of Western Australia has decided to adopt so enlightened and generous a policy of welcome to immigration that Canada—the country which at present offers the most tempting terms to the colonist—must bestir herself if she would not see the best class of emigrants turning their faces south instead of west. There are a million or more square miles of land practically unoccupied in Western Australia, and Sir John Forrest has just announced that his Government will bring in a bill to assist emigrants with money advances, in addition to the usual offer of free land. Sir John Forrest begins by remarking that the land itself being worth only 6d. an acre is not a sufficient attraction, and that one emigrant attracted is worth two imported, therefore the Government offers money loans to the extent of one-half the sum expended in building or improvements within a certain fixed maximum. To take the case of an individual settler who goes out, to begin with he gets a free grant of 160 acres—a quarter of a square mile—upon the payment of a fee of a sovereign. Suppose that he then spends £50 in building a house, and £100 in breaking up and cultivating the land. The Government will thereupon make him a loan of £25 upon his house, and £50 upon his improvements. If he spends twice the above sums he will receive, if he desires it, twice the above loan, but that is the limit—a loan of £50 upon a lath house, and £100 upon £200 worth of improvements. Thus a man who is possessed of say £250 in cash at home can emigrate with his family to Western Australia, take up 160 acres, erect a capital rough dwelling, break up and seed a fair portion of his land, and then when his capital is exhausted, and when in the United States at least he would be compelled to put himself within the grip of that pitiless octopus of new communities, the professional money lender, he

Department of the Interior.

may be at once placed in funds again by the Government to carry him on through the winter till he can dispose of his first crop and stock. These are certainly very attractive terms, and we have no doubt that Sir John Forrest's statesmanlike outlook will have the due reward. In no other country can the emigrant find such a substantial welcome."

CANADA SHOULD DO LIKEWISE.

It is evident that Western Australia is alive to the importance of offering greater inducements to settlers if they are to make progress and populate the colony; and Canada to receive its fair share of the emigrating classes it most needs, will be obliged to offer inducements equal to, at least, those of any other country.

Intending emigrants frequently call at my office to inquire if there be not some system by which they can pledge their labour after arrival to recoup an advance made for purchase of their ticket and often press upon me the acceptance of a guarantee of payment by their friends.

I mention this circumstance to illustrate how great a desire there is on the part of many industrious and intelligent farm labourers to go out to Canada and who will willingly pledge as security all they have to offer—their future labour.

Of course it is embarrassing to an agent to meet with so many honest and industrious men, unable to procure employment sufficiently remunerative to enable them to advance their material prosperity, but who would make worthy and doubtless prosperous citizens of Canada, and yet find himself powerless to offer them the slightest assistance towards getting there.

GOOD CLASS OF EMIGRANTS.

I think the class of emigrants from the north of England last year was equal to if not superior to those of any previous year, and largely practical farmers.

Some of the newspapers complain that the emigrants now leaving Ireland are of the best of the farming class, and that those whom they could well spare remain at home. This is satisfactory to some extent. But when we realize how many there are anxious to emigrate and unable to raise sufficient money to go and take their families with them and hence cannot go at all, one feels like urging all the more strongly the adoption of some such scheme as I have alluded to above, by which hundreds of worthy men with their families might both better their condition and add to the prosperity and greatness of Canada. I do not concur in the opinion sometimes expressed that those who cannot raise sufficient money to purchase their passage tickets are not desirable emigrants. On the contrary my opinion after nearly six years experience is that hundreds of active, industrious and intelligent men, who would in different circumstances have been well to do, are, owing not to their fault so much as to their surroundings, unable to procure funds sufficient to emigrate to Canada with their families.

SCARCITY OF FEMALE SERVANTS.

Female domestics are not emigrating to Canada in any large numbers from Ireland; indeed, I have noticed that the number of inquirers of that class has been diminishing each year for two or three years at least; owing, no doubt, to the increasing demand at home, they are seeking employment in mills and shops where female labour is being largely used instead of male.

The prospects, therefore, of a large emigration of female domestics is not encouraging, particularly as there is no special inducement offered them in the way of cheap passage.

THE COMING YEAR.

I think the prospects are fairly bright for a considerable emigration of farmers and farm labourers with their families this coming spring.

I know of several in this immediate vicinity who have already decided upon going out to Canada, and are disposing of their small holdings and stock with that intention.

A widow woman with a family of eight children was in my office to-day, and informed me that she has advertised a sale of her holding and stock, and intends emigrating to South Edmonton in March.

The great depression in the agricultural districts for the past few years has resulted in much loss to tenant farmers, and in most of the counties meetings are being held and resolutions passed asking for large reductions in rent, and in many cases for an entire release.

These circumstances show how unsatisfactory are the prospects for the tenant farmer.

The High Commissioner has again authorized a systematic circulation of pamphlets, and has had inserted an attractive advertisement in many of the local newspapers which has resulted in a large increase in the number of inquirers, I think larger than ever before at this time of year, at least for the past six years.

The action of the United States commissioners on immigration imposing increased restrictions on emigrants from this side will no doubt result in Canada receiving a larger number of emigrants this coming year, although something may be done hereafter to nullify its effect on the emigration to the United States, and I notice it is already suggested as a means of avoiding the restrictions that the steamship companies intend doing away altogether with steerage accommodation and to issue second class or intermediate only. If this be done successfully the beneficial effects on Canadian increased emigration will be *nil*.

I again desire to express my thanks to the High Commissioner for the kindness and assistance he has always so promptly and cheerfully rendered me, and also to thank the members of the staff at London, and my colleagues, both in the United Kingdom and Canada for their courtesy and assistance.

I have the honour to be, sir,

Your obedient servant,

H. MERRICK,
Canadian Government Agent.

Department of the Interior.

REPORTS OF CANADIAN AND AMERICAN AGENTS.

No. 1.

REPORT OF THE IMMIGRATION AGENT AT QUEBEC.

GOVERNMENT IMMIGRATION OFFICE,
QUEBEC, 31st December, 1892.

SIR,—I have the honour to submit herewith a report of the arrivals of immigrants at this port during the year 1892, with tables showing the numbers of cabin and steerage passengers brought out by each line of steamers, the numbers, nationalities, and sexes, trades, and callings, of those settling in Canada, and the numbers bound for the United States.

The total arrivals at the Port of Quebec in 1892 were: cabin, 3,704; steerage, 23,718; total, 27,422.

The arrivals, compared with those of 1891, were as follows:—

	1891.		1892.		Increase.	Decrease.
	Cabin.	Steerage.	Cabin.	Steerage.		
England	3,155	17,172	3,540	20,960	4,173	
Ireland	37	866	71	854	22	
Scotland	37	2,140	91	1,671		415
Germany		28		181		153
Belgium			2	52		54
	3,229	20,206	3,704	23,718	4,402	415
Cabin		3,229		3,704	415	
Grand total		23,435		27,422	3,987	415

Showing an increase of 3,987.

The total number of steamships arrived with passengers was 78: Tonnage, 206,340.

The average passage of the steam line was:—

Weekly steamers from Liverpool, 10 days; Londonderry, 9 days; Glasgow steamers, from Glasgow, 11 days; Liverpool, 12 days. Dominion Line: Weekly steamers, from Liverpool, 9½ days.

The number of cabin and steerage by each line was as follows :—

	Cabin.	Steerage.	Total.
ALLAN LINE.			
Weekly steamers from Liverpool	2,063	12,886	14,949
do Londonderry	71	854	925
Glasgow steamers from Glasgow	91	1,071	1,762
do Liverpool		265	265
	2,225	15,676	17,901
DOMINION LINE.			
Weekly steamers from Liverpool	1,461	7,667	9,128
HANSA LINE.			
Steamers from Hamburg		181	181
do Antwerp	2	52	54
	2	233	235
BEAVER LINE.			
Steamers from Liverpool	16	142	158
Totals	3,704	23,718	27,422

The Nationalities of the Passengers brought out by each line were as follows :—

	English.	Irish.	Scotch.	German.	Scandinavians.	French and Belgians.	Icelanders.	RUSSIANS.							Total.	
								Russians.	Jews.	Menonites.	Austrians.	Italians.	Swiss.	Bohemians.		Hungarians.
ALLAN LINE.																
Weekly Liverpool	8,487			616	5,184	312	34	88	122	16	43	6	23	18	14,949	
do Londonderry		925													925	
Glasgow, Glasgow			1,555	5			190				12				1,762	
do Liverpool	9			79	170	7									265	
	8,496	925	1,555	700	5,354	319	224	88	122	16	55	6	23	18	17,901	
DOMINION LINE.																
Weekly Liverpool	3,800	6	4	866	3,669	241	78	57	300	61			28	18	9,128	
HANSA LINE.																
From Hamburg				47	3			94	15		22				181	
do Antwerp				17		26						11			54	
				64	3	26		94	15		22	11			235	
BEAVER LINE.																
From Liverpool	26			27	46	1		8	50						158	
	12,322	931	1,559	1,657	9,072	587	302	247	487	77	77	6	11	51	36	27,422

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The following table gives the number of Married and Single men and women, and the Sexes of Children and infants of each nationality arrived in 1892:—

Nationalities.	Married.		Single.		Children.		Infants.		Total.
	Males.	Females	Males.	Females	Males.	Females	Males.	Females	
English.....	1,079	1,643	5,523	2,000	983	845	137	112	12,322
Irish.....	55	99	438	232	49	39	8	11	931
Scotch.....	110	196	600	311	132	174	21	15	1,559
Germans.....	219	268	381	156	233	226	90	84	1,657
Scandinavians.....	672	923	4,088	1,476	821	744	163	185	9,072
French and Belgians.....	62	73	221	75	68	74	6	8	587
Icelanders.....	40	51	68	45	43	37	12	6	302
Russians.....	29	38	63	32	32	35	11	7	247
do Jews.....	40	82	131	49	83	60	21	21	487
do Mennonites.....	13	14	9	9	11	13	1	7	77
Austrians.....	13	13	14	5	9	12	3	8	77
Italians.....	1	1	3					1	6
Swiss.....	1		7			2		1	11
Bohemians.....	6	10	6	8	5	10	2	4	51
Hungarians.....	6	6	6	3	4	6	3	2	36
	2,346	3,417	11,558	4,401	2,473	2,277	478	472	27,422

The Trades and Callings of the male steerage passengers as per passenger lists, were as follows:—

Farmers.....	506
Farm labourers and labourers.....	10,894
Mechanics.....	402
Clerks, traders, &c.....	113

11,915

TABLE showing the Number of Immigrants landed at Quebec, assisted to emigrate by various Societies during the year 1892:

By whom sent.	Adults.		Children.		Infants.		Total.	Destination.
	Males.	Females.	Males.	Females.	Males.	Females.		
Miss Macpherson.....	60	22	42	25		3	152	Stratford.
Lt.-Col. Cooper, London.....	13	1					14	General.
Honourable Mrs. Joyce, London.....								
United British Women's Emigration Association.....	11	102				5	119	General.
Children's Aid Society, London.....	61						61	Toronto.
Miss Rye.....	18			40			58	Niagara.
Church Emigration Society, London.....	5	1	1	3		2	12	Toronto.
Revd. Mr. Bridger, London.....	1						1	Montreal.
Wm. Quarrier, Glasgow.....		51	11	58			120	Brockville.
Dr. Barnardo, London.....	171	64	135	63			433	General.
Revd. Mr. Mussley, Belgium.....	14	5	7	7		1	34	Dalhousie, N.B.
Waifs and Strays Society, London.....		6					6	Sherbrooke.
Girls Industrial School, Glasgow.....	1	24					25	St. John, N. B.
	355	276	196	196	5	7	1,035	

Statement of the number of Immigrants arrived at the Port of Quebec, distinguishing the Countries from whence they sailed, during the seasons 1891 and 1892.

	1891.	1892.
<i>England.</i>		
Liverpool.....	20,054	24,500
London.....	179	.....
Bristol.....	94	.....
	20,327	24,500
<i>Ireland.</i>		
Londonderry.....	903	925
<i>Scotland.</i>		
Glasgow.....	2,177	1,762
<i>Germany.</i>		
Hamburg.....	28	181
<i>Belgium.</i>		
Antwerp.....	.....	54
RECAPITULATION.		
England.....	20,327	24,500
Ireland.....	903	925
Scotland.....	2,177	1,762
Germany.....	28	181
Belgium.....	.....	54
	23,435	27,422

Department of the Interior.

COMPARATIVE statement of the number of Immigrants arrived at the Port of Quebec since the year 1829 until 1892, inclusive.

Years.	England.	Ireland.	Scotland.	Germany and Norway.	Other Countries.	Totals.
1829 to 1833.....	43,386	102,266	20,143	15	1,889	167,699
1834 to 1838.....	28,561	54,904	11,061	485	1,346	96,357
1839 to 1843.....	30,791	74,981	16,311	.....	1,777	123,860
1844 to 1848.....	60,458	112,192	12,797	9,728	1,219	196,394
1849.....	8,980	23,126	4,984	436	968	38,494
1850.....	9,887	17,976	2,879	849	701	32,292
1851.....	9,677	22,381	7,042	870	1,106	41,076
1852.....	9,276	15,983	5,477	7,256	1,184	39,176
1853.....	9,585	14,417	4,745	7,456	496	36,699
1854.....	18,175	16,165	6,446	11,537	857	53,180
1855.....	6,754	4,106	4,859	4,864	691	21,274
1856.....	10,353	1,688	2,794	7,343	261	22,439
1857.....	15,471	2,016	3,218	11,368	24	32,097
1858.....	6,441	1,153	1,424	3,578	214	12,810
1859.....	4,846	417	793	2,722	.....	8,778
1860.....	6,481	376	979	2,314	.....	10,150
1861.....	7,780	413	1,112	10,618	.....	19,923
1862.....	6,877	4,545	2,979	7,728	47	22,176
1863.....	6,317	4,949	3,959	4,182	12	19,419
1864.....	5,013	3,767	2,914	7,453	.....	19,147
1865.....	9,296	4,682	2,601	4,770	6	21,355
1866.....	7,235	2,230	2,222	16,958	3	28,648
1867.....	9,509	2,997	1,793	16,453	5	30,757
1868.....	16,173	2,585	1,924	13,607	11	34,300
1869.....	27,876	2,743	2,867	9,626	2	43,114
1870.....	27,183	2,534	5,356	9,306	6	44,475
1871.....	23,710	2,893	4,984	5,391	42	37,020
1872.....	21,712	3,274	5,022	4,414	321	34,743
1873.....	25,129	4,236	4,803	2,010	723	36,901
1874.....	17,631	2,503	2,491	857	412	23,894
1875.....	12,456	1,252	1,768	.....	562	16,038
1876.....	7,720	688	2,131	.....	362	10,901
1877.....	5,927	663	829	.....	324	7,743
1878.....	7,500	913	1,425	.....	457	10,295
1879.....	14,113	1,088	1,602	.....	448	17,251
1880.....	18,647	2,485	2,845	.....	1,020	24,997
1881.....	24,426	2,480	2,861	.....	471	30,238
1882.....	33,650	5,992	4,476	.....	732	44,850
1883.....	29,003	10,638	5,460	.....	865	45,966
1884.....	24,035	3,590	3,075	.....	829	31,529
1885.....	13,178	1,632	1,942	.....	278	17,030
1886.....	17,626	2,148	2,766	.....	242	22,782
1887.....	25,100	2,436	4,874	.....	339	32,749
1888.....	22,377	1,631	4,375	.....	147	28,530
1889.....	17,784	1,344	2,906	.....	57	22,091
1890.....	17,675	1,170	2,320	.....	.....	21,165
1891.....	20,327	903	2,177	28	.....	23,435
1892.....	24,500	925	1,762	181	54	27,422
	826,607	550,476	200,573	184,493	21,510	1,783,659

Yearly average, 27,869.

The immigrants of 1892 were of a very superior class; many brought considerable capital with them to purchase improved farms or take up prairie lands.

The state of the health of the passengers during the voyage was very good; comparatively few deaths occurred and these mostly among the smaller children.

A large number came out for the purpose of joining friends already comfortably settled in various parts of Ontario and the North-West.

The Mennonites were of a similar class to those of their friends who came out some years ago. They brought a considerable amount of capital with them and are in every way adapted to make good settlers, and cannot fail to add greatly to the prosperity of Manitoba.

The Icelanders were an intelligent class, healthy and comfortably dressed, with few exceptions going to join friends in Manitoba.

The Scandinavians bound for Manitoba were a very fine class, and of robust appearance. Their clothing was well adapted for the climate of Manitoba consisting, for the most part, of homemade heavy cloth. Such people cannot fail to make good settlers, and form a nucleus of a large settlement of their countrymen who are only waiting news of their success to emigrate in large numbers.

The French and Belgians bound for Manitoba and the North-West were chiefly farm hands with means, intending to take up lands.

The result of the past season's immigration was very satisfactory. Employment was readily found at good wages particularly for the skilled labourers and female domestic servants.

I may mention that the demand in the summer season from all parts of the country for good farm hands well versed in agricultural pursuits far exceeded the supply of that class, and extended to such ordinary labourers as were disposed to devote their attention to farm work.

The improved system of farming in the North-West and the large area of land annually brought under cultivation has increased the demand for skilled labour, so farm hands can without difficulty always find plenty of work provided they are competent men who understand ploughing or even milking.

In consequence of the extension of railways in the North-West and other enterprises, combined with the general prosperity that prevails throughout the country, I consider it reasonable to suppose that the prospects for the new arrivals this coming spring are most encouraging, and have no doubt they can secure plenty of work if they are of the right kind.

The increasing knowledge of Canada as a field for immigration that now exists in the mother country, and the measures taken by the Department, will no doubt result in ensuring a goodly number of tenant farmers and farm labourers with more or less capital at their disposal to emigrate and settle on the fertile prairie lands of Manitoba and the North-West and make homesteads for themselves and their families.

If the farm labourers of Great Britain could be convinced of how much it would be to their advantage to transfer their labour to this country, I have no doubt much larger numbers would emigrate. On their arrival they would be sure of immediate employment at wages far beyond what they could hope to obtain in the old country, and the certain prospect that, if steady and industrious, they would in a few years become the owners of farms and employers of labour themselves; these and female farm servants are the classes most wanted, and whose introduction would confer a benefit on the country.

It is most desirable that some system should be adopted whereby a larger number of domestic servants could be induced to come to Canada: the demand for this class increases every year.

It is with great satisfaction that I can state that the ample and comfortable accommodations at the Immigration Buildings, Louise Embankment, Quebec, for the use of the newly arrived immigrant, is a boon that is highly appreciated by all those whose lot necessitated their taking advantage of its shelter even though only for a temporary period. The most salutary precautionary means are adopted; not a symptom of disease showed itself among those occupying the buildings this season.

The whole respectfully submitted.

I have the honor to be, sir,

Your obedient servant,

P. DOYLE,

Dominion Government Immigration Agent.

The Honourable
The Minister of the Interior,
Ottawa.

Department of the Interior.

STORAGE PASSENGERS—Statement of Immigrant Arrivals and Departures at Quebec Immigration Agency for the Year ending 31st December, 1892.

MONTHS.	SEXES.			Total Number of Souls.	DECLARED DESTINATIONS.										NATIONALITIES—REMAINING IN CANADA.							OCCUPATIONS—REMAINING IN CANADA.							For Canada, not reported elsewhere.	For United States, not reported elsewhere.
	Arrival <i>via</i> Ocean Travel.		Children under 12.		Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	English.	Irish.	Scottish.	Germans.	Scandinavians.	French and Belgians.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Female Domestics.	Not Classified.					
	Males.	Females.																												
January.....	7338	3907	1799	1632	33	1023	1043	1635	140	205	3	59	2316	226	314	481	330	228	184	92	61	1935	43	21	390	1528	4079	3259		
February.....	4504	2172	1223	1109	22	827	796	647	54	87	211	1290	179	511	121	188	47	137	32	79	900	19	20	218	1125	2303	2111			
March.....	4263	2167	1066	1050	4283	3	720	591	965	55	76	1873	1260	78	166	265	408	76	217	136	298	631	93	23	244	985	2410	1873		
April.....	2782	1408	749	625	2782	3	758	324	545	49	69	1034	1057	99	164	34	187	47	160	108	259	386	73	17	124	788	1748	1634		
May.....	2508	1156	817	535	2508	7	610	543	256	58	127	907	1130	96	109	13	179	44	30	69	148	389	87	26	127	755	1601	907		
June.....	1690	812	592	286	1690	32	532	468	153	25	79	401	934	63	101	2	187	2	9	42	119	362	47	16	125	578	1289	401		
July.....	613	293	193	127	613	1	128	93	63	16	8	304	221	30	30	49	49	9	8	33	83	12	4	27	142	309	304			
August.....	23718	11915	6439	5364	23718	101	4598	3818	4264	397	651	9889	8118	771	1365	836	1528	444	747	487	988	4866	376	127	1264	5901	13829	9889		
September.....																														
October.....																														
November.....																														
December.....																														

P. DOYLE,
Dominion Government Immigration Agent.

CABIN PASSENGERS.

STATEMENT of Arrivals and Departures at Quebec Immigration Agency for the year ending 31st December, 1892.

Months.	Arrivals <i>via</i> Ocean Travel.	SEXES.			Total number of souls.	NATIONALITIES REMAINING IN CANADA.				OCCUPATIONS REMAINING IN CANADA.			For Canada, not reported elsewhere.	
		Males.	Females.	Children under 12 years.		English.	Irish.	Scotch.	Other countries.	Farmers.	Mechanics.	Clerks and Traders.		Female Domestic.	Not classified.
January.....														
February..														
March.....														
April.....														
May.....	600	340	205	55	600	575	8	15	2	1		5	594	600
June.....	383	187	151	45	383	344	15	24					383	383
July.....	538	302	189	47	538	522	12	4					538	538
August.....	729	430	246	53	729	698	21	10					729	729
September	799	427	306	66	799	772	3	24					799	799
October.....	548	253	235	60	548	522	12	14					548	548
November.....	107	50	47	10	107	107							107	107
December.....														
	3,704	1,989	1,379	336	3,704	3,540	71	91	2	1		5	3,698	3,704

P. DOYLE,
Dominion Government Immigration Agent.

Department of the Interior.

No. 2.

ANNUAL REPORT OF THE HALIFAX, N.S., IMMIGRATION AGENT.

(E. M. CLAY.)

DOMINION GOVERNMENT IMMIGRATION AGENCY,
INTERCOLONIAL RAILWAY STATION,
HALIFAX, N.S., December 31st, 1892.

SIR,—I have the honour to submit for your information a report of the working of this agency for the twelve (12) months ending this date.

The arrivals for the twelve months are :—

Cabin—Males	1,520	
Females	1,062	
Children	136	
Total.....		2,718

Steerage and Intermediate—

Males	7,256	
Females	2,635	
Children	1,958	11,849

Grand total..... 14,567

Monthly average of Immigrants landed in 1891.....	843
Monthly average for 1892	987
Increase per month in 1892.....	144

In accordance with instructions no record has been kept of the Cabin passengers from the United States since July 1st, which accounts for the falling off in Cabin passenger arrivals.

The character of the Immigrants reported for the year both physically and financially has been up to, if not above, the average for the past few years.

I have no positive data upon which to base my calculations as to the probable value of the cash and effects reported with each steamship arrival, but making a conservative estimate after personal enquiry I have allowed fifty dollars (\$50.00) for each *bonâ fide* Canadian immigrant, which gives a total sum of \$424,700.00 as the probable value of cash and effects brought into Canada by immigrants at this agency for the twelve months covered by this report.

Immigration was naturally disturbed by the prevalence of Cholera in Europe and the extraordinary precautions taken by the health authorities to prevent the disease gaining a foothold in Canada. Dr Wickwire, Port Physician at this Port, has been indefatigable in his endeavours to secure a healthy condition, and I have to report that no case of sickness of any importance has come under our notice. With the new quarantine sheds and equipments to be built at Lawlor's Island next year, Halifax should be well protected against the introduction of contagion by ocean passengers.

No accidents occurred during the year whereby any immigrant either on board ship or on the railways received any injury.

During the year one birth and (2) two deaths among the Canadian passengers were reported. The deaths were one adult and one infant. The adult was buried at sea, the infant in the Roman Catholic cemetery in this city. Statement H shows

the total births and deaths. In the early part of the year some difficulty was experienced in getting a number of Jewish immigrants, who had been landed and left without means, forwarded to their destinations. This was ultimately done by the Jewish societies and friends of the delayed people. They had the free use of the immigration sheds during their stay.

An increase of 159 children immigrants for this year over 1891 is shown in statement I. The children as a whole were a good healthy looking lot and behaved themselves admirably while being transferred from the steamships to the trains.

The disastrous fire, by which St. Johns, Newfoundland, was devastated, sent us a large number of people from the ancient colony: quite a number settled in places here while the others passed on to the United States.

In presenting the first report of the working of this agency since it came under the Department of the Interior a brief resumé of the operations of this agency since controlled directly from Ottawa may be pardonable.

Beginning at the date of Confederation the agency was worked by an agent who resided in the country and a deputy agent who resided in town, and whose particular duties seem to have been to draw the salaries. No record was kept of the Immigration for the six months from July 1st, 1867 to Dec. 31st, same year, nor for the year ending Dec. 31st, 1868. The immigration certainly must have been small as only an occasional passenger was landed by the Inman SS. (fortnightly) then carrying the mails, and a few immigrants by sailing vessels coming out under special arrangements to friends already settled in the Province.

In 1869, 436 immigrants were landed, being 289 males, 73 females, and 74 children.

On January 1st, 1870, the deputy agent was notified that his services were no longer required, and the agent was required to live in Halifax and do the work alone. During that year, (1870), 437 immigrants were landed at this port. Since 1869 we have seen the immigration at Halifax increase from 436 in that year to 15,053 in 1888, the highest point yet reached at this agency.

In 1871, the Allan SS. Co. began carrying the fortnightly mails in succession to the Inman line, the steamship "Peruvian" being the 1st arriving, June 19th, with 27 passengers. This fortnightly service has been continued ever since. In addition in the fall of 1876, the weekly service was ordered to Halifax and the SS. "Hibernian" was first to land mails and immigrants, thus giving us a regular fortnightly service the year round and a weekly service during the close of navigation on the St. Lawrence.

Prior to the weekly service being ordered to Halifax, quite an immigration of coal miners took place giving quite large figures for 1872 and 1874; most of these people or their descendants are in the Province to-day, happy and prosperous. Later on the local Government located a number of Icelanders in Halifax and Shelburne Counties. These people did not turn out as well as the French and Belgian miners above referred to, the Halifax settlement especially being badly located.

The many improvements in the method and means of meeting immigrants are very apparent by comparison. Previous to Deepwater terminus being completed passengers were landed on Cunard's wharf in the open air and taken by busses to the station at Northstreet, about half a mile, where tickets were exchanged and baggage checked. On cold winter nights the handling of passengers was very trying to officials as well as the poor unfortunates compelled to travel. To-day the immigrants whether destined to remain in Canada or *en route* to the United States step from the steamer into comfortable sheds where ticketing and checking are done, and the passenger once ticketed is at liberty to step aboard the train which has been standing at the side of the immigrant sheds waiting for him. An efficient staff of ticket agents for the steamships and railways, telegraph offices, customs and all other means of making the new arrival comfortable, are now to be found where only a few years ago no such conveniences existed. A few more improvements in the sheds and we will be well fixed for meeting immigrants until the numbers are very greatly increased.

The meeting of immigrants during the winter months at this agency involves a great loss of sleep, as we are frequently up two or three nights in the week attend-

Department of the Interior.

ing to the reception of immigrants. If, as at Quebec, immigrants were only landed in the day time, our work would be very much simplified and a better condition obtain generally.

In conclusion I must not forget to mention those with whom I have been associated in an official capacity during the past years. The Intercolonial Railway people: Mr. McDonald, agent; Mr. George M. Connors, ticket agent; Mr. Harry Dustan, agent at the Deepwater terminus; and others, have always been ready and anxious to forward the interests of immigrants. Mr. Connors is a particularly painstaking official. The Canadian Pacific and Grand Trunk officials are full of information and kindness for the stranger on arrival. The interpreters for the steamship companies, Mr. Louis Berg, Allan, Mr. Robert Dawson, Dominion, and Mr. Chas. Helms, Allan, have all rendered me every assistance willingly when called upon, and so far as I am able to judge, show every attention to passengers with whom they may be travelling. Mr. William Anderson, the interpreter for the Department, has proven himself a careful, anxious official, one in whom the newly arrived immigrant, whether for Canada or the States, finds a ready sympathizer and adviser. To all officials I beg to acknowledge thanks for assistance in the performance of my duties.

In order that the statistics of this agency may be appreciated, I have made up the usual tabular statements with additions, as follows:—

STATEMENTS.

- A.—Shows Cabin passenger arrivals and departures.
- B.—Shows steerage arrivals and departures.
- C.—Shows classified cabin.
- D.—Shows classified immigrant arrivals, with amount brought into the country.
- E.—Shows comparative immigration since 1869.
- F.—Shows steamship lines and port of embarkation.
- G.—Shows sexes, nationalities, destinations, and steamship companies.
- H.—Shows births and deaths at sea.
- I.—Shows number of children immigrants.
- J.—Shows rate of wages at this agency.
- K.—Shows prices of necessaries of life.

Thanking the officials of the Department at Ottawa for their uniform kindness.

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

EDWIN M. CLAY,
Dominion Immigration Agent.

The Honourable
The Minister of the Interior,
Ottawa, Canada.

STATEMENT A.—CABIN PASSENGERS—Monthly statement of arrivals and departures at the Halifax, N.S., Immigration Agency for the year ending 31st December, 1892.

MONTH.	SEXES.			DECLARED DESTINATIONS.							NATIONALITIES FOR CANADA.								
	Males.	Females.	Children under 12.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	Total.	English.	Irish.	Scotch.	German.	United States Citizens.	Total.	
January.....	169	60	7	236	192	27	13	2	2	2	2	236	92	144	236
February.....	159	75	8	242	172	31	19	11	3	7	242	127	115	242
March.....	176	71	14	261	166	29	32	18	8	13	.....	261	174	.....	.....	.....	87	261
April.....	286	149	27	462	288	41	54	45	15	21	.....	462	270	.....	.....	.....	188	462
May.....	176	183	12	371	337	11	1	1	1	1	.....	371	35	.....	.....	.....	336	371
June.....	225	350	29	604	581	14	4	4	.....	.....	.....	604	61	.....	.....	.....	543	604
July.....	64	26	6	96	60	20	10	2	.....	.....	.....	96	96	.....	.....	.....	.....	96
August.....	63	30	3	96	73	18	3	2	.....	.....	.....	96	96	.....	.....	.....	.....	96
September.....	33	28	4	65	35	16	10	2	2	.....	.....	65	60	.....	.....	.....	.....	65
October.....	22	18	8	48	42	5	1	.....	.....	.....	.....	48	48	.....	.....	.....	.....	48
November.....	64	31	8	103	54	20	11	11	3	4	.....	103	103	.....	.....	.....	.....	103
December.....	83	41	10	134	53	34	27	11	.....	.....	.....	134	118	.....	.....	.....	.....	134
	1,520	1,062	136	2,718	2,071	266	184	109	25	63	2,718	1,280	11	12	2	1,413	2,718

DOMINION IMMIGRATION AGENCY,
 HALIFAX, N.S., 31st December, 1892.

EDWIN M. CLAY,
 Dominion Immigration Agent.

Department of the Interior.

STATEMENT B.—STORAGE PASSENGERS—Monthly Statement of Immigrant Arrivals and Departures at the Halifax, N.S., Immigration Agency for the year ending 31st December, 1892.

MONTH.	SEXES.		DECLARED DESTINATION.										NATIONALITIES FOR CANADA.							OCCUPATIONS—REMAINING IN CANADA.					Total				
	Males.	Females.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	Total.	English.	Irish.	Scotch.	Germans.	Scandinavians.	French and Belgians.	United States Citizens.	Others.	Farmers.	General Labourers.	Farm Labourers.	General Labourers.	Mechanics.		Clerks.	Domestics.	Not Classified.	
																													Arrivals <i>via</i> Ocean Travel.	Children under 12.
January	412	244	656	81	73	50	102	6	16	84	412	194	9	2	69	26	16	16	16	6	6	160	25	4	32	101	328		
February	486	353	839	88	49	84	79	14	36	136	486	257	13	28	32	15	3	3	3	8	8	234	20	4	27	61	350		
March	2426	1709	4135	306	235	556	725	148	111	345	2426	1300	11	136	195	208	143	17	71	155	2	227	974	98	10	200	417	2081	
April	4047	2512	6559	563	427	816	864	416	144	817	4047	1820	61	209	447	306	97	67	223	185	357	4	357	1306	118	22	251	991	3230
May	526	345	871	222	89	31	21	4	12	147	526	241	13	13	13	3	4	110	2	2	4	230	15	6	54	70	379		
June	328	156	484	188	47	21	15	8	7	42	328	196	9	1	1	3	4	88	1	1	3	121	9	1	80	75	286		
July	301	145	446	301	31	21	7	1	7	72	301	213	8	16	16	1	1	1	1	6	6	3	97	5	1	40	54	229	
August	320	172	492	320	183	23	6	2	5	97	320	199	7	16	16	1	1	1	1	1	1	5	50	11	26	79	223		
September	286	114	400	286	139	46	14	7	2	73	286	190	7	16	16	1	1	1	1	2	2	34	1	1	39	48	195		
October	178	61	239	178	80	30	9	5	1	53	178	120	5	10	10	7	4	4	16	39	19	19	146	18	5	67	108	402	
November	845	467	1312	136	73	68	67	37	21	443	845	279	18	18	18	3	30	131	16	34	21	14	248	39	32	101	193	645	
December	1694	978	2672	1694	121	165	115	14	39	1046	1694	419	15	3	30	131	16	16	34	21	14	248	39	32	101	193	645		
Total	11849	7256	19105	11849	2342	1244	1841	2013	653	401	3355	11849	5428	165	423	783	764	290	277	364	423	630	3466	410	88	968	2309	8494	

EDWIN M. CLAY,
Dominion Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, N.S., 31st December, 1892.

STATEMENT C.—Yearly Return of Immigrant Arrivals and Departures at Halifax, N.S., Immigration Agency, for the year ending 31st December, 1892.

CABIN.	ADULTS, 12 YEARS AND OVER.		UNDER 12 YEARS.		TOTAL SOULS.	TOTAL AMOUNT BROUGHT IN.	
	Male.	Female.	Male.	Female.		Effects.	Cash.
Via Ocean travel	1,520	1,062	77	59	2,718		
Via United States.							
Total	1,520	1,062	77	59	2,718		

NATIONALITIES.	TRADES OR OCCUPATIONS.		DECLARED DESTINATIONS.								
	Not Classified.	Total.	N.S.	N.B.	P. E. I.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	Total.
English.											
Irish.		11									
Scotch.		12									
Germans.		2									
U.S. Citizens.		1,413									
Total.		2,718	1,896	167	8	266	184	109	25	63	2,718

Arrivals not reported elsewhere—
For Canada..... 2,718

EDWIN M. CLAY,
Dominion Government Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, N.S., 31st December, 1892.

Department of the Interior.

STATEMENT D.—Yearly Return of Immigrant Arrivals and Departures at Halifax, N.S., Immigration Agency, for the year ending 31st December, 1892.

STEERAGE.	ADULTS, 12 YEARS AND OVER.		UNDER 12 YEARS.		TOTAL SOULS.	TOTAL AMOUNT BROUGHT IN.	
	Male.	Female.	Male.	Female.			
	Via Ocean travel.....	7,256	2,635	1,166			792	11,849	Effects..... Cash.....	$ 141,566 00 283,134 00
Via United States.....	7,256	2,635	1,166	792	11,849	Total.....	\$24,700 00

NATIONALITIES.	TRADES OR OCCUPATIONS.										DECLARED DESTINATIONS.														
	English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgians.	U.S. Citizens.	Other Countries.	Total.	Farmers.	Labourers.	General Labourers.	Mechanics.	Clerks, Teachers, &c.	Female Servants.	Not Classified.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	Total.
5,428	165	423	783	764	290	277	364	8,494	423	630	3,666	410	88	968	2,309	8,494	25	1,778	1,841	2,013	653	401	3,355	11,849	
929	25	8	636	1,278	124	22	355	3,355	124	128	1,688	77	22	529	787	3,355	25	539	1,244	1,841	2,013	653	401	3,355	11,849

Arrivals not reported elsewhere—
For Canada..... 8,494
For United States..... 3,355
Total..... 11,849

EDWIN M. CLAY,
Dominion Government Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, N.S., 31st December, 1892.

STATEMENT E.—Comparative Statement of the Immigration at the Halifax, N.S., Agency, from 1st January, 1869, to 31st December, 1892, by years.

YEAR.	SEXES.				NATIONALITIES.					Remarks.	
	Male.	Female.	Children.	Total.	English.	Irish.	Scotch.	Others.	Total.		
1869....	289	73	74	436	436	No record of nationalities.	
1870....	258	101	78	437	214	93	102	28	437		
1871....	317	132	101	550	339	40	72	99	550		
1872....	689	396	347	1,432	1,187	88	137	20	1,432		
1873....	1,037	414	202	1,653	972	22	117	542	1,653		
1874....	781	321	423	1,525	889	78	167	391	1,525		
1875....	374	136	233	743	551	44	21	127	743		
1876....	320	90	106	516	409	18	21	68	516		
1877....	607	200	124	931	580	99	35	217	931		
1878....	1,256	429	366	2,051	1,280	329	133	309	2,051		
1879....	2,503	751	701	3,955	2,516	706	67	666	3,955		
1880....	1,921	626	548	3,095	1,754	681	165	495	3,095		11 months. 13 do
1881....	2,028	801	817	3,646	2,248	766	223	409	3,646		
1882....	4,970	2,086	1,667	8,723	5,597	999	514	1,613	8,723		
1883....	4,589	2,029	1,857	8,475	5,435	1,178	237	1,625	8,475		
1884....	3,033	1,193	1,378	5,604	4,097	637	190	680	5,604		
1885....	2,440	958	1,029	4,427	2,906	539	262	720	4,427		
1886....	3,305	1,302	1,049	5,656	4,336	488	511	321	5,656		
1887....	6,305	2,532	1,837	10,674	7,261	839	694	1,880	10,674		
1888....	9,030	3,410	2,613	15,053	9,785	750	1,327	3,191	15,053		
1889....	7,430	3,054	1,844	12,328	6,303	370	1,027	4,628	12,328		
1890....	5,817	2,180	1,440	9,437	5,952	259	588	2,638	9,437		
1891....	5,996	2,555	1,567	10,118	6,203	181	602	3,132	10,118		
1892....	7,256	2,635	1,958	11,849	6,337	190	431	4,871	11,849		

Grand total, 123,314. Yearly average, 5,138.

EDWIN M. CLAY,
Dominion Government Immigration Agent.

DOMINION IMMIGRATION OFFICE,
HALIFAX, N.S., 31st December, 1892.

Department of the Interior.

STATEMENT F.—Immigrant arrivals at Halifax, N.S., Immigration Agency for the year ending 31st December, 1892, showing Steamship Lines and Ports of Embarkation.

Steamship Line.	Service.	ENGLISH PORTS.					SCOTCH PORTS.		IRISH PORTS.			Remarks.
		Liverpool	London	Plymouth and Dartmouth.	Southampton.	Other Ports in England.	Glasgow and Greenock.	Other Ports in Scotland.	Queenstown.	Londonderry.	(Galway.)	
Allan.	Weekly.	1,681							57	73		This return does not include cabin passengers.
	Fortnightly.	681										
	Scotch.						420			44		
	Extra.	734										
Dominion.	Weekly	1,030								14		
Allan and Dominion	Weekly	4,588										
Total		8,714					420		57	131		4,588 foreigners.

RECAPITULATION.

Total Liverpool	8,714
Glasgow and Greenock	420
Queenstown	57
Londonderry	131
United States	277
Newfoundland Ports	2,250
Total Immigration	11,849

EDWIN M. CLAY,
Dominion Government Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, N.S., 31st December, 1892.

STATEMENT G.—Showing Sexes, Nationalities and Destinations of Steerage Passengers landed at this agency for the year ending 31st December, 1892, by Allan and Dominion Steamship Companies.

LINE.	SEXES.			NATIONALITIES.							DESTINATIONS.											
	Males.	Females.	Children.	Total.	English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	Other Countries.	Total.	Nova Scotia.	N. Brunswick.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	North-West Territories.	B. Columbia.	United States.	Total.
Allan—Weekly.....	2,314	747	595	3,656	1,681	73	...	562	920	118	302	3,656	350	100	...	337	521	794	342	149	1,063	3,656
Allan—Fortnightly.	1,093	708	315	2,116	1,068	55	...	75	243	28	47	2,116	495	204	13	258	160	119	39	43	785	2,116
Allan—Extra.....	1,430	347	419	2,196	868	44	420	327	239	133	165	2,196	164	74	5	242	584	568	177	114	208	2,196
Dominion.....	1,486	452	518	2,456	1,015	14	15	455	640	112	205	2,456	116	34	...	149	512	504	85	74	982	2,456
	6,323	2,254	1,847	10,424	5,232	186	435	1,419	2,042	391	719	10,424	1,125	412	18	986	1,777	1,985	643	380	3,098	10,424

REMARKS.—The fortnightly boats of the Allan line call at St. John, N. F.

Total..... 10,424
 United States citizens..... 277
 Newfoundlanders by other boats..... 1,149
 11,849

EDWIN M. CLAY,
 Dominion Immigration Agent.

DOMINION IMMIGRATION AGENCY,
 HALIFAX; N. S., 31st December, 1892.

Department of the Interior.

STATEMENT H.—Of Births and Deaths at sea among Immigrants booked for Halifax during the year ending 31st December, 1892.

Steamships.	Date of Arrival.	Births.	Deaths.	Sex.	Original destination of Deceased.	Remarks.
Labrador.....	March	12		1 Male...	United States.....	Buried at sea.
Manitoban.....	do	18		1 Male...	Vancouver, B.C. . .	do
Numidian.....	do	20		1 Infant...	United States.....	do
Parisian.....	April	2		1 do	Winnipeg.....	Burned in Halifax.
Peruvian.....	do	12	1	1	do	Parents going to Winnipeg.
Vancouver.....	Dec.	3			United States.....	Going to U. S. Buried at sea.
Oregon.....	do	3	1	Infant..	do	Died 8 hours after birth.

EDWIN M. CLAY,
 Dominion Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, N.S., 31st December, 1892.

STATEMENT I.—Showing the number of Children Immigrants landed at the Halifax, N.S., Immigration Agency, for the year ending 31st December, 1892.

Steamers.	Date of Arrival.	By whom Sent.	SEXES.			Destination.
			Males.	Females.	Total.	
Mongolian.....	March	5.. Miss Rye.....		31	31	Niagara.
Oregon.....	do	27.. Dr. Stephenson.	42		42	Hamilton and Winnipeg.
Carthaginian.....	do	27.. Dr. Barnardo.	300	3	303	Winnipeg and Toronto.
Buenos Ayrean.....	April	5.. Mr. Quarrier.....	130		130	Brockville.
Sarmia.....	do	10.. Mr. Wallace.....	128	11	139	Belleville.
do.....	do	10.. Mr. Fegan.....	96		96	Toronto.
Peruvian.....	do	12.. Mrs. Birt.....	42		42	Knowlton.
Hibernian.....	Sept.	19.. Miss Sterling.....	4	2	6	Aylesford, N.S.
Total.....			742	47	789	
Total, 1891.....			532	98	630	
Increase for 12 mos. over '92...					159	

EDWIN M. CLAY,
 Dominion Immigration Agent.

DOMINION IMMIGRATION AGENCY,
HALIFAX, 31st December, 1892.

STATEMENT J.—Average rate of Wages at the Halifax Agency for the year ending 31st December, 1892.

EMPLOYMENT.	WAGES.	
	From.	To.
	\$ cts.	\$ cts.
Farm labourers, per day, without board	1 00	1 25
do do week, and board	3 00	5 00
Female farm servants, with board	5 00	8 00
Masons, per day, without board	2 50	3 50
Bricklayers, per day, without board	2 50	3 25
Carpenters do do	1 50	2 50
Lumbermen do do	1 00	1 25
Shipwrights do do	1 00	1 25
Smiths do do	1 10	1 50
Wheelwrights do do	1 25	2 50
Gardeners do with board	1 25	1 50
Female cooks, per month	10 00	20 00
Laundresses, per month	5 00	8 00
Female domestics, per month	6 00	12 00
General labourers, per day, without board	1 00	1 25
Miners, per day	1 00	1 25
do by doing piece work often make \$4.15.		
Mill hands per day without board	1 00	1 50
Engine-drivers, per day, without board	1 75	2 50
Saddlers, per week	6 00	9 00
Bootmakers, per week	6 00	9 00
Tailors, per week	5 00	8 00

EDWIN M. CLAY,
Dominion Immigration Agent.

DOMINION IMMIGRATION OFFICE,
HALIFAX, N.S., 31st December, 1892.

Department of the Interior.

STATEMENT K.—List of retail prices of the ordinary articles of food and raiment required by the working classes in 1892, at the Halifax, N.S., Immigration Agency.

Provisions.	Prices.		Clothing, Etc.	Prices.	
	From.	To.		From.	To.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon, per lb	0 11½	0 13	Coats, tweed	3 00	6 00
Bread, best white	0 07	0 07	Overcoats.	12 00	18 00
Bread, best brown	0 07	0 07	Trousers, tweed.	1 00	4 00
Butter, salt.	0 19	0 20	Vests, tweed	1 25	2 00
Beef, per lb.	0 08	0 12	Shirts, flannel.	1 00	2 50
Beef, per quarter	0 04	0 07	Shirts, cotton	0 50	1 25
Candles, per lb	0 10	0 25	Shirts, under (woven).	0 75	1 50
Cheese, per lb.	0 15	0 20	Drawers, woollen	0 75	1 50
Coffee, per lb.	0 30	0 40	Hats, felt.	1 00	2 50
Cornmeal, per brl.	2 80	3 10	Socks, worsted.	0 25	0 50
Eggs, per doz.	0 20	0 25	Socks, cotton	0 25	0 50
Flour, per brl.	4 25	5 25	Blankets	1 75	8 00
Flour, per brl., 2nd quality	3 50	5 00	Rugs	1 75	3 00
Fish, dry cod, per cwt.	3 50	5 00	Flannel, per yard	0 20	0 40
Fish, herring, per lb.	2 75	5 50	Cotton shirting	0 07	0 15
Mutton, per lb.	0 05	0 10	Sheeting, per yard.	0 18	0 85
Mustard, per lb.	0 30	0 35	Canadian cloth, per yard	0 50	1 50
Firewood, per cord.	2 50	3 50	Shoes, men's	1 00	6 00
Ham, per lb.	0 10	0 18	Shoes, women's	0 25	5 00
Ham, shoulders.	0 09	0 16	India rubber overshoes, men's	0 65	2 50
Milk, per quart	0 05	0 07	India rubber overshoes, women's	0 50	2 25
Oatmeal, per cwt	2 50	3 25			
Pepper, per lb.	0 30	0 40			
Pork, per lb.	0 08	0 12			
Potatoes, per bush.	0 35	0 60			
Rice, per lb.	0 05	0 05			
Soap, yellow.	0 05	0 07			
Sugar, brown.	0 04	0 05			
Salt, per lb.	0 01½	0 02½			
Tea, black.	0 25	0 40			
Tobacco, per lb	0 60	1 00			
Veal, per lb	0 10	0 15			

EDWIN M. CLAY,
Dominion Immigration Agent.

DOMINION IMMIGRATION OFFICE,
HALIFAX, N.S., 31st December, 1892.

No. 3.

REPORT OF THE MONTREAL IMMIGRATION AGENT.

(MR. J. J. DALEY.)

DOMINION GOVERNMENT IMMIGRATION AGENCY,

MONTREAL, 31st October, 1892.

To the Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you herewith this my twenty-third annual report of the operations at this agency, together with the usual tabulated statements annexed, for the ten months ending the 31st October, 1892, which I trust you will find satisfactory.*

Statement A, shows the number of immigrant arrivals and departures, also the sects, nationalities and occupations, at this agency, up to the 31st October, 1892.

Statement B, shows the number of immigrant children received at this agency, whom in charge of, and destination, for the above period.

Statement C, the report of immigrants wanted at Montreal agency.

Statement D, showing the average rate of wages for the year.

Statement E, showing the list of retail prices of food and raiment for the working classes.

FEMALE DOMESTICS.

I regret to have to report that the arrivals here during the season just closed of this desirable class, have been totally insufficient to satisfy the demand. Those who did come, however, were almost immediately provided with good situations, at fair wages. If it were possible to induce a few hundred respectable women and girls to come here and engage in household work, there would be no difficulty in placing them in good situations in this city and neighbourhood.

PROFESSIONAL MEN, CLERKS.

There is no demand for professional men, clerks, and salesmen, and such people have much difficulty in getting employment.

MECHANICS.

I desire to say that a large contingent of the artizan class arrived here during the season; and that the large majority of them had work provided for them through this agency. The others who failed to find employment, very prudently left the city for the country districts and Ontario. This policy should be followed in all cases by the newcomers, when work is not procurable in the city, to seek it in the country districts, where jobbing at carpentry, bricklaying and tinsmithing is almost always in request.

*NOTE.—These statements have since been completed to the end of December, 1892.

Department of the Interior.

GENERAL AND RAILWAY LABOURERS.

The immigrants of this class that arrived here had no difficulty in getting work. The season was a very good one for them. The wages were fair to good, and the weather throughout the spring and summer months was favourable for outdoor work; consequently, little time was lost through bad weather.

The contractors in the building line, railway extension, harbour improvements and other public works, called for all the able-bodied labourers procurable.

FARM HANDS AND GARDENERS.

Farm hands of both sexes and market gardeners were much sought after at this agency; and all those who made application at this agency were readily provided with work at good wages. The demand for this class was in excess of arrivals, and they are encouraged to come here in large numbers, provided they come at the proper season.

ACCOMMODATION FOR IMMIGRANTS.

Temporary accommodation was given 266 immigrants at this agency during the past season, classified as follows:—Males, 76; females, 24; children, 166; total souls, 266. They remained here only a short time whilst waiting the departure of their trains or seeking employment. Mr. Regimbal has done efficient service in this connection and made their stay as comfortable as possible, under the circumstances.

THE CHOLERA SCARE.

Owing to the dread disease, cholera, which was epidemic in several cities and districts in Europe and which claimed thousands of persons for its victims there, fears were entertained by the Government and medical authorities that the terrible scourge might possibly be introduced into this country by means of immigrants and their effects coming from the infected places abroad. The most stringent sanitary measures were adopted against all passenger steamers sailing from the infected cities and elsewhere. It is gratifying to note that the Dominion fortunately escaped the plague, and not a solitary case of Asiatic cholera was reported anywhere in Canada, which I attribute to the strict enforcement of the sanitary and quarantine enactments. Yet the cholera scare in the latter part of the summer had a bad effect on the season's immigration, which up to that period was very satisfactory. Many intending emigrants postponed coming out, at least for this year, because of the quarantine regulations.

HEALTH OF IMMIGRANTS.

I take pleasure in stating that the general health of the immigrants was good, that no contagious or epidemic disease was perceptible, and that only in one case was medical aid required. This case was transferred to the general hospital.

STEAMSHIP AND RAILWAY COMPANIES.

The transportation of immigrants and their effects by the steamship and railway companies has been satisfactory; if we except the unavoidable detention of passenger steamers, at quarantine during the latter part of the season, owing to the cholera scare. The immigrants had no complaints against the steamship and railway employés, on the contrary they said that good treatment and accommodation were given them whilst *en route*. It is noticeable also that no serious accident hap-

pened any of the immigrants. In this connection I may say that the Government and steamship travelling immigration agents have as usual performed their duties efficiently.

OFFICE WORK.

The duties of this agency have been duly attended to; careful and prompt attention given to correspondence and letters of inquiry. The incoming immigrant passenger steamships and trains were regularly visited, and the newcomers had a kindly welcome given them. They were forwarded to their destination with the least possible delay. The transfer of immigrants from steamers to railways, and the looking up of lost or mislaid baggage was seen to, and when necessary telegrams were forwarded to their friends giving information of arrival or want of funds. Reliable information and advice were invariably tendered them.

The immigration year just closed has been, on the whole, a satisfactory year; notwithstanding the partial set back, caused by the cholera scare in the latter part of the season. The immigrants were of a superior class, and came well provided with funds to defray all necessary expenditure. The large majority went through to Manitoba and the North-West Territories. From conversations with them, I learned they intended to take up land and work it. Those remaining in the city were of that class that were readily provided with work, they being both anxious and willing to earn an honest livelihood.

Mr. A. Bodard, Immigration Agent for France and Belgium, whose office is in this building has done and is doing good work in the cause of immigration, of the nationalities in which he is specially concerned. His report explains the work of the past season and is as follows: That up to the 31st October this year; nine hundred French and Belgian immigrants arrived at Montreal: That he was advised of the departure of those immigrants from Europe by the steamship agents in Europe or by communications received direct from those people. That they were directed to this agency where they were carefully looked after: of the total number of immigrants that arrived here, 480 were Belgian; 395 French and 24 Swiss. That the large majority of whom, say 800, went to Manitoba, the North-West and British Columbia. The large number of Belgian immigrants that reached here, Mr. Bodard attributes to the good work done in Belgium by the three former delegates sent there, from Manitoba: and that no such delegation was sent to France; which in part accounts for the comparatively small number from the latter country. Mr. Bodard did all in his power to help the delegates, whose work was entirely successful as evidenced by the fact that a large number of these people accompanied the delegates to Canada. The majority of these people were agriculturists. The greater number of them embarked at Antwerp: by the keen competition amongst the steamship agents there, the fares were lower than elsewhere. The Allan line carried the larger number of them, then the Dominion line, the Hamburg American Packet Company and the Beaver line, each in the order named brought the balance. In addition to the above number, 250 or 300 came *via* Havre and Boulogne to New York, thence to Montreal. Those coming that way, as a rule, settle in the Province of Quebec. As I said before, the large majority of the immigrants that went to Manitoba and the North-West were agriculturists. One half of them at once took up homesteads and the other half hired out to the English farmers there, at wages ranging from \$25 to \$40 per month. It is the intention of the latter to take up homesteads as soon as they have earned sufficient money to purchase an outfit. It is gratifying to learn that all of those settlers have expressed themselves as perfectly satisfied with the country. Mr. Bodard wishes to thank Mr. A. Regimbal, of the immigration staff, for the assistance rendered by him in looking after, and caring for, those immigrants.

Department of the Interior.

THE WOMEN'S PROTECTIVE IMMIGRATION SOCIETY.

The female immigrants of the past season that desired to avail themselves of the accommodation of the "Home" were sent there and were pleased at the good treatment they received. Those in search of employment remained till situations had been provided for them.

Before concluding this report I desire to thank the steamship and railway people and others who have kindly rendered assistance to myself and staff during the past season.

The whole respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

JOHN J. DALEY.

The Honourable
The Minister of the Interior,
Ottawa.

STATEMENT A.—Of Immigrant arrivals and departures at Montreal

MONTHS.	Arrivals, <i>via</i> Ocean Travel.	Arrivals, <i>via</i> United States.	SEXES.			Total Number of Souls.	DECLARED DESTINATIONS.						
			Males.	Females.	Children under 12.		Quebec.	Ontario.	Manitoba.	N.-W. Territories.	British Columbia.	United States.	English.
January		302	153	67	82	302	38	69	53	19	47	76	128
February		320	166	78	76	320	38	67	61	21	49	84	115
March		597	289	179	129	597	64	125	72	32	44	260	192
April	526	765	703	322	266	1,291	205	189	210	85	75	527	524
May	2,581	182	1,411	665	687	2,763	724	333	523	231	105	847	1,192
June	2,356	247	1,224	613	766	2,603	547	360	578	143	89	886	943
July	1,736		780	505	451	1,736	375	163	413	86	51	647	646
August	1,735		804	474	457	1,735	441	149	375	126	83	561	812
September	832		359	243	230	832	173	69	161	27	23	379	309
October	621		314	191	116	621	182	108	140	47	36	108	418
November	395		213	97	85	395	57	36	62	23	15	202	162
December		252	143	65	44	252	43	69	75	22	33	10	156
Total	10,782	2,665	6,559	3,499	3,389	13,447	*2,888	1,737	2,723	862	650	4,587	5,597

* Thirty-one for New Brunswick included herein, viz., 1st May, 28th June and 2nd September.

MONTREAL, 31st December, 1892.

Department of the Interior.

Immigration Agency for the year ending 31st December, 1892.

NATIONALITIES REMAINING IN CANADA.						OCCUPATIONS REMAINING IN CANADA.										CASH.	
Irish.	Scotch.	Germans.	Scandinavians.	French and Belgians.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Female Domestics.	Not Classified.	For Canada, not reported elsewhere.	For United States, not reported elsewhere.	For Canada, reported elsewhere.		For United States, reported elsewhere.
17	11	15	8	12	35	12	33	41	25	...	19	96	226	76	...	...	9,500
17	8	17	13	10	56	13	34	43	26	3	24	93	236	84	...	...	8,200
22	17	14	18	10	64	17	33	66	38	5	18	160	337	260	...	...	12,900
47	31	27	17	56	62	82	63	218	53	9	44	295	764	527	...	...	30,700
48	62	91	66	108	349	158	182	462	120	27	179	788	938	737	978	110	76,400
56	74	68	60	105	411	144	154	343	124	24	137	791	1,054	793	663	93	67,500
41	36	31	16	44	275	81	115	245	63	45	76	464	572	592	517	55	43,000
51	43	33	21	67	147	56	105	173	120	134	53	533	484	422	690	139	45,500
11	8	11	87	8	19	13	15	125	52	17	38	193	122	279	331	100	18,100
18	12	...	36	26	9	36	37	72	76	36	52	204	395	82	118	26	20,100
9	7	...	15	...	...	4	12	53	22	4	25	73	117	202	76	...	7,700
22	14	1	22	10	17	6	37	69	21	3	15	91	242	10	...	...	9,800
359	323	308	379	450	1,441	622	820	1,910	740	307	680	3,781	5,487	4,064	3,373	523	349,400

NOTE.—1st July stopped accounting for arrivals *via* United States by order of the Department.

JOHN J. DALEY,
Dominion Government Immigration Agent.

STATEMENT B—Showing the number of Children received at this Agency, whom in charge of, and destination, for the year ending 31st December, 1892.

Date.	Name of Person in Charge.	Number of Children.	Destination.	By whom sent.
1892.				
Mar. 7.	Miss Soffa.....	31	Niagara Home.....	Miss Rye.
do 30.	Mr. Owen.....	303	Ontario.....	Dr. Barnardo.
do 30.	Mr. Green.....	75	do and Manitoba.....	Dr. Stevens.
April 6.	Mr. Campbell.....	130	Brockville.....	Mr. Quarrier.
do 12.	Mrs. Wallace.....	135	Belleville.....	Mr. Wallace.
do 12.	Mr. Butland.....	98	Toronto.....	Mr. Fegan.
do 14.	Mr. Drummond.....	42	Knowlton.....	Mrs. Birt.
May 3.	Mr. Pady.....	19	Montreal.....	Mr. Pady.
do 15.	Mrs. Birt.....	52	Knowlton.....	Mrs. Birt.
do 18.	Miss Smethurst.....	24	Belleville.....	Mr. Wallace.
do 25.	Rev. Rossall.....	43	Montreal.....	Rev. Rossall.
do 30.	Miss Soffa.....	58	Niagara Home.....	Miss Rye.
June 5.	Mr. Henderson.....	25	Stratford.....	Miss McPherson.
do 15.	Mrs. Wheeler.....	21	Belleville.....	Mr. Wallace.
do 19.	Miss Birt.....	35	Knowlton.....	Mrs. Birt.
do 27.	Father Seddon.....	62	Montreal.....	Father Seddon.
do 27.	Mr. Hopkins.....	85	Stratford.....	Mr. Middlemore.
July 4.	Mr. Owen.....	160	Toronto.....	Dr. Barnardo.
do 5.	Unknown.....	34	Manitoba and Toronto.....	do
Aug. 15.	Mr. Pady.....	47	Montreal.....	Mr. Pady.
Sept. 16.	Mr. Owen.....	111	Toronto.....	Dr. Barnardo.
do 21.	Miss Lacey.....	42	Montreal.....	Miss Lacey.
do 30.	Mr. Smart.....	50	do.....	Salford Society.
Oct. 23.	Mr. Owen.....	127	Peterboro'.....	Dr. Barnardo.
		1,809		

Department of the Interior.

STATEMENT C.—Report of Immigrants wanted at Montreal Agency from 1st
January to 31st December 1892.

Class of Labour.	No.	No.	Remarks.
	1892.	1891.	
Brickmakers		1	No demand.
Blacksmiths	8	8	Scarcely any demand.
Boilermakers			No demand.
Bookbinders			do
Bakers	6	12	do
Brewers		4	do
Bricklayers		21	do
Carpenters	66	23	Demand limited.
Cabinetmakers	10		do
Coopers	4	2	do
Cotton Mill Weavers			No demand.
do Spinners			do
do Carders			do
do Dyers			do
Female Domestics, Cooks	120	164	Large demand.
do Housemaids	68	97	do
do Laundrymaids	19	43	do
do General Servants	255	377	do
do Waitresses	17	45	do
do Farm Servants	16	64	do
Grooms	55	82	do
Gardeners	14	18	Fair demand.
Labourers, Farm	90	185	Large demand.
do Common	1,165	1,039	do
Mechanics, Vice Hands		6	No demand.
do Lathe Hands	1		do
do Fitters	13	5	do
do Moulders	16	15	do
do Millwrights			do
do Pattern Makers		4	do
Millers, Miners	50		Limited demand.
Painters	19	10	Small demand.
Plasterers	1	2	do
Plumbers	9	10	do
Quarry Men		17	No demand.
Riveters			do
Rolling Mill Hands			do
Stonemasons	53	21	Occasionally in demand.
Stonemasons	15		do
Shoemakers	6	4	Not required.
Tailors	6	6	do
Tinsmiths	13		do
Woollen Mill Weavers			No demand.
do Spinners			do
do Carders			do
do Knitters			do
do Dyers			do
do Waiters	14	25	Seldom asked for.
Messenger Boys	20	27	Demand limited.
Men and Wives, farm work	14	15	Large demand.
Storemen	3	5	Not called for.
Hotel Bell Boys	4	7	No demand.
Lads care horses	12		do
Boys for factory work	9		do
Girls do	17		do
Teamsters	3	50	do
Carriage drivers	3		do

STATEMENT D.—List of Retail prices of the Ordinary Articles of Food and Raiment required by the Working Classes at Montreal Agency, 1892.

Provisions.	PRICES.		Clothing, &c.	PRICES.	
	From	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon, per lb	0 12	0 15	Coats, under, tweed	4 00	5 00
Bread, best white, 4 lb.	0 15	0 18	do over, do	6 00	10 00
do brown, 6 lb.	0 13	0 15	Trowsers, do	2 50	3 00
Butter, salt	0 22	0 27	Vests, do	1 00	1 50
do fresh	0 25	0 30	Shirts, flannel	0 50	0 75
Beef, 7c. to 12c., Mutton, 10c. Veal, 10c., Pork	0 00	0 10	do cotton	0 50	0 75
Beer, per quart	0 10	0 12	do under, "wove,"	0 40	0 75
Candles	0 00	0 10	Drawers, woollen, "wove,"	0 50	0 75
Cheese	0 12	0 15	Hats, felt	1 00	1 50
Coffee	0 25	0 30	Socks, worsted	0 20	0 30
Corn Meal, per 98 lbs	1 50	0 00	do cotton	0 20	0 25
Eggs	0 20	0 22	Blankets	2 00	4 00
Flour, per barrel, 1st quality	4 25	4 75	Rugs	0 75	1 50
do do 2nd do	3 75	4 25	Flannel, per yard	0 20	0 35
do Buckwheat, per 100 lbs	1 25	1 35	Cotton Shirting, per yard	0 08	0 10
Fish, dry or green Cod, per lb. 2½c.	0 02½	0 00	Sheeting do	0 08	0 15
Firewood, per cord	5 00	5 50	Canadian Cloth do	0 40	0 75
Ham, per lb.	0 12	0 15	Shoes, men's	1 50	2 50
do shoulders, per lb.	0 10	0 10	do women's	1 50	2 00
Herrings, per barrel	5 25	0 00	Boots, Men's	1 50	3 00
Mustard, per lb.	0 00	0 10	do Women's	1 50	2 50
Milk, per quart	0 00	0 08	India Rubber Overshoes, Men's	0 75	1 25
Oatmeal, per 30 lbs.	1 30	1 50	do do Women's	0 75	1 25
Pepper, per lb.	0 30	0 35			
Potatoes, per bushel	0 00	0 60			
Rice, per lb.	0 00	0 04			
Soap, yellow, per lb.	0 06	0 08			
Sugar, brown, do	0 04	0 04½			
Salt, per lb.	0 00	0 01			
Tea, black	0 30	0 50			
do green	0 30	0 50			
Tobacco	0 30	0 50			
Coal, per ton	6 25	0 00			
Coal oil, per gallon	0 20	0 00			

Department of the Interior.

STATEMENT E.—Average Rate of Wages at Montreal Agency for the Year 1892.

Employment.	WAGES.		Remarks.
	From.	To.	
	\$ cts.	\$ cts.	
Farm labourers, per day, without board..	1 00	1 25	The average cost of board and lodging for workingmen is \$3.50 per week.
do per month and board.....	12 00	15 00	
Female farm servants, with board	6 00	9 00	The rent of workingmen's dwellings say of 3 or 4 rooms is from \$6 to \$8 per month; in the suburbs cheaper rents can be had.
Masons, per day, without board.....	2 50	3 00	
Bricklayers do do	2 50	3 50	
Carpenters do do	1 75	2 25	
Lumbermen, month and board.....	15 00	20 00	
Shipwrights, day without board.....	1 50	2 00	
Smiths do do	1 50	2 00	
Wheelwrights do do	1 50	2 00	
Gardeners, per month, with board.....	13 00	20 00	
do per day, without board.....	1 25	1 50	
Female cooks, per month.....	10 00	12 00	
Laundresses, per day and board	75	1 00	
Female domestics, per month.....	6 00	12 00	
General labourers, per day, without board	1 00	1 50	
Miners.....	1 00	1 50	
Mill hands	1 00	1 50	
Engine drivers.....	1 75	2 50	
Saddlers.....	1 25	2 00	
Bootmakers.....	1 50	2 00	
Tailors	1 25	2 00	
Coopers.....	1 25	2 00	
Tinsmiths and Plumbers	1 25	2 00	

No. 4.

REPORT OF THE ST. JOHN, N.B., IMMIGRATION AGENT.

(MR. S. GARDNER.)

ST. JOHN, N.B., 31st December, 1892.

SIR,—I have the honour to submit a report showing the operation of this agency during 1892.

The number reported at this office *via* St. Lawrence, Halifax and the United States, and not otherwise reported are 52 English, 35 Scotch, 2 Austrians, 1 German; Total 90; of these were farmers 7, farm labourers 5, mechanics 2, clerks and traders 4, female domestics 39, not classed 23. Fifty-eight of these settled in New-Brunswick, two in the United States.

The farmers bought farms and the farm labourers were immediately employed in several counties; the demand for this class is greater than ever. Others having some means took up and settled on free grant lands to a greater extent than ever. Some bought partly improved farms, others old settled farms, paying cash for them. And as reported last year the statement that 1892 would far exceed 1891 has proved correct, as the following report from the several counties will demonstrate.

All heard from are much pleased with their present position and future prospects.

The female domestics and boys from 12 to 18 years old were placed in country districts, and in good homes provided for them ere their arrival.

The demand for this class is greater than ever. Every farmer in this Province wants help of this kind. Daily I am receiving applications for them, and when I send a few to a section where double the number is wanted not having the supply to meet all demands I am found much fault with by those whom I could not supply.

As usual I am receiving applications from all parts of Europe and the United States for a full description of the Province, its capabilities for agricultural and indeed for every class of labour, its climate and what it is best adapted for, and from those who want me to find employment for them before they leave their homes, and this I try to do and find no difficulty in placing the agricultural portion; and every information asked for as far as it is possible to give I furnish. And for farmers with means from £100 to £2,000 stg. to purchase farms, what descriptions of those I get for sale, I send to the agencies in Europe.

In my 1891 report, I referred to an enquiry from the German Government through their consul here for what I could furnish on New Brunswick's capabilities. I gave what I had and got Hon. J. J. Fellows, the agent general for New Brunswick, to send to the German embassy 52 copies of the handbook, by C. H. Lugin, a work got up by our Local Government exclusively on New Brunswick.

The immigrants passing through this agency brought in cash \$9,020, effects \$2,375—double the amount over last year. While those entering the Province by other inlets so far as heard from show an increase in number over last year also in cash and effects, and a greater number of Canadians returned and settled permanently regretting they had ever left the country which the following will show.

Those entering by other inlets than Halifax and Quebec so far as heard from and estimated by correspondents, and not otherwise reported, were 1,317 in all. Of these, 1,272 Canadians returned from the United States. English, 29; United States, 13, bringing with them, cash \$87,265, effects \$56,573; and my correspondent writes they are very sure many more came in to the Province and settled, but

Department of the Interior.

could not give an approximate as to the number, and these must have brought more or less cash and other values.

The travel by the International Steamship Line, running between St. John and Boston, shows ins 15,883, outs 8,229, and by the New York Line ins 726, outs 223.

My observations of the travel this year on these lines prove that many more of our people have returned from the United States than removals and intend to stay for the future.

The number of immigrants entered in the several counties so far reported (and a number of my correspondents as yet have not replied) are as follows:—

Albert County.....	30
Charlotte County.....	325
Carleton County.....	499
Westmoreland County.....	290
Northumberland County.....	55
York County	88
Victoria County.....	22
Kent County	8
	1,317

From Madawaska, Gloucester, no reply as yet, from Victoria only one has responded.

ALBERT COUNTY.

Those who came into our part of the county are Canadians returned. I am of opinion there should be stronger inducements held out for settling in this county as we have a beautiful country for agricultural purposes. Good soil and settlers can suit themselves to either loam or sandy soil with the privilege of buying marsh land for hay. Ship building privileges are the best on Shepody River where there are more or less vessels built every year, two schooners built last winter and a barque now building will be launched in the spring.

Mining and quarrying are good. Manganese is being found quite plentifully in several places.

Gypsum is found in abundance and is worked extensively, the markets being good in the United States and Ontario. Stone quarries are of the best quality. The lumbering business is good and carried on extensively and lumber is shipped to Europe and United States direct.

CHARLOTTE COUNTY.

The great majority who came into the county this season are returned Canadians to their first love after a sad experience and fully satisfied to stay and not be led away again. A few influential parties have come and settled, bringing with them considerable means in money and effects.

CARLETON COUNTY.

Those coming into the county this year are Canadians returning after having gone to the United States on finding there nothing equal to our country for agricultural pursuits and regretting they had ever left the Province.

WESTMORELAND COUNTY.

Poor people returning from United States. Canadians by birth with experience enough to satisfy them that New Brunswick is the best place after all the cry about that country. Few arrivals as early as 31st October, but up to that date nearly as many returned as last year, but the end of the year would show a greater number than 1891. Shipping continues dull. Lumber somewhat improved, general business quiet.

NORTHUMBERLAND COUNTY.

I have not heard of any new lands being taken up: most of the men have returned from the United States to the farms they abandoned a few years ago, and the excess of females over males is largely made up of widows who have left their husbands' bones in a foreign land and returned to their old homes sadder and poorer than they left.

YORK COUNTY.

The land is good, communication easy; but our people will not stay. The free grant land here is good, free from early frost and well wooded and watered. There is but one of foreign birth, a Scotchman. He is sticking to it and doing right well. As a rule all through the county the English, Scotch and Irish beat our own natives in agricultural pursuits.

MAPLEWOOD.

Three parties have taken up free grant lands; that is about all I can tell you.

VICTORIA COUNTY.

Sisson Ridge.—The prospect is far brighter this year for settlers coming in. Twenty-two have come into my district this year and taken up free grants. Two families applied for lots and are coming next spring. There is quite a talk and many inquiries about land for settlers coming next year. Four or five families went to the States last year, and now regret it much and wish they were back again.

RESTIGOUCHE COUNTY.

In answer to your inquiries I beg to state there is a falling off, this year, in the number of new settlers, owing to the fact that the Deputy Crown Land Surveyor has not had time to survey settlement lots, as he has been elsewhere engaged, but as soon as new lots are surveyed settlers will locate on the free-grant lots as in other years, as the land is very well adapted for farming purposes. The free-grant land consists of a fine tract of land, well covered with different kinds of marketable wood among which is cedar, now so much required for the manufacture of shingles, and there are shingle mills in the vicinity, and cedar is in good demand for this purpose. The only pursuits in which settlers are engaged are farming and lumbering. Only one new settler this year and he settled on a wilderness lot.

KENT COUNTY.

Richibucto.—Emigration has been to the west for a few years past, but the current has, I think, about come to an end. One man with his family came here from Minnesota this fall, and has taken 200 acres of free-grant land for settlement, preferring this country to the west for farming; he being a native of the place, should be a judge of the farming capabilities of the soil. Others that have settled on lands for years past are doing well. All crops have been good except potatoes which, this season, have been below the average. All settlers seem to enjoy health, and are perfectly satisfied with their homes and farms.

The above extracts are from the most reliable persons in each county.

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

S. GARDNER,
Dominion Immigration Agent, St. John, N.B.

The Honourable
The Minister of the Interior,
Ottawa.

STATEMENT of Immigrant Arrivals and Departures at St. John Immigration Agency for year ending 31st December, 1892.

Department of the Interior.

MONTHS.	Via United States.		SEXES.		Total Number of Souls.	DECLARED DESTINATION.				NATIONALITIES.							OCCUPATIONS.							Effects.	Cash.			
	Via Ocean Travel.	Via United States.	Males.	Females.		Children under 12 yrs.	Lower Provinces.	Quebec.	Ontario.	United States.	English.	Irish.	Scotch.	German.	Scandinavians.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Female Domestics.	Not Classified.			Not reported elsewhere—For Canada.	Not reported elsewhere—For United States.	Effects.	Cash.
January	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20
February	2	11	2	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	150	
March	11	17	5	2	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	500	
April	17	14	2	1	17	15	2	2	2	15	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1,000	
May	2	7	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	250	
June	7	8	4	1	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	50	
July	8	4	1	5	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	250	
August	4	4	4	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100	
September	4	4	3	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	150	
October	4	3	1	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100	
November	1	28	2	27	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	400	
December	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100	
	1	89	39	44	7	88	88	88	88	52	35	1	1	2	2	7	15	4	2	4	39	23	88	2	2	2,375	9,020	

S. GARDNER,
Dominion Government Immigration Agent.

St. JOHN, N.B., 30th November, 1892.

AVERAGE Rate of Wages for the Year 1892.

Employment.	WAGES.	
	From	To
	\$ cts.	\$ cts.
Farm labourers, per day, without board.....	1 00	1 50
do per week and board.....	4 00	5 00
Female farm servants, per month, with board.....	5 00	6 00
Masons, per day, without board.....	3 00	3 00
Bricklayers, per day, without board.....	3 00	3 00
Carpenters do do.....	2 00	2 50
Lumbermen, per month, with board.....	18 00	25 00
Shipwrights, per day, without board.....	3 00	3 50
Blacksmiths do do.....	2 00	2 50
Wheelwrights do do.....	3 50	4 00
Gardeners, per month, with board.....	15 00	20 00
do do without board.....	20 00	25 00
Female cooks, per month.....	8 00	12 00
Laundresses do.....	8 00	12 00
Female domestics, per month.....	6 00	10 00
General labourers, per day, without board.....	1 25	1 50
Miners do do.....	1 50	2 00
Mill hands do.....	1 50	2 00
Engine drivers, per month.....	60 00	90 00
Saddlers, per week.....	9 00	12 00
Bootmakers, per week.....	9 00	12 00
Tailors, per week.....	9 00	12 00

S. GARDNER,
Dominion Government Immigration Agent.

ST. JOHN, N.B., 31st December, 1892.

Department of the Interior.

LIST of Retail Prices of the Ordinary Articles of Food and Raiment required by the Working Classes in 1892.

Provisions.	PRICES		Clothing, &c.	PRICES.	
	From	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon, per lb	0 12	0 16	Coats, under, tweed	3 00	5 00
Bread, best white, two lb. loaf	0 06	0 07	do over do	4 00	7 00
do brown do	0 06	0 07	Trousers, tweed	2 00	3 00
Butter, salt, per lb.	0 17	0 20	Vests, tweed	1 00	2 00
do fresh do	0 20	0 25	Shirts, flannel, all wool	1 00	2 00
Beef, fresh, per lb.	0 08	0 14	do cotton	0 40	1 00
do per quarter	0 05	0 07	do under, wove, all wool	0 75	1 25
Beer, per quart	0 10		Drawers, woollen, wove	0 75	1 20
Candles, per lb	0 12	0 14	Hats, felt	0 60	1 00
Coal oil, per gallon	0 20	0 25	Socks, woollen	0 30	0 40
Cheese, per lb.	0 12	0 16	do cotton	0 12	0 30
Coffee, ground, per lb.	0 25	0 40	Blankets, all wool	1 50	3 50
Corn meal, per 100 lbs.	1 50		Rugs do	1 00	1 50
Eggs, per doz	0 12	0 30	Flannel, per yd., wool	0 20	0 35
Flour, per barrel, 1st quality	4 50		Cotton shirting, per yd.	0 12	0 20
do 2nd quality	4 00	4 25	do sheeting do	0 25	0 30
Fish, dry cod, per cwt	4 00		Canadian cloth, tweed, per yd.	0 75	1 25
Firewood, per cord (city measure, which is larger by $\frac{1}{10}$ than ordinary).	6 00	7 00	Shoes, men's, per pair	1 50	2 00
Ham, per lb.	0 12	0 16	do women's, per pair	0 90	1 00
Shoulder, per lb	0 10	0 12	Boots, men's do	2 00	3 50
Herrings, per barrel	3 00	5 00	do women's do	0 90	1 20
Mustard, per lb.	0 30	0 35	India rubber overshoes, men's	0 70	0 90
Milk, per quart	0 05	0 06	do do women's	0 50	0 75
Mutton, per lb.	0 06	0 08			
Oatmeal, per 100 lbs.	3 00	3 50			
Pepper, ground, per lb	0 30				
Potatoes, per bushel	0 60	0 80			
Pork, fresh, per lb.	0 08	0 10			
Rice, per lb.	0 04				
Soap, yellow, per lb.	0 06				
Sugar, brown, per lb.	0 04				
Salt, per lb.	0 01				
Tea, black, per lb.	0 25	0 40			
Tea, green, per lb.	0 50	0 80			
Tobacco, per lb.	0 35	0 48			
Veal, fresh, per lb.	0 05	0 08			

S. GARDNER,
Dominion Government Immigration Agent.

ST. JOHN, N.B., 31st December, 1892.

No. 5.

REPORT OF MR. A. AKERLINDH.

DOMINION GOVERNMENT IMMIGRATION OFFICE,
OTTAWA, 2nd January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report to you that during the year now closed I have as usual attended to the immigrants reaching this city, some of whom proceeded further west, and others remained in this district, being placed into employment by me.

Acting under instructions from the department I met during the season many of the steamers carrying passengers which arrived at the port of Quebec and accompanied some of the larger parties, chiefly consisting of Scandinavians, as far as Port Arthur, Winnipeg and other places.

I am pleased to be able to say that the immigrants of the past season were all of a very superior class, and those who went to the Canadian North-west will, in my judgment, become good settlers. I am confident they will succeed in making good homes for themselves and families.

I had also occasion during the past season to accompany and show some Scandinavian delegates through the Canadian North-west, and I may say that they were exceedingly pleased with what they saw, and found the country so well to their liking that they took up land immediately. Their report was submitted to your department on the 3rd of September last.

I am pleased to state that during my travels with the immigrants I noticed no infectious or contagious diseases; all the immigrants under my care were healthy.

The demands for experienced farm labourers in this district were, as in former years, very large. The arrivals of female domestic servants during the year were completely insufficient to satisfy the ever-increasing demand.

The wages paid in this district were about the same as last year.

My correspondence is yearly increasing. The greater part of it consists of letters of inquiry from intending immigrants in Sweden, Norway and Denmark and other countries, asking for general information as regards the Dominion and free grant lands, etc., replies to which have, in due course, been forwarded, giving the required information; and judging from the numerous inquiries, the prospects for the next season's Scandinavian immigration ought to be immense. The pamphlets published in the various continental languages, and which were at my disposal, have had a very wide circulation.

It affords me great pleasure to report every facility, courtesy and kindness on the part of the Canadian Pacific Railway officials. I may say I have heard hardly any complaints from the immigrants.

In concluding this short report, I must express my thanks and obligations to all the other agents of your department with whom I have, during my travels with the immigrants, come into contact.

Trusting that my efforts during the past year will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

ALFRED AKERLINDH,
Dominion Government Immigration Agent.

Department of the Interior.

No. 6.

REPORT OF MR. R. L. ALEXANDER.

CALGARY, 7th January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I herewith respectfully submit my annual report for the year ending 31st December, 1892.

Owing to the agency at Moose Jaw being closed on 30th June and my being appointed Dominion Government travelling intelligence agent between Calgary and Edmonton, my report will be better submitted in two parts:—

1st.—That at Moose Jaw for the six months ending 30th June, 1892.

As nearly all homestead lands in the district have been taken up there were not as many homesteaders arrived as in the former year, but quite a lot of Canadian Pacific Railway lands were purchased.

The enormous crops of 1891 induced many homesteaders who only had 160 or 320 acres of land to purchase adjoining land from the Canadian Pacific Railway.

In mine of last year I estimated that 400,000 bushels of wheat would be grown in the district that year. This I find to have been about the correct amount, there having been sold and shipped therefrom over 340,000 bushels wheat the growth of 1891.

The crop of 1892 was not so large as that of the previous year, but taking the whole district a fair average crop was grown, the quality being better than 1891. None of the grain was frosted, the first frost to do any damage having come on the 28th or 29th September, and the grain being all harvested escaped damage.

Notwithstanding that good crops are grown in the district, as in previous years much attention is paid to stock-raising and a large increase is noticeable in horses, cattle and sheep, and farmers are much pleased with their continued success.

There arrived during the period 226 souls, of whom 146 were males, 46 females, 18 males under 12 years of age and 16 females under 12 years.

There were 28 cars settlers' effects and live stock valued at \$47,990 and containing 167 horses and 61 cattle.

Nearly all of the arrivals together with their stock and effects came from Ontario, a few coming from the Maritime Provinces and some from the United States.

2nd.—That at Calgary for the six months ending 31st December, 1892.

Acting under instructions from the department, I closed the agency at Moose Jaw, and was ordered to hold myself in readiness to go elsewhere.

By departmental letter of the 19th August, I was appointed travelling intelligence immigration agent in charge of immigration along the Calgary and Edmonton line of railway, between Calgary and Edmonton, with headquarters at the latter place. I left Moose Jaw on the 18th September and arrived in Edmonton on the 19th, and took charge of and entered upon the duties pertaining to the office. In November I made but few trips, as I had to go to Moose Jaw and remove my family to Edmonton. In December I was only able to make three trips, owing to the Dominion Lands Agent at Edmonton requiring my assistance in the office there. Winter setting in rather earlier than usual, I was unable to do as much driving through the country as I had hoped to have done, and thereby have acquired a personal knowledge of the country surrounding the leading points along the line of railway, without which my usefulness would be much lessened for the time being.

However, as soon as spring opens, I purpose driving as much as possible, and thereby acquiring the knowledge I so much needed.

Very shortly after entering upon my duties here, I had the pleasure of meeting Mr. Dennis, Dominion Inspector of Surveys, who, from his actual knowledge of the whole surrounding country, kindly gave me much useful and valuable information, which I was able to turn to good account.

On Friday, 28th October, I drove north of Edmonton and crossed the Sturgeon River at St. Albert, thence down the Sturgeon River to Mr. Squarebrigg's, where I was pleased to find a flour and saw-mill combined, recently erected by him on what was once the site of the old Catholic mission mills. The mills are run by the water power of the Sturgeon, and are a great convenience to the settlers in the vicinity and surrounding country.

Along the Sturgeon, particularly on the south side, I found a large number of settlers, who came in during 1836-87, *via* Saskatoon and Battleford. These I was pleased to learn have all done well, having beautiful farms, well fenced and stocked with horses, cattle, sheep, pigs and poultry. Their crops were good and almost entirely free from frost; only those crops which were late sown were frosted.

From the Sturgeon mills I drove across the country to Fort Saskatchewan. Crossing the river at that point, I went south and east into what is known as the Parry Sound settlement, being anxious to learn how these people liked the country, and also to see for myself what that part of the great Saskatchewan valley was like.

I spent the greater portion of two days driving through the settlement and about the Beaver Hills country.

From conversation with the settlers I was more than gratified to learn that without a single exception they expressed their satisfaction with the country and the success attendant upon their first season's work.

Many of them had a nice crop of wheat, oats and barley, grown upon land broken up and sown during the months of May and June.

One settler with whom I stayed over night, a Mr. Calvert, informed me that he had grown more grain this season than he ever did in Parry Sound, where he lived for many years.

On this trip I saw that good crops of timothy hay had been grown at St. Albert, Fort Saskatchewan, Clover Bar and other places. At Edmonton, too, timothy hay is grown successfully in several places.

I saw several farmers' wheat that had been threshed, at different places, as I passed along, and am convinced that this will ere long be one of the great wheat growing parts of the Territories. In the granary of William Walker, late of Huron County, Ontario, in the vicinity of the Parry Sound settlement, I saw some 2,500 bushels of choice Red Fyfe and Ladoga wheat, entirely free from frost. This gentleman informed me that he has grown wheat successfully on his farm ever since he settled thereon in 1886.

Stock-raising in connection with farming and also as a separate industry is being carried on, and nowhere else are there to be seen better cattle than all the way from Calgary to Edmonton.

From the expressed satisfaction of the new settlers and the tested experience of the old, the rich soil, healthy climate, abundance of hay, wood and coal, and the bountiful supply of water to be had all over this country, it cannot but be admitted that here is the greatest field for immigration throughout the whole of our fair Dominion.

A few miles west of Otokewan station, on the Calgary and Edmonton Railway, on the White Mud River, the farmers are drawing coal and loading it on the cars and are shipping it to Calgary, and it is there being sold in competition with other coals, with a fair margin of profit.

Between Calgary and Edmonton, the towns of Innisfail, Red Deer and Wetaskiwin are the leading and rapidly growing places.

Innisfail, 77 miles north of Calgary, has a population of between 150 and 200 ;

Department of the Interior.

it has one dry goods, one hardware, one drug, and four general stores, two hotels, two blacksmith shops, a harness shop, a butcher shop and a flour mill is in course of erection. There are two churches and a fine school house. There is a temperance lodge and a lodge of the A. O. U. W., both in a flourishing condition. About 5 miles from the town there is a saw-mill and there is a good lumber yard in town.

Red Deer, half-way between Calgary and Edmonton, beautifully situated on the banks of the river from which it takes its name, is a flourishing place of no little importance. It has a population of about 150. There are two livery stables, one harness shop, one hardware, three general, one drug, one grocery and liquor stores, one blacksmith shop, two hotels, one saw mill, two churches, one school house, one lumber yard and a brick yard.

Wetaskiwin, 40 miles south of Edmonton, in the middle of one of the finest mixed farming localities, bids fair to rival its more aspiring sister towns along the line and has a population of between 80 and 100. The first building was erected in August last, Mr. Miquelon, ex-Dominion Government immigration agent at Calgary, having the honour to drive the first nail therein on the 29th July. This go ahead place has three general and two grocery stores, two livery stables, two hotels, two blacksmith shops, and a store and post office combined, Mr. Miquelon having lately been appointed postmaster.

Edmonton Town, at the terminus of the railway, claims a population of about 2,000. The old town on the north and the new town (or South Edmonton), on the south side of the noble North Saskatchewan, is growing rapidly and bids fair soon to rival the beautiful town of Calgary. Both in Edmonton and Calgary, during the past summer and autumn, a large number of stores and other places of business, and private dwellings, have been erected.

It will be seen from the foregoing flourishing towns along the line of the Calgary and Edmonton Railway that intending settlers need have no fear as to being able to get all the supplies they may require.

By reference to my statements of arrivals and effects it will be noticed that by far the greater number of new arrivals came from the United States: and judging from the numerous and influential delegations and delegates that have been sent therefrom "to spy out the land," next year will be a "red letter" one in the history of immigration from the United States to this part of Alberta. In conclusion, permit me to say that the statements of arrivals herewith for the three last months of the year do not represent fully all the arrivals, as I was not on all the trains nor was I in a position to record accurately the total number, but I hope during the coming season to be able to do so.

I have the honour to be, sir,

Your obedient servant,

R. L. ALEXANDER,

*Dominion Government Travelling Intelligence Agent,
Calgary and Edmonton.*

STATEMENT of Immigrants arriving during three months ended 31st December, 1892, between Calgary and Edmonton.

Month.	SEXES.					WHERE FROM.															
	Males.	Females.	Males under 12 years.	Females under 12 yrs.	Total.	England.	Scotland.	Wales.	Denmark.	Russia.	Sweden.	Ontario.	Quebec.	Nova Scotia.	P. E. Island.	B. Columbia.	Germany.	U. States.	Nationality not known.	Total.	
1892.																					
October.....	184	34	43	42	303	1	1	2	2	12	1	55	35	3	2	9	3	127	50	303	
November.....	39	10	9	8	66					1		15						46		66	
December.....	21	7	9	7	44	1						22	1					20		44	
Totals.....	244	51	61	57	413	2	1	2	2	13	1	92	36	3	2	11	5	193	50	413	

R. L. ALEXANDER,
Dominion Government Travelling Intelligence Agent.

STATEMENT of Immigrants' Effects for three months ending December, 1892, between Calgary and Edmonton.

Month.	Number of Cars.	WHERE FROM.				DESTINATION.						Value.	LIVE STOCK.			
		United States.	Ontario.	Quebec.	B. Columbia.	Edmonton.	Ostokoun.	Wetasiwin.	Lacombe.	Red Deer.	Innisfail.		Horses.	Cattle.	Sheep.	Pigs.
1892.												\$				
October.....	18	11	6	1	4	1	7	1		5		18,250	54	204	132	14
November.....	13	12		1	4	1	8					12,700	26	52		
December.....	2		2					1	1			1,800	6	4		
Totals.....	33	23	8	1	8	2	15	2	1	5		32,750	86	260	132	14

R. L. ALEXANDER,
Dominion Government Travelling Intelligence Agent.

Department of the Interior.

No. 7.

REPORT OF MR. A. ROWE, CALGARY.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
CALGARY, 22nd November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—In reference to your circular letter dated 31st of October, 1892, instructing me to report to you on the work of this office in connection with immigration for the last four months, or since the office was handed over to this agency :

In answer I beg to report that the number of immigrants that have been registered at the immigration shed for the four months ending 31st October, 1892, is 284. But this does not by any means indicate the number of settlers that have come into the district during the time mentioned, as hundreds of those who came passed through without reporting at the shed or registering in any way as immigrants.

The majority of those who have arrived are from the western States, and from present indications I would say that the coming year will see an immense influx from those States and Territories. I have also learned that those coming have more or less means, and are men of experience in farming, and many of them have considerable stock, both horses and cattle. It has also been learned that amongst those coming are many Canadians who left the older provinces of Canada years ago, accumulated a little means, and are now returning to the land of their birth. Looking upon them on the whole, I think they are most desirable settlers for this country.

With regard to land guide service, I beg to report that 57 settlers received the assistance of guide since the 30th June last.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

per

AMOS ROWE,

W.A.T.,

Agent of Dominion Lands.

No. 8.

REPORT OF MR. GEO. YOUNG, LETHBRIDGE.

DOMINION LANDS OFFICE,

LETHBRIDGE, 17th November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

DEAR SIR,—I have to report that the class of settlers who for some time past have been coming into this district are from the United States, Montana, Idaho and Washington, and most of them appear to be well-to-do, bringing with them from one to four hundred head of stock. I estimate that about seventy, probably more, have settled on lands, with their families, which were formerly in the quarantine belt, therefore could not get entries, and even now a great number are on unsurveyed lands. They state that their settlement is on Boundary Creek. I do not see this creek shown on any of our plans; it is some stream which has been given that name, I think, and is in the townships in south-west corner of the district quite close to the international boundary line.

At the present time, when I hear of any settlers likely to arrive, I meet the trains, and will continue this practice.

The land near the Crow's Nest Pass is attracting considerable attention and has a similar kind of settlers at the Boundary Creek, Man. These lands also are unsurveyed, but locations are being made in great numbers. Settlers of this kind do not ask any assistance. This district is just becoming known to the people in the States. I have had recently great numbers of Americans at the office, who also visited Calgary and Edmonton and preferred the Pincher Creek country to any they had visited. There is no doubt that a large influx of settlers will be here in the spring of the year from the States before mentioned. So far as I see, and so far as my district is concerned, at the present time, the settlers are perfectly satisfied. Of course, if a large number came in in the spring, which I fully anticipate will be the case, other arrangements would have to be made.

There are a great many inquiries by letter from the United States. In answering them I send them the "Guide to Settlers," which I think gives more information of Alberta than any other immigration pamphlet I have seen. I regret to say my stock is fast diminishing, having only about 100 copies left.

I am, yours very truly,

GEORGE YOUNG,

Agent Dominion Lands.

Department of the Interior.

No. 9.

REPORT OF MR. C. E. PHIPPS, ESTEVAN.

DOMINION LANDS OFFICE,
ESTEVAN, 15th November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to acknowledge the receipt of your circular of the 31st ult. on the subject of immigration, and enclose you herewith a return showing the numbers of persons who have made homestead entry in this district during the past departmental year, giving nationality, etc.

In this connection I would point out that the real number of persons who have come into the district is considerably in excess of what is shown in the return, which records only the actual entries during the period; while in the Russian Jews colony there are some 70 homesteaders with families, numbering some 300 souls, who are actually in the colony but whose entries have not yet been completed.

The reason of this is that the members of this colony were, at the time of arrival, personally unknown to their agent and manager, Mr. McDiarmid (who, I may here state, has taken the greatest trouble to make the colony a success), and that he found, frequently, where he had located say three or four families on the same section, that owing to some family or religious feud or difference, it was impossible for them to work in harmony together with joint teams, implements, &c.; again it was found in certain cases that members of the same family or tribe had been put some distance apart whom it was desirable to bring together.

Under these circumstances, Mr. McDiarmid thought it best, as the land required had been held by order of the Commissioner, to defer making the actual entries until such time as the various families had been satisfactorily settled. This has now been accomplished, and the entries would have been made prior to the close of the year had it not been for the move of the office from Oxbow.

There are also some 15 of the Belgian colony whose entries have not yet been completed, owing to their agent not having been furnished with the necessary information to enable him to take the affidavit on the entry form.

Again, there are a large number of persons who wished to take up land in Townships 1 and 2, which contain some of the best land in the district; but entry could not be granted owing to these lands being in the quarantine reserve. Many of these people, however, practically squatted on the lands they had selected until such time as entry could be granted.

Altogether the actual immigration in this district, I think, may be safely placed at 700 settlers and 2,000 souls, which I think may be taken as very satisfactory, considering, that at any rate in the early part of the season, this district was little known, and also the efforts which were made by the older settled districts to secure the bulk of the arrivals.

The land guide service worked fairly well, and I can safely say that in my opinion nothing conduces so much to the saving expense to a new arrival and his future prosperity in the country, which in their turn will really prove to be the best recommendations for friends to join them, than a really satisfactory land guide service.

The past year has I believe on the whole been a satisfactory one, there having been no frost in this district till long after all the grain was saved. In the north of this district there was ample rain, though a part near Moose Mountains suffered severely from hail in July. In the south the rainfall was below the average but

where the crops had been properly put in the yield was good: on the other hand where farmers had simply scratched in their seed the yield was practically nil, and on the whole this year has proved beyond a doubt that a paying yield can be assured provided the farmer will exercise reasonable care in the preparation of his land and not expect nature to do everything unassisted; the great curse of this country being the attempt of many to farm more land than they are able to manage instead of a smaller number of acres thoroughly worked.

I have the honour to be, sir,

Your obedient servant,

C. E. PHIPPS,

Agent Dominion Lands.

RETURN of Immigration, for the Coteau District, year ending 31st December, 1892.

Nationality.	From Whence.	Number of Entries.	Number of Souls.	Occupation.	No.	Lands Cancelled.
Canadians.	Ontario	279	701	Farmers	439	Homesteads, 101.
	Quebec	15	34	Labourers	26	
	N. W. Ter. & Man.	4	16	Carpenters	19	Pre-emptions, 60.
	Nova Scotia	3	3	Blacksmiths	7	
	New Brunswick	1	5	Clerks	16	Patents granted, 58.
	Dakota	15	27	Butchers	3	
	Missouri	2	2	Widows	6	do applied for, 61.
	Michigan	13	35	Coal managers	2	
	Ohio	1	1	Police	2	Sales—General, 9.
	Minnesota	2	12	None	3	
	Iowa	1	1			do Pre-emption, 6.
	Detroit	2	12			
	North Carolina	1	7			
	New York	1	1			
Wisconsin	2	2				
English	England	75	322			
	United States	6	11			
Scotch	Scotland	19	81			
Irish	Ireland	5	11			
Swedes	Sweden	11	19			
	United States	4	13			
Norwegians	Norway	1	5			
Americans	United States	3	15			
French	France	6	13			
Belgians	Belgium	12	19			
Russians	Russia	33	138			
Germans	Germany	1	6			
Austrians	Austria	1	8			
Roumanians	Roumania	1	1			
Italians	Italy	1	2			
Russians	Quebec	2	11			
	Total	523	1,534	Total	523	

This return does not include about seventy Jewish families, and some fifteen Belgians, whose entries have not, as yet, been completed.

C. E. PHIPPS,

Dominion Lands Agent.

Department of the Interior.

No. 10.

REPORT OF MR. W. M. HILLIARD, MINNEDOSA.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit the following report of the progress made in this agency during the year 1892.

The general direction of settlement has been northward towards Scandinavia, Lake Dauphin, and along the trail leading from Neepawa to the Dauphin country. The condition of the settlers is on the whole prosperous, and the fact that more attention is paid to mixed farming, gives security against the occasional summer frosts. The crop this year is above the average, but prices are low.

The colonists in this district are thriving. The settlement of Hun's Valley, taken up principally by Hungarians, lies in a valley of the Riding Mountains running north and south with a never-failing stream of pure water passing through it. The settlers are turning their attention to stock-raising, the southern part of the valley and the creek bottom furnishing abundant hay for the purpose. This part of the district is subject to summer frost, but the settlers being economical in their mode of living are doing fairly well and are satisfied with their lot.

The Scandinavian colony, Townships 17 and 18, Ranges 17 and 18, west 1st Meridian, is progressing, and several settlers with their families from the old country have been added to their number the past summer: the old settlers are very well content, much preferring this to their native land. In this colony the land is heavily covered with timber and scrub, and is hard to clear; the area under cultivation is therefore comparatively small, but sufficient for the requirements of the settlers, who are going more into mixed farming than formerly. There is a saw-mill located here which is a great boon to the settlers, supplying them with lumber, shingles, etc., and giving employment to many of them during the winter months.

The French settlement on the Turtle River is not yet sufficiently developed to report on, but from the class of settlers who have called at this office on their way there I have not the slightest doubt of its ultimate success; they appear to be intelligent, energetic, and possessed of sufficient means to make a good start; they are well pleased with the country and are expecting a large number of friends to join them the coming spring.

The Lake Dauphin office has proved a great convenience to persons making entries in the northern portion of this district, and is duly appreciated. Some trouble has arisen from squatting on unsurveyed odd-numbered sections, and in the event of that part of the district being connected with the front by a railway, which I believe is in contemplation, there will be a rush of settlers in there, as the only thing retarding it at the present time is the lack of transportation facilities. I would therefore respectfully submit that it is most desirable that the survey of townships in the northern portion of this district should be proceeded with at as early a date as possible.

The privilege granted the settler of taking as a second homestead his abandoned pre-emption is duly appreciated: this amendment to the Act accounts for the decrease in the number of pre-emption sales.

The thoughtfulness of the department in undertaking to furnish land guides for intending settlers will, I am sure, have beneficial results, and under the present system should cost but a nominal sum, at the same time being of material assistance to the deserving settler.

In conclusion, I am pleased to inform you that the growth and prosperity of this district is satisfactory, the settlers, old and new, contented and happy. Sheep raising is becoming quite an industry, a good market for wool being found at the Rapid City woollen mills. Large numbers of live cattle and hogs are annually shipped east, and to the English markets butter, cheese, eggs, and poultry in large quantities are also shipped from this district.

During the past season we were visited by delegates from Europe and several States of the Union to the south, all of whom expressed themselves as well pleased with the evidences of prosperity and contentment apparent on all sides, and we are looking forward with hopeful expectancy to the beneficial results which must undoubtedly follow when they report to their countrymen what they have seen.

(Signed)

WM. M. HILLIARD,
Agent Dominion Lands.

DOMINION LANDS OFFICE,
MINNEDOSA, 14th January, 1893.

Department of the Interior.

No. 11.

REPORT OF MR. W. H. STEVENSON, REGINA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
REGINA, 18th November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to acknowledge the receipt of your letter dated the 31st of October ult., and in reply beg leave to say that when I was charged with the immigration business the season was, owing to the cholera epidemic, past. I found the shed very clean and orderly, with one family in occupation. Mr. Stemshorn came into this office and has been diligent in his duties.

With reference to my views regarding the working of immigration matters in the future I have little to add to the former procedure, except that placing the business in the charge of this office is a good move.

The country is now getting settled up and the settlers are but too glad to try and keep immigrants in their neighbourhood. Occasionally a guide will be required when good local men can be had for the purpose at the usual rate.

I have the honour to be, sir,

Your obedient servant,

WM. H. STEVENSON,
Agent of Dominion Lands.

No. 12.

REPORT OF M. V. McINNES.

PORT HURON, 31st October, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to present you with my report for 1892.

Believing that a personal knowledge of the districts to be worked, and of the inhabitants thereof, brings the agent in closer touch with his work, and with this end in view, during the months of January and February, I travelled through that part of Michigan traversed by the Detroit, Grand Haven and Milwaukee Railway, and the Flint and Pierre Marquette system.

On all occasions, when convenient, I got together as many farmers as possible, and in conversational discourses laid before them the great advantages of acquiring a farm in the North-west, contrasting their present position, struggling with mortgaged farms, high taxes or rented farms, with that of the settler in the North-west, who at once enters upon a farm of 160 acres, all his own, requiring only to be ploughed to produce magnificent crops. And also, a free farm for each of his sons on attaining the age of 18 years.

In addition to a liberal distribution of pamphlets, &c., I found this to be an excellent way of attracting the attention of the farmer, and the eagerness with which they asked questions showed they were becoming interested and imbibing the spirit of "going West" to better their condition.

In March, I travelled in the counties of Sanilac, Saginaw and Huron. I learned that in these districts a great many farms were mortgaged, mortgages being the rule instead of the exception, and a good deal of interest was aroused, though it was evident there was a want of confidence concerning our North-west. In order to overcome this, I proposed that they send a delegation of reliable men from among themselves to see the country and report to them their opinions. This suggestion was acted upon, and a delegation of about twenty good farmers from these counties left for the North-west on the 27th of April, accompanied by Captain Holmes. The wisdom of this course as an advertising medium will be gathered from the enclosed report :—

"DEAR SIR,—Having been delegated by a large number of farmers in northern Michigan, through your representations, to visit the Canadian North-west, we wish to give you an idea of our appreciation of the country shown us. We were very much pleased on our arrival there to find such a large and beautiful city as Winnipeg, with its 30,000 inhabitants, large business interests, and every sign of prosperity. At Brandon our visit to the experimental farm was a source of pleasure, and the kindness of Mr. Bedford, in showing us around, was much appreciated by us. This farm gives us some idea of what the Canadian Government is willing to do in experimenting to give incoming settlers information regarding crops which could not be otherwise obtained only by years of labour and large expense. To the officials of Brandon we wish, through you, to express our sincere thanks for their great kindness in placing conveyances at our disposal. Brandon district is, without doubt, a magnificent grain-raising country. On arrival at Calgary we were much surprised to find such a large, substantial and prosperous place in the far west; the buildings being such as are only found in large cities in the east. We proceeded north to Edmonton by the Calgary and Edmonton Railway and found a country that in our estimation cannot be surpassed for fertility on the continent of America. There is an abundance of hay, wood and water; plenty of shelter and everything that should make a new settler happy and prosperous. Coal is also found in the banks of nearly all the streams. We found millions of acres of fertile land open for settlers, free of charge, except the small charge of \$10 for entrance fee; and we have seen several herds of cattle that have never had the shelter of a stable, or a

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located; some of us also located for friends in Michigan. We have no hesitation in recommending our friends in Michigan, who desire to better their position, to come to the Canadian North-West, where we have decided to make our homes in the future.

"In conclusion we wish to state that the people of Michigan can thoroughly rely on any information that you may give them, as we have found the representations made by you when inducing us to visit this country have been verified to the fullest extent that could be wished for.

"During our trip north, when located from 1 to 6 miles from Wetaskiwin, 40 miles south of Edmonton, we met a large number of incoming settlers from Dakota, Idaho and other States, who were of the same opinion as ourselves, viz.: That this country is much better than the one we left.

JNO. F. FINCH,
JOHN P. LINCE,
JOSIAH JENKINS,
COLE H. CAMPBELL,
PHILIP WHITTAKER,
JAS. A. STRATTON,
LYMAN BIERSE,

A. L. PUFFER,
JAS. W. CAMPBELL,
ARTHUR WHITTAKER,
HORACE J. DUNN,
HENRY HAINSTOCK,
ERNEST WHITTAKER.
JOHN McBEATH,

all of Kalkaska and Antrim counties."

This report I got printed and freely circulated throughout the State, thus facilitating the work in the more remote districts visited by other agents. I advised a similar course to agents in other parts of the State, and I believe it was acted upon with equally satisfactory results.

I continued the work along this line visiting other districts and placing such information before the farmers as I thought best calculated to attract their attention towards the Canadian North-West. I found that the expense of reaching our West was a drawback to many who would be willing to emigrate but did not care to sacrifice their stock to raise the money. I perceived that if I could secure a cheap rate to Winnipeg and the Western Territories it would materially facilitate the good work. With this end in view I left for Ottawa on the 9th of May. On arriving in Ottawa I called upon the Honourable the Minister of the Interior who instructed me to proceed to Montreal and lay the matter before the officials of the Canadian Pacific Railway. I did so. In an interview with Mr. McNicoll the matter was discussed, the outcome of which was that I secured the very low rate of five dollars from the Soo to Winnipeg and all points west.

Returning to Michigan, I liberally advertised a cheap excursion for farmers intending to settle in the North-West Territories or Provinces of Canada for July 22nd.

Our Mr. Anderson was put in charge of this party, and accompanied them west. The party consisted of thirteen farmers from Saginaw County, fourteen from Sanilac and eleven from Huron.

On the same date, another party of farmers numbering twenty-three, left for the North-West, from the Counties of Kalkaska and Antrim. Working away on the same lines, I continued to send out a few settlers every week or two. Persistent booming of the North-West and a liberal distribution of our literature was always on my programme. In September I put on three more excursions to carry intending immigrants to the Canadian North-West, one to leave on the 14th, one on the 23rd, and one on the 27th. These were fairly successful. That on the 14th consisted of twenty good farmers and was in charge of Mr. Code. Another company of twenty-seven with three car loads of stock and settlers' effects, left on the 23rd and was in charge of Mr. Anderson. The next and last excursion for 1892 left on the 27th of September, and numbered twenty-two first class settlers, with two car loads of stock and implements, &c., and was in charge of Mr. Scatcherd. These people belonged chiefly to the counties already mentioned in this report.

You will thus observe that the exodus from Michigan though but in its infancy, has made a good beginning, and I am persuaded that in the early spring of 1893 a large number of desirable settlers will be added to the colonies from

Michigan already located in the Edmonton, Yorkton and other Districts. A great number of Ex-Canadian farmers are met with in all parts of Michigan, who were induced to settle there by the same American agents that are working to-day in Ontario and all the Eastern Provinces.

At the principal fall fairs in Ontario, I had a liberal supply of hand bills distributed, warning our farmers against the seductive literature that might be placed in their hands by the agents of the Dakota and Minnesota and other States land companies, painting as the farmers' paradise those States where blizzards, frosts and cyclones are the terror of the farmer, and keep them in continual jeopardy, and where high taxes and two per cent a month mortgages have ruined hundreds, and hundreds more have crossed the lines to settle in Manitoba and our own Western Territories.

Re emigration in the future from Michigan ;—

I would suggest that a good collection of exhibits of the agricultural and other products of the North-West be displayed at the principal fairs to be held in the State of Michigan next year. I may state here, that I am in communication with the Canadian Pacific Railway authorities, with the view of having their car of North-West exhibits placed at my disposal, or in some way make a tour of Michigan at an early date. I believe there is a fair prospect of this being granted. Although the number of settlers sent to our North-West from Michigan in 1892 may not seem large, yet I am inclined to look upon the work accomplished as satisfactory, and it will bear good fruit in the near future: it must be borne in mind that the opposition to be contended with, is both keen and unscrupulous.

The thoughtless and foolish, if not treasonable mutterings of some Canadian newspapers and disappointed politicians are eagerly seized upon by the American agents, and published in local papers, and quoted in their circulars. Nevertheless, I believe the work in Michigan is well grounded, and the reports of the different delegations arriving in the North-West this year will have a salutary effect, and have already resulted in forming the nucleus of settlements at Edmonton, Yorkton and other points, that will prove of vast benefit in inducing others to reach those points in the coming spring. I believe with thorough organization a grand army of farmers may be induced to leave Uncle Sam's domains in the coming year. The more so do I believe this to be the case, as I have in my possession numerous letters from those who have already settled there, testifying to the truthfulness of the printed statements, and the uniform kindness and courtesy shown them as well by your agents as by the officials of the Canadian Pacific Railway Company. All this is (to me at least) most satisfactory. If in Michigan the work so well begun in 1892 is to be continued, my plan would be to organize a staff of agents to occupy districts I would designate, and who would be able to give all information as to rates, routes, &c., and forward settlers to whatever points they may be required to ship from. I would thus place myself in touch with every part of the State, and could readily reach any point where my presence might be required.

I believe that the stream of emigration from Canada to the United States has received a check and is being diverted to the North-West.

I believe in the gospel of keeping at it, of hammering away. Persistency is the quality that wins in the end.

The great stream has been tapped, and the tide of immigration will continue to flow towards our great North-West, until her vast fertile plains will be filled by a contented, because prosperous yeomanry, and happy homes shall rise by thousands over all that vast domain.

I cannot close this report without mentioning the vast importance and far reaching results of an extensive and comprehensive system of advertising our exhibits at the Chicago Fair. I have no doubt but that the exhibit will be all that it should be, comprehensive, elaborate, complete, and officered by the right men in the right place. No such opportunity will be offered in the next decade for advertising our grand Canadian North-West, which has been so much libelled by pessimistic croakers at home and abroad. Immense capital will be there looking for investment.

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Representatives of every country in Europe will be there, and the press reporters of all the nations will be there to chronicle what is to be seen and said—and Canada's vast mining wealth, her inexhaustible coal fields, and her millions of fertile acres unmatched in the world, should be hung up on golden banners to the gaze of the world to be assembled in Chicago next year. I feel that our country is on its trial in competition with the nations of the earth, and her debut should be commensurate with her vast resources and territorial importance. Canada expects every man to do his duty, and those immediately responsible must see to it that nothing is left undone or half done. If thoroughly and unsparingly advertised Canadian immigration will receive such an impetus as will exceed the most sanguine anticipations of her best friends.

I have the honour to be, sir,

Your humble servant,

M. V. McINNES.

No. 13.

REPORT OF MR. ALFRED F. HOLMES.

HURON HOUSE,
PORT HURON, MICH., Oct. 11th, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—For the past two weeks I have been over the ground covered by Scatcherd, Anderson, Davis and myself, and I think beyond question we shall have a large emigration from this region next spring. Numbers are disposing of such stuff as they do not want to pay freight on, and are looking for purchasers or renters for their places here.

The weather has been very catchy here for the past month and they could not get threshing done, or, I have no hesitation in saying, we should have had at least ten families more this fall. But if this State is looked after during the winter we shall get from two to three hundred families in the spring.

With the reports which the delegates who are now up in the west will give on their return, if these people are seen we shall get a good colony in the spring, and after that, every man who moves up to the country, if properly settled, is our agent.

I mentioned in my last letter that good work can be done in New York State. There are three or four counties lying east of a line drawn from Watertown to Ogdensburg bordering on the Saint Lawrence which are largely settled by Canadians, not many of whom own their places, but all have stock and improvements.

These men if properly gone among this coming winter, would be glad to get to our North-West. And they can conveniently be had if we can make them a reasonable rate over the Canadian Pacific Railway, as the haul over a foreign road would not be very high on account of their proximity to Kingston, Brockville and Prescott.

I attribute our success in South Dakota more to the personal canvass made than to any other source, and what we have done in Michigan so far is from the same source. Sending our printed matter is very good in the first instance; but the people want to talk in their own homes with some one who has been in the country and has an interest there other than as a paid agent. The fact that I have a ranche there cuts quite a figure with most people.

I am, sir, your obedient servant,

ALFRED F. HOLMES.

No. 14.

REPORT OF MR. E. G. WISWELL.

LEWISTON, MAINE, 12th November, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa, Canada.

DEAR SIR,—In reply to your circular, bearing date of 3rd November, 1892, I would say that I commenced my work in the New England States on 1st April, 1892, and since that time I have directed my efforts almost entirely within the States of Maine and New Hampshire.

I have been surprised at the lack of correct knowledge existing in regard to the climate and general conditions of Western Canada, many supposing that eternal winters reigned and that the Indians were of a ferocious nature, precluding the possibility of cultivation. However, during the summer, eleven delegates have visited Manitoba and the Territories and their several reports have been circulated freely as well as a very full description, written by Mr. Read of the "Auburn Gazette," all of which have interested the people of these States, and I have now the names of over two hundred persons who have declared their intention of going west next spring or summer. In addition to those mentioned, I am informed of six persons who have gone to the Territories as a result of reading our pamphlets.

I am also now in communication with several others who expect to visit Manitoba within two weeks, one of whom is going prepared to invest ten thousand dollars, if satisfied with the country. The expense attached to a tour of inspection of the west has been so large as to prevent many from going during the past season who would otherwise have gone.

There have been many obstacles to overcome in the work here, one of which I have referred to. Another is a national prejudice, which seems to have been a special branch in the educational system of these States. However, a comparison of the result achieved in Manitoba during the past decade, and the experience of New England farmers during the same period has resulted in partly overcoming the latter objection in the minds of the farming class.

The financial condition of many farmers here is such as to prevent them paying the cost of transportation, without considering the necessary expenses after reaching their new homes, and while I think we will get a large percentage of them in time, yet many who are anxious to go will be unable to do so for some time.

I think the outlook is bright for a large immigration next season, if the advantage gained during the past summer is followed up by a vigorous policy of advertising during the winter.

I am now endeavouring to get to the assistance of Mr. Peltier (a former Canadian, now in business here, who visited Manitoba this season) in forming a French Colony, and I am sanguine of success.

Respectfully submitted.

E. G. WISWELL.

Department of the Interior.

No. 15.

REPORT OF MR. JAS. ANDERSON.

CHESANING, MICHIGAN,
November 10th, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of Interior,
Ottawa, Canada.

SIR,—I have the honour to report on my immigration work in this district, for the last few months that I have been here—from the middle of May to October 31st. On my arrival here, I found a feeling of great antipathy to our form of Government; the impression seems to be that we are forced to pay a certain tribute to the mother country, and that we have no voice as to duties, and other means of raising revenue, and that the Governor General was placed by the English Government to nominate our cabinet and rule as is now in vogue in Russia. The above is one of the principal troubles to an agent, who is kept busy in showing the falseness of these ideas. The Canadians that have settled in this country were young men that came here to lumber, and took the advantage of the low price of the lands that once contained pine: the prices were from 25 cents to \$2 per acre. The farmers here are not as well to do as ours are in Ontario; the farms are small, the greater number only forty acres, all of which have a full set of machinery equal to what is required for a 200-acre farm in Ontario; the consequence is that 90 per cent are mortgaged. The township of Chesaning in which this village is, has only forty-one that are not under mortgage—and is considered one of the best townships in the country of Saginaw. Many of the farmers will be obliged to leave for either our West—or somewhere else—as this state of affairs cannot last much longer. The farming machinery and staple articles are about the same prices as in Ontario. This county abounds in small banks that lend money at very high rates. One to two per cent per month is often paid. The taxes are high compared to what is paid by the Ontario farmer; in addition to the school, county and municipal tax, a State tax is paid of \$1.80 per \$1,000. There are no lands owned by the States, except by the central Government, consequently a revenue has to be raised by direct taxation.

I have taken up two delegations to the West, one in July and the last in September. I enclose you the reports of the delegates of both. The first examined the Edmonton district, with which they were very much pleased; the next was to Battleford *via* Saskatoon, and returned on the north side of the Saskatchewan *via* Carleton—then to Duck Lake, where a number of homesteads were taken up. The number of homesteads taken up by the two delegations was about twenty-six in all. The delegations were very much astonished at the beautiful country that our Government were offering for settlement, and at the different grasses; and the great yield of grain was examined by them personally—all of which is verified by their reports. A number of the delegates informed me that they were made to believe, that we had no such country, that it was a frozen country, the rivers frozen solid to the bottom, and these exaggerations are circulated by railways interested in directing settlement in the vicinity of their lines. My work in the past season was more in introducing the country than actual immigration work, and as we have had delegations of good standing with favourable reports from them, I have no doubt but the work of the past season will show to be of great value in the coming one. I have had inquiries at the office from about 300 persons, many of whom are well-to-do, who are anxious to settle their sons. I have the names of several families that intend to go on our first excursion next spring.

I have the honour to state that as we have now introduced the country to the people here, the next great inducement will be cheap transportation and low freight rates, which in itself is beyond any work that can be done by an agent; it will mean that many will examine the country, which ends in homesteading.

I have the honour to be, sir,

Your obedient servant,

JAMES ANDERSON,
Immigration Agent.

No 16.

REPORT OF THE DELEGATES AS TO THE FREE FARMS OF 160
ACRES IN THE GREAT NORTH-WEST.

THE FARMERS' MECCA—WOLVERINE STATE DELEGATES LIKE THE NORTH-WEST—
THE WONDERFUL FERTILITY OF THE PRAIRIES WAS A REVELATION TO THEM
AND THEY SAY NO BETTER COUNTRY CAN BE FOUND.

The delegation of Michigan farmers who have been inspecting lands in the North-West with a view to immigrating to this country with their families and friends, returned to the city on Sunday and left for home to-day. Mr. Anderson, emigration agent in Michigan, who had charge of the party, will remain in the city until Friday. The delegates have made the following report concerning their trip:—

“ We arrived at Winnipeg on July 26th at which place we laid over until the 28th. The Manitoba Provincial Exhibiton was then open and was visited by us. The cattle and horses were beyond our expectations, the former fattened on prairie grass were superior to much stall fed stock that we have seen. The other exhibits were a credit to the new Province. We arrived at Calgary on July 30th. The crops west of Winnipeg 328 miles were very good. The Portage district, which we passed through, was one of the best we have ever seen, the wheat, barley and oats all apparently perfect as to quality and quantity. The Brandon district was also very good; on our passage we saw many fields of grain of 50 and 100 acres, many miles of grain as far as the eye could reach, which to us was quite an encouraging and hopeful sight. The district west of Qu'Appelle was not equal to the country east of that point owing to the lack of rain. Although the crops seemed short and sparse owing to lack of rain the herbage seemed everywhere plentiful and to afford abundant nourishment to fatten cattle, of which we saw many, all in prime condition.

“ We visited the city of Calgary with its population of 4,500, at the foot of the Rockies where the snow peaks can be seen. A number of its buildings are built of stone quarried about two miles from the centre of the city. The country about this place is known as the ranching country; in some years it has not sufficient rain for mixed farming. We were driven about the country by the mounted police under the guidance of Mr. Amos Rowe, the Dominion Lands Agent. We visited the Chapman ranche which has 1,000 head of cattle and 600 horses; both the cattle and horses looked in prime condition; though the grass was very short, it was plentiful and succulent. We also saw in one flock 2,000 sheep, and were informed of another of 3,000. Stock of all kinds thrive in Alberta.

“ On Monday, the 2nd August, we took the Edmonton and Calgary Railway for Edmonton. We found the appearance of the country improved as we travelled north; 50 miles from Calgary all the growth commenced to be very luxurious, the grass being especially good. We found that many settlers were already in the country, and every station filled with anxious land hunters. At Edmonton and points south and east of it, settlers can procure at the stores all requirements at a fair price. There are two coal mines at Edmonton. Coal is sold at \$2.40 or \$2.75 per ton delivered. Gold is being procured by many placer miners on the sand bars of the North Saskatchewan. We were informed that each man averaged from \$2 to \$3 per day. They are testing for oil west of Edmonton, with fair prospects of success. The game throughout the country is very plentiful. We saw a great many flocks of prairie chickens, ducks and geese, and in our opinion it is the sportsman's paradise. The shooting season for prairie chicken commences on 15th August, and for ducks, geese, etc., on 1st September. It would be difficult to conceive more favourable con-

Department of the Interior.

ditions for settlement than are to be met with in the country we traversed. Good soil, water, timber, hay, and coal easily and cheaply mined on the Saskatchewan River. It seems to crop out everywhere. The opinion of the delegates as regards the opportunities of the North-West for settlement would be this: That whilst the entire country seems well adapted for stock-raising, the district around Edmonton, so far as we saw, was beyond our expectation suitable for mixed farming. Wheat was especially good, also oats and barley; and as eastern farmers we would say of the timothy grass, it was as fine as can be produced in any country, and we believe it can be raised with profit to the farmer as the country becomes more improved by settlers, from our observation. In going east about thirty-six or forty miles vegetation was growing nicely and looking well; in our opinion it is to be the future country of the North-West. We can say from evidence within our knowledge that any man who will endeavour to make a home can do so in this district. It certainly has the best depth of soil. In this country hay is abundant and all kinds of the small wild fruits such as strawberries, gooseberries, wild currants and wild blackberries abound.

“The Edmonton district surpassed our expectations; we found a country that is well adapted for mixed farming, with an inexhaustible black loamy soil, well watered and well timbered. The conditions in that respect would compare favourably with the State of Illinois; wheat, oats, barley and hay will grow in abundance. We saw timothy and potatoes as good as ever we saw in the east, and we see no reason why any person in the east who is burdened with taxes and interest should not go at once and make a home in the beautiful North-West if he can. There he has a good healthy climate, no taxes to speak of, good land, no mortgages, no interest, and there, with a little energy and perseverance, he could make himself a comfortable and happy home.

“The soil is from one and one-half to three feet deep, a rich black loam similar to the soil of our Michigan river flats only heavier, and rests upon a clay subsoil which is in itself most black and rich. The climate is mild, many farmers telling us that horses get a good living running out all winter, and that last season there was very little or no sleighing, there being so little snow. It was the same the winter before and we believe is generally so. The crops of wheat were fine and stand very even, about as high as the fence tops, about four and a half to five feet, and indicating a yield of 25 to 30 bushels per acre. They will be ready to harvest about 20th August. Oats were heavy and good; we would think them good for 60 to 70 bushels, and we were told of exceptional yields of 100 bushels per acre. Barley, the largest we ever saw, and much larger and more plentiful than is ever raised in any part of Michigan. Potatoes and a variety of garden vegetables are grown most successfully, there being no potato bugs, cabbage worms, or any vegetable or grain pest.

“Regarding storage facilities for grain, this is the best equipped of any new country that we have knowledge of. Beginning at Port Arthur and Fort William, on Lake Superior, and thence along the line of the Canadian Pacific Railway for 1,200 miles, the elevators are most numerous and commodious. Even at the small towns they seemed to have storage capacity enough for one-half the state of Michigan.

“The milling industry of this country is immense; there are a good many small mills in the smaller towns, and in Winnipeg, Keewatin (or Lake of the Woods) and Portage la Prairie, the mills are very fine, ranging in capacity from 500 to 2,000 barrels per day. These larger mills are all roller and built on the plan known as the long system. The kind of wheat milled is known as Manitoba hard wheat, including all kinds of spring wheat. All this spring wheat is very hard and flinty and mills better on the long than the short system. The flour made from this wheat makes excellent bread and is especially valuable for baker's purposes. Though it may not look nearly as well as Parshall's Legal Tender, the flour from Manitoba wheat brings the best price, and is always quoted at the top of the market.

“We cannot conclude our report without thanking the Canadian Pacific Railway and its officials for its kindness and attention to us. We had a colonization sleeper from Winnipeg to Edmonton and return. Mr. Niblock, assistant superintendent, Medicine Hat, was very kind and attentive to us. The “Manitoba,” one of the

Canadian Pacific Railway steamers that run into Fort William, on which we travelled, is one of the best we ever saw; in short, we may say that the Canadian people and officials wherever we met them were very attentive and accommodating to us.

“ MICHIGAN DELEGATES :

“ Chesaning : Dennis Falby, A. J. Heath, B. G. Coryell, M. L. Parshall.

“ Brant : John Thompson, Allen McDougall, John Cribbins, E. P. Whaley.

“ Brady : James Niblock.

“ St. Charles : Neal McFee.

“ Lafayette : Wm. Kennett.

“ Ithaca : John Gledstone.

“ Elk Rapids : Wm. Deering.”

Department of the Interior.

No. 17.

REPORT OF CERTAIN DELEGATES FROM MICHIGAN TO BATTLEFORD AND DUCK LAKE DISTRICTS, ETC., ETC.

DUCK LAKE, N. W. T., Oct. 13, 1892.

"The country from Saskatchewan to Battleford is, in our opinion, too dry for farming, but cannot be surpassed for the raising of cattle, many of which we saw in the very best order and a larger size than generally seen in the east—these cattle have never been stabled.

We examined the country about Duck Fish Lake, about 25 miles from Battleford, on the south side of the Saskatchewan: we found very good land there for mixed farming, and were enabled to examine the Bressaylor settlement, where we were informed that mixed farming had been a great success.

We drove from Battleford to Carlton—on the north side of the Saskatchewan—we passed a great deal of land on the last 40 miles that looked well for mixed farming.

The yearly exhibition was held at Battleford whilst we were there. The cattle, horses and vegetables were a surprise to us: we saw potatoes that weighed three to four pounds. Cabbages, cauliflowers, tomatoes, turnips, celery, and all kinds of vegetables that are grown in the east, and of a better quality.

By invitation we examined the Indian school, under the charge of the Reverend Mr. Clark, where we saw the Indians educated in all the arts of the white man. The following trades are taught, blacksmith's, carpenter's, painter's, mason's and farmer's, and we saw the practical work. The school is supported by the Government, and, in our opinion, is a credit to the Government and also the superintendent.

After leaving Carlton, the next point we reached was Duck Lake—one of the most important stations on the Regina and Prince Albert branch—and were taken in hand by the Immigration Committee at this point, and were shown some magnificent land in the immediate vicinity, as well as in the vicinity of Stony Lake. Driving south from the town, we were shown some land open for homesteading, that was first class in quality; further on whole sections were to be obtained of the same land, in which district we located 10 homesteads. While passing through this district we examined some of the grain, which was a No. 1 sample in yield and quality. The vegetables seen on Mr. Mitchell's ranche could not be beaten in any country. Mr. Mitchell's cattle were seen near the town on the prairie. In the herd were a number of Highland cattle imported from Scotland, which do exceptionally well in this country, living outside during the whole winter. There is an immense area of fine country open for settlement here.

In the Stony Lake country we accepted the hospitality of Captain Craig, who has a magnificent farm. This gentleman gave some practical information about the country, giving the drawbacks as well as the advantages. In this district there is a large area open for settlement with plenty of wood and good water.

With regard to wood and timber in the Duck Lake district there is abundance of both, timber being obtained from half to a mile from where we located: white spruce and pine could be hauled from the forest at a distance of 10 to 12 miles or be brought down by the railway which passes in the middle of the district.

Regarding the game, every one is a sportsman, a gun being found in every house. There are any amount of geese, ducks, chickens, partridge, hare and rabbits, while plenty of moose, jumping deer, bear and other large game are found farther from the settlement.

There are no potato bugs or other destructive insects in the country.

We left Winnipeg on Friday, 1st October, and passed the Portage Plains in the afternoon, where we were all greatly pleased with the immense grain fields that cover the whole country, displaying more wheat stacks than we had ever seen in one locality. We were also surprised at the immense elevators for storing grain at all the stations along the road, as also the flouring mills at the different centres, particularly the extensive mills at Keewatin, Winnipeg, Portage la Prairie and Brandon. Owing to our travelling through the western portion of the Province during the night, we shall speak of it on our return trip.

(Signed)

CHARLES GORBUTT, KINDIE, HURON Co.
 ANDREW LACKIE, FILION, HURON Co.
 PHILLIP SHAD, SOULE, HURON Co.
 THOMAS A. LITTLE, LUCE, SAGINAW Co.
 OMER DOANE, CHESANING, " "
 C. M. RUSSELL, " " "
 JOHN W. GINTHER, " " "
 WM. SHOOK, " " "
 JESSE C. CHURCH, " " "
 STEVEN FOULSHAM, PINNEBOG, HURON Co.
 JAMES WATT, HURON CITY, HURON Co.

Department of the Interior.

No. 18.

REPORT OF MR. A. R. CODE.

BAY CITY, MICH., 17th Nov. 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—In the beginning of February I received instructions to go to North Dakota and bring up a delegation from Walsh and other counties to see and report on the Canadian North-West; accordingly on the 7th March I left Grafton, North Dakota, with a delegation of nine influential farmers.

I accompanied this party to Edmonton, showing them the country on the way, and spent three days in the vicinity of Edmonton, and their report shows that they were very much taken with the country, and it has been of great service during the past summer.

On my return to Winnipeg I received instructions to proceed to Michigan and report to Captain Holmes at Port Huron, which I did upon arriving there in the latter part of April.

As the result of my conference with Captain Holmes, it was decided that I had better go north to Antrim, Kalkaska, Grand Traverse, and Cheboygan Counties.

I went north according to programme mapped out, and as a result I left Kalkaska on the 1st day of June with a delegation of between twenty and thirty people, amongst whom were two families of five and three respectively who settled in the vicinity of Yorkton; the others I accompanied out to Edmonton where they all made entries for themselves and friends back in Michigan.

On my return to Michigan I at once commenced to get another delegation to accompany Captain Holmes in July. I got a party of seven influential men from Cheboygan, Kalkaska and vicinity who joined Captain Holmes on the 24th of July at the Sault: this party went to Yorkton and purchased improved lands, besides making entries for homesteads.

On the 14th of September I got together another party of thirty-one, all of whom went with me to the Edmonton district, where most of them made homestead entry for themselves and selected land for their friends in Michigan, who will follow on in the spring. The above mentioned parties gave such good reports of the country that they have been of material assistance to me in connection with my later work.

I am now engaged in distributing literature and giving information on the lines of the Michigan Central and Detroit, Bay City and Alpena Railways and have also been in the upper Peninsula on the lines of the Minneapolis and Sault, and the Duluth and South Shore, with my headquarters at Bay City, and judging from the inquiries that I am receiving daily we shall have a large immigration from these vicinities next season.

I am, sir,

Your obedient servant,

A. R. CODE.

No. 19.

REPORT OF MICHIGAN FARMER DELEGATES WHO VISITED THE CANADIAN NORTHWEST UNDER THE GUIDANCE OF MR. A. R. CODE.

CALGARY, September 28th, 1892.

A. R. CODE, Esq.,
Colonization Agent.

DEAR SIR,—Having been induced through your representations to come to the Canadian North-West to examine the country with a view to settlement, we wish to say before leaving you that Alberta has a country fit for the best to settle in. We have found a country with good soil, plenty of water and wood, where a new settler hunting for a new home can get one without spending a lifetime in clearing a farm; where he can commence and farm from the day he lands and where he can in a few years have a home that would be a pride to any eastern farmer. While on our way to Calgary we have seen herds of cattle and horses that were in the prime of condition, that have never been under shelter, or fed, and we must say that a country that can produce such results must be a country fit for any settler looking for a new home. Calgary has been a surprise to us, a town of such solidity will seldom be found in any eastern country. Most of us have entered for land and will return here next spring where we expect to make our homes. Coal is plentiful both at Red Deer and Edmonton, where it is sold at \$1.00 per ton at the pit, or \$2.50 delivered. This insures a cheap fuel for settlers for all time to come. We can safely advise all persons who wish to better their condition, to see Alberta, and we are sure they will be fully satisfied that it is the garden of Eden. To you, Mr. Code, we wish to express our appreciation of your kindness during our trip, and can assure you that we will inform our friends on our return east that any representations made by you can be relied upon. While at Brandon we visited the Experimental Farm and were very agreeably surprised at the energy shown by the Dominion Government in giving information to the new settlers. We had a very pleasant visit on the farm of Mr. Sanderson and saw two steam threshers working, with 16 teams drawing from the stack, on one farm, where they had 75,000 bushels of wheat to thresh and market. This is, without doubt, a magnificent grain country.

G. J. Griffith, James Murray, Alex. Kennedy, of Pickford; A. Gregg, Samuel Splan, of Sault Sainte-Marie; S. M. Innis, George Grisbrook, Charles Cook, T. A. Ferguson, Daniel Fisher, C. Lefeur, of Cheboygan; Alex. Sims, Stalwart; George Carlton, John Kennedy, Levering; Mikel Barrett, Kalkaska; Charles McClellan, South Boardman; J. D. Smith, of Strongville; Robert Coxan, of Ivan: all of this State.

Department of the Interior.

No. 20.

REPORT OF MR. S. MINAKER.

BATHGATE, 5th September, 1892.

DEAR SIR,—I herewith have the honour to submit my report from the time I started work until the present date.

I started for Winnipeg on the 17th December, 1891, and when I arrived there I went up to the Canadian Pacific Railway land office where I met Mr. Griffin who, after a few minutes conversation, offered me a pass to Edmonton and return, for the purpose of affording me an opportunity of looking over the Canadian North-West.

After having given the country a thorough inspection, I returned more than pleased with it. While there I visited the Sturgeon Creek settlement, near Edmonton, and found their farms in splendid condition and all of them happy and evidently well satisfied with the country.

I met a party of explorers from the Peace River district who gave me samples of wheat grown there which were simply magnificent.

After having procured a good lot of samples I returned to Bathgate and exhibited my samples to the farmers of Pembina county, and they all declared that that was the first produce from the North-West they had ever seen, and, in fact, none of them had ever heard of the Edmonton district. I also had a sample of gold that was washed out from the Saskatchewan River. After this I was kept busy answering questions about the country and giving advice as to the best way of going up, &c., and Mr. G. H. Campbell sent me a book of certificates to issue to the intending settlers, so as to procure reduced rates for them.

I commenced work for the Department of Agriculture as immigration agent in North Dakota on the 1st March, 1892, and I have since travelled all through Pembina and Cavalier counties several times, distributing pamphlets and talking the country up, and also bringing people to Winnipeg, destined for the North-West.

I have brought 300 persons to see the country, and nearly all of them returned well pleased and intend moving up this fall or next spring; 53 have homesteads in different parts of the North-West.

I herewith beg to annex a statement of the actual result of my work during the last six months I have been working in the interest of immigration to the North-West. This statement is a detailed one and shows the destination, nationality, etc., of each settler, and also the number of members in the family; the totals are as follows:

Males (adults)	52
Females "	37
Children	82
Horses	88
Cattle	159
Sheep	73
Swine	19
Machinery, household goods, etc.....	\$22,669

This does not cover the cash, notes, etc., which were brought over with them. One of my party is only reported at \$313, and when we arrived at Gretna he walked across the street to Siemens Bros., Bank and deposited \$9,000, and many others have sold their farms to advantage and brought large sums of money and notes to Canada.

Regarding the future prospects of an immigration from Dakota, I may say that most of the farmers in North Dakota are Canadians by birth, and in the majority of cases, very dissatisfied with their condition in Dakota; and if it were only brought before them that they could better their condition in the Canadian Northwest, I have no doubt that farmers with capital and large families would come over by the hundred. The work in my counties has been largely of a preparatory nature and, if continued, will yield splendid results. Wherever I go people are always anxious to hear about the Canadian North-West, and I have not the least doubt that if the work be carried on vigorously and energetically, the result next year will be splendid.

In conclusion, I may state that I know two parties in North Dakota whom I could bring over to the North-West this fall, and who are worth \$15,000 each.

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

SANFORD MINAKER,
Immigration Agent, North Dakota.

ARRIVAL of Immigrants in Canada by way of Gretna, Man., from Pembina and Cavalier Counties, North Dakota, U.S.A., from 1st March to 31st August, 1892, inclusive.

Date of Arrival.	Name.	Where from.	Destination.	Adults.		Children.	Nationality.	Stock.				Value of Effects.	Transportation.
				Male.	Female.			Horses.	Cattle.	Sheep.	Swine.		
1892.													
March	8 G. Forsythe	Park River.	Prince Albert.	1	1		American.					170 00	Rail.
do	16 H. Burns	Walhalla.	Alameda.	1	1		French Canadian.					90 00	Highway.
do	17 J. Hawkins	Milton.	Morden.	1			English Canadian.					125 00	Rail.
do	25 P. Deschamps	Ellendale.	Prince Albert.	1			French.					120 00	do
do	25 A. Kleys	Laroy.	Morris.	1	1	6	English.					90 00	do
do	28 S. Minaker	Brace.	Headingley.	1	1	1	Canadian.					1,490 00	Highway.
April	4 J. Savary	Nesche.	Oak Lake.	1	2	1	French Canadian.					655 00	do
do	20 A. Arnyjurdethin	Hamilton.	Winnipeg.	1	1	6	Icelandic.					105 00	Rail.
do	21 J. M. Gratian	Glasgow.	Deloraine.	1	1		Scotch.					100 00	do
do	23 Geo. E. Patterson	Minto.	Gretna.	1	1	1	Scotch Canadian.					565 00	Highway.
do	25 L. Bjomdatter	Mountain.	Edmonton.	1	1	1	Icelandic.					100 00	do
do	29 W. Shannon	Bruce.	London, Ont.	1	1	2	Irish Canadian.					342 00	do
do	30 E. Carrigan.	Longdon.	Morris.	1	1	4	French Canadian.					365 00	do
May	2 R. Swain	Nesche.	Carman.	1	1	1	Irish Canadian.					75 00	do
do	4 A. Leach	do	do	1	1	8	Scotch Canadian.					180 00	do
do	7 D. Phillips	Hamilton.	Olds, N. W. T.	1	1		do					667 00	Car M. M. 1216.
do	13 W. F. Perrin.	St. Thomas.	Oxbow.	1	1	3	Irish Canadian.					604 00	do 11166.
do	15 M. Vancamp.	do	do	1	1	2	English Canadian.					85 00	do
do	13 A. Scott	Nesche.	Prince Albert.	2	2	6	Scotch and French Can.					350 00	Highway.
do	18 J. Mirault	do	Carlton.	4	2	1	French Canadian.					2,831 00	do
do	21 S. Horton	Artoch.	Wawanesst.	1	1	1	Irish Canadian.					250 00	Car M. M. 8234.
do	25 F. Robinson	Bathgate.	Se Kirk.	1	1	5	Irish Canadian.					125 00	Rail.
do	26 R. Swain	Nesche.	Carman.	2	2	1	do					1,003 00	Car C. P. 30040.
do	26 Wm. Swain	St. Thomas.	Oxbow.	1	1	4	do					1,010 00	Car M. M. 7212.
do	26 J. Spotswood	do	do	1	1	2	Scotch Canadian.					627 00	do 4488.
do	28 H. J. Simmonds	Bathgate	Gretna.	1	1		English.					135 00	Rail.
do	31 L. Bearsto	do	Winnipeg	1	1	2	Scotch Canadian.					25 00	do
June	7 J. Thompson	Nesche.	do	1	1	3	do					75 00	Highway.
do	8 J. McQuarters	St. Thomas.	Oxbow.	1	1	3	Irish.					710 00	Car G. N. 17486.
do	8 Thos. Collopy	do	do	1	1	2	Scotch.					245 00	do
do	9 B. Lonnason	Gardner.	Red Deer.	1	1	5	Icelandic.					444 00	Highway.
do	18 J. H. Mmaker	Glasgow.	Melita.	2	1	1	Canadian.					687 00	do
do	18 R. W. Mmaker	do	do	1	1	4	do					894 00	Car C. P. 22142.

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do	21 W. J. McKern	Ernest	Napanee, Ont.	1	1	1	1	1	1	1	1	1	1	225 00	Highway.
do	22 Wm. Craven	Ossenbroek	Red Deer	1	1	1	1	1	1	1	1	1	1	1,190 00	do
do	22 J. Lepp	Lodena	Winnipeg	1	1	1	1	1	1	1	1	1	1	875 00	do
do	27 W. Howlet	Cavalier	Edmonton	1	1	1	1	1	1	1	1	1	1	313 00	do
July	1 C. Frenzen	Mayville	do	1	1	1	1	1	1	1	1	1	1	335 00	do
do	1 A. Verch	do	do	1	1	1	1	1	1	1	1	1	1	245 00	do
do	14 F. Butler	St. Joe	Morris	1	1	1	1	1	1	1	1	1	1	110 00	do
do	15 P. Butler	do	do	1	1	1	1	1	1	1	1	1	1	180 00	do
do	16 Geo. Newton	Neshe	Winnipeg	1	1	1	1	1	1	1	1	1	1	100 00	do
do	16 E. Couture	do	Lake Manitoba	1	1	1	1	1	1	1	1	1	1	190 00	do
do	19 H. Mills	Crystal	Winnipeg	1	1	1	1	1	1	1	1	1	1	85 00	Rail.
August	16 J. A. Wilson	Walhalla	Red Deer	2	1	1	1	1	1	1	1	1	1	3,021 00	Highway.
do	16 E. C. Whetham	Bay Centre	do	1	1	1	1	1	1	1	1	1	1	260 00	do
				52	37	82	88	139	73	19				22,049 00	

S. MINAKER.

No. 21.

REPORT OF MR. H. S. SCATCHERD.

BAD AXE, MICHIGAN, 14th November, 1892.

SIR,—I have the honour to submit the following report of work done in Michigan by me in connection with Capt. A. F. Holmes, during the year 1892.

I went to Michigan about the middle of February and joined Capt. Holmes, who had preceded me there about a month.

After conferring together we decided to start the campaign in Huron county, as we had been told that there were a great many ex-Canadian farmers settled there, and also that most of these farmers were in a bad way financially, having toiled away for some years in vain efforts to raise crops on a non-productive soil, and with their energies much wasted in the hard work of grubbing out stumps, only to find a poor, burnt-out soil, which had to be built up before any crops at all could be raised.

Under these conditions we thought this would be a good field for immigration work, so we made Bad Axe, which is the county seat, therefore centrally located, the base of operations.

We started out cautiously and quietly to distribute Government immigration literature amongst the farmers, as we did not want to arouse the antagonism of the local papers or individuals against us or the work we were connected with, as had been the case in South Dakota. Subsequent events have proved the policy of our procedure, for instead of antagonism we have gained the goodwill both of the press and the people, by whom we have been treated with the greatest courtesy, the papers being willing at all times to publish any articles relating to the Canadian North-West we may desire.

During the months of February and March we distributed a large number of pamphlets, &c., amongst the farmers of this and the surrounding districts. This soon produced good results, as numerous letters of enquiry and many personal interviews regarding the Canadian North-West fully attested.

After starting the ball rolling here we decided it would be well to commence operations in the adjacent county of Sanilac; therefore Capt. Holmes proceeded to Brown City, the county seat, and started the work there as we had done here. There being so much literature to distribute, correspondence, enquiries, &c., to be answered, and personal interviews to be attended to, it was thought best to open up an office where I could attend to the work in a more systematic manner, and have a place where the different maps of Manitoba and the North-West Territories could be hung up to view, and where the various kinds of Government immigration literature could be stored and placed for ready inspection by all who might favour me with a call.

The farmers around here I found to be in even a worse condition than I at first supposed. Aside from their farms being small, 40 and 80 acres being the general extent of them, they nearly all carry the burden of a mortgage, which, when the interest and their taxes are paid, leaves them little or nothing as a result of their summer's hard work.

Nearly all the ex-Canadian farmers I have met are disappointed and disgusted with Michigan, and are most willing to make a change; and it is an assured fact that as soon as they can find purchasers or tenants for their places large numbers will move out to the Canadian North-West in the very near future.

We started out our first excursion party for the North-West on the 7th of April. They numbered seventeen, and went as delegates for the purpose of looking the

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country over for their own benefit and that of their friends, as they would report the result of their observations on their return.

That they were well pleased with the country is fully attested by the testimonial they gave, lauding all they had seen; and still better from the fact that ten out of the seventeen took up land before returning, and the remainder who stayed in the country to work intended doing likewise before fall.

This party was in charge of Capt Holmes. On 23rd July we started the next excursion; this party numbered some twenty-five and were from Huron, Sanalac, Tuscola, and Lapeer counties, in this State, and were likewise in charge of Capt Holmes. As in the case of the first party they were well pleased with the country, praising it very highly. Nearly all of this party took up land before returning.

The third and last excursion party for the season left Michigan 27th September. I took charge of this party.

They numbered seven families or twenty-three in all and two cars of general effects. I located this party near the Fishing Lake, in the Touchwood District, about eighty miles north-west of Yorkton, Assiniboia, the present terminus of the Michigan and North-West Railway. They spoke highly of the country and thought that for mixed farming and stock raising it would be hard to beat.

In conclusion I would say that the good reports brought back by the delegates who have visited the North-West this past season will be the means of giving a great impetus to the immigration movement from different parts of Michigan to that country next year; and I am of the opinion that not only will a large number move out there next spring to become permanent settlers, but a still larger number during the season will be desirous of visiting the North-West for the purpose of looking the country over and taking up land if satisfied.

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

H. S. SCATCHERD.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

No. 22.

REPORT OF MR. B. L. BALDWINSON,

WINNIPEG, 8th September, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour on the eve of my departure for Iceland for the promotion of emigration from that country to Canada, to submit to you, herewith, my annual report on Icelandic immigration during the present year, up to date, and of the colonization of my countrymen in the Province of Manitoba and parts of the Canadian North-West.

IMMIGRATION.

There have arrived in Winnipeg during the present year up to date, 283 Icelandic immigrants, of whom 205 came by the "Allan" and 78 by the "Dominion" steamship lines. All these came *via* Quebec and the Canadian Pacific Railway.

The arrivals at and distribution of these immigrants from the Winnipeg Agency have been as follows:—

ARRIVED.

July 11th.....	40
July 16th.....	140
August 13th.....	25
September 3rd.....	78
	<hr/>
	283
	<hr/>

DISTRIBUTED.

Glenboro	41
Churchbridge.....	13
Yorkton	5
Brandon	17
Moosomin	3
Melita	2
Gimli.....	18
Situations (male)....	36
Situations (female)	23
Dakota	2
Minnesota	4
Winnipeg (with friends).....	119
	<hr/>
	283
	<hr/>

These have been decidedly the best lot of people that have emigrated from Iceland for some years past, particularly the last party of 78 who came out by the Dominion line. These were in charge of Mr. Sveinn Brynjolfsson, the general agent in Iceland of that line. Mr. Brynjolfsson visited Canada last year and spent four months travelling through the various Icelandic settlements and other parts of this country. On his return to Iceland, Mr. Brynjolfsson wrote a very encouraging account of his visit and of the condition of our people here. This account was published in my paper, the "Landneminn," and has no doubt assisted very materially in bringing out this good class of people.

Department of the Interior.

Of this year's immigrants, it may be truly said that they are the best of the agricultural class, strong, healthy, highly intelligent, and in many cases well educated people. Many of them possessed considerable pecuniary means. We expect another party from Iceland to arrive here in about a month's time: with that addition to those who have already arrived, the number of this year's Icelandic immigrants will exceed 300 persons.

Two families from North Dakota also moved into Canada in the month of June last, and settled in the Province.

EMPLOYMENT.

Some of the farmers went at once on their arrival to their friends in the various settlements where they were provided with work and their families properly cared for. Many families, however, remain in Winnipeg with friends for the present: some of them will be assisted to choose their locations and settle on their homesteads before the end of the present year.

The single men were a specially fine lot of agricultural labourers, some of whom had received such training as the agricultural schools in Iceland afford. They were placed immediately on their arrival out into the harvest fields at \$35.00 per month and board up to Christmas. These are the best wages that Icelandic immigrants have received on their arrival here in any of the years that I have been connected with the Winnipeg Agency since 1883.

The triumphant statement in this connection lies in the fact that these labourers were placed entirely with farmers of their own nationality, who were themselves immigrants a few years ago, being then obliged to seek employment with native farmers at whatever wages they could then command.

The female domestics were as usual in demand and readily obtained employment at wages ranging from \$9.00 to \$12.00 per month.

In one instance a girl who came out with one of the parties in July last, obtained a situation here in Winnipeg at \$17.00 per month—\$20½ per year. This same person had been obliged to content herself with 30 kroner—\$8.00 when she was in Iceland, that being the average yearly wages for a servant girl in that country.

You will observe therefore that she earns as much in Canada in *one* year, as she would have received in Iceland for a service of 25½ years.

I need not assure you that I have already taken steps to have these facts, together with such remarks as I have thought proper to convey their full importance, published in my paper *Landneminn* and distributed throughout all Iceland, before the end of the present year. This is done with the object of encouraging the emigration from Iceland of that class of people who are much needed in Canada and who will ever be welcomed here,—the female domestic servants.

COLONIZATION.

In my report for 1891 I submitted to you tables showing the condition of the Icelandic settlements in Canada, four of which I had then visited as per instructions contained in a letter dated 9th October, 1891. I have since that time visited the two remaining settlements, and now beg leave to report on them.

THE GIMLI COLONY,

or New Iceland Colony, as it is commonly called, was visited on the 17th February last. It is situated on the west shore of Lake Winnipeg and occupies Townships 18, 19, 20, 21, 22, 23 and 24 in Ranges 3 and 4 East of 1st Meridian, as also Big Island in Lake Winnipeg in Range 6 East.

This is the oldest and largest, though not the wealthiest Icelandic settlement in Canada, and was established in the fall of 1876. Its location was chosen, not on account of its agricultural resources, for there are strictly speaking none there; but rather on account of the abundance of good fish of various kinds; with which the Lake is ever teeming, and which formed a very important source of revenue for the settlers during their first years of settlement.

The condition of this colony is as follows:—

Number of settlers.....	273
“ persons in their families.....	1,409
“ acres broken.....	474½
“ “ under wheat.....	68
“ “ “ oats.....	19
“ “ “ barley.....	30½
“ “ “ rye, peas, etc.....	3
“ “ “ roots and vegetables.....	177
“ “ “ cultivation (total).....	297½
“ cows.....	966
“ oxen.....	369
“ young cattle.....	1,437
“ “ (total).....	2,779
“ horses.....	18
“ sheep.....	2,468
“ swine.....	28
“ poultry.....	1,061
Value of lands and buildings.....	\$143,187
“ agricultural implements.....	9,471
“ starting capital.....	10,090
“ present debts.....	2,425
“ total resources.....	223,125
“ present net worth.....	<u>220,700</u>

This shows a net annual gain for each family of \$125.96. It should be stated here that the value of boats and fishing appliances of the people in this colony is counted in with that of agricultural implements. Each acre of land is valued at \$2.50 without improvements.

SWAN LAKE COLONY

This colony was visited on the 11th April last. It is situated east of Lake Manitoba and occupies parts of Townships 19 and 20, in Ranges 3, 4 and 5 west of the 1st Meridian. It was established in the spring of 1887. Its present condition is as follows:—

Number of settlers.....	54
“ persons in their families.....	238
“ acres broken.....	19
“ “ “ roots and vegetables.....	15½
“ “ “ cultivation (total).....	34½
“ cows.....	248
“ oxen.....	84
“ young cattle.....	371
“ “ (total).....	703
“ horses.....	25
“ sheep.....	342
“ swine.....	1
“ poultry.....	255
Value of lands and buildings.....	\$ 27,140
“ agricultural implements.....	2,980
“ starting capital.....	11,795
“ present debts.....	2,206
“ total resources.....	47,805
“ present net worth.....	<u>45,699</u>

This shows a net annual gain per family of \$319.85. Land in this colony was valued at \$2.50 per acre without improvements.

Department of the Interior.

THE MELITA COLONY.

This is a new colony, started in April of the present year. It is situated in parts of Townships 7, 8 and 9, in Ranges 28 and 29 West of the 1st Meridian. Sixty-three settlers have already entered for land in this colony, but only a few of them have yet settled there, most of the homesteads being entered for under the 5 years plan.

There are also some 20 settlers located in different parts of the Province and Territories. These with the Melita settlers and 637 settlers in the different colonies, make a total of 720 *Icelandic Settlers* in Canada.

The tables appended to this report, are a continuation and completion of those appended to my report for 1891, which was printed in full. The whole is a collection of statistics, alike interesting for the present time, and useful for future reference, as they show, not only the condition of each settlement, but also, and minutely, the condition of each individual settler in each of the settlements. They may therefore truly be considered not so much as the report of an agent but rather as personal testimonies of the settlers themselves.

I believe I am the first and only agent who has ever presented to the Government so comprehensive and minute a statement of the condition of any foreign nationality in this country, and I am in a position to defend the absolute correctness of the tables. It should be stated here, however, that I did not value the household effects of the settlers in any of the settlements.

Lastly I beg to observe that by the table appended to this report, which shows the totals of all the settlements, it will be seen that the net annual gain for each family in all the colonies has been \$303.46, while the net worth of each family in all the settlements averages \$1,424.15.

When you consider that these people come to Canada without means, as a general rule, to enable them to take up homesteads for years after their arrival here, and that they possess no knowledge of agriculture, as it is carried on in this country, until they learn it by personal experience on their own homesteads, I venture to think that you will agree with my statement that the progress and prosperity of the Icelanders is at least equal if not superior to that of any foreign nationality that comes to Canada. This applies especially to the farming class, but may be said with equal truthfulness of the thousands of my countrymen who are at present engaged in different pursuits of life in the various towns and cities of western Canada.

I have the honour to be, sir,

Your obedient servant,

B. L. BALDWINSON,

Icelandic Agent.

REPORT from the Swan Lake (Icelandic) Settlement, in the Municipality of Rock West of 1st

Number of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Pall Pálsson	Eidi Langanesi	N.W. 16, 19, 3	Seamo	1892	5
2	Jacob Jonsson	Hogindakoti Borgarfjardars.	N.E. 14, 19, 3	do	1892	4
3	Kristjan Sigurdsson	Aljastodum Dalasyslu	N.W. 23, 19, 3	do	1890	4
4	Porsteinn J. Horddal	Holi Hordudal Dalasyslu	S.W. 22, 19, 3	do	1891	7
5	Bjorn Porsteinson	Hofstoduno Borgarfjardarsyslu.	N.W. 14, 19, 3	do	1891	4
6	Porlakur Einarsson	Hallgisstodum Langanesstrond.	N.W. 12, 19, 3	do	1892	4
7	Jon Jonsson-og brodir	Hoammi i pistilfirdi	S.E. 12, 19, 3	do	1891	5
8	Nikulas Poearinsson	Midhusum Eidapingha Mulas.	S.E. 20, 19, 3	do	1892	6
9	Svienbjorn Sigurdsson	Vestdalseyri vid Seydisfjord.	S.E. 6, 19, 2	do	1891	6
10	Bjorn S. Lindal	Skridnesenni Bitrufirdi	N.E. 6, 19, 2	do	1891	5
11	Jon Hannesson	Lituhlid Skagafjardardohnn.	10, 19, 3	do	1891	3
12	Gudmundur Isberg	Porgrimsstodum S. Mulasyslu	2, 19, 3	do	1891	2
13	Arni M. Frimann	Arbot Pingeyjarsyslu	S.E. 36, 18, 3	do	1891	6
14	Bessi Tomasson	Grunsstodum Pistilfirdi	N.W. 36, 18, 3	do	1892	3
15	Isleifur Gudjonsson	Sandfellohaga Pingeyjarsyslu	S.E. 6, 21, 3	do	1887	5
16	Jon Sigurdsson	Bakkagerdi Iskulsarhlid Mulasyslu.	S.E. 34, 19, 5	Lundar	1888	4
17	Gudmundur Bjarnason	Sandvik Nordfirdi S. Mulas	S.E. 22, 19, 5	do	1890	5
18	Stefan Bjornsson	Hrorekslok Hroarstunger Mulasyslu.	N.E. 22, 19, 5	do	1889	5
19	Bjorn Jonsson	Eyja se h Jokulsarhlid N. Mulasyslu.		do		5
20	Magnus Frimann	Eystra Midfelli Borgarfjardarsyslu.		do		5
21	Arni Jonsson	Hjardarhaga Tokuldal N. Mulas.	S.W. 4, 20, 5	do	1890	5
22	Jon Jonadabsson Lindal	Lokjakoti Vididal Hunav. S.		do		6
23	Hogni Gudmundsson	Breiduvik Borjarfirdi-Eystra.	N.E. 34, 19, 5	do	1889	4
24	Eirikur Gudmundsson	do do	N.W. 34, 19, 5	do	1889	1
25	Gudrun Jonsdottir Olson	Fljotdalstjeradi	S.W. 34, 19, 5	do	1390	1
26	Arni Reykdal	Ulfstodum Borjardan	N.E. 4, 20, 5	do	1890	4
27	Jon Reykdal	do do	N.W. 4, 20, 5	do	1390	1
28	Hallgrimur Olafsson	Neskjaleigu Lodmundarfirdi		do		2
29	Isleifur Runolfsson	Hemibergi Austur Skafstafellss.	S.E. 10, 20, 5	do	1890	6
30	Porsteinn Isleifsson	do do	S.W. 10, 20, 5	do	1890	1
31	Pjetur Runolfsson	Kluku Hjaltastadapingha N. Mulas.	S.W. 22, 20, 5	do	1889	3
32	Jon Valdimar	Egilsstodum Vopnafirdi	S.E. 14, 20, 5	do	1889	6
33	Olafur Thorlacius	Skardsstodum Dalasyslu	N.E. 12, 20, 5	do	1889	6
34	Gudlogur Jonatansson	Tungu Fljotum Skagafjardars	N.W. 20, 20, 4	do	1891	4
35	Jon Bjarnson	Eirikstodum Svartardal Himavatus.	S.E. 20, 20, 4	do	1891	3
36	Pjetur Hallsson	Malmey i Skagafirdi	S.W. 20, 20, 5	Lundar	1891	8
37	Kristjan Casper	Vatni Haukadal Strandaasyslu	18, 20, 4	do	1891	3
38	Arni Jonsson	Skaptafellssiplu	18, 20, 4	do	1891	1
39	Joham Perbergsson	Neshjaleigu Lodmundarfirdi N. Mulas	S.W. 12, 20, 5	do	1887	4
40	Jon Matthiasson	Hergilsey i Breidarfirdi	S.W. 2, 20, 5	do	1888	7
41	Snabjens Jonsson	do do	S.E. 2, 20, 5	do	1888	7
42	Sigurdur Sigurdsson	do do	N.W. 2, 20, 5	do	1892	1
43	Haldor Haldrsson	Isafjardarkaupstad	N.W. 36, 19, 5	do	1887	10
44	Jon Mathusalemson		S.E. 36, 19, 5	do	1887	6
45	Pall Kjernested	Tossvallum Jokulsarhlid		do	1890	6

Department of the Interior.

wood, in the Province of Manitoba, in parts of Tps. 19 and 20, Rgs. 3, 4 and 5, Meridian.

NO. OF ACRES.					NO. OF LIVE STOCK.							Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
														\$	\$	\$	\$	\$	\$
						5	2	4	11				9	450		265	30	720	690
						3	1	6	10				8	469		175	50	575	525
						6	2	13	21		6		7	509	120	200	200	1172	972
						4	2	4	19				2	470	20	240	30	730	700
						2	1	1	4				8	475		100		577	577
						10		19	29	3			15	450	140	700	45	1245	1200
						6	3	10	19		25		8	500	75	525	82	1082	1000
						4	4	4	12		5		8	400	20	370	40	792	752
						7	2	7	16		5		10	460	65	375		902	902
						10	4	16	30	3			8	500	170	1000	200	1620	1420
						6	2	2	11				8	450	80	300	42	842	800
						2	2	3	7				6	435	70	200		710	710
						11	4	13	33	4			7	1050	160	1085	32	2132	2100
						6	2	12	20		14		16	550	60	500		1090	1090
						6	4	16	26					960	85	120	300	1045	745
						4	2	11	17	4	15		11	600	200		35	1335	1300
						2	2	5	9					575		200	80	780	700
						3		5	8					500	30	30		660	660
						4	1	2	7		1							200	200
						4	3	8	15		4			100				435	435
						3	1	6	10					500		60	20	700	680
						7	3	8	18	1	33		12		85	600		733	733
						3		2	5		3		6	500				620	620
						3	2	5	10		3			500	70	50		790	790
						1		1	2		3			550				610	610
						9	2	12	23		67		8	1165	130	500	200	2053	1853
						3	2	4	9				8					210	210
						4	2	4	10		1		8	1025	30	25	40	1375	1335
						2			4		1			450				535	535
						6	2	9	17				8	500	50		150	905	755
						2	1	7	10					500		30		680	680
						3		1	4		3			450	80	100		645	645
						3	2	2	7		9		4	500		200		745	745
						3	2	5	10		4		3	450		200	30	690	660
						3	3	6	6	2	8		4	475	40	300		800	800
						2		4	6					450				570	570
						5	2	8	15				7	700	130	30		1140	1140
						4	1	7	12					650	15	100	20	935	915
						3	1	10	14		5			600	50	100		905	905
						3	2	1	6					500		180		680	680
						8	2	12	22		3		9	785	80	60	60	1315	1255
						7	6	15	28		10		6	900	175	300	80	1685	1605
						8		12	20	2	28		5		175	500		875	875

REPORT from the Swan Lake (Icelandic) Settlement, in the Municipality of

No. of Settler.	Name of Settler.	Last Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family
46	Jon Helgason	Efra Raudabergi Bardastrau- dasyslu	N. E. 30, 19, 4.	Lundar	1890	3
47	Bergpor Jonsson	Raudaloni Jokulsarhlid	S. E. 4, 20, 5	Cold Springs	1890	4
48	Sigursteinn Fridbjornson	Ketiletodum Pingeyjarsyslu	S. E. 16, 20, 5	do	1889	4
49	Helgi Fridbjornsson	do do	N. W. 20, 20, 5	do	1891	6
50	Gudmundur Bjarnasson, Nordal	Sveinatungu Nordurardal My- rasyslu	N. E. 16, 20, 5	do	1889	5
51	Johan Porsteinsson	Hrafnbjorgum Jokulsarhlid N Mulas	N. W. 22, 20, 5	do	1891	6
52	Eirikur Magnusson	Brekusseli Hrbarstungu N. Mulas	S. E. 22, 20, 5	do	1889	2
53	Jons J. Eiriksson	do do	N. E. 22, 20, 5	do	1887	1
54	Jon Sigfusson	Nesi Nordfidi S. Mulasyslu	S. W. 20, 19, 4	Clarkleigh	1887	8
			Totals			238

Department of the Interior.

pality of Rockwood, in the Province of Manitoba, &c.—*Concluded.*

No. OF ACRES.					No. OF LIVE STOCK.							Value of Lands, Build- ings, &c.	Value of Implements.	Capital at commencement	Present Debts	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Bye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
.....	2	2	1	5	.....	.....	.....	8	440	75	225	.....	695	695
.....	6	.....	5	8	.....	.....	.....	5	450	.....	90	15	590	575
.....	10	2	8	11	2	4	.....	10	550	75	100	100	1090	1090
.....	10	.....	8	20	.....	.....	.....	.....	600	125	400	25	1155	1130
.....	5	2	10	17	.....	16	.....	.....	700	145	400	150	1230	1080
.....	7	.....	5	12	2	10	.....	5	475	65	400	.....	975	975
.....	5	.....	10	15	.....	2	.....	.....	900	.....	60	.....	1050	1050
.....	3	10	2	20	2	57	1	7	1050	90	400	150	2180	2030
19	15½	248	84	371	763	25	342	1	255	27140	2980	11795	2206	47805	45699

REPORT from the Gimli (Icelandic) Settlement, in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Johan Straumfjörd.	Halkellstadahl Hnappadalss.	Goose Island	Hecla	1880	7
2	Jon Bjarnason.	Beigaldi Borgarhr Mýrasýslu.	Big Island	do	1889	6
3	Vígfus Josefsson.	Bergholtskoti Stadarsi Sucefellu's	do	do	1891	3
4	Gísl Arnason.	Litlu Seilu Skagafirdi.	do	do	1890	7
5	Pjetur Bjarnason.	Harastodum Dalasýslu.	do	do	1886	6
6	Arni Egilsson.	Bakkaseli Eyjafjardarsýslu.	do	do	1885	9
7	Hákon Þordarson.	Litlu Brekku Bergarhr Mýrasýslu.	do	do	1889	4
8	Þorsteinokristjánsson.	Skallholi Middolum Dalasýslu	do	do	1882	10
9	Bergþor Þordarson.	A á n á b r e k k u Borgarhr Mýrasýslu.	do	do	1891	5
10	Sigurður Sigurðsson.	do do	do	do	1891	8
11	Páll Jacobsson.	Snæfjollum Isafjardarsýslu.	do	do	1888	8
12	Helgi Tomasson.	Grímsstöðum Fjollum Puigeyjars.	do	do	1884	6
13	Sigurður Erlindsson.	Klombu Reykjadal Puigeyjars.	do	do	1876	6
14	Halldur Halldorsson.	Bjargarsteinum Stafholtst Myras.	do	do	1878	7
15	Solmundur Simonarson.	Reykjavík.	do	do	1890	8
16	Stefan Jonsson.	Gardi Adaldal Puigeyjarsýslu	do	do	1885	5
17	Jon Jonsson.	Hæfstodum Stafholtst Mýrasýslu.	do	do	1881	7
18	Stefan Friðbjornsson.	Vididal Fjollum Puigeyjarsýslu	do	do	1883	7
19	Elias Magnusson.	Vigdísarst Hvanmshr Hunav's	do	do	1883	3
20	Jonas Eijvindsson.	Kroksholti Eyjahr Sucefellness	do	do	1889	3
21	Eivindur Jonasson.	Hlíð Hórdudal Dalasýslu	do	do	1889	3
22	Brynjólfur Jonsson.	Stórule, Hornafirdi A. Skapatafells	do	do	1889	7
23	Helgi Asbjornsson.	Grámsstodum Pistilfirdi N. Mulasýslu.	do	do	1888	4
24	Jonas Asbjornsson.	Hrollanqsstodum Lauganesi.	do	do	1888	3
25	Vilhjálmur Asbjornsson.	do do	do	do	1888	4
26	Asmundur Gíslason.	Svartagili Norduradal Mýrasýslu	do	do	1888	5
27	Arni Jonsson.	Kalarbakki Kolbeinstadahr Sucefelln's	do	do	1887	7
28	Jon Jonsson.	Olveskrossi Sucefellnessýslu.	do	do	1885	7
29	Eiríkur Sigurðsson.	Heidarseli Hroarstuugu N. Mulas.	do	do	1887	5
30	Jon Frimann.	Ási Kelduhaerfi Puigeyjarsýslu.	do	do	1891	5
31	Jon Þorsteinsson.	Kirkjuböli Nordfirdi S. Mulasýslu.	do	do	1890	5
Totals.						180

Department of the Interior.

of Gimli, in the Province of Manitoba.

No. of Acres.					No. of Live Stock.							Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
														\$	\$	\$	\$	\$	\$
10	3	1			2	6	4	6	16		25		15	2365	360	130		3400	3400
						2		2	4		3			500	23			625	625
						2	1	4	7		14			200	15	150		410	410
						2	1	4	7		4			300	30	150		480	480
3	4				1	4	3	6	13		26		15	400	46	150		870	870
5	1	1	2	2	1	6		4	10	1	35		20	425	75	200		880	880
					1	1		2	3		4			400	33			500	500
3					1	2	1	5	8		12			740	10			955	955
					1	2		1	3					300	350	400		700	700
1					1	1	1	1	3					300	60	60		420	420
					2				2		5			350	70			485	485
4		1			2	3	1	2	6	1	26	1		710	90	40		1230	1230
1					1	2	1	1	4		12		9	530	85			790	790
1					1	2	1	3	6		5			300	30			495	495
					2	2			2				4	275	25			360	360
1					1	2	2	4	8		19		5	725	247	100		1293	1293
6		1	1		2	3	2	4	9		18			625	100			1015	1015
10					1	2			2		4			525	20			605	605
10					1	3	1	2	6		2			720	30			915	915
2					1	1		1	2		1			105				145	145
					2				2		2			40	115			200	200
					2			1	3		3			125	30			225	225
1					1	1	1	2	4		4			400	25			520	520
1					1	2		1	3		9			307	35			337	337
7					2	2	1	2	5		6			530	40			700	700
1					1	2		2	4				4	125	10			200	200
1					1	2		3	5					325	15			420	420
1					1	3	1	8	12		2			425	30			545	545
1					1	6	3	12	21		10			500	160	150		1150	1150
					1			5	6		6			375	10			485	485
					8	2	14		24		7							300	300
69½	4½	4½	1½	½	23	81	27	102	210	2	264	1	72	13947	2173	1530		21655	21655

REPORT from the Gimli (Icelandic) Settlement, in the Municipality of Gimli, in the

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Jonas Stefansson.	Pverá Skagafirdi.	Gimli townsite.	Gimli	1884	6
2	Stefan Eiriksson.	Ketu Skagafirdi.	do	do	1888	5
3	Bjorg Jonsdottir.	Keldudal Skagafirdi.	do	do	1888	4
4	Jon Gudmundsson.	Dunastodum Dalasyslu.	do	do	1891	8
5	Gudni Thorsteinsson.	Vatusleysuströnd Gullbr- syslu.	do	do	1885	5
6	Jonas Skeelason.	Sandanesi Hunavatusyslu.	do	do	1888	1
7	Magnus Halldórsson.	Brunnastöðum Gullbrúgus- yslu.	do	do	1891	4
8	Kristjan Gudmundson.	Ytri Tungu Pingeyjarsyslu.	do	do	1888	8
9	Eggert Sigurdsson.	Haukatungu Hnappadals- syslu.	do	do	1891	5
10	Sigurður Olafsson.	Anabrekku Myrasyslu.	do	do	1891	2
11	Ion Gudnason.	do	do	do	1892	4
12	Johannes Hannesson.	Yztugrund Skagafirdi.	do	do	1888	5
13	Hannes Hannesson.	do	do	do	1887	5
14	Gudmundur Olafsson.	Sveinstodum Hunavatusyslu.	do	do	1888	2
15	Pjetur Góðlaugsson.	Kvislarhöll Tjoruesi Pingey- jars.	do	do	1886	5
16	Bemdikt Bjarnason.	Holkoti Reykjaströnd Ska- gafjs.	do	do	1888	8
17	Kristjan Pjeturson.	do	do	do	1889	4
18	Jón Stefansson.	Flatatungu Skagafirdi.	do	do	1891	5
19	Magnus Gudlogsson.	Gilhaga Vatusdal Hunavatus- syslu.	do	do	1883	2
20	Ingibjorg Jonsdottir.	Grund Eyjafirdi.	do	do	1889	8
21	Pordur Jonsson.	Hóli Sniadal Borgarfjardars.	do	do	1888	7
22	Johann Stefansson.	Keflavik Hegranesi Skaga- firdi.	do	do	1887	7
23	Gudmundur B. Jonsson.	Gilastodum Straudasyslu.	do	do	1889	4
24	Gudmundur Gudmund- son.	Kolafossi Skagafirdi.	do	do	1890	2
25	Bjarni Jonsson.	Vidvöllum Strandasyslu.	do	do	1889	1
26	Hafidi Gudmundsson.	Hvanmí Eyjafirdi.	do	do	1885	4
27	Magnus J. Skaptason.	Hvammi Laxardal Skagafjar- dars.	do	do	1891	7
28	Baldvin Arnason.	Hringsdal Eyjafirdi.	do	do	1883	2
29	Kristjáni Lífmann Sig- urdason.	Storu Vatusleysuströnd Gull- brs.	do	do	1890	4
20	Johann Ingundurson.	Hellulandi Skagafirdi.	do	do	1891	1
			Totals			135

Department of the Interior.

Province of Manitoba, Townships 18 to 24, Ranges 3, 4 and 6, East of 1st Meridian

NO. OF ACRES.					NO. OF LIVE STOCK.							Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
														\$	\$	\$	\$	\$	\$
3 ¹ / ₂	3					4	2	5	11	1			12	1000	210	50	80	1470	1390
						2	1	2	5					50				125	125
						1			1									50	50
						2		1	3									90	90
						1	2	6	9	1			12	900				1190	1190
						2		3	5		5							85	85
						3	1	6	10		14		7	750				1035	1035
						1	1		2					170				235	235
						2		2	4		3			100				190	190
						1	1	2	4					100				190	190
							2	2	2	2					300			600	600
						1			3	1				1200	800			2230	2230
						1	2		3										
						2		1	3					75				75	75
						2			2					75				115	115
						2			2					20				70	70
						2		3	5					600				660	660
						2	4		6		20			100	100			385	385
						2	1	3	6		20			200	25			325	325
						1	2		3					200				300	300
						3			3					50				125	125
						2		2	4					45				100	100
						3	1		3					35				65	65
						2	1	1	4		6			30				160	160
						1		1	2					50				80	80
						2		1	3					15				75	75
						2			2	1				200				225	225
						2	1		3		2			50	100			390	390
						1	1	1	3		5			750				880	880
							2		2		5				30			30	30
3 ¹ / ₂	3					49	27	40	116	5	81		31	6765	1565	50	80	11550	11470

REPORT from the Gimli (Icelandic) Settlement, in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Sigurður Guðmundsson.	Kroki Vididal Humavatusyslu	S.E. 1/4 14 23 4	Icelandic Riv.	1884	6
2	Antonius Eiríksson.	Steinaborg Berufjardarstr. S'Mulasysla	N.W. 15 23 4	do	1878	4
3	Olafur Oddsson.	Karlsstordum Berufjardarstr. S'Mulasysla	S.W. 22 23 4	do	1878	6
4	Halldan Sigmundsson.	Gardi Kelduhaerfi Pingeyjarsyslu.	R.L. 3 W. 23 4	do	1876	6
5	Þorarrim Powaldsson.	Krossholti Snofelloneysyslu.	R.L. 2 23 4	do	1883	3
6	Pjetua Arnason.	Eskofirdi	R.L. 1 23 4	do	1883	5
7	Þorraldur Þorarinsson.	Krossholti Snofelloneysyslu.	N.W. 28 23 4	do	1887	3
8	Ion Ionasson.	Hoisum Helgafellssaut Snefus.	33 23 4	do	1883	8
9	Stefan Ionsson.	Keflavik i Skagafirdi.	S. 1/2 S. 1/2 4 24 4	do	1883	4
10	Snorri Ionsson.	Fjallum Kelduhaerfi Pigejarsyslu	4 24 4	do	1887	6
11	Ingimundur Guðmundsson.	Budardal Dalasyslu.	24 4	do	1888	6
12	Gestur Sigurdsson.	Myrasyslu.	10 24 4	do	1888	7
13	Rafu Ionsson.	Kirkjukvambi Humavatresyslu.	14 24 4	do	1887	6
14	Segfus Ionsson.	Refaneyri Fellum N. Mulasyslu	15 24 4	do	1887	7
15	Bergur Jonsson.	Ansturholi Hornagrði A Skaptafos.	14 24 4	do	1891	8
16	Þjorn Þjornsson.	Hafgrunnsstodum Skagafirdi.	23 24 4	do	1889	5
17	Eiríkur Rafukelsson.	Heltum Austur Skaptafellsuplu	24 24 4	do	1891	7
18	Johann Johannsson.	Daufa Skagafirdi.	25 24 4	do	1891	7
19	Vigfus Bjarnason.	Arnesyslu	L. 4 E. 24 24 4	do	1891	5
20	Þjorn Sigurdsson.	Reydarfirdi	28 23 4	do	1891	5
21	Sigmundur Þorgrinsson.	Husavick a Tjornesi	R.L. 3 23 4	do	1879	3
22	Ion Guttormsson.	Arnheidarstodum N. Mulasyslu	R.L. 2 23 4	do	1876	5
23	Larus Þjornsson.	Skidaatodum Skagafirdi.	R.L. 4 23 4	do	1876	5
24	Tomas Ionasson.	Glöppuynadal Eyjafjardarsyslu.	R.L. 3 23 4	do	1876	7
25	Sigfus Pjeturson.	Skogargerði N. Mulasyslu.	R.L. 4 23 4	do	1884	10
26	Kristjon Finnson.	Fellsenda Dalasysla.		do	1885	7
27	Ion Ionsson.	Stopum Vatnanesi Himovatresyslu.	R.L. 5 23 4	do	1889	4
28	Ionas Ionasson.	Akurajoi	R.L. 5 23 4	do	1877	6
29	Johann Briem.	Vallum Skalafirdi.	R.L. 6 23 4	do	1880	7
30	Þorsteinn Eyolfsson.	Unaosi Nordur Mulasyslu.	R.L. 7 23 4	do	1882	6
31	Stefan Bendiktsson.	Bakka Borgarfirdi N. Mulasyslu	S.W. 19 23 4	do	1887	5
32	Þorvaldur Stefansson.	do do	N.W. 19 23 4	do	1887	2
33	Gisli Ionasson.	Iokulsa Borgarfirdi N. Mulasyslu.	N.E. 24 23 4	do	1888	6
34	Gunnsteinn Eyolfsson.	Unaosi Nordurmalasyslu.	R.L. 8 23 4	do	1884	7
35	Sigurður Eyolfsson.	do do	R.L. 7 23 4	do	1882	4
36	Eiríkur Eymundsson.	Yttribrekkum Pingeyjarsyslu.	R.L. 7, 23, 4	do	1877	7
37	Halldor Jonsson.	Knasastodum Humavatnsyslu.	R.L. 10, 23, 4	do	1876	7
38	Þjorn Jonsson.	Frereraseli Nordurmalasyslu.	R.L. 11, 23, 4	do	1889	5
39	Gorgrimur Jonsson.	Midvatni Skagafirdi.	R.L. 8, 23, 4	do	1876	5
40	Þjorn Johannsson.	Geitavik Borgarfirdi N Mulasyslu.	R.L. 10, 23, 4	do	1877	9
41	Johannes Johannsson.	Borgarey Skagafjardarsyslu.	R.L. 11, 23, 4	do	1877	3

Department of the Interior.

of Gimli, in the Province of Manitoba.—Continued.

NO. OF ACRES.						NO. OF LIVE STOCK.						Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
2			1	1		4	1	7	12		6		5	570	10		70	835	765
1					1	4	3	5	12		25			790	20			1000	1000
2	½				½	4	1	6	11	1	15			960	25			1330	1330
2	1		½		½	3	1	9	13		10		15	820	15		70	1115	1045
3	1½		½		1	5	2	8	15		10			500	115			920	920
6	1½	½	1			5	7	5	17		32		12	700	10			1348	1348
1	½				½	8	2	8	18		15			920	115	100	100	1425	1325
2½			½		1	4	2	6	12		8			650	25			985	985
4	1½	½	½		1	5	2	6	13		16			750	50			1175	1175
1½	1				½	6	2	9	17		24			735	50	150		1115	1115
						3		5	8									200	200
1					1	5	1	7	13		10			550	20	40		785	785
1½					1½	4		6	10		15			600	25	125		875	875
1					1	5	1	7	13		12			500		80		765	765
						3	1	2	6		3			100	40	160		275	275
½					½	4	2	6	12		6			455				750	750
						1		6	7		2			50		40		190	190
						4		7	7		2			50	75			255	255
						3		4	7		2			50	15			190	190
1					1	5	1	5	11		11			600	25	200		875	875
						3	2	4	9		5		3	100				300	300
2					1	6	2	4	12	1	64			1175	25	50		1890	1890
5	2	1	1		1	6	5	6	17	1	40		8	1220	130	200		2025	2025
3					½	9	2	9	20	1	20		10	800			50	1400	1350
3	1		½		½	7	2	14	23		12		10	1000	25	120	120	1460	1340
3					½	5	6	6	17		25			1025	25			1640	1640
2	1		½		½	2	1	3	6		3							125	125
3	1				½	4	1	7	12		18		12	905	100			1330	1330
8	3	1½	1½	½	½	5	4	9	18		60			950	100	200		1785	1785
4	3		½		½	5	2	6	13		12		9	600	20	100		980	980
3	½				½	4	3	4	11		10		6	600	15	25		945	945
1					1	4	2	4	10		11		7	600	15	25		945	945
1					1	5	1	4	10		7		6	475				735	735
10	6	1	2		1	9	6	8	23		50		10	1000	600	300	220	2400	2180
5	3		½		1	2	1	9	12		17		13	600		10		920	920
3	1		1		½	5	1	7	13		22		14	860	10			1250	1250
3	½				½	4	2	11	17		10		9	575	10			950	950
½					½	4	2	9	15		16			525			70	910	840
3½					½	3	2	11	16		16			700	50			1150	1150
5	3		1		1	7	1	13	21		16		11	660			25	1120	1095
4	2	½	½	½	½	5	3	8	16		21		12	1100	60			1630	1630

REPORT from the Gimli (Icelandic) Settlement, in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
42	Bjorn Johnsson.	Gilsa Húnavatnssýslu.	R.L. 14, 23, 4	Icelandic Riv.	1882	5
43	Einar Porkellsson.	Jokulsá Borgarfirði N Mulas.	R.L. 15, 23, 4	do	1889	4
44	Johannes Johannson.	Borgarey Skagafirði.	R.L. 15, 23, 4	do	1876	4
45	Jon Skulason.	Stapar Húnavatnssýslu.	R.L. 14, 23, 4	do	1890	4
46	Gudjon Jonsson.	Uppsölum Borgarfjardarsýslu	R.L. 14, 23, 4	do	1891	5
47	Bjarni Juhannsson.	Lækjabe Húnavatnssýslu.	R.L. 14, 23, 4	do	1883	9
48	Johann Johannsson.	Seilu Skagafirði.	R.L. 17, 23, 4	do	1881	6
49	Gudmundur Marteinsson	Flogu Breiddal S. Mulasýslu	S.W. 10, 23, 4	do	1878	10
50	Jon Bjornsson	Fljotsbakka Eyðapingka Mulasýslu.	N.W. 3, 23, 4	do	1876	6
						287
1	Einar Porvaldsson	Oddastodum Snæfellsnessýslu	S.W. 14, 23, 4	Hnausa.	1884	4
2	Benidikt Kristjansson	Porunnarseli Pingeyjarsýslu.	N.E. 15, 23, 4	do	1884	5
3	Jon Hildibrandsson	Skogargærði Fellum N Mulas	S.W. 2, 23, 4	do	1887	6
4	Magnus Jonsson	Hoskuldstadasel Sudur Múla- sýslu.	N.E. 3, 23, 4	do	1882	7
5	Johannes Jonasson	Harastádir Middolíu Dalas- ýslu.	N.W. 2, 23, 4	do	1885	8
6	Gudmundur Jonsson	Kleyf Breiddal S Mulasýslu.	Sandy Bar	do	1878	2
7	Marteinn Jonsson	Kildholum S Mulasýslu.	34, 22, 4	do	1884	2
8	Sigurtur Bjornsson.	Hringstekk Skriddal S Mulas	34, 22, 4	do	1885	6
9	Sigurdur Jonsson (Viddal)	Torfastodum Midfirpi Humav- s.	27 & 28, 22, 4	do	1888	9
10	Gunnar Helgason.	Svinadal Kelduhverfi Pingey- jars.	27 & 28, 22, 4	do	1888	7
11	Jonas Jonsson	Torfustodum Midfirði Humav- s.	4, 22, 4	do	1876	4
12	Jon Gudmundsson	Vestdalseyri nid Seydisfjord.	16 & 17, 22, 4	do	1884	5
13	Hjalmar Gudmundsson	Fjösúm Laxardal Dalasýslu.	E 3 9, 22, 4	do	1883	2
14	Baldvin Jonsson	Akureyri	S.E. 28, 22, 4	do	1878	8
15	Stefan Sigurdsson	Klambu Reykjadal Pingey- jars.	21 & 22, 22, 4	do	1890	8
16	Larus Gudjonsson.	Akureyri.	22, 4	do	1889	4
17	Stefan Porarinson.	Fremraseli N. Mulasýslu.	N.W. 17, 22, 4	do	1887	5
18	Sigursteinn Halldorsson.	Asi Holstfjöllum Pingeyjar- sýslu.	17, 22, 4	do	1876	5
19	Jon Jonsson	Gilsbakki Húnavatnssýslu.	22, 4	do	1888	4
20	Sigurgeir Einarson.	Hölseli Fjöllum pingeyjar- sýslu.	22, 4	do	1885	6
21	Einar Jonsson	do do	5, 22, 4	do	1882	2
22	Jon Jonsson	Flekkuvik Gullbringusýslu.	8, 22, 4	do	1887	5
23	Jon Bjornsson	Svalbarðsel pistilfjord pin- geyjs.	5, 22, 4	do	1883	4
24	Kristjan Bjornsson.	do do		do	1886	4
25	Einar Markusson	Fragadal Vopnafirði.	5, 22, 4	do	1891	7
26	Finnbogi Finnbogason.	Tannstadabakka Hina vo- tusýslu.	22, 21, 4	do	1887	6
27	Hallur Hallsson.	Rjetarholti Skagafirði.	7, 21, 4	do	1884	7
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Department of the Interior.

of Gimli, in the Province of Manitoba, &c.—Continued.

No. OF ACRES.					No. OF LIVE STOCK.							Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
														%	%	%	%	%	%
2	1					4		4	8		7			550				750	750
1						3		6	9		5		10	675		60		200	200
						1		3	5		3							800	800
						2		3	6		7							155	155
						1		4	7		1							160	160
2						7		11	21		17		20	700	30		20	1125	1105
5						2		10	20		23		14	770	50	50		1295	1295
3						4		7	12		7		11	1125	35			1405	1405
3						4		6	11		9			625				780	780
118	40	6	15½	1	29	223	90	331	644	4	764		242	30265	1935	2035	745	48968	48223
2					1½	8	3	18	29		31		23	650	120			1425	1425
3	1				1	9	3	12	24	1	27		8	785	25	100		1425	1425
1					1	3		7	10		12		11	500		50		710	710
1	1					4	1	6	11	1	17		14	500	10			845	845
2					1	2	1	1	4		6		5	260	10			400	400
1					1	2	1	2	5		10		6	125				275	275
½					½	2		2	4		7		2	600	10			720	720
1					1	2	1	6	9		8		14	400				590	590
2					1½	4		3	7		4			550				700	700
2					1	2	1	4	7				14	550	50			750	750
1					1	4	1	5	10		7			500				735	735
½					½	5	2	5	12		9		11	650	60	330		960	960
1					1	4	2	6	12		12			100		100		430	430
1					1	5	3	7	15		15			1000	125			1700	1700
8						6	2	4	12	1	20		8	1600	400	1000		4290	4290
½						1	1	3	5		8							125	125
2½					1	2	1	5	8		3			500				660	660
					4	2	8		14		8		5	775	50			1060	1060
2					1	2	2	2	6		2			475				600	600
						6	4	10	20		7		10	250	85	25		755	755
4	1				1	31	1	2	6		10			700				890	890
1					1	4	2	10	16		16			375	10			1000	1000
1					1	6	1	4	11		9			640	25			1000	1000
						4	1	5	10		9			40	15			315	315
½					½	3	1	5	9		12			550	5			795	795
1					1	5	4	8	17		8			760	10			1200	1200
2	½				1	4	2	8	14		9			555			30	900	870
41½	4		½		21½	106	43	158	307	3	278		131	14590	1010	1605	30	25255	25225

REPORT from the Gimli (Icelandic) Settlement, in the Municipality

No. of Settler.	Name of Settler.	Last Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Albert Sigursteinsson	Holseli Fjöllum pingey-jarsyslu.	S.E. 23, 22, 3.	Geyser, P.O.	1888	6
2	Sigfus Jonsson	Doeli Skidadal.	S.W. 23, 22, 3	do	1887	7
3	Sigurður G. Nordal	Kirkjubæ Nordurárdel Hunavatus.	23, 22, 3	do	1886	7
4	Sigurður Stefánsson	Ytra Vallholti Skagafirdi.	23, 22, 3	do	1886	2
5	Páll Jonsson	Hafajrimsstodum Skagafirdi.	23, 22, 3	do	1887	6
6	Páll Johannsson	Kolableseyri Mjofafirdi S Mulas.	30, 22, 3.	do	1889	4
7	Gudmundur Bjarnason	Arnporsholti Borgarfjardarsyslu.	16, 23, 3	do	1889	4
8	Tomas Bjornsson	Uppsolum Skagafirdi	21, 23, 3.	do	1888	7
9	Oddur G. Akraness	Akonesi Borgarfjardarsyslu.	16, 22, 3	do	1888	2
10	Jon Soeinsson	Pinghol Mjofafirdi S Mulasyslu.	20, 22, 3.	do	1887	5
11	Jon Bjarnason	Bramahvammi Vopnafirdi	20, 22, 3	do	1886	6
12	Bjarni Gudmundsson	Hoama Jokuldal N Mulasyslu.	21, 22, 3	do	1889	2
13	Antonius Jonsson	Budoreyri vid Seydisfjörd.	17, 22, 3.	do	1888	8
14	Erlindur Erlindsson	Peigajoti Akranesi	17, 22, 3.	do	1890	6
15	Sigmundur Sigurdsson	Stori Valusleysustrouð Gullbringus.	19, 22, 3.	do	1888	3
16	Oddny Hannedotter	do do	34, 21, 4.	do	1876	2
17	Bjarni Olafsson	Höfðabekku Sulur Mulasyslu.	19, 22, 3	do	1888	3
18	Perstein Magnusson Borgfjord.	Karastodum Borgarfirdi	19, 22, 3.	do	1888	5
19	Sigurður Hafidsson	Suduruik Myrasyslu		do	1890	7
20	Jon Magnusson Borgfjord	Litlubrekku Myrasyslu		do	1889	3
21	Gudmundur Magnusson Borgfjord.	do do		do	1888	2
22	Gestur Oddleifsson	Bæ Hrutafirdi Húnavolus.	20, 22, 3.	do	1888	9
23	Andries Jonsson Skagfeld	Hoyggjum Gongusk Skagafirdi.	22, 22, 3.	do	1886	6
24	Páll Pjeturson	Reyljarholi Skagafjordarsyslu	14, 23, 4	do	1883	5
25	Johann Kár	Bakka Holmi Skagafirdi.	28 & 29, 23, 3	do	1891	5
26	Eyolfur Einarsson	Kolableikseyri Mjofafirdi, S. Mulas.	27, 23, 3.	do	1885	9
27	Jon Pjetursson	Holtsmula Skagafjordarsyslu	27, 23, 3.	do	1885	6
28	Gudmundssa Asmundson	Jokulsa Borgarfirdi Eystra	21, 22, 3.	do	1888	4
29	Gudmundur Gudmundsson	Bjargsholi Hunavatussyslu	20, 22, 3.	do	1888	4
30	Bjarni Johannsson	Posskoti Midfirdi Hunavatusyslu.	23, 22, 3.	do	1887	2
31	Joseph Benjaminson	Kolafossi Midfirdi Hunavatusyslu.	24, 22, 3.	do	1887	4
32	Gisli Gislasson	Holmakoti Myrasyslu.	22, 22, 3.	do	1889	4
33	Ion Sigurdsson	Hjortsey Myrasyslu.	23, 3.	do	1888	5
34	Sigurður Fridfinnson	Yaxvalsstodum Skagafjordarsyslu.	36, 22, 3.	do	1885	7
35	Sigvaldi Simonarson	Adalbol Midfirdi Hunavatusyslu.	31, 22, 3.	do	1887	5
36	Jonas Porsteinson	Teigur Skagafjordarsyslu.	30 and 36, 22, 3.	do	1888	8
37	Bjarni Jacobson	Laxarholi Myrasyslu.	36, 22, 3.	do	1891	5
38	Hallgrimur Fridriksson	Frenviskottun Skagafirdi.	23, 22, 3.	do	1889	4

Department of the Interior.

of Gimli, in the Province of Manitoba, &c.—Continued.

NO. OF ACRES.					NO. OF LIVE STOCK.							Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.		
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.							Swine.	Poultry.
														%	%	%	%	%	%
1						4	2	10	16	8			5	800	20	150		1140	1140
6	1	2				9	6	10	25	12			20	800	140	100		1000	1000
																		1700	1700
1						3		7	10	10			5	550		50		750	750
1						5	2	7	14	4			10	500		125		800	800
1						4	3	10	17	18			6	1000		250		1300	1300
1						3	1	6	10									200	200
1						5	4	6	15	23				650	130	300		1200	1200
1						4	1	7	12	1				550	15	50		800	800
4						3	2	5	10	6				500	75			835	835
19			5			6	1	7	14	6	27		9	800	15	200	60	1380	1320
1						1		2	3	8				500				580	580
1						3		7	10					475			20	650	630
5		1				3		4	7					475			25	600	575
						9	5	14	28	12			20	550	250			2390	2390
12						4		11	15	7			20	500					
1						4		11	15	7			20	530	35	40	60	855	735
2						3	2	5	10	2				525		25	30	740	710
1						3	1	6	10	4				500		60	50	710	660
2						2	1	3	6					550				700	700
						2	1	3	6					400				525	525
1						9	8	14	31	2	60		20	800	308	75	150	2520	2370
2						6	2	9	17	16			7	800		60		1245	1245
6	2	1	1			4	3	6	13	1	30			1375	50			1900	1900
						2	1	3	6	4								125	125
3						7	2	8	17	11			19	675		110	30	1110	1080
1						7	4	7	18	16				725	10			1150	1150
1						4		7	11	6				530				760	760
						4		5	9	4				500				670	670
2			1			2	2	6	10	2				500	50			750	750
1						2		5	7					575			70	675	605
1						2		7	9	3				550				715	715
1						4	1	5	10	4				600		25		810	810
2	1		1			4	1	7	12	10			5	700	10			1000	1000
2	1		1			5		5	10	5			7	550	5		20	775	755
1	1		1			6	2	5	13	4				650	10		30	980	950
						3		4	7								30	130	100
						3	1	4	8	6				700				1060	1060
84	4	4	9		25	154	60	246	460	3	324	27	169	22385	1148	1770	575	35230	34655

REPORT from the Gimli (Icelandic) Settlement, in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Illhugi Olafsson	Litluhlid Vididal Himavatus- sýslu.	33, 21, 4	Arnes	1891	3
2	Gudvardur, Hannesson	Breidagerdi Gullbringusýslu.	27, 21, 4	do	1884	2
3	Jon Jonsson	Flekkuvik do	22, 21, 4	do	1889	5
4	Hjörleifur Björnsson	Litlukolum Myrdal v Skapta- fells	22, 21, 4	do	1877	5
5	Gisli Jonsson	Holshjaleign Hjalastadap- ingha-N Melas	22, 21, 4	do	1876	2
6	Stefan Sigurdsson	Halsi Yxnadal Eyjafjardar- sýslu.	27, 21, 4	do	1876	6
7	Vigdís Gudmundsdatter	Audnum Gullbringusýslu		do	1887	4
8	Sigurdur Sigurbjörnsson	Sjóarlandi Pistilfirði Þingey- jors	15, 21, 4	do	1883	8
9	Sigurdur Pjeturson	Ingveldarstodum Skagafirði.	17, 21, 4	do	1887	1
10	Jonas Jonsson	Hrexeðslækur Nordurmula- sýslu	16, 21, 4	do	1885	3
11	Einar Gudmundsson	Hoammgerði Vopnafirði.	16, 21, 4	do	1888	2
12	Þorsteinn Gudmundsson	Einfeðlingsgöl Strandasýslu	21, 21, 4	do	1883	6
13	Þorvaldur Þorvaldson	Hofdolum Skagafirði	15 and 16, 21, 4	do	1887	6
14	Bjarni Pjeturson	Fagranesi do		do	1889	7
15	Pjetur Arnason	Ionskoti do	15 and 16, 21, 4	do	1885	3
16	Jon Jonsson	Hrafustadaseli Þingeyjarsý- slu.	16, 21, 4	do	1889	6
17	Stefan Björnsson	Sandarkriok Skagafirði		do	1890	7
18	Jon Jonasson	Þorvaldsslodum Vopnafirði	8, 21, 4	do	1891	4
19	Benjamin Jonsson	Tungardi Fellsströnd Dalasý- slu.	8, 21, 4	do	1890	4
20	Sigurbjörn Hallgrímson	Logmannshlid Eyjafirði.	4, 21, 4	do	1876	4
21	Ísleifur Helgason	Stapabud Vatnsleisuströnd Gullbrs	32, 20, 4	do	1887	7
22	Gudmundur Helgason	do do	33, 20, 4	do	1889	2
23	Gunnlogur Helgason	do do	5, 21, 4	do	1889	3
24	Johannes Magnusson	Stykkishölmur	33, 20, 4	do	1876	7
25	Gudlogur Magnusson	Hafurstader Fellsströnds Dalas	28, 20, 4	do	1876	6
26	Jon Brynjólfsson	Skardi Vatnsnesi Himavatus- sýslu	28, 20, 4	do	1876	2
27	Stegan Jonsson	do do		do	1876	4
28	Jonas Magnusson	Storu Gila Himavatussýslu	21, 20, 4	do	1887	1
29	Johann Johannesson	Latrum Adalvik Isafjardar- sýslu	21, 20, 4	do	1888	8
30	Þorsteinn Sveinsson	Storuborg Himavatussýslu	21, 20, 4	do	1888	4
31	Þordur Bjarnason	Latrum Adalvik Isafjardar- sýslu	16, 20, 4	do	1890	6
32	Josef Stefánson	Anastodum Himavatussýslu	16, 20, 4	do	1886	2
33	Roguvaldur Jonsson	Hölkoti Reykjastönd Skag- afjardars	5, 20, 4	do	1885	5
34	Hannes Þorvaldsson	Nautabinn Skagafirði.		do	1887	3

Department of the Interior.

of Gimli, in the Province of Manitoba, &c.—Continued.

NO. OF ACRES.					NO. OF LIVE STOCK.									Value of Lands, Buildings, &c.		Value of Implements.		Capital at Commencement.		Present Debts.		Total Resources.		Present Net Worth.	
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.	Swine.	Poultry.	%	%	%	%	%	%	%	%				
2	½	½	½	½	½	4	4	4	8	2	8			500		100				650	650				
						4	2	5	11					700	10					1000	1000				
						3	1	5	9	6				550		90	20			745	725				
3						5	1	4	10	18				750	20					1085	1085				
4	½	½	2		½	4	1	7	12	20			10	1725	25					2100	2100				
1						6	1	11	18					1800	20			50		2150	2100				
						3		3	6				10							120	120				
3						4	1	5	10	20			10	1500	65	150				1880	1880				
1						2		2	4	1			17	500	55					700	700				
1½				½		3	2	4	9	14				800	55	90	20			1140	1120				
1						3	2	5	10	7				700		45				1010	1010				
1						4	1	3	8	13				875		55				1122	1122				
2	½		½			4	1	6	11	8				700						970	970				
						3		3	6											120	120				
2	½		½			2	1	7	10	9				700						925	925				
1						5		5	10	6				500						730	730				
						3	1	5	9	5					20	25				210	210				
						3		2	5				8	50						150	150				
1						4	2	8	14	17				600	15	250				1000	1000				
1½						4	2	5	11	13			6	700	15					1020	1020				
3	½					4	2	13	19	25			22	800	215					1455	1455				
4						1		4	5	7			6	600	15					735	735				
						1	1	4	6	6			30	600						750	750				
2½						4		8	12	7				915	15					1165	1165				
3						5	2	9	16	3				825	30					1225	1225				
8						4		2	6					600						725	725				
						3	1	4	8	7										190	190				
½					½	2		5	7					550						675	675				
2						4	2	6	12	6				550		80				820	820				
1						1	1	2	4					700			30			790	760				
1						2	1	5	8	4				550						710	710				
1						4		6	10	15			7	600		40				865	865				
3		½				4	2	4	10	7				825	30	50				1130	1130				
						2		3	5	3										100	100				
54	2½	1½	3½	½	28½	114	31	174	319	1256			134	21765	605	975	120			30162	30042				

REPORT from the Gimli Settlement, in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Soeinn Kristjansson	Bjarnastodum Piugeyjarsyslu	28, 18, 4	Husavick	1883	9
2	Jonas Bergwamm	Rofu Himavatussysslu	33, 18, 4	do	1887	7
3	Johann Schaldemose	Nyleudu Skagafjardaxyslu	31, 18, 4	do	1887	3
4	Porsteinn Baldvinsson	Raugaxvollum Eyjafirdi	31, 18, 4	do	1891	4
5	Bjarni Palmason	Sandarkrokur	25, 18, 3	do	1891	6
6	Gorsteinn Sigfusson	Hvamni Arnarneshr Eyjafjs	30, 18, 4	do	1877	4
7	Pall Gunnlogsson	Hornbækku Hótdastr Skagafirdi	36, 18, 3	do	1887	4
8	Porvaldur Sueinsson	Liek Vidvikuxsveit Skagafirdi	36, 18, 3	do	1888	4
9	Kristjan Kjernested	Holum Hjaltadal Skagafirdi	30, 18, 4	do	1876	4
10	Bjorn Jonsson	Kvappi Pistilfirdi	19, 18, 4	do	1886	4
11	Eyolfur Jonsson	Dalhusun Skkriddal S. Mulasysslu	25, 18, 3	do	1878	6
12	Gudmundur Eyolfsson	do do	25, 18, 3	do	1891	5
13	Elias Kjernested	Borg Miklholtshr Snøfellsness	19, 18, 4	do	1883	8
14	Fridfinnur Porlaksson	Vidasel Myvatnsheidi Piugeyjors	20, 18, 4	do	1885	6
15	Porsteinn Jonsson Mjofjord	Kot Mjoafirdi S. Mulasysslu		do	1889	5
16	Albert Pidriksson	Svidniugi Kalbeinsdal Skagaf	28, 18, 4	do	1883	9
17	Soeinnbjorn Sophoniasson	Bakka Svovadardal Eyjafirdi		do	1891	4
18	Benidikt Arason	Hamri Laxardal Piugeyjarsyslu	21, 18, 4	do	1881	9
19	Agust Isfeld Eiriksson	Fjardarkot Mjoafirdi S. Mulasysslu	21, 18, 4	do	1891	3
20	Sigurgeir Halldorsson	Dagverdarlungur Eyjafirdi		do	1888	5
21	Johannes Gudmundsson	Merkigili Skagafjardarseplu		do	1888	3
22	Jon Abrahamson	Halsi Eyjafirdi	16, 18, 4	do	1885	5
23	Arni Porarinsson	Klettakoti Snofellsnessyslu	17, 18, 4	do	1885	7
24	Sigurdur Pararinsson	Pofusteimi Snofellsnessyslu		do	1891	7
25	Olafur Sigurdsson	Halmakoti Myrasyslu		do	1888	2
26	Oveinn Sigurdsson	Prekkukoti Shagofjardarseplu		do	1887	6
27	Jon Eiriksson	Vilisnesi Berufjardarst S. Mulas	9, 18, 4	do	1884	5
28	Magnus Jonsson	Vidirnesi Berufjardarst S. Mulas		do	1891	3
29	Bjarn Gudmundsson	Ytra Brekkukoti Eyjafjardars	3, 18, 4	do	1890	5
30	Stefan Eiriksson	Sledbrjot Nordusmulasysslu	3, 18, 4	do	1885	6

Department of the Interior.

of Gimli, in the Province of Manitoba, &c —Continued.

NO. OF ACRES.					NO. OF LIVE STOCK.								Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.	
Broken.	Under Wheat.	Under Oats.	Under Barley, Under Rye, &c.	Under Roots & Vegetables.	Cows.	Oxen.	Young Cattle.	Total Cattle.	Horses.	Sheep.	Swine.	Poultry.							
													%	%	%	%	%	%	
1				1	4	2	2	14		14			550			300	880	580	
					5	1	3	9				12	450			60	585	525	
					4	1	6	11					50				250	250	
1				1	4	2	2	14					600		25		860	860	
								7					12	400		250		475	475
3				1	8	5	9	22		19		12	1175	50	15		1710	1710	
12				2	4	1	7	12					450				660	660	
1				1	12	1	2	5					700	40		100	870	770	
6	1			1	8	4	6	18		34			600	50			1260	1260	
4		1		1	4	1	5	9		1		2	500				550	550	
3				1	6		8	14		17		16	550				905	905	
1				1	2		6	3		4		10	700				850	850	
1				1	7	2	11	30		14		14	500				985	985	
1				1	6	2	8	16		8		12	600				950	950	
								1		1		4					10	10	
2				1	7	1	12	20		30		12	700			50	1115	1065	
					1	1	3	5									90	90	
1				1	7	3	19	29		29		20	1800	115			1845	1845	
					2		3	5					500				580	580	
					3		2	5									85	85	
					1	1	1	3									70	70	
					1	5	2	9		16		2	800	20			1215	1215	
2	1			1	5		7	12		1		7	500		50		700	650	
1				1	2		3	5									100	100	
					4		2	6									125	125	
					3		5	8									125	125	
													500	70			920	920	
3	1			1	3	2	8	13		14		20					160	160	
					3	1	3	7		3		6	500				625	625	
					3		5	8				3							
1				1	5	2	7	14		3			700	30			1050	1050	
35	3½	½	1	18	118	35	184	346		202		177	13825	375	290	560	20605	20045	

REPORT from the Gimli (Icelandic) Settlement in the Municipality

No. of Settler.	Name of Settler.	Late Address in Iceland.	Location.	Present Post Office Address.	Year of Settlement.	Persons in Family.
1	Kristmundur Benjminson	Ogisidu Vatsnesi Hunavatns	32, 19, 4	Gimli P.O.	1876	6
2	Jacob Obbsson	Rauf Tjornesi Pingeyjarsyslu	32 and 33, 19, 4	do	1885	4
3	Johannes Olafsson	Mysdalstungu Hunavatusyslu	28, 19, 4	do	1887	5
4	Karvel Halldorsson	Porvaldsstodum Skriddal S. Mulasyle	21, 19, 4	do	1884	4
5	Halldor Brynjolfsson	Reykjum Midfirdi Honavatnssyslu	21, 19, 4	do	1889	6
6	Tomas Jonsson	Gudlogsvik Vid Hrutafjord.	28, 19, 4	do	1884	3
7	Gisli Thompson	do do	28, 19, 4	do	1884	5
8	Gisli Seveinsson	Fremri Svartardal Skagafirdi	28, 19, 4	do	1891	4
9	Johann Sigurdsson	Tungugardi Tjornesi Pingeyjarsyslu	19, 4	do	1888	5
10	Sigmundur Pidriksson	Bo Hofjastromd Skagafirdi		do	1891	6
11	Gisli Gislason	Illhugastodum Laxardal Skagafirdi		do	1891	4
12	Kristjan Gudmundson	Skridlandi Mulasokn Pingeyjars	18, 19, 4	do	1883	4
13	Jngmundur Pidriksson	Hellulandi Hegransi Skagafardi		do	1887	6
14	Asmundur Persteinsson	Nyjabee Kelduhverfi Pingeyjars	19, 4	do	1887	3
15	Asnumdur Persteinsson	Tungu Flyotsdalslheradi Mulasyslu	19, 4	do	1880	6
16	Jon Dalsted	Pingnesi Borgarfirdi (sydra)	19, 4	do	1890	3
17	Gottskalk Sigfusson	Litlaskogi Eyjafirdi	2 and 3, 19, 4	do	1887	9
18	Hans Jonsson	Oddeyri Eyjafirdi	9, 19, 4	do	1883	6
19	Arni Oddsson	Hringveri Eyjafirdi	9, 19, 4	do	1883	5
20	Josef Jigurdsson	Stekkarflotum Eyjafirdi	32, 19, 4	do	1882	7
21	Sigundur Olafsson	Gvendarstodum Skagafirdi	8, 19, 4	do	1885	7
22	Johann Arnasson	Villingadal Eyjafirdi	4 and 5, 19, 4	do	1885	5
23	Jacob Gudmundsson	Snoringstodum Hunavatusseple	8, 19, 4	do	1886	6
24	Jon Sigurdsson	Bergsstodum Vindkehlsh. Heinavs	5, 19, 4	do	1888	5
25	Benidikt Sigvaldason	Breidabolstd Hunavatnssyslu	5, 19, 4	do	1889	5
26	Einar Einarsson	Klombu Reykjadal Pingeyjars	12, 19, 4	do	1888	9
27	Magnus Narfason	Tvadakot Gullbringusyslu	7, 19, 4	do	1889	3
28	Asmundus Gudlogsson	Krossdal Kelduhverfi Pingeyjars	13, 19, 3	do	1887	2
29	Sigurdur Ingjaldsson	Illhugastodum Laxardal Heinav.		do	1891	2
30	Daniel Danilsson	Valdarasi Vididal Hunavatusyslu		do	1891	4
31	Bin Jonsson	Skaga Dyrafirdi	5, 19, 4	do	1888	7
32	Jonas Johannsson	Ashildarholti Skagafirdi	4 and 5, 19, 4	do	1883	6
33	Johann Jonsson	Torfufelli Eyjafirdi	5, 19, 4	do	1876	7

Department of the Interior.

of Gimli, in the Province of Manitoba, &c.—*Concluded.*

No. OF ACRES.					No. OF LIVE STOCK.					Value of Lands, Buildings, &c.	Value of Implements.	Capital at Commencement.	Present Debts.	Total Resources.	Present Net Worth.				
Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots & Vegetables.	Cows. *	Oxen.	Young Cattle.	Total Cattle.							Horses.	Sheep.	Swine.	Poultry.
6						2	3	1	1	5	9								
2						2	2	5	4	11									
						1	3	1	3	7	4								
						1	5	3	7	15	11								
2						1	3	1	3	7	2								
1						1	4	1	2	7									
2						1	3	2	2	5									
1						1	3	3	3	9	2								
1						1	3	3	3	5	2								
2						1	3	1	10	14	35		8						
						3	3		4	7									
						4	1	2		7			6						
2						1	4	1	11	16	13		9						
						5	1	12		18	10								
						3				3	4								
10						1	3	1	9	13	12								
1						1	2	1	8	11	12								
1						1	2	1	7	10	2								
2						2	3	3	3	6									
3						1	7	2	8	17	5								
8	3	1				1	7	2	20	29	40		16						
2						1	5	1	7	13	20								
2						1	5	2	6	13	14								
2						1	3	1	3	7	19								
1						1	3	3	5	11	3								
3						3	4	2	6	12	12								
1						1	8	5	20	33	14		10						
1						1	4	2	6	12	2								
1						1	2	4	4	8	6								
						2	1	2		5									
						2	1	6		9									
2						2	3	4	2	9	12								
1						1	2	2	5	9	8								
6	3	1				1	6	2	11	19	28								
68½	6	2½				31½	121	56	202	377	299		105	19,645	660	1,835	315	29,700	29,385

SYNOPSIS of the Gimli

	No. of Settlers.	Persons in Families.	Acres Broken.	Under Wheat.	Under Oats.	Under Barley.	Under Rye, &c.	Under Roots and Vegetables.	No. of Cows.
Hecla P.O.	31	180	69½	4½	4½	1½	½	23	81
Townsite of Gimli—Gimli P.O.	30	135	3½	3	.....	.....	.....	½	49
Icelandic River P.O.	50	287	118	40	6	15½	1	29	223
Hnausa P.O.	27	142	41½	4	.....	1½	.....	21½	106
Geyser P.O.	38	190	84½	4½	4	9½	.....	25	154
Arnes P.O.	34	148	54	2½	1½	3½	.....	28½	114
Husavick P.O.	30	158	35	3½	.....	.....	1	18	118
Gimli P.O.	33	169	68½	6	2½	.....	.....	31½	121
Total in Gimli Settlement.....	273	1,409	474½	68	19	30½	3	177	966

TABLE showing the condition of all the settlers in the Icelandic Colonies in Can

Name of Colony.	Number of settlers.	Persons in families.	Total number of years of settlement.	AGRICULTURE.						Number of cows.	Number of oxen.
				Number of acres broken.	Number of acres under wheat.	Number of acres under oats.	Number of acres under barley.	Number of acres under rye, &c.	Number of acres under roots and vegetables.		
Argyle Colony.	125	667	670	8,652	5,817	861	78	10	56	539	205
Thingvalla Colony.....	135	544	238	1,377	379	143½	48	4	102½	384	211
Red Deer Colony... ..	39	166	58	70	½	17	8½	½	13½	127	17
Gimli Colony.....	273	1,409	1,672	474½	68	19	30½	3	177	966	369
Swan Lake Colony,.....	54	238	106	19	.....	.....	.....	.....	15½	248	84
Qu'Appelle Colony.	11	33	31	292	178	27	4½	.....	7	14	18
Total in Colonies.....	637	3,057	2,775	10,884½	6,442½	1,067½	169½	17½	371½	2,278	904

Average annual gain per family in all the settlements. \$ 303 46
 Unencumbered property do do 1,424 15

Department of the Interior.

Settlement, January, 1893.

No. of Oxen.	No. of Young Cattle.	No. of Cattle, Total.	No. of Horses.	No. of Sheep.	No. of Swine.	No. of Poultry.	Value of Buildings, Lands, &c.	Value of Implements.	Capital at Commencement	Present Debts.	Total Resources.	Present Net Worth.
							\$	\$	\$	\$	\$	\$
27	102	210	2	264	1	72	13,947	2,173	1,530	.....	21,655	21,655
27	40	116	5	81	.....	31	6,765	1,565	50	80	11,550	11,470
90	331	644	4	764	.....	242	30,265	1,935	2,035	745	48,968	48,223
43	158	307	3	278	.....	131	14,590	1,010	1,605	30	25,255	25,225
60	246	460	3	324	27	169	22,385	1,148	1,770	575	35,230	34,655
31	174	319	1	256	.....	134	21,765	605	975	120	30,162	30,042
35	184	346	.....	202	.....	177	13,825	375	290	560	20,605	20,045
54	202	377	.....	299	.....	105	19,645	660	1,835	315	29,700	29,385
367	1,437	2,779	18	2,468	28	1,061	143,187	9,471	10,090	2,425	223,125	220,700

B. L. BALDWINSON,
Icelandic Agent.

as presented in the tables accompanying my Annual Report for 1891 and 1892.

LIVE STOCK.						Value of lands, buildings, &c.	Value of implements.	Capital at commencement.	Present debts.	Total value of resources.	Present net worth.	Average annual gain per family.
Number of young cattle.	Total cattle.	Number of horses.	Number of sheep.	Number of swine.	Number of poultry.							
						\$	\$	\$	\$	\$	\$	\$ cts.
834	1,578	327	659	362	3,193	273,840	45,990	16,784	84,261	489,849	405,588	580 30
589	1,183	54	835	113	1,268	120,484	12,713	16,962	28,035	187,684	159,649	599 53
168	317	63	442	15	444	48,720	1,679	9,435	900	63,752	62,852	920 98
1,437	2,779	18	2,468	28	1,061	143,187	9,471	10,090	2,425	223,125	220,700	125 96
371	703	25	342	1	255	27,140	2,980	11,795	2,206	47,805	45,699	319 85
18	50	.....	.....	9	232	10,045	1,330	.....	2,733	15,430	12,697	409 58
3,417	6,610	487	4,746	528	6,453	623,416	74,163	65,066	120,500	1,027,645	907,185	303 46

B. L. BALDWINSON,
Icelandic Agent.

No. 23.

REPORT OF MR. C. O. SWANSON.

WATERVILLE, 28th October, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—The following is a report of my work for the last ten months in promoting immigration from the New England States, and Sweden, to the Canadian North-West.

The number of delegates who have been sent to the North-West from the New England States are as follows:—

From Worcester, Mass.....	5
“ Berlin Mills, N.H.....	2
“ Fitchburg, Mass.....	3
“ Brockton, Mass.....	2
“ Campello, Mass.....	1
“ Paulsboro, N.J.....	1
“ Pawtucket, R.I.....	2
“ Danver, Mass.....	1
“ St. Johnsbury, Vt.....	1
Total... ..	<u>18</u>

Seven of the above delegates have stopped there. As a result of these delegates being sent, not less than forty homesteads have been taken up and two quarter-sections of the Canadian Pacific Railway land purchased; and I have between twenty and thirty persons ready to enter for homesteads as soon as Townships 44 and 43, Range 22, in Red Deer District, are surveyed; also two families and four single persons have gone as immigrants. On account of advertising and sending out circulars I have had a great many letters of inquiry from several States; from New York, Michigan, Illinois, Idaho, Dakota, Minnesota, Wisconsin, &c.

The immigrants coming from Sweden since the 2nd May, as a result of my correspondence and advertising, are as follows:—

On 2nd May, came on SS. “ Oregon,” Dominion Line.....	3
“ 4th “ “ SS. “ Lake Superior,” Beaver Line....	10
“ 12th “ “ “ Toronto,” Dominion Line.....	14
“ 23rd “ “ “ Circassian,” Allan Line.	9
“ 24th “ “ “ Sarnia,” Dominion Line.....	20
“ 26th “ “ “ Lake Nipigon,” Beaver Line.....	7
“ 14th June “ “ Toronto,” Dominion Line.....	30
“ 15th “ “ “ Lake Winnipeg,” Beaver Line.....	15
“ 21st “ “ “ Dominion,” Dominion Line.....	10
“ 21st “ “ “ Ontario,” Beaver Line ..	6
“ 27th “ “ “ Sarnia,” Dominion Line.....	20
“ 2nd July, “ “ Labrador,” Dominion Line.....	68
“ 11th “ “ “ Sardinian,” Allan Line.....	4
“ 9th August, “ “ Labrador,” Dominion Line.....	58
“ 22nd Sept., “ “ Vancouver,” “	12
Total.....	<u>286</u>

Department of the Interior.

Not less than 22 or 23 of those from Sweden have taken up homesteads in the North-West, most of them in Red Deer District. About 60 are in the Province of Quebec, 11 went to Port Arthur, the rest of them went to Winnipeg and the North-West.

As to Swedish immigration in the future, I think it looks very encouraging. I know of about 90 who will come out in the spring, and most of them will be in a position to take up land when they come. I have had 274 letters of inquiry from Sweden and have answered them personally. Last December, after coming back from the North-West, I sent a report of the country to Sweden which was printed, and in March I advertised in a Sundsvall paper of which advertisement I send you a copy.

Yours truly,

C. O. SWANSON.

No. 24.

REPORT OF WOMAN'S PROTECTIVE IMMIGRATION SOCIETY OF
QUEBEC.

(MRS. E. CORNEIL.)

QUEBEC, 30th December, 1892.

SIR,—I beg leave to submit the following report of the season of 1892.

The work has been most successful during the past year, the class of immigrants being superior to former years, attributable principally to correspondence. During the winter months, over 1,000 women were met and cared for by me, in Halifax, being an increase of 300 over last year. My attention was not confined to the English speaking people, but also to the French, being conversant with their language; I also assisted the foreigners in various ways, by the aid of an interpreter. One Norwegian woman had my particular care; having an infant who had been born but a few hours before the steamer reached port, and being determined to proceed on her journey, I made her as comfortable on the train, as circumstances would allow, and she was very grateful.

Only seven girls remained in Halifax, and were provided with situations. Three others came to friends whom I found for them. There were several women with large families, also, some aged ones, going to different parts to their relatives.

During the summer season five parties from the Hon. Mrs. Joyce, President of the "United British Woman's Immigration Society," of England, including girls for Quebec, Montreal, Toronto, Manitoba and British Columbia, were met and assisted by me.

The rooms furnished by the Government for the accommodation of emigrants, were highly appreciated, and more than usually required on account of the "cholera scare"; passengers arriving late at night from Grosse Isle, on several occasions the building was crowded.

Several deputations visited the building from the United States, and were very much pleased with the arrangements.

Through the kindness of Mr. McNider, stock broker, the immigrants are enabled to have their foreign money exchanged into Canadian, at full rates of exchange.

The postal arrangements are now very complete: all letters are received and posted by me, and when necessary I write them. During the season I have posted 3,650 letters and 654 postal cards. The posting is always in time for the first mail. The comfort of the whole arrangement is acknowledged by all to be very complete, and surpasses all other ports.

I am constantly in receipt of letters of thanks for kindness received, and also others to receive and care for friends on arrival.

I wish to express my thanks to the St. George's and St. Andrew's Societies who assisted in returning to their native land two young women incapable of earning their living. Also, to the steamship and railway agents, and to the immigration agents of Quebec and Halifax, for their very courteous assistance during the past year.

The whole respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

E. CORNEIL.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

Department of the Interior.

No. 25.

REPORT OF MR. J. W. MONTAGUE.

STEVENS POINT, WISCONSIN, 23rd January, 1893.

SIR,—Your telegram just to hand *re* operations here in 1892.

In reply would say I arrived here about first of May, but during May, June and most of July, the weather was so wet and the roads so bad that I was unable to do anything worth mentioning.

But since about the 20th of July I have taken 13 delegates through our country.

Three of those are now living in Prince Albert with their families, 9 people in all. Five others have entered for 13 homesteads. Two of those now living at Prince Albert have located 3 homesteads that are not yet open for settlement; they will complete entries as soon as the land is in the market

One other delegate tells me that he will enter two claims which he has located, before spring.

Two others were old gentlemen with large families. They are at present trying to sell property here and rent farms at Prince Albert with the intention of moving in the spring. They will want about 13 homesteads if they can get in shape to move. This leaves two delegates who have not yet decided what they will do, and another one has not entered land yet, but is working at Carberry, Manitoba, and I think will probably stay in that district. My prospects are good for the coming season.

I am, dear sir, yours truly,

J. W. MONTAGUE.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

No. 26.

REPORT OF MR. WM. RITCHIE.

GRAFTON, NORTH DAKOTA, U.S.A., 23rd January, 1893.

SIR,—I commenced work 1st March, 1892, as Immigration Agent for the Dominion Government of Canada in following territory: Walsh County, Grand Forks County, Traill County, North Dakota; Norman County, Polk County and Marshall County, Minnesota.

Spent March and most of April distributing printed matter and getting farmers interested in the Canadian North-West.

In May sent seventeen delegates to the Saskatchewan Valley, fifteen of whom located. June took a party of thirty-five out to Edmonton, all of whom located. Also sent at different times in June, thirty others, seventeen of them locating along the line of the Calgary and Edmonton Railway.

During the month of July and part of August we were shut out of crossing the line at Gretna on account of small pox, which kept a great many farmers from visiting the North-West. During August and September, there were forty went from my field to Alberta, most of them locating. In October and November sixty farmers visited the Edmonton District, most of them securing land; making a total of 182 farmers who went from my territory to look up the Canadian North-West, 156 of whom located either on Government or Canadian Pacific Railway lands. Twelve families moved in, making 65 women and children, which makes a total of 238 souls secured to Canada from the Red River Valley of North Dakota and Minnesota. Most of the settlers who took land will move on to it early in the spring or summer which with other families will make quite a settlement.

I have made six trips to Alberta and Assiniboia with parties, and one trip through Eastern Washington in the interests of immigration.

All who went from my territory paid their fares on the Canadian Pacific Railway, and all of them are well-to-do farmers who are able to break up their farms and put up good buildings. About one-third of them are Norwegians. The balance are ex-Canadians with a few Americans.

WM. RITCHIE,
Immigration Agent.

A. M. BURGESS, ESQ.,
Deputy Minister of the Interior,
Ottawa.

Department of the Interior.

No. 27.

REPORT OF MR. T. W. CHILD.

LEWISTON, MAINE, 23rd January, 1893.

A. M. BURGESS, Esq., Deputy Minister of the Interior,
Ottawa.

DEAR SIR,—In reply to your circular, I wish to make the following report of my work here in the States. I herein enclose you report from parties from Maine, who have visited the North-West Territories, which will explain itself. I also sent three parties from Melette, Spink county, South Dakota, up to the Yorkton district, and they have filed on Government lands. I took my first party of four from Maine to that country 11th April, 1892; the second party of seven I took there 20th July, 1892. Mr. T. B. Seekins, who represents fifteen in his party, was well pleased with the country, and is now making arrangements to move out there in the spring.

Mr. James Craig, from Dover, N.H., purchased 320 acres of land near Portage la Prairie, Man. Mr. S. D. Lewis, from Worcester, Mass., who purchased 320 acres near Hartney, Man., and has a position as a wheat-buyer there, writes back to his friends glorious reports of the country. We have not taken as many people out there as we want, for we have catered for a good class and a class that is self-supporting. A man that has only means enough to purchase a ticket is not of the class that is likely to benefit the country; provided they got broke, then they condemn the country. We have now four hundred and seventy parties on our list whom we are corresponding with, and the most of them say they are going to see the country this summer.

We have forty parties who are on our list, and say they are going out to locate with the first party this spring. Many of them have families, and some of them represent capital of considerable amount. The prospects look good here for a large emigration to the North-West in the future.

Your obedient servant,
T. W. CHILD.

No. 28.

REPORT OF FOUR FARMERS, DELEGATES FROM THE STATE OF
MAINE, ON THE CANADIAN NORTH-WEST.

After having seen the advertisements of Mr. T. W. Child, Colonization Agent for the North-Western portion of Canada, we all made up our minds that if that country was only one-half as good as represented, it would be just exactly the place for us. We have now lived in Maine for a number of years, and as we have never accumulated any great amount of wealth, we came to the conclusion that we would take a trip to the Canadian North-West, and if it came up to expectations, settle there permanently.

We left Portland, Maine, on the 11th April, at 6.15 p.m., by the Mountain Division of the Michigan Central Railway, arriving in Montreal the following morning at 8.15 o'clock; there we received our tickets from Mr. Child, which would take us to the far west for \$18.00. We left Montreal the same night on a train composed of ten coaches filled with colonists bound for the west.

We passed through a fine country in Ontario, until we came to Sudbury; but from here to Port Arthur we found the country rough and broken, and only fit for mining and lumbering; we understand that there are several very valuable mineral

deposits in that section. We arrived at Port Arthur and Fort William the second day, wherefrom the Canadian Pacific Railway ships most of its grain and other freight. We were wondering all the way up how it was that a great railway like the Can. Pac. Ry. would ever build through such a broken country; but on the third day, about 3.30 p.m., our curiosity was satisfied, as we then for the first time saw the great prairies of the North American continent, and we were greatly surprised when we rolled in at the Canadian Pacific Railway Depot at Winnipeg later on in the day to see such a splendid city, as it certainly exceeded anything we had expected to see. The streets are wide and in dry weather very clean, and the buildings of the most modern kind; in fact it is one of the most pleasant looking places we have ever been in. The Northern Pacific Hotel is a fine building with seven stories, and is said to be one of the best hotels on the continent; it cost, we were told, a quarter of a million dollars to build. The Hudson's Bay Co. have also a fine store in the south end of the city, which carries a full assortment of all kinds of merchandise, and very few stores in the east can compare with it. This Company is one of the richest in the world and employs thousands of men in different capacities all over the North-West, where they have numerous "Posts." Winnipeg is certainly the "Chicago" of the North-West, and we have no doubt that with the country it possesses to back it up, that city will in time be one of the largest on the American continent. On our arrival at Winnipeg, we were met by Mr. G. H. Campbell, the Dominion General Immigration Agent, and he was one of the most pleasant gentlemen we have ever met and was of great assistance to us during our travels in Canada.

On Saturday, 16th April, we left Winnipeg to look over this much talked of North-West, which we thought we would be able to do in three or four days. We soon found out that we were mistaken, and if we had stayed three or four months, we should not have been able to see all there was to see. We started for Calgary in the afternoon, and we saw on all sides evidences of great prosperity as we passed along over the prairie. Calgary is situated 840 miles west of Winnipeg, and it takes some three days to reach it; during this journey we had a splendid opportunity of seeing exactly what the country was like, and we were more and more surprised the farther west we travelled. Fancy millions of acres lying idle, when it only requires a plough, team, harrow and seed to cultivate it. We did not see a stone, and in places there would be nothing to prevent a farmer from ploughing a furrow scores of miles long without obstructions. We noticed that the farmers in the North-West were seeding far earlier than we could in the State of Maine; in fact, we found that country to be anything but a country for "wild Indians and buffaloes," as is the usual opinion of the eastern farmers.

We arrived at Calgary on Monday at 2.30 a.m. This town is the great ranching centre of the North-West, and has about six thousand inhabitants; it also has a very favourable situation, as it is only sixty miles from the Rocky Mountains where there is an abundance of coal and minerals of all sorts, and it is surrounded by a fine farming and ranching country. After having looked all over this town, we started for Red Deer about 8 o'clock a.m. the following day. We had all read the Revd. Leo. Gaetz's pamphlet on this district, and we can only say, now that we have been all through it, that he has not said half of what there is to be said about this grand country. We had the pleasure of meeting Mr. Gaetz himself, and he gave us some very useful and interesting information about the country. Mr. Gaetz has been in this district for the past eight years and owns about half the town site of Red Deer, which is a rising little town on the Calgary and Edmonton Railway. From there we drove about 50 miles with a pair of bronchos that had been running out doors all winter. Here we began to see the park region about which Mr. Child had told us, and we would not have believed that it was possible for any country to have such fine grasses in its natural state. The Red Deer country contains water, wood, grass and coal enough to feed all the people and cattle on earth. We saw veins of coal on the banks of the Saskatchewan fifteen feet thick and some of them extending over eight miles in length. All a farmer has to do in that district is to drive down to the river and bring his pick and shovel and he can take home fuel enough of a very superior kind to last him for a month or more. The whole country is splen-

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didly adapted for mixed farming, as is also the entire district around Edmonton. On Tuesday, 20th April, we left Red Deer and went east as far as Regina, where we arrived on the following Thursday at 11.30 p.m. This is the capital of the North-West Territories and is the seat of the North-West Legislative Assembly, and the headquarters of the Mounted Police force; the Lieutenant-Governor of the Territories also resides here. This is a very fine town and is composed mostly of solid brick buildings on the principal streets and comfortable frame dwelling houses. The country around Regina is also of a good class. The country between Regina and Saskatoon is not well adapted for farming, being somewhat dry and barren soil, but from Saskatoon to the north is first class. We arrived at Prince Albert at 9 p.m. and we were more than surprised to see such a town about 700 miles north of Portland; we were told that it counts 1,500 souls. This is one of the principal towns of the north, and while we were there we saw two large steamers of about 280 tons burden in port. These steamers run on the Saskatchewan and adjoining lakes from Edmonton, west of Prince Albert, to Selkirk, a little town about 20 miles from Winnipeg, and the principal port on Lake Winnipeg.

On the next day we started out in company with Mr. R. H. Mair, the Government agent at Prince Albert, to inspect the Carrot River and Stony Creek districts, and we honestly believe that we are not exaggerating when we say that this is without doubt one of the finest, if not the finest country on the continent of America, as all the requisites for successful farming are found here in great abundance, and of a very fine class; the water is first class, and there is just enough timber for building purposes and fuel, without it being in the way for farming operations. We spent four days looking over this country and stopped one night at Mr. Myers's place. This gentleman is a member of the Legislative Assembly. Mr. Myers came to the Carrot River district in the year 1883 and started a stock ranch in partnership with his brother. We saw his cattle and would not believe our own eyes when he informed us that they had not had a roof over their heads all winter and had been fed on the hay made from natural grass of the prairie; the cattle were all in first rate condition and most of them even fat. Everything bore evidence of prosperity in this country. Mr. Myers grew 35 bushels of No. 1 hard to the acre, and oats weighing 45 pounds per bushel, with 90 bushels to the acre, and barley with a yield of 60 bushels an acre. We then visited the Stony Creek district and had a look at Mr. Campbell's farm there. He raised 432 bushels of oats on $4\frac{1}{2}$ acres weighing 42 pounds per bushel, and as fine a lot of oats as was ever grown.

We noticed that the prices paid for farm produce were such that with reasonable care and good management a poor farmer in the Canadian North-West ought to become independent in a very few years. The climate is very agreeable and although it certainly is cold here in the winter time, still, anybody does not seem to feel it as much as in eastern countries, it being extremely dry. During the most severe storm of the season we drove all day, the driver without gloves of any kind and not even an overcoat on, while some of our party were very thinly dressed and had no cover for our hands whatever, and we cannot say that we suffered from the cold very much. Some of us have been in Dakota and during a storm of the same velocity there, it would have been impossible to be out of doors without running the risk of being frozen to death.

In conclusion, we wish to state that the best evidence we can give of our entire satisfaction with the country is this, that as soon as we possibly can, we are going to sell out our property in the State of Maine and move to the great Canadian North-West where we intend to take up land and make our future home, and our advice to every man, woman and child in the State of Maine particularly, and the United States generally, is: "Go and do likewise."

A. H. PRICE, North Fryeburg, Maine.
F. A. RUSSELL, Andover, Maine.
C. MURPHY, Maine.
E. MURPHY, Maine.

No. 29.

REPORT OF MR. H. H. SMITH.

CREIGHTON, NEB., 24th January, 1893.

A. M. BURGESS, Esq., Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit a brief report of my operations during the year 1892.

Having been appointed immigration agent for the State of Nebraska the 6th of January, 1892, I immediately proceeded to that State, but it was not until the beginning of February that I had determined on my headquarters and had really commenced immigration work. On account of the lateness of the opening up of spring, retarding the seeding of the corn, the chief crop in the State of Nebraska, and also of the dense ignorance of the farmers in regard to Western Canada, I was only able to get 50 delegates to visit Western Canada during the summer, although I could have got twice that number if the weather had been favourable. However, since September 28 more have visited Western Canada, making a total of 78 farmer delegates who have visited the country, and almost all of them without exception are well pleased and intend to go up there in the spring with their families, or as soon as they can sell their farms in this country.

So far as I can learn 42 have taken up homesteads and nearly every one of the delegates has bought land.

From all I can learn from letters and personal interviews with the farmers, I have come to the conclusion that notwithstanding the distance from the Canadian border, there will be a big rush to our North-West this summer. The very fact of the delegates having to pay from \$45 to \$60 for railway fare from their homes to the Boundary line and back, shows that they mean business. These delegates besides taking up homesteads, have bought land in the neighborhood of 11,000 acres from the different railway companies, not for speculation, but simply to enlarge their farms and in some cases to be nearer the railway than they would be by homesteading.

With regard to the way I have been working the State during 1892, I beg to submit the following:

After selecting my headquarters at Creighton, a village in Knox County, north-eastern Nebraska, of 1,000 inhabitants, with railway, express and telegraph facilities, I commenced to make myself known through an advertising card in the local papers of the surrounding villages, and by writing letters to the papers on the products, resources and climate of Western Canada, which from my twenty years' pioneering in our North-West, I was fully able to do. I also appointed Mr. Thomas Swan, of Brunswick, as my local agent, a farmer, English, being a well-known man, having been for some time in the County Council of his district, to help me and to introduce me to the surrounding country. During February, March and April, I lectured on Western Canada in the various country school-houses in Knox, Antelope, Holt, Rock and Cedar Counties, as a rule giving two to three lectures a week.

After April I devoted most of my time to Colfax and Stanton Counties, where I have had great success, and in getting delegates from different parts of the State to visit our North-West.

July 5th I left Nebraska with a number of delegates for Western Canada, and after returning to Winnipeg, I was ordered by Mr. G. H. Campbell in the beginning of August to proceed to the State of Kansas, and report upon the work of Mr. G. P. Bliss, late immigration agent for that State, which was accordingly done, but which

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threw my work in Nebraska in a backward condition. Leaving the State of Kansas the end of August, I proceeded to my headquarters at Creighton, Neb., where I was laid up in bed for a week by the doctor's orders with fever: however I managed to get together another representative party of delegates, and we left Nebraska on the 15th September for Winnipeg and the North-West. These delegates, as the others, I personally took through the country, but being ill at the time, could not do as much as I would have liked to, although we camped out three nights in the Beaver Lake district, Alberta. The written reports of the above two parties of delegates, with their signatures to them, I sent in to the Department at the time.

Returning with the delegates to Winnipeg the beginning of October, after having made my report, I found that I had typhoid fever, which laid me up in the hospital till 1st November. From this date I commenced answering my Nebraska correspondence and assisting in the work at the immigration office in Winnipeg while waiting your arrival, by order of Mr. G. H. Campbell.

Leaving Winnipeg 2nd December, I proceeded to Creighton, Neb., where I am at present.

Besides Mr. Thomas Swan, of Brunswick, I found it necessary to appoint Mr. J. Calder, of Emporia, as agent, to do quick work for me during July and August, also Mr. Charles Berington, of Creighton, during September and October. At present I have only one local agent, Mr. Thomas Swan.

In conclusion I would say, that several parties of delegates, of from four to twelve in number, from various parts of the State, have gone up to the North-West since September, and from what I can learn are more than pleased with the country, some have stayed and others have come back. At present to my own knowledge, there are six families, numbering twenty-five souls, in the Edmonton district; two families, six souls, in the Prince Albert district; and at Olds, Alberta, and along the line of the Calgary and Edmonton Railway, there are over twenty heads of families that are settled already, all from this State, except two, one from Washington, and the other from Idaho, whom I got to settle there through correspondence. Besides the above there are numbers of young men who have gone up to Manitoba for work, as wages are better there than here.

Hoping the above report covers the ground,

I have the honour to be, sir,

Your obedient servant,

HARRY H. SMITH,
Agent for Nebraska.

No. 30.

REPORT OF MR. J. G. JESSUP.

CALGARY, 24th January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR.—I have the honour to state that a considerable settlement was effected in the *Red Deer District* in the past year.

My report to the Commissioner showed that during that period 406 homestead entries were granted, the great majority of which represent new settlement.

Innisfail and Wetaskiwin secured the bulk of the immigration, the land immediately about Red Deer,—in the vicinity of the Railway—being so well settled that intending homesteaders naturally passed on to new ground.

There was also much inquiry made in reference to the Buffalo Lake country and quite a number of settlers have gone in there and squatted on lands.

The character of the settlement does not appear to me to have been entirely satisfactory. The homesteader as a rule had little, if any, capital, and sought immediate employment to enable him to lay by something for his farming operations. The number of entries under the 5 years system is significant of this. However to offset this in a measure, many of the Americans who came into the District (the immigration from Idaho, Nebraska and Washington being a noticeable feature) seemed to belong to a more substantial class, having sufficient means to invest in Railway lands contiguous to their homesteads. I have no doubt that, with this advantage of capital, backed by nature, push and energy, they will do well in the localities in which they have settled. The country also gains much by this accession.

The crops of '92 were not considered up to the average. Oats, the cereal principally sown, yielded the best returns. Potatoes were only fair, while flax and wheat, when sown early, returned moderate crops.

The cultivation of these was wholly experimental, and a very small area was put under seed. Barley did fairly well, though not extensively sown. But this season, inasmuch as a ready market for it has been established at Calgary, it is probable a comparatively large area will be put under crop.

On the whole the settlers in the District appear to be contented and satisfied with their condition. All are hopefully looking forward to the present season.

I have the honour to be, Sir,

Your obedient servant,

J. GEORGE JESSUP,
Agent.

Department of the Interior.

No. 31.

REPORT OF MR. W. H. HIAM.

BRANDON, MANITOBA, 23rd January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your information the following report on immigration matters, covering the period from the 1st of July last, when I was instructed to take charge of the Immigration premises at this agency.

Since assuming the duties pertaining to this important charge, the arrivals at the immigrants' reception hall, who availed themselves of the accommodation provided therein, were, for the month of July, 72, August, 45, September, 0, October, 6.

The persons who came from Europe were of good appearance, manifesting industrious and thrifty habits, and found no difficulty in obtaining employment soon after their arrival, as during harvest time the applications from farmers for assistance in the removal of the crops were far in excess of the supply, and the demand for females as domestic servants is practically unlimited.

I am constantly receiving letters from England and elsewhere, asking for specific information with regard to the prospects for intending immigrants to this Province, which leads me to anticipate a very busy season.

Mr. A. J. Baker, the former immigration agent at this place, who is at present employed as a temporary clerk in my office, will be appointed to look after immigrants arriving at the railway station, and assist them in procuring employment.

Mr. Benjamin Hogg, the caretaker of the immigration shed, will also meet the train from the east every evening for the purpose of conducting the immigrants to the reception hall, or directing them where to find other suitable accommodation in hotels or boarding houses, as they may desire.

I have the honour to be, sir,

Your obedient servant,

W. H. HIAM,
Dominion Lands and Immigration Agent.

No. 32.

REPORT OF MR. E. W. McCREA.

COOPERSTOWN, N. DAK., October 28th, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I commenced work in this part of North Dakota on the 20th of January last.

I found they had had a failure of crops here for a number of years, but last season they had a very large crop, their wheat turning out from 25 to 35 bushels to the acre.

This season, the weather, rainfall and absence of frost, was favourable for another large crop, still the wheat only turned out about half the number of bushels per acre it did last season.

During the summer months very few seemed inclined to look elsewhere for land, but as the harvest was far short of what they expected I find many more are thinking of looking over the Canadian North-West. Judging from the farmers I have conversed with of late, and from the number of letters I have received from parties in this and adjoining counties, I think a good many farmers could be got from this part of Dakota another season.

I have issued homestead certificates since I commenced work, to seventy-eight persons, who at the time I issued them, informed me that they wished to see western Canada, for the purpose of taking land if the country suited them. Of this number twenty-six have visited our country, and thirteen of them have taken land. A number of the remaining thirteen wanted land in the Stony Creek country, north-east of Prince Albert, but as the land they wished to take had only been surveyed this summer and was not open for settlement, they decided to wait until another season before locating.

Two other farmers are now examining the country one of them, James Colter, having six sons, and the other Alfred Schell, four sons, for whom they want to find land.

Two men start in the morning for Canada, and eight others have written me for homestead certificates, stating they wanted to start north about the first of next month.

Since I came here, I have corresponded with and mailed printed matter to many others, in addition to those enumerated before.

Yours truly,

E. W. McCREA.

Department of the Interior.

No. 33.

REPORT OF MR. D. J. WAGGONER.

RICHFORD, VERMONT, October 21st, 1892.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to acknowledge the receipt of your letter of the 8th instant requesting a report of my operations since my commencement in the department of immigration.

I received my appointment on the 5th day of May of this year, with instructions to work in the New England States and I at once proceeded to the State of Vermont with a good supply of literature. The pamphlet "Western Canada" and the monthly periodical "The Western World" rendered me much assistance, which I distributed only to those who I thought would become interested. At the same time I was requested by Mr. G. H. Campbell, General Immigration Agent, to select a number of intelligent representative men, to go and inspect the land in the Province of Manitoba and western territories of Canada, with a view, if the country was as I represented it for agricultural purposes and stock raising, to obtain reports from them.

It was the desire of Mr. Campbell that I should leave with the delegation in time to be present at the agricultural exhibition in Winnipeg, but in consequence of the heavy rainfall throughout the New England States preventing the farmers haying, I was asked to defer the time of starting for one week.

Consequently I left Richford Station on the 30th day of July, with forty in number of as fine a class possessing as good judgment of agricultural lands as could be found on the Continent of America or in the world. And in order to abbreviate my report I shall ask you to be kind enough to see their remarks which are now in pamphlet form and trust they will meet your expectations.

Since my return with the delegation to Vermont, I have been busily engaged attending the agricultural fairs having with me on exhibition a fine display of grain in the straw sent me from the experimental farm under the supervision of Angus McKay, Esq., Indian Head, which has been very much admired by thousands of people, also receiving very favourable comments from the press, copies of which I have forwarded to the Department at Ottawa, also to the general superintendent at Winnipeg.

The exhibitions which I have been attending weekly have given me a splendid opportunity to distribute the pamphlets containing the reports of the Vermont delegates, also other literature, which I perceive has been read with great interest judging from the letters I receive making enquiry as to the time I intend to start with a Colony to the land so much admired by those who were selected to spy out future homes for those who had not an opportunity to go and see for themselves.

I am pleased to inform you that three of the delegates have made entries for homesteads. Two of them, being wealthy men, have made or intend to make application to purchase lands adjacent. I also have received from three other parties the proper amounts for making entry, which have been forwarded by registered letter to the Dominion Lands Agent at Prince Albert, authorizing S. Spry to locate for them. With the favourable commencement I have now made, I see nothing to prevent a large emigration, not only from this State but also from the New England

States in general. Of course it somewhat depends upon the favour shown by the Canadian Pacific Railway by giving cheap transportation, and I trust that you will intercede with that corporation to give the deserving people of the New England States as low rates comparatively as they do to people from foreign countries. In order to make it less complicated for the Canadian Pacific Railway I propose, if you will approve of it, to be ready in early spring to start with a colony all at the same time, being furnished with a good, comfortable, tourist or colonist car or cars, and to make the starting point from Abercorn, near Richford Station, Vermont. Abercorn is only two miles from Richford, the first station in Canada, after leaving the Boundary line.

The system I have adopted is to take only *bonâ fide* settlers, those who pay their entry fee and get located. This system will, in my opinion, not cause any more trouble for the Canadian Pacific Railway than conveying the delegates, not so much, in fact, as I would go through with them to their destination without stopping over at the various stations.

I hope you will pardon me for making so lengthy a report, but being requested in your letter to give any information that might be of interest in connection with my work, I have done so, hoping it may meet your approval.

I cannot, if you will allow me, sir, close this report without making mention of the very kind and courteous treatment I received from the people of this State, particularly from those I had the pleasure to accompany to the rich and fertile valley of the Saskatchewan. Whenever I meet any of the delegates I receive that true-hearted friendship that makes my work cheerful, happy and interesting.

I have the honour to be, sir,

Your obedient servant,

D. J. WAGGONER.

Department of the Interior.

No. 34.

REPORT OF MR. W. A. WEBSTER.

ABERDEEN, S. DAKOTA, 2nd January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following brief report of my operations in connection with emigration from South Dakota to the Canadian North-West during the past year.

The number of delegates was 90; they were as a rule representative farmers, in their several localities, and went up in parties of from 2 to 14, and spent on an average one month in examining the agricultural resources of the country, after which they gave me their reports, which in every case were very favourable. These reports I had printed here by the thousand, and distributed among the farmers of this and adjoining States, and they are the very best kind of emigration literature.

My base of operations is an office here in Aberdeen it being a railway centre, with one fairly direct road from here to the Boundary. Over this road, viz., the Great Northern Railway, I ship most of my emigrants.

I have here in my office a splendid exhibit of the products of our North-West, grasses of all kinds, grain of all kinds in the straw, as well as threshed; farmers come a long distance to see this exhibit, it has made a splendid impression here. I have also advertised freely in the Aberdeen *Star*, a paper having a large circulation among the farmers; with this paper I fought my battles when attacked by other papers, and that was neither seldom nor far between; a copy of this paper I mailed to the Department pretty regularly for your inspection.

During the season I visited every section of this State, east of Missouri River. In August I spent a week in the extreme south of the State. I shipped quite a few from there, and will ship a lot from there this season.

In July I visited Winnipeg in charge of a party of delegates, one of whom was Senator Talbot, of Clark County. We visited the great fair at Winnipeg. I then took them to Brandon, over the Experimental Farm, Sandison's farm, and other points of interest there, after which I started them west to prospect and locate, while I returned to my duties here. In June I sent up a party of 14 delegates (in charge of my assistant) all good farmers; they spent 5 weeks examining the country; most of them located while there. They gave me a very full report which has done good work here since and will continue to do so.

I found great obstacles here in shipping out emigrants; scarcity of cars, no transfer from road to road. A car coming from the south or west, on arrival here has to be unloaded, the stuff hauled on wagons half a mile and loaded in cars on another road. We very often worked all night at this tedious job. There is a certain class here that throws all possible obstacles in the way of shipping out emigrants.

The emigrants I shipped out last season were in very much better circumstances than those of the previous year: out of the whole number only two required (or got) a loan, while in 1891 three-fourths of all had to get loans from the Homestead Company.

As there were many enquiries here last fall in regard to the Souris country in and about the coal fields, I visited that district in December, and thoroughly inspected it that I might be able to speak of it from personal knowledge. Next summer, as soon as the Soo Road is completed to Estevan, a good many from here will locate in that district.

My associate here in this work, E. E. Pettit, a local man, has done all in his power to push things along, visiting many localities, accompanying delegates to our North-West, loading and shipping cars, and everything in his power to hurry the work forward. He is now in the south part of the State visiting 5 or 6 counties there, preparing for next summer's work.

L. A. Hamilton, Esq., land commissioner of the Canadian Pacific Railway, and his assistant Mr. Griffin, rendered me most valuable service during the season, both in shipping my emigrants west from the Boundary, as well as in giving most favourable rates of transportation to the 90 delegates I sent up from here. These delegates (in the aggregate) travelled 180,000 miles on the Canadian Pacific Railway at rates purely nominal.

Very many more of my emigrants and delegates would have made their entries for land before now, but the land in the Stony Creek district, where many wish to enter, was not open for entry, hence many of them are waiting for it.

I am also shipping emigrants from three counties in North Dakota, viz.: Dickey, Marshall and McIntosh, as well as a few from Minnesota.

In conclusion, during the past season I did my best, and I learned something which will help me this year in my work. Hoping my efforts will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

WM. A. WEBSTER.

Department of the Interior.

No. 35.

REPORT OF MR. W. G. PENTLAND.

BIRTLE, 29th January, 1893.

A. M. BURGESS, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to acknowledge the receipt of your circular dated the 31st October last, and your telegram of to-day in reference to immigration.

I beg to state that the arrangements for the reception of immigrants at all the principal stations seem to me all that can be desired.

In this district the principal settlement has been done by parties from the old countries in most cases coming out to join friends and relations in the different colonies, and these friends as a rule have locations found for them before they arrive, or in case of that not being satisfactory they assist them to find others. The second homesteader having already served a term on his first homestead has no difficulty in suiting himself to a second homestead as he has become acquainted with the country during the time he has been in it. Notwithstanding this the power granted to hire guides for emigrants is an excellent arrangement, and although this agency has had no applications for assistance in this way and consequently has not employed any guides, at the same time it is a good thing to be continued as there is no knowing when immigration may take place to a new field which would require some person well acquainted with that part to shew them over the land.

I have the honour to be, sir,

Your obedient servant,

WM. GEO. PENTLAND,
Agent of Dominion Lands.

No. 36.

EXTRACT FROM ANNUAL REPORT OF THE LOCAL GOVERNMENT BOARD (ENGLAND) 1891-92.

"Since the issue of our last report we have received through the Colonial Office further reports made by immigration officers of the Canadian Department of Agriculture, respecting visits made by them to the homes of children who were sent out to Canada by Boards of Guardians with our approval. These reports related to 479 such children, seven of whom could not, however, be traced by the immigration officers.

"We are glad to find that, with a few exceptions, the reports are of a satisfactory nature. The children are reported to be generally contented and well-cared for, and the greater number of their homes to be free from objection. Though in many cases reference is made to faults in the character, disposition or habits of the children, there appear to have been comparatively few instances where the foster-parents have expressed an intention to part with them in consequence. The reports shew that in some of the cases the children and their foster-parents have become greatly attached to each other; and that in others the foster-parents take an unselfish and parental interest in the present and future welfare of the children committed to their keeping. There are somewhat fewer cases than formerly in which children are said to have been adopted, but it is apparent, both from the present and former reports, that the system of adoption does not, in Canada, necessarily imply that the foster-parent accepts once for all the care of a child as his own.

"With regard to five homes only the reports are not favourable, and in two of these the children are stated to have been "not well used" and "not well treated or sufficiently fed." The immigration officers have reported unfavourably upon the bodily or mental condition of eight of the children, and one of those children has been returned to England as insane.

"These reports show incidentally that for the most part children are placed out on the understanding that they will be boarded, clothed, and educated until they attain the age of fifteen years, after which time they are paid wages at the rate of three or four dollars per month. They also show that the homes in Canada connected with the various emigration societies are of great assistance in connection with the welfare and supervision of the children.

"Children who are dissatisfied, ill, or in unsatisfactory homes, appear to be frequently received back into these homes whence they are again placed out after having received further training or medical treatment as may be necessary.

"We have caused copies of the reports to be sent to the several Boards of Guardians responsible for the emigration of the children, and have requested fuller information as regards such cases as appeared to us to require explanation.

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PART VII.

PEACE RIVER AND TRIBUTARIES.

Department of the Interior.

PART VII.

REPORT ON THE PEACE RIVER AND TRIBUTARIES IN 1891, BY WM. OGILVIE.

OTTAWA, 7th April, 1892.

To the Honourable
The Minister of the Interior.

SIR,—I respectfully submit the following report of my operations for the season of 1891.

On the 5th of June of that year instructions were issued to me from the Surveyor-General's Office directing me to make a thorough exploration of the region drained by the Peace River and its tributaries, between the boundary of British Columbia and the Rocky Mountains, and to collect any information that may be of value relating to that region. The nature and extent of my work was, of necessity, left largely to myself, as also was the method of my surveys.

As it was desirable that I should, if practicable, connect the end of my micrometer survey of the Mackenzie River made in 1888 with that made on the Great Slave River in the same year, which I was then unable to accomplish on account of high water, I took along the necessary instruments, but owing to circumstances which will be detailed further on I found it impossible to complete this work.

Immediately upon intimation that this work was to be intrusted to me I ordered a suitable canoe from the Ontario Canoe Company, Peterborough, after having ascertained that I could obtain it more quickly there than elsewhere.

As there was no practical benefit to my work to be obtained by going ahead of the canoe and awaiting its arrival at any point on my route, I remained in Ottawa until I learned that it was so far advanced that I would not be delayed on my way waiting for it.

This occasioned my stay in Ottawa until the evening of 30th of June. I have thankfully to notice the action of the Canadian Pacific Railway authorities in this connection. I represented to Mr. Burgess, Deputy Minister, the urgent need of the canoe being hurried to its destination, more especially as I found it impossible after much inquiry to have it sent by express. Mr. Burgess requested the officers of the Company to give the matter their attention, which they kindly did, with such effect that the canoe was very little delayed on the way to Calgary.

I reached Calgary on the morning of Sunday the 5th July. The following day was spent making preparations for departure on the daily construction train on the Calgary and Edmonton Railway, by which train I left on Tuesday morning. Late that evening the end of the track was reached.

Next morning I found a wagon and buckboard waiting to take me to Edmonton for which I had arranged from Ottawa by letter and Calgary by telegram. The distance to Edmonton by this conveyance was between 25 and 30 miles and Edmonton was reached late on the evening of the 8th July. The 9th was spent procuring

my provisions and engaging the service of a man to accompany me. The following morning I started for Athabasca Landing, which I reached early on the morning of the 13th. I spent the remainder of the day settling with my transport men and writing letters, as there was no certainty that I would be able to send out again until my return to Edmonton in the fall or winter, though there was some chance of it.

On the morning of the 14th inst. I left the Landing on my way down the Athabasca River. Grand Rapids was reached at noon on the 16th. Here I found the Hudson's Bay Company's steamer "Athabasca" awaiting the arrival of the "up" boats from McMurray with the yearly fur returns of the district. As the captain of the steamer told me he was going down to the island in the rapids on the following morning, I decided to wait and have him put my canoe and outfit weighing about 1,500 pounds over the island on the tramway, and thus pass the worst of the rapids, instead of toiling along the shore and carrying most of the stuff on our backs, which would have taken a couple of days, whereas the other route required only a few hours to pass over, and besides, the Company's large boat would put us over the very rough water at the foot of the rapids. In connection with my descent of this river, although it is an old and much travelled route, it will not be considered I hope supererogation on my part to give a short description of it and make some remarks on the difficulties in its navigation.

With this in view I will commence at its confluence with the Pembina River, which joins it about 40 miles above Lesser Slave River, or about 110 above Athabasca Landing. In this stretch there are only three or four slight short rapids, which in high water are not noticeable as such and in ordinary water can easily be run in ordinary canoes. The Hudson's Bay Company's steamer runs from Athabasca Landing up to Lesser Slave River, and in ordinary stages of water finds no difficulty in doing so, but I know were she to attempt this in low water in the month of October she would find many spots too shallow to pass over. I may here incidentally say that she has made several attempts to ascend the Lesser Slave River to Lesser Slave Lake, but so far without success. The lower twenty miles of that stream are shallow and swift, almost one continuous rapid, with many places in it which in ordinary stages of water do not afford more than 15 or 18 inches of water. After heavy rainfalls this stream rises rapidly, and were the steamer at the river during one of these rises she would find no serious difficulty in ascending, but unfortunately she has so far never been so situated. The intention when she was built was to run her to Lesser Slave Lake Post at the west end of the lake, but up to date she has not succeeded in doing so. Lesser Slave River averages about 120 yards in width, and from the lake down to the head of the rapids is deep and of easy current, and could the steamer once reach it no question could arise as to her procedure.

From Athabasca Landing down stream the Athabasca River is free of hindrance to navigation for about 120 miles, when we reach Pelican Rapids. These are not difficult to navigate, the only trouble in them arises from low water and some rocks in the channel. When the water is high there is no danger at all, as the steamer can easily ascend under a good head of steam. It appears they take their name from the presence of pelican in or about them nearly all summer: both times I went down the river I saw them there. A fair-sized canoe can be run down these rapids with safety.

One hundred and sixty-five miles below the Landing, Grand Rapids are reached. This is the rapid of the river, and partakes more of the nature of a cataract than of a rapid. In the middle of the channel there is an island, over which the Hudson's Bay Company have constructed a tramway on which to transport the outfits for all the northern posts. The steamboat landing is about one and a half miles above the island, the intervening water very shallow, with many rocks and very rapid current. Through this the Company has made a channel by removing rocks. Between this steamboat landing and Fort McMurray the Company does all its transport with large boats, locally known as sturgeon nosed or sturgeon boats, from the fact that both bow and stern are spoon-shaped and somewhat resemble a sturgeon's nose. These boats are capable of floating about ten tons each, and are each manned with a

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crew of ten or twelve men, and when loaded draw upwards of two feet of water. The time of their ascent and descent varies much with the height of water, as in some of the rapids more or less portaging has to be done, which varies with the depth of water. Below the island in Grand Rapids there is nearly two miles of rough water, which in low water requires much care in navigating to avoid rocks and shallows.

Between Grand Rapids and Fort McMurray there are ten rapids. I obtained from the pilot of the steamboat (a man who was acknowledged by all I inquired of to possess as complete and reliable knowledge of the river from the Landing to Lake Athabasca as any man in the country) the names of those rapids and the best way to run down them.

The first in the order of descent is named "Brulé Rapids." It is about 25 miles below Grand Rapids. In it the river spreads out from 250 or 300 yards in width to upwards of 400. In mid-stream the water is shallow, so much so that large trees ground on their way down. The channel is on the left side of the river, and quite close to the shore. It is not more than one-fourth of a mile long, and by keeping not more than twenty or thirty yards from shore there is no danger in its descent. It appears the rapid takes its name from the presence of an extensive brulé. About sixteen miles below it comes "Boiler Rapids." This is quite an extensive rapid though only the lower part of it is very rough. In high water the left side affords the safest channel to run in, and in low water the right side. It takes its name from the fact that the boiler intended for the Hudson's Bay Company's steamer on the lower river was lost in the rapid through the wrecking of the scow which contained it on its way through in 1882. At the foot of this rapid there is much rough water, which requires a good sized canoe for its safe descent.

In sight of the lower end of the above comes "Drowned Rapids." The channel here is on the left side, quite close to the shore, and were it not for three or four large swells caused by rocks, it might be run down by any one without any apprehension of danger. It takes its name from the fact that a man named Thompson was drowned some years ago by the swamping of his canoe in running through it. I had the misfortune in 1884 to lose a member of my party in a similar manner, though I have gone through them myself twice and ran no risk that I was aware of. Less than a mile from this rapid we enter "Middle Rapid." This is not very rough, but is somewhat shallow and stony. The channel in this is on the right side.

The next rapid is known as "Long Rapid," and the channel here is also on the right side. The water is not very rough in it.

Next in succession is "Crooked Rapid," from the fact that in it the river makes a very short turn round a limestone point. The channel is on the right side, and is not rough, with the exception of a small "chute" just at the head; this requires care in a canoe.

"Stony Rapids" comes next: in this the channel is on the right side and is not very rough.

The next is appropriately known as the "Cascade," the river falling over a ledge of rock about three feet high. The channel is on the left side and certain stages of water permit fair sized canoes to descend it without much risk.

The last rapid worthy of note is known as "Mountain Rapid," by reason of the high banks in its vicinity. It is rather rough, but there is a good channel which at the head is on the left side; in the middle there is a piece of smooth water through which a crossing is made to the right side, which is quite smooth, while the left side is very rough.

The last of the series is known as "Moberly Rapid." It is only a ripple caused by some rocks on the left side of the river, in the midst of a swift current. On the right side the water is smooth enough for the passage of the smallest craft.

From the head of Grand Rapids to Fort McMurray is upwards of 85 miles, which is altogether too bad for the present steamer to ascend. It is the opinion of some that with proper appliances the present steamer might succeed in doing so, but it appears to me that such a project would involve much expensive labour and considerable risk.

From McMurray to Fort Chipewyan on Lake Athabasca, a distance of about 180 miles by the shortest channels, but nearly 200 by the channel the steam-boat has to pass through in ordinary stages of water, there is neither obstacle nor hindrance to its passage. This steamer also makes her way up Peace River as far as the falls, about 220 miles from Chipewyan, the only hindrance in this distance being the Little Rapid, about 100 miles from Chipewyan, and even this, except in very low water, is not serious.

I arrived at Chipewyan on the evening of the 23rd July, and here spent the following three days taking observations to determine the latitude and longitude, of which more will be said later.

From Chipewyan to Smith's Landing on Great Slave River there are no serious obstacles to navigation. There is a slight ripple in the channel between the lake and Great Slave River caused by a ledge of rock across the outlet of the lake, and in low water the steamer sometimes touches bottom, but never so much as to detain her for any long period. In Great Slave River there are one or two places where rock ledges cause a ripple, and in low water the greater part of the channel is shallow, but in all these places there is a part where the water is deep enough to afford the steamer easy passage at all times.

From Smith's Landing to Fort Smith, about fourteen miles by the land or portage route, and about sixteen by the river, there are numerous and bad rapids aggregating about 240 feet fall, which puts all thought of navigating it out of the question.

In continuing the statement of my route I may as well conjoin with it such information as I observed and gathered on my way concerning the navigability of the water route from Fort Smith to the Arctic Ocean and part of Great Slave Lake, though such a course will carry me far beyond the limits of my journey during the past season.

On my arrival at Fort Smith I found the Hudson's Bay Company's steamer "Wrigley" there loading for her down trip. I arrived there on the afternoon of the 30th July, and spent the greater part of that night getting observations to determine its geographical position. The following evening the "Wrigley" started for Fort Resolution on Great Slave Lake, and on the way down I obtained much information of value from Captain Bell, commander of the steamer, concerning the depths of water and obstacles in the route. To render this information more intelligible I will premise with a short description of the "Wrigley" and the route she travels over. This steamer was built at Fort Smith by the Hudson's Bay Company in 1886 and made her first trip in 1887. The magnitude of such an undertaking, small as she is, can be appreciated when we know that every piece of lumber used in her construction had to be sawn by hand. All her machinery had to be transported upwards of 100 miles by horses over pretty bad roads, and then taken nearly 240 miles in scows, and 300 on the Company's steamer "Grahame." Her dimensions as given me by Captain Bell are eighty feet keel, fourteen feet beam, five to six feet draught at stern when loaded and four to five at bow. Her propeller is a four and a half feet four-bladed screw with adjustable blades. Her engine, manufactured by the John Doty Engine Co. of Toronto, with about 60 pounds pressure, will drive her about eight miles an hour, but she can be driven ten. In the course of a season the requirements of the Company's service necessitate her travelling about 6,500 miles, and her maximum load is about thirty tons. In this connection I will here state that the two steamers plying on the Athabasca, Peace and Great Slave Rivers named respectively "Grahame" and "Athabasca" (the latter above Grand Rapids on the Athabasca and on Lesser Slave Rivers) are flat-bottomed stern wheelers capable of carrying one hundred and forty tons if required; with this load I was told they would draw two and a half to three feet of water. Loaded light they draw less than two feet. They are said to be capable of steaming twelve miles an hour in dead water, but do not try more than ten. The "Grahame" was built at Fort Chipewyan in 1882 and 1883, and as in the case of the "Wrigley" all the lumber for her had to be sawn by hand. The "Athabasca" was built at Athabasca Landing, but in her construction the aid of a Waterous portable saw-mill was obtained.

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Going down the Great Slave River, Capt. Bell kindly pointed out to me the shallow places and gave me the depths of water in each of them. Just below Fort Smith there is an extensive bar, but there is a channel through it which always affords plenty of water for the passage of the "Wrigley." The shallowest place in the river is alongside an island known as "Big Island." The lowest water Capt. Bell ever experienced in the country, which by the way is generally admitted to have been unusually low, gave six feet here; in average water there is nine feet, and at date of my passage (1st August) there was thirteen feet. This shoal is about 200 yards across, and is on the left side of the island. The other channel is much the wider but is full of sand bars, and unless in very high water the "Wrigley" could not get through it. Capt. Bell found in all the other parts of the river from twelve to thirty-six feet of water at average height. As is usual in all such places, there are bars across all the mouths where they empty into the lake. On the one through which the steamer enters the lake there is in very low water five and a half feet and in high water eight; medium gives from six to seven, but this varies a good deal with the force and direction of the wind, a south-westerly wind lowering it and north-easterly raising it. Owing to the displacement of the channel marks by a violent storm a few days before our arrival the boat ran aground on the bar, with no other result than a couple of hours' detention.

Capt. Bell informed me that in his passages around and across the Great Slave Lake he has done much sounding and found generally as follows: Two miles from shore four fathoms, six miles twenty fathoms. In mid-lake on the way from the mouth of the Great Slave River to the head of Mackenzie River he generally found upwards of forty fathoms and in places sixty fathoms gave no bottom. In the arm of the lake on which Fort Rae is situated he found fifty miles below Rae twenty fathoms, thirty miles from Rae three fathoms, eighteen miles two fathoms, and seven miles seven feet which continues up to Rae. The bottom in this arm he found muddy with many boulders in it.

At Resolution I spent a few days taking observations to determine the latitude and longitude, when I procured an additional canoe and two men to help me to connect my micrometer survey of Great Slave River with that of the Mackenzie River, which I was unable to do in 1888 on account of exceedingly high water in the lake. I found a scarcity of provisions at Resolution and was only able to procure a very small quantity, much less than would suffice to finish this survey unless I were favoured with exceptionally fine weather. I started at the northerly end of my micrometer traverse on Great Slave River on 6th August, and continued the survey to Resolution, reaching there the same evening. Here I was detained by high winds for four days, resuming my micrometer survey along the south-east shore of the lake on the 11th, which I continued for three days, in that time doing only thirty-three miles, so much delay arose from head winds. At this rate of progress our provisions would be exhausted long before we got out of the lake with the survey, so I determined to discontinue this work and proceed as fast as possible to my destination, as I was already behind time, and unless favoured by a very late and open fall would have much difficulty in making my way from the Liard through to the Peace River.

I concluded the micrometer work on a small island close to the south-east shore of the lake known as "Dead Man's Island," and marked its terminal point station No. 20 by planting a post firmly in the ground and cutting into it with a knife the following inscription:

William Ogilvie.

No. 20.

Dead Man's Island takes its name from the occurrence there of what was said to be a fight between Indians, but from some description I got of it, it would appear to be more like a series of murders. I could learn nothing very definite concerning it, at least nothing worthy of submitting as authentic and in such case I consider it best to submit nothing. The number of killed I have heard stated all the way from twelve or fourteen to two hundred. A half-breed with me told me that some years

ago the bones and skulls of the killed were very numerous, but I could not find any trace of such, though I made a pretty thorough search. This fight is said to have occurred about sixty years ago.

Here I discharged my help and canoe hired at Resolution. The strong wind which had been blowing for three days abated sufficiently to allow us to proceed on the evening of the 14th. Calm weather that night and the following day enabled us to reach Hay River on the evening of the 15th. Here observations were taken to determine latitude and longitude, and early next morning we took our departure being favoured with a fair sailing wind which helped us along until it increased to a gale when we had to put ashore. Owing to head winds it was the 20th August before I reached Fort Providence. I remained here during the 21st, and got observations for latitude and longitude, resuming my way down the Mackenzie River on the 22nd, and arrived at Fort Simpson, the turning point in my journey, on the evening of the 25th. Here I remained taking observations and making preparations to ascend the Liard and East Branch locally known as the Nelson.

Before proceeding with the account of my ascent of the Liard and East Branch, I think it proper to continue the information concerning Mackenzie River which I obtained from Capt. Bell and others. Capt. Bell gave me the following notes of his soundings in that river from Great Slave Lake down to the delta, a distance of about one thousand miles.

At the entrance to the river from the lake, the river is very wide and consequently shallow. Search was made here for a suitable channel for the steamer, and of course the notes furnished refer exclusively to this channel. In ordinary low water this channel affords about six feet, in very low water only five feet. In ordinary high water, such as when I passed, there would be about nine feet, but in 1888 there must have been thirteen or fourteen feet. Capt. Bell thinks this shoal is the result of ice shoves by the ice on the lake, as quite close to it on both sides there is twelve to fourteen feet of water. It consists of gravel, and is, he says, only about two hundred yards across, so that improving it would not be a very difficult undertaking.

Five miles below this there is another shoal known as "Trout Island Shoal." On this in low water there is six feet of water, but it appears the depth is very irregular, which Capt. Bell thinks is due to the bottom being scraped by ice and deposited in heaps. He thinks a proper search would show a deep channel all through here but it would be very crooked, as it would wind about those gravel heaps. This shoal extends about a mile and a half. Through "Beaver Lake" in low water there is ten feet in depth, in ordinary water twelve and in high water fourteen. Of course this refers to the shallowest places in it.

Providence Rapid, situated a little above Fort Providence, gives five feet in the shallowest places in low water, in ordinary stages six to seven feet. This extends for about two miles. Here, as in the aforementioned places, a good channel could be found, but it would be very crooked, so much so that a steamer descending could not keep in it. From this rapid down to Rapid Sans Sault the least depth in the lowest water was found to be twelve feet.

Rapid Sans Sault is caused by a ledge of rock extending across the river. Near the easterly shore the water drops over this a few inches and causes quite a commotion across the easterly half of the river. In the westerly half there appears to be a greater depth of water and smoother current. It need hardly be said that the steam-boat channel is on the westerly side in the smooth water. Over the ledge the lowest water found by Capt. Bell, in a year remarkable for the low state of all the rivers in the country, was six feet.

Over the ledge of the Cascade Rapid, which is caused by an obstruction similar to that at Rapid Sans Sault, Capt. Bell found nine feet in low water, and eleven is good water. This rapid is near the head of the "Ramparts".

Close to the Ramparts there is another rapid known as "Rampart Rapids"; this also is caused by rock bottom in the river. In it in lowest water Capt. Bell gives the depth as eleven feet and in high water fifteen. This extends about half a mile.

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In his various passages of the Ramparts, Capt. Bell has sounded without finding bottom with forty fathoms, which was the length of his sounding line. I have mentioned in my report for 1889 that Sir Alexander Mackenzie found fifty fathoms here.

Between the Ramparts and the delta, where the steamer leaves the main channel, less than twelve feet depth was never found, but Capt. Bell says that less might be found. Through the channels of the delta to Peel River no difficulty was ever experienced with the steamer.

In Peel River up to the bar, five miles below Fort McPherson, the average depth was about fifteen feet, on bar in low water about six feet, medium water seven feet.

Count de Sainville, a French gentleman who went down the Mackenzie in 1889, and spent much time in making an examination and rough survey of the delta of the Mackenzie and Peel Rivers and the coast line in the estuary of those streams, was good enough to give me all the information in his power. His description of the country in this vicinity is interesting, and will be given later on. He assured me the most easterly channel of the delta is the main one, and he never found less than twelve feet depth in it down to tide water. The tides do not come up more than ten or twelve miles above the ocean, and the rise is not more than a couple of feet. What depth might be found beyond the mouth of the river he is not prepared to say, but bars there may naturally be looked for. This gentleman purposes making further and more complete examinations which will no doubt be of much interest and value. He promised to send me a copy of his map of the delta, which he told me would differ much from what is usually shown on our maps. I have not yet received it nor do I expect it for some months to come.

Before resuming the narrative of my journey, I will give some notes I obtained from Capt. Segur of the steamer "Athabasca," and Capt. Bell of the steamer "Wrigley," giving the times over the various parts of their runs.

Steamer "Athabasca," 2nd. June, 1891, ran from Athabasca Landing down to landing of Grand Rapids, about 163 miles, in eighteen hours with six large boats in tow. Up trip started on 6th June, running time to Athabasca Landing forty-eight hours. Second trip down, 13th July, running time down fifteen hours and forty-five minutes. In 1890, her first down trip, made the second of June, was done in twenty hours and fifty minutes, and the return, 10th June, in fifty hours. This run was made in very low water.

The "Wrigley's" log shows the following averages between Fort Smith, the most southerly part of her run, and Fort McPherson, the most northerly, the distance between which is about 1,270 miles. From Smith to Resolution, nearly all on Great Slave River, average running time about eighteen hours; between Resolution and Providence about seventeen hours, of which twelve and a half is in Great Slave Lake; between Providence and Simpson about fourteen hours; Simpson to Wrigley about ten and a half hours; Wrigley to Norman about fourteen hours; Norman to Good Hope about thirteen hours; Good Hope to McPherson about twenty-four and a half hours. The total running time is $123\frac{1}{2}$ hours, a trifle over ten and a quarter miles per hour.

On her "up" runs the following averages have been made, McPherson to Good Hope forty hours; Good Hope to Norman thirty-four hours; Norman to Wrigley thirty-nine hours; Wrigley to Simpson nineteen hours; Simpson to Providence about twenty-eight and a half hours; Providence to Fort Rae, not certain, appears to be about thirteen hours; Providence to Resolution about twenty hours; Resolution to Smith about thirty-five hours; Resolution to Rae about fifteen hours and return about the same as it is all lake water. The duration of these runs varied somewhat by the force and direction of the wind. The total running time from McPherson to Smith as shown above is $215\frac{1}{2}$ hours, which gives a rate of 5.9 miles per hour. The mean of the up and down rates is a fraction over eight miles per hour, which is said to be her normal speed.

I have given the distances between these Posts in my report of 1889, but for convenience of reference will here recapitulate them going down stream:—

	Miles.
Smith to Resolution.....	190·5
Resolution to Providence.....	167·0
Providence to Simpson.....	157·5
Simpson to Wrigley	134·0
Wrigley to Norman.....	180·3
Norman to Good Hope.....	169·5
Good Hope to McPherson.....	274·7
Total.....	1,273·5

It may be of general interest to the public to state how easily any one who is desirous of doing so can get beyond the Arctic Circle or into the Arctic Ocean if so minded. We will presume we are in Ottawa, and wish to visit the land of the midnight sun. Four days from Ottawa *via* the Canadian Pacific Railway we arrive at Calgary, one day from Calgary we arrive at Edmonton *via* the Calgary and Edmonton Railway. From Edmonton three to four days will be required to reach Athabasca Landing; this part of the route (about one hundred miles) has to be made with the aid of horses. By timing ourselves to reach Athabasca Landing about the first days of June, we will likely catch the steamer "Athabasca" at the Landing, and go down to Grand Rapids on her. From Grand Rapids it will take us three or four days to reach McMurray, and if we are fortunate enough to catch the steamer "Grahame" there, we will reach Chipewyan in a day. Another day will take us to Smith's Landing, and another to Smith; if we are fortunate at Smith's Landing we can get to Smith the same evening. If we meet the steamer "Wrigley" at Smith, and she is bound for McPherson for which she generally starts about the last days in June or the first days in July, we will likely reach McPherson in seven or eight days. The steamer has not heretofore gone farther down than the delta, but it is possible she may in the future go down to the Arctic coast and along it a short distance.

From the foregoing we see that even with the present facilities we can reach the Arctic Ocean from Ottawa in about twenty-three days, let us say to cover possible contingencies thirty days, and return in about forty. On the way we will pass through about 1,200 miles of beautiful prairie country, which extends almost to Athabasca Landing; and from Athabasca Landing to the Arctic Ocean, upwards of 1,800 miles, we have only ordinary river navigation, with the exception of a few miles on Lake Athabasca, and about 120 on Great Slave Lake. During the whole of the journey we are likely to experience as pleasant weather as if we had remained in Ottawa, and it may be pleasanter. We are likely to see much that will interest and surprise us, and we will certainly have a much clearer conception of the extent and value of our country. All the way to the Arctic coast we will see timber and plants similar to much we see here, and were it not for the absence of many of our trees, and the increased duration of daylight (which we will likely find at the coast to be of twenty-four hours duration each day) we would hardly realize that we had travelled upwards of 4,000 miles from Ottawa, and been more than 1,600 north of it. I cannot specify the cost of such a trip, but would place the maximum at about \$300. It is well to bear in mind that north of Edmonton the steamers have no regular date of sailing, their movements being governed by the Hudson's Bay Company's needs, and transport facilities over the other parts of the route, and it is possible that we might not even be able to make our way to the Arctic on the steamer; but there would be no great difficulty in completing our journey with such aid as the Hudson's Bay Company could place at our disposal, in which case our journey would partake more of the primitive style of travelling and be a more satisfactory experience to ourselves.

I left Fort Simpson on the forenoon of the 28th August, taking with me two Indians as aid. The Liard River a short distance above the confluence with the Mackenzie is from 600 to 800 yards wide. The current is generally strong and at one point, about nine miles up, there is almost a rapid. About thirty-three miles

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above Simpson what is known as the Rapid commences. In this the river is much wider than usual, being not far from three-quarters of a mile across; on both sides are high rock banks, in many places rising perpendicularly from the water's edge. At these points in high water it is impossible to walk along the beach, and as the swift current does not permit rowing or paddling up, and large boats cannot be poled up, the ascension of the river is impossible until the water falls. No part of this rapid is too rough for the descent of an ordinary canoe, and the only danger in a passage down might be from rocks and shallows. There is nothing in this rapid to prevent the passage up it of such steamboats as are now on the Athabasca River, if there is sufficient depth of water over the ledges. As our passage up was necessarily confined to the shore water I cannot speak from personal observation on this point, but I have been told that in very low water many of the ledges would not permit a steamer to pass over them. There would however be water enough during a good part of the summer, or I am greatly deceived in the appearance of the place. This rapid from head to foot is about six and a half miles long. About ten miles above this there is a ripple over a gravel bar, where there is a large island in the river, this would not hinder the ascent of a steamer such as I have spoken of. There are two or three places where the current is very swift between here and Fort Liard, but a steamer which would work her way up to them could easily ascend them.

Between Simpson and Liard no streams of any importance enter the Liard. About 105 miles above Simpson the Nahanni enters from the west; it is about 200 yards wide at the mouth. I did not learn anything concerning it, but as it comes from the mountains it is not probable that any extent of it is navigable. About fifteen miles above this another small river enters from the west. About 176 miles above Simpson, Muskeg River enters from the east. It is an unimportant stream, little larger than a creek. It flows out of a small lake called Lake Bovie, which is fifteen or twenty miles from the Liard River.

Fort Liard, 182 miles from Simpson, was reached on the evening of the 4th September. Here I remained until noon of the 7th taking observations and collecting information about the surrounding country, all of which will appear in its proper place. Here I paid off the two Indians who accompanied me from Simpson, and engaged two other men to accompany me to Fort Nelson on the East Branch. From Fort Liard to the mouth of the East Branch the distance is about fifty-seven miles. In this stretch only two streams of importance enter the Liard. The first is called "Black River," and enters from the east just above Fort Liard. The water is dark and clear, and from its volume retains its colour several miles below the mouth before it is mingled with the Liard waters. The river at the mouth is upwards of 200 yards wide. About fifty miles up, there is said to be a bad rapid, but as it was described to me it appears to be more a short cañon with a sharp bend in it which makes a dangerous whirlpool. There was no one around the place when I was there who knew anything about the stream farther up. It is said to flow out of a large lake called Lake Bistcho.

About twenty-six miles from Fort Liard the Labiche River enters from the west; at the mouth it is quite large, but does not appear to be of much importance. At Fort Liard the Liard River is about 600 yards wide, with a depth of ten feet in mid-stream in low water. Between this point and the junction with the East Branch there are no rapids, though there are a couple of places where the current is rather strong.

I believe any steamer that could make her way up to Liard could make her way up to the East Branch. The Liard up to this point is seldom less than 600 yards in width, and often nearly a mile. In places there are many islands and bars in it. I did not learn anything of the depths of water in the channel, but it appears from what I saw and heard that, with the exception of the rapids, light draught steamers could navigate it at any time.

East Branch River, or as it is locally known, the Nelson, is from 200 to 400 yards wide. Between the Liard River and Fort Nelson, situated on the East Branch, a distance of about 111 miles, no streams of any importance enter this river. The largest, known as "Deer River," is not more than forty yards wide, another about thirty yards wide, known as "Snake Creek," joins about fifteen miles below Fort Nelson.

At the stage of water in which I went up it, I feel confident stern-wheel flat-bottomed steamers, such as are on the Athabasca, could make their way up to Fort Nelson with comparative ease.

I arrived at Fort Nelson in the afternoon of the 15th September. I found there were only three or four Indians here, and of those only one knew anything of the route by which I proposed to reach Peace River. His trip through to the Peace had been made when he was a child, consequently his recollections of the route and its directions and difficulties were not very reliable. In any case he was a cripple, and his services as a man would have been *nil*, while as a guide they would have been very doubtful. The Indians attached to the Post were expected in from their summer's hunt in a few days, in fact it was known that some of them were only a short distance up the river waiting for the rest to join them before they would come in. The weather for some days previous to my arrival at Nelson had been showery and unsettled, this culminated on the 16th in a heavy rainfall, which changed to snow on the 17th and 18th. This was damp and stuck to and loaded the trees in the forest to such an extent that the weight broke thousands of them. The snow-storm appears to have been local, as I afterwards learned that it had not extended to Peace River, nor more than 100 miles south from Nelson. The weather cleared on the 19th and the evening of that day I took the observations necessary to determine the latitude and longitude of this place. The afternoon of the following day the Indians, who trade at the Post, came in in a body; out of all their number it was found that only a few had any personal knowledge of the route I wished to pass over. To secure the services of any, I had first to win the good-will and approbation of the chiefs, of whom there were three. A long talk was indulged in, some tobacco and bread was distributed to them, and many irrelevant questions were discussed before they would listen to my proposal about hiring help from them. They seemed to assume that I was a travelling chief among white men, and insisted that I should raise the price of furs before they would make any arrangement: it took some time to disabuse their minds of this impression. They then wished to know why I was so desirous of passing through this country. To have explained to them my real object would have invited an endless discussion of questions which I would not care to answer even if I could, so I simply told them that it was my shortest and quickest way home, and as it was late I had no other choice. After some very sage reflections they seemed to think this satisfactory, and consented that three men should accompany me. After much discussion three men were selected, and as they had to make preparations, the following day was allowed them for that, but at the last moment one of them refused to go, and with some difficulty another one was induced to take his place.

As this Post is off the main line of travel and the only white people seen at it are those in charge of the Company's business and a missionary, the Indians have seen very little of white people or civilized life, consequently they retain more of their original manners and habits than Indians generally do. I will make a short reference to this in its proper connection. After considerable expostulation and hurrying we got off on the morning of the 22nd. The first and second days out my Indian help were gay and good humoured but idle. They seemed to think that all that was required of them was to show us the way through, though before engaging I thought I made it plain enough to them that it was aid more than guidance that I required, otherwise I would not have engaged them. I understood from them that there was a portage which took from two to four days to traverse between the water system of the Liard and that of the Peace Rivers, which was my reason for engaging three; and had my transport facilities been greater I would have taken more of them, and it would have been just as easy to secure ten or twelve as three. As I did not wish to vex them until we got fairly away from the Fort and got them committed to the journey, I quietly submitted to their idleness. The only help they gave us was an occasional straggling spurt, each one striking out without any unison of effort. Often in the midst of a difficult piece of current they would all stop and watch our efforts; the only response they gave to a call for help in such

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cases being a laugh. The evening of the third day out we met an Indian family on their way down the river; they had a large supply of meat on hand and invited our friends and ourselves to camp with them for the evening. This I was loath to do, but as the Indians were very desirous of doing so I consented rather than run the risk of vexing them and have them return with their friends, which they would have endeavoured to do. Next day they were more idle than previously, and manifested much discontent. That evening I was engaged for some time taking observations, at which they evinced much curiosity as I desired them to keep away from me. Then their superstitious dread may have been aroused: whatever the cause was, they left me between the hours of two and three o'clock the next morning. I heard some noise and arose to see what it was, when I found them gone; they had evidently heard me rising and went off so hurriedly that they left some of their property behind them. It transpired during our conversation with them, which we held with the aid of a few words of English they knew and signs, that only one of them had any personal knowledge of the route, the others never having been over it, whereas when I engaged them I understood distinctly that they all knew it well.

The Indian whom I met the evening before appeared to know something of it, and tried to portray its difficulties to me by signs, and as far as I could understand him tried to persuade me to return by the way I came: if I am correct in this he may have influenced my aids to return. Whatever the cause I was left in an awkward position. About finding my way no doubt ever arose in my mind as I knew my position, and also approximately that of St. John on Peace River, but to make my way from the Liard water system to the Peace, over a twenty-five mile portage with the aid of only two men at that time of the year would be hazardous, as winter might set in before I would get over the portage, or the stream we would descend to the Peace be frozen, besides our provisions would not last us such a protracted time. To return by the river would have been objectionable in several ways; first, it would not be likely that I would succeed in getting past Simpson or Providence where I would have to winter or make a snow-shoe tramp of ten or twelve hundred miles to get out, which would have taken most of the winter after snow-shoeing set in; secondly, it would have given the Indians an idea that white men could not pass through an unknown country without their aid, which I am very far from believing. And the last and greatest objection was, that it would be abandoning entirely the object for which I was sent out. Thus impressed I continued up the river. The first four days proved tolerably easy and we made about sixty-one miles; after that the water in the river got shallower and the current increasingly stronger until two to four miles proved a hard day's work, and that was only accomplished by all hands getting into the water and hauling the canoe up rapids and over shallows, over which she would not otherwise pass. I kept on in hopes that this sort of thing would change for the better, but instead of improvement I found the reverse. The portage had been described to me as being close to the mountains. On the 5th of October I climbed to the top of the river bank, and from the summit of a hill got a look at the surrounding country. I could see that the mountains were at least forty miles to the west of us, and the direction of the river valley, looking upward, continued south for some distance yet. Now, to follow the river up to the portage, even if it were practicable in the time at my disposal, would lead me away from the region it was desirable to inspect, besides my provisions would not admit of a prolonged stay. I determined to follow the river another day, and see if there would be any improvement. Noon of the 6th determined me to abandon the river, and make my way to St. John, of which position I only knew that it was between ninety and one hundred miles south, and about sixty east of me, taking its position on extant maps as its correct position, which might or might not be true, more especially the longitude.

I will now describe the river and its affluents from Nelson upwards. About two miles above the Post a river flows in from the west called the Sicannie River. It is quite as large as the Nelson. The Indians described it to me as flowing through mountains for a long distance, and at one point in its course being quite close to the Liard, but they may be mistaken in this, and it may be the Turnagain or Black River they mean. Lately they have taken to its head-waters as their hunting ground,

and speak of visiting a trader whose home is on a river which flows into the sea, which is probably the Stikine River. They say it takes them several days to travel on foot from where they leave the Sicannie River to this trader's place. They described the current as being always swift, but there are no very bad rapids. The bed of the river is generally gravelly.

This river, like most mountain streams, is subject to great changes of level very suddenly, and of course the East Branch is correspondingly affected. Last season there were two sudden rises; the first began on the 5th June, and reached its maximum on the 7th, at which it remained for three days; this was the highest it has ever been known to be. One very old Indian at the Post says he recollects in his childhood hearing the grown-up people talking of its having flooded the valley, but he does not think it was as high then as it was last season. The water at its highest was eight feet at the Company's flagpole at the Post; and the surface of the ground at the flagpole was upwards of twenty feet above the river level when I was there. Now the bed of the river here is nearly 300 yards wide, and when we consider that this bed was filled up, and also the immediate valley to a depth of six to eight feet and nearly a mile in width, we can form some idea of the volume of water coming down a stream less than 300 yards in width. All the buildings at the place were submerged to the second floor, and all the residents had to flee to the higher lands until the flood abated. Much damage was done to the buildings and the property in them, as there was not time nor facilities to remove it. The Roman Catholic church at the place was removed bodily and scattered along the banks of the Liard, as also was the Mission residence; they were situated on lower ground than the Company's buildings. Evidence of this flood was found all along the East Branch in the form of mud and debris all through the woods.

About forty-five miles above Nelson a small river flows in on the west side; it is not more than thirty yards wide at the mouth. The current is swift, and there is a considerable volume of water in it. My Indians delineated its course for me, which shows it to flow in the same general direction as the East Branch, out of quite a large lake, which they said was not very far from the main river. I understood from them that they could cross, and often had, from the East Branch in less than a day; also that this lake was a good hunting and fishing ground. I could not learn its name nor extent, but I understood they called it simply their lake, and it was ten or fifteen miles long and nearly as wide. As I could not understand their language nor they mine, it was difficult to get any definite information from them.

About ninety-one miles above the Fort what is known as the forks is situated. The East Branch is the smaller, and is known as the Nelson River; the west one is the Sicannie Chief River. My course lay up the latter. From an Indian I met at Nelson, and who had been much on the East Branch mentioned and also on the headwaters of Hay River, I got a good deal of information concerning both. Regarding the so-called Nelson, or East Branch of this fork, he says he has been up it to the head. He describes it as very shallow, except in spring; so much so, that it is only in spring there is water enough to run a canoe down it. At the head it is wide and full of gravel bars, which in summer time absorb all the water, so that the channel is dry. From the head of canoe navigation on this stream down to Nelson takes about three to four days in high water, or say one hundred and fifty to one hundred and eighty miles. He says he once made a trip to Peace River from the head of canoe navigation on this stream, and described his route as being southerly for one day to a lake of considerable size, thence from the lake to Peace River three days on foot, which probably would make it from fifty to seventy miles from the head of this stream to Peace River. Between the lake and Peace River he crossed a ridge of hills, which he designated mountains, all heavily timbered. His object was to trade at a Post on Peace River, which was probably St. John, but he did not know the name of the place nor of any one about it by which it might be identified.

This man frequently crossed from Fort Nelson to Hay River. He described several routes, the first of which goes direct from the Post in a south-easterly

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direction to a pretty large lake, out of which a stream flows into Hay River. The distance from Nelson to the lake is about sixty or seventy miles; the lake, as he described it, is about twenty-five miles wide, circular in shape, and distant about thirty miles in a straight line from Hay River. His distances seemed to me excessive, or, rather, the time taken to travel over them from which I inferred them, but he insisted that they were correct. He has frequently gone down Hay River to what is locally called the "Horse-track," that is the portage route from Hay River to Peace River, which latter it touches at Vermillion, but has never been farther down. A short distance below the creek which drains the aforementioned lake, a small stream enters Hay River from the south-east, which he called Con-ne-taze or Dry River; it appears to be unimportant. A short distance below the Hay River enters a large lake called Hay Lake, which cannot be less than thirty-five or forty miles long, if his account of the time taken to travel from end to end of it is reliable. The width, too, would appear to be considerable, as he said the woods appeared blue in the distance on both sides when seen from the middle of it. This would imply twelve to fifteen miles at least in width. He described the lake as shallow and sedgy, with much hay around its shores.

Not far below this lake a stream of considerable size enters from the south-east, which he called Chin-cha-gah River. He could not give any exact idea of the time taken to travel from Hay Lake to the Horse-track, as he apparently had never gone directly down it, having always hunted on his way down.

Another route is to follow up the east fork a short distance above the forks to where a stream enters from the east; up this we go a half-day or so, when another half-day overland will take us to Hay River. This appears to be the route the Indians generally take when going from Nelson to Hay River, as many of them appeared to be familiar with it, and advised me to take it in preference to the route I came. Some considerable distance above this on the east fork it and Hay River are so close together that there is only a half-day portage (about seven miles) from one to the other. My informant had never been above this on Hay River, but had often been from here down to the Horse-track on it, and described that much of it as being perfectly clear of rapids or bad water. This must be considerably over one hundred miles.

Above the Forks, the west branch, called the Sicannie Chief River, trends from a generally south-easterly course to southerly for a distance of about forty miles, when it swerves to the westward, and continues so for about twenty-five miles, when it turns sharply to the west, and continues so to the Rocky Mountains forty or fifty miles. In this I refer to the course of the valley ascending the river.

As far as practical use is concerned, except for floating timber down, all those streams above Fort Nelson may be considered out of the question. A powerful light draught stern-wheel steamer might in good water ascend as far as the forks, but certainly not farther; in low water she would not be able to get nearly so far up. A marked peculiarity of this stream is the nature of the bars in it. They consist principally of sand, and many of them are continually shifting their position. By putting a stick down to the bottom in very many places along the river the bottom can be felt in violent agitation, the sand rolling along with great force and lodging in the deep places, only to be dislodged again in time. Many of the bars are very treacherous, presenting a solid appearance which is far from real; on top of them there is a thin crust of gravel, which will not support a man, and through which he will sink in quicksand two or three feet. To cross one of these is quite an undertaking, as it is exceedingly fatiguing, if not dangerous. Much of the bottom of the river is in the same condition. The route the Indians follow to Peace River continues up this stream to the falls, which are situated near the mountains.

A short distance above the falls a creek flows in from the south; the valley of this creek is followed up to a lake about a mile across. From the lake the course is southward to a small stream down which they went in their canoes or a raft. This stream soon enters a small river which flows into Peace River; this river is known as Half-way River, from the fact that it enters Peace River about half-way between Hudson's Hope and Fort St. John on that river. All the Indians agreed that it took

about four days to descend from the portage to Peace River, and that the descent was somewhat dangerous from many sudden turns, shoals and large rocks in the way; but as they generally descend it in small canoes made of spruce bark, which are very small and very weak, without mishap, I do not think it can be as serious a matter as they try to represent it. A word or two about these canoes may be of interest. They are made of the bark of the ordinary spruce, or, as it is known in the country, "pine." A tree of suitable size is selected; the bark is cut around near the ground and at a height sufficient to make the canoe the requisite length; a cut is then made from the top to the bottom of this section and the bark peeled off. The ends of this piece are then doubled and sewed, and a suitable gunwale and frame of willows fitted in and sewed to the bark; the seams and knot-holes are then filled and gummed, and the craft is ready for sailing. A couple of Indians can complete one of these in half a day. As a rule they do not intend them to carry more than one man and his hunting outfit, but many of them are large enough to accommodate two to four people. They are only intended to last one journey, and are very seldom taken up stream. When an Indian party in this region start out from a Post on their hunts every member of the party (dogs included) has to pack on his or her back a portion of the party outfit. In this way they make their way to their hunting grounds. In the spring or summer, when they wish to descend the rivers to their several Posts, they make their way to some point where there are suitable trees, make their canoes and descend in them to the Post, abandoning them on their arrival. Sometimes the frame and stitching are taken out of them and they are utilized as coverings for buildings. They are very weak and will not stand much rubbing on the bottom, as very little force puts a hole in them or cracks them. Unless kept in the water continuously they soon become dry and brittle, when their use as boats is gone. Very few of them exceed six or eight inches in depth amidships; consequently they cannot be expected to sail in very rough water. Birch bark cannot be obtained in large enough pieces nor in sufficient quantity, or this poor material would never be resorted to.

On the 7th October I left Sicannie Chief River about two miles below where its valley turns sharply to the west as already mentioned, and struck south-east through the woods for St. John, on Peace River. As three men could not possibly carry all my outfit, I was forced to leave nearly all my instruments, books, clothing and a double-barrelled shot gun behind; my men had also to leave some of their clothing. I intended as soon as I got to St. John to hire Indian help and send back to this point and bring the stuff out, so did not take the same care I would have done had I expected it to remain here the length of time it will have to. About 30 feet above the then water level four suitably situated trees were selected and cut off about eight feet high; a staging was erected on this, on which the canoe was put bottom up and tied down to it; the stuff was then put into the canoe and tied there.

Where we left the river the valley is a cañon between 1,200 and 1,400 feet deep; egress from the valley is only possible where a creek or ravine cuts through the steep sides. Up the valley of a creek which enters just where we left we clambered, but between the difficulties of ascent and our heavy loads, which averaged seventy-five pounds per man, we made such slow progress that it was nearly three o'clock when we reached the summit. In many places we had to literally drag ourselves and load up with our hands. That evening we camped in sight of the river valley, and so near to it that we could hear the roar of the rapids in the calm evening air. On the 8th we got fairly started on our journey. Our outfit consisted of about twelve days' provisions for each man, sufficient bedding, some clothing, an axe, rifle, eighty rounds of ammunition, and instruments necessary to determine our position as we progressed, also a small photographing camera.

The route proved much more difficult and longer than I expected, and a couple of days' rain and snow retarded our progress so much that it was the evening of the 21st before we reached St. John. Our condition was anything but pleasant until we saw the Post; we had eaten the last of our food at noon, and game was scarce and our ammunition very short; our clothing was torn to rags, one of the party actually having no pants; and we had no idea where St. John was until we saw it, and fortu-

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nately for us we struck the river right at it. The tenth day from Sicannie Chief River our provisions ran so short that we had only six pounds of bread; all our dried meat, beans, tea and sugar being exhausted. I divided the bread into four days' rations, intending to eke it out with such game as we could secure, but this proved so scarce that all we could get was a dozen or so partridges, some squirrels and a muskrat or two. The result to myself was a loss of fourteen pounds in weight, and the other members of the party were correspondingly lighter and weaker. The distance in an air line from where I left Sicannie Chief River to St. John is $92\frac{1}{2}$ miles, but we must have travelled upwards of 140. Our course was anything but straight, as we often had to make long detours to pass swamps and brulés.

Not far from Sicannie Chief River I crossed many creeks, which all seemed to be running to a common point. As we progressed southward the valleys of these creeks were deeper and the streams larger; many of them proved troublesome to traverse. Between twenty and twenty-five miles in an air line from Sicannie Chief River we traversed quite a large stream in a deep valley; it was fully 100 yards wide, but shallow, yet there was quite a volume of water flowing in it. Just above where we crossed it, it was joined by a large creek flowing from the west; the main stream, as far as I could see up the valley, came from the south-west.

Before reaching the Peace River I crossed nine creeks, two of them quite large. Some of the Indians I met at St. John professed to know this country well, and assured me that all those creeks flowed into the river mentioned, which they affirmed was Pine River of the north, which flows into Peace River twenty-five miles below Fort St. John. They further assured me that all the streams I crossed between it and Peace River flowed into it before it joined the latter, and certainly I saw no stream entering Peace River between St. John and Pine River, according in size with some I crossed within a few miles of the latter stream.

About fifteen miles from where we crossed Pine River we struck the valley of quite a large stream which flowed south-easterly. We kept down this valley for three days. I may say here that we found many Indian paths and horse trails along our route, many of which we would follow for a considerable time, when we would lose them in a large swamp or piece of prairie, or would find them going so much out of our direction that we would abandon them. When on these trails we had fair footing, but they frequently took us long distances in a direction contrary to that we ought to go, and we wasted much time looking for them when we lost them, so they did not prove an unmixed blessing to us. Many of them are well cut out and beaten, and many of them no doubt lead from one hunting ground to another. Most of them run along the streams.

After following the above mentioned stream for three days it became quite large, but then suddenly turned sharply to the eastward down a narrow deep valley whose sides were too steep and rough to travel on. We abandoned it, continuing our south-easterly direction for a little over a day, when we again struck a large stream, which the Indians at St. John told me was the same one we had followed for the previous three days. We continued down this for another day and a half, on which portion of it there is a lake six or seven miles long and about a mile wide, when it turned sharply to the east and continues, so the Indians say, until it joins the Pine River; in fact, this is what has hitherto been marked on our maps as Pine River, though it would appear from this that it is only a branch of it. Quite a large stream joins this about thirty miles north of Peace River, flowing from the west.

On my arrival at St. John I found all the Indians who hunt and trade in the vicinity camped around the Post. From some of them who appeared to know the country well I got some information concerning the part of it north of the Fort. I made a sketch map of my track from Sicannie Chief River to St. John, and two or three of them recognized the principal features on it, and gave me the names I have already given. In addition they directed me in making a sketch map of the water system lying north-east of the Fort. Their information was that about forty-five or fifty miles N.N.E. from St. John, as they pointed, there was an extensive ridge which they designated mountains, though by the way every hill is a mountain with them.

As they marked it the ridge lies north-west and south-east, and extends twenty-five or thirty miles. They said Battle River, which flows into the Peace nearly three hundred miles below St. John, originated in a large swamp extending south-east of this ridge; many small creeks flowed out of this swamp in an easterly direction; these soon joined and formed quite a large stream, along which the country as far as they were down it was comparatively dry, with occasional patches of prairie and meadow land along its banks. To the east of this ridge another stream originates in a similar manner. This they said, they had learned from other Indians, ran very far into a large lake, and from a part of it Indians used to cross to Peace River over a long portage. They believed it was Hay River, though not known to them by that name. An extensive swamp lay along the north-east slope in which are many lakes, some of them as much as five to seven miles long. Out of these lakes streams flow north-westward and unite in a stream which they said flowed northward into a large river on which were some Posts where other Indians they had met went to trade. This is probably the stream known as the Nelson, of which I have already given a description furnished me by an Indian at Fort Nelson. It will be seen that the characteristic features mentioned are common to both accounts.

At St. John I engaged the services of two horses, and after a couple of days also got three Indians reluctantly to consent to accompany my two men back to the cache on Sicannie Chief River, taking the horses with them as far as they could, which would be at least within twenty miles of the cache; and one of the men engaged said he knew a way by which they could get within seven or eight miles of it, and leave the horses in charge of one of the party while the others went on and carried back the stuff to them, leaving the canoe where it was. Indian-like it took two days more to get them started; they were continually making new demands on me, and representing the dangers and hardships they would have to suffer, for which they thought I as a "Big Chief" ought to pay them handsomely. They have the most extravagant notions of the value of their services, and grade the value and importance in proportion to the rank and wealth of their employer. At length, after a long vexatious pow-wow of nearly three days' duration, they were got off in the afternoon of the 25th. They accompanied my men just a day and a half when they sulked and refused to go any further, notwithstanding that they had been more emphatic than the others in their denunciations of the Indians who had deserted us on the East Branch River; all the camp expressed much displeasure at the conduct of these men, alleging that they would never be guilty of such meanness, and made some uncomplimentary allusions to them. After being convinced that they would go no farther, one of the men rode back to the Post and tried to get others to take their place; but this was found impossible, and he had to return to his companion and bring him in. In any case they would not have been able to proceed, for the following day a heavy snow-storm set in which continued several days and so much snow fell that the horses would not have been able to proceed. Had the Indians continued for another day or two they would have been quite justified in turning back, as it was they betrayed their true character without an excuse.

Meantime after their departure I began to make preparations to descend Peace River to Dunvegan and Smoky River, thence *via* Lesser Slave Lake and Athabasca Landing to Edmonton, taking the necessary observations as I went. At Edmonton if my men had not then overtaken me I would make the necessary preparations for them to come home. In this way I hoped to save some time, for my services were not required to find the way back to the cache, while they were indispensable in taking the observations, which we might assume would occupy many days by reason of unfavourable weather. I purchased a canoe and was about to start on Monday afternoon the 26th October, when a trader's scow was seen drifting down the river on its way to Vermillion about five hundred miles farther down. Shortly after this a raft came down; both scow and raft landed and remained over night, and I decided to leave my canoe for my men to come down in when they returned. On the morning of Tuesday the 27th I started down river on the raft, which belonged to the sons of the Rev. J. G. Brick who resides at Smoky River. They were returning home after a trip up to the mountains.

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I afterwards learned that I was not much more than out of sight of the Fort when my man returned to tell that the Indians had deserted him, and to try and secure others as already mentioned. I was not more than six or seven miles from the Fort when it began to snow and continued to snow all the way down to Dunvegan, where we arrived late in the evening of the 29th. The second day from St. John ice began to form in the river, and soon increased so much that it was running full from shore to shore. I had intended making a rough survey of the river from St. John to Dunvegan, but the snowfall was so heavy that we could very seldom see the shores of the river, which put a survey out of the question. With so much ice drifting it was very difficult to do anything with our craft, and often we had much difficulty in keeping her in the channel. The afternoon of the 28th we drifted past the scow which soon after, in the gloom of the evening, drifted on to a gravel bar, on which it was driven hard and fast. It took the owner and his crew of four men nearly three days to get it off. I will here remark that there are few more unpleasant employments than sitting on a raft or boat shivering with cold, listening to the unceasing grinding and crunching of the ice as it drifts slowly along. This ice drift is common to all northern rivers, and generally continues from two to four weeks before it sets fast. As it drifts along, portions of it drift on to and become attached to the shore; other portions become attached to this and thus a fringe of ice gradually forms along both shores, which widens until there is only a narrow channel where the swiftest current is in which the ice continues to drift until it jams, when it sets. It often happens that these jams are burst by the force of the current and carried down the river, taking with them all the ice in the river which may drift several miles before it is stopped. The result is that in winter the northern rivers present anything but a smooth glassy appearance; in fact it is often difficult to cross them on account of the height and roughness of the piled up broken ice, the only footing being close to the shore.

At Dunvegan I had to wait until Tuesday the 3rd of November before I could procure a horse and sleigh to take me down to Smoky River. I spent most of this interval in reading old journals and gathering information, some of which will appear in its proper connection. I also took some observations, which will also be referred to later.

I arrived at Mr. Brick's Mission, near the mouth of Smoky River, on the afternoon of Tuesday the 5th November. Here I had to remain until Wednesday the 18th, as there was no practicable way of getting across the river, the ice drifting so thickly.

On the 13th my two men overtook me, having made their way from St. John to Dunvegan in my canoe, and from Dunvegan to Mr. Brick's overland.

On the 18th I went down to Peace River crossing, but found it impossible to cross. The ice had set the previous evening and was not strong enough to carry a man. I was therefore compelled to remain on the west side of the river that night. The night proved cloudy and mild, and the ice was not much stronger in the morning, but with care one could pick his way by keeping where the drift ice was thickest and heaviest. Our stuff had to be dragged over, as we were afraid to trust ourselves with the extra weight on the ice. For safety, each man carried a long light pole under his arm, so that should he drop through he would if he held to the pole not disappear under the ice. As soon as we crossed I sent a man on foot to what is known as the "Cattle Sheds," about 30 miles distant on the road to Lesser Slave Lake, to get a team and sleigh to take us and outfit to the latter place. The team arrived on the evening of the 20th, and the next morning we left for Lesser Slave Lake, where we arrived on the night of Monday the 23rd.

As it was absolutely necessary that I should get some observations here and the weather proved unfavourable, I had to remain here a week, leaving on the forenoon of Tuesday, 1st December. To carry our baggage and help us along we took two dog-teams with which we reached Athabasca Landing the evening of the 7th. The distance is about 175 miles.

I remained at Athabasca Landing the 8th, 9th, 10th and 11th, as I could not obtain transport to Edmonton. I obtained some observations here. The morning

of the 12th I left the Landing with my party and a teamster and team belonging to the Hudson's Bay Company; as the weather was fine and the roads good we made good time, and pushed our team so much that we reached Edmonton at ten o'clock in the night of the 13th. Here I paid off the man I had engaged here in the summer, and attended to some matters connected with my work. As it was necessary that I should get some observations here, and I did not get them in time to start for Calgary on the train on Wednesday the 16th, I had to remain over until the 18th, there being only two trains per week to and from Edmonton. This finishes the account from and to Edmonton. As the rest of it is only ordinary routine travelling, it possesses no interest here.

GEOGRAPHICAL POSITION OF THE PRINCIPAL POINTS VISITED.

Before leaving Ottawa I was given two pocket chronometers by the Surveyor-General, Frodsham No. 9699, and Barraud & Lund No. $\frac{8}{25}$; in addition, I had my own, Jones No. 78288. I carefully rated these before I left Ottawa, but found their rate unsatisfactory, especially the Barraud & Lund. I intended to use these to find the longitude of the points I would observe at from the difference of time between the starting point and the several points. I intended the starting point to be Edmonton, and the known difference of time between there and Ottawa would also give me an idea how chronometers behaved while travelling, but unfortunately while at Edmonton the weather was too wet and cloudy to obtain the necessary observations. I was too much hurried to delay and get them, and I was the less anxious as I expected I might get some at the Landing, and make it my reference point and determine its position on my way home when I would have plenty of time. At the Landing I was again unfortunate in having cloudy weather, as I also was at McMurray, so that I did not get any observations until I reached Chipewyan. I deduced a rate for the chronometer by observing at both ends of the instrumental traverse I made on Great Slave Lake, and from the traverse, deducing the difference of longitude of its terminal points. By making the best adjustment I can of the rates between Ottawa and Chipewyan, the longitude of the latter place referred to Ottawa stands by the three chronometers thus: Frodsham $111^{\circ} 08' 16''$, Barraud & Lund $111^{\circ} 11' 45''$, and Jones $111^{\circ} 11' 10''$; mean $111^{\circ} 10' 24''$. The longitude given by Sir J. H. Lefroy in his diary of a magnetic survey of a portion of the Dominion of Canada is $111^{\circ} 18' 40''$, which he says is the mean of Franklin's, determined in 1820 and 1826, which is deduced, I presume, from lunar distances. I could in no way deduce from my chronometers the latter value and as lunar distances are, as a rule, not very reliable, I have assumed the former value as the longitude of this point and made it my reference point. The latitude deduced from circum-meridian altitudes of stars I found to be $58^{\circ} 43' 02''$. Lefroy determined it in September, 1843, and July, 1844, the values respectively being $58^{\circ} 42' 58''$ and $58^{\circ} 43' 09''$, mean $58^{\circ} 43' 03.5''$. He quotes Franklin's as $58^{\circ} 42' 35''$.

From Chipewyan the rate of my chronometers, when compared with each other, is fairly good. At Fort Smith I observed and found the latitude $60^{\circ} 01' 51''$. The longitude referred to my position of Chipewyan as given above is by Frodsham $111^{\circ} 56' 03''$, Barraud & Lund $112^{\circ} 02' 17''$, Jones $112^{\circ} 01' 56''$, mean $112^{\circ} 00' 05''$.

Resolution on Great Slave Lake I found from circum-meridian altitudes to be in latitude $61^{\circ} 10' 35''$. Lefroy in 1844 made it $61^{\circ} 10' 42''$, and Franklin in 1825 $61^{\circ} 10' 26''$. Franklin's longitude same year $113^{\circ} 45' 00''$, and Simpson's in 1836 $113^{\circ} 48' 00''$; mine referred to the position of Chipewyan—Frodsham $113^{\circ} 49' 32''$, Barraud & Lund $113^{\circ} 55' 16''$, Jones $113^{\circ} 50' 45''$, mean $113^{\circ} 51' 51''$.

The mouth of Hay River on the east bank about a fourth of a mile up from the lake I found in latitude $60^{\circ} 51' 40''$, longitude by Frodsham $115^{\circ} 56' 01''$, Barraud & Lund $116^{\circ} 01' 15''$, Jones $115^{\circ} 58' 25''$, mean $115^{\circ} 58' 34''$. This is much farther west than Lefroy places it, his position being $115^{\circ} 18' 00''$ which appears to be by account. Our longitudes of Resolution only differ about seven minutes or about four miles. Now the difference of longitude between Resolution and Dead Man's Island deduced from my micrometer survey which must be within a very little of the truth is $0^{\circ} 40' 03.7''$ which would locate the latter point in $114^{\circ} 31' 54.7''$, giving

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about forty-seven miles between the assigned positions of Dead Man's Island and Hay River, which I know from the times taken to paddle over that portion of the lake both in 1888 and 1891 is not far from the truth, as it took the best part of two days in both cases, so that I feel no hesitation in adopting my own locations though dependent altogether on the going of my chronometers which was not as satisfactory as might be desired.

Fort Providence I found in latitude $61^{\circ} 20' 38''$ from circum-meridian altitude of stars; longitude by Frodsham $117^{\circ} 54' 46''$, Barraud & Lund $118^{\circ} 00' 45''$, Jones $117^{\circ} 57' 41''$, mean $117^{\circ} 58' 43''$. I can find nothing in Lefroy that would serve to indicate the position of the present site of the post. Between Providence and Simpson I determined the position of several points, but as they only refer to points on my survey of the river it is needless to say more concerning them.

My observations at Simpson place it in latitude, by circum-meridian altitudes of the sun, $61^{\circ} 51' 44''$; by altitude of Polaris $61^{\circ} 51' 43''$. Lefroy quotes T. Simpson's latitude in 1837, $61^{\circ} 51' 25''$; his own 1844, $61^{\circ} 51' 42''$. He quotes Simpson's longitude as deduced from a number of lunar distances $121^{\circ} 25' 15''$, but he remarks "this is about eight minutes east of the position assigned by Franklin." My chronometers stand: Frodsham $121^{\circ} 39' 55''$, Barraud & Lund $121^{\circ} 45' 39''$, Jones $121^{\circ} 43' 01''$; mean $121^{\circ} 42' 52''$. This is about nine and a half miles farther west than Simpson's observations place it, and about five more than Franklin's.

Between Simpson and Liard I took many observations, but as they were only taken to fix points on my track survey of the Liard River I will make no reference to them here. My map when issued will show their position.

Liard I found to be in $60^{\circ} 14' 18''$ from circum-meridian altitudes of α Aquilæ, and $60^{\circ} 13' 44''$ from altitudes of Polaris; mean $60^{\circ} 14' 01''$. Longitude by Frodsham $123^{\circ} 54' 16''$, Barraud & Lund $123^{\circ} 59' 18''$, Jones $123^{\circ} 57' 28''$; mean $123^{\circ} 57' 01''$. This Post has always hitherto been marked on our maps as being in British Columbia, but it is about sixteen miles north of the northern boundary of that Province. Mr. McConnell of the Geological Survey visited this Post in 1887, and appears from his map to have found the latitude about the same as mine; and when we allow for the difference of position at Simpson mentioned above, his longitude is also very close to mine.

My camp on the East Branch River, at a point about three-quarters of a mile above its confluence with the Liard, I found to be in $59^{\circ} 31' 18''$ from circum-meridian altitudes of α Aquilæ; and longitude from Frodsham $124^{\circ} 29' 16''$, Barraud & Lund $124^{\circ} 30' 02''$, Jones $124^{\circ} 29' 40''$; mean $124^{\circ} 29' 39''$.

Between the mouth of the river and Fort Nelson I obtained observations to fix points on my survey, but, as in the case of the Liard, I will only give the results on my map.

Fort Nelson I found in latitude by circum-meridian altitude of α Aquilæ $58^{\circ} 49' 38''$, by altitudes of Polaris $58^{\circ} 48' 59''$; mean $58^{\circ} 49' 18''$. Longitude from Frodsham $122^{\circ} 53' 53''$, Barraud & Lund $122^{\circ} 56' 30''$, Jones $122^{\circ} 55' 55''$; mean $122^{\circ} 55' 06''$.

At the camp where the Indians deserted me, as already narrated, I determined my position to be latitude $58^{\circ} 17' 25''$; longitude by Frodsham $122^{\circ} 18' 01''$, Barraud & Lund $122^{\circ} 19' 15''$, Jones $122^{\circ} 18' 47''$; mean $122^{\circ} 18' 41''$. This point is about four miles north and about five miles west of the confluence of Sicannie Chief and East Branch Rivers.

I determined the position of a point on the river in $57^{\circ} 43' 25''$ latitude, and $122^{\circ} 40' 46''$ longitude by Frodsham, $122^{\circ} 46' 00''$ by Barraud & Lund, and $122^{\circ} 44' 25''$ by Jones; mean $122^{\circ} 43' 44''$.

The point where I left the river for Fort St. John is in latitude $57^{\circ} 31' 30''$, and is, I would judge from the direction of the river, not more than a mile west of the last mentioned longitude.

Between Sicannie Chief River and Peace River I determined seven latitudes but no longitudes.

I determined the longitude of Fort St. John from the difference of time between it and Dunvegan, the position of which was fixed by accurate survey connection

with the system of Dominion Lands surveys. In the interval between Sicannie Chief River and Peace River my chronometers had to be carried on my back, and they were subjected to much rough jolting and shaking, so that they could not be expected to fix St. John with reference to Chipewyan with anything like the same degree of accuracy as when they were carried in my canoe with very little shaking.

The latitude of St. John from circum-meridian altitudes of ϵ Pegasi is $56^{\circ} 11' 32''$, and from altitudes of Polaris $56^{\circ} 11' 12''$; mean $56^{\circ} 11' 22''$. The longitude from the chronometers referred to Dunvegan stood, Frodsham $120^{\circ} 52' 34''$, Barraud & Lund $120^{\circ} 53' 17''$, Jones $120^{\circ} 53' 02''$; mean $120^{\circ} 52' 54''$. The interval between the observations at the two places was nine days.

The position of Dunvegan, as deduced from actual survey, is, latitude $55^{\circ} 55' 38''$, longitude $118^{\circ} 36' 32''$. I observed at Dunvegan and Lesser Slave Lake and Edmonton for the purpose of finding the rates of the chronometers.

The position of Lesser Slave Lake Post flagpole, as W. T. Thompson gives it in his notes of a traverse survey between the 5th and 6th meridians in 1882 and 1883, is, latitude $55^{\circ} 32' 59.9''$, longitude $116^{\circ} 11' 18.6''$.

The latitude of Athabasca Landing I found to be $54^{\circ} 42' 31''$, and the longitude referred to Edmonton (mean of three chronometers) is $115^{\circ} 15' 48''$. The interval between the Athabasca Landing and Edmonton observations was six days.

RESOURCES OF THE DISTRICT.

As I have already reported twice on the Athabasca and Peace River basins and the Mackenzie once, it will not be necessary to now refer to them as specially as if they had not been before described. In the case of the Peace River, I visited a part of it last season which I had not before seen, that is, that part of it between St. John and Dunvegan, and also gathered much general information regarding it. I also gathered from the Hudson's Bay Company's journals at St. John and Dunvegan many useful facts concerning the seasons, which I also did at Fort Liard and Fort Nelson. Fort Simpson has already been noticed in my report for 1889, but I will insert here so much as will make this connected and intelligible, as I also will do in the case of Forts McMurray and Chipewyan.

Timber.

First in this connection I will notice timber. On the Athabasca, from the mouth of the Pembina down to Fort McMurray, the valley is narrow and from two hundred to three hundred feet deep. In the bottom of the valley there is much spruce and some poplar that would make fair lumber. On the uplands, as far as I saw, there are many places where a similar quality could be obtained, but as a rule the trees are much smaller than people in the Eastern Provinces are accustomed to see made into lumber, though they would compare favourably with those used in the other parts of the Territories. From McMurray down to the lake the banks are lower and the valley wider, until near the lake there are little or no perceptible banks. Here there is much fine merchantable spruce, but unfortunately it cannot be brought to market without the aid of a railway, the streams in the country flowing in a contrary way. This objection does not apply so forcibly to that part of this river above Athabasca Landing, as all the timber above this point and on Lesser Slave River and Lake could readily be floated down to this point, and as it is only about ninety-six miles from thence to Edmonton by the cart trail, and it is probably the point where the first railway north of Edmonton will cross the Athabasca River, its timber resources stand a chance of being utilized much earlier than those on the lower river.

I am sorry to say, however, that long before it will be necessary to resort to this, much of it may be burned, as such is the case along the trail between Edmonton and the Landing.

In 1884 I passed over this trail twice and then saw many groves of fine spruce, but last summer I saw that much of the best of this timber had been completely burned off. Then the country in the immediate vicinity of the Landing was all heavily timbered, much of it merchantable. Last summer, especially in the

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Ta-wat-an-a Valley and vicinity, the country resembled prairie nearly as much as the country in the immediate vicinity of Edmonton does.

As there is no very pressing necessity for any one to settle at present and the timber will yet be valuable, it is a pity that fires should make such havoc, but under existing conditions it is impossible to prevent them. On Great Slave and Lower Peace Rivers there is also much timber of value, but being on the Arctic water system it will be long before it will be a commercial asset. The same remarks apply to the timber on the Great Slave Lake and Mackenzie River of which quite a large percentage could be utilized.

The timber in the valley of the Liard and East Branch deserves special mention. Although I was led to expect large trees in the valleys of these streams I did not expect to see so many of such large size.

All the way from the Mackenzie up to the forks of the East Branch and Sicannie Chief Rivers, a distance of nearly 450 miles by the streams, there are many and large extents of large and good spruce, which would make better lumber than any other I have seen anywhere in the country. The cottonwood or balsam poplar particularly grows very large. On the East Branch many trees of that variety were seen more than three feet in diameter at the ground. At Fort Nelson there is an extensive flat thickly grown with spruce and poplar of this kind; I selected a medium tree of the latter species, cut it down and found the following dimensions: diameter at stump exclusive of bark, twenty-nine inches, diameter exclusive of bark at first limb, seventeen and a half inches, length from top of stump to first limb, ninety feet, number of rings of growth 149. The bark will add at least four inches to the diameter, as it is very thick and light. It has often occurred to me that the bark of this wood would answer many purposes to which cork is applied, as it resembles it somewhat in appearance and lightness, but is not as a rule nearly so soft.

As the timber on these streams is also on the Arctic watershed, it may be said to be beyond the pale of present utility.

Along my track between the Sicannie Chief and Peace Rivers I did not see much timber that could be used except for fuel and fencing, should such ever be required in the country. That near the Sicannie Chief River is generally scrub, much of it very small and very thick, so much so that it is very difficult to make one's way through it, though it does not average more than a couple of inches in thickness and eight to ten feet in height.

There are occasional ridges where Banksian pine grows six to ten inches in diameter and forty to fifty feet in height, but this timber is of no practical use. There are also occasional groves of poplar which would serve well for building logs.

As we near the Peace the trees get larger and more suitable for lumber, though still a very large percentage is only scrub. Much that I saw could be floated down Pine River and its branches into Peace River.

The prevailing timber here, as elsewhere in the country, is spruce; occasionally a grove of good poplar is seen, and in a few places I saw Banksian pine, tall, of good diameter, and clean trunked enough to afford two or three good logs to a tree.

Very few birch were seen, and those were generally less than half a dozen inches in diameter and scrubby.

On Peace River, between St. John and Smoky River, on many of the flats in the river bottom a good deal of good timber could be procured, but I fancy not much more than may prove requisite for the needs of the district in the future. In any case, without railroad communication, it is of no utility to the settled part of the Territories even if required, and even with it I am sure better and cheaper lumber can be brought in from other parts of the country. As far as I could learn and see of the uplands on both sides of the river, there is not a very extensive supply of merchantable timber on them, there being much prairie and swamp, with the timber generally too small for other use than fuel and fencing.

On the road between Peace River crossing and Lesser Slave Lake, though there is much bush, there is not very much timber fit for lumber to be seen, and I suppose it is a fair sample of the whole district. It is true a vast amount of lumber

could be got out of the tract, but it would prove small compared with the surface it was taken off. I would judge from the appearance of the woods around Lesser Slave Lake that a large quantity of lumber could be got from that vicinity, and the facilities for getting it to Athabasca Landing are good and inexpensive—namely, down the Lake and Lesser Slave River to the Athabasca, thence to the Landing.

There are several streams entering the lake on both sides which would doubtless afford access to timber many miles from the lake. As the disintegration of some kinds of wood into pulp and its conversion from that into various commodities is an accomplished fact, it may be that the wood peculiar to these regions may yet be utilized for that purpose. I have been informed that the wood of the balsampoplar, commonly called cottonwood, makes very good pulp for the manufacture of paper, and it may be that the large forests of it in our northern regions may yet be used for that purpose. The spruce does not appear to me to be of the quality supplied to the E. B. Eddy factory in Hull, P.Q., for the manufacture of articles made there, but it may be that it will, with a modified treatment, suit. However, as I have already said, the utilization of the timber in all this district depends entirely on railway communication with the settled parts of the country, which is a question for the future to determine.

In the information I got from Count de Sainville concerning the country around the delta of the Mackenzie, he says there is no timber of any useful size near the coast.

The Caribou Hills, which extend along the easterly shore of the estuary, are partly timbered with small spruce. These hills are, he says, about 1,200 feet above the sea at the south end (of which he did not give the location) and extend about thirty-five miles north and south and about twenty east and west. They decrease in height northward until at the north end they are not more than two hundred feet at the Arctic Coast.

The principal growth along the coast is a species of willow.

In May 1890, Mr. McKinlay, H. B. Company's officer in charge of Fort Resolution, made a journey in company with Mr. Pike to the so-called "Barren Lands" north of Great Slave Lake. While at his Post, this season I got pretty full notes from his dictation of his trip. He has since then very kindly sent me out the journal kept by him while absent on this expedition, and from both I will cull such information as may be relevant to a report of this nature. None of the party took any observations to determine the position of any of the points visited, and as I understood him they simply identified their location from the outlines of lakes and trends of streams as marked on a map they had with them. I will give a full account of this trip later on, but here I will just refer to Mr. McKinlay's remarks on the timber in that region. The country north of the lake "is just like that north of Fort Chipewyan on Lake Athabasca, and you know what that is like." From this description I cannot say that there is much timber of value on it. He said the timber such as it was, continued to about fifty miles north of the lake; it then thins out and soon disappears with the exception of a few clumps of spruce in very sheltered places. In many sheltered spots there are clumps of spruce which would be suitable for building logs. They did not succeed in getting farther down than the Back or Fish (or as Bishop Bompas of Mackenzie River district says it ought to be called "Big Fish") River and Beachy Lake, when adverse circumstances compelled them to return. Along Back or Big Fish River and Beachy Lake only willows were seen and those only occasionally. They do not as a rule grow more than five or six feet high. Bishop Bompas has lived in the country a great many years, is said to be able to converse in all the native languages, and has travelled over it a great deal, taking a general interest in all the parts he has visited; I think therefore any remarks he may have to make on questions of this character are entitled to every consideration. The prevailing timber here is spruce and Banksian pine.

Minerals.

The rocks and geological features of the Athabasca, Mackenzie and Peace Rivers have been so often and well described that there is no occasion to refer to them here

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in detail. I shall therefore only make such remarks concerning them as will serve to make this account intelligible.

On the Liard at the confluence with the Mackenzie the "Gros Cape" rises between 100 and 200 feet above the water, but as it is only clay and boulders it possesses no economic interest. At the foot of the rapids some black clay shale crops out, and along the rapids high precipitous rock cliffs occur, much of which appears to me to be calcareous sandstone with occasional exposures of shale of a grayish colour. About eighty miles above Simpson close to the water's edge on the right bank of the river I noticed an exposure of shale which could be easily separated into plates, and which were quite hard and close grained. In some places I saw where plates nearly two feet square could be got out quite easily. I brought small specimens of this away, but they were left with my canoe and outfit on the Sicannie Chief River. It appeared to me that material of economic value could be got out of here. The Mountains come quite close to the river at Nahanni River, but I did not go to see them, so can say nothing of the rocks there. At several places I noticed scarped sand and clay banks rising thirty to a hundred feet above the river. About twenty-three miles below Fort Liard a high rocky ridge runs along the easterly side of the river for a short distance; it appears to me to be a spur from the Mountains which are not more than four to six miles distant on the west side. The rock appeared the same as that seen in the Mountains. At the mouth of Muskeg River a rock cliff about 100 feet high was seen on the east bank, but I was not close enough to see what kind of rock it was. About twelve miles below the mouth of the East Branch a rocky peak rises 500 or 600 feet above the river on the east side, I did not get close enough to observe the character of the rock. Many similar peaks rise along the west side at the foot of the Mountains. Those who wish to see a complete description of the geological features along this river can do so by getting a copy of Mr. R. G. McConnell's report of his survey of it made for the Geological Survey Department in 1887. The report was published in volume IV., 1888 to 1889.

On the East Branch River no fixed rock is seen until we get about twelve miles above the mouth. Here on the east bank of the river a very coarse grained sandstone crops out and extends twelve or fourteen miles up the river. At the north end it is only a few feet high, but at the south end it is fully 500. There are only a few small knolls of the same rock on the west side. These rocks present a very picturesque appearance as we ascend the river. They are weathered into castellated forms, and many grand views are presented by them as we wind our way along the river. I took some photographs, but they were left with my other property on Sicannie Chief River. This rock is very coarse grained, in fact the top layers might be called a fine conglomerate of gravel and sand, but it gets finer grained in the bottom layers until where it is highest they are a fine grained greenish-gray sandstone. It suddenly turns away from the river at the south end. On the west side farther up there is a range of hills apparently composed of the same sandstone. They rise about 500 feet above the river and in many places are weathered into castellated forms similar to that on the east side of the river. They are as a rule a couple of miles distant from the river. No more fixed rock was noticed until we got about 20 miles above Fort Nelson, where the valley of the river becomes narrower and the banks steep, in places rising sharply almost from the water's edge 600 or 800 feet above it. Wherever the rock was exposed in these hills it was a black clay shale much disintegrated that was seen, reminding me very much of the shale seen on the lower Peace River. As we ascend the river these high steep banks get higher, steeper and more a characteristic of the stream than below, in many places continuing along the river for miles, then opening out into basin-like depressions of a mile or two in width.

In this clay shale I saw many small nodular masses, and thin bands of clay ironstone, which is also characteristic of the Peace River shales. About thirty miles up I noticed sandstones overlying the shale, and as we ascend the river gets up nearer to this sandstone until about sixty miles up from Nelson this sandstone is at the water's edge. For several miles below the forks of Sicannie Chief and East Branch Rivers there is a basin-like valley of several miles in width, the banks rising in

terraces and all wooded, the only rock exposure seen being at a few points where there are sharp turns in the river. This continues for about forty-five miles above the forks where the valley again narrows and is from 600 or 800 feet to 1,200 or 1,400 feet deep. The valley narrows as we get farther up, until the last ten or twelve miles I travelled up it was a cañon out of which it was impossible to get except where a stream joined it or a ravine cut into it. At the point where I left the river my barometer read at the river 27.87 inches and on top of the bank 26.78, showing a rise of about 1,100 feet at this point which was in the depression of the valley of a tributary creek. About 475 feet of this consisted of black and gray clay shales much coarser and harder than that seen farther down, with some thin layers and masses of clay ironstone. Above this the rock was sandstone, the bottom beds of a light gray colour, and the top ones of a yellowish shade and coarser texture. This sandstone is nearly always precipitous; three times I tried to climb to the top of it, always trying where from the river it appeared practical to ascend it, but always found it impassable. All through this cañon masses of this sandstone rock, many of them of immense size, lie in and along the river. In several places I saw where large portions of the face had fallen off the cliffs and rolled down the slope of the shale quite recently. This cañon-like valley continued up as far as I could see from where I left the river, and the Indians described it as continuing up into the Mountains. In the vicinity of the falls they said it was very narrow and so deep that it was dark, but as none of them ever went near the falls of which they appear to have a superstitious dread of the vicinity, alleging that the cañon at the foot of the falls gives forth strange noises, their statements are not to be credited as they otherwise might be. The Indians at Nelson described the country over which they pass from the water system of the Liard to that of the Peace as a flat country as I have already described, and the distance from one stream to the other about twenty five miles; but the Indians at St. John who appeared to me to be more familiar with that section than the Nelson Indians described the portage as being over a sharp high ridge (mountain they called it) over which it took a man on foot without a load about half a day to pass from stream to stream, the chief difficulty being in getting up and down the steep sides of the mountain which they said was all wooded with small trees. In the case of the Nelson Indians only two or three of them appear to have ever passed south to Peace River, and it may be that two different places are referred to, though they all referred to the falls as being not far from the portage. If the same place is meant I would place most reliance on the account given by the St. John Indians. The latter described the Half-way River as having many rocks in it and cliffs along it, which I infer from their description consists of sandstone.

Between Sicannie Chief River and Peace River many cliffs of this sandstone were seen along the streams, particularly where I crossed Pine River. On its cliffs of upwards of eighty feet high were seen weathered into fantastic shapes.

On Peace River what is apparently this same sandstone rock overlies a mixture of what appears to be sand and clay shales for some distance below St. John, but the snowy weather prevented my seeing much of the bank of that stream on my way down.

Between Peace River and Lesser Slave Lake no fixed rocks are seen along the trail, nor are there any along the north side of the lake, nor along Lesser Slave River, unless bedded clay and sand can be called rock.

During my journey I kept a constant look-out for fossils, especially on the East Branch and Sicannie Chief Rivers, but failed to observe any, though I often made special search. I cannot say that I saw even a suspicion of one. In this connection I may state that Count de Sainville gave me a crystal which he obtained on the west side of the Mackenzie delta, but it was left in my cache on the Sicannie Chief River. It consisted of an aggregation of hexagonal crystals radiating from a globular nucleus. It seemed to me to consist of clay as it was about the same colour, but gave a white streak; it was quite soft, being easily cut with a knife. The Count described them as being quite numerous in the clay shale along the western bank of the delta. He also found in the vicinity of the delta a curious fossil which he

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presented to the Mackenzie River Museum. I took the liberty of bringing it away for the purpose of having it identified or classified, but it now lies with my other articles in the aforementioned cache, and the Museum has lost a very curious and interesting fossil.

This Museum was organized in 1887 by the H. B. Company's officers in the district for the purpose of collecting and preserving specimens of all kinds of animals and birds peculiar to the country, also all fossils or curiosities, in fact anything of note or interest in connection with the country. I do not think they include specimens of plants in their collections. If they did it would add much interest and value to their labours and to the world at large and their own district in particular. The H. B. Company has devoted to it the use of some large rooms in one of their houses at Fort Simpson, and already they have quite a large collection of fossils, bones, Indian curiosities and implements, and stuffed specimens of nearly every animal and bird to be found in the district.

Capt. Bell of the steamer "Wrigley" has proved himself quite a skilful taxidermist and must necessarily, from the number of specimens fixed, have devoted much time and study to the curing and fitting up of skins. This institution should receive aid and encouragement from all lovers of natural history and science.

The fossil I brought away from it, which was contributed by Count de Sainville, was generally thought to be a fossilized joint of the vertebra of some large fish, but it appeared to me more like some species of star fish. I have described it to several palæontologists and examined many cuts of fossils, but so far have not been able to place it.

ECONOMIC MINERALS.

COAL.

Many exposures of this mineral are to be seen along the Athabasca, and a few on the lower Mackenzie, which have been described in several of the Geological Reports and in my reports of 1884 and 1887-88. While at Fort Liard I got an account of a very large deposit situated on the Mountains west from the Fort. My informant, a son of the officer in charge, had seen this deposit, but gave me no idea of its extent other than that it was very large. He was ignorant of its quality also, but from his answers to my questions I would judge it to be the ordinary lignite of the country. I could not gain any certain idea of its distance from the Post. This young man runs around the country adjacent to the Fort a good deal in the winter, collecting meat from the Indians for the use of the Post; and on some of these journeys the Indians informed him of the locality of this curious "stone;" in this way he saw it, but did not pay much attention to it.

On the East Branch some drift coal was seen along the stream up in the cañon. After some search I located the seam well up in the shale, not more than 100 feet below the sandstone. Where I saw it the seam was only four or five inches in thickness, and I do not think from the drift specimens I saw that it is much thicker anywhere in this vicinity. I brought out a small specimen and handed it to Dr. Dawson of the Geological Survey.

Where I crossed Pine River of the north I saw a thin seam of lignite, about the same in dimensions and appearance as the aforementioned seam. It was in the sandstone not more than sixty or seventy feet from the surface. No other indications of this mineral were seen between there and Lesser Slave Lake. I was told at the east end of this lake that the Indians report coal on one of the streams on the south side of the lake. This may be true, and likely is, as I have seen many large specimens in the drift along the north-east shore which very likely was drifted across with the ice, though it is possible some of it may have come down the Martin River from the mountains on the head of that stream.

Count de Sainville informed me he found three seams of lignite on the shores of Hutchinson's Bay on the Arctic coast. Two of them were about four inches in thickness, and the other he could not measure. As he saw them in different places it is possible there may be only one.

BITUMEN.

In my report of 1889 I referred to the existence of bituminous (or, as they are known in the country, tar) springs on the shore of the east end of Lesser Slave Lake. I had never seen them, but in 1884 heard from the Hudson's Bay Company's officers at Lesser Slave Post of the existence of such, and that an old Indian had exhibited specimens of the tar at that Post and also taken samples to Edmonton. Under the impression that he had something very valuable, he would not disclose its location further than to say that it was near Martin River.

Mr. R. G. McConnell, since then, in a geological examination of that part of the country, searched for but failed to find any trace of that substance in the locality; this cast some doubt on my information, but still the fact remained that the tar had been seen. On my way down last winter this old Indian came to see me at the East-End Post. I found him much readier to give information concerning the tar springs than he had been before, as he had learned that it possesses no value to him at least. He said the tar oozed out of the sand near the water's edge at many different places about midway between Martin River and the head of Lesser Slave River. He said it could very seldom be found twice in the same place, as the waves washed sand and gravel over it. From this it would appear that there is an area here in which it exists, similar to some of the places on the lower Athabasca, which after high water in the river show no indications of its presence until after a bright hot day, when it oozes through the deposit on top of the sand which contains it. He seemed offended when I intimated that its existence was doubtful, and affirmed warmly that if the snow were not on the ground he would take me and show so that I would see for myself. I may mention here that he came to see me for the purpose of showing me some mica which he found south of the lake. It took some time to persuade him that the specimens he had were worthless, nor would he, until he had been mollified by a good supper, answer any questions as to its locality. As I had no reason to suspect the existence of mica-bearing rocks in this region I questioned him as to the place and extent of the rock he found it in. He seemed to suspect from my eagerness for this knowledge that it must be of some value, and gave me evasive answers for a long time. At length I learned he got it out of some large boulders not far from the lake, near the mouth of a small river entering on the south side only a short distance from the island.

In my report of 1889 I referred to the existence of a natural gas well on the Athabasca River below Grand Rapids; then I could only speak of it from hearsay, but on my way down last summer I sought for and found it. It is situated about seventeen miles below Grand Rapids on the left side of the river opposite to a high sandstone cliff from the top of which the timber is all burned off. There is quite an extent of the river here in which the gas bubbles up, and on the beach close to the water's edge there are one or two rifts in the clay bank through which it escapes. I fired it and it burned with considerable flame for quite a time, and I left it burning.

Gold.

Gold is found in small quantities on Peace River, and at present there are several miners on that stream. One of them (Mr. Burbank) holds a theory that the gold in the river is held in the so-called black sandy shale which is close to the water's edge in the vicinity of St. John. He tried this and found small quantities of this metal in it; hence he infers that it is the erosion of those banks by the river that renews the gold on the bars. In this case it might be said that hydraulic mining would pay, but as this shale is overlaid with an immense thickness of sandstone such operation would soon be stopped.

The clay ironstone which I have already mentioned in connection with the rocks on the East Branch and Sicannie Chief Rivers need hardly be classed as an economic mineral, its quantity irrespective of its quality is so small.

Mr. McKinlay in his journeyings north of Great Slave Lake saw only a few small specimens of mica. It would appear from his description that the rocks are all Laurentian.

As the general distribution of petroliferous rocks in the Athabasca, Peace and Mackenzie valleys is pretty well understood, it is needless to refer to it. The reports

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of Dr. Bell and R. G. McConnell, of the Geological Survey, give a pretty thorough general as well as technical description of them; also my own report of 1889 gives some information on that subject.

No other minerals were seen or heard of that possess any interest economically.

AGRICULTURAL RESOURCES OF THE DISTRICT.

In my report for 1889 I dwelt at some length on the agricultural capabilities of the Athabasca, Peace and Mackenzie River districts. I will therefore now confine myself principally to what I observed on the Liard, East Branch and Upper Peace Rivers, referring only to the other parts of my journey casually.

I premise by stating that the season of 1891 was unusually dry, consequently the gardens on the Athabasca, Great Slave and Mackenzie did not present a favourable appearance, as I have seen them do on former visits.

Fort Providence was infested with grasshoppers to such an extent that every bit of grain sown there was cut to the ground, nothing but the stubs of the stalks being visible. Wheat has been grown here with varying success for many years, and the fact that in latitude $61^{\circ} 20' 38''$ it has been completely devoured by grasshoppers is itself worthy of record.

At Simpson the garden stuff and grain although very nice in appearance was not up to what I saw there in 1888, just at the same time of the year too; though it would compare very favourably with the appearance of those in places ten and fifteen degrees farther south. At that date (August 25th to 28th) garden stuff was well advanced; green peas were in use, as was cabbage, potatoes, carrots and other vegetables, all large and well flavoured. The barley sown was short and stunted-looking from drought, but of fair quality. In 1888 the Company's officer in charge planted ash-leaved maples sent in from Manitoba to see how they would stand the climate, eleven degrees farther north than their native home. Last year they were quite large and seemed to flourish as well as they would have done on their native ground. Many head of cattle are kept here which seem to thrive as well as they would anywhere else in our country. The hay for their winter subsistence is cut on the hills south of the Fort.

At Fort Liard the same drought seems to have prevailed and prevented the usual development of what was planted. At the date (September 4th) of my arrival the barley had been harvested some days, and though the straw was short the grain was plump and hard and of fair yield. Potatoes were of good size and fair quality. Wheat has often been grown here successfully, but as it can only be used whole it is considered better to grow barley which can be and is much used as cattle food. Cattle are kept here and seem to thrive as well as at other places in the country. At this Post the soil is a rich black loamy clay and the surface is thickly wooded all around. As seen from the high ground on the opposite side of the river, the country to the south and east appears undulating, rising into extensive ridges all heavily timbered. This condition is said to continue through to Hay River. In the valleys are many lakes, some of considerable extent, and many large swamps. I could not learn anything of the character of the soil, but it is fair to assume from the general character of the woods that it is of fair quality. While at this Fort I examined the daily journal of events kept at every Post, for the purpose of getting some information as to the times of the general run of farming events, opening and closing of the river, or any other fact of agricultural, meteorological or general interest. I will here make a few explanatory remarks with regard to these journals. It is a standing rule in the Company's service that a journal of daily events be kept at every Post, but each officer seems to have a different idea of what a daily event is, and there seems to be a want of continuity, so to speak, in the records when there is a change of writers or officers; some officers aiming at making it what it was intended or ought to be, a chronicle which could at any time hereafter be consulted with confidence regarding historical, meteorological and agricultural events in particular, and information generally. Unfortunately many seem to have considered it an unpleasant duty, and put it off from day to day, until a long interval had elapsed,

then went at it in desperation and made the best record they could from memory, of course often omitting many items of interest and general importance. In many of the journals I have seen there are great gaps, the officer at the place being absent on a journey, or sick, or otherwise unable to write the journal at the Post.

Each recorder stamped his character in his entries as plainly as if it were a part of himself, which after all it really is. Some appeared to have enjoyed a quiet sit-down with a pipe and pen and had a pleasant confidential chat with a friend, narrating their own doings, and hopes and fears in connection with them. Others seemed to have considered it an audience to whom they grandiloquently communicated their estimate of their own powers and ability. Others have been moralists reflecting with a sad smile and a shake of the head on the shortcomings of those around them. Many have been witty, entering with much detail any ludicrous event that may have occurred and embellishing it with amusing reflections and remarks. It is unfortunate that some common motive did not actuate every recorder, as its absence has rendered valuable references in some cases of little use.

The journals at Liard gave me the following dates and facts:—

1878. Planted seed May 9th; reaped barley, omitted; first ice drifting in river October 18th; ice set in river October 29th.

1879. Planted seed April 22nd; reaped barley August 14th; first ice in river October 15th; ice set fast November 7th.

1880. Planted seed May 7th; reaped barley August 14th; first ice in river October 25th; ice set fast November 9th.

1881. Planted seed May 5th; reaped barley August 12th; first ice in river October 10th; ice set fast November 13th.

1882. Planted seed May 9th; reaped barley August 22nd; first ice in river October 16th; ice set fast November 7th.

1883. Planted seed May 3rd; reaped barley August 10th; first ice in river October 29th; ice set fast November 9th.

1884. Planted seed May 1st; reaped barley, omitted; first ice in river October 10th; ice set fast October 29th.

1885. Planted seed May 22nd; reaped barley August 11th; first ice in river October 23rd; ice set fast, omitted.

1886. Planted seed May 7th; reaped barley August 19th; first ice in river November 9th; ice set fast November 20th.

1887. Planted seed May 3rd; reaped barley, omitted; first ice in river October 22nd; ice set fast November 9th.

1888. Planted seed May 9th; reaped barley, omitted: first ice in river October 20th; ice set fast November 5th.

1889. Planted seed April 16th; reaped barley, omitted; first ice in river October 28th; ice set fast November 14th.

1890. Planted seed April 30th; reaped barley, omitted; first ice in river October 15th; ice set fast November 14th.

Potatoes are generally harvested about the 20th September. The ice generally breaks up in the river about the 1st of May.

Fort Nelson has only been in existence twenty-six or twenty-seven years. A small clearing has been made around the Post, and a few potatoes generally planted. Last year every thing planted was destroyed by the floods already described. Barley has been tried there several times with success. Owing to the smallness of the clearing here, and the height and density of the surrounding woods, I would not call the conditions favourable to a fair test of the capabilities of the district. All the journals of the Post previous to 1887 were at Fort Simpson, a fact I was not aware of when there or I would have searched for and examined them.

I gleaned the following entries from the journals at Nelson:—

1887. First drift ice in river, omitted; river frozen over October 23rd.

1888.—Ice started out of river May 7th; first drift ice in fall October 19th; river set fast October 31st.

1889.—Ice started April 10th; first drift ice in river October 30th; ice set fast November 10th.

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1890.—Ice started down river April 30th; planted potatoes May 17th; took up potatoes September 18th; first drift ice October 23rd; ice set fast November 4th
1891.—Ice started out of river April 22nd; planted potatoes May 18th.

On the west side of the Liard and East Branch Rivers it is not very far to the mountains, consequently the area of land which might be utilized agriculturally is not very extensive on that side. On the east side the same character of surface holds I believe from the Liard southward to the Peace watershed, high dry ridges with intervening swamps and lakes; many of the swamps very extensive. This is as the Indians and one or two white men who have made journeys in it have said of it. The soil is generally of fair quality, some of it good. On my way from Sicannie Chief River to Peace River I found the same general characteristics, ridges with swamps between. I am afraid the elevation above sea level along this route (the average reading of the barometer being about 27'00 inches while I was on it) is too high to allow farming in the sense we understand it. On the streams flowing in to the Peace there is much prairie, but it is confined mainly to the immediate valleys of the streams; much of it is springy and wet, evidently the water from the adjacent swamps percolating through. The soil is all good, and if the climatic conditions were suitable a very large percentage of good country would be found in this section. Many of the swamps could easily be drained as the natural drainage facilities are good. Although it was in October I passed over it, I witnessed no severe frosts, very little ice being visible anywhere, and the flora gave no evidence of having been much injured by frost. In the prairies along the creeks the grasses and plants were of as luxuriant growth as in places much farther south and east. The grass was generally long and meadow-like, but as we approached Peace River it became more like the true prairie grass, until extensive areas of true prairie were passed over along the tributaries of the Peace River. For a distance of six or seven miles back from the Peace River valley there is much prairie and meadow land, with some woods and swamps scattered over it. The soil is an excellent black clay loam as rich as any I ever saw, and the growth of hay and grass bears testimony to this fact. The dip of the valley from this plain is very sharp and the bank very steep falling about 800 feet in a mile.

At Fort St. John the Hudson's Bay Company have a small patch on which they raise potatoes and garden stuff together with barley and oats. The grain always ripens and the vegetables are as good as one would wish to use. Mr. Gunn, the officer in charge here, has been in the Peace River district since 1883, and during the interval since then has wandered around the adjacent country a good deal.

There is an old pack trail on the north side of the river between St. John and Dunvegan. This trail is far enough back from the river to avoid the numerous ravines which run into the Peace valley. I understand that the general character of the country along this trail is much similar to what I came over on my way to St. John. There is some prairie on the streams and wooded ridges and swamps until we come within seven or eight miles of Dunvegan where the land becomes drier and more prairie-like.

Mr. Gunn informed me the country south of St. John was all densely wooded as far as he had seen or heard. On the south side of the river a trail also exists between St. John and Dunvegan. On this trail for a distance of about twenty-two miles from St. John the country is much wooded, when it changes to open woods and prairie for a distance of about thirty miles, when it again becomes wooded for about twenty miles, which is succeeded by prairie and poplar bluffs to within six miles of Dunvegan. It appears the soil is everywhere good along the track, and as it lies about twenty miles south of the river the greater portion of the distance, it is fair to assume that it is pretty much the same in the interval.

The Hudson's Bay Company have several bands of horses in the vicinity of St. John, only a few of which have ever been broken. These animals live on the prairie on the north side of the river winter and summer and very seldom are there any losses, except by wolves, or when the Indians are starving they may quietly dispose of one or two and report them lost. Many of the Indians in the vicinity now have horses of their own. In summer they take them with them on their hunting

excursions using them to pack their property from place to place; in the winter they leave them in the vicinity of the Fort. The fact that horses can safely winter out here speaks well for the future of the country. St. John is visited frequently during the winter months by the so-called Chinook winds, which often sweep away the snow completely. The prevailing direction of these winds here, as elsewhere, is from the south-west.

The farming operations here have always been confined to the immediate vicinity of the river in the valley, and so are not a test of the capability of the uplands.

Here I examined many of the journals and gleaned from them the following dates and facts. My search began with the year 1866, but to transcribe here every year since then would serve no useful purpose. I will, therefore, give a few years subsequent to that date and a few previous to 1891.

1866. First ice drifting in the river 1st November, but the weather continued fine and open and it was 2nd December before it was frozen over. There is a gap in the record of this year from 17th March to 1st June, and from 2nd June to 1st November, but it is incidentally mentioned that the potato crop was not good.

1867. Is so fragmentary that I could find nothing of note, except that the river was frozen over on 3rd December.

1868. The record for this year begins 16th June; first snow on the plains above 26th September; harvested potatoes 5th October; harvested turnips 17th October; first ice drifting in river 7th November; river frozen over 17th November; 14th December, mild again and ice breaking up.

1869. Snow began to disappear from the hills in sheltered places March 11th; started ploughing April 14th; ice began to break up April 22nd; planted potatoes April 26th, 27th and 28th; ice all moving in river April 27th; no more entries till September 13th; harvested turnips September 17th; harvested potatoes September 20th; ice drifting in river November 8th; appears to have frozen over about the middle of December, but no date is given.

1870. The records for this year are not legible, and much broken; all that I could make out was that the farm work began on April 27th, and the ice was still running on May 2nd.

1871. Ice began to open April 18th; planted potatoes and barley April 27th; planted carrots, parsnips and onions April 29th; river clear of ice at last date; it is blank between May 4th and November 10th, when it is stated there was ice drifting in the river; river frozen over November 15th. The fur returns for 1871-72, from November 1st to February 28th, are entered in the journal as follows: Beaver, 1,079; bears, 55; fisher, 7; lynx, 15; mink, 2; marten, 195; otter, 8; wolves, 8; wolverines, 17; but it is reasonable to suppose that the spring trade would add very largely to these quantities.

I will now skip to 1887. Ice commenced to break up April 26th; commenced to plant potatoes April 28th; river clear of ice May 5th; first ice drifting in river October 23rd; but mild weather set in and it remained open until November 11th, when it began to drift again; did not set until December 3rd.

1888. Ice started to move May 1st; commenced to plant potatoes May 9th; first fall of snow October 21st; ice commenced to run in river November 5th; ice set November 16th.

1889. Ice commenced to break up March 30th, but did not make a general start until April 9th; commenced planting potatoes April 24th; first ice in river omitted; ice set fast November 24th.

1890. Ice commenced to break up April 30th; planted potatoes May 9th; first drift ice in the river November 29th; ice set fast December 21st.

1891. Ice breaking up April 17th; commenced planting potatoes May 1st; first snow at Post October 23rd; first ice in river October 28th; ice set at Smoky River crossing November 17th.

On my way to St. John across the plateau snow fell on two different days, October 10th and 15th, but it was only a very slight fall both times, and disappeared as soon as the sun rose.

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This Post was first established at the mouth of Pine River, about twenty-five miles farther down the Peace, but about sixty years ago the officer in charge was shot by the Indians, and it was moved away in consequence. I have heard that the fight or murders at Dead Man's Island, Great Slave Lake, originated in the death of this officer, his slayers fleeing from the country for safety; but some of the half-breed servants of the slain officer followed them up, came up with them at the lake and quietly killed them while asleep. This may or may not be true; no one could vouch for it as being so, and I give it merely as I got it. The remains of the officer were taken to Dunvegan for interment. A grave board, if I may use the expression, stands now at his grave, on which is painted an account of his death; but when I was there in 1883 and 1884 it was not decipherable, being very much weathered, and it was still more weather-worn last year. The old journals, containing accounts of this and other events, have been removed or lost.

At Dunvegan the Company has grown wheat, barley, oats, potatoes and garden stuff generally for many years with astonishing success. When I was there in 1883-84, I saw grain and vegetables fully equal in quality and quantity to any I have ever seen anywhere, the garden vegetables being especially fine. Last year everything was harvested and stored when I got there, but what I saw of the produce was excellent. I saw two sunflowers which measured fourteen inches across the disc. With the corolla attached, these flowers must have been nearly two feet in diameter. The seeds of each weighed fourteen ounces and measured nearly a quart. A head of cabbage was shown from which I stripped off all loose leaves, leaving it fit for cooking, and then measured and weighed it. It measured 53½ inches in circumference, and weighed 28½ pounds. This was an exceptionally large head, of course, but the general run of both cabbage and cauliflower was large and would be considered so anywhere. Mr. Round, the officer in charge of the Post, told me he two years ago made a departure from the old fashioned method of growing these plants, and instead of developing them in hot beds he simply planted the seed once for all in drills in the garden, and when they arrived at the proper stage, pulled out the superfluous ones. He found this method just as satisfactory, and much less troublesome. The other garden vegetables were just as large and good as one would wish to see them. There was an unwonted drought there last summer which interfered with the usual development of everything, but the quality of grain was good. Mr. Round informed me he planted fifteen bushels of potatoes last summer, and after using them freely for the sustenance of his family (five members) and the servants, in all, eight or ten, from the time they were fit for use until they were harvested, he harvested upwards of two hundred bushels. He sowed about four bushels of wheat, and though the dry season much affected the result, he will have about sixty bushels. This grain is used in various ways, some of it being ground into flour by the aid of small hand-mills. He sowed four bushels of oats, and although part of the crop was destroyed by a hail storm, one hundred bushels were threshed. In 1890 he planted twenty-five bushels of potatoes, and though they were freely used from the time they were fit until harvested, 712 bushels were harvested. The Anglican and Roman Catholic missions here also successfully raise both grain and vegetables, the latter depending much for their subsistence on the results of their agricultural labours.

This Post has been in existence for the greater part of a century, and more or less farming has always been done at it during that time.

With Mr. Round's kind permission I perused some of the old journals. Though I did not get the earliest, I will insert a few extracts from them by way of comparison with recent journals.

1828. First ice drifting in river 6th November; ice set fast 29th November.

1829. Ice began to move in the river 12th April; sowed barley 17th April; planted potatoes 30th April; cut barley 10th August; cut wheat 25th August; harvested potatoes 24th September; first snow 21st October; first drift ice 24th October.

1830. Ice broke up 28th April; sowed thirty quarts of wheat 3rd May; sowed garden seeds 4th May; planted potatoes 5th May; cut wheat 14th September; com-

menced digging potatoes 27th September; first drift ice 29th October; ice set fast 25th November.

There is a break in the succession here and I will begin again with

1886. Ice started to break up 13th April; sowed barley 12th May; planted turnips 13th May; planted potatoes 17th May; began harvesting operations 20th August; cut buckwheat 2nd September; harvested potatoes 23rd September; stored 984 bushels; slight snow 12th October; first ice drifting 10th November; ice set fast 30th November.

1887. Ice started 27th April; sowed oats 29th April; sowing other seed 2nd May; commenced planting potatoes 5th May; sowed garden seeds 9th May; sowed peas 11th May; finished planting potatoes 28th May; planted fifty bushels, severe frost 7th June, injuring young vegetables, etc., severe frost again 25th June; cutting down everything to the ground, potatoes and all; 29th July new potatoes for the first time; first snow fell 16th September; commenced taking up potatoes 20th September; harvested 618 bushels, took up turnips and carrots 5th October; first drift ice in river 24th October, but it cleared out again and returned 12th November; set fast 29th November.

1888. Ice moved 1st May; began sowing barley 9th May; began planting potatoes 10th May; sowed oats and wheat 15th May; sowed garden seeds 16th May; sowed turnips 28th May; slight frost 1st August, injured garden stuff; cut barley 5th September; cut oats 7th September; started taking up potatoes 27th September; finished 3rd October, 529 bushels stored; took up turnips 5th October; first snow 16th October; first ice in river 27th October; ice set fast 27th November.

I would now call particular attention to the mention of frost in June, 1887, and the fact that it cut down vegetables to the ground; alone there is nothing very wonderful about the statement, as it is just what we would expect frost to do, but in conjunction with using new potatoes for the first time on the 29th July, just one month after the frost, and the further fact that 618 bushels were harvested, it is most astonishing. Mr. Round, the officer who made the entry, was a witness of the event, and he is a gentleman whose sanity I would as soon doubt as his word. I questioned him about it and he assured me emphatically of its correctness. He can offer no explanation, if it is not that a fog generally settles in the river valley after a frost and shields plants from the direct rays of the sun a good part of the day; but even this does not account for this case, as he assured me the potatoes were cut down black to the ground.

The Rev. J. G. Brick, Anglican missionary, who spent some years at Dunvegan, combining farming with mission work, in 1886 started what might be called a branch farm at Old Wives Lake, about thirty-six miles from Dunvegan, on the cart trail, between the latter place and Smoky River crossing, on the plateau above the immediate valley of the river. Reference will be made to this later.

In 1889 he established himself in the valley of the river on the north side, about five miles above the mouth of Smoky River. Here he has established a mission and a school for the education of the young, on which he bases all his hopes for the improvement of the natives. He keeps this school open during the winter months, and as an inducement to attend, he gives all the children who live at a distance their dinner.

This gentleman took in with him a large outfit of farm implements and stock. He has a small grist mill and threshing mill, with which he threshes and grinds his grain. By grinding his wheat twice it makes a fair article of flour, but his facilities for bolting it are not quite up to the times, consequently his flour is not quite as white as our high grade flour, but makes good bread nevertheless.

He is well satisfied with his success agriculturally. He furnished me with the following information relative to his doings in 1891: Began ploughing 11th April; sowed first wheat 15th April; ice broke up 20th April; river clear 26th April; commenced harvesting 20th August; cut wheat 27th August. About 19 acres under grain, total yield 698 bushels; wheat, 250 bushels on 6 acres; oats, 200 bushels; barley, 226 bushels. After all the grain was removed he raked his field and got 22 bushels of grain from the rakings. He sowed two varieties of wheat, Ladoga and

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wheat he got in Manitoba, which he thinks is Red Fyfe, but is not sure; both are beautiful specimens of grain. He has some two-rowed barley which he procured while in England in 1888, when he obtained one pound; yield in 1891 was 600 pounds of as fine, clean, bright, plump grain as could be seen anywhere.

His Ladoga wheat was sown 21st April and harvested 24th August, but he allowed it to over-ripen, and thinks he lost at least four or five bushels while harvesting. He sowed 90 pounds and threshed 1,500. He obtained a sample of black Norway oats from Webb & Co., England, which he sowed on five-eighths of an acre of ground last year; when harvesting it was all drawn off the field in one wagon load, and when threshed it turned out 64 bushels of first-class grain. Last year he tried Indian corn; it did not ripen, but yielded excellent green corn; cucumbers were grown successfully, but did not ripen. Yet I saw as good pumpkins fully developed both here and at Dunvegan as one would wish for.

Mr. Brick has for some time kept a meteorological record in connection with the Meteorological Service at Toronto and he furnished me the following results:

Rainfall in inches in the month of April, 0.21, May 1.59, June 1.80, July 2.91, August 0.12, September 0.50, October 0.24, first snow 24th October.

Mr. Brick has about forty head of cattle and several horses; last fall on my arrival there he had about forty pigs, but killed some during my stay and only intended to winter about twenty-five. He employs a good deal of local labour and pays for it with food to a very large extent, in fact it is the only way it could be paid for in the country. The hay for wintering the cattle and horses is cut on the plateau about seven miles from the farm. He generally allows his cattle to run out until about Christmas, the grass on the meadows being high enough for them to feed on it after the early snows have fallen. The horses not kept in for use are wintered out. The Hudson's Bay Company at Dunvegan have about 150 wild horses, and the Roman Catholic Mission and Indians also have many which always winter out on the plains north of the Post, which affords them both food and shelter, as the country between Dunvegan and Smoky River crossing on the north side is park-like prairie to a distance of twelve to twenty miles back from the river. The woods afford them shelter, and on the prairies the richest grasses grow. There are also large areas where excellent hay grows. No other attention is, or has been, given to those animals than to occasionally send a man out to hunt them up and count them. This is not as difficult a task as it might seem, as they run in bands; each band consists of mares and a stallion, who will fight to the death for the possession of his mares. Each band is known by the name of its stallion, and as each keeps pretty well in a certain locality, it is not so difficult to keep track of them as it would appear. I saw several bands on my way from Dunvegan and all were very fat, notwithstanding that the cold weather had set in a month before, and the snow had been a foot deep for eight or ten days. Chinook winds occasionally visit this part of the country and carry the snow off. Here also they blow from the south-west. The approach of one is known some little time before it arrives by the roar it makes. Many people in the country call them the "high winds," they blow so strongly. They often visit Lesser Slave Lake.

I have not seen the lower parts of Peace River since 1884, but I was informed that the Messrs. Lawrence, one of whom has been in the country many years, the other since 1887, at a great expense of time, labour and money, had managed to get in a portable Waterous steam engine, threshing machine and grist mill. At that time the machinery had to be drawn on wagons from Calgary to Athabasca Landing, three hundred miles in round numbers, taken from there to Lesser Slave Lake in York-boats, thence over a rather rough road about eighty miles to Peace River and down it about two hundred and fifty miles to Vermilion.

They are reported to have large herds of stock and horses, and one of them it was said had 140 pigs last fall. It is said they raise large quantities of barley and oats. As I have not seen any one from the vicinity lately, I can only say that these gentlemen are said by every one who has heard from them to be well satisfied with their venture. They were formerly residents and I believe farmers in the Eastern Townships in the Province of Quebec, and if the truth is told concerning them they would

rather farm where they are than there. In 1884 one of them personally assured me of this and it appears he has not changed his opinion.

In 1882 three parties went into the Peace to settle in the neighbourhood of Dunvegan, but only one of them remained. He settled at a place called the Waterhole about eleven miles from Dunvegan, and made a feeble attempt at farming, but with no more success than his efforts merited. After his departure in 1884 the Hudson's Bay Company cultivated his claim, but with very indifferent success. In the journal for 1886 it is stated that the grain at the Waterhole was sowed and reaped about the same time as at the Post, but it is not said of what quality it was; it is fair to assume, however, that it was fair; otherwise it would very likely have been stated so. In 1887 it is stated that the Waterhole crop was destroyed by the frost. As far as I could learn the success there was limited.

Mr. Brick farmed at Old Wives Lake from 1884 to 1889, and he informed me he had only two good crops and one indifferent. One of those two he described as excellent, the other good. The remainder were a total loss. Disheartened with his failure he abandoned it altogether.

In the summer of 1883 while I was engaged surveying on the plateau in the vicinity of Dunvegan we had frost three or four times in August severe enough to destroy any grain at the stage of development it would be in at that date, and worse still there were severe frosts in July. It appears from this that though farming in the immediate valley of the river has always met with a large share of success, on the plateau the experience is far from satisfactory, that is what little there is of it, and as both places tried were selected for their favourable location it is fair to assume that it is a fair test of the capability of the plateau. The difference in altitude between the river bottom and the plateau being about 1,000 feet generally, this alone would account for the different results of a frost. In addition to this the presence of a large body of water in the valley at a temperature of 55° must have a beneficial effect, also the condensation of the moisture in the valley emits heat during the evening, so that a frost cannot have the same effect there as on the plateau. To conclude on this subject, I would not advise any one seeking a home in our great North-West to think of Peace River. There is only a limited area in the valley which is the only place success can be reasonably expected, and even there success is only an assurance of a living, as there is no market at present. The Hudson's Bay Company takes into the district three or four hundred sacks of flour, and it is probable this quantity, if not more, will be required for some years to come. Besides this, as much or more is required around Lake Athabasca, and as much more at least on the Mackenzie, in all say 2,000 sacks; but to make even this market available a fair grist mill would have to be taken into the country, and this would, under the circumstances, be a tremendous undertaking. The way to this market would be down the Peace River, which from Hudson's Hope at the Rocky Mountain portage to the falls below Vermilion is easily navigable for stern-wheel steamers drawing three feet of water, with the exception of one small bar in very low water. At the falls there is a little over a mile of the river obstructed, and from there to Fort Chipewyan as has already been stated is clear; thence, as has been already described, to Fort Smith and the Mackenzie River. I regret that I have to present such an unfavourable account of a region of which much has been said and written. That the soil is excellent and much of it available for immediate use cannot be denied, but the occurrence of severe frosts on the plateau when the grain is not far enough advanced to resist its effects may be as far as our experience goes considered a certainty in the majority of seasons. It may be that when the necessities of settlement require it, early seeding and early varieties of grain may materially alter conditions, but at present I would advise no one to think of farming there except in the river bottom, in which there are flats extensive enough to locate a few score homes.

Were it not for the difficulty of getting into and out of the country stock raising might be profitably engaged in. Hay is abundant and of good quality nearly everywhere, and in summer the grazing is excellent. Notwithstanding the latitude

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and altitude, cattle, as I have already mentioned, subsist with moderate help from the first of May till the middle or end of December; the rest of the year they have to be sheltered and fed. The Hudson's Bay Company has a ranch on Spirit River, south of the Peace about twenty miles, and on the trail between Dunvegan and Grand Prairie. This was started a few years ago, and some fine stock were put on it. What the result of the experiment may be remains to be seen. Cattle have been kept at all the Posts for many years, oxen being largely used in freighting.

At Lesser Slave Lake the Company and missionaries and most of the natives have cleared small pieces of ground, on which they grow potatoes and garden stuff for their use. Most of the natives attached to this Post subsist by fishing, eked out by such vegetables as they may be able to grow. They are nearly all employed during the summer by the Company in boating and transporting the trading outfits for the Posts in the district and on Peace River. The hire for this labour keeps them in clothing, ammunition and other necessities. Many of them subsist in this way altogether, but most of them hunt during the winter months. In connection with this Post the Company keeps many horses and oxen for transport between the lake and Peace River. These cattle and horses are nearly all wintered at what is known as the cattle sheds, about fifty miles distant from the Post on the Peace River trail. At this point there is an extensive prairie, a part of which the Company uses as a meadow for cutting hay; stables and sheds have been erected and winter quarters for the caretakers. I am not aware that anything has ever been tried in the agricultural line.

Since the establishment of a permanent Post at Athabasca Landing, potatoes and vegetables of good quality have been raised there, but I do not think any attempt to raise grain was ever made. There is much prairie along the trail between here and Edmonton, and much of it will likely be taken up during the coming season.

FUR.

The fur-bearing animals found in this vast northern district may truly be said to be the only source of revenue it has at present. The business of all the whites in it except the missionaries, and they are not altogether exempt, is fur trading. The Hudson's Bay Company is universally known as "the Company," and others engaged in trading are termed traders.

At every Post south of Resolution there are traders, but at times they have been north of this, penetrating as far at one time as Good Hope on the Mackenzie. I confess I cannot see what induces any one to risk his time and capital in such a precarious trade as this has often proved to be. Many have year after year embarked their all in the purchase of an outfit, and toiled and slaved for weeks under heavy expense to get to some spot where fur was plentiful, generally to find that their portion of it was small, as the Company hotly opposes all traders in their search for pelts.

It often occurred to me that one-half the energy and watchfulness displayed by these opponents in their chase after a few pelts, if exercised in the civilized parts of the country, would produce much more satisfactory results. Men and dogs are kept in constant readiness to start on journeys, and every one is constantly on the alert for news of Indians and whether or not they have any furs. If they have any, away goes a man and dog train in hot haste to secure them, which when accomplished is considered a victory. The result of nearly all such contests as far as I have seen or heard is that sooner or later the Company either drives out or buys out its opponents; when I use the term "drives out" I mean in a business way, through competition. The consequence of all this eagerness is, the price of furs has gone up tremendously within the last few years; it is not uncommon for as much to be paid for a pelt as it would bring when brought to market. This benefits no one, the traders make nothing out of their business, and the Indian does not seem to profit much by the increase, for he has the happy knack of spending all his income, and increasing his debts at the same time; the more he has to spend the more he wants

to spend. Most of them are inveterate gamblers and will sit for days gambling anything and everything belonging to them. Sometimes some of the traders try their hand at this with them, but as a rule not often; the result of such trials generally is that the Indian is a sadder but not a wiser man.

A very deplorable result of such competition is the demoralization of the Indian, he seems to consider that fur is worth anything and everything he can get for it. He also seems to think that he has been defrauded in the past (I am not sure that he is not often taught so) and that he is quite justified in repudiating his debts. Traders as a rule are not over anxious to give the native "debt," as it is termed in the country, that is credit; and commercial integrity is at such a low ebb that the Company dare not, at least not to such an extent as they formerly did, and often this causes hardship. Very seldom though, does the Company refuse aid to any Indian deserving of it.

Some of the Indians in the country are beginning to realize that outside markets pay more for furs than the local ones, and in one instance at least took advantage of it. Last summer many of the Chipewyan Indians joined together, constructed a scow, employed a guide, and started up the Athabasca River with their wives, families, and season's catch of fur, intending to make their way to Edmonton. This they succeeded in doing and sold their furs to such advantage that they will likely repeat the experiment and induce others to do so unless they are paid as much in the local market as they got at Edmonton. They do not consider their time worth anything in such a case as that, nor is it, as they might as well be travelling to Edmonton or elsewhere as loafing around a Post begging or gambling; and because they consider their time worth nothing in such cases, it is very difficult to get them to think of the cost in connection with getting goods into the country, and they see nothing inconsistent in asking as much for their pelts at Chipewyan as they could get at Edmonton.

I can offer no statistics of this trade, as any information I might get at the Posts I visited would only be fragmentary at the best. I can say, however, that all traders and Indians agree in one respect, that is, that fur-bearing animals, especially beaver, the once staple fur of the country, is getting scarcer every year. One Indian at Fort St. John illustrated this to me by interlacing the fingers of his hands, and remarked that the Indians from opposite districts were now meeting in their winter hunts, and that beavers were so scarce that they had to hurry all they could to get to their hunting grounds before the others, or they would find nothing. Though other animals, hold their ground somewhat better, all are decreasing, and will do so in a greater ratio as time goes on. The native seems to have no idea of protecting fur-bearing animals but slaughters all that come in his way, regardless of age or quality. It is almost too late now to interfere to preserve this resource of the country. The North-West Council has ordinances to protect game and fur-bearing animals, but they are not in force beyond the legislative districts. It would be unreasonable to expect the Indians to observe laws preventing them from killing animals when they require them, but some restriction could be placed on the indiscriminate slaughter by preventing the exportation of pelts unduly small or of poor quality, that is those killed out of season. This might be accomplished by having every pelt inspected before it left the country, and punishing the purchaser or possessor of too small, or too poor ones, or by leasing the country in districts to responsible parties and binding them to pay a reasonable amount of attention to the preservation of fur-bearing animals and game. The first scheme would hardly be practicable, as the native is hardly responsible for the size of the animals he kills, except in so far as he kills them with his gun. His traps and snares are just as apt to catch a young animal as an old one, and they are often dead when he gets them. As long as such excessive and senseless competition as there is exists, so long will the native kill all he can when he can, as he is sure to find a buyer for anything he may have, and rather than allow their opponents the prestige of getting a few skins, traders will buy anything.

The second scheme is contrary to the spirit of the time, but even a monopoly is justifiable for a good purpose. It might be asked, how would placing the districts

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in the names of individuals or companies, and preventing competition protect the fur in that district? As remarked before, this measure no more than the other would prevent small animals being trapped, but it would be in the power of the lessee to prevent trapping and killing fur-bearing animals, most of which are unfit for food out of season, when neither flesh nor fur is fit for anything, by refusing to buy such skins and punishing the native who did so by refusal of credit, or in many other indirect ways. Once he understood that such slaughter was useless and hurtful to himself he would be watchful not to commit himself. This, though not a positive protection, would I think prove very beneficial. If something is not done and soon there will be little or nothing to protect. Game such as deer, moose, buffalo, the musk ox and very often bears are always shot: hence the hunter knows just what he intends to kill, and could be educated to avoid killing, unless in cases of necessity, females bearing young, or very young animals. Particularly is this so in the case of musk ox, which the Indian can kill almost as readily as we could kill barn-yard cattle. The buffalo in the country is known as the "wood buffalo." It is the last remnant of the vast herds which once roamed in countless numbers over this country, and whilst very strict laws and heavy penalties protect this animal where none have been seen for years, no attempt is being made for the preservation of the few that do exist in the north. The haunt of the wood buffalo lies north and west of the Athabasca River, across the Peace to the Liard River, and at Fort Liard it was reported that two of them had crossed the Liard and had been seen in the mountains to the north-west of the Fort. Compared with the area of the district they inhabit their numbers are very small, probably not exceeding three hundred in all. This is in striking contrast with their numbers as reported half a century ago, when it was no uncommon thing for a few Indians, in the neighbourhood of Dunvegan and St. John, on Peace River, to go out and in a few days procure sufficient meat to supply their wants a good part of the winter. As no undue slaughter was practised here by the natives or traders, it might be asked what has caused the rapid decrease in their numbers? The explanation given is that a heavy fall of rain occurred in one of the winter months, about 25 years ago, which completely saturated the snow, which was then frozen, and converted it into an immense cake of ice, and the buffalo and all animals that graze and do not browse were nearly exterminated. This explanation might suffice for a portion of the district, but a rain storm could hardly be general enough to account for the desolation of the whole district. Be the cause what it may, there are only a few scattered bands which the Indians occasionally run across in the forest and hunt, being only too well satisfied if they can kill the whole band. This, however, is difficult of accomplishment, as they can only be hunted on foot and are said to be very alert, sighting and scenting the hunter before he knows of their presence, stampeding on the least alarm, and never resting until they are well out of danger. Their flight through the snow is said, by eye witnesses, to resemble a prairie blizzard, as nothing is to be seen but a whirl of snow with an occasional glimpse of a black speck in it. On account of their watchfulness the Indian is hardly ever successful in killing all of a band, but sometimes the brutes run into a bog and get mired, and before they can get across a large proportion of their number are killed.

To impose a law regulating the killing of these animals by the Indians would be absurd, as they could not be expected to, nor would they comply with its provisions. They would kill them whenever they could, more especially if they wanted food. Fortunately they do not run across them often, and only occasionally a few are killed.

The scarcity of the animal and difficulty of getting near it does not deter white men from going into the region to try and secure a few, for no other reason that I can see than the sport it affords, as the paucity of their numbers and difficulty of getting the robes out preclude all idea of its consideration as a commercial enterprise.

The animal is described as being larger than the plain buffalo, and darker in the colour. The difference in size may be accounted for by the difference in quality of food peculiar to each, and the difference in colour by the shelter from the bleaching action of the sun on the hair, afforded by the woods.

As regards the musk-ox, this animal inhabits a much more inaccessible country than the wood buffalo; still, to reach the confines of the district which it inhabits is, with the means of travel now available, little more than a pleasure trip. This animal roams over what is commonly known as the "Barren Lands," that is the treeless plain lying east of the fringe of woods lying along the Mackenzie River, north of that along Great Slave Lake and its affluent streams, and west of the Hudson's Bay. I was informed, but cannot give it as authentic, that they had lately been found much farther south, east of Lake Athabasca. They are frequently found within forty or fifty miles of the Mackenzie River down to the Arctic Ocean. Already a white man has entered their grounds twice recently. His object, I understand, was simply to see the region they inhabit, and secure a few heads as trophies. He was accompanied by Mr. McKinlay, to whom I have already referred, and whom I will quote from later. They were accompanied by a large number of Indians, who insisted on going with them for the purpose of taking care of their white brothers, should the Esquimaux attack them; but instead of help they proved a nuisance, and had to be provided with food. In connection with this trip, upwards of sixty musk-ox and eighty or ninety caribou were slaughtered, and only a few musk-ox heads were brought out, most of the balance being pure waste. The fame of this trip has induced others to think of striking for this region in quest of the animals for the sake of their skins, and it is only a question of time and dollars until these animals will be hunted extensively.

It appears to me that it would not be imposing any loss or hardship on any outsiders if the Government imposed a close season for these animals as far as outsiders are concerned, and further disallowed any killing unless with the permission of the Government through officers appointed in the district for the purpose. All the animals in the district are the sources of food and revenue of the natives, and should be protected for their subsistence, otherwise they will either starve to death or make their way out to the settled parts and become the wards of the country. The North-West Council has an ordinance in force prohibiting the killing of any buffalo in any time of the year under severe penalties; there is, therefore, a precedent for strong measures.

I would most respectfully suggest that the Government initiate some measures of protection as soon as possible, generally by inculcating throughout the territory the desirability of a close season for all fur-bearing animals, and specifically for the wood buffalo and musk-ox, by preventing slaughter of them for sport. It might be well also to limit the number of skins exported in any one year to such a number as would not exceed the probable rate of increase of animals.

Mr. McKinlay of Resolution thought the close season for them would be about the same as for the moosè. He informed me that the Indian method of hunting them was to drive them to some natural barrier and then slaughter them. He said while they were driving them they kept up a continual talk to them, being firmly persuaded that the animals understand what they are saying. The musk-ox drops its young, of which it produces only one at a birth, generally in the month of April. The Indians told Mr. McKinlay that the cows generally bury the young in the snow as soon as they are born, selecting some sheltered spot exposed to the rays of the sun for this purpose. I have also heard that they only do this when they are menaced with danger. About three days after the birth they are able to run with the dam.

Mr. McKinlay informed me that numberless bands of caribou make the Barren Lands their home in the summer months, travelling north to the Arctic coast in the spring and returning south to the wooded country in the fall. On their migratory journeys they run in vast herds, and the Indians kill large numbers of them, often through sheer love of slaughter. They resort to streams and lakes where the animals cross and spear them while in the water, often killing several hundred. Mr. McKinlay told me that for days they were never out of sight of bands of caribou. He also told me that the average weight of meat yielded by a female caribou is sixty to eighty pounds, and the male about one hundred and fifty, sometimes two hundred.

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NATIVES

I will only refer to those on the Liard and Nelson. I saw very few at Fort Liard, and got no statistics of their numbers, nor did I at Nelson. At the latter place they have a custom from which they will not depart unless under stress of want. The members of a band arrange to await each other at a given point, and then all come into the Post together; when within sight of the Post they all begin firing their guns as rapidly as they can load and fire until they come into the Post. The people at the Post return the compliment by mustering all their hands and firing as fast as they can. This is an old custom, and I believe Fort Nelson is the only place it is now practised; I witnessed it while there.

Radically the same language is spoken here as on the Mackenzie and Peace Rivers.

Mr. McKinlay gave me, as I have already stated, much interesting information concerning the country north of Great Slave Lake, from which I will here transcribe some notes.

He, Mr. Pike and party left Resolution 7th May, 1890, proceeding along Great Slave Lake on the ice with dog teams and some Indian aid, of whom one deserted about 100 miles from Resolution. In four days the lake was traversed and the journey continued along the north-east shore three days more to what is known as Fond du Lac, where there used to be a Hudson's Bay Company's Post. The shores of the lake here are rocky (apparently Laurentian), and rise, he thinks, about 600 feet above the lake. They are pretty steep and generally bare of trees, until the top is reached which, in the spaces between the rocks, is timbered with small trees, generally spruce.

A small river falls into the lake here, which the Indians call "Thithy-i," and the native half-breeds "Glace Toujours," both meaning there is always ice here. About half a mile up this stream there is a fall of about twenty feet in height, which in winter accumulates so much ice that it takes nearly all the following summer to melt. This has to be portaged past, and about three miles up, the river is nearly at the level of the plateau. Thence they proceeded in a generally northward course from one small lake to another, often only a few yards. The lakes vary from one-fourth of a mile to twelve or fifteen miles across, but are generally less than two. This course and character of country followed day after day until the 1st of July, but the average distance per day was not more than five miles, and several days were passed in camp. The ridges between the lakes were nearly all bare rock, with timber fringing the lakes and streams.

As I have already stated, the true forest ended about fifty miles north of the lake. The 12th July is entered, "snowed the whole of the day." On the 18th, he remarks, we have found Fish River much better than we anticipated from Anderson's report, few of the rapids being too rough to run with a large canoe they had, which Mr. Pike had with him when he was in the country the year before. They struck the river in the last days of June, and continued down or along it and on its lakes until the 1st July, when the sleds had to be abandoned and travelling by canoe resorted to, although the ice had not yet gone out of the lakes, but a passage could be found round the edge.

On the 22nd July they saw the first sign of Esquimaux, which consisted of stones set up for fire-places, and apparently for the foundation of camps. The ground around was thickly strewn with bones and musk-ox heads, indicating that they had occupied it many times. This was on the north shore of Beechy Lake. Expecting to fall in with some of them they continued along the lake to the end, but saw no further signs of them. They then came to the conclusion that these people did not come up Fish or Back River, but crossed from Bathurst Inlet and came into Beechy Lake by some stream, which entered one of the bays they had not coasted as the ice was all gone now. They turned back from the lower end of the lake on the 24th July, and coasted along looking for entering streams. Soon after passing the site of the Esquimaux camp they found a small river entering a bay. This stream they followed up for about fifteen miles, and found it similar to all the rivers

they had seen in the country, merely a succession of lakes with short stretches of river between. They considered it easily navigable for canoes in good stages of water, and concluded that the Esquimaux who visited the lake cross from Bathurst Inlet to this stream and come down it. They then continued their way homeward, and instead of returning the way they went, they descended what they called Lockhart's River, the head of which they had passed on their way to Fish River. This stream flows into Great Slave Lake east of Fond du Lac. They continued down this river, passing through many small lakes and several large ones, notably Golden, Clinton and Artillery Lakes. When they got within a few miles of Great Slave Lake this river becoming too rough they had to leave it and make a succession of portages between a lot of small lakes until they reached Great Slave Lake, on the 15th August, and returned to Resolution on the 23rd.

After passing the watershed of Great Slave Lake they found the country less rocky, with many extensive sandy ridges and some loamy flats, on which in sheltered places numerous flowers flourished, many species of which Mr. McKinlay said were common around Resolution. He said he often saw wide expansions along the lake shores covered with fine grass and flowers, reminding him much of the prairies farther south. There are also many ridges of rock (granite he called it) of great extent scattered about these prairies. These rocks are fragmentary and curiously thrown and piled together, and it is not uncommon to see immense fragments poised on three or four underneath looking like the work of design more than accident. He noticed bumble bees in several places. North of this watershed there is very little timber and their firewood consisted nearly altogether of driftwood, which they were very glad to get, and sometimes could not succeed in getting any.

The ice on the lakes forms to a depth of more than six feet, which accounts for the length of time it remains the following spring. Trout of great size and fine flavour are very numerous in these lakes, and are easily caught with any kind of bait.

This part of the Barren Land is not, to judge from his description of it, as forbidding as it has often been described, yet there is nothing inviting about it.

Mr. McKinlay told me, while he was at the east end of Great Slave Lake, he heard of a route which some of the Indians sometimes travel from that lake to the water of Hudson's Bay, presumably Chesterfield Inlet. He said the Indians described it as "easy water," with only a short portage over a smooth sandy ridge, leading from one water system to the other. The river falling into Chesterfield Inlet they described as "good water" all the way down, the rapids not being bad.

The Right Rev. Dr. Bompas informed me this river was called by the natives "Fish River," in contradistinction to Big Fish or Back River, the natives calling it by the first name because of the big fish found in its waters.

Mr. McKinlay promised me when he next saw the Indians who knew this route he would get them to make a map and give him a description of it, and send the information to me. I got a letter from him dated in December last, but up to that date he had not succeeded, though he had heard somewhat more of the country. The latter information was to the effect that there was a large lake on the watershed, the waters of which flowed both ways, one stream flowing into the bottom of Christie's Bay, in the Great Slave Lake, and the other into Hudson's Bay. This lake is called Sandy Lake. From the account he got of it he inferred it to be about two hundred miles distant from Christie's Bay.

Count de Sainville, as I have already mentioned, imparted to me information concerning the nature of the country he had passed over around the mouth and estuary of the Mackenzie River. He described the country on the westerly shore of the estuary as generally high, with much clay and shale along the beach. That on the eastern shore and as far as he went, with the exception of the Caribou Mountains, is flat and low, with only willow and furze. A prominent characteristic of the coast on this side is the number of conical gravel hills which rise to a height of 200 to 300 feet. He always found fresh water oozing from the base, which led him to investigate, when he found the interior of these hills consisted of fresh water ice, covered with sand and gravel. Buried in this silt are the trunks of many large trees, which he often cut and used as firewood. Though

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these trees must have been in this position many thousand years, he said they still were as sound as if only cut down a year or two ago. Most of them were spruce, and when cut they still emitted its peculiar odour and burned freely. Game he described as being plentiful in the locality, especially wild fowl, which are very numerous. Only Esquimaux are found in the region, the Indians fear them too much to go into their country. The Count has a more favourable opinion of the Esquimaux than most people, and his experience with them would appear to justify it. He says they are most inveterate thieves if you try to conceal anything from them, but leave your property around carelessly as though you did not care whether they took it or not, and it is pretty safe. They seemed to take more delight in defeating your watchfulness than in acquiring your property. The Count thinks the family tie is almost non-existent among them. Men think no more of changing wives for a term or altogether than they would of changing any of their implements, and apart from this, promiscuous intercourse of the sexes is very prevalent, which he thinks accounts for the small numbers of the members of a family, seldom more than two or three.

When in Winnipeg, His Honour the Lieutenant-Governor of Manitoba showed me some correspondence he had with the United States Navy Department, some notes on which he was good enough to give me, together with a copy of two charts of part of the Arctic coast in the vicinity of the Mackenzie estuary; one a chart of the coast line from the 127° meridian west of Greenwich to the 156°, the other a chart of Herschel Island on the same sheet with which is a portion of it much enlarged showing Pearl Cove which is a bay on the south side of the island. As located on the large chart Herschel Island is situated in latitude 69° 40', longitude 139° close to the coast. It is thus 2° east of the International Boundary.

These charts were compiled from surveys made by the officers of the United States SS. "Thetis" in 1889. This ship was sent by the United States authorities to be in the vicinity of the whaling fleet, and relieve or assist any of them requiring it. Her officers made soundings and determinations which are marked on the chart, but the soundings are marked on farther east than she appears to have gone, and the authority for these is not given. A note on the chart says that the officers of the "Thetis" found the coast line as marked on this chart to be about four miles too far north between the 139° and 146° meridians. It does not appear that any attempt was made to enter Mackenzie River, and the nearest soundings to its mouth as marked on this chart are about ninety miles from the easterly or main mouth of the river. The least depth shown is twelve fathoms and the greatest thirty-seven. Herschel Island is about eighty miles from the most westerly mouth of the Mackenzie, and about one hundred and thirty from the most easterly. This island is between six and seven miles long from east to west, and between three and four wide from north to south. Pearl Cove is a small bay on the south shore near the east end which would afford good shelter from drifting ice to vessels drawing no more than two to three and one-half fathoms. It is about one-half mile deep by a little less in width, and from its position and form is almost land-locked, the island being close to the main land (in places not more than two miles). In fact the whole island affords shelter from north-west, north, or north-east winds and drifts, and no other could effect any harm here.

The point which His Honour wished prominently noticed was the proximity of such a fair harbour to the mouth of the Mackenzie. His Honour also learned from the United States authorities that a whaling vessel called the "Grampus," drawing two and one-half fathoms, had succeeded in getting to within three miles of Shingle Point. This point is about twenty-five miles north-west from the most westerly mouth of the Mackenzie. It does not appear that she made any effort to enter the river.

It is stated that "clear water was found to the eastward of Herschel Island. In Mackenzie Bay the current holds the pack ice off, and all the ice in that vicinity is new ice formed every fall. The ice begins to break about the 20th May, and it begins to thaw from that date up to the 1st June. The pack ice breaks off from 5th to 15th June, and the other ice leaves 1st July. Northerly winds may hold it in

sight of the land for a few days, but by 15th July it is out of sight. This occurs every summer and the line of demarcation between clear water and drift ice bearing to the north of Herschel Island is very pronounced. The natives report that this clear water extends all through every summer fifty or sixty miles northward of Mackenzie River."

It is also said that the tidal flow at Herschel Island is two or three feet. Mackenzie Bay is said to be clear of ice until 1st September, when it begins to form again.

This is about all the information pertaining to our coast line contained on the charts, but one other remark may be noted here. "A north-easterly wind clears the pack off the coast and any vessels going to the eastward after the first week in September or remaining to the eastward after that time should be prepared for wintering."

This concludes my report, which I trust, sir, will be satisfactory to you and the public. I have spoken of things as I saw them, and have without any prejudice endeavoured to present a truthful account of all that came within the range of my vision or hearing, which I respectfully submit for your information.

I have the honour to be, sir,

Your obedient servant,

WILLIAM OGILVIE,

Dominion Land Surveyor.

56 Victoria.

Sessional Papers (No. 13A.)

A. 1893

SUMMARY REPORT

OF THE

GEOLOGICAL SURVEY DEPARTMENT.

FOR THE YEAR

1892

PRINTED BY ORDER OF PARLIAMENT



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Geological Survey Department.

*To His Excellency the Right Honourable Lord STANLEY of PRESTON, Governor-General
of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to lay before Your Excellency, in compliance with 53 Vic., Chap. 2, Section 6, the Summary Report of the Proceedings of the Geological Survey Department for the year ending 31st December, 1892.

Respectfully submitted,

T. MAYNE DALY,

Minister of the Interior.

JANUARY, 1893.

Geological Survey Department.

SUMMARY REPORT

OF THE

OPERATIONS OF THE GEOLOGICAL SURVEY

FOR THE YEAR 1892.

1st January, 1893.

The Hon. T. MAYNE DALY, M.P.,
Minister of the Interior.

SIR,—I have the honour, in compliance with Section 6 of the Act 53 Victoria, Chap. XI., to submit a summary report of the proceedings and work of the Geological corps during the year now closed.

The work during 1892 has been for the most part a continuation and extension of that recorded in the preceding years 1890 and 1891. The progress made in working out the structural details, and mapping the districts in part examined in those years has been satisfactory, while some extensive and hitherto wholly unknown areas south of Lake Athabasca, and east of James' Bay have been examined with interesting results, while important additions have also been made to our knowledge of the geologic and geographic features of these regions.

The working field parties, during the past year, numbered fifteen, distributed as follows:—

British Columbia.....	1
North-western Alberta and Columbia Valley.....	1
Between Lake Athabasca and Reindeer Lake.....	1
Ontario.....	4
Quebec.....	3
East Main.....	1
New Brunswick.....	1
Nova Scotia.....	3

As in previous years, Messrs. Macoun, Ami, Weston and Willimott have made investigations and collections in botany, palæontology and mineralogy, the particulars of which are given under the divisions named. Dr. G. M. Dawson's time and attention has been occupied, as in 1891, almost entirely with work in connection with the Behring Sea Commission, and he has, therefore, been unable to do any geological field work. The exploration in British Columbia has, however, been ably carried on by his assistant, Mr. McEvoy, who has also completed the drawing on stone of the orographical features of the Kamloops sheet.

In the Summary Report for 1891 it was stated (p. 8 A), that the boring at Deloraine had reached a depth of 1,808 feet, and that the total expenditure to the 31st of December, 1891, had been \$15,494.80. Many unfortunate and unexpected accidents and delays have arisen in the prosecution of the work. On the 11th of July, I reached Deloraine and found that the water-bearing sands under the impervious clay shales had been reached that morning, and that a weak stream of somewhat saline water was flowing from

the pipe; since then this flow was shut off by lowering the casing, and the boring was continued in the hope of securing a more copious supply. On the 22nd of September, when I again visited Deloraine, a total depth of 1,943 feet had been reached, or 121 feet into the Dakota formation, consisting of layers of coarse and fine white quartz sand, with hard streaks of sand-rock, holding occasionally concretionary nodules of pyrites. After the casing was lowered as above mentioned, the water no longer flowed over, except when the boring rods were being inserted, and then not till from six to nine lengths of about thirty feet each, had been put down, indicating the water to stand permanently at about 100 feet below the surface.

Though too saline for drinking, as shown by the quantitative analysis below, it is clear and soft, and unlike the water of the shallow wells of the district, lathers readily with soap, and would, therefore, be a useful and wholesome water for domestic purposes. Deloraine is 1,630 feet above sea-level, and thus it seems almost certain that at any height not exceeding 1,500 feet above tide, strong flowing artesian water might be obtained from the Dakota sands. The eastern outcrop of these sands was observed in 1889, by Mr. J. B. Tyrrell (Geol. Survey of Canada, Ann. Rep. vol. iv., p. 23 A), on some terraces at the south end of Swan Lake, near the foot of the Manitoba escarpment in the Riding Mountains, about 120 miles north of Deloraine, and about 1,000 feet above the sea. This outcrop is evidently here the eastern rim of the great water-bearing basin, of the Dakota formation of Western Manitoba, which has now been struck at Deloraine, 215 feet below sea-level, and 1,205 feet below its eastern rim in the Manitoba escarpment.

Further south the Cretaceous escarpment which forms this rim sinks below the level of the country, and both it and the underlying Palæozoic and Archæan rocks are deeply covered and entirely concealed by the deposits of Glacial Lake Agassiz. It appears that the flow of the water in the well at Deloraine is much impeded by the loose nature of the sand causing it to run in and block the pipe; a similar difficulty occurred at the Devil's Lake well in Dakota and in many other cases, but it has been found that by continued pumping, or natural flowing, the sand after a time ceases to run, and the available supply, as well as the quality, of the water, improves. Arrangements have, therefore, now been made to place a pump in the Deloraine well in order to satisfactorily test this matter. Supposing, as we do, that the main supply of water is derived from much higher levels to the westward, it seems probable that the natural pressure to be expected in the well at Deloraine may be so much relieved by outflow along the above described eastern rim of the basin, as to prevent any overflow at elevations greatly exceeding the level of that rim, which is as stated, about 1,000 feet above the sea level. Further south the edge of the basin, or outcrop of the water-bearing Dakota sands must be considerably lower, but is completely sealed by the overlying clay deposits of Lake Agassiz, and hence, perhaps, the greatly increasing pressure to the south, as manifested by the wells of the James' River valley in Dakota, and also the swampy character of the country, below the rim of the basin to the north. The result of pumping the Deloraine well will be most interesting, whether viewed from an economic or from a purely scientific stand-point.

A sample of the water analysed in the chemical laboratory of the Survey gave the following result:—

Chloride of potassium.....	Grains. 1·562
Chloride of sodium.....	309·502
Sulphate of soda.....	28·196
Bi-carbonate of soda.....	94·409
Bi-carbonate of lime.....	3·961
Bi-carbonate of magnesia.....	3·581
Carbonic acid, free.....	5·044
Organic matter.....	none
	<hr/>
	447·255
	<hr/>

grains per imperial gallon.

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Specific gravity at 60 F., 1004·99.

Boiling produced a slight precipitate consisting of carbonate of lime with a little carbonate of magnesia.

The water of the artesian well at Jamestown, Dakota, contains 129·2496 grains per gallon. I have not been able to find an analysis of the water from the Devil's Lake well. It would, however, be between that of Jamestown and Deloraine in saline contents.

On pages 71 A and 86 A of the Summary Report for 1891, it was stated that geological and botanical collections had been made and were being prepared for the proposed museum in the Rocky Mountain park at Banff. In July, I visited Banff, to inspect the building, then unfinished, and to ascertain what was required to complete it and adapt it for the purpose contemplated: also to ascertain the dimensions and the kind of cases that would be most suitable for the specimens. This was carried out, a plan of the rooms was made, some alterations suggested, and the position and kind of cases, fifteen in number, determined on. These are now being made in Ottawa, and will be ready to be placed early in the ensuing spring. They will afford about 1,444 square feet of glass frontage, upright and flat. A fair collection of animals, fossils, minerals, and rocks will be ready to be placed on exhibition, as soon as the cases are completed, as well as maps and photographs. A herbarium also, containing named species of all the plants growing in the Park and vicinity, has been prepared by Professor Macoun.

On the 20th of July I visited section 11, township 2, range 23, on the flank of the Turtle Mountains, south of Deloraine. On the north-west quarter of this section, the owner, Mr. Duncan McArthur, has sunk several shallow pits, and a shaft 23 feet deep, in which he states three seams of lignite coal were found with intervening clay strata.

1st seam at seventeen feet.....	2' 6"
2nd seam at (?)	2' 6"
3rd seam at twenty-three feet thickness not ascertained.	

All the workings were full of water at the date of my visit.

From the specimens of the lignite shown me by Mr. McArthur, it appears to be of similar quality to that now being mined at Estevan, and would certainly be a valuable fuel for local use if mined and sold at a reasonable figure.

These are doubtless the same seams as those described in the Geological Survey Summary Report for 1890, page 10, as having been opened in range 24, township 1. It was then stated the seam would probably be found from range 19 to range 34, in township 1. It is now proved that they extend in places at least a mile into township 3, or thirteen miles north of the international boundary.

On the 7th of August I left Ottawa for Quebec, where in company with Mr. Weston, some examinations were made with a view to determine the hitherto doubtful question of the relation of the black graptolitic bitumino-calcareous shales of the Citadel Hill, to the Trenton. In this we were completely successful, and the evidence obtained leaves no room to doubt that these shales are above, and not beneath the Trenton limestone, or in other words, that they occupy the position and represent, in a much disturbed and sharply folded attitude, the Utica Hudson terrane, the whole mass being squeezed in, and compressed between two great dislocations. The evidence of these dislocations abounds from the Falls of Montmorency and the Island of Orleans to Lake Champlain. That some beds older than Trenton are involved in these folds is quite likely, but these strata are certainly all newer than Levis.

On the 13th of August I left Quebec for Nova Scotia, where a few days were spent with Mr. Hugh Fletcher, examining and consulting on some doubtful points of structure in the Chignecto promontory and the Cobequid Hills, on the line of the Intercolonial, and the Spring Hill and Parrsboro' railways.

In the conclusions arrived at by Mr. Fletcher, I fully agree, and there can, I think, be no question that the crystalline rocks of the Cobequid Mountains are not Archæan but contemporaneous igneous ejections, and of Devono-carboniferous age. Full details will be given in Mr. Fletcher's map and report on the district.

On the 29th of August I again reached Ottawa.

On the 22nd of September I was again at Deloraine, when it was concluded to stop the boring and to make arrangements to place a pump in the well, as already stated. On the 25th of September a trip was made to Estevan and the Souris River coal fields, which I had examined and reported on in 1880.*

At the Hassard mine, fourteen miles from Estevan, a very fine seam of lignite has been opened, and above it at the same point, there are three seams as under :

1—4 feet.....	12 feet below prairie level.
2—2 feet.....	40 do do
3—1 feet.....	50 do do
4—8 feet.....	80 do do

This eight-foot seam is only a few feet above the level of the Souris River, and being covered by debris and superficial deposits, was not seen either by Dr. Dawson, in 1874, or by myself in 1880. The Hassard mine is on the left bank of the Souris River, section 4, township 2, range 6, west of second meridian. The seam presents a solid tough lignite eight feet thick and of excellent quality. It is somewhat difficult to correlate the above section with that at the Estevan mine, but it seems quite unlikely that the eight-foot seam at Hassard's is, though thought to be so, the same seam as that now being worked at Estevan, and, as the latter is only 28 to 30 feet below the prairie level, it seems much more probable that it is the same seam as the six feet seam shown in the figure, page 7 A, of the report 1880, above cited, and also as the seam in the old Sutherland mine, page 5 A of same report, in which case the Hassard seam would be below the bed of Long Creek at Estevan. In any case, there is an enormous quantity of available fuel in this field. In estimating the quantity in 1880 it was stated :—

"It may be assumed that there are in this region above the level of the Souris River at least eight feet of available lignite coal, over an area of not less than 120 square miles. This estimate would give 7,136,864 tons to the square mile, calculating the cubic foot at only 64 lbs." *

On page 6 A of the Summary Report for 1891 it was stated that vol. V. of the Annual Report would probably be issued before the close of 1892. This has not been found possible, but four Parts have been issued, and the printing of six other Parts is now well advanced, while two more are ready to put in the printer's hands. Most of them are also translated, and it is hoped that the interval between the issue of the English and the French edition will be considerably less than heretofore.

The Annual Report, vol. V., will contain the following Parts, with maps, illustrations and sections :—

- A—Summary Reports for 1890 and for 1891.
- D—Peace and Athabasca Rivers, with index map and sections—McConnell.
- E—North-western Manitoba, &c., with map and illustrations—Tyrrell.
- F—Sudbury Mining District—Bell.
- G—Geology of Hunters Island—Smith.
- L—Geology and Economic Minerals of Portneuf, Quebec and Montmorency Counties, P.Q.—Low.
- M—Report on a portion of the Province of Quebec and adjoining areas in New Brunswick and Maine, &c.—Bailey and McInnes.
- P—Surveys and Explorations, Pictou and Colchester Counties, Nova Scotia—Fletcher.
- Q—On Natural Gas and Petroleum in Ontario—Brumell.
- R—Chemical Contributions—Hoffmann.
- S—Mineral Statistics and Mines—Ingall.

On the 28th of December and following days, the Geological Society of America, on the joint invitation of the Royal Society of Canada and The Logan Club held its winter meeting in Ottawa. The proceedings were opened by an address of welcome to the visiting members of the society from His Excellency the Governor-General.

*Geol. Survey of Can. Rep. of Progress, 1879-80, pp. A 2-26, ss.

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Instructive and interesting papers or communications were read and discussed, several of which were contributed by members of the Geological corps of Canada. The social features of the meeting were of a most agreeable nature, and even from a scientific aspect by no means unimportant. At the close of the meeting the following resolution "adopted cordially and unanimously" was transmitted to the Logan Club by the secretary of the society, Professor LeRoy Fairchild:

"Resolved—That the thanks of the Geological Society of America be heartily tendered to the Logan Club for its invitation to the Society to meet in Ottawa, and for its generous hospitality; and especially to its committee, consisting of Dr. A. R. C. Selwyn, Dr. Robert W. Ells, Mr. Joseph B. Tyrrell, and Mr. W. H. Smith, whose untiring efforts have so largely contributed to the success of the meeting."

Mr. McEvoy left Ottawa on the 8th of June with instructions to continue the examination of that part of the southern interior of British Columbia, embraced by the Shuswap sheet, the situation of which was described in the Summary Report for 1891, p. 17 A. He was joined at Kamloops by his assistant, Mr. C. J. Howell, and continued work in the mountains till the end of September. On the 8th of October he again reached Ottawa.

He reports on the season's work as follows:—

"Nearly all the roads and trails in the country having been previously examined and surveyed, the work of this season was necessarily difficult, as it involved travel on foot through trackless forests and over steep and lofty mountains.

"The first trip was made from Shuswap station, up Chase Creek and through a low pass to Tappen siding. A few days were spent exploring in the vicinity of White Lake. This lake has heretofore been known only from Indian report. It proved, however, to be only two miles long, and apparently very shallow. The name, a translation of the Indian one, is derived from the appearance of the water due to the white silt bottom.

"On the hills west of Armstrong, on the Shuswap and Okanagan Railway, near Davidson Creek, black chistolite schist, like that of granite in Nova Scotia and elsewhere around were found. The conditions here are apparently similar to those in the east; the argillites or argillaceous schists become altered on approaching the granite, imperfect crystals of garnet appear, and still nearer the contact the typical chistolite schist is found.

"About three weeks were spent in the country north of Shuswap Lake, around the headwaters of Scotch Creek. The mountains here are smooth-topped, about 6,800 feet high, and heavily glaciated over the summits. They are composed for the most part of gneisses and mica-schists of the Shuswap series, probably Archæan. On Scotch Creek, however, the overlying black argillaceous schists of the Nisconlith series are well developed. The return was made along the route followed by the old Seymour trail, all signs of which are now completely obliterated. Considerable difficulty was experienced in getting the pack-horses across the mouth of Adams River, owing to the extreme high water.

"The season was fully a month later than usual at an altitude of less than 6,000 feet. On the 1st of August about one-half the ground was still snow-covered, and even on the sunny exposures the horses could find scarcely any grass.

"From a point opposite the first island on Adams Lake, four miles from the outlet, a low pass, extends westward to Louis Creek, the summit of which is only about 3,000 feet above sea level. Throughout this valley there is a good deal of rich land which, unless some exceptional climatic conditions exist, would be very suitable for cultivation.

"From Cin'-max, a point on the stream flowing into Adams Lake at Skwa-am Bay, a traverse was made due north to the east fork of Barrière River. An isolated area of a basalt, at a low elevation, was found on this route. On the east fork of the Barrière a lake not shown on any existing map was discovered. Its Indian name is Hum-ham-ilt and it proved to be seven miles long, with a low pass from its head running to Adams Lake.

"While in the neighbourhood an opportunity was afforded of visiting the coal mine on the North Thompson Indian Reserve. A tunnel running northward from the creek bed showed the following section:—

Coal	6 inches.
Sandstone	2 feet (variable.)
Coal	9 inches.
Sandstone	6 "
Coal	18 "

Besides these an underlying seam of coal is reported.

"About a week was spent in tracing the complicated outline of the Granite and Tertiary areas which are found interrupting and overlying the limestones and schists around the heads of Reservation and Edward creeks.

"It was found impracticable to take horses into the mountains of the Gold Range, so three or four weeks of the latter part of the season were spent in those mountains on foot. The climbing was steep and difficult. Four main points were occupied for topographical sketches, besides several secondary ones. The rocks are gneisses and mica-schists, (probably Archæan) the latter holding garnets in many places.

"A careful examination was made of all exposures on the line of the Canadian Pacific Railway from Revelstoke to Salmon Arm for the purpose of getting a good section.

"A visit was paid to the Coal Hill mine, three miles south of Kamloops. An incline was being sunk along the dip of the seams, and in it the following section was seen:—

Coal	3 inches.
Shale	5 "
Coal	12 "
Clay	4 "
Coal	2 "
Shale	6 "
Coal	3 "
Shale and clay	5 "
Coal	5 "
Shale and sandstone	12 "
Coal	2½ "
Sandstone	8 "
Coal	3 "

The quantity of clay is variable and some of the shale partings are not continuous.

"Before returning the Glen iron mine on Kamloops Lake was visited. The ore is magnetite throughout, with a slight mixture of calcite and felspar in a few places, which, however, does not injure the ore for smelting. The following items were noted:—

"1. An opening a few feet from the railway, filling an irregular angular fissure from two to six feet in width.

"2. Three hundred feet south of last a deposit of four feet of good ore, with five feet mixed ore and country rock.

"3. Five hundred feet southward from last a large deposit of fourteen feet good ore, with ten feet of mixed.

"4. Thirty feet north-west of last, twelve feet ore.

"5. West of last a vein three feet thick.

"6. South-west of last numerous croppings of good ore undeveloped. At a low estimate ten per cent of the mass here is ore.

"7. North-east of No. 3 a vein four to ten feet thick. This is the principal source of output at present and is connected with the railway by an aerial tramway.

"All the veins run in an easterly and westerly direction, and are nearly vertical or dipping northward at high angles."

The cost of the season's work, including salary of assistant, was \$1,335.69. Since Mr. McEvoy's return from the field he has been occupied in completing the plotting, etc.

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Mr. McConnell left Ottawa on the 27th of May with instructions to make an exploration in the Rocky Mountains to the North-west of Calgary, crossing either by way of the Howse or the Athabasca Pass to the Columbia to ascertain and define approximately the eastern limit, in that region of the northern extension of the great East and West Kootenay mineral bearing belt of crystalline rocks, which I had myself met with in 1871, at the head of Canoe Creek and in the vicinity of Tête Jaune Cache on the Fraser, at the western entrance to the Yellow Head Pass.*

On this work Mr. McConnell reports as follows:—"The party left Morley on the 9th of June, with six pack-horses carrying instruments, baggage and supplies for five weeks, but in addition to this, some Indians were engaged to pack 400 lbs. provisions as far as the Saskatchewan, so as to enable us to complete the survey through the Howse Pass without wasting part of the summer returning to the C. P. R. for fresh supplies. From Morley we travelled through the foot-hills to the Red Deer River which we crossed near the 'Gap,' and then entering the Rockies continued northwards by the longitudinal passes inside the first ranges. We reached the Saskatchewan at the Kootanie Plain on the 17th of June. From there we descended the Saskatchewan to the 'Gap,' and then worked westward to the summit. Mr. Russell making a paced survey up the valley, and a compass triangulation of the bordering mountains, supplemented by sketches from the various peaks climbed, while I collected data for a geological map and section.

"Before crossing the summit to the Blaeberry River a few days were spent round Glacier Lake, the source of one of the four branches which unite to form the Saskatchewan. Glacier Lake occupies the bottom of a deep valley bounded by high precipitous limestone mountains, and is about three miles long by a mile wide. A few miles above the head of the lake the valley is filled by the Great Saskatchewan Glacier, and two miles further on is terminated by a line of cliffs out of which the ice from the great river of the central range of the Rockies precipitates itself in ice cascades and avalanches. The glacier was ascended and such measurements of its size, rate of motion, etc., as time permitted were made.

"Leaving Glacier Lake we crossed the summit of the Howse Pass to the Blaeberry River and descended the latter to the Columbia, which we reached on the 1st of August. The Howse Pass has not been used for some years owing to the well-nigh impassable state of the trail caused by fallen timber, and much time was lost in cutting a passage through.

"The section through the Rocky Mountains cut by the Saskatchewan and Blaeberry rivers bears a general resemblance to that previously described along the Bow and Kicking Horse rivers,† but necessarily differs greatly in detail. In the eastern part of the range three great thrust faults due to pressure from the west were detected. The first of these occurs along the eastern boundary of the range, the second cuts through the Kootanie Plain, while the third and greatest, is situated immediately west of the continuation of the Saw-back range and has resulted in placing rocks of Middle Cambrian age over the Carboniferous. A notable feature of the Saskatchewan section is the almost complete absence of Cretaceous beds. Two bands of red sandstone which may possibly be of this age cross the valley, but the dark coal bearing shales which enter so largely into the composition of the ranges further to the south were not observed west of the 'Gap.' In the western part of the range the beds except in places have not been so violently disturbed as along the Kicking Horse. The Bow River series is nowhere brought to the surface and the mountains are composed of Castle Mountain, and more recent limestones and calc-schists often lying in great synclines and anticlines.

"After completing the traverse of the Howse Pass, we refitted at Donald, B.C., and then descended the Columbia valley to Kinbasket Lake. The packtrain was left some miles above the lake and the latter part of the journey made by water, as the old Moberly trail which we were following, owing to its long disuse had become so completely blocked with fallen trees that we were unable even with all hands chopping to clear more than a few hundred yards a day. The original intention was to descend the Columbia to Canoe River and then to recross the mountains by the Athabasca Pass, but

*Geol. Surv. of Canada, Progress Report, 1871-72.

†Geol. Surv. Can., Ann. Rept., vol. II., part D, 1886.

this plan had to be abandoned owing to the length of time and heavy expenditure required to cut a trail down the valley.

"The geology of the Columbia valley proved to be extremely complicated and will only be briefly referred to here. On the south-west or Selkirk side of the valley, the rocks consist of mica schists and gneisses, probably to the Shuswap River of Dawson and Selkirk sections (Brit. Geol. Soc. Ann. vol. 2, p. 165). East of these but separated from them by a deep fault running parallel with the valley is a great thickness of quartzites, crushed conglomerates and argillites, representing the Bow River series. The latter are succeeded by the limestones of the Castle Mountain Group, the beds of which form the mountains bounding the valley on the north-east or Rocky Mountain side. Behind the first range of the Rockies the argillites and associated beds of the Bow River series are again arched by an anticlinal and extend north-westward in a gradually widening band from below Bush River to the Athabasca Pass and beyond.

"Coarse gold has been found in the beds of several of the streams heading in the band of Bow River rocks, and it is highly probable that paying placer deposits will eventually be discovered in this part of the range. The impassable state of the trails has hitherto prevented much prospecting being done. The schists of the Shuswap rivers on the Selkirk side of the valley are also metalliferous. A lode of galena was discovered during the present exploration, west of Kinbasket Lake, a specimen of which has been analysed in the Survey laboratory and is reported by Mr. Hoffmann to contain 26.25 ounces of silver to the ton.

"Work was discontinued on the 20th of September, somewhat earlier than usual, owing to a heavy snow-storm in the mountains rendering further climbing impossible. The outfit was brought back to Golden on the 23rd and shipped by the Canadian Pacific Railway to Morley, where it was stored for the winter. The horses were left at the same place, in charge of R. McFarlane. Cost of season's exploration, including purchase of pack-train, \$2,443.62."

In the beginning of April, Mr. Tyrrell was requested to prepare for an exploration in the country lying north of the Churchill River, and south of Athabasca Lake and Bear River. The region explored (an area of about 40,000 square miles) is remote from all ordinary routes, no reports or descriptions of it have been published, and the greater portion of it has never been travelled over by white men, not even by officers of the Hudson's Bay Company. Mr. Dowling accompanied Mr. Tyrrell, in the capacity of assistant, but worked to a great extent independently, and on different routes. Mr. Tyrrell summarizes the season's work as follows:—

"It was impossible to decide with any degree of certainty on the most advantageous starting point for the exploration, but after a careful examination of the maps of the surrounding country, and Mr. Cochrane's unpublished traverse, made in 1882, of Reindeer and Athabasca lakes and Black River it was decided, with your approval, to send Mr. Dowling northward from Edmonton down the Athabasca River with the boat that had been used on Lake Winnipeg for the last two years, while I should proceed from Prince Albert by Green Lake to Isle à la Crosse, and push northward in canoes from there through the unknown country. The experience of the summer proved that this arrangement was the best that could have been made.

"We left Ottawa on the 6th of June and proceeded to Winnipeg, where C. C. Chipman, Esq., Commissioner of the Hudson's Bay Company, kindly gave us letters to the officers at all the northern trading posts, instructing them to furnish us with all necessary supplies. On June 13th we left Winnipeg by the train for the west, Mr. Dowling being instructed to go by rail to Edmonton, thence to drive north to Athabasca Landing, where he would find James Collins, whom I had sent from Selkirk with the boat, to descend the Athabasca River and survey the south shore of Athabasca, and the streams flowing into it, as far east as Fort Fond du Lac, where he was to meet me not later than the 1st of August, bringing with him supplies for the remainder of the season. I went west as far as Regina and thence northward on the Qu'Appelle, Long Lake and Saskatchewan Railway to Prince Albert.

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"At Prince Albert a light wagon was hired, and on the 17th of June, with one man (Herbert Porter) and a teamster, we crossed the Saskatchewan, and entered a ridge of sand hills wooded with Banksian pine. The trail winds over and among these hills to beyond the crossing of Shell River, where it enters an almost level or very gently rolling country, with rich dark soil, wooded with groves of poplar varied with prairie glades. On account of almost constant rains the travel through these rich poplar woods was very heavy, and it was with much pleasure that we again reached Shell River, at a distance of about thirty miles from Prince Albert, where it winds in a narrow channel through the bottom land of a wide, sloping valley like that of the Saskatchewan. Beautiful gravel plains and terraces extend along the sides of this valley, and these are followed by the trail for the next forty or fifty miles, making one of the most beautiful roads in the North-west Territories.

"The valley is at first occupied by Shell River, or a branch of it called Snake Creek, while further north it is occupied by Sandy Lake, Devil's Lake and Whitefish Lake, and is crossed by Big River and also by a branch of Shell River. It was not traced to its northern extremity, but it appeared to originate in a conspicuous ridge of boulder-covered, morainic hills which forms the main watershed between the waters flowing into the Saskatchewan and those flowing into the Churchill.

"Shortly before reaching these hills the trail leaves the valley, where its sides are 150 feet high, and enters the morainic hills, which are wooded with large white spruce. Crossing the hills, the trail descends to a gravel plain, and, again turning westward, it plunges into the deep valley of the upper part of Big River. The sides of this valley, through the bottom of which winds a small stream, appear to be composed of dark cretaceous shales, and are bordered by several beautiful terraces, on which the trail has been located. This valley gradually decreases in depth as it is ascended till it appears to terminate in an extensive tamarack swamp. Here the trail leaves it and crosses an extensive plain underlaid by a sandy clay with boulders. On crossing this plain we entered another wide stretch of sand hills, beyond which is a level clay country, wooded with poplar, extending to Green Lake.

"At the south end of Green Lake the Hudson's Bay Company have a storehouse. On reaching here, on the 21st of June, we found that Mr. Gwillim had arrived with our two Peterborough canoes several days before. We also here found Mr. Moberly, the Hudson's Bay Company's officer in charge at Isle à la Crosse. He had come thus far southward to superintend the distribution of their freight. Having made the necessary arrangements with him we launched our canoes and started northward on Green Lake.

"This lake is a long, narrow body of water occupying the bottom of an ancient valley cut in the face of an easy slope.

"A survey of Green Lake was made with a compass and boat log, and then an estimated track survey of Beaver River down to its mouth in Isle à la Crosse Lake. In its upper portion the banks are stratified post-glacial deposits, while at the rapids the stream has cut into the underlying till, which contains many striated boulders. No rock in place was seen on Beaver River until the foot of the rapids was reached, just above the mouth of Doré River, where high banks of soft stratified sand are cut out of the Dakota formation.

"At Isle à la Crosse, Pierre Girard, a half-breed, and Ithingo and Hedderly, two Chipewyan Indians were engaged.

"On the 29th of June we descended Churchill River to the mouth of Mudjatick or Cariboo River. This latter stream was found to be at its extreme high water stage, but we turned into it, and began to stem its rapid current. The banks were overhung with willows into which the water had spread from the swollen stream, so that it was impossible to track the canoes with a line and the depth of the water and the bottom of soft quicksand prevented the use of poles, so that we were obliged to ascend entirely with the paddle.

"The river winds from side to side of a wide sandy plain in the bottom of a sloping valley, the sides of which are composed of ridges of well banded red gneiss. The stream very rarely reaches the bases of these ridges and no rocky barriers obstruct its course, the few heavy rapids met with being caused by accumulations of boulders in the channel. The source of the river is in a series of small lakes lying in depressions in a sandy plain,

on the height of land and not among rocky hills as might have been expected. Crossing this sandy height of land by several portages, a small lake is reached which discharges its crystal waters northward by a winding stream that flows at first through the above mentioned sandy tract, and then through an area of gneiss hills into the southern end of Cree Lake.

"This large lake, about fifty miles in length, lies a short distance north of and but little below the height of land. The southern end is surrounded by rocky hills of Archæan gneiss, while further north the islands and the west shore, which were the only parts visited, were found to be underlain by horizontally stratified white or light red Palæozoic sandstone of the same age as that south of Lake Athabasca. Thus this lake adds one more to the number of the great lakes in Canada that lie along the line of contact of the Palæozoic and Archæan. Both Athabasca and Wollaston lakes occupy similar positions.

"In the central portion of Cree Lake are a great number of oval islands, composed of till and boulders, all lying with their long axes parallel to the direction of glacial striation. These islands in some cases rise to a height of 175 feet, while the water near them was found to be about seventy-five feet deep. They are of the character of those hills known to glacialists as drumlins.

"Cree River flows out of a bay at the north end of Cree Lake. It is a wild, impetuous stream, with only a shallow channel and no distinctive valley. It flows generally over a bed of angular masses of coarse whitish sandstone, which everywhere forms the country rock. The rock itself is but seldom seen, and the many dangerous rapids are caused by the presence of these broken angular masses of sandstone, as well as by sudden contractions and expansions of the channel. The river has every appearance of being very new, and the whole country shows abundant evidence of having been only slightly modified by meteoric or fluvial agencies.

"The descent of Cree River was accomplished in three days, Wapata Lake, into which it flows, being entered in the evening of the third day. A survey was made of this lake, and of the shores of Black Lake as far north as its discharge into Black River.

"In order to obtain supplies for the remainder of the season I was obliged to proceed hence westward to Fond du Lac, on the north shore of Lake Athabasca.

"One canoe with two men, and all the supplies on hand were accordingly left here, and with a light canoe and three men I started westward across the portage, about three miles and a half in length, which it is necessary to make in order to pass a series of heavy rapids and falls on Cree River. After crossing a small lake another portage two miles and a half in length had to be crossed before the easy water of the lower portion of Black River was reached. The total descent of the river in rapids and falls avoided by these two portages is about 300 feet, or at least this may be taken as the altitude of Black Lake above Lake Athabasca. From the lower end of the latter portage we descended Black River and followed the long straight narrow arm of Lake Athabasca westward to the Hudson's Bay Company's Post of Fond du Lac. Both the river and lake occupy the bottom of a great valley which extends along the line of contact of the altered Archæan rocks and the overlying unaltered sandstones. To the south stands the high and almost unbroken sandstone escarpment, while to the north rise high rounded hills of reddish gray gneiss, or lofty crags and precipices of dark green trap.

"This trap is found most largely developed along the north side of Black River, and all along the north-west side of Black Lake, where it appears to be running off into the country towards the north-east. It is very similar in character to many of the green Huronian rocks at Sudbury, Lake of the Woods, etc., and future investigation may show it to contain minerals of economic value. On the west side of Black Lake, and perhaps associated with this trap, is a low exposure of green chloritic schists apparently of clastic origin.

"We arrived at Fond du Lac on the evening of the 27th of July, where we were welcomed by Joseph Mercredi, a venerable old half-breed who had been in charge of the Hudson's Bay Company's post at this point for the past forty-seven years. He informed me that part of my supplies, and an old canoe previously used by Mr. McConnell, had already arrived.

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"On the following day Mr. Dowling arrived from Fort Chipewyan having completed the survey of the south shore of Lake Athabasca. He brought word that the Athabasca River steamer would leave on her last trip up the river about the 7th of August, and as the specimens already collected could not be carried with us during the remainder of our journey it was necessary, if they were to reach Ottawa this year, to send them at once to Chipewyan. A canoe and two men were therefore employed and sent off at once with the collections made up to that time.

"Afterwards we set to work to stow all our goods in our two canoes and leaving the boat to be sent back to Fort Chipewyan, we again started eastward on the morning of July 30. Mr. Dowling continuing the log survey of the south side of this arm of the lake, while I made a similar survey of the north shore, to the mouth of Black River. From this point to Wollaston Lake Mr. Dowling, as stated in his report, made a survey with compass and micrometer of all the rivers and smaller lakes, while the larger lakes were surveyed with a Massey boat log.

"A band of Indians had been induced to wait for us at the long portages, and a few miles before reaching them, Ithingo, one of our Indians from Isle à la Crosse, was sent by land to apprise them of our approach. With their assistance the two canoes and their heavy loads were carried across both portages in a day, and early in the evening we camped on the shore of Black Lake near the head of the western portage, where the two men had been left ten days before. Here the three canoes were loaded and bidding good-bye to our Indian friends we continued eastward, Mr. Dowling taking the south shore, while Mr. Tyrrell followed the north side of the lake, which was at first found to consist of high cliffs of dark green trap, and then of low lying rounded bosses of red granite.

"This granite extends up Black River above the lake to near the mouth of Porcupine River, where it runs off to the north-east, and the horizontal sandstone again makes its appearance. The river continues in this sandstone until near Little Hatchet Lake, its course being generally governed by the directions of the great drumlins or hills of unstratified sand and boulders, which rise on every side. Both the north and south shores of Little Hatchet Lake were surveyed, and on the 18th of August we entered Wollaston Lake, after a very laborious journey up a stream obstructed by heavy rapids, in which the men had constantly to wade in the water up to their waists, surrounded by ever-present swarms of noxious black flies.

"The west shore of Wollaston Lake was surveyed down to the mouth of Drifting River, near which we met a little band of Indians, from whom we fortunately obtained a small additional supply of tea and ammunition. We had hoped to have also obtained from them some information about the country to the south-west, but they knew nothing of it, except that formerly there was a canoe route up Geikie River, and across the height of land to Churchill. This route had not been travelled for a long time, and the portages would probably be all blocked with fallen timber if they could be found at all. Besides this our stock of provisions would last for very little more than a week longer. However, it was important that a survey should be made across this portion of the country if possible, and the three men from Isle à la Crosse were willing to try to get through it with me.

"The party was accordingly divided, Mr. Dowling was sent with two canoes and four men with instructions to survey the south shore of Wollaston Lake, thence to proceed by either the southern or northern route, as would be found advisable, to Reindeer Lake, to continue his instrumental survey through that lake, down Reindeer River and up Churchill River to Stanley Mission, connecting with Mr. Fawcett's survey of the Churchill River at Frog Portage. From Stanley he was to turn southward through streams and lakes to Montreal Lake, whence he was to proceed overland to Prince Albert. If possible, an instrumental survey was to be made throughout, the streams being measured with a micrometer, and the lakes with Massey's patent log.

"The writer took one canoe and three men, and on the 25th August began the ascent of Geikie River. The country through which this river flows consists of evenly banded red granite gneiss, with a regular and very persistent strike in a south-westerly direction, arranged in long ridges, parallel to the strike, which are separated by more or less wide intervening valleys. The lower portion was easy of ascent, as it consisted

of a series of narrow lakes connected by rapid, but not impassable, stretches of river, but in its upper part the difficulties became much greater, for the stream breaks up into a number of small branches in which there was hardly enough water to float the canoes. Ascending one of these branches to its source we crossed from one lake to another over old and obscure portages, which we were obliged to cut out anew, till we came to Little Whitefish Lake and thence descended an irregular stream to a large lake known as Whitefish Lake, where we arrived on the 9th of September. Our provisions would have been long since exhausted had not a moose and four bears been added to our stock on the way. Wild fowl of any kind were very scarce.

“My Indian canoeemen recognized Whitefish Lake as a place which they had previously visited, and, as they had descended Whitefish River from the lake to Churchill River, uncertainty as to our route was now at an end, and though the river ahead of us was broken by many dangerous rapids, the proper channel and all the portages were known, and we hailed with delight the finding of a route which we could follow with the assurance of finally reaching our desired destination. The survey was continued across Whitefish Lake and down Whitefish River to Churchill River, where it was connected with Mr. Fawcett's micrometer survey of the latter stream. All the way from Wollaston Lake a very careful survey had been kept. The bearings were taken with a prismatic compass, checked daily by readings on the sun near its rising or setting. As there was no sign of local attraction, these may be considered as being fairly accurate. The lakes and quiet reaches were measured with a patent log, while the lengths of the stretches of flowing water were estimated. Observations for latitude were taken as often as possible, sometimes twice daily, and thus the positions of most of the natural features observed were obtained within a comparatively small limit of error. Similar observations for latitude were taken at many other points during the course of the summer.

“From the mouth of Whitefish River we followed the Churchill River upwards, examining the various rock exposures, and living on what ducks we could shoot from time to time, for our stock of provisions had been exhausted some time before. On the evening of September 20th we arrived at Isle à la Crosse, just as a heavy equinoctial storm began to set in.

“Here the men were paid off and my canoe was left for the winter, and while the storm raged without, two days were spent very pleasantly with Mr. H. J. Moberly, the Hudson's Bay Company's officer in charge of that district. Arrangements were then made with Mr. Moberly for a passage out to Prince Albert, and leaving the pleasant friends at Isle à la Crosse on the 24th of September, I was taken up Beaver River to Green Lake in three days, and pushing onward, Prince Albert was reached on the evening of the 2nd of October.

“As Mr. Dowling, and the men with him had not yet arrived from Montreal Lake, I determined to spend a few days in this vicinity. The underlying rock here was found to be a soft dark gray clay shale similar to the Pierre shale of Manitoba and the Upper Saskatchewan, but no fossils were discovered in it, so that its exact age could not be certainly determined.

“A short distance below the town a high steep cut bank runs along the north side of the river, and near its west end a slide has carried down a large section of the bank. The cliff is composed above of about twenty feet of stratified sand, through which chalybeate springs are issuing here and there, after cementing the sand in their vicinity into a hard red sandstone. The bottom of the cliff is a soft gray noncalcareous Cretaceous shale.

“On digging into the slide above mentioned, and after passing through a mass of loosely arranged slidden sand, we reached some beautifully stratified sand standing at a high angle. It looked like an old bar or point beside the river, on top of which the bank has slidden, but the false-bedding (if such it be) is very steep, and it is just possible that it may be a portion of the bank, slidden and tilted, but not otherwise disturbed. This sand is composed of grains of quartz in layers, interbedded with layers of fragments of black lignite, the latter occasionally in well rounded pebbles an inch or more in diameter. There is a great quantity of this lignite, the bed of sand, whose thickness could not then be determined, being often composed largely of it.

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"These rounded grains and pebbles of lignite have clearly been washed some distance by the water, and deposited alternately with the heavier quartz grains as the current varied in strength, but the quantity present would seem to be too great to permit of its having been washed from any of the known coal seams on the river, the lowest of which is near the mouth of Egg Creek, 400 miles higher up the stream. It is much more likely that these fragments of lignite have been washed from a deposit, not at any great distance, which is now covered.

"In order to determine whether such a deposit of coal exists in the vicinity or not, also whether the Dakota sandstone is here tar-bearing or not, as well as to ascertain the exact nature of the Cretaceous section in this district, where the surface appears to be almost everywhere covered with drift, it would be of the greatest service to make a boring down to the underlying Palæozoic rocks. If either coal or oil were met with the value of the country would be enhanced to many times the cost of the boring. A careful log, with specimens of the drillings from every five feet, should be kept, so that even if nothing of immediate importance were struck, the scientific information obtained would be of great interest. This part of the country has not yet been thoroughly examined, and it is therefore impossible to say whether a complete geological section of the underlying rocks can be obtained from natural exposures, but the overlying glacial and post-glacial deposits appear to be so continuous that it is highly improbable that such a section can be obtained without boring.

"Following the river downwards below Prince Albert, it is found to flow in a gradually deepening valley until in section 36, township 48 range 24, near the head of the rapids, the sides are sloping and composed of dark gray clay, like that weathered from the Pierre shales. The country to the south of here is undulating, with a soil of a gray slightly sandy clay without boulders.

"The bank of the channel is a soft dark gray clay with now and then a few boulders on the points. Occasionally there is an appearance of dark gray shale which may be a true outcrop of the Pierre formation. Half a mile lower down, the river cuts into the south side of the valley, and expose partially bare cliffs of dark gray unstratified clay or till with pebbles and a few boulders, overlaid by irregularly stratified clay. About half of the boulders and a third of the pebbles both here and on the points are of reddish and light yellow Palæozoic limestone, a very few are of Niagara shale, the rest being fine and coarse granite, &c. Almost all the boulders, and a great number of the pebbles are beautifully polished and striated.

"Proceeding eastward, on the south side of the valley, the trail crosses a ridge of sandy hills wooded with pine and poplar, representing the sand dunes on an old shore line, and then strikes out on a wide level plain, through which both branches of the Saskatchewan flow in deep channels with high scarped banks.

"Two miles above the Forks the sides of the valley of the North Branch are about 160 feet high, and show at the top two feet of rounded gravel, below which is about thirty feet of hard unstratified till, with pebbles and a few boulders. Below this the banks, where seen, are covered with slides, but as springs are issuing from beneath the till, it is probable that porous, stratified, inter- or pre-glacial deposits are there present. The boulders are of gneiss, red and yellow Palæozoic limestone, Cretaceous sandstones, etc., and many are beautifully striated.

"At the Forks, the high banks, as far as could be seen, are covered with slides of loose sand.

"Up the South Branch the trail from the Forks crosses the thinly wooded plain for about three miles, ascends a low ridge of sand hills, representing sand spits and dunes on an old shore line, runs over a moderately level country, and for about five miles over a more prominent ridge of sand hills wooded with pine, etc., and across an undulating country to Prince Albert.

"I left Prince Albert on the 7th of October, and remaining one day in Winnipeg to settle accounts with the Hudson's Bay Company, arrived in Ottawa on the 15th of October.

"A large number of specimens were collected, typical of the different classes of rocks met with.

“Between two and three hundred photographs were taken of different features of interest, but unfortunately, many of them, having been taken on defective negative films, were not good.”

Mr. Dowling left Ottawa on the 8th of June, and reached Edmonton on the evening of the sixteenth. Here a boatman familiar with the rapids of the Athabasca was engaged. A sailor engaged at Selkirk, had been sent on in advance, with a small sail-boat used by Mr. Tyrrell, on Lake Winnipeg, in 1891, and had arrived at Edmonton. The journey to Athabasca Landing was made by wagon, and on the 24th of June the party commenced the descent of the Athabasca. At Fort McMurray, 260 miles below, a canoe was secured, with which to ascend and examine the smaller streams flowing into the Athabasca River and Lake from the east and south. Mr. Dowling further reports on the work as follows:—

“The first river ascended was the Firebag, a small stream rising in a range of hills to the east of Fort McMurray, and joining the Athabasca about eighty miles below. This river in its lowest course cuts a deep valley through the lacustral deposits which form a wide belt bordering the southern shore of Lake Athabasca. Several exposures of the underlying rocks are seen; the first few are of the light coloured Devonian limestone, similar to that exposed on the Athabasca. Further up at the forks of the stream the limestone is followed by the black sandstone holding tar, but this is here represented by beds only a few feet thick, so that it probably does not extend much further to the east.

“The section of the later deposits consists of about ninety feet of stratified sand overlying beds of fine dark clay fifty feet thick. The bedding of the sand is accentuated by a liberal staining of occasional beds by tar. The surface of the country is generally undulating, the soil is principally sand with very little loam, so that it supports only a scanty growth of pines. This sandy country, or sandy plain, was found to stretch all along the south side of the lake and past the Beaver River.

“After calling at Fort Chipewyan, the southern shore of the lake was followed to the east end, and a survey of it was made with compass and boat log.

“The streams examined were the Old Fort River and the William River. The former was found to be perhaps the larger, though the William River has a larger channel, and evidently in the spring is a fair sized river. Both cut through the sand beds to the underlying rock, which was in both cases of a hard reddish or brownish sandstone. The low water in the William River compelled us to leave the canoe and travel across country in order to examine the part of the river above the rapids. About fifteen miles of bare sand plains were crossed before we came into the scrub pine country again. The country here is more undulating, and the river is said to rise far to the south in the Muskeg Mountains.

“The general character of the southern shore of the lake is monotonous, mostly sand beach, varied occasionally by boulder points. Ledges of sandstone appear in two or three places, but the shore is generally backed by cliffs of sand. Behind, the country rises rapidly, and is covered with a light growth of small Banksian pines. There are a few spruce and birch in the valleys of the small streams and on a narrow strip along the lake shore.

“The turbid waters of the Athabasca, entering the western part of the lake, colour the lake water to the eastward. On the 20th of July this extended fifty miles eastward from the mouth of the river. Beyond this the lake water was clear, blue and cold, the surface temperature being 47° F. On July the 28th we reached Fond du Lac (Hudson Bay Company's trading post) a few hours after Mr. Tyrrell.

“The log survey was continued eastward, and the end of the lake was reached on the evening of the 1st of August. Thence, on the river portion of the route, the distances were measured by the micrometer. A micrometer survey was made of Black River to Black Lake, and then a log traverse of Black Lake to the mouth of Hatchet River. The micrometer survey was continued up the Hatchet River to Hatchet or Wollaston Lake. The western and southern shores of this lake were traversed by log and compass, and the shores and islands delineated as well as the limited time would allow.

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"We decided on trying the southern route to Reindeer Lake by the Swan River. A survey, by pacing the portages and measuring the lakes crossed by the log, was carried to the Swan River. This portion of the route consists of eight portages, from the south-eastern shore of Hatchet Lake *viâ* a chain of small lakes to the head of a small stream running east to Reindeer Lake. This stream proved so shallow that all our efforts were needed in getting down, and the micrometer survey had to be abandoned. An estimated traverse was, however, made to the lake, where we arrived on September the 2nd. A log traverse was made to Lac du Brochet Post, at the north end of this lake. Supplies were obtained, and we returned by the eastern shore to Porcupine Point, and crossed to Vermilion Point. The western shore was followed to the outlet of the lake. The shores and islands of the southern half of the lake are high and rocky. The banks are generally steep, with scarcely any timber. Many of the islands are a mass of gneiss rock, rounded by glacial action, capped by a slight covering of moss and a few small spruce trees.

"The rocks of the northern part are chiefly a coarse dark gneiss. Towards the south bands of finer grained gneiss and mica schist are seen, cut often by dykes of a light red intrusive granite. The direction of striation on the rocks at Reindeer Lake have an average course to the south 10° to 20° west magnetic. The northern limit of poplar occurs about thirty-five miles up the lake. On Deer River, however, the poplar is quite plentiful showing a great change in a few miles. Small shrubs such as the wild cherry and saskatoon berry were noticed with the poplar; the fruit on these was fully ripened and quite dried up on the 21st of September.

"A micrometer survey was made of Deer River to its junction with the Churchill, then of that part of the Churchill between the mouth of Deer River and the Frog Portage where it was concluded on the 21st of September. Intending to reach Prince Albert *viâ* Montreal Lake we turned westward up the Churchill to Stanley Mission or Rapid River, H. B. C. Trading Post. Two miles to the westward a chain of lakes and portages leads to Lac La Ronde at a level of thirty or forty feet above the Churchill River. This lake is situated in the Archaean area; it is of the same character as those to the north, irregular in outline, and dotted with many islands, especially along the western shore. Our course across it lay in the midst of a chain of islands following the strike of the rock which is principally a spotted gneiss. To the west we passed the mouths of several bays in one of which the Indians obtain a soft serpentine from which they manufacture their pipes. Leaving the lake we passed into the drift covered area and saw no more of the Archaean. Among the boulders on the shore of Big Stone Lake some pieces of a light coloured limestone were noticed, and on inquiry I was assured that this limestone occurred in place all along the extreme southern shore of Lac La Ronde.

"Montreal Lake is only a shallow basin about thirty miles long and from five to ten miles wide, situated on a sandy terrace on the northern flank of Montreal Mountain. The outlet is by a small stream flowing north eastward; it cuts through the edge of the terrace and shows a section of sixty feet of stratified sand. Northward the stream flows through several small lakes and generally low country to the south-west corner of Lac La Ronde. The timber in the rocky country bordered by the southern shore of Lac La Ronde is not large or abundant. Southward there is some improvement and large individual spruce trees occur occasionally. The "Lob sticks" at Big Stone, Hudson Bay Company Post, are fine examples of these. On the Montreal River, small Banksian pine cover the eastern slope of the sandy plateau through which the river cuts. No large timber, spruce or pine, is seen till near the lake where, at the southern end, some groves of large spruce were seen. Montreal Mountain appears to be more than half burnt over. The largest timber seen is on the watershed south of Montreal and Deer lakes. Here the formation of the country is evidently morainic—very rough irregular hills with many boulders. Southward the country slopes gently towards the Saskatchewan. At Montreal Lake, a wagon was hired to carry our baggage to Prince Albert where we arrived on the 12th of October."

After paying the men and storing the outfit Mr. Dowling left for Ottawa and arrived there on the 18th of October.

Cost of season's exploration, Messrs. Tyrrell and Dowling, \$3,430.68.

Mr. McInnes left Ottawa on the 9th of June, with instructions to make such surveys and examinations as were required to if possible complete the work on sheet No. 9 of the Ontario series. This sheet adjoins sheet 6 to the east and sheet 8 to the north. It covers an equal area of 3,456 square miles and includes Lac des Mille Lacs and Dog Lake. A large part of the area is unsurveyed and therefore much time was occupied in surveying lakes and rivers. Mr. F. B. Cushing, B.A., of Montreal, and Mr. W. P. Bull, of Toronto, joined the party at Port Arthur as assistants, and Savanne station, seventy miles west of Port Arthur, on the Canadian Pacific Railway, was reached on the 15th of June.

"Lac des Mille Lacs presents a very irregular outline and a large number of islands. The southern edge of the great gneiss area, which occupies the whole of the northern part of the lake and extends northwards beyond the Canadian Pacific Railway track, can be traced along the whole length of the lake from east to west. The contact of the Laurentian gneiss with the Huronian, though generally well marked, is sometimes difficult to define closely, the rocks over a belt of a mile or more in width partaking of the macroscopic character of both series, and only at points widely separated, ranging themselves with one series or the other. Though not apparently the contact of an intrusive mass with sedimentary strata, it shows in certain places many of the phenomena of such a contact, though one series occupies the apparent position of the intrusive as frequently as the other, and each in places incloses blocks of the other and sends off into it long arms or apophyses. The best explanation seems to be that both sets of rocks by the combined effect of heat and pressure, exerted probably at a great depth, have been rendered in places viscous (local conditions determining in each case which remained stable) and so each bears to the other the apparent relation in places of an intrusive mass.

"Three weeks were spent in an examination of the country lying to the south of Greenwater Lake. A series of lakes which lie between the south-west end of upper Shebandowan Lake and Waykwabionan Lake was examined and found to be wholly within the gneiss area which further south forms the Giant Range, the Huronian belt of Shebandowan extending only a little over two miles to the south of Shebandowan. A micrometer survey was carried north-westwards by the Matawin River and another chain of lakes to Greenwood Lake, and here again only gneiss was found until the iron-bearing belt of Greenwater Lake was struck about a mile south of that lake. The gneiss area of Northern Light Lake was thus shown to extend continuously northwards to the northern shore of Greenwater Lake, which takes its markedly circular form from the northern edge of this gneiss area.

"In order to gain a knowledge of the country lying to the north of the railway, a trip was made from English River by way of Wawung and Pakeeshkon lakes to Muskeg Lake, and thence to Savanne River at Linkoping station on the Canadian Pacific Railway.

"With the exception of a narrow belt of Keewatin green schists which crosses English River, about twelve miles or thereabouts below the crossing of the railway and strikes for a short distance with the general course of the river, Archæan gneisses occupy the whole of the country traversed. The route lay through a series of lakes, the largest of which Pakeeshkon (or Cedar Narrows) Lake lies about twenty-five miles north of Upsala station, on the Canadian Pacific Railway. It is about fifteen miles long, and has an average width of from three miles to half a mile; its discharge flows westerly into English River. The country traversed is generally low, with no hills which rise more than 100 or 150 feet above the general level. Muskegs cover a large part of the surface; the forest growth is of small size, and consists mainly of black spruce, Banksian pine and poplar. That the land, in favourable spots, is capable of cultivation, is shown by the fact that the Indians encamped at Muskeg Lake, on the 31st of August, had had potatoes, which they had grown there, of good size and quality.

"A week was spent in a trip to the western end of Gunflint Lake where are exposed beds which are probably near the base of the Animikie, and which show interstratified beds of iron ore. Although a number of boulders showed fairly good ore, all that were seen in place were very much banded with cherty material. These banded cherty and jaspery beds occupy an almost horizontal position on the top of the upturned Archæan gneisses and schists.

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"Three hundred miles were surveyed by micrometer and compass, and about 100 miles by compass and estimated distances.

"The cost of season's work was \$1,275.86."

Mr. Smith left Ottawa for the field on the 7th of June, with instructions to continue the work of the preceding season in the country to the north-west of Thunder Bay. Three days were spent at Sudbury to examine, for the purpose of comparison, the contact there of the Laurentian and Huronian systems, and also, some of the nickel ore deposits in that district. He then proceeded, *via* Sault Ste. Marie, to Port Arthur, where he arrived on the 13th of June. Here, he was met by Mr. W. W. Leach, of McGill College, Montreal, who had been appointed his assistant for the season.

Mr. Leach proceeded to English River on the 15th of June and was joined there by Mr. Smith on the following day, and on the 17th, the party being completed, proceeded to Scotch Lake to explore a reported route from there to the Seine River. Nine days were spent in sketching and exploring fourteen small lakes south of Big Scotch Lake, but no practicable route to the Seine River was discovered.

On the 27th of June Mr. Smith returned to English River and was there engaged examining the rocks along the line of the Canadian Pacific Railway, east of that station and along the boundary line between the districts of Thunder Bay and Rainy River; he also corrected the topography of Pyramid Lake crossed by this line south of the railway. He explored the English River up its source as far as the northern boundary of the Seine River sheet (No. 6 of the series). During this time Mr. Leach endeavoured to trace a route said to exist between Little Scotch Lake and Brush Creek. He found the country impassable, but added several small lakes to the topography of the district.

On the 2nd of July Mr. Leach and two men were sent to Savanne, with instructions to cross Lac des Mille Lacs, and to meet Mr. Smith on the 5th of July, near the junction of the Fire Steel and Seine rivers; Mr. Smith, after procuring supplies from Rat Portage, proceeded to the rendez-vous by Hay Creek and the Fire Steel River for the purpose of examining the rocks on that route.

Mr. Leach did not reach the meeting place till the 7th of July, owing to a serious accident in one of the rapids of the Upper Seine River, in which the Peterboro' canoe was wrecked.

After mending the canoe sufficiently to carry the party back to Carlstad where they arrived on the ninth, Mr. Smith went to Rat Portage to replace the lost supplies and equipment, returning to Carlstad on the 11th of June.

The party then proceeded down the Fire Steel and Seine rivers, exploring some lakes, tributary to the latter on the way. Leaving the Seine River at the north end of Seine Lake on the 18th, they proceeded up a route partially surveyed by Mr. Wm. Lawson in 1890, in the hope of being able to find a way through to the lakes sketched in the first part of this season's work, and thus secure a continuous geological section.

Supplies for one week were taken, but owing to the extreme difficulty of the route, the connection through was not completed when the supplies failed, although ten small and medium sized lakes, with their connecting streams were surveyed with micrometer and compass.

The party then went back to Seine Lake, and thence proceeded through a route from this lake to Moose Lake (another expansion of the Seine River, further down its course), correcting the topography of the lakes on this route, by the townships base line surveyed by Mr. Nivens, P.L.S., in 1891. Through this route and down the Seine River expansions, to Steep Rock Lake the rocks were examined more critically and in localities not hitherto visited.

Below Steep Rock Lake the rocks of Beaver Lake, north of Seine River, were then examined. Leaving Mr. Leach on the 1st of August to endeavour to pass down the outlet of Beaver Lake, Mr. Smith proceeded down the Lower Seine River, examining the rocks *en route*, and thence across Rainy Lake.

In Shoal Lake and in Rat Root Bay of Rainy Lake, he examined the conglomerates and their associations for the purpose of comparing them with the Seine River conglome-

rates, which are in the same horizon as those of Shoal Lake, mapped on the Rainy Lake sheet (No. 3).

Mr. Smith arrived in Fort Francis on the 6th August and was followed a few hours afterwards by Mr. Leach who had found the outlet of Beaver Lake impassable.

Fresh supplies being procured at Fort Francis the party left on the 9th of August, and proceeded up Rainy Lake and the Manitou route in order to commence work on the Manitou sheet (No. 4 of the series).

They attempted to find a route from Lake Harris (west of Manitou Lake) to Lake Lawrence and thence to the Lake of the Woods, but failing in this, after traversing six small lakes they proceeded up the Manitou route across the Wabigon Lakes to Elm Bay near Barclay, on the Canadian Pacific Railway, arriving there on the 23rd of August.

Mr. Smith went to Rat Portage on the 24th, remaining till the 29th procuring supplies, visiting the mines on the Lake of the Woods and collecting mining statistics, while Mr. Leach made a log survey of the shore of Big Wabigon Lake.

The party then left Barclay and proceeded up the headwaters of the Little Wabigon River, and up those of the Big Turtle River, to within the limits of the Seine River sheet, when the final topographical and geological work necessary for the completion of this area was performed.

On the 17th the topographical work being completed Mr. Leach proceeded to the railway at English River, closing his season's work on the 22nd, while Mr. Smith advanced up the Seine and Atikokan rivers, obtaining geological sections over the township outlines surveyed by Mr. Nivens during the previous year.

Minute attention was given to the relations of the quartz-porphyrries to the surrounding Keewatin rocks, north of the Seine River and west of Steep Rock Lake, also to the relations of a disconnected area of similar quartz-phosphyrries to the rocks of the so-called Steep Rock series and to the Keewatin rocks south-east of Steep Rock Lake.

Round Lake was then connected by a micrometer and compass survey to the boundary line between the districts of Rainy River and Thunder Bay.

Mr. Smith then travelled to Savanne where he arrived on the 8th of October. After settling the business affairs of the season at Port Arthur on the 10th, he went to Toronto, to procure copies of the timber limits and mining location surveys recently made in the area embraced in the Seine River sheet.

He then went to Madoc, to examine the relations between the limestone and Archæan there for comparison with the limestones of the Steep Rock series. He closed the field work of the season at Madoc on the 18th of October and proceeded to Ottawa on the same day.

The work of the season was for the most part of a purely geological character, but considerable topographical detail was secured in hitherto unexplored areas.

The field work in the Seine River area is now completed, and all portions of it, believed to be accessible, have been examined.

The work was necessarily scattered, for supplying incomplete details, and re-examining critical localities, preparatory to writing the report and compiling the map.

A sketch of the geology of the district was given in the last Summary Report. The work of the season while adding to the accuracy and completeness of previous observations suggests no modification of this sketch necessary to record here.

No important discoveries of economic minerals were made, but Mr. Smith finds indications of iron ore bodies, in micaceous schists probably of Couchiching age, and in a lower geological horizon than they are usually looked for in this district. He finds that in his field the gold-bearing veins are associated almost invariably with quartz-porphyrries, which from the field evidence he is inclined to regard as the latest important eruptives of the region. A few of these veins appear to be very rich, and in one of them an interesting association of silver-bearing minerals was observed.

Very little prospecting and no mining has been done in this area during the past season. Mining activity in the Lake of the Woods district has been seriously checked by the failure of the reduction works at Rat Portage, but at two or three of the gold mines work is still being carried on, and at the Sultana Mine, stamp mills are in course of erection.

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Near Rat Portage and Keewatin some encouraging discoveries of nickeliferous ore have been made, but none of the specimens assayed show a high percentage of either nickel or copper. Discoveries of gold and also of non-titaniferous magnetic iron ore are reported from Rainy Lake.

The cost of the season's exploration was \$1,258.55. Since the foregoing was written Mr. Smith was attacked by an illness which I regret to record terminated fatally on the 19th of January. He had worked eight years on the Geological Survey and was a most painstaking and promising young geologist. This early and unexpected death is a serious loss to the Department.

Dr. Bell was requested to continue the survey and the necessary observations to complete, if possible, the sheet No. 125 of the Ontario series, Byng Inlet sheet. This sheet adjoins the Sudbury sheet No. 130, to the south, and embraces an area of about 1,800 square miles, including a portion of the Great Manitoulin Island. On the progress of this survey and on the other work of the past year Dr. Bell reports as follows:—

“After the close of the field operations of 1891, the winter months were occupied with office work in the usual way, which embraced reading proofs of the report on the Sudbury district, preparing appendices and attending to the illustrations for it, also correcting proofs of the geological map to accompany it, the preparation of a summary report for 1891, plotting the instrumental surveys which I had made during the summer and preparing other data for the map (sheet 126) on which the work of the season was to be represented. These data included the track-surveys and explorations made by the party and others, in various parts of the area covered by the sheet as well as numerous notes on geological and other observations. The adjustment of the surveys which had been made by others within the same area and the laying down of our geological notes. The specimens collected required to be carefully examined and considered in connection with the geological problems involved. The above formed the basis for working out the geology of the district which had been gone over during the summer, the solution of which was the ultimate object of the studies made during the winter. In addition to the summary report above referred to a fuller report on sheet 125, Byng Inlet sheet, was partially prepared, but it was found that before a satisfactory account of the geology of the whole area which it covers could be given, more field work would be required to be done. This has been attended to during the past summer and the necessary data have been obtained for completing the report. Besides the above principal duties of the winter months a certain amount of time was taken up in such minor matters as accounts in connection with field work, correspondence on Survey matters, answering inquiries for information, courtesies to visitors to the museum, and preparations for the following season's field-work, etc.

“With reference to the field work of 1892, the object aimed at was the completion of the geology of sheet 126, together with the making of some topographical and geological surveys required to complete sheet 125, and which will be more fully described further on. Sheet 126 embraces Grand Manitoulin Island, except the Indian reserve lying east of Manitowaning and South Bays, Cockburn Island and a strip of country along the main north shore of Lake Huron from Bay of Islands to a point west of Mississagi River, and it may be referred to for convenience as “the Manitoulin Sheet.” The islands just named had been geologically surveyed by myself in 1865 and 1866 and some additional details were worked out on the first mentioned island in 1886. La Cloche Island and Peninsula had been examined geologically by the late Mr. Alexander Murray and myself in 1860, while in previous years Mr. Murray had explored the north shore and surveyed the Spanish and Whitefish rivers. It therefore only remained for me to complete the work in certain parts where it seemed defective.

“I was assisted by Mr. H. G. Skill, who had been with me during the two previous seasons, till the 27th of September, and by Mr. W. G. Miller, B.A., and Mr. R. W. Brock, both of whom had been with me in 1891 till the 7th of October. Mr. Miller having unfortunately poisoned his right hand was partially incapacitated during a portion of the season.

"Having determined to make Little Current my headquarters for the season, I left Ottawa on the 27th of June and arrived there on the 1st of July. The first few days were spent in working at the geology in the vicinity. On the 6th of the month Messrs. Miller and Brock were sent to work in that part of Manitoulin Island which lies between West Bay and Bayfield Sound. They were both fully informed as to what had already been done in that section and were each furnished with a geologically coloured map of the region and were instructed to confine their attention to ascertaining, if possible, new facts in regard to certain formations and to tracing out their boundaries in greater detail.

"On the same day (6th July) I left Little Current with Mr. Skill in order to trace out geological boundaries in the part of the island which lies between West Bay and South Bay. We were favoured by fine weather and made rapid progress, returning to headquarters on the evening of the 12th, while Messrs. Miller and Brock got back on the 16th. The next three days were spent in repairing our canoes and visiting Strawberry Island and other localities in Manitowaning Bay.

"On the 20th I left Little Current in two canoes with my assistants and two other men for the purpose of making a micrometer and compass survey, and a geological examination, of the coast of Georgian Bay from the eastern mouth of French River to Byng Inlet, about twelve miles. Besides the geographical and geological additions to the map, which were to be derived from this work, it was intended to connect the hydrographic survey of this part of Georgian Bay with the surveys of the Crown Lands Department in the vicinity. As is well known, the north-east shore of Georgian Bay is fringed with a belt, several miles in width, of rocks and rocky islands, which are almost innumerable. The hydrographic surveys of the late Admiral Bayfield and of Commander Boulton, R.N., being intended for use from the deep-water stand-point, did not often penetrate far into this fringe of islands and rocks; while the Crown Lands surveys, having been made from the landward side, did not embrace many of these worthless rocks and islands. An intermediate zone was thus left unsurveyed, and therefore, in order to make a more complete and accurate map than had hitherto existed, it was necessary to survey this zone and to establish connections between fixed points in the two classes of surveys already made. My survey included Key Inlet (or "river") Henvey Inlet and part of Byng Inlet. I had made a geological reconnaissance of this coast in 1876 and reported the rocks to consist of common varieties of Laurentian gneiss. Additional geological facts were ascertained on the present occasion and considerable attention was given to the glacial phenomena, which present many points of interest in this part of the country.

"On our return to Little Current Messrs. Skill and Brock were sent with one man to make track surveys and cut out portages between the head of Narrow-Bay and Trout Lake to the north-east of it and also to make a new track-survey of Trout Lake and some geological explorations in its neighbourhood. In the meantime I examined some of the islands of the North Channel and a few days were spent on a trip to Collingwood, during which Mr. Miller was left in charge of the camp on an island near La Cloche Post.

"On the 20th of August, or a few days after my return to this camp, Messrs. Skill and Brock returned from their work in the Trout Lake district. Some of the islands between Great Cloche Island and Clapperton Island were next examined and on the 24th of August we commenced a detailed instrumental survey of La Cloche Lake and a geological examination of its shores and of the surrounding country. This work occupied all the available weather till the end of this month.

"From the beginning of September till the 18th of the month the time of myself and assistants was taken up in the examination of the north shore and the islands of the North Channel from La Cloche Post to the western extremity of the sheet, with the exception of a few days, during which Mr. Skill with one man was engaged in making a track-survey of McKinnon Lake, east of La Cloche Lake, and an exploration of the intervening country.

"On the 19th of September we started, by way of Whitefish River, for the purpose of making further geological examinations of the country between Bay of Islands and Lake Panache and of the region to the southward of this lake. On the 27th we returned to Little Current, when Mr. Skill was paid off as he was then obliged to return to college.

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"On the 28th of September I left Little Current by sail-boat to complete the geological examination of the western part of Manitoulin Island and after rounding the western extremity, I arrived back to the same place on the 6th of October, when Messrs. Miller and Brock were paid off on the 7th and they returned to Toronto in order to resume their college duties.

"From the 7th to the 17th of October was devoted to examining the shores and islands between Little Current and Killarney, employing two men and a sail-boat for this purpose. On the latter day, I left Killarney in a canoe with the same two men to work along the contact of the Laurentian and Huronian rocks to the northward of Collins' Inlet and returned to Little Current on the 30th. One of the two men who accompanied me on this journey was paid off on the 1st and the other on the 4th of November. The remainder of my time, before leaving for Ottawa, was spent in geological work in the neighbourhood of Shigguandah and on the north shore of Bay of Islands, in labeling and packing the specimens collected during the summer and in other duties in connection with the closing of the season's work, and I arrived in Ottawa on the 24th of November. Total cost of season's operations \$1,587.27."

The detailed report on the structural and economic geology will be prepared, to accompany the map.

Mr. A. E. Barlow was engaged in carrying on the work necessary for the completion of sheet No. 131 of the Ontario series of geological maps. This sheet adjoins the Sudbury sheet, No. 130, to the east. It covers a similar area of 3,456 square miles between latitude $46^{\circ} 13' 20''$ and $46^{\circ} 55' 07''$ north, and longitude $78^{\circ} 51' 37''$ and $80^{\circ} 22' 35''$ extending from near Eau Claire station to a little beyond Warren station on the Canadian Pacific Railway. It includes nearly the whole of Lake Nipissing and the southern portions of Lakes Temagami, Temiscaming and Keepawa. Another season will be required before the work necessary for the completion of this sheet will be finished. Mr. Barlow was assisted by Mr. J. T. E. Johnston of this department, who was mainly engaged in a survey of the roads. Mr. Barlow reports as follows:—

"Leaving Ottawa on the 8th of June, a few days were spent at Sudbury collecting information with regard to the working of the nickel mines and obtaining some necessary supplies and equipment. A careful micrometer survey of the western end of Lake Nipissing was made from Cache Bay on the north to Frank Bay on the south side, in the township of Patterson. The shores and islands, which latter are here exceedingly numerous, were carefully delineated and connection made on the west arm with the survey made for the Sudbury sheet. The northern shore of this lake was also examined and also the routes from Lake Nipissing *via* Trout Lake and Nosbonsing Lake and the Mattawa River to the Ottawa. Continuing up the Ottawa to the Long Sault, another micrometer survey was made of Obashing Lake (sometimes wrongly spelled Beauchine) and the route from this to Keepawa Lake, making connection at the one side with the railway survey of the Keepawa branch up the head of Gordon Creek (Norcliffe) and with the survey of the Ottawa River at the foot of the Long Sault. A large number of smaller lakes were also surveyed in this vicinity and the outcrops of the rock exposed on the shores noted. Proceeding up Lake Temiscaming and *via* the Matabetchouan River to Lake Temagami, a survey was made from Muddy Water Bay, southwards through Wasésin-a-gamo (Driftwood Lake), Jumping Caribou, Hanging Stone and Red Cedar lakes to the outlet of Temagami River. Returning to Temagami Lake a geological examination was made of the route *via* Gull Lake to Sturgeon River. A micrometer survey was made of Kookaganing and Ashgaming lakes from the outlet of the former into Maskinongé-wagaming, connecting with the recent township survey. During the latter part of September and the beginning of October, Mr. Johnston was engaged on a survey of the roads in the vicinity of Sturgeon Falls and North Bay, and he carefully noted the occurrence of any outcrops of rocks as the survey progressed.

"The greater portion of the sheet 131 is occupied by the granitoid gneisses of the Laurentian. The line of junction between these and the Huronian belt to the north crosses the Sturgeon River near the Elbow, about three miles south of the Maskinongé

River. Thence it runs in a north-easterly direction cutting Cross, Hanging Stone and Jumping Caribou lakes, and continues on to Lake Temiscaming.

"The Huronian rocks therefore cover a comparatively small area in the north-western part of the sheet. They consist of what has been called slate conglomerate, with which large masses of dark greenish gray diabase are associated. The strikes of the Laurentian gneiss show that it generally occurs in extensive circular or irregularly oval-shaped concentric areas which anastomose with one another. The occurrence of crystalline limestone on Iron Island, Lake Nipissing, as well as at the Talon Chute on the Mattawa River, are interesting features in regard to the Laurentian of this district, but the presence of these was noted by the Survey many years ago. On the Manitou Islands in Lake Nipissing a fossiliferous limestone was seen resting unconformably on the gneiss and dipping south-west at a low angle. A collection of fossils was made from this locality by Dr. Selwyn in 1884 and afterwards determined by Dr. Ami, from which he refers the strata to the Black River formation. On Iron Island there is also a coarse, friable sandstone or grit resting unconformably on the gneiss, which might be either Chazy, Calciferous or Potsdam.

"The measurements made were, by micrometer and compass 375 miles, pacing and compass 120 miles, patent log and compass forty-five miles. Total, 570 miles.

"In the micrometer and log surveys the lines of traverse were used as bases for triangulation and thus do not represent the actual work accomplished."

Mr. Barlow finished the season's work and returned to Ottawa on the 8th of October. The cost of the season's exploration was \$1,273.59.

Dr. Ells was requested to continue the working out of the geological structure in the counties of Ottawa and Argenteuil, more particularly along the rivers Gatineau, Du Lièvre, North Nation and Rouge, with their tributaries; extending north from the Ottawa for nearly 100 miles. On this work Dr. Ells reports as follows:—

"A great part of the exploration was carried on by means of canoes, and was greatly facilitated by using the surveys of the principal chains of lakes on the Nation and Rouge rivers, made prior to 1870 by Mr. James Low, and those made later by Mr. L. R. Orde of the large lakes in connection with the Gatineau. These surveys were made with the micrometer, and, as a rule, were found to be very satisfactory. During September and October the phosphate deposits of the Buckingham district were examined in order to obtain, if possible, further evidence regarding the mode of occurrence of the apatite in this district. In this work the topographical map made by Messrs. Ingall and White was used, and the different bands of limestone, in the area examined, were laid down on it. Mr. H. N. Topley, photographer to the department, made a series of photographs showing the contact of the apatite-bearing rocks with the gneiss, and the manner in which the apatite is distributed. The photographs have been coloured to show these contacts, and the different rock bands more distinctly.

"The boundaries of the Potsdam and Calciferous were traced from the mouth of the Gatineau to St. Jérôme as accurately as the thick covering of drift would permit. The clay deposits, which are very extensive in the Ottawa River valley, for the most part conceal the contacts, so that the lines, to some extent, must be conjectural. The edge of the Laurentian rocks, however, is generally recognized by the prominent escarpment of their southern outcrops, especially well seen for some miles on either side of Calumet station on the Canadian Pacific Railway between Montreal and Ottawa. The clay deposits extend for many miles up the Gatineau, and other tributary streams, and fine sections are furnished by excavations on the new line of the Gatineau Valley Railway, not only in the clays and sands, but also in the Laurentian rocks. The greater part of the clays appear to be of fresh water origin, though beds of marine shells were observed in a cutting about one mile north of Chelsea station.

Collections of the flora of the district, north of the Ottawa, were made by my assistant, Mr. McDougall, and a list of the flowering plants, observed during the summer has been handed to Prof. Macoun.

Though canoe routes occur in many directions, connecting by means of short port ages, the headwaters of the Gatineau, Du Lièvre, North Nation, Rouge and other streams,

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with those of the St. Maurice on the east, and with those of the Upper Ottawa on the west, and though the occurrence of calcareous bands was noted on many of these routes, yet there are many large areas in this district, at present, practically inaccessible for detailed geological examination, being destitute of roads and densely wooded; and even on the canoe routes, many stretches along lakes and streams, show no rock outcrops, owing to the heavy mantle of drift, and it is possible that limestone bands may occur in these, of which no trace is visible on the surface. It would therefore be exceedingly difficult and costly to trace out, and delineate on the maps these limestone bands, especially in view of the fact, brought out very clearly in the compilation of the Buckingham map, by Mr. White, that many of the old plans of the townships from Crown Land surveys are very inaccurate, and need carefully revising. From the work of the last two seasons, in which, the greater part of the roads between the Gatineau and the North River, in rear of Lachute, as well as the principal canoe routes have been surveyed, it would appear that the views of the structure as published thirty years ago need to be considerably modified. Large portions of the Laurentian are clearly crystalline igneous rocks, as for instance, the anorthosites, the pyroxenites, and great areas of syenite, granite and augen-gneiss. The estimated thickness of the stratiform portion of the Laurentian must also be greatly reduced. In it may be included the grayish quartzose and often rusty gneiss, the red orthoclase and the black hornblende gneiss, certain bands of which are highly garnetiferous, and are associated with regularly stratified areas of whitish gray quartzite, which in places resembles an altered quartzose sandstone. The interstratified character of portions of the crystalline dolomite with the grayish rusty gneiss is also very evident. With these may also be classed some areas of conglomerates where well-rounded pebbles of quartzite and gneiss are clearly scattered through beds of banded limestone.

"The structure of the Laurentian in the area under consideration seems to place the Calcareous divisions at the top of the entire series. The red and gray orthoclase gneiss passes upwards by intercalations of thin bands of limestone, into massive beds of limestone, in places several hundred feet thick.

"The limestone and the underlying gneiss occur in a series of folds, in which the synclinals are occupied by the limestone. This structure is many times repeated from the Gatineau to the eastern portion of the area examined. Frequent abrupt changes of dip occur, many of which are due to faults, or to intrusions of dioritic or felspathic rocks. The general strike of the anticlinals is N. 29° E. magnetic, the variation in this district being from 11° to 12° west. In the district between the Gatineau and the North Nation rivers, the occurrence of pyroxenic and felspathic rocks is frequent, the former is generally of some shade of green, the latter generally weathers a grayish white, and from an admixture of quartz and mica assumes sometimes the aspect and composition of granite. The pyroxenic rocks are especially important, as they are intimately associated with the occurrence of apatite, they often run along the lines of stratification, and have generally been regarded as integral parts of the gneiss. In many places they break directly across the course of the gneiss like dykes, veins or intrusive masses. The apatite deposits are generally associated with these pyroxenic rocks, near the contact with the gneiss, but in so far as observed, in the Buckingham district, the apatite occurs in the gneiss itself only as scattered crystals, with mica, pyroxene, calcite, etc., in the bands of limestone. The horizon of the apatite-bearing pyroxenites is the upper part of the grayish gneiss series, or that part of the Laurentian directly below the limestone formation. The apatite deposits while occurring in the pyroxene near the contact with the gneiss, do not present the character of true veins. The deposits are irregular, sometimes comprising hundreds of tons, and these have frequently been completely worked out, showing them to be entirely disconnected from other deposits; sometimes strings or small leaders from a large pocket connect with another, and sometimes this succession of pockety deposits can be traced for several hundred yards. From the association of the apatite with igneous rocks, no limit can be placed upon its occurrence in depth. In the North Star mine the deposit at 600 ft. deep gave no more signs of disappearing, than do many of those near the surface. At the High Rock mine, the most productive part of the deposit was near the base of the high hill in which the mine is worked. In every observed case of the occurrence of mica and graphite in paying quantities the presence

of dyke-like masses of pyroxene or quartz felspar is noted. It is probable also that the same principle applies to the deposits of asbestos, in which, however, the dyke masses are not so clearly defined, but the asbestos occurs encircling lenticular or irregularly oval masses, in veins from one-eighth to half an inch in thickness, several of which occasionally coalesce and produce a vein of fine quality, which extends sometimes for several feet, when it again splits up into the usual small strings. The asbestos from the Laurentian is generally of purer quality than that from the Eastern Townships, being free from admixture of iron grains or earthy impurities, but its shortness of fibre makes it unfit for spinning, and also for many of the purposes for which the long fibre of Thetford mines is specially adapted. The only asbestos mine being worked during the past season, was that of the Templeton Asbestos Co., on the east half of lot 11, range VIII., Templeton. Asbestos similar in quality, however, occurs on lot 16, range V., Portland East, where it was mined to a limited extent several years ago. Near the Gatineau River, a few miles north of Farrelton, deposits of similar character are found similarly situated in the serpentinous portion of the limestone, but they have not yet been worked.

"The most easterly point where it has been seen is in Wentworth, lot 20, range IX., where, however, the veins are too small to mine profitably. In fact small veins of the mineral can be found wherever the limestone becomes serpentinous.

"New deposits of mica are frequently being found, and have been opened at several points, more especially in the areas adjacent to the Lièvre and Gatineau rivers. In the former district a new mine has been opened at the Little Rapids by Mr. W. A. Allan of Ottawa, on lot 6, range I., Portland East, and at the north-east end of Kendall's Lake on lot 26, range XI., Buckingham, by Mr. W. C. Kendall, of Bassin du Lièvre. An opening was also made by Mr. Wm. MacIntosh on the west side of the Lièvre, about one mile below the High Falls. Work has been carried on by Mr. F. O. Lewis, of Montreal, in range III., lot 13, Portland West, where a number of openings have been made, and a considerable quantity of very good mica extracted. This mine is on the west side of Lake Terror, and the mica occurs partly in the gneiss and partly in the limestone.

"A number of new openings for mica have been made in the Gatineau district during the past season, some of which promise well, but these were not examined. The attempts to mine mica on the Rouge River have for the present been abandoned.

"The phosphate mines of the district are for the most part closed, owing to the present depressed condition of the market. Work was carried on during the season at the High Rock, Etna and Ross Mountain mines, and further west at the Blackburn mine in Templeton, but the output in all cases is small.

"In plumbago, the mine owned by Mr. Weart, on the north side of Donaldson's Lake, on lot 26, range VI., Buckingham, has been fitted with new machinery for cleaning the ore, and is now extracting graphite in large quantities. At the Walker Mine on lot 19, range VIII., Buckingham, a large mill for separating and purifying the graphite has been erected, but the mine is at present idle. A new opening for plumbago has been made on lot 13, range X., Buckingham, by Mr. Claxton, of Inverary, Ont., and a trial shipment of 200 tons has been sent to England to ascertain its value. The quantity of graphite here is quite extensive. It is thickly disseminated through a gray rusty gneiss, on the summit of a hill about half a mile east of the Lièvre River.

"A deposit of plumbago is being opened on the south-east end of this lake by Mr. Lewis. It occurs in veins up to two inches thick, in a hard felspathic rock. A new vein has also been opened by Captain Bowie, of Ottawa, at the south end of Big Whitefish Lake, in range XIV., lot 47, Hincks.

"I was assisted during the season by Mr. R. MacDougall, B.A., a graduate of McGill College.

"The field work commenced on the 16th of May and continued to the 26th of October.

"Amount expended, \$1,375.00."

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Mr. Giroux left Ottawa on the 4th of June, to continue the examination and revision of the geological structure in the counties of Berthier, Maskinongé and St. Maurice, in the province of Quebec. Mr. Giroux reports as follows on the result of his investigation :—

“Magnetic iron ore was found on lot 363, R. 11, St. Gabriel de Brandon, Berthier county, on the slope of a little hill, about eight arpents to the west of the road from St. Gabriel de Brandon to St. Norbert, where the rocks consist of gneiss varying very much in composition, being in places highly quartzose, and in others highly hornblendic. It dips N. 62° E. at an angle of 70°, and is cut by small irregular veins of white quartz and coarsely crystalline felspar. It is in some of these small veins that magnetite is present in very small bunches, measuring one-eighth of an inch to two or two and a half inches. These small veins contain also brownish mica, in crystals measuring from a quarter of an inch to four inches. The iron ore appears to be of good quality, it occurs however, in such small quantity that it is of no economic importance.”

Mr. Giroux then proceeded to St. Michel des Saints in the county of Berthier and left there on the 25th of June, with four men and two canoes to descend the Mattawin River as far as the outlet of “Lac Barré,” where a micrometer survey of this lake and its outlet was commenced. Lac Ignace and the chain of lakes and portages leading to Lac à Jean, at the head of Rivière à Jean, which empties into Lac sans Bout were surveyed. The country being heavily drift-covered no rock exposures were found for a distance of six or seven miles to the south-east of Mattawin River. There the gray gneiss crops out, and light brownish, coarsely crystalline syenite is met with as well as quartzose granitic rock containing inclusions of pinkish felspar. On Bottle River Lake, as almost everywhere in this section of the country, the gneiss is in places highly quartzose and in others highly hornblendic, the hornblende being almost pure in small layers or bands. When the gneiss is highly quartzose it is garnetiferous and holds small patches of pinkish calcite with hornblende in small crystals. Where the dip could be observed in this section it varied from S. 18° to 25° E. < 10° to 22°. The boulders along the shores of some of the small lakes are vermilion red and look as if they were blood-stained. These stains can be easily scratched : but as I could not wash them off, I think they are not of organic origin but composed of sesquioxide of iron. On a small lake at the head of Rivière à Jean, there are ledges of gray, highly quartzose garnetiferous gneiss dipping N. 70° W. < 22°, but this must be merely a local change in the trend, as a short distance further south-east the rocks dip S. 42° W. < 10°. On a little lake to the north, and not far from Lac à Jean, there is an exposure about four chains wide of calcareous rock, dark gray-weathering and conglomeratic in appearance, containing angular pieces of quartz and hornblende, crystals of pinkish felspar, garnet, and a black mineral, probably tourmaline. Quartz is also present in small grains, the size of a pea. On Lac à Jean most of the gneiss is reddish brown, and an area of syenitic rock about 500 yards occurs there. From Lac à Jean to Lac sans Bout the brownish gray and dark gray hornblendic gneisses only are seen.

From the confluence or the outlet of Lac Barré into the Mattawin River to Lac sans Bout, a distance of about twenty-five miles in a straight south-easterly direction, eighteen lakes and seventeen portages were surveyed. The party then proceeded to Lac Saccacomie by Rivière à l'Araignée, Lac Violon, Lac Bleu and other small lakes. The same gneisses are very well exhibited all along, and on a little lake near Lac de la Culbute, is an anticlinal in reddish-brown micaceous and felspathic gneiss which contains pinkish irregular veins and patches. This anticlinal is plainly seen near the end of the portage road to Lac Carufel, where the gneiss dips N. 25° E. < 10, and S. 25° W. < 17°. On a little island in this lake, and associated with the coarsely crystalline pinkish felspar and white quartz are crystals of mica, some measuring about three inches. Coarse syenite, reddish in colour, occurs on the southern shore of Lake Willy all along the portage from this lake to Lac Saccacomie, and for about three-quarters of a mile along the northern shore of this last lake. Most of the gneiss around this lake is reddish-brown, but on the south-eastern shore a band of about a quarter of a mile wide of gray gneiss dipping S. 3° to 12° E. < 17° comes in. Some of the gneiss around this lake weathers reddish and has a mottled appearance due to the weathering out of the quartzose parts. These quartzose patches are bluish-white and appear like fish scales on the weathered surface.

The distance, in a straight course from the south-eastern end of Lac sans Bout to the south-eastern end of Lac Saccacomie, is about eleven miles, and in that distance ten lakes and eight portages were surveyed,

Being almost out of provisions, a fresh supply had to be obtained from St. Alexis, before going across to Rivière du Loup by way of Lac Carufel. The portage from Lac Saccacomie to Lac Carufel is about two miles long and passes over a mountain, 370 feet higher than Lac Saccacomie, composed of brownish gneiss which is also well exhibited all around Lac Carufel, and in one place it contains small scales of plumbago associated with crystals of garnet and white quartz. Similar gneiss extends north-westward to Rivière du Loup and dips S. 22° to 33° E. < 25° to 30°.

Rivière du Loup was then ascended as far up as Pembina River, which was surveyed to Lac Pembina, passing over similar gneiss all the way. Near Lac Pembina, a vein of quartz and felspar, eighteen inches wide, cuts across the gneiss and contains large crystals of mica. A few miles north of this lake, mica in large crystals weathers greenish and has a greenish lustre in fresh fractures, and in a little lake, further up is a vein of quartz about twenty inches wide, running S. 33° E. and N. 33° W., for a distance of about five chains. On each side of this vein is a band of pinkish felspar very coarsely crystalline; at the contact of these two minerals are small bunches of magnetic iron ore and crystals of mica about one inch and a half in size. When this vein disappears it consists entirely of felspar, and then the magnetite is more plentiful in it. The quartz which appears in these felspar veins and patches varies in colour from white to bluish white, and when of the last colour it almost always contains mica in quite large crystals. On the 17th of August the main east branch of Rivière du Loup, was reached and as provisions were nearly exhausted two men were sent to St. Michel des Saints for a fresh supply, and a raft was made with which to continue the survey of this river, to its forks with Lac Socrier branch surveyed last summer. It is on this branch of Rivière du Loup, and about three miles from the forks, that an excavation was made a few years ago in search of mica which occurred in small crystals and in very limited quantity in a dyke of very coarsely crystalline felspar and quartz on the west side of the river and in almost pure quartz on the east side. To the south of this dyke there is a bed of almost pure quartz about sixty-five feet wide which is flanked by a band of garnetiferous gneiss eighteen inches wide. Small crystals of apatite were found in this dyke, near its contact with the gneiss. The east branch of Rivière du Loup; was surveyed to its head, then the Mattawin River was ascended by a chain of lakes. On Lac des Sables, where the men sent for provisions rejoined the party on their return from St. Michel des Saints, there is a small boss of heavy black hornblende ferruginous rock, very rough weathering and coarsely crystalline. A similar rock was also seen in two or three other places. Mica in crystals, two to two and a half inches in size, and traces of iron ore were observed in numerous places. At Lac des Isles, there is an anticlinal, and north of this lake, as far as Mattawin River, the gneisses dip N. 10° to 37° E. < 8° to 27°. About one mile and a half south of Mattawin River, and not far from the supposed line of division between St. Maurice and Maskinongé counties, there is a small band, about nine inches thick, of pink calcite containing a dark-green mineral, probably pyroxene.

In the section from Lac Michelin along Michelin Brook, which empties into Mattawin River not far from Rivière à la Chienne, the gneiss is generally quartzose.

The Mattawin River was then descended as far as Yinkamak Brook, a distance of about thirty-five miles. This river is very rough, there being fifteen rapids between the two points named. The rocks along this portion of the river consist mostly of gray and brownish gray gneiss, which dips S. 35° E. < 20° near Rivière à la Chienne. On the portage of Rapide de l'Arachi there is a mass of reddish syenite eighty paces wide. From the head of Le Rapide de l'Aigle No. 3 down to Yinkamak Brook the gneiss dips N. 27° to 73° E. < 10° to 40°, and white crystalline micaceous limestone can be seen in highly quartzose gneiss at a short distance from the foot of Le Rapide Pins Rouges. Magnetic iron ore occurs in small quantity at the foot of Le Rapide de l'Ours. From the mouth of Yinkamak Brook to near the foot of Lac Piza Gonge or Mistagance, the same grayish and brownish gneisses are met with. From Lac Piza Gonge Mr. Giroux returned to St. Michel des Saints, where he arrived on the 24th of September. From that date to the 5th of October, was occupied in visiting several localities to the north of

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Mattawin River and on Rivière du Milieu. Near Lake Cutaway, situated in the township of De Maisonneuve, the gneiss is cut by a vein of whitish felspar and white quartz containing crystals of garnet and scales of plumbago which can also be found in an outcrop of decomposed limestone situated on the outlet of Lake Cutaway, about six arpents from its head. About three-quarters of a mile from this last lake and near a little brook which empties into its outlet, some excavations were made, a few years ago, in search of mica which can be seen in large crystals on the dump alongside the pit. Pieces of apatite were also found in the dump, but none of it could be seen *in situ*. The rock there consists of a much broken quartzose, rusty gneiss containing but little mica and holding iron pyrites in small bunches and cubes.

Serpentine limestone occurs on the side of a high hill in the township of De Maisonneuve near the supposed line of division between Berthier and Maskinongé counties, and about five miles south-east of the northern boundary line of the township of De Maisonneuve. This limestone is highly micaceous in places, mottled yellowish, friable when not serpentinous and contains scales of plumbago. The whole hill is covered with drift and therefore it could not be determined how far this limestone extended, but it can be traced for about ten chains. An excavation has been made there in search of asbestos, but none could be seen.

The mica of the De Maisonneuve mica mine occurs in a dyke of coarsely crystalline felspar and quartz; it is of a very good colour, but unfortunately the crystals are so much intermixed and twisted that it is of little value. On the east shore of Rivière du Milieu and about three miles and a half north-west of Lac des Pins, there is a deposit of iron ochre of indian red and vandyke brown colours which has been worked by Mr. Gaucher, of Montreal, who had a few tons of it dried and sent to him to test, but no work has been done lately. Limestone is burnt for lime in two places in the township of Brassard, and in one of these quarries on lot 20, range C, this rock is micaceous and serpentinous in places, and very small thread-like veins of asbestos were noticed in it. On lot 44, range B, Brassard township, the micaceous and hornblendic gneiss dips S. 75° W. < 85° and is cut by a small irregular honey combed quartz vein, which has been opened by a settler; it contains a little iron pyrite and plumbago.

From the 10th to the 17th of October, fifty-nine miles of roads were surveyed in the neighbourhood of Ste. Emilie, St. Côme, St. Jean de Matha, St. Damien and St. Gabriel de Brandon. From the 18th to the 30th of the same month was occupied in the vicinity of St. Didace, St. Alexis, Ste. Ursule, St. Paulin and St. Norbert in tracing the limit of the syenite area of that district.

The old mines and other points of interest about Joliette, Radstock, St. Alphonse and Chertsey were then examined; the Canada Iron Furnace Co. of Radnor has been working actively since the middle of September in ranges III. and IV. of the township of Joliette, St. Ambroise parish, Joliette county. It was learned from the company's foreman that the deposit of bog iron ore on range III., township of Joliette, was one of the best yet worked by the company. It varies from twelve to eighteen inches in thickness and is about three chains wide by five chains long. This company has worked a small deposit of magnetic iron ore in concession St. Charles, Rang Double, of the parish of Ste. Ursule, and expects to ship about 100 carloads of ore from St. Ambroise parish, and about forty carloads from the parish of Ste. Elizabeth.

A small deposit of infusorial earth has been discovered near a small lake, a few miles north of Chertsey, and the inhabitants use this material for whitewashing their buildings.

Mr. Giroux went to Quebec to get copies of certain plans of surveys made lately in the northern part of Berthier county, relating to Ottawa, and before coming back went to Vaudreuil and Rigaud to get copies of plans needed by Dr. Ells.

The surveys during the season included 235 miles of rivers, lakes and portage roads by micrometer and prismatic compass, and 163 miles of roads with the wheel.

Mr. Giroux returned to Ottawa on the 22nd of November.

The cost of the season's explorations was \$1,053.09.

Professor Laflamme furnishes the following statement of the observations he was requested to make in the counties of Charlevoix and Montmorency during the vacation of 1892.

"The whole time was devoted to identifying and locating the supposed Cambro-Silurian deposits said to exist in the mountains of the counties of Charlevoix and Montmorency, as well as in the neighbourhood of Lake St. John.

"The supposed outcrops of limestone, the examination of which has been loudly called for, were only dark slightly calcareous sandstones. Moreover in my long researches in these different localities I have never found these sandstones in place. I have always met with them as detached blocks, sometimes of great size, but as they are always mixed with morainic debris of all kinds, the determination of their origin is absolutely impossible.

It may meanwhile be noted, that in pursuing my work to the south of Lake St. John, I have found a series of well marked terraces at 600 to 700 feet above the actual level of the lake. I do not suppose that these indicate the ancient shore of Lake St. John; they rather owe their origin to a series of small lakes lying to the south of the great lake, the waters of which have drained themselves towards Lake St. John. It is not uncommon to find at the centre of these stages of terraces, a pond more or less large, which constitutes all that remains of the ancient lake.

"After the series of explorations that I have made extending over several years, in the search for Cambro-Silurian in the Laurentian area; I think I may say that there is no reason to believe in the existence of such deposits outside the large hydrographic depressions the centres of which are occupied by Lake Mistassini and Lake St. John. If such deposits existed elsewhere they have been removed by atmospheric and glacial erosion.

"I regret that I have to offer you such meagre results, but I have thought best to confine myself above all to the examinations of all possible layers of Cambro-Silurian in the territory assigned to me, to the exclusion of everything else."

Mr. Low, accompanied by Mr. A. H. D. Ross, B.A., as assistant, left Ottawa, on the 26th of May and arrived at Lake St. John on the 30th of May.

Here canoemen were engaged and arrangements for the transport of provisions to Lake Mistassini were made. Owing to the late spring freshets in the rivers the party were unable to start until the 13th of June.

The Achouapmouchouan River was ascended from Lake St. John fifty-eight miles to the Shegobiche branch. This stream was followed to Shegobiche Lake, and from there a portage was made to a small stream falling into the south end of Lake Ashouapmouchouan. A track survey was made of this part of the route and connected at both ends with Mr. Richardson's survey* of the main river. The Shegobiche River is a small stream much obstructed by rapids and falls and only navigable with loaded canoes during high water.

From Lake Ashouapmouchouan the Nikaubau River was followed to the height of land, and from there Obatagoman, Chibougamoo and Wakiniche Lakes were passed through to Lake Mistassini, where the Hudson Bay Post was reached on the 29th of June. On the way from the height of land to Mistassini, the rock exposures along the route were examined and a collection of specimens made from the Huronian rocks of that region, including the deposits of pyrites which occur in abundance in the green slates and diorites of Lake Chibougamoo. At Lake Mistassini the four men engaged bringing in provisions were discharged and returned to Lake St. John.

Leaving the post on the 1st of July a trip was made to the outlet of Lake Mistassini, and a survey line carried from there to the mouth of the Temiscamie River in order to connect the survey of Mr. J. Bignell from Bersimis with those of Messrs. Richardson and McQuat from Lake St. John.

Returning to the post on the 6th of July the party left again next day accompanied by an Indian guide, who knew a route to Lake Kawashagami on a tributary of the East

* Report of Progress Geol. Survey of Canada, 1870-71.

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Main River. While on Lake Mistassini a complete set of specimens was obtained from the different beds of limestone there.

At the short portage that passes between the lake and the Rupert River a micrometer and compass survey was commenced and carried from there to the mouth of the East Main River, thus connecting Mistassini with the point established by Mr. Ogilvy at East Main in 1890.

A few miles below where the Rupert River was reached it is divided by a large island, and these two streams do not again unite for nearly 100 miles.

The eastern channel was descended in a northern direction for about fifty miles, where it turns west to join the other channel. The river runs with a swift current between low rocky banks, and is greatly obstructed by small rocky islands.

Leaving the Rupert River the route passes over the watershed to Lake Kawashagami, through a number of small lakes connected by portages. The discharge of Kawashagami was then followed and the East Main River reached on the 17th of July. The distance between the Rupert and East Main rivers by this route is fifty-eight miles. The surrounding country is rough and barren, and covered with innumerable boulders. The trees are small and consist of black spruce, tamarack and banksian pine, with a few white birch and aspen poplar. Small lakes in this region fill the valleys between the low-rounded ridges of hills, and cover fully one-quarter of the surface.

The East Main River was ascended about forty miles to the first rapid above the Tshegami branch, and from there the survey was carried 308 miles to its mouth, arriving there on the 13th of August.

The East Main River, in its upper part, flows almost level with the surface of the country, and lake-like expansions with deep bays covered with islands are frequent. Many of the islands are large, and one is over twenty miles long. The portage route from the Rupert River strikes the East Main River near the foot of this island.

For over 100 miles from its mouth the river runs in a shallow valley cut into stratified sands and clays. It is fully as large as the Ottawa, at Ottawa city, with an average breadth of a third of a mile. At several places along its course the river contracts and plunges through gorges in heavy rapids and falls; smaller rapids are numerous, and altogether it is probably the most difficult to navigate of all the rivers flowing into Hudson's Bay.

The rocks along the route between Lake Mistassini and the East Main River are all of Laurentian age, being made up of red syenitic gneiss, with pink and gray, mica and mica-hornblende gneisses. Along the Upper East Main River a coarse light-gray pegmatite and black mica-schist predominate, and are associated with pink mica-hornblende gneiss. Lower down stream these give place to an area of light gray and light pink syenite; followed by dark green altered hornblende and chlorite schists, with diorite and a dark gray micaceous schist, becoming in places a conglomerate from the presence of rounded pebbles of syenite. This series of rocks closely resembles those north of Lake Huron. The green schists at and near their contact with the diorite masses, are highly charged with pyrites; the diorite also holds considerable quantities of that mineral. In several places large masses of almost pure pyrites were found, and specimens of these are now in the hands of Mr. Hoffmann for analysis.

This band, or similar ones cross and recross the river at intervals for nearly two hundred miles, the strike of the rocks being only slightly different from the general curve of the river. Syenite and ordinary Laurentian gneisses occupy the intervals between the bands of Huronian.

Some time was spent along the coast to the north of East Main River in an attempt to make a micrometer survey of the shore, but owing to unfavourable weather and unsuitable boats this had to be abandoned. From East Main the party travelled to Rupert House in a boat the property of the Hudson Bay Company. At Rupert House the boat belonging to the department was found, and in its passage was taken to Moose Factory. From there the Missinaibi River was ascended to the Canadian Pacific Railway, and Ottawa was reached on the 21st of September. During the summer Mr. Ross made an extensive collection of the plants of the country traversed. These have been examined by Professor Macoun, and while not new, add considerably to the knowledge of the distribution of several species.

The equipment belonging to the department and used on this exploration is stored in Ottawa, with the exception of the large boat which is stored at Moose, along with its necessary equipments.

Cost of exploration, \$2,030.12.

Mr. Chalmers left Ottawa on the 17th of May accompanied by Mr. W. J. Wilson as assistant, with instructions to continue investigations in the superficial geology of New Brunswick. Kenneth C. Cochrane, of Brockville, Ont., a student of McGill University, joined Mr. Chalmers at Moncton, N.B., on the 26th of May, also as assistant.

The explorations of the season were carried on in two areas, one in eastern and central New Brunswick between the parallels of 42° and 47° N. latitude, and longitude 65° to 66° W., embracing portions of the counties of Kent and Northumberland and the eastern part of York (sheets Nos. 2 S.E. and 2 S.W. New Brunswick series of maps.) The second area comprised the chief portions of Westmoreland and Albert counties in eastern New Brunswick, and of Cumberland county in Nova Scotia, in latitude 45° 30' to 46° 15' N. and longitude 63° 45' to 64° 45' W. (sheet No. 4, N.W.)

This work was in continuation of that of former years. The party first undertook the examination and study of the surface deposits of the western part of sheet No. 2 S. E. in the valley of the South-west Miramichi River. Messrs. Wilson and Cochrane traversed the roads, while Mr. Chalmers made a canoe trip along the river and its tributaries, the Renous, Dungarvon and Cain's rivers. Work was prosecuted here by Messrs. Wilson and Cochrane till the 14th of June and by Mr. Chalmers for some time later. From here they proceeded to Eastern New Brunswick and Nova Scotia to complete the examination of the area embraced in sheet No. 4 N. W. Owing to the intricate nature of the surface geology of the district included in the eastern part of this sheet, the numerous roads to be traversed, etc., it took until the 15th of September to finish the mapping. Meantime Mr. Cochrane had gone home, having quit field work, on the 10th of September. Subsequently Messrs. Wilson and Chalmers spent some days in levelling the heights of several of the Pleistocene shore lines and marine terraces in New Brunswick and north-western Nova Scotia in order to obtain levels on which to base the barometric work, and to establish more accurately the upper limit of the marine deposits of the post-tertiary age. The party then returned to the upper South-west Miramichi, taking up the work on sheet No. 2 S. W. in the eastern part of York county, N.B. Explorations in this district were extended along the line of the Canada Eastern Railway and Nashwaak River till the 14th of November. Later on some points along the railway lines in north-western Nova Scotia were examined, and further study of gravel ridges and marine terraces made till the close of fieldwork.

On the result of the work Mr. Chalmers reports as follows:—

“The season's investigations are of much interest. In New Brunswick little was added to the store of facts previously known regarding the Pleistocene geology, the observations being in almost every instance confirmatory of conclusions already arrived at. More attention than usual was given to questions relating to the dispersion of boulders, and greater detail in this investigation attempted. The relative distribution of transported boulders in different parts of the Carboniferous area, for example, was ascertained by counting them. All boulders above a minimum size of three inches in diameter on measured areas were thus examined and the different kinds noted. The results were in many cases quite different from what one would arrive at by the usual methods of observation.

“The data respecting glacial striæ and boulder transportation from the higher central parts of New Brunswick when thus examined in detail were all found to be in harmony. Good evidence of the shedding of the Pleistocene ice from the divide between St. John and the South-west Miramichi waters south-eastward and north-eastward was obtained, and corroborative testimony on this point was adduced from the distribution of the drift.

“In Cumberland county, N.S., the phenomena relating to the surface geology are, as stated, unusually complex. The glaciation appears on the whole, to have been quite

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local, more so even than in New Brunswick, as might naturally be expected from the insular situation of the province. Numerous different sets of striae occur on the slope between the Cobequid Mountains and the Straits of Northumberland and it is difficult to say in which direction the dominant ice-movement was. The higher grounds of Leicester Road and Springhill seem to have been centres of distribution for land-ice; but floating ice has undoubtedly played an important part on the lower coastal tracts. Across the Isthmus of Chignecto floating ice seems to have moved in a general south-westward direction from the straits of Northumberland to the Bay of Fundy, but along these Straits east of Baie Verte it flowed in the direction of N. 70° E. to due east. These floating ice-jams produced heavy deposits of boulder-clay in the low-lying districts. Independent of these ice-movements, and probably of a later date, are the evidences of a northward flow of ice from the Cobequid Mountains over the tract intervening between them and the present shore of the Straits of Northumberland. To the west of Springhill and south of Leicester there was an ice-flow southward and westward towards the northern base of the Cobequids and thence deflected outwards towards the Bay of Fundy south-westwardly.

"The Cobequid Mountains themselves exhibit some very puzzling glacial features. The greater part of the northern slope is without any traces of glaciation, either in the form of striae or boulder-clay, the rock surfaces being broken and jagged and covered mainly with their own *débris*. No great glacier from the north or floating ice has impinged against the northern face of these mountains. Wherever any traces of ice action are visible it is evident the movement was northward down the slope. On the summit there were gathering grounds from which ice flowed locally in different directions, mainly, however, southward. The effects of ice action are very unequal; in some places the striation is very light, in others quite heavy. Great quantities of *débris* from the Cobequid Mountains cumber their slopes, and it is evident they have been the seat of erosion, at intervals, since the Carboniferous period, if not previously.

"One of the problems connected with the surface geology of the Cobequids is the presence of sandstone and conglomerate boulders scattered over their summits apparently derived from the Carboniferous rocks to the north which lie from 200 to 400 feet lower (referred to in 2nd ed. of *Acadian Geology*). In the absence of any evidence that glaciers or floating ice impinged against the northern slope of these mountains or surmounted their summits, and with the positive proofs of glaciers and floating ice having moved in various directions over the district to the north, it is difficult, indeed impossible, to account for the transportation of boulders, in the direction supposed, on the view that the relative levels of these plains and the hills were the same in the glacial period as at present.

"The theory which has suggested itself to the writer in regard to this matter is that these boulders are remnants of Carboniferous rocks which formerly transgressed upon the crystallines and which have been almost wholly denuded as the mountains sustained a differential uplift relative to the adjacent country in pre-glacial or early glacial times; but further study of the phenomena is required.

"The more exact levelling of Pleistocene shore lines which has been made during the past summer has brought out some new features respecting the irregularity of the last great upheaval of the land. This upheaval seems to have been somewhat greater in New Brunswick than in Nova Scotia, and locally greater along hill and mountain ranges than in level districts. The Cobequids, for example, appear to have been uplifted more than the Carboniferous tract near the Straits of Northumberland, *i. e.* according to the levels of post-glacial marine terraces and shore lines; and similar facts in support of local irregularities in the oscillatory movement were observed in New Brunswick.

"Kames and terraced gravels, sands, etc., are found in many parts of Cumberland county, the most noteworthy of the former being the 'Boar's Back' along River Hebert. The terraces on the east side of the valley in which Halfway Lake lies appear to be marine, and if so River Hebert valley and the Parrsboro' pass in the Cobequids formed a strait during the post-glacial subsidence of the land. The materials of the terraces referred to and of the 'Boar's Back' were thrown down at this stage, and the erosion which took place during the rise of the land which followed shaped the latter. A post-glacial lake existed at Halfway River of which Halfway Lake is a remnant, and the

discharge from this was by River Hebert valley. The details here are of great interest, but investigations are not yet complete.

“ Observations on the subsidence of the land around the head of the Bay of Fundy in the Recent Period were continued and additional facts obtained. At the public wharf at Edgett's Landing, Albert county, in the mouth of the Petitcodiac River, stumps of trees *in situ* occur thirty-eight feet below the highest neap tides, or nineteen feet below mean tide level. They are firmly rooted in what must have been upland soil. This fact taken in connection with the evidences of recent subsidence at Aulac, Intercolonial Railway, and at Fort Lawrence dock, Chignecto Marine Railway, recorded in former reports, leave no doubt that a sinking of the land has taken place here since the last upheaval in post-glacial times.

“ The agricultural character of the district explored in New Brunswick during the season is closely similar to that of the Carboniferous area of the province described in previous reports. Along the South-west Miramichi and its branches, especially the Renous and Dungarvon, there are some fine intervals. In the wider parts of the main South-west valley as at Indiantown, Blackville, Doaktown and Boiestown, meadow lands of considerable area are under cultivation. The uplands are likewise of good agricultural capabilities, especially near the rivers, and wherever they have sufficient natural drainage to carry off the surplus waters. Upon the belt of country underlaid by the Cambro-Silurian and Lower Carboniferous rocks, which however, is still forest-clad, there are large tracts of excellent land available for settlement as soon as roads are opened up to them.

“ The low-lying Upper Carboniferous plains and the salt marshes around the different arms of the Bay of Fundy in Westmoreland county, New Brunswick, and Cumberland county, Nova Scotia, have long been known as the best agricultural districts in the Maritime provinces. Large portions are cleared and tilled. Better systems of cultivation are now introduced, and the effect of the improved methods inculcated by the Experimental Farm at Nappan, Nova Scotia, is becoming apparent in the districts around it.

“ The forest growth of the respective districts examined has been mapped with as near an approach to accuracy as the nature of the country and other circumstances would permit. In the tract drained by the South-west Miramichi, especially upon the Carboniferous area, forest fires have destroyed the larger portion of the original growth, at various times within the last three-quarters of a century. On the higher grounds to the north-west, occupied by the pre-Carboniferous rocks, the original forest prevails, often as heavy timber, consisting principally of deciduous trees, the evergreens (spruce, pine, etc.,) having been largely cut away.

“ In Cumberland county, N.S., but little of the original growth remains, except on the Cobequids. On these there is a dense forest of hardwood, interspersed with spruce, pine, hemlock, etc. To the north of the Intercolonial Railway between Maccan and Salt Springs stations, also in the districts west of Springhill Mines, and between River Hebert and the Bay of Fundy, there are still areas covered by the old forest.

“ The materials of economic importance which came under our observation during the past season are as follows :—

“ Infusorial earth (tripolite) is found at Folly Lake, Fountain Lake and Sutherland Lake, on the Cobequid Mountains. Considerable quantities of this material occur at the two first-mentioned places, but scarcely anything has yet been done towards utilizing it. These deposits are described by Dr. R. W. Ells in Annual Report, Vol. I., 1885, pp. 70-71 EE.

“ The bog-iron deposits (ferric oxide) known as the “paint mine,” near Chaplin Island on the North-west Miramichi River, were re-examined, (referred to in Annual Report, Vol. III., 1887-88, p. 3 N.) This ore seems to be in process of formation and is now being deposited on the rock surface along the bank in several places through the agency of springs. Peat bogs and swamps lie behind, the decaying organic matter in these yields acids that are doubtless instrumental in the production of the ore. The “paint” formed from the oxide is reported to be of good quality.

“ Bog manganese, in a loose amorphous condition, has been found near Harvey, Albert county, N.B., similar to that occurring at Weldon Creek, referred to in the Summary Report for 1891, p. 34.

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"Brick-kilns are in operation near Amherst ; at Oxford ; on Pugwash River about half a mile from Conn's Mills, and at Wallace River near the bridge of the Oxford and Pictou Branch Railway. Brick-clays are abundant in many parts of the district.

"Argentiferous galena, and iron and copper pyrites, reported to contain traces of gold, occur along the North-west Miramichi River, between the mouths of two of its tributaries, the Tomogonops and Little rivers, in Cambro-Silurian slates which are traversed by broken quartz seams. These minerals are found under somewhat similar conditions to the pyritous and galena ores near Bathurst, on the south side of the Baie des Chaleurs, and appear to be of much the same character.

"The discovery and opening up of a coal seam in the eastern part of Gloucester county, N.B., on the south side of the Baie des Chaleurs, having been reported, I visited it late in the season. The coal crops out in the bank of a small brook on a road leading south from Upper Caraquet, and about four miles and a half distant from that place. A trench cut into the bank exposes the coal seam, which is sixteen inches thick, and has another thin seam overlying it, with a parting of fire-clay between them. A short distance farther east a shaft has been sunk, but was partly filled with water on the occasion of my visit, and I did not see the coal seam there. The workmen, however, informed me that it was somewhat thicker than where I measured it ; and in the heap of coal on the bank taken from this opening, the quality seemed better, that is, the coal was harder and came out in larger pieces. The dip of the seam corresponds with that of the sandstone strata, being 5° to 10° eastward, and consequently the thickness of rock overlying it becomes greater in that direction.

"Photographs of a number of exposures of glacial striæ, some of them evidencing the action of floating ice, were taken. We also photographed several Pleistocene shore lines as well as sections in excavations of the superficial deposits, especially that showing the forest bed in the opening for the western dock of the Chignecto Marine Transport Railway.

"Field work closed on the 21st of December, and on the 25th I reached Ottawa, Mr. Wilson remaining to copy barometric readings at the Meteorological stations at Fredericton and Chatham and reaching Ottawa on the 31st of December.

"The cost of the season's explorations including Mr. Cochrane's salary was \$1,407.51."

Mr. Faribault left Ottawa on the 14th June, with instructions to continue the detailed surveys of previous years and make further study of the structure of the gold-bearing rocks of the Atlantic coast of Nova Scotia.

The district surveyed lies westward of that surveyed in 1891 and extends on the north-west side of the Intercolonial railway, from the Nine Mile River to Bedford and as far as the Gore, Central Rawdon, Newport, Mount Uniacke, Lake Pockwock and Hammond's Plains ; covering an area of 190 square miles in Hants county, and 160 square miles in Halifax county. Besides this, Mr. Laberge surveyed with the odometer 180 miles of roads in Halifax county and thirty-five miles in Lunenburg county, to be used as tie-lines in next year's contemplated work.

The region examined is occupied entirely by the auriferous Lower Cambrian rocks which are the extension to the south and south-east of the rocks described last year ; while on the north they are unconformably overlaid by the Lower Carboniferous studied by Mr. H. Fletcher, and on the west come against the most eastern spur of a great mass of granite and granitoid rock, supposed to extend uninterruptedly to the western part of the province.

The various east and west plications of these rocks, and more especially their anticlinal axes were minutely examined and traced, as in former years, on account of their close relation to the auriferous belts. Those of Waverley, Oldham and Carroll's Corner, traced last year to the Beaver Bank road, were followed westward. The first crosses the Windsor road half a mile north of its junction with the old Cobequid road, the old Hammond's Plains road at the south end of Sandy Lake, and Karney's road at the head of Karney's Lake, beyond which it strikes the granite mass. Many quartz veins have

been prospected to a small extent along this line, particularly in the vicinity of Karney's Lake where veins showing a little gold have been opened.

Some five miles and a half further north is the anticlinal fold of the Oldham gold district which flattens out and disappears three miles east of the mine; while to the westward its axis dips westerly so fast that at the railway bridge on the inlet of Grand Lake, the lower auriferous quartzites are entirely covered by the upper graphitic slates. The latter form here a belt nearly three miles wide, crossing the Windsor road between the Upper Sackville post office and the fork of the roads, one mile south of Middle Sackville post office and striking the granite mass at Hammond's Plains. Good paving slabs and a little roofing slate were quarried in this belt at Beaver Bank station, where the stratification is horizontal and the cleavage perpendicular to it, making the splitting very easy. Outside the district of Oldham this anticlinal is apparently of no economic importance.

Two miles north of it is Carroll's Corner anticlinal. It crosses Key's Brook half a mile above the road, where some exploratory work on two or three auriferous leads was done a few years ago, and running westward crosses the Shubenacadie River, along which it is concealed by a narrow basin of Lower Carboniferous rocks, passes about Enfield station, strikes the outlet of Grand Lake and its north-western shore at the mouth of Rocky Brook, crosses Sandy Lake, the north end of Square Lake and the Windsor road at Lewis Lake and ends at the mass of granite on Pockwock Lake. That no prospecting has been done along this anticlinal west of Key's Brook is probably due to its being in great part covered by forest and thick soil, but no doubt systematic exploratory work would reveal auriferous veins, especially between Grand Lake and Lewis Lake.

The next folds further north are covered over at their eastern extremities by the Lower Carboniferous basin of the Shubenacadie River and have not been met with to the eastward. It is very probable, however, that the first anticlinal passing through South Uniacke gold district and the black slate belt north of it are the prolongation of the folds already traced immediately south of the Lower Carboniferous basin of the upper Stewiacke River. The South Uniacke anticlinal, unlike any other fold, has flat dips on its south side for a distance of over a quarter of a mile, while its north side is perpendicular. The rich "Hard lead," worked by Mr. Thompson in this district, lies as much as 900 feet north from the apex of the fold. But it is important to notice here that this lead, like most of the richest leads worked in the province, is situated at the limit of the curvature of the denuded fold, or in other words where the dip of the fold, after having gradually increased from 0° at the apex to an angle varying from 45° to 90°, becomes uniform, and does not change for a certain distance. It is, to a certain degree, for the same reason that in sharp anticlinal folds the richest leads are situated near the apex, as at the districts of Salmon River, Fifteen Mile Stream, Killag, Carribou, Mooseland and the west end of Oldham; while in broad anticlinal folds, like those of Renfrew and the east end of Oldham, the richest leads are generally at a considerable distance from the apex. The anticlinal appears to extend only a short distance east of the gold district of South Uniacke, but to the westward a great many quartz leads might be prospected with advantage as far as the Windsor road which it crosses a quarter of a mile north of the county line to come against the granite west of Lacy Mill Lake.

The black slate belt, in the synclinal trough between this anticlinal and the next, is one mile and three-quarters wide where it crosses the Renfrew road about the north end of Grand Lake, but further west, at the Eller Settlement on the Windsor road, a small anticlinal fold brings up a band of lower "whin" rocks one mile wide, thus dividing the slate belt into two bands, the south one three-quarters of a mile wide extending but a short distance further west to the granite mass on West Lake, while the north band, only a few hundred feet wide, disappears and is replaced by "whin" before reaching the granite mass.

A quarter of a mile above the mouth of the Annand Brook on the north side of Grand Lake, there is a most promising deposit of good red hematite in the conglomerate of the Lower Carboniferous at its contact with the south edge of the last described ferruginous and graphitic slate, to which it owes its origin. The deposit is of the same character as that opened at Newton Mills in Colchester county. Explorations have been made lately; a tunnel, thirty-three feet long, has been driven in the solid slate and

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small pits have been dug in the conglomerate. It is certainly useless to look for the ore in the solid slate, but prospecting in the conglomerate along the line of contact would no doubt reveal important bodies of ore.

North of the slate belt is the Mount Uniacke anticlinal fold. Its eastern end has the form of a broad elliptical dome, on the south side of which are situated the Renfrew gold mines operated for many years, but very little worked at present. Running westward, this anticlinal passes south of McGrath Lake, and west of Beaver Bank road it appears to have been disturbed by a fault with a thrust of a mile or so to the south on the west side. Resuming its course westward, it has all the leads of the gold district of Mount Uniacke, once so extensively worked, on its south dips, and crosses the Windsor road at the middle of the large bog, half way between Mount Uniacke station and Lakeland, beyond which it comes in contact with the granite. This anticlinal, the most important in the region surveyed and the fault above mentioned require further examination. Suffice it to say at present that systematic explorations in the last two mentioned gold districts would certainly bring to light a great many new auriferous leads and that many leads worked to small depths and abandoned in the earlier days of the districts could now be worked with profit by the improved and more economical methods of mining of the last few years.

The auriferous quartz veins worked to some extent a few years ago at East Rawdon are apparently on a small local fold of the lower "whin" rocks near the southern edge of the Rawdon slate belt and require further examination.

Some three miles and three-quarters north of the Mount Uniacke anticlinal is the broad and well known slate belt of Rawdon Hills. The eastern point of this belt extends as far as the Bar Settlement, where it is covered by the Lower Carboniferous. At Upper Rawdon it has a width of five miles and a half, on the Beaver Bank road, between George Wallace's and the Gore; at Central Rawdon, of four miles between South Rawdon post office and Woodville; it extends west a short distance beyond Upper Newport and Ardoise Hill, where it is covered by Lower Carboniferous gypsum and limestone. These rocks are lithologically the same as those of the upper graphitic slate group of the Lower Cambrian, like them they rest conformably, along their southern limits, on the lower quartzite rocks and are undoubtedly of the same age. Certain forms from the slate of the Northup mine, Central Rawdon, believed to be of organic origin, have led some to suppose that they were newer; but a large number of specimens collected here by Mr. Fletcher in 1890 and last summer by the writer, have been found on microscopic examination by Mr. T. C. Weston* to be merely dolomitic concretions.

The Rawdon slate belt is plicated in a synclinal and anticlinal fold. The latter passes a short distance north of Central Rawdon, and at Upper Newport, brings up along its apex a narrow ridge of the lower quartzite group with numerous quartz veins, some of which (one mile west of Upper Newport post office) were prospected and found to be auriferous. Quartz veins of great width and length, cutting these uptilted slates at a right angle, are very numerous, and those worked so successfully a few years ago at Central Rawdon and found to contain such rich pockets, belong to the group of true fissure veins. No doubt these veins were formed by segregation out of the adjacent auriferous slates, but it is not probable that gold is as uniformly distributed through the whole thickness of these slates as it is through the "whin" series, and moreover as no structural indication is yet known as a guide to the location of the auriferous cross veins, these slates will never be as tempting a field as the "whin" series, where systematic prospecting along anticlinals directed by experienced mining engineers, well acquainted with the peculiar structure of the Nova Scotia gold districts, is likely to be successful. These Rawdon slates are, on the east, north and west sides unconformably covered by the Lower Carboniferous rocks.

The following table compiled from the annual reports of the Department of Mines of Nova Scotia, gives the yield of gold from each of the five districts examined last season, for the five years ending 31st December, 1891:—

*Summary Report, 1890, page 40; Trans. N.S. Inst. Sc., Ser. 2, Vol. I, page 137.

District.	When first worked.	Tons crushed.	Yield of gold per ton.	Total yield of gold.
South Uniacke*.....	1889	462	Oz. 10'48	Oz. 4,842
Mount Uniacke.....	1866	7,573	0'46	3,503
Renfrew.....	1861	5,960	0'89	5,309
Central and East Rawdon.....	1884	11,389	0'79	9,058
Total.....		25,384	0'90	22,712

*Yield from October, 1889, to November, 1892.

The above averages of yield of gold per ton are certainly very satisfactory when it is remembered that, in most mines properly equipped and economically worked, a yield of 5 to 15 dwt. of gold per ton ought to pay.

The West Gore Antimony mine, operated from 1884 to 1890, was, when visited, filled with water, consequently very little can be said about it. The principal ore is stibnite, sulphuret of antimony or gray antimony, with a little kermesite or red antimony and traces of native antimony. It occurs in a quartz fissure vein cutting the slates at right angles, in apparently the same manner as the gold-bearing veins of Central Rawdon. Dr. Gilpin in the report of the Department of Mines of Nova Scotia for 1884, makes the following remarks: During the past year a valuable mine of antimony ore has been opened out at Rawdon, Hants county. Two shafts, about 120 feet apart have been sunk about 175 feet, and levels driven, and 600 tons of No. 1 ore raised. The vein which is of gray antimony ore, is from four to eighteen inches in width, cutting talcose slates. There is little impurity present beyond small amounts of quartz and calcspar. An analysis by Mr. M. H. Smith showed the ores to be almost of chemical purity, having little beyond mere traces of foreign material. This discovery has led to prospecting for other deposits of the ore, and it is probable that a large district here will be found to yield it. Similar ore has been reported from Upper Stewiacke, Melrose and Trafalgar." The amount of ore annually exported since the opening of the mine is taken from the reports of the Department of Mines of Nova Scotia as follows:—

Year.	Tons.
1884.....	600
1885.....	758
1886.....	645
1887.....	400
1888.....	308
1889.....	55
1890.....	26

A saline mineral spring was noticed half a mile east of Renfrew, at the contact of the Lower Carboniferous and the Lower Cambrian.

One month was spent during the summer revising the work in some localities in Guysboro' and Halifax counties in order to study a few unsettled points, locate more precisely certain anticlinals and have the maps, which are now being engraved, of that portion of the province which has been under examination for the last ten years, as complete as possible and up to date.

I was ably assisted, as in previous years, by Messrs. Archie Cameron and J. McG. Cruickshank, for five months; and by Mr. F. C. Laberge, C.E., for seven and a half months.

The expenditure on the season's explorations, including the salaries of all assistants, was \$1,550.00.

Mr. Fletcher left for Nova Scotia on the 23rd of June, 1892, to continue the work of previous years in the counties of Cumberland and Hants. He was assisted during six months by Messrs. M. H. McLeod, D. I. V. Eaton and T. S. McLean, and for six weeks by Mr. W. B. Almon.

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The district surveyed in Cumberland county lies west of that described in last Summary Report and in the report presented last spring. It comprises the coast north of Minas Basin from Parrsboro' to Cape Chignecto and east of Cumberland Basin on the outskirts of the Cumberland coal-fields. The inhabitants of the villages on the shore as far as West Advocate are engaged in ship-building and sailing. On Cumberland Basin are the hamlets of Eatonville, Spicer's Cove, Apple River, Sand River, Shulie, Two Rivers, where lumbering is the chief industry, and the interior, with the exception of small settlements, such as Salem, is under forest. The whole coast, the roads and many of the principal streams were surveyed by Mr. Scott Barlow and Mr. Walter McOuat, in connection with the survey of the coal-fields made between 1871 and 1878, as described in the reports for those years, and in Part E, Annual Report, vol. I., 1885.

The geological formations include Triassic, Permian, Carboniferous, Devonian and igneous rocks, similar to those described as occurring along the eastern part of the Cobequid range of hills. The Triassic comprise chiefly masses of basalt and amygdaloid with patches of the characteristic red, soft, crumbly sandstone and conglomerate. On the south side of the hills the Carboniferous rocks appear in greatly tilted masses along the shore, whereas on the north side and along Cumberland Basin, Permian and Carboniferous rocks are found lying generally at a low angle, joining the area covered by those described by Sir William Logan in his celebrated Joggins section.* The limits of these two series do not seem yet to have been clearly defined inland. The Devonian sedimentary rocks resemble those already described in their association with masses of trap, porphyry, diorite, syenite, felsite and quartzfelsite generally massive but sometimes schistose; and their more flinty or porcellanous character near the contact with such masses is as noticeable here as at Portapique and other rivers to the westward. Dark shales and quartzites, very like the iron ore series of Londonderry, containing veins of quartz, blotches of limonite, and associated with light gray, olivaceous, soapy shales, yield at Kirkhill obscure markings of plants. Again, near the shore on Greville River, in the fine outcrops of quartz-veined quartzite and twisted slate, exposed immediately below the first dam, graphitized markings of plants were found, resembling the vegetable debris of Portapique River. These rocks are here unconformably overlaid by a conglomerate of loose texture, composed of pebbles often more than two feet in diameter, of red quartzite and other rocks probably Devonian, interstratified with lenticular patches of crumbly, brecciated red, fine, sandstone, as in other sections on the north side of the hills.

Precisely similar fossil remains were found on the shore at and near McGahey Brook, at West Advocate. Here at the mill-pond, ripple marked, sandy flags show obscure carbonized markings resembling broken plants. About 165 yards west of the mouth of the brook, obscure traces of rootlets and Cordaites are much more abundant. East of McGahey Brook the shales show many markings like stems of *Psilophyton*, often branching, but only small fragments could be obtained owing to the jointed, cleaved and friable character of the shales. In the associated flinty quartz-veined quartzites much graphitized matter is present in layers which resemble, although greatly altered, the layers of carbonaceous matter so often found among the coarse sandstones of the Carboniferous and consisting chiefly of Cordaites. Further west on the shore these dark shales and flags come against greenish, massive, epidotic diorite and breccia, succeeded by red and gray syenite and diorite, greatly intermixed, the diorite being first blotched with the syenite, while further west the syenite predominates and is blotched, striped and veined by the diorite, the dykes or veins being sometimes horizontal, sometimes vertical.

Veins of ankerite and veins and spots of specular iron ore occur in McGahey Brook. In one of the branches of the Mahoney Brook where a mass of gray breccia, diorite and syenite is in contact with slates, the latter contain rusty-weathering veins in which calcite, baryte, specular iron ore and pyrite are present. The syenite seems to cut the slates like a dyke, carrying grains of specular iron near the contact, and in one place coarse syenite forms a sheet in the bedding.

On the shore immediately east of Henning Brook, a considerable quantity of iron pyrites is found in crystals and aggregations in a claystone contained in a brecciated quartzite. The ferruginous veins of the black slates of the neighbourhood hold traces

* Report of Progress Geol. Survey of Canada, 1843.

of copper pyrites and among the whitish quartzites are spots of specular iron. Several barrels of fine crystalline pyrolusite were obtained last year on the shore at Lower Economy from Devonian rocks similar to those of the manganese mines of Tenycap and East Onslow.

About 125 yards west of the mouth of Barkus Brook and near the contact of the Triassic of West Advocate with the Devonian, fragments of reddish massive gypsum with crystals of anhydrite and white porous gypsum are found in the cliff and are said to be in place on the beach, representing probably another outlying unconformable patch of Lower Carboniferous like those of Clarke Head. The extent of the outcrop on the land can be only a few square feet for Devonian slates are everywhere near in runs and breaks of the bank. The Carboniferous rocks of Spencer's Island consist of red and gray rubbly sandstone grit and shale, including black calcareo-bituminous shales sometimes coaly; but no coal of importance has been found in any part of this area a large portion of which, however, shows no exposures.

The rocks of the shore of Cumberland Basin between Eatonville and Shulie are interesting as being the extension of those of Sir Wm. Logan's section. Red Devonian slates, and syenite are overlaid near Eatonville by conglomerate upon which, as also near Sand River, ice grooves were found running N. 35° E. At the south side of Spicer's Cove, a red quartzfelsite, containing dykes and blotches of gray and dark diorite and felsite stands against an epidotic breccia and is unconformably overlaid by soft red conglomerate, with fragments of these rocks, which occupies the high cliffs for some distance, then recedes from the coast eastward along what seems to be a large fault on the north side of which are dark and light gray shales and along the line of which the rocks are greatly polished, contain hematite in the joints and a vein of baryte and calcite. The shales are greatly disturbed, are full of carbonized plants and include a two-inch seam of coal, upright trees and underclay. At the mouth of the brook in this cove there are reefs of grey, fine sandstone dipping S. 50° E. at a very low angle, underlaid by reddish or brownish sandstone, in even layers or false bedded, with patches of pebbly grit. North of the brook are outcrops of nut-and-egg conglomerate, among the pebbles of which there are some of gray sandstone containing plants and probably Carboniferous. At a rocky point beyond, brown and reddish grits with interstratified bands, sometimes ten feet thick, of nut-and-egg conglomerate show carbonized markings of plants and extend thence for some distance along the shore which runs about N. 32° E. At Pudsey's Point, a gray sandstone, largely quarried for grindstones, is overlaid by a great thickness of conglomerate to the mouth of Apple River. East of these exposures are others, also of reddish and gray conglomerate, associated with layers of gray pebbly grit, dipping 114° < 2°, which is also the inclination on the right bank of the river beyond the sand beach and narrows. Similar rocks are found up both branches of Apple River, some of the pebbles of the conglomerate being of gray micaceous sandstone, of dark gray argillaceous shale and underclay and of fragments of coal. In the East branch above White's saw-mill, there are thick beds of conglomerate, most of the pebbles of which are of hard argillites and quartzites, but others of greenish-gray, soft, flaggy micaceous sandstone like that of the millstone grit or coal measures.

Alternations of brownish sandstones, of red and greenish pea-and-nut conglomerate and of dark gray and red argillaceous shale with layers of gray grindstone occupy the shore from Apple River to Hetty Point. The red sandstone largely predominates, gray sandstone comes next in abundance, while the shales are scarce, dipping 123° at a very low angle. From Hetty Point to Two Mile Brook the cliffs are scarcely broken and show a large proportion of greenish-gray conglomerate among beds of rusty-brown sandstone, while similar rocks are met on the road to Sand River. Layers of red shale then become more frequent among the pebbly rocks and the dip at one point increases to 160° < 50°. Immediately south of Sand River the rocks are also highly tilted but there is no change in their character as far as the point north-east of the river, where greenish and rusty-gray sandstone and conglomerate are overlaid by a considerable thickness of red shale which extends up the river to within 450 yards of the saw-mill. The pebbly sandstones are full of large plants and weather rusty just as in the cliffs to the south-westward. Toward Sand Cove, lower beds are rapidly underlaid by rocks containing much more red shale; but the pebbly layers are still abundant and rusty-brown sand-

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stones largely exposed, sometimes considerably broken but perhaps only by folding of the shales upon the massive gray sandstones, the general dip being low. The gray conglomerate of Fitzgibbon Brook near Shulie, some of the pebbles of which are nine inches in diameter, is precisely like that of Apple River: it is underlaid by red shale and gray fine sandstone and by gray sandstone with pebbly patches, the shore running nearly on the strike. From the bridge on Shulie River to the mouth, the section is slightly ascending, the strata being alternations of red shales with gray and rusty-brown sandstone including several pebbly patches. At the point west of the mouth, rusty-gray and greenish-gray sandstones include three layers of red shale, 18 inches thick, beyond which there is a descent to Fitzgibbon Brook.

On Shulie River below the road from Sand River to Halfway River, gray sandstone, usually flaggy and seldom coarse, with occasional beds of red marl, presents a nearly horizontal southerly dip. Lower down gray flags dip $87^{\circ} < 14^{\circ}$, while nearer the shore, greenish-gray conglomerate is found. On the Half-way River road, mentioned above, east of Jenks Meadow Brook, great blocks of greenish and gray conglomerate are found, succeeded nearer Harrison's by others from the underlying red conglomerate.

A good section of the rocks south of Ragged Reef, is cut by the large stream at Two Rivers. At the road are large outcrops of gray sandstone, some of which is coarse, overlaid by greenish-gray and reddish-gray shale dipping $197^{\circ} < 9^{\circ}$; while upstream similar rocks, largely conglomerates, with fossil trunks of drifted trees, extend two miles up to a driving dam at which rusty-gray sandstone dips $200^{\circ} < 11^{\circ}$. The West Branch of River Hebert and Atkinson Brook also expose Permian rocks consisting, in the latter, near the river, of gray, rusty, flaggy sandstone with pebbly patches, dipping $170^{\circ} < 8^{\circ}$, and not unlike the rocks of Upper Maccan River. Higher up the dip becomes northerly, the rocks being gray and brownish sandy flags and shales with layers of coarse grit.

Through the kindness of Mr. J. R. Cowans, we obtained plans of the levels, slopes and faults of the working on the three coal seams at present mined at Springhill, to supplement investigations made by Mr. Scott Barlow and Dr. Ellis in former years. In this extension, north and south, the workings have not passed beyond the ground proved by Mr. Barlow, but interesting questions have been suggested by the workings to the deep. Records of deep borings in this field, furnished by Mr. R. P. Fraser, Mr. James Baird and Mr. Wm. Hall, will also prove of value in the determination of the structure. In the little brook that flows past the station at Saltsprings and about 1,000 feet from the Intercolonial Railway, a small seam of coal has been opened by a shaft or slope more than 150 feet deep, the inclination at the surface being vertical but flattening to 66° and the direction being 305° ; while nearer the railway, the dip varies from 55° to 39° . At a depth of forty-five feet an adit connects the shaft with the brook and lower down a level has been driven north-eastward a considerable distance. The coal is irregular in thickness, being in one place, it is said, seven feet.

The section on the brook is as follows:--

	Ft.	In.
1. Red argillaceous shale with bands of gray sandstone		
2. Coaly shale with a streak of coal	3	0
3. Greenish, crumbly argillaceous shale, of considerable thickness		
4. Soft argillaceous shale with rootlets	1	10
5. Coaly shale and clay in thin layers	0	6
6. Good coal	2	0
7. Clay with rootlets	0	7
8. Coal, somewhat impure	1	8
9. Soft argillaceous underclay.		

This seam is supposed by some to be the 2 feet 6 in. seam worked at Sand Run mine and on the Springhill and Oxford railway and shown on Mr. Barlow's map. The thickness, however, is greater and the roof is different.

In the small brook about a mile east of the Styles mine and 100 yards west of the Economy road, two seams of coal ten feet apart very irregular in thickness and impure in quality, according to Mr. McCarthy, but containing ten inches of good coal, have been

lately opened, at what is called the Stanley mine, in several small shafts, the measures dipping at an angle of 45°:

Mr. Eaton also spent two or three weeks in the Pictou coal-field to add to the topography of the large map of that district. In Hants county he surveyed with odometer 320 miles of roads between Maitland and Windsor, and in the centre of the county; while Ryan Creek and many streams in the neighbourhood of Shubenacadie and Elmsdale were surveyed by Messrs. McLeod and McLean.

The expenditure on the season's explorations, including the salaries of all assistants, was \$1,630.

CHEMISTRY AND MINERALOGY.

On these divisions of the work of the survey Mr. Hoffmann reports as follows:—

The work carried out in the chemical laboratory during the past year has been, as heretofore, almost exclusively confined to the examination and analysis of such minerals, ores, etc., etc., as were regarded as likely to prove of more or less economic value and importance. It embraced:—

1. Analyses of lignites, lignitic coals, coals, and semi-anthracites.
2. Analyses of natural waters—chiefly mineral waters.
3. Analyses of iron ores.
4. Analyses of numerous ores, from the provinces of Nova Scotia, Ontario, and British Columbia, for nickel and cobalt.
5. The assay of a large number of ores from the various provinces, but chiefly from British Columbia, for gold and silver.
6. The examination of a series of clays in respect to their suitability for the manufacture of bricks, pottery ware, and terra-cotta.
7. Miscellaneous examinations, which include the examination or analysis of limestones, carbonaceous and bituminous shales, marls, saline-deposits and other material not coming under the foregoing headings.

The number of mineral specimens received for examination amounted to six hundred and ninety-seven. Of these a large number were brought by visitors who obtained the desired information in regard to them at the time of their visit, or failing this—owing to a more minute examination being called for—it was subsequently conveyed to them by letter. The number of letters personally written amounted to two hundred and seventy-one, of these one hundred and ninety-three were reports embodying the results of the examination, analysis, or assay, as the case might be, of mineral specimens. The number of letters received amounted to one hundred and twenty-seven.

During the period in question a number of minerals—nearly all of more or less economic importance—have for the first time been identified as occurring in Canada. Amongst these may be mentioned Aikenite, a sulphide of lead, bismuth and copper; Anglesite, sulphate of lead which contains 68.3 per cent of lead; Calamine, hydrated silicate of zinc, a valuable ore, containing 54.2 per cent of zinc; Cerussite (crystallized), white lead ore, carbonate of lead, a rich ore of lead and containing 77.5 per cent of that metal; Euphyllite, Geocronite, a sulph-antimonite of lead; Lepidolite, a silicate of aluminium, potassium and lithium, and Gyrargyrite, ruby-silver, dark red silver ore, a sulph-antimonite of silver; a valuable ore containing 59.8 per cent of silver. The foregoing have in most instances been submitted to analysis, and the results, together with all other information in regard to the minerals, will be given in ensuing reports.

Mr. R. A. A. Johnston has applied himself with great diligence to the work in hand and by the thorough and reliable manner in which he has conducted the same, has rendered excellent service. Apart from a lengthy series of gold and silver assays he has carried out numerous analyses of important minerals, and also conducted a great variety of miscellaneous examinations. Mr. F. G. Wait has been engaged in the analysis of mineral and other saline waters, iron ores, the estimation of nickel in samples of pyrrhotite from various localities and some miscellaneous examinations.

Apart from the writing of the regular annual report "Chemical contributions to the Geology of Canada"—since published, a very full index has been prepared for the

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catalogue of the Mineralogical Section of the Muséum, and in such wise as to show at a glance the localities of occurrence of all the more important economic minerals found in the country.

In the work in connection with the Mineralogical Section of the Museum I have been most ably and diligently assisted by Mr. R. L. Broadbent. He has been occupied in a complete readjustment of the cases containing the systematic collection of minerals in order to allow of the introduction of a number of species and varieties not previously represented; in the transference of the contents of several of the cases, from the one to the other, in the collection of economic minerals, thereby effecting a better general arrangement of the whole; in the labelling and cataloguing of all newly received specimens, and in maintaining the collection generally in an orderly condition.

Owing to the very limited space available for the display of the above mentioned collections, the arrangement of that of the economic minerals in a fairly satisfactory manner, has been beset by many difficulties and if the result attained is not all that could be desired, it is, at least, the best that circumstances would admit of. There is now no further available space for exhibiting specimens and all new additions have to be placed away in drawers and are consequently not readily accessible to the general public.

The additions to this section of the Museum, chief among which are specimens of rich cinnabar (an important ore of mercury) from Copper Creek, Kamloops Lake, B.C., collected by Mr. E. D. Ingall—amounted to close upon three hundred specimens. Of these, the following were collected by members of the staff:—

1. Bailey, Professor L. W.

- (a) Ten specimens of stilbite, one of disseminated specular iron, one of martite, two of magnetite partially altered to martite, three of white and amethystine coloured quartz and one of jasper—all from Digby Neck, Digby county, N.S.
- (b) One specimen of magnetite and four specimens of ilmenite. The former from Nictaux, Annapolis county, the latter from Chegoggin Point, Yarmouth, Nova Scotia.

2. Barlow, A. E.

Some forty specimens of niccolite and gersdorffite from lot 12, range III., of the township of Denison, district of Algoma, Ontario.

3. Brumell, H. P.

- (a) Nickeliferous pyrrhotite from Todd's mine, three miles north of St. Stephen, Charlotte county, New Brunswick.
- (b) Nickeliferous pyrrhotite from Ganong's vein, Milltown, St. Stephen, Charlotte county, New Brunswick.
- (c) Graphite from Thorn Creek, King's county, New Brunswick.
- (d) Graphite from St. John, St. John county, New Brunswick.
- (e) Iron ochre from Champlain island, north-west branch of the Miramichi river, Northumberland county, New Brunswick.
- (f) Howlite from Newport, Hants county, Nova Scotia.
- (g) Calcite, amethystine, from Markhamville, King's county, New Brunswick.
- (h) Manganite, from West Quaco, St. John county, New Brunswick.
- (i) Bog manganese, from Dawson Settlement, Hillsborough, Albert county, New Brunswick.
- (j) Limonite from Lac la Tortue, Champlain county, province of Quebec.
- (k) Auriferous quartz from lot 20, range I., of the township of Belmont, Peterborough county, Ontario.
- (l) Cement stone from the township of Thorold, Welland county, Ontario.
- (m) Cement stone from Limehouse, Halton county, Ontario.
- (n) Cement stone from Napanee Mills, Addington county, Ontario.
- (o) Pottery clay from Hamilton, Wentworth county, Ontario.
- (p) Molybdenite from the township of Hull, Ottawa county, province of Quebec.

4. Ells, Dr. R. W. :—
Chrysotile from lot 11, range VIII., of the township of Templeton, Ottawa county, province of Quebec.
 5. Faribault, K. L. :—
Limonite, pseudomorph after pyrite, from gold washing at Little Ditton, Compton county, province of Quebec.
 6. Ingall, E. D. :—
 - (a) Calcite, blue and green, from the High Falls, township of Bowman, Ottawa county, province of Quebec.
 - (b) Graphite in calcite, from the same locality as the preceding.
 - (c) Specular iron, from lot 11, range VI., of the township of Portland, Ottawa county, province of Quebec.
 - (d) Cinnabar, from near mouth of Copper Creek, Kamloops Lake, British Columbia.
 - (e) Native silver from the "Wellington" claim, vicinity of Bear Lake, West Kootanie district, British Columbia.
 - (f) Thirty-six samples of ore, representing material from thirty-one claims in the Kaslo-Slocan mines area, West Kootanie district, British Columbia.
 - (g) Twenty-two samples of ore, representing material from twelve claims in the Illecillewaet mines area, East Kootanie district, British Columbia.
 - (h) Eight samples of ore, representing material from four claims at the Hot Springs or Ainsworth Camp, West Kootanie district, British Columbia.
 7. Low, A. P. :—
Anthraxolite from Lake Mistassini, province of Quebec.
 8. McEvoy, J. :—
Sixteen specimens of hyalite from south of Loon Lake, British Columbia.
 9. Selwyn, Dr. A., R.C.C. :—
 - (a.) Samples of coal from Marten Creek, Coal Creek, and Elk River, Crow's Nest Pass, British Columbia.
 - (b.) Lignite from Estevan, Manitoba.
 - (c.) Labradorite, from Sheldrake, Gulf of St. Lawrence, province of Quebec.
 10. White, J. :—
Raphilite, from the township of Bedford, Frontenac county, Ontario.
- And the undermentioned constituted presentations :—
1. Beausoleil, C., M.P. :—
Magnetite, from St. Gabriel de Brandon, Berthier county, province of Quebec.
 2. Bennet, L. V., Kamloops, British Columbia, per J. McEvoy (Survey) :—
Five specimens of muscovite from near junction of Canoe and Coldwater Rivers, British Columbia.
 3. Brophy, John, Poltimore, P.Q. :—
Phlogopite, from lots 15 and 16, range X., of Portland West, Ottawa county, province of Quebec.
 4. DeWolf and Munro, Vancouver, British Columbia :—
Muscovite from near the head waters of Clearwater and North Thompson Rivers, British Columbia.
 5. Girdwood, Dr. G. P., Montreal, P.Q. :—
Manganese ore from about two miles and a half east of the head of Loch Lomond, Cape Breton county, Nova Scotia.
 6. Haycock, E. B., Ont. :—
Crystal of phlogopite from the Hull mica mine, north half of lot 10, range V., of Hull, Ottawa county, province of Quebec.
 7. Huntingdon, J. L. :—
Almandite, from Chegoggin Point, Yarmouth, Nova Scotia.
 8. Johnstone, Wm., & Co., Montreal, P.Q. :—
Five specimens of prepared iron-ochres.

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9. Jowett, W. A. :—
Jamesonite, from Vermont Creek, Middle Fork of the Spilimichene River, British Columbia.
10. Lampard, R., Montreal, P.Q., per W. F. Ferrier (Survey) :—
Sodalite from Corporation quarry, Outremont, Montreal, province of Quebec.
11. McKay, J. W., Kamloops, British Columbia :—
Cinnabar, from the Rosebush claim, near mouth of Copper Creek, Kamloops Lake, British Columbia.
12. McNeil, The W. H. & Co., Ltd., Anthracite City, N.W.T., per Dr. H. M. Ami (Survey) :—
Semi-anthracite, from Anthracite City, district of Alberta, N.W.T.
13. McRae, Hector, Ottawa, Ont. :—
(a.) Native silver from the Wellington claim, Kaslo-Slocan mines, West Kootanie district, British Columbia.
(b.) Cerussite, from the Wellington claim, same locality as the last mentioned.
14. Moon, A., Madoc, Ont., per W. H. C. Smith (Survey) :—
Talc, from lots 9 and 10, range V., of the township of Grimsthorpe, Hastings county, Ontario.
15. Nellis, T. F., Ottawa, Ont. :—
(a.) Phlogopite with inclusions of pyrite—and
(b.) Phlogopite with inclusions of molybdenite ; both from lot 19, range XII., of the township of Hull, Ottawa county, province of Quebec.
16. Pite, W., per Dr. G. M. Dawson (Survey) :—
Concretionary nodule of pyrite from Peace River, N. W. T.
17. Russell, W. W. :—
Magnetite, from mining location R. 400, Atic-okan River, district of Rainy River, Ontario.
18. Torrance, J. F., Montreal, Que. :—
Friction bearing made of " fibre-graphite " (wood pulp and graphite).
19. Trowse, A., per C. W. Willimott (Survey) :—
Section of a crystal of phlogopite with layer of actinolite, from lot 10, range XII., of the township of Hull, Ottawa county, province of Quebec.
20. Willimott, C. E., & Co., Ottawa, Ont. :—
(a.) Cut and polished specimen of peristerite from Bromley, Renfrew county, Ontario.
(b.) Cut and polished specimen of aventurine felspar from Ross, Renfrew county, Ontario.

Mr. C. W. Willimott has, for the most part, been engaged in making up collections of minerals for various Canadian educational institutions. The following is a list of those who have been supplied with such collections :—

1. High School, Georgetown, O.	consisting of	110	specimens.
2. Collegiate Institute, Morrisburg, O.	"	110	"
3. School of Practical Science, Toronto, O.	"	110	"
4. Morrin College, Quebec	"	110	"
5. High School, St. George, N. B.	"	110	"
6. Collegiate Institute, Peterborough, O.	"	110	"
7. Central School, Moncton, N. B.	"	110	"
8. Clarenceville Academy, Clarenceville, Q.	"	110	"
9. Queen's County Grammar School, Gagetown, N. B.	"	109	"
10. Public School, Upper Sackville, N. B.	"	109	"
11. High School, Montreal, Q.	"	169	"
12. Public School, Canso, N. S.	"	109	"
13. High School, Deseronto, O.	"	129	"
14. Public School, St. Andrew's, N. B.	"	100	"
15. Board of Examiners for D.L.S., Ottawa, O.	"	136	"
16. Grammar School, Berthier, Q.	"	100	"
17. Collegiate Institute, Owen Sound, O.	"	129	"

18. Shelburne county Academy, Shelburne, N.S.	consisting of	100	specimens.
19. Grammar School, Sussex, N.B.	"	100	"
20. Aylmer Academy, Aylmer, O.	"	100	"
21. Collegiate Institute, Lindsay, O.	"	129	"
22. Danville Academy, Danville, Q.	"	100	"
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		2498	
21. Mr. Chambers, Montreal, Q., in exchange.	"	15	"

Total number of specimens. 2513

In the course of the summer he visited—for the purpose of procuring further material for the making up of collections for educational purposes—the townships of Dalhousie, Bathurst, and Burgess, in Lanark county, and the townships of Bromley and Ross, in Renfrew county, Ontario; Calumet Island and Portage du Fort in Pontiac county; the townships of Hull, Wakefield, Portland, Templeton and Buckingham, in Ottawa county; Montreal, Hochelaga county; the townships of Hatley in Stansted county; Bolton in Brome county; Oxford and Ascot in Sherbrooke county; and Tonquière and Simard, in Chicoutimi county; all in the province of Quebec. Also Minas Basin, between Partridge Island, Cumberland county, and Five Islands in Colchester county, Nova Scotia.

The material collected comprised:—

	Specimens.	Weight.
Agate.	68	
Amazon stone.	48	
Amygdaloid.	36	
Analcite.	56	
Analcite with natrolite.	35	
Apatite.	1	110 pounds.
Barite.	30	60 "
Beryl.	14	
Blende.	24	150 "
Bog-iron ore.	28	
Calcite, crystals.	80	
Chabazite.	120	
Chalcopyrite.	4	312 "
Diabase.	45	
Felspar.	15	
Graphite.	35	
Gypsum.	26	70 "
Hematite.	1	200 "
Heulandite.	50	
Labradorite.	68	
Limestone.	86	
Microcline.	8	
Molybdenite in quartz.	38	
Muscovite.	7	
Natrolite.	10	
Peristerite.	10	
Perthite.	75	
Phlogopite.	32	
Picrolite.	18	25 "
Pyroxene, crystals.	40	
Pyrrhotite.	3	150 "
Quartz.	200	250 "
Raphilite.	26	80 "
Sandstone.	25	
Sandstone conglomerate.	60	
Siderite in schist.	45	
Steatite, pseudomorphous.	60	
Stilbite.	20	
Wilsonite.	20	
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Total specimens collected.	1,577	

Amongst the foregoing were some handsome cabinet specimens, many of which advantageously replaced, as representing the mineral better, those already contained in the Museum.

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On the arrangement and classification of the stratigraphical collection of rocks, and other work of the past year, Mr. W. F. Ferrier, lithologist, reports as follows :—

“During the year the work on the stratigraphical collection of rocks has gone steadily forward. In the early part of the year the remaining 141 drawers, containing some 4,000 specimens, were carefully gone over, and a preliminary list of the contents of all the drawers and exhibition cases is now being prepared.

“An arrangement has been made whereby all the drawers under the flat cases are now occupied by the collection of rocks, thus keeping them together, and simplifying the work of cataloguing them. Since the 12th of December, I have been ably assisted by Mr. Percy Selwyn, without whose aid but slow progress in cataloguing would be possible.

“A large proportion of my time has necessarily been devoted to the examination of the collections brought in by the field geologists, the selection of material from these collections for microscopic investigation and the study of the thin sections when prepared. A great deal of work of a miscellaneous character has also been done, such as the examination of various stone implements to determine their material, and microscopic and blow-pipe investigations of rocks, clays and minerals handed to me at different times throughout the year.

“A series of 134 thin sections illustrative of the rocks associated with the apatite deposits in the Du Lièvre district, was prepared, and will shortly be reported on by Mr. Ingall and myself.

“The collection of Archæan rocks brought in this year by Mr. Tyrrell from the region between Lake Athabasca and the Churchill River was thoroughly gone over and forty-seven thin sections prepared for study.

“Twenty miscellaneous sections were also prepared, making the total number of microscopic sections prepared during the year, 201. The large and valuable collection of Archæan rocks brought by Mr. Tyrrell from Lake Winnipeg in 1890, is being reported on as rapidly as possible.

“The report on the rocks collected by Mr. Low from the Château Richer, Que., area has been completed and printed as an appendix to that gentleman's report. Several short papers have, with your permission, been communicated to the scientific journals.

“A cabinet of 84 drawers has been constructed in the basement, in which such rock specimens as are not needed for exhibition in the Museum, but which it is thought advisable to keep at hand for reference, are being placed.

“No field work of any extent was undertaken this year, but on the 18th of June I went to Montreal for a few days and collected a fine series of the nepheline syenite and other rocks from the Corporation quarry, this collection being subsequently supplemented by about 100 specimens from the same locality, presented by Mr. T. W. Chambers, of Montreal, who accompanied me during my visit.

“As this interesting locality will soon be practically inaccessible, it was thought desirable to obtain a full suite of these specimens for the Museum and also for use in distributing collections. Numerous letters inquiring about the scheelite found by me in Marlow, Que., last year, have been received and handed to you, showing the interest taken by manufacturers of iron and steel in the discovery.

“The property has been purchased by parties who intend commencing work in the spring.

“Some fine samples have been obtained by blasting on one of the veins this fall.”

MINING AND MINERAL STATISTICS.

Of the work of the division of mineral statistics and mines under his charge, Mr. E. D. Ingall gives the following particulars :—

“From the date of the last summary, 31st December, 1891, the office work of the division has been carried out as usual, the time of the staff being occupied in collecting and compiling the statistics of mineral production and general information regarding the mineral resources and mining operations and discovery, as well as in answering inquiries for such information, and office routine.

"Mr. White's time was occupied in the office in plotting the field notes of his survey of the Kingston and Pembroke Railway mineral district, and in the compilation of the map of the same. He was also engaged in revising proofs of maps, and in other work in connection with the investigation of the phosphate district of Ottawa county, Que.

"During the summer season the field work prosecuted was as follows:—

"My own time was occupied from the middle of July until my return in the middle of November, in an examination of the new and important discoveries in the mining districts of West Kootenay, British Columbia. In returning, the following visits were made, viz., to the cinnabar deposit near Kamloops Lake; to Nelson and Vernon, B.C.; to the coal mines of Canmore, Anthracite and Lethbridge; and to Rat Portage, Ont., for the purpose of collecting general information regarding mining developments, and in connection with the organization of the work of the division.

"Mr. Brumell made a tour for the purpose of collecting general information regarding mining developments and discovery in Nova Scotia, New Brunswick, Quebec and Ontario.

"Mr. White was engaged in finishing the surveys for the before mentioned map, and incidentally in collecting statistics and general mining information.

"It may not be amiss to summarize the conclusions arrived at as a result of the studies prosecuted in the new mining camps of West Kootenay.

"As it was of course, impossible to properly examine all the mineral deposits known to exist in any of these districts in the time at disposal, selections were made which should, as far as possible, be illustrative of the different districts and varieties of deposits. The local features of these, as far as exposed by the developments made, were carefully studied and illustrative specimens for the museum were collected, together with samples for assay. In the camps tributary to Illecillewaet, on the Canadian Pacific Railway, visits were made to the older claims in the immediate vicinity of that place, as well as to the newer discoveries in the Fish River valley and around Copper Hill. These comprise the following claims, viz.:—The Lanark, Maple Leaf, Isabella, Bluebell, Jumbo, Sanquahar and Cariboo, near Illecillewaet and the Gold Hill and Copper Hill group of claims. In the Fish River valley the chief points examined were the Elizabeth, Edinburgh, King Solomon, Herringback and Fishburn claims.

"In the Illecillewaet district proper, beyond some prospecting and assessment work little was being done at the time of my visit; but development work was being conducted by Messrs. Ryckman, M.P., and Scott and by Messrs. Fishburn & Co., in the Fish River valley. The general description of the Slocan veins given below will serve equally for those of the Illecillewaet and tributary districts.

"The Slocan district on the west side of Kootenay Lake was visited during September and October.

"These new discoveries, made in the fall of 1891 and spring of 1892, are situated about the headwaters of the Kaslo River, and between there and Kalso City on the west shore of Kootenay Lake. A number of discoveries were made later in the year on the shores of Slocan Lake between the Columbia River and Kootenay Lake. These could not, however, be visited, owing to lack of time; and for the same reason it was found impossible to visit other discoveries in the Lardo River country and at various other points in the valleys of the Lower Kootenay and Columbia Rivers about which very glowing accounts came to hand.

"Kaslo was reached in the beginning of September, and after all necessary arrangements were made the trail up the valley of the Kaslo River was followed to Bear Lake, on the divide between that valley and the watershed of Slocan Lake and River, and trips were here made to the various groups of claims distributed along the route.

"Bear Lake was reached on the 19th of September, and an attempt made to reach the important group of mines on the surrounding mountains, but this purpose had to be temporarily abandoned, owing to the early advent of snow which effectually had everything at that elevation. Whilst waiting for the melting of the snow, a short examination was made of the Ainsworth Camp for the purpose of comparing the conditions there with those of the Kaslo-Slocan camps, and thus connecting the work with that done by Dr. G. M. Dawson in 1890.

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"The snow having melted sufficiently, the examination of the Kaslo-Slocan group was continued and most of the chief discoveries were visited. The return of the snow on the 10th of October, however, again prevented the study of the surface showings at the Bonanza King Claim, of which nothing could be seen but the tunnel. This was much to be regretted as it was the chief claim in the Noble Five Group, the discovery of which has led to the rush to the district, and indirectly to all subsequent discoveries. It was, however, yet found possible to see the Freddy Lee and Slocan Star mines on Carpenter Creek, owing to their being on a slightly lower level.

"In returning it was intended to visit the Wellington and White Water claims, but the snow having reached the lower levels, no further work could be attempted, and the return to Kaslo was made on the 15th of October.

"Much hopeful activity in the direction of prospecting and development work was manifest in this district, and not without foundation, high hopes were prevalent regarding its future.

"Towns were started at Nakusp and New Denver on the proposed wagon route for providing the Slocan claims with an outlet *via* the Columbia River line of steamers and also to Kaslo which is the terminus of the now completed wagon road, connecting with the Kootenay Lake steamers by which ore can be shipped to the smelting works in process of construction at Pilot Bay or to any point in the United States *via* Bonner's Ferry on the Northern Pacific Railway.

"In a preliminary report such as this it would be impossible to give the results of these investigations, other than in very general terms, and all the detail of the evidence upon which these conclusions are based will be left for the complete report that it is intended to issue later.

"However, of the geological conditions of occurrence of the deposits visited and of their visible extent, etc., the main features are given below.

"Proceeding west from Kaslo, the rocks noticed seemed to belong to two distinct series. A belt of green dioritic schistose and serpentinous rocks, following west north-west along the northern side of the valley of the Kaslo River, whilst south of these the rocks are for the most part black shales and slates with gray interbedded bands, which evidently consist for the most part of carbonate of lime. The general dark colour of this series of rocks, varying from dark gray to black, would seem to be due to the presence of carbonaceous matter, and is in striking contrast, both in colour and structure, with the general green colour and more metamorphic characters of the adjacent rocks to the north. The black shaly series are tilted, in places much folded, and also at times indurated. They frequently show local metamorphism, which latter phenomena will probably be found in all places, as it evidently is in some, to be due to the action of the intrusive igneous rocks which are visible as dikes and masses or areas, cutting both the before-mentioned series.

"The veins examined show in general the characters of fissures cutting the formation, although sometimes conforming along the strike with the inclosing rocks for considerable distances. Where occurring in connection with the calcareous bands of rock, there would seem to be a tendency to make large pockets in connection with the vein or towards widenings of the vein itself. Strippings on some of these present surfaces of considerable extent, which, however, on further development have proved not to belong to the veins proper, which, whilst generally found to be more persistent, are generally comparatively much narrower.

"Although they show variations in structure these fissures in general carry galena in ribs, nodules, etc., associated with an ochrey gangue locally termed *carbonates*. This ochrey material is said to assay well in silver in many instances, it being doubtless enriched by the presence of more or less argentiferous carbonate of lead, or, as was plainly visible in some cases, by the presence of disseminated native silver and argentite, doubtless resulting as secondary products from the alteration of the argentiferous galena.

"The galena varies much in texture from a fine blue ore of steely grain up to coarse cube and sometimes shows a ribbed structure. With it in many cases are associated various arsenical and antimonial minerals of silver disseminated through the ore proper. The occasional presence of a certain amount of copper is evidenced by the stains of malachite and azurite, which probably originate from the weathering of the tetra-

hedrite as well as from copper sulphurets, which occur in slight degree. The general run of the reported assays of specimens from the district is high, averaging in the hundreds of dollars, and occasionally even reaching to the thousands, the latter results being quite possible for separate specimens when the presence of the richer silver minerals is borne in mind. At one mine which has made considerable shipments, it is claimed that these have averaged \$200 per ton, and the conclusions based on the general evidence obtainable would seem to justify the expectation that the yield of the district will be found to average high in silver.

"The galena-bearing veins which cut the green schistose and serpentinous rocks, present to the eye a generally similar appearance to those found in the shale and argillite series, except of course for the absence of the associated pockets of ore mentioned in connection with the calcareous bands.

"What may prove an interesting discovery was reported late in the season from the Whitewater basin, some prospectors having brought in specimens of quartz which, according to local assayers, averaged very high in gold. No further particulars are, however, available, as the intended visit to the place was prevented by the advent of the snow. It raises hopes, however, that these schistose rocks which resemble lithologically the gold-bearing Huronian of Eastern Canada may prove even richer in this respect than the latter, especially when the much stronger evidences of complete mineralization found here, are considered.

"Assuming then that, in actual working, the ores should be found in shipping lots to maintain their high content of silver, which would seem probable in most cases, a bright future may be predicted for this district if those interested will only observe and act on the financial and economic principles necessary to success.

"The completion of the wagon road from Kaslo into the centre of the district will be of great value in the working of the mines and the existence of smelters in Canadian territory at Pilot Bay, Revelstoke and Golden will doubtless prove of great assistance when a continuous supply of ore shall be forthcoming.

"The projected railroads to give connection with the Canadian Pacific Railway at Revelstoke, and from the Slocan divide to Kaslo, will doubtless be constructed when the veins are worked on a more extensive scale.

"The assays made of the selected specimens collected during the season show the following general results:—

"In the Illecillewaet district four assays of galena from different points varied between 18 oz. and 73 oz. of silver per ton, the pyritous ores of copper being found, in the one sample assayed, to carry silver also.

"The galenas of the Fish River sub-district gave results running from 39 to 318 oz. of silver per ton. A sample of the "ochreous" material locally called "carbonates" showed 692 oz., and some of the zinc-blende nearly 6 oz. of silver per ton.

"The assays of galena from the various veins in the Kaslo-Slocan district resulted as below:—For those occurring in green schistose and dioritic series of rocks, six assays gave results ranging from 38 to 146 oz. per ton, averaging over 90 oz. One assay of a specimen of zinc-blende showed silver to the extent of 26 oz. In the same district the galenas from veins occurring in the black argillite series of rocks averaged in some thirty-one assays, 150 oz. per ton, ranging from 30 oz. to 520 oz. per ton. Assays of zinc-blende returned from 26 oz. to 73 oz. per ton. The ochreous "carbonates" occurring with the galena yielded very variable amounts of silver, the lowest return being 20 oz., the highest 1,630 oz. per ton. This great discrepancy is due to this ore being a mechanical mixture only, which is often enriched by secondary deposition of native silver and the richer silver minerals. In the whole series of assays made, numbering some sixty-five in all gold was absent, except for mere traces found in three cases.

"The ton referred to is that of 2,000 lbs. For further details see the forthcoming report of the Chemical Branch of the Department.

"The cinnabar deposit, on the north shore of Kamloops Lake near the mouth of Copper Creek, about six miles from the western end of the lake, was visited on the 26th of October.

"Here, owing to the recentness of the discovery, the work done on the veins has not been extensive, consisting only of shots and shallow pits on the outcroppings. The

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area visited was covered by the Rosebush Claim, in which several spar and quartz veins are to be seen, averaging about a foot or so in width; on these, at a number of points, very encouraging showings of ore have been exposed, justifying the hope that still better results might be achieved by extensive developments. The cinnabar itself occurs in such a manner in the gangue in ribs, etc., that by hand picking a high grade of ore can be easily selected, and no difficulty was found in procuring handsome specimens for the museum.

"At the coal mines at Anthracite, Canmore and Lethbridge work was proceeding much as usual, but there was no time to make any close study in what necessarily had to be a mere preliminary visit.

"For similar reasons at Rat Portage nothing more could be done than to ascertain in a general way the operations of the year, and to become acquainted with persons willing to give us information later. Whilst no mining proper was being done, several of the chief companies were erecting small mills to work their ores. The custom reduction works near the town itself had been idle for some time, owing, it is said, to the inadequacy of the plant to properly extract the metals from the ores of the district.

"Mr. White gives particulars as follows, of the work he prosecuted for the division in the Kingston and Pembroke Railway Mining District:

"The past summer was spent in completing the information for the map of the Kingston and Pembroke Mining District commenced last year. As the surveys of the older townships are very inaccurate, it was deemed advisable to run a few tie lines across the lower part of the sheet. Chained traverses were therefore carried across from the vicinity of Kingston to Perth and from Sydenham to Westport. All roads not on existing maps were surveyed with odometer and compass. The mines and openings in the southern part of Frontenac county and northern part of Leeds county were examined and their position fixed with regard to the side lines and end lines of the lots on which they are situated.

"The low price of phosphate and mica has temporarily checked mining and exploration in this section. The only mines at present operating are the Opinicon and Nicholson mines in phosphate and the Webster Foxton & Stirling in mica.

"The outline of the edge of the Cambrian and Cambro-Silurian rocks was traced out in detail across the lower part of the sheet. Numerous outliers of Potsdam sandstone were found in the northern part of Loughborough and Storrington townships, and western part of South Crosby showing that the Cambrian sea, at one time, covered the isthmus of gneiss that connects the main mass in Canada with that forming the Adirondack region, in New York State.

"Mr. White left Ottawa on the 8th of June and returned the 25th of September.

"During the summer he was ably assisted by Mr. J. H. Featherston, third year student at McGill University.

"Mr. Brumell furnishes the following information, relating to his observations and inquiries in the districts he visited:

"I left Ottawa on the 13th July for New Brunswick, where the more important mining districts were visited and the lists of operators revised. Since my last visit a rather important deposit of manganese was found in South Albert county and prospecting had been carried on continuously in the neighbourhood of Herring Cove, Albert county, in search of a large body of copper ore supposed to exist there.

"During the past winter operations were suspended at the Britton Mine near Woodstock, it having proved to be of no value.

"The old established mining industries of the province, such as gypsum, coal, grindstones, granite and building stone, are being carried on as in previous years. At St. John the lime industry which in previous years attained considerable importance, languished in a measure on account of the enactment of the McKinley Bill in the United States.

"No work has been done on the nickeliferous deposits at St. Stephen.

"On the 1st of August I went to Nova Scotia and visited the principal mining districts along the lines of railway; among others the gypsum quarries of Hants and Colchester counties, the iron mines of Pictou county, the Coxheath copper mine, Cape Breton, and others. Of new industries, the most important is undoubtedly that of iron smelting on the East River of Pictou, where at Ferrona and Bridgeville, two new fur-

naces have been erected, at the former place for the manufacture of ordinary pig, while at the latter only charcoal pig-iron is made.

“At Ferrona the ‘New Glasgow Iron, Coal and Railway Co.’ have an extensive plant, consisting of one stack of eight tons capacity, with the necessary appurtenances and thirty-six Belgian copper coke ovens. They have also built a railway twelve miles and a half long from the works to Black Rock. The Bridgeville works are owned and operated by the ‘Pictou Charcoal Iron Co.’ and consist of one stack of twenty-five tons capacity, with necessary blowing plant, etc., and a range of twenty charcoal kilns. A siding has been laid to the works from the line of the New Glasgow and Intercolonial Railway.

“Operations at the Coxheath Copper Mines in Cape Breton were suspended during the year, and it is said that in the near future they will be reopened and operated on a large scale. The old established mining industries, such as gold, coal, iron ore, gypsum and manganese, are being carried on as heretofore. This may also be said of building stone, granite, grindstones and mineral waters.

“In the province of Quebec I visited the asbestus district of Black Lake and Thetford, and the gold mines on the Chaudière and tributaries. Asbestus mining seems to have been somewhat overdone, the result being that several of the works are closed to enable the owners to dispose of heavy stocks which have been carried over; to do this there has been a very considerable decline in prices. In the Chaudière gold district work was progressing on the Gilbert River under the management of Mr. W. P. Lockwood, and development work was being actively carried on upon the Du Loup and Millstream, as well as in Ditton township further to the south-west.

“In Ontario I was engaged principally in correcting our lists of producers of structural and other mineral materials.

“Boring operations were being carried on as in 1891, over considerable areas in the south-western part of the province, notably in Welland and Essex counties, with very favourable results, large flows of gas having been found at several points. In Welland county oil had been found in two areas, the flow being from the Medina white sandstone.

“Mr. Brumell returned to Ottawa on the 7th of November.”

The total cost of the season’s explorations under the division of Mineral Statistics and Mines was \$3,665.

PALEONTOLOGY AND ZOOLOGY.

Mr. Whiteaves reports that the fourth part of the first volume of ‘Contributions to Canadian Palæontology,’ was published in December last. It consists of a systematic and descriptive report, of one hundred and five pages octavo of letter press, illustrated by fifteen full page lithographic plates, “on the fossils of the Devonian rocks of the islands, shores or immediate vicinity of Lakes Manitoba and Winnipegosis,” collected for the most part by Mr. Tyrrell in 1888 and 1889. Prior to the year 1890, not more than six species of fossils had been recorded as occurring in these rocks, but in this report as many as one hundred and thirty-three species are either identified or described.

A large series of Ammonites from the Cretaceous rocks of the district of Athabasca, collected by Mr. McConnell in 1889 and 1890, has been studied, and a paper descriptive of the species represented has been contributed to the ‘Transactions of the Royal Society of Canada’ for 1892. This paper will be illustrated by four full page quarto plates.

A paper entitled “Description of a new genus and species of Phyllocarid crustacean from the Middle Cambrian of Mount Stephen, B. C.,” and illustrated by one woodcut, has been published in the ‘Canadian Record of Science’ (Montreal) for October, 1892. The specimens upon which this paper is based, were collected by Mr. McConnell in 1888 and by Dr. Ami in 1891.

The fourth part of the ‘Contributions to Canadian Micro-Palæontology’ was published in July, 1892. It consists of a paper on “Radiolaria from the Pierre formation of North Western Manitoba,” by Dr. D. Rüst, of Hanover, Germany, who has made a life study of fossil Radiolaria, with a short introduction by Mr. J. B. Tyrrell, and is illustrated by three lithographic plates.

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In Zoology, 462 specimens of birds and small mammals, from Indian Head, Assiniboia, have been received from Mr. W. Spreadborough. During the past year, Mr. S. Herring, the taxidermist to the Survey, has mounted nine specimens of mammals, eighty-three of birds and two of turtles, but most of these are intended for the Banff Museum. He has also cleaned and numbered the whole of the mounted specimens of mammals and birds in the cases in the Museum. The skin of the Pacific Walrus, referred to in last year's report, has been skilfully mounted at Prof. Ward's Natural Science Establishment at Rochester, N. Y., and is now on exhibition in the Museum. Among the more interesting specimens of native mammalia and birds received during the year are a magnificent example of the Wood Buffalo (*Bison Americanus*, var.) from the District of Athabasca or its vicinity, presented by Warburton Pike, Esq., the only specimen of the kind known to be preserved in any museum, and a pair of Whooping Cranes (*Grus Canadensis*) from near Prince Albert, Saskatchewan. While attending the meeting of the American Association for the Advancement of Science in August last, at Rochester, N. Y., Prof. Ward's establishment was frequently visited and numerous specimens of interest (especially a skeleton of the Bald Eagle and one of the Great Blue Heron) were secured for the museum of the Survey, either by purchase or in exchange.

During part of the time that the director was absent from Ottawa, on field work, the duties of acting director have devolved upon me and, in addition to the correspondence entailed thereby, about 150 official letters have been received and the same number, many of them of the nature of reports, written.

Mr. Weston reports that since the 15th of January last, most of his time has been devoted to museum work in the palæontological and archaeological divisions. He has arranged and classified many new specimens and incorporated them into their proper positions in the cases. He has labelled and developed many fossils for study and exhibition, and has superintended the mounting of various specimens. He has also prepared and examined many microscopical sections of rocks and fossils. During the months of July and August he spent a short time at Baie St. Paul, collecting specimens of garnetiferous gneiss, which were wanted for college collections, and obtained an interesting series of fossils from the Trenton rocks of the vicinity, among which are several species new to this locality. Part of these months were spent with Dr. Selwyn in investigating several features of the geology at and around Quebec City. Most of the exposures were examined and the details of their structure worked out. Dr. Selwyn and Mr. Weston succeeded in obtaining from the Mountain Hill escarpment, several species of fossils which have not previously been recorded from these rocks.

Dr. Henry M. Ami reports that during the earlier months of the year, as well as during the last two months of the same, his time was chiefly occupied in examining and determining the species of fossils from various collections in different provinces of the Dominion, which were entrusted to him. These organic remains range from the Cambrian to the Post-Tertiary. The intervening summer months, with the exception of four days spent at the meeting of the Geological Society of America, held at Rochester, N. Y., were chiefly devoted to the classification and arrangement of duplicates and to the preparation of collections for educational institutions. Of these the largest sent was a systematic collection of fossils which contained four hundred and sixty-six specimens of one hundred and fifty different species from various formations in Canada. This collection was labelled and forwarded to the Biological Department of the University at Toronto, Ont. Another collection of sixty-five specimens of Mesozoic and Tertiary fossils, was sent to the University of New Brunswick at Fredericton. These were duly acknowledged by the authorities concerned.

Classified lists of fossils were prepared for the field geologists from whose collections the specimens were identified, as follows:—for Dr. R. W. Ells—lists from Lot 20, R. VI., Stanbridge; Clarenceville; one-half mile E. of Lacolle; Missisquoi Bay south of Phillipsburg, Phillipsburg, Mystic, all in the province of Quebec; and of another exten-

sive collection made by Dr. Ells and Mr. Whiteaves, at Phillipsburg and Mystic in August, 1890. Most of these fossils were difficult to determine but interesting. For Mr. Giroux—classified lists of Cambro-Silurian fossils from the town of Joliette, Chaloupe River, near the bridge, seven miles N.E. of Joliette, Ste. Elizabeth, Ste. Ursule, Chicot River, St. Justin, St. Barthelémi, St. Cuthbert and other localities in the counties of Joliette and Berthier, in the province of Quebec. For Mr. Weston—A collection of typical Trenton fossils from Bay St. Paul, below Cape Tourmente, P.Q., and for Prof. Bailey, several collections from Lunenburg County, Nova Scotia.

The extensive collections of rocks and fossils made during the previous year (1891), in the Selkirks were unpacked and for the most part labelled. The fossil remains were studied and most of them identified. It is one of the largest collections of Palæozoic fossils yet obtained from the Rocky Mountain region of Canada, and the specimens will soon be placed in the show-cases. Material for the study of the graptolitic faunas, in which Canada is so rich, has been gathered together and will be determined and classified in so far as the mode of preservation and quality of the specimens warrant. Assistance in this work has kindly been promised by Prof. Charles Lapworth of the Mason Science College, Birmingham, Eng., who is the best authority on the subject. Several thousand duplicates have been arranged and classified during the past year and preliminary studies of several groups have been made for future use and reference.

Dr. Ami also reports having prepared labels for the Cretaceous plants collected by Dr. Hayden and himself at Canmore and Anthracite, N.W.T., and recently described by Sir William Dawson.

Mr. Lambe reports that during the past year he has been engaged in the critical examination of three separate collections of recent marine sponges, which are as follows, in the order in which they were examined:—

1. A large number of sponges (about thirty species) from the vicinity of Vancouver Island, B.C., dredged by Dr. G. M. Dawson during the summer of 1885, together with some dried specimens, representing four species, collected by Dr. Dawson in 1891, in Behring Sea.

2. Some entire specimens of marine sponges, with small portions of others, representing in all about twenty-two species, from the Redpath Museum, Montreal; also two or three sponges from the museum of the Natural History Society of Montreal, mostly collected in the Gulf of St. Lawrence and off the Atlantic Coast of Canada.

3. A large and important collection of sponges, dredged by Mr. J. F. Whiteaves in Gulf of the St. Lawrence during the years 1871–72 and 1873, and about six specimens of different species of sponges collected by Dr. G. M. Dawson in 1878, in the vicinity of the Queen Charlotte Islands, B.C. The specimens obtained by Mr. Whiteaves were dredged at depths varying from twenty-five to 220 fathoms and represent about twenty species, for the most part preserved in alcohol.

From the 25th of January to the 24th of September, he devoted himself to a microscopic examination of the specimens in collection No. 1. He reported on part of this collection in a paper, entitled "On some sponges from the Pacific Coast of Canada and Behring Sea," which was read before the Royal Society of Canada in June last. This paper is illustrated by four plates, and will be published in the current volume of the Society's Transactions. He prepared microscopic drawings of such of the sponges in this collection as are not yet reported on, which he proposes to utilize in connection with their description at a later date.

On the 26th of September, he visited Montreal and spent two days in looking over the recent marine sponges from the Gulf of St. Lawrence and the Atlantic Coast of Canada in the Redpath Museum. Through the kindness of Sir William Dawson he was allowed free access to the cases and to borrow some type specimens, and such others as he thought would prove of particular interest, as well as small portions of nearly all the remaining sponges in the collection. Through the courtesy of the Council of the Natural History Society of Montreal, he was enabled to borrow two or three Atlantic forms from the museum of the Society.

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The study of collection No. 2 engaged his attention from his return to Ottawa on the 29th of September until the middle of November. A number of hitherto undescribed forms are included in this collection, whose microscopic characters were thought of sufficient interest to warrant the preparation of a number of drawings.

From the 17th of November until the present date he has devoted himself to a preliminary examination of collection No. 3.

He hopes to be able to report on all the Atlantic and the remainder of the Pacific sponges included in these collections at an early date.

During the first part of January and from the 17th to the 22nd of September, also from the 10th to the 13th of December, he was engaged in helping to identify or ascertain the characters of certain species of Gasteropoda and Trilobita, in the collections of fossils from Lakes Manitoba and Winnipegosis made by Messrs. Tyrrell and Dowling in 1888 and 1889.

Drawings were prepared for their illustration, which are reproduced in plates xlv., xlvi. and xlvii. of part IV. of the 'Contributions to Canadian Palæontology.' From the 27th to the 30th of June, and from the 12th to the 15th of July he made drawings of some Cretaceous plants, collected by Dr. H. M. Ami in 1891, at Anthracite, B.C., to illustrate a paper by Sir William Dawson for the current volume of the Royal Society's 'Transactions.' He also made a drawing of a Phyllocarid crustacean from the Middle Cambrian, of Mount Stephen, B.C., to illustrate a paper by Mr. Whiteaves for the October number of the 'Canadian Record of Science.'

Between the 3rd and the 11th of October, he prepared drawings for four plates, to illustrate Mr. Whiteaves's paper on Cretaceous Ammonites collected by Mr. R. G. McConnell in the District of Athabasca in 1889, which will appear in the volume of the Royal Society's 'Transactions' for 1892.

The number of official letters received by Mr. Lambe during the year is thirty-three and the number written is thirty.

The following is a list of specimens collected by officers of the Survey during the past year:—

Dr. R. Bell:—

About eighty specimens of fossils from the Cambro-Silurian rocks at La Cloche Island, Lake Huron, and two species of field mice, and a specimen of *Amia calva*, from that island.

Twenty-five specimens of fossils from the western part of the Grand Manitoulin Island.

Six slabs of ripple marked surfaces, associated with fossil-like forms from the Huronian sandstones of Aird Island, Lake Huron.

Hugh Fletcher:—

About sixty specimens of fossiliferous shales and quartzose rocks from West Advocate, Cumberland Co., N.S.

Portion of small trunk of *Calamodendron* from the conglomerates at the base of the Millstone Grit of Middle River, N. S., and obscure forms from the Devonian rocks at Kirkhill, P. O., Cumberland Co., N.S.

Prof. L. W. Bailey:—

Two specimens of *Astropolithon Hindi*, from Bedford, N.S.

About twenty-five specimens of fossiliferous Lower Carboniferous limestone from the "drift" of Hickman's Island, Lunenburg Co., N.S., and seventy specimens of fossils from Bear River, N.S.

Twelve specimens of fossils from the altered shales of Nictaux, N.S., one fossil from the iron mines of Moose River, N.S., and one from the Triassic sandstone of Digby Neck.

R. G. McConnell:—

Twenty-six fossils from the Palæozoic rocks of the Howse Pass and Saskatchewan River, and twenty-three from the Cretaceous rocks of the Red Deer River, Rocky Mountains.

J. B. Tyrrell :—

Specimen of a fresh water sponge (*Meyenia fluviatilis*) from Cree Lake, N.W.T.

Dr. H. Ami :—

About forty specimens of fossils from the Black River limestone, near Hemlock Lake, Beechwood, Ottawa.

T. C. Weston :—

Thirty specimens of fossils from Mountain Hill, Quebec City, and thirty-five from the Trenton limestone from Baie St. Paul, below Cape Tourmente, P.Q.

R. Chalmers :—

Fifty specimens of three species of shells from the Saxicava Sand of Lawrence Dock, and forty specimens of six species of fossils from the "boulder clay" at Negrotown, near St. John, N.B.

W. C. Willimott :—

Thirty specimens of two species of marine sponges, from Minas Basin, N.S.

J. White :—

About seventy-five specimens of fossils from various localities in the counties of Hastings and Frontenac, Ont.

W. J. Wilson ;—

Fifty-four specimens of thirty species of ferns from the Devonian rocks at the Fern Ledges, St. John, N.B.

The additions to the palæontological, ethnological and zoological collections in the Museum, by presentation, exchange or purchase, are as follows :—

By presentation :

Warburton Pike :—

Fine specimen of the Wood Buffalo (*Bison Americanus*) from the District of Athabasca.

E. E. Hazen Drury, St. John, N.B. :—

Six specimens of a *Unio* (*Unio Danæ*?) and four casts of the interior of the shell of a species of *Viviparus*, from the Laramie formation thirty-five miles north of Calgary.

A. E. A. Lowes, Yorktown, N.W.T. :—

Skin of *Thomomys talpoides*, from Yorktown.

G. R. White, Ottawa :—

Mole Shrew (*Blarina brevicauda*) in the flesh.

James Macoun :—

Two skins, one of the fur seal (*Callorhinus ursinus*) and the other of the "hair" seal (*Phoca vitulina*, var.)

Alexander McInnes (per W. Maddin) :—

Thirty-eight slabs of fossil plants from the Carboniferous rocks of Nova Scotia.

E. W. Holt, Thorne Centre, Pontiac Co., P. Q. :—

Specimen of the Star-nosed Mole (*Condylura cristata*).

Colonel C. C. Grant, Hamilton, Ont. :—

Thirty specimens of fossils from the Clinton and seventeen from the Niagara formation near Hamilton.

John Stewart, Ottawa :—

Specimen of *Edrioaster Bigsbyi*, from the Trenton limestone of Hull, P.Q.

Garnet Watt, Aylmer, P.Q. :—

Stone dish, apparently of Eskimo manufacture.

Percy H. Selwyn, Rounthwaite, Manitoba :—

Skin of the Jack Rabbit or Prairie Hare (*Lepus campestris*).

Prof. James Hall, Albany, N.Y. :—

Series of casts of fossil bryozoa from the Devonian rocks of the State of New York, etc.

Alexander Whitney, Uxbridge, Ont. :—

Young Red-throated Diver (*Urinator lumme*) from Uxbridge.

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- W. Rogers, Ottawa :—
Young Snapping Turtle (*Chelydra serpentina*) from the Rideau Canal,
near Ottawa.
- D. Herring, Toronto :—
Male Summer Tanager (*Piranga rubra*) shot at Scarborough, Ontario.
- H. S. Poole, Stellarton, N.S. :—
Four specimens of fossil plants from the Lower Carboniferous rocks of
Centre Bridge, Pictou Co., N. S.
- R. H. Campbell, Ottawa :—
Six species of Post-Tertiary fossils from Nepean, Ont.

By purchase :

- From Dr. R. Jardine, Prince Albert, Saskatchewan :—
Pair of the Whooping Crane (*Grus Americana*).
- From Ward's Natural Science Establishment at Rochester, N.Y. :—
Two mounted skeletons, one of the Bald Eagle (*Haliaeetus leucocephalus*)
and the other, of the Great Blue Heron (*Ardea Herodias*).

By exchange :

- From Ward's Natural Science Establishment :—
Fifty-six species of recent shells.
- From Dr. Herman Jhering, Brazil :—
Twenty species of fresh-water and land shells from the Rio Grande do Sul.
- From Dr. Arthur Dendy, Melbourne, Australia :—
Sixty species of marine shells from South Australia.

Mr. James Fletcher, in charge of the Entomological collections, reports as follows :
"The Entomological collections belonging to the Museum are in good condition.
There have been no losses from accident, insect pests or fungi since I last reported to you.
"Several valuable additions have been made during 1892. Small collections were
brought in from the field by Messrs. James Macoun, D. B. Dowling, J. McEvoy and
W. McInnes. Donations have been received from Messrs. W. H. Danby, of Victoria,
and C. DeBlois Green, of Nanaimo, B.C., from Mr. W. C. Adams, of Montreal, a small
collection chiefly beetles, but containing also two specimens of considerable interest for
the locality (Nova Scotia) in which they were collected. These were the rare Hawk
moths *Lepisesia flavofasciata*, and *Smerinthus Cerisyi*. From Ottawa entomologists, we
have also received several rarities. The rare moth *Erebus odora* was presented by Mr.
Martin Griffin.

"The cabinet space is at present sufficient, but a little more will be required next
year."

BOTANY, &c.

Owing to the continued absence, on special duty, of Mr. James Macoun, assistant
in the botanical division, Professor Macoun's time has been largely occupied in the
routine work of the division, and in editing part VI. of the Catalogue of Canadian
Plants, which was completed and issued in July last. It contains 295 pages royal 8vo.,
and is a complete summary of our knowledge up to date of the Canadian mosses. The
work enumerates 953 species and many varieties. Of these, 237 species are new to
science.

A manual with figures and descriptions of the edible Fungi of Canada is in hand.
The manuscript of the first part, Edible Mushrooms, will soon be ready. The plates
are now being lithographed, and it is hoped the part will be ready to issue in the ensuing
spring.

For reasons above referred to, the work on the Descriptive Catalogue of Canadian
Birds, mentioned on page 87 of the Summary Report for 1891, has been interfered with,

and another year will now elapse before it can be prepared for the printer ; but this may not be altogether a disadvantage, as in the meantime gaps in our knowledge of ornithological distribution will probably be filled, thus adding to the completeness of the work when published. An examination of the bird skins collected in the autumn of 1891 by Mr. W. Spreadborough at Indian Head indicated that it would be desirable to send the same collector there again in the spring. He accordingly went there early in April and remained till the fourth week in July. During that time he collected over 400 skins of birds and some small mammals. Notes were made on the migration and the nesting habits of many birds which will be incorporated in the catalogue. Among the specimens collected is a complete series of the game birds and the hawks of the district. Many of these have been mounted and are ready to be placed in the museum proposed to be established at Banff.

Our knowledge of the birds of the Pacific coast and islands is very scanty, and before publishing any catalogue of these, it would be desirable to devote at least another summer to collecting and observing in that region. It is hoped this work will be undertaken during the ensuing spring and summer.

Professor Macoun strongly urges the necessity of better accommodation for the work of the botanical and natural history division, and points out that "the cramped quarters in which the work has to be done is even a greater hindrance to progress than the want of assistance." Unfortunately the limited capacity of the museum building renders it impossible under existing circumstances to obviate this evil, by which all the other divisions are also more or less injuriously affected.

MAPS.

Maps in course of preparation and maps published during 1892.

	Sq. Miles.
North-west Territory, Athabasca and part of British Columbia (3 sheets) 20 x 30 in. to illustrate work of Mr. McConnell, 1889-90, and reaching from longitude 110° to 120°, and latitude 54° to 60°, ready for engraver, scale 8 miles = 1 inch,	
Index of Map of the above, ready for publication, scale 48 miles = 1 inch.	
North-west Territory, country lying between Athabaska River and Lake, and Reindeer Lake, reaching from longitude 102° to 112°, and latitude 50° to 60°, in progress. (Messrs. Tyrrell and Dowling), scale 8 miles = 1 inch.	
British Columbia, Kamloops sheet (Dr. Dawson), ready for publication, scale 4 miles = 1 inch.	6,400
British Columbia, Shuswap sheet (Dr. Dawson), in progress, square 4 miles = inch.....	6,400
British Columbia, Placer Mines of Cunningham Creek (Mr. Bowman) scale about 27½ chains = 1 inch.	34
British Columbia, Quartz Veins and Placer Diggings, Grouse Creek (Mr. Bowman), scale about 25 chains = 1 inch.	14
British Columbia, Placer Mines of Antler Creek (Mr. Bowman), scale about 26 chains = 1 inch.	38
British Columbia, Lightning Creek (Mr. Bowman), scale 400 feet = 1 inch.	17
British Columbia, Williams Creek (Mr. Bowman), scale 10 chains = 1 inch.	12
The above (five) mining plans are in the engravers' hands and will shortly be ready for publication.	
Rocky Mountains, region lying between Howse Pass and Athabasca Pass (Mr. McConnell, 1892), in progress, scale 8 miles = 1 inch.	
Manitoba, Map showing the whole of Lake Winnipeg (Mr. Tyrrell), ready for engraver, scale 4 miles = 1 inch.	48,600
Northern Manitoba (part of) in progress (Mr. Tyrrell), 2 miles = 1 inch.	5,000
Northern Manitoba (Mr. Tyrrell), published 1892, scale 8 miles = 1 inch.	20,000
N. Eastern Manitoba, Lake Winnipeg, in progress, scale 8 miles = 1 inch.	20,000
Northern Ontario, Lake of the Woods, sheet No. 2, published 1892, scale 2 miles = 1 inch.	2,000

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	Sq. Miles.
Northern Ontario (Hunters Island), sheet No. 7, published 1892, scale 4 miles = 1 inch	3,456
Northern Ontario (north of Hunters Island), sheet No. 6 (Mr. Smith), in progress, scale 4 miles = 1 inch	3,456
Northern Ontario, Sheet No. 9 (Mr. McInnes), in progress, scale 4 miles = 1 inch	3,456
Ontario, Sheet No. 125 (South of Sudbury Sheet), Dr. Bell, in progress, scale 4 miles = 1 inch	1,800
Ontario, Sheet No. 131 (Sheet, east of Sudbury), Mr. A. E. Barlow, in progress, scale, 4 miles = 1 inch	3,456
Ontario, Sheet No. 115, ready for draughtsman, scale 4 miles = 1 inch	3,456
N. E. Territory and Northern Quebec, exploratory survey by Mr. A. P. Low, from Lake Mistassini to the mouth of East Main River, in progress, scale 8 miles = 1 inch . . . . .	. . .
Ontario and Quebec, Sheet No. 121 (west of Eastern Townships, Map), Dr. Ells, in progress, scale, 4 miles = 1 inch	3,456
Quebec, N. E. $\frac{1}{4}$ Sheet (Eastern Townships Map), published 1892, scale 4 miles = 1 inch	4,500
Quebec, S. W. $\frac{1}{4}$ Sheet (Eastern Townships Map), ready for engraver, scale 4 miles = 1 inch	4,500
Quebec, N. W. $\frac{1}{4}$ Sheet (Eastern Townships Map), in progress, scale 4 miles = 1 inch	4,500
Quebec and Lake St. John district, 2 $\frac{1}{4}$ sheets, in progress (Mr. Low), scale 4 miles = 1 inch	6,912
Quebec, $\frac{1}{4}$ sheet 18, S. E. (Messrs. Bailey and McInnes), with engraver, scale 4 miles = 1 inch	3,456
Quebec, $\frac{1}{4}$ sheet 18, S. E. (Messrs. Bailey and McInnes), in progress, scale 4 miles about	500
Quebec, Lièvre River and Templeton phosphate region, Ottawa County, 2 sheets (Mr. Ingall), with engraver, scale 40 chains = 1 inch	220
New Brunswick, Surface Geology, $\frac{1}{4}$ sheet, 1 S. W., 1 S. E., and 1 N. E., 3 sheets (Mr. Chalmers), published 1892, scale 4 miles = 1 inch	6,650
New Brunswick, Surface Geology, $\frac{1}{4}$ sheet, 2 S. E., in draughtsman's hands, scale 4 miles = 1 inch	3,456
New Brunswick, Surface Geology, $\frac{1}{4}$ sheet, 2 S. W., in progress, scale 4 miles = 1 inch	3,456
New Brunswick and Prince Edward Island Surface Geology, $\frac{1}{4}$ sheet, 5 S. W., in progress, scale 4 miles about	1,500
New Brunswick and Nova Scotia Surface Geology, $\frac{1}{4}$ sheet, 4 N. W., in draughtsman's hands, scale 4 miles about	3,456
Nova Scotia, 16 sheets, 18 in. x 12 in. (Messrs. Fletcher and Faribault), with engraver, scale 1 inch = 1 mile	3,000
Sheets No. 1, 2, 3 and 4, of the above (16) sheets, are nearly ready for publication, scale 1 inch = 1 mile	500

LIBRARY.

During the year ended 31st December, 1892, the librarian, Dr. Thorburn, reports that there have been issued from the Survey Office 8,755 publications, consisting of reports, parts of same, special reports and maps; of these 6,207 were distributed in Canada, the remainder, 2,548, were sent to literary and scientific institutions in other countries, from many of which we have been receiving similar favours—thus adding year by year very materially to the library of the Survey.

The number of books, maps, pamphlets, etc., sent to the library during 1892, was 2,681, in addition to which 128 books were purchased, and 36 periodicals relating to scientific subjects have been subscribed for.

The number of letters and acknowledgments received during the year was 2,028, and the letters and acknowledgments sent out by the librarian amounted to 1,052.

The number of volumes bound during the year was 171. There are now about 9,500 volumes, besides about 3,900 pamphlets in the library. During the year, the space available for library purposes has been enlarged and it is found to be a great convenience for properly arranging and classifying the works pertaining to various branches of knowledge. It may be stated, however, that the annex added to the library is already nearly filled with the overflow of books which have been accumulating for years, and for which there was previously no room, except on the floor and ledges of the book cases. Care has been taken when opportunities occurred to complete imperfect sets of publications thus adding greatly to the value and usefulness of such works. The library now contains a very valuable collection of books and pamphlets, chiefly technical, on geography, geology, mineralogy, botany, zoology and other allied branches of natural science. The attention of the government has, on more than one occasion, been called by the director to the ever present risk of the whole Museum, with its immensely valuable treasures, being destroyed by fire. The rooms in the basement, where the surplus copies of the reports are stored, are so situated, that it would be next to impossible to save them in case of a serious fire, which may occur any day, in a building no part of which is fire-proof. The danger of this happening at any time is evident when we consider that neither is the Museum itself, nor are the buildings attached to it, fire-proof.

Sales of Survey publications for the year ending 31st December, 1892, amounted to \$243.94.

There are other outstanding amounts of sales, which have not yet been received, amounting probably to about \$2,000.

VISITORS.

The number of visitors to the Museum during the year from the 1st of January to the 31st of December was 19,550, or 813 fewer than during the same period in 1891.

In this connection I may be excused if I quote certain remarks which were made in the Summary Report for 1888, as follows:—

“In my Summary Report for 1885 I called attention to the question of opening the Museum on Sunday afternoons, and I then gave some very remarkable statistics of attendance, the result of this course having been adopted at the Australian Museum in Sydney, showing that on the 52 Sundays, afternoons only, the daily attendance was largely in excess of that of the 313 week days, the average being 986 on Sundays and 275 on week days; such a fact needs no comment, and I venture again to express a hope, in the interests of education and knowledge, that the time is not remote when a similar experiment will be tried in Ottawa.

“There will doubtless be strong objections urged against such action, based chiefly, if not entirely on the very erroneous, but unfortunately very prevalent idea, that a museum is a place of amusement, whereas it is essentially a place of instruction as is the church and Sunday school; and the principal difference between the two, concisely stated, is, that in the museum the *work*, and in the church and school the *word*, of the *Creator* is expounded. This admitted, there seems no obvious or intelligible reason why the one establishment should be closed and the other opened on the Sabbath.”

Since the foregoing was written, I have sought opinions on this subject, and I have been much gratified to find such a large number of persons, including clergymen of various denominations, who regard the opening of the Museum on Sunday afternoons favourably, and think that to do so could not prove otherwise than advantageous to the community, and especially to that very large class of persons whose daily occupations leave them no time in which they can avail themselves of the valuable information and instruction which the Museum is designed to afford.

Geological Survey Department.

STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The strength of the staff at present employed is 56, viz. ; professional, 36 ; ordinary, 20.

No changes have taken place in the permanent staff during the year 1892.

The amount available for the fiscal year ending 30th June, 1892, was :—

	Grant.	Expenditure.
	\$ cts.	\$ cts.
Civil list appropriation	48,310 00	
Geological Survey and Museum appropriation	60,000 00	
Artesian boring	3,485 52	
Civil list salaries		48,115 54
Wages of temporary employees		16,739 70
Exploration and survey		24,021 71
Boring operations, Deloraine		5,016 51
Printing and lithography		10,257 24
Purchase of specimens		340 39
Purchase of books and instruments		1,478 71
Purchase of chemicals and laboratory apparatus		240 35
Stationery, mapping materials and Queen's Printer		1,469 23
Incidental and other expenses		1,899 95
		109,579 33
Less—Paid in 1891		5,159 75
		104,419 58
ADD—Advances to explorers for 1892-93		7,107 73
		111,527 31
Unexpended balance, civil list appropriation		194 46
do Geological Survey appropriation		73 75
	111,795 52	111,795 52

The correspondence of the Department shows a total of 10,588 letters sent and 6,830 received.

I have the honour to be, sir,
Your most obedient servant,
ALFRED R. C. SELWYN,
Deputy-Head and Director.