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Additional comments /  
Commentaires supplémentaires:

Various pagings.

Part of Sessional paper No. 5 not printed.

In Sessional paper No. 5, Annual report of the Minister of Railways ... 30<sup>th</sup> June, 1880, pages 142-143 are incorrectly numbered pages 143 & 142.

In Sessional paper No. 6, page xxxix is incorrectly numbered page xxxiv.

In Sessional paper No. 6, Report of the Minister of Public Works ... 30<sup>th</sup> June, 1880, pages 122 & 128 are incorrectly numbered pages 22 & 12.

In Sessional paper No. 7, Part II, pages 55 & 115 are incorrectly numbered pages 5 & 1.

In Sessional paper No. 7, Part III, page 61 is incorrectly numbered page 1.

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VOLUME 4.

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THIRD SESSION OF THE FOURTH PARLIAMENT

OF THE

DOMINION OF CANADA.

---

SESSION 1880-81.

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VOLUME XIV.



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PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

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- No. 21n. RESERVATIONS, PUBLIC LANDS, N.-W.:—Return to Address; Orders in Council by which the Government have set apart reservations of the Public Lands of Manitoba for the benefit of the Half-breeds, or Indian population, who were residents previous to the time the Dominion held control of the North-West Territory; also those which have been set apart for Steamship Companies, Mennonites, Icelanders, &c. (*Not printed.*)
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- No. 23c. Return to Address; Copy of the Royal Commission issued to Messrs. Clarke, Keefe and Miall, to enquire into certain public matters.
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- No. 23e. Return to Order; Correspondence in connection with the Georgian Bay Branch (of the Pacific Railway) contract, since the 9th day of February, 1880; also particulars of settlement of the claims preferred by Smith, Ripley & Co., or Heney, Charlebois and Flood, in connection with said contract.
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- No. 23h. Return to Order; Statement showing the various modifications and alterations made in location, design and otherwise whereby the estimated cost of the Sections of the Pacific Railway between Kamloops and Yale; between Yale and Port Moody; between Thunder Bay and Selkirk; between Selkirk and Jasper; between Jasper and Kamloops were reduced in April, 1880, from the estimate of 1878, and a Statement of the amount of such estimates of 1878.
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- No. 23l. Return to Order; Statement showing the quantity of steel rails and fastenings bought by the Government in 1879, and the average price thereof; Statement of interest on such price from the date of payment at the rate at which part thereof are to be conveyed to the Canada Pacific Railway Company.
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- No. 23m. A new offer for the construction and operation of the Canadian Pacific Railway, submitted to the Honorable Sir Charles Tupper, K.C.M.G., M.P., Minister of Railways and Canals, for the Dominion of Canada, Ottawa.

- No. 23n. **CANADIAN PACIFIC RAILWAY**:—Return of Telegrams respecting deposits held on account of the new offer for the construction of the Canadian Pacific Railway.
- No. 23o.. Return to Order; Information on which the Government based their judgment in accepting the Union Pacific Railway, as the same was when first constructed, as the standard regulating the quality and character of the proposed Canadian Pacific Railway, its materials and equipment, and of any detailed estimate which has been made by any Officer of the Government as to the cost of the works under progress and to be constructed by the Government, and of those to be constructed by the projected Company, according to such standard.
- No. 23p.. Return to Address; Copy of the Order in Council, passed in or before the year 1873, fixing Esquimalt as the Western Terminus of the Canadian Pacific Railway. (*Not printed.*)
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- No. 36b... Return to Order; Correspondence and Award of—Simard, Esquire, Official Arbitrator in the case of Lucien Morin, Antille, and several others of the Parish of St. Roch-des-Aulnets, County of L'Islet, claiming damages from the Government on account of borrowing pits for the use of the Intercolonial Railway. (*Not printed.*)
- No. 36c... Return to Order; Copies of the notices respecting the sale of hay alongside the track of the Intercolonial Railway, and the names of the tenderers, &c. (*Not printed.*)
- No. 36d... Return to Order; Papers and accounts relating to a claim made by G. A. Girouard, for an alleged delivery of sleepers on the Intercolonial Railway, on which a payment of \$2,640 appears to have been made by Special Warrant.
- No. 36e... Return to Order; Instructions given to Collingwood Schreiber, Esq., C.E., since 10th October, 1878, on the subject of enquiries made or to be made by him, against certain persons employed on the Northern Division of the Intercolonial Railway; also, on the subject of resignations and dismissals of persons employed on the same division of the Railway, &c., (*Not printed.*)
- No. 36f... Return (in part) to Order; Statement showing the names of the several persons employed on the Intercolonial Railway, in Quebec, New Brunswick and Nova Scotia; their ages, nationalities and religious faith; their residence and the present amount of their yearly salary, &c.; and the names of those who have ceased to be employed on the railway since the 18th October, 1878. (*Not printed.*)
- No. 36g... Return to Order; Award of Dominion Arbitrators on a claim of one Alexander Forbes, for fencing on the Intercolonial Railway, on which a payment of \$172.18 appears to have been made by Special Warrant. (*Not printed.*)
- No. 36h... Return to Order; Contract between the Government and Denis Coholan, dated 18th January, 1877, with that part of the specification relating to the size and number of scows employed with the dredges operating at the Deep-water Terminus of the Intercolonial Railway, St. John, N.B. (*Not printed.*)
- No. 36i... Return to Order; Copy of the contract for fencing entered into by Thomas B. Smith, on the Intercolonial Railway, in 1871-1872, in which a payment has been made of \$1,894.50 by Special Warrant. (*Not printed.*)
- No. 36j... Return to Order; Return of the contracts made since February, 1877, for dredging at the Deep-water Terminus of the Intercolonial Railway, St. John, N.B. (*Not printed.*)

- No. 36k. **INTERCOLONIAL RAILWAY**:—Return to Order; Report of the Survey made in 1880, with a view to the construction of a branch of the Intercolonial Railway to lead by way of St. Michael or St. Charles to the terminus at St. Joseph de Lévis. (*Not printed.*)
- No. 36l. Return to Order; Showing the claims of contractors and others, arising out of the construction of the Intercolonial Railroad, made or reported upon, since the Report dated November 27th, 1880, made by F. Shanly, Esq.
- No. 36m. Return to Address; Orders in Council respecting the claims of contractors on the Intercolonial Railway, since January 1st, 1880; also, for all instructions issued to Mr. Shanly respecting the same.
- No. 36n. Return to Order; Statement showing the amount and character of the various claims made by contractors on the Intercolonial Railway since its completion; the cases in which a settlement was obtained; also, the Report of Mr. Sandford Fleming, Mr. C. Schreiber and Mr. Brydges in each case.

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- No. 37... **PARKHILL POST OFFICE**:—Return to Order; Evidence taken before the Post Office Inspector, in the course of the present year, with reference to the affairs of the Post Office at Parkhill. (*Not printed.*)
- No. 38... **PICKLED FISH, RETURNS OF**:—Return to Order; Returns furnished the Department of Inland Revenue for the present year by the Inspector or Deputy Inspectors of Pickled Fish, for the County of Shelburne, together with a Statement of the fees collected by the said officers. (*Not printed.*)
- No. 39... **WEIGHTS AND MEASURES, APPOINTMENTS AND DISMISSALS**:—Return to Order; Appointments or dismissals made under the Weights and Measures Act, from the 1st day of July, 1879, to date, and the causes of such dismissals, if any; and the receipts and expenditures under the said Act.
- No. 39a... Return to Order; Correspondence relating to the claim of Théotime Blanchard, late Inspector of Weights and Measures for the Counties of Gloucester and Restigouche, N.B., for the payment to him of the portion of his salary withheld as his contribution to the Superannuation Fund. (*Not printed.*)
- No. 39b... Return to Order; Charges made against Horatio N. Tabb, formerly Deputy Inspector of Weights and Measures, of the evidence taken on the enquiry into such charges, and of the finding of the officer who made such enquiry. (*Not printed.*)
- No. 39c... Return to Order; Showing the Revenue derived from the Weights and Measures Branch of the Inland Revenue Department, and the expenditure; also, accounts in detail of all Instruments purchased for the use of the Weights and Measures Department, and of the expenses, on two occasions, to England, of the Commissioner of Inland Revenue. (*Not printed.*)
- No. 40... **IRON AND GOLD ORE**:—Return to Order; Iron Ore and Gold Ore exported from Belleville or the County of Hastings, during the last year. (*Not printed.*)
- No. 41... **CATTLE EXPORTED**:—Return to Order; Comparative Statement of Cattle and Sheep exported from Canada to England, during the years 1879 and 1880.
- No. 42... **TIMBER LIMITS, QUEBEC**:—Return to Address; Correspondence between the Government of Canada and the Government of Quebec, in reference to the Timber Limits north of the boundary of Quebec. (*Not printed.*)
- No. 43... **SMOKED HERRINGS, INSPECTION FEE**:—Return to Order; Correspondence between the Inland Revenue Department and the Chamber of Commerce of Halifax, on the subject of the inspection fee on Smoked Herrings. (*Not printed.*)
- No. 44... **LAND GUIDES, N. W. TERRITORIES**:—Return to Address; Showing the names and nationality of all the Government Land Guides in the Province of Manitoba and the North-West Territories, the salary or allowance paid to each, and Statement of all costs and expenses connected with this branch of the Public Service.

- No. 45... MOUNTED POLICE SUPPLIES:—Return to Order; Advertisements for Tenders for Mounted Police and Indian Supplies, together with all Tenders made in response to said Advertisements. (*Not printed.*)
- No. 46... SUPREME AND EXCHEQUER COURTS:—Return to Address; Statements showing all Judgments rendered by the Supreme and Exchequer Courts since the 1st day of January last, the amount of claim and costs in each suit, and the amount of fees paid to the Registrar in each suit.
- No. 47... LAVAL UNIVERSITY:—Return to Address; Correspondence and Memorandum from the Honorable the Minister of Justice and the Honorable Secretary for the Colonies, concerning the amendment to the Royal Charter granted to Laval University of Quebec, from January, 1879, up to this date.
- No. 47a... Supplementary Return; Showing,—  
1st. The Draft of a proposed new Charter for the Laval University, which Draft was sent to England with the Archbishop and Bishop's petition.  
2nd. The reply of the Colonial Secretary to that Petition, and all other documents connected with the Laval University question.  
3rd. The petition and the "Exposé de faits" of "l'École de Médecine et de Chirurgie de Montréal," registered in the Honorable Secretary of State's Office during the present month. (*Not printed for Sessional Papers.*)
- No. 48... THAMES RIVER:—Return to Order; Reports of Surveys made since last Session of the River Thames, from Chatbam to the City of London, with the view to the improvement of the Navigation of that River. (*Not printed.*)
- No. 49... ISLAND RAILWAY, B. C.:—Return to Address; Correspondence with the Government of British Columbia, or with any persons in that Province, respecting the Island Railway. (*Not printed.*)
- No. 50... WRECKING, INLAND WATERS:—Return to Address; Correspondence between Sir Edward Thornton and the Secretary of State for the United States, relative to wrecking and towing in Inland waters.
- No. 51... LOCOMOTIVES PURCHASED:—Return to Order; Showing the number of Locomotives, or other Railway rolling stock, purchased by the Government under contract or otherwise during the year; the places where they were manufactured and purchased, and the prices paid.
- No. 52... TRENT VALLEY CANAL:—Return to Order; Correspondence between parties in Chicago and the Department of Public Works, or of Railways and Canals, respecting constructing the Trent Valley Canal. (*Not printed.*)
- No. 53... SHELBURNE FISHERY OFFICER:—Return to Order; Return of all fines imposed by the Fishery Officer of the County of Shelburne, upon whom, and for what offence. (*Not printed.*)
- No. 54... FISHERIES, STATISTICS OF:—Return to Order; Instructions issued by the Department of Marine and Fisheries to their officers, as a guide in the collection of statistics as to the annual production of the Fisheries. (*Not printed.*)
- No. 55... JUDGES' RETIRING ALLOWANCES:—Return to Address; Statement of the Number of Judgeships in each Province, at the time of the Union of such Province with Canada, the incumbents of which were entitled in certain events to retiring allowances; and the number actually receiving such retiring allowances at such time; and a like statement for each year since Confederation.
- No. 56... JUDICIAL WORK, QUEBEC:—Return to Address; Correspondence on the subject of the distribution of the judicial work of the Province of Quebec.
- No. 57... LUARD, MAJOR GENERAL:—Return to Address; Correspondence with the Imperial Government in relation to the appointment of Major General Luard as the officer in command of the Militia of Canada. (*Not printed.*)
- No. 58... WILLIAMSBURGH CANAL:—Return to Order; Engineer's Report on the cost of increasing the water-power of the Williamsburgh Canal. (*Not printed.*)
- No. 59... WHEAT, GRINDING IN BOND:—Return to Address; Copies of all Orders in Council and Departmental Regulations for the grinding of Wheat in bond in the Dominion of Canada, since the 14th March, 1879.
- No. 59a... Return to Order; Showing the names of all parties who have imported Wheat for the purpose of grinding in bond; also, Statement of the quantity of Flour exported by each party.

- No. 60... **BODWELL, E. V.**—Return to Address; Correspondence on which was based the Commission issued in the case of Mr. E. V. Bodwell, then Superintendent of the Welland Canal; also, for all papers in connection with Mr. Bodwell's transfer to British Columbia. (*Not printed.*)
- No. 61... **GRAIN RATES** *via* HALIFAX:—Return to Order; Correspondence relating to rates of freight for Grain to England *via* Halifax, or touching in any way the question of the transportation of Grain, etc., over the Intercolonial Railway and by steamship from the Port of Halifax to Great Britain.
- No. 61a... Supplementary Return to Order; Correspondence between the Department of Railways and Canals and the owners of steamships, relating to rates of freight for Grain to England *via* Halifax.
- No. 62... **BRIDGE IRON.**—Return to Order; Shewing the quantity and value of Bridge Iron and Iron Bridges entered for duty from the United States, with the duty collected thereon from 1st day of January, 1875, to 15th December, 1880, and shewing all the cases in which any seizure had been made for under valuation. (*Not printed.*)
- No. 63... **DRAWBACKS ON GOODS.**—Return to Order; Of all claims presented for drawbacks on Goods manufactured for export since 14th March, 1879, showing the names of all applicants, etc., and the articles on which the drawback was claimed. (*Not printed.*)
- No. 64... **CUSTOMS APPRAISALS OF GOODS.**—Return to Order; Instructions as to the appraisement of goods sent to Officers of the Customs, and all regulations made under Sec. 10, cap. 15, 42 Vic., in regard to appraisals. (*Not printed.*)
- No. 65... **PENITENTIARIES.**—Report of the Minister of Justice, as to Penitentiaries in Canada, for the year ending 30th June, 1880.
- No. 66... **CHARYBDIS.**—Message; Correspondence on the subject of the gratuitous transfer from the Imperial to the Canadian Government of Her Majesty's Steam Corvette *Charybdis* for training school purposes.
- No. 67... **EMIGRATION, VIA SARNIA AND WINDSOR.**—Return to Order; Number of persons who have passed from Canada into the United States by way of Sarnia and Windsor since the 1st of January, 1880; also, Statement of the number of persons who have within the same period come into Canada from the United States by way of Windsor and Sarnia. (*Not printed.*)
- No. 68... **EMIGRATION, IRELAND TO NORTH-WEST.**—Message; On the subject of assisted Emigration from Ireland to Manitoba and the North-West, together with a copy of the Despatch from His Excellency the Governor-General transmitting the same.
- No. 69... **CO-OPERATIVE ASSOCIATION.**—Return to Address; Correspondence between the Customs Department and the Collector of the Port of Montreal, relating to his connection with the Co-operative Association, together with all Orders and Regulations of the Department, relating to Customs Officers in such cases. (*Not printed.*)
- No. 70... **QUEBEC AND LAKE ST. JOHN RAILWAY.**—Return to Order; Report of A. L. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company. (*Not printed, the Supplementary Return being a corrected copy.*)
- No. 70a... Supplementary Return to Order; Report of A. J. Light, Esq., Engineer-in-Chief of the Province of Quebec, relating to the railway from Quebec to Lake St. John, and the Quebec and Lake St. John Railway Company.
- No. 71... **P. E. I. RAILWAY ACCIDENT.**—Return to Address (Senate); Correspondence having reference to an accident which occurred during the month of August last, between the York and Suffolk Stations of the P. E. I. Railroad. Also, a Return of the number of new sleepers or ties used on the said railway since the occurrence of the accident referred to, together with cost of same. (*Not printed for Sessional Papers.*)
- No. 72... **LIFE-SAVING STATIONS.**—Return to Order; Correspondence upon the question of establishing life-saving stations upon the inland waters of the Dominion. (*Not printed.*)

- No. 73... BOUNDARIES, ONTARIO AND QUEBEC:—Return to Address; Correspondence between the Government of the Dominion and the Imperial Government, on matters relating to the Boundaries of the Provinces of Ontario and Quebec. (*Not printed.*)
- No. 74... ST. FRANCIS RIVER:—Return to Order; Report of the Engineer who, in 1880, conducted the exploratory surveys of the River St. Frances, in the County of Yamaska. (*Not printed.*)
- No. 75... PARIS EXHIBITION:—Return to Order; Report of the Canadian Commissioners appointed in connection with the Paris Exhibition.
- No. 75a... Return to Order; Showing the names &c., of all persons appointed by the Dominion Government as Commissioners, &c., in connection with the Canadian Exhibit at the Paris Exposition, held in the year 1878; also, Statement of all moneys paid for salary of each, and for expenses of living, &c.
- No. 76... IRELAND, RELIEF OF:—Return to Address; Correspondence respecting the expenditure of the sum of One hundred thousand dollars, voted by the Canadian Parliament last Session, for the relief of those in Ireland who were threatened by famine.
- No. 77... BAPTISMS, MARRIAGES AND BURIALS:—General Statement of, for certain Districts in the Province of Quebec, for the year 1880. (*Not printed.*)
- No. 78... FRENCH TRANSLATORS:—Return showing the names of all persons employed as permanent and sessional French Translators of the House of Commons, from the 1st January, 1874, to the 1st February, instant, with the salary or wages to each of them respectively. (*Not printed.*)
- No. 78a... Statement showing the names of all persons employed as additional French Translators of the House of Commons, translating by page, during the last Session of the Dominion Parliament. (*Not printed.*)
- No. 78b... Return to Order; Correspondence in relation to the sub-division of the Department or Office of French Translators, with a view to having a special office for the translation of the Laws of Canada. (*Not printed.*)
- No. 79... POLICE MAGISTRATES:—Return to Address; Correspondence relating to the rights of the Provincial Governments to appoint Police Magistrates, Justices of the Peace, and Inspectors of Licences. (*Not printed.*)
- No. 80... RECEIPTS AND PAYMENTS:—Statement of receipts and payments from the 1st to the 10th February, 1881, and from the 1st July, 1880, to the 10th February, 1881. (*Not printed.*)
- No. 81... LOWER LIGHTSHIP, TRAVERSE:—Return to Order; Correspondence respecting the contract for all the wood furnished to the Department of Marine, for the use of the Lower Lightship in the Traverse, during the past summer, and the price paid for this wood, &c. (*Not printed.*)
- No. 82... LUARD, MAJOR-GENERAL:—Return to Address; Correspondence relating to the appointment of Major-General Luard; together with copies of all complaints in regard to the administration of Militia affairs by the said Luard. (*Not printed.*)
- No. 83... SILVER ORE:—Return to Order; Return of the number of tons of Silver Ore exported from Ontario during the past five financial years. (*Not printed.*)
- No. 84... WRECKAGE IN CANADIAN WATERS:—Return to Address; Copies of all the evidence collected in regard to Wreckage in Canadian waters, particularly on the shores of Lakes Erie, Ontario and Huron, and Rivers St. Clair and Detroit, and of the money expended and to whom paid for collecting the same. (*Not printed.*)
- No. 85... INDIANS, N.W. TERRITORIES:—Return to Order; Statement] shewing in what parts of the North-West Territories there has been a total failure of the usual supply of the food on which the Indians subsist, and how many Indians in consequence have been dependent upon the Indian Department for the means of subsistence. (*Not printed.*)
- No. 85a... Return to Order; Correspondence relating to the dismissal of any Indian Agent or other officer connected with the management of Indian affairs in the North-West Territories. (*Not printed.*)

- No. 85b. Return to Order; Statement showing what progress has been made in surveying Indian Reserves under the Indian Act of 1880. (*Not printed.*)
- No. 85c. Return to Order; Showing the name and nationality of each of the instructors to the Indians in the Territories of Canada; the salary or allowance paid to each, and a Statement of all expenses connected with the instruction of said Indians. (*Not printed.*)
- No. 86... **TIMBER LIMITS, N.W. TERRITORIES**:—Return to Address; Return of the several Timber Limits granted to parties in the North-West Territories and Keewatin, and the names of those to whom they were granted.
- No. 87... **DOMINION SURVEYORS**:—Return to Order; Statement showing the names of the several Dominion Surveyors employed between the year 1873 and the 15th December, 1880, on Surveys of Public Lands elsewhere than in their respective Provinces; their ages, &c., the amount of their salaries, together with a summary showing, by Provinces and nationalities, the number of Surveyors now working in British Columbia, Manitoba and the North-West. (*Not printed.*)
- No. 88... **ESTIMATES, DEPT. INTERIOR AND INDIAN AFFAIRS**:—Estimate of amounts required for 1881-82 for the Department of the Interior,—and the same for the Department of Indian Affairs.
- No. 89... **FRENCH SHIPPING BOUNTIES BILL**:—Return to Address; Correspondence relating to the French Shipping Bounties Bill, which has passed the Chamber of Deputies, and is now under the consideration of the French Senate. (*Not printed.*)
- No. 90... **TUCK, S. P.**:—Correspondence in reference to the unpaid liabilities for labor and materials of S. P. Tuck as contractor for the enlargement of St. Peter's Canal, Cape Breton. (*Not printed.*)
- No. 91... **BEAUHARNOIS CANAL**:—Return to Order; Statement shewing the date of the appointment of Thomas Brossoit, surnamed Bourguignon, as Paymaster and Collector on the Beauharnois Canal, and the amount of his contingent expenses. (*Not printed.*)
- No. 91a. Return to Order; Copies of all leases granted to any persons for the use of waterpowers, and for certain privileges in relation to the construction of wharves or warehouses on the Beauharnois Canal. (*Not printed.*)
- No. 91b. Return to Order; Report of H. Parent, Engineer, relative to the change of bridge across the lock on the Beauharnois Canal, at Valleyfield. (*Not printed.*)
- No. 91c. Return to Order; Report of H. Parent, Engineer, relative to the lease of certain land on the north shore of the Beauharnois Canal, at Valleyfield. (*Not printed.*)
- No. 91d. Return to Order; Return of the tolls collected each year on the Beauharnois Canal, since 1872, up to the present time. (*Not printed.*)
- No. 91e. Return to Order; Reports made by Antoine Dosithé Danis, as Collector and Paymaster upon the Beauharnois Canal, and submitted by him to the Departments of Inland Revenue, Public Works, and of Railways and Canals. (*Not printed.*)
- No. 92... **NEW CARLISLE HARBOR**:—Return to Order; Report of the Engineer who conducted the survey of the Harbor of New Carlisle in 1880. (*Not printed.*)
- No. 93... **RESTIGOUCHE FERRY**:—Return to Order; Correspondence in relation to the issue of a license to Mr. James Quinn, to keep the Ferry on the River Restigouche, between Cross Point, in the Province of Quebec, and Campbellton, in the Province of New Brunswick. (*Not printed.*)
- No. 94... **MONTREAL REGISTRY OFFICE**:—Correspondence since the 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire, under the arrangement entered into with him by Her Majesty's Lord High Commissioner, on the part of the Imperial Government in the year 1841. (*Not printed for Sessional Papers.*)
- No. 94a. Supplementary Return to Address; Correspondence between the Imperial, the Dominion and Quebec Governments, respectively, since 1st January, 1875, relative to the division of the Montreal Registry Office, and the consequent claim of G. H. Ryland, Esquire. (*Not printed for Sessional Papers.*)

- No. 95... NORTH SHORE MAILS:—Return to Order; Correspondence connected with the letting of the last contract for carrying the North Shore Mails between Little Current and Sault Ste. Marie. (*Not printed.*)
- No. 96... LESUEUR, MR.—Return and Supplementary Return to Order; Reports relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department. (*Not printed.*)
- No. 97... DOMINION POLICE;—Statement of Expenditure of the Dominion Police during the year 1880, in accordance with the Act 31 Vict., cap. 73, sec. 6. (*Not printed.*)
- No. 98... HEALTH LEGISLATION:—Return to Address; Copies of all Resolutions from Medical Conventions asking for Health Legislation.
- No. 99... FISHING LICENSES, LAKES HURON AND SUPERIOR:—Return to Order; Licenses granted for fishing grounds on Lakes Huron and Superior within the past two years. (*Not printed.*)
- No. 99a... Return to Order; Correspondence in relation to Licenses granted for fishing grounds, within the past four years, at and in the vicinity of Killarney, in the District of Algoma. (*Not printed.*)
- No. 100... SHIPPEGAN, N.B., BREAKWATER:—Return to Order; Reports of Engineers, or others, respecting the repairs made on the Dam or Breakwater at Shippegan, N.B., in the year 1880. (*Not printed.*)
- No. 101... MILITARY COLLEGE GRADUATES:—Return to Order; Statement of the names of the Graduates of the Military College holding First and Second Class Certificates obtained in the last Annual Examination; those who have gone into the British Army; those who have been employed by the British Government, and those who have left Canada for the United States. (*Not printed.*)
- No. 102... CAPE TORMENTINE AND CAPE TRAVERSE RAILWAYS:—Return to Order; Correspondence during the past two years in reference to building lines of Railway from the Intercolonial Railway to Cape Tormentine, in Westmoreland County, and from Cape Traverse, in Prince Edward Island, to the Prince Edward Island Railway. (*Not printed.*)
- No. 103... CENSUS:—Return to Order; Statement as to the number of persons counted during the last Census, though absent from the place in which they were counted; distinguishing by Provinces, and also between those said to be absent; a Statement of the means, if any, to be taken during the next Census, to secure the suggested information. (*Not printed.*)
- No. 103a... Return to Order; List of the names of persons appointed to take the next Census, giving the office held by each, and the District for which he is appointed. (*Not printed.*)
- No. 103b... Return to Order; Copies of all written instructions and forms prepared for the use of any of the officers engaged in taking the Census of 1871, and the like information in connection with the Census for 1881. (*Not printed.*)
- No. 104... HALIFAX COMMISSION:—Return to Address; Correspondence between His Excellency and Prof. Henry Y. Hind, in reference to alleged inaccurate Statistics, submitted to the "Halifax Commission," appointed under the Washington Treaty. (*Not printed.*)
- No. 104a... Correspondence respecting the alleged falsification of some of the Statistics submitted, as part of the English case, to the Fishery Commission which sat at Halifax in 1877; also, Report by the Commissioner of Fisheries, with reference to such alleged falsification. (*Not printed.*)
- No. 105... N. W. TERRITORIES, NEW NAMES:—Return to Order; Correspondence relating to the substitution of new names for ancient and historic ones, in the North-West Territories, more especially along the route of the Pacific Railway. (*Not printed.*)
- No. 106... SQUATTERS, POINT PELÉE REEF:—Return to Order; Correspondence respecting the rights of Squatters on the Naval Reserve on Point Pelée Reef, in the County of Essex. (*Not printed.*)
- No. 107... ADVERTISING AND SUBSCRIPTIONS:—Return to Order; Monthly Statement of the amount expended during the years 1878 and 1879, in advertising on behalf of the Government. (*Not printed.*)

- No. 108.. EAGER, J. B. :—Return to Order ; Statement of the amounts which have been paid to J. B. Eager, late Clerk in the Hamilton Post Office, since the date of his superannuation ; also, correspondence in reference to the cause of the said Superannuation. (*Not printed.*)
- No. 109. IMMIGRANTS, MANITOBA :—Return to Order ; Statement of the number of immigrants who have gone into Manitoba and the North-West Territories for the year ending October 31st, 1880 ; the number who have purchased lands ; the number who have taken homesteads and pre-emption rights, and the number of acres sold. (*Not printed.*)
- No. 110.. TRAVELLING EXPENSES :—Return to Order ; Showing the expenses incurred by the several Members of the Government, and other persons sent to England, or elsewhere, on behalf of the Government, from the 1st day of November, 1878, to date.
- No. 110a Return to Order ; Return of expenses incurred by Members of the Government, and other persons sent to England, or elsewhere, on behalf of the Government, from the 1st January, 1874, to 1st October, 1878.
- No. 111.. HUDSON'S BAY Co., SUMS PAID To :—Return to Order ; Statement of all amounts paid the Hudson's Bay Company by the various Departments, since the transfer of their Territory to Canada. (*Not printed.*)
- No. 111a Return to Address ; Correspondence with the Hudson's Bay Company with reference to the South-east quarter and the North half of Section 7, Township 17, Range 20, West of the 1st principal Meridian, and for all Papers, &c, respecting the granting of the said land to the Company. (*Not printed.*)
- No. 111b Return to Address ; Communications to the Government since the last Session of Parliament, on the subject of the navigation of Hudson Bay. (*Not printed.*)
- No. 112.. CASTLE GARDEN, QUEBEC :—Return to Order ; Papers in support of the claim of Henry A. P. Holland, to the Castle Garden property, Quebec. (*Not printed.*)

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- No. 113. CIVIL SERVICE COMMISSION :—Report of the Civil Service Commission, and Appendix, with the Evidence in full.
- No. 114.. POST OFFICE, SOREL :—Return to Address ; Correspondence between the Government and Michel Mathieu, Esquire, Advocate, M.P.P., in relation to the purchase of a property for the establishment of a Post Office in the town of Sorel. (*Not printed.*)
- No. 115.. POST OFFICE, MONTREAL, BOXES :—Return to Order ; Statement showing the number of Boxes, Drawers and Pigeon-holes in the Montreal Post Office ; the number let before the rent was raised, and the number of those not let, since the rent was so raised. (*Not printed.*)
- No. 116.. WIARTON HARBOR :—Return to Order ; Report of the Engineer who made a survey of Wiarton Harbor. (*Not printed.*)
- No. 117.. RICE AND POWDER, B.C. :—Return to Order ; Return of all duties collected on Rice and Powder imported into the Province of British Columbia during the last fiscal year. (*Not printed.*)
- No. 118.. COAL IMPORTED :—Return to Order ; Return showing the quantity of Coal imported into the Dominion from 30th June last, and the duty collected thereon. (*Not printed.*)
- No. 119.. MANITOBA, LAKE OF :—Return to Order ; Reports made since last Session upon the present water level of Lake Manitoba, and the estimated cost of lowering the same. (*Not printed.*)
- No. 120.. OFFICIAL DEBATES, HOUSE OF COMMONS :—Statement of the actual cost in each year, for the last four years, of the Official Debates, with a Statement of the moneys paid in each year for this service. (*Not printed.*)



- No. 121.. ST. VINCENT DE PAUL PENITENTIARY:—Return to Address; Correspondence respecting the management and administration of the St. Vincent de Paul Penitentiary, since the 1st January, 1880. (*Not printed.*)
- No. 122.. POINT ST. PIERRE LES BECQUETS:—Return to Order; Documents relating to improvements to be made on the Shoals of the St. Lawrence, off Point St. Pierre les Becquets, and of the Reports of the Government Engineers in relation to the said Works. (*Not printed.*)
- No. 123.. BRITISH CANADIAN INVESTMENT COMPANY:—Statement of Affairs, and List of Shareholders of the British Canadian Loan and Investment Company (Limited), on the 31st December, 1879, in compliance with the Act 43 Vict, cap. 43. (*Not printed.*)
- No. 124.. CHAUDIERE RAILWAY BRIDGE:—Return to Order; Statement showing the value for Duty at which the Iron for the construction of the Chaudière Railway Bridge was entered, the addition made to said value by the Appraiser or Collector at the Port of Ottawa, the names of the Merchant Appraisers appointed under Sec. 45, cap. 10, 40th Vict., to whom the final appraisal was referred. (This return also covers the Return to Order of 20th December last; for correspondence relative to the seizure or appraisal of the Bridge Iron for the Chaudière Railway Bridge, and the results of such appraisements, if any.)
- No. 125.. WINDOW SHADE CLOTH:—Return to Order; showing the number of yards of Oil-finished Window Shade Cloth imported into Canada during the last twelve months, and the total value of the same. (*Not printed.*)
- No. 126.. POST OFFICE, PRESCOTT:—Return to Address; Correspondence connected with the removal of the Post Office in Prescott to the Town Hall. (*Not printed.*)
- No. 127.. CASCUMPEC HARBOUR:—Return to Order; Engineer's Report of Survey made at Cascumpec Harbour, Prince County, Prince Edward Island, during the summer of 1880, with a view to improving said Harbour.
- No. 228.. VANKLEEK HILL, POSTMASTER:—Return to Order; Correspondence in relation to the dismissal of Duncan McDonell, late Postmaster of Vankleek Hill, in the County of Prescott; and correspondence with one McLaurin, the present Postmaster of Vankleek Hill, respecting his appointment to the said office. (*Not printed.*)
- No. 129.. YAMASKA RIVER:—Return to Order; Report of the Engineer who, in 1880, conducted the Exploratory Surveys of the River Yamaska, from its mouth up to La Belle Pointe, in the Counties of Bagot and St. Hyacinthe. (*Not printed.*)
- No. 130.. LAKE ERIE, SURVEYS:—Return to Order; Reports of Surveys for Harbors made by the late John Lindsay, Esq., C. E., on the North Shore of Lake Erie, between Point Pelée Reef and the mouth of the Detroit River. (*Not printed.*)
- No. 131.. BURLINGTON BAY CANAL SWING BRIDGE:—Return to Address; Order in Council regulating the working of the Railway Swing Bridge crossing Burlington Bay Canal. (*Not printed.*)
- No. 132.. POST OFFICE ORDERS:—Return to Order; Showing the amount of money sent by Post Office Orders to Great Britain and Ireland and the United States, during the past year 1880, and the cost of the same. (*Not printed.*)
- No. 133.. BOSTON, WINTER PORT:—Return to Order; Correspondence between the Postmaster General and the owners or agents of the Allan Line of Steamers relative to the selection by them of the Port of Boston, as their terminal Winter Port, or in any way connected therewith. (*Not printed.*)
- No. 134.. FISH-BREEDING, NEWCASTLE:—Return to Order; Showing the cost of maintaining the Fish-Breeding establishment, at, or near Newcastle, Ontario, for the year 1876, and for each year since, including the year 1880. (*Not printed.*)
- No. 135.. POST OFFICE, DOMINION CITY:—Return to Order; Evidence taken before the Deputy Postmaster of Winnipeg in the course of the present year, with reference to the grave complaints made against the management of the Post Office at Dominion City; also copy of the Report of the said officer. (This Return contains the information required by a similar Order of The House of the 21st February, last.) (*Not printed.*)
- No. 136.. TORONTO HARBOR:—Return to Order; Report made by Government Engineers respecting works in the Harbor of Toronto, since 1st January, 1880. (*Not printed.*)

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- No. 137..NICOLET RIVER :--Return to Order; Correspondence in relation to the deepening of the River Nicolet, and a Harbor Refuge at the entrance of that river. (*Not printed*).
- No. 138..SOURIS, WEST, BREAKWATER :--Return to Order; Correspondence and Report of Engineers in relation to the construction of a Breakwater and Breastwork at Souris, West, in King's County, Prince Edward Island. (*Not printed*.)
- No. 139..ESQUIMALT AND NANAIMO RAILWAY :--Return to Order; Reports made by Mr. J. W. Trutch respecting a Railway between Esquimalt and Nanaimo, and between Emory and Burrard Inlet. (*Not printed*.)
- No. 140..LISLOIS, JOSEPH C. :--Return to Address; Correspondence between the Government and Mr. Joseph Charles Lislois, in relation to the claim made by the latter for the destruction of one of his buildings by fire, and of the Report of the Official Arbitrator. (*Not printed*.)
- No. 141. BETTER ADMINISTRATION OF JUSTICE ACT, 1878 :--Return to Address; Correspondence between the Dominion Government and the Provincial Government of British Columbia, and between the Supreme Court Judge of British Columbia and the Local and Dominion Governments, on the "Better Administration of Justice Act, 1878," and the Judicature Act, 1879," both passed by the Local Legislature, together with the official protest of the said Judges against the allowance of those Acts. (*Not printed*.)
- No. 142..Q. M. O. & O. R., PURCHASE OF :--Return to Address; Correspondence between the Government and the Provincial Government of Quebec, concerning the purchase by the Dominion of Canada, of the Quebec, Montreal, Ottawa and Occidental Railway, or the subsidizing of the same. (*Not printed*.)
- No. 143. PORT HOOD WHARF :--Return to Order; Correspondence between the Government and the party in charge of the expenditure and repairs made on the public Wharf at Port Hood, during the last Summer and Fall. (*Not printed*.)
- No. 144..MEAFORD HARBOR :--Return to Order; Statement showing expenditures on Meaford Harbor in years 1879 and 1880, with Reports of Engineers relating thereto, since January, 1879. (*Not printed*.)
- No. 145..LEEDS AND GRENVILLE, JUDGESHIP :--Return to Address; Correspondence on the subject of the County Court Judgeship and Junior Judgeship of Leeds and Grenville. (*Not printed*.)
- No. 146..UNION SUSPENSION BRIDGE, OTTAWA RIVER :--Return to Order; Statement showing the Revenue and Expenditure in connection with the Union Suspension Bridge, on the Ottawa River, from 1867, up to 1st January, 1881. (*Not printed*.)
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DOMINION OF CANADA

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ANNUAL REPORT

OF THE

MINISTER

OF

RAILWAYS AND CANALS

FOR THE

FISCAL YEAR 1ST JULY, 1879, TO 30TH JUNE,

1880.

ON THE WORKS UNDER HIS CONTROL.

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SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

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PRINTED BY ORDER OF THE HOUSE OF COMMONS.

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OTTAWA :

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.

1881.



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# REPORT.

1879—80

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*To His Excellency the Marquis of Lorne, K.T., K.C.M.G., Governor General of Canada  
&c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1880.

This Report is submitted in accordance with the provisions of the Act 31 Vict. Cap. 12, (1867) as amended by the Act 42 Vict. Cap. 7, Sections 4 and 5 (1879) whereby the Department of Public Works was divided into the Department of Public Works and the Department of Railways and Canals.

The annual reports of the Chief Engineers, together with general and special reports from Superintendents both of Railways and Canals, and from other Officers of the Department, are given in appendices.

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## RAILWAYS.

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The railways owned by the Dominion Government are:—

1. The Canadian Pacific.
  2. The Intercolonial.
  3. The Prince Edward Island.
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**THE CANADIAN PACIFIC.**

This line as projected, commences at the terminal point of the Canada Central Railway near the eastern end of Lake Nipissing, and traversing the country north of Lake Superior crosses the River Nipigon near its mouth, thence passing through Prince Arthur's Landing to Fort William.

This section of country, about 650 miles in length, has been surveyed and measured for its entire distance.

Between Prince Arthur's Landing and Fort William, a distance of about 6 miles, communication has been obtained by the purchase of a line owned by a private company.

Leaving Fort William, the line extends westwards, crossing Lac des Mille Lacs, at Port Savanne, also Lakes Wabigoon and Vermilion to the outlet of the Lake of the Woods at Keewatin (Rat Portage), a distance of 294 miles.

Of this distance the rails are laid for 171 miles from Thunder Bay.

From Keewatin the line continues westward to Selkirk on Red River, a distance of 112 miles, upon the whole of which the rails are laid.

For a distance of 16 miles over and beyond Red River, up to Victoria Junction, no line has been constructed. (Connection is, however, obtained *vid* Winnipeg by the Pembina Branch on the east of the Red River and by the Winnipeg Branch on the west side.)

From Winnipeg westwards, the line extends past Portage la Prairie on the Assiniboine, to the Western Boundary of the Province of Manitoba. The road is now in operation to Portage la Prairie, a point 70 miles west of Winnipeg, and the rails are laid to within a few miles of the western boundary of Manitoba.

From the Boundary, the line, as projected, takes a north-westerly course to the Little Saskatchewan, from whence there is a choice of two lines: the one crossing the Assiniboine at the mouth of Shell River, the other crossing the same river near the mouth of the Qu'Appelle; thence, in either case, taking a north-westerly course to a common point near the South Saskatchewan; thence to "The Elbow" of the North Saskatchewan and following the valley of the same, to Battleford; thence, between Battle River and the North Saskatchewan, it crosses the latter, north east, of Fort Edmonton, thence by Lake St. Anne and across the Pembina and the McLeod, reaching the valley of the Athabasca at the foot of the Rocky Mountains.

Ascending this valley and the valley of the Miette, it reaches the Yellow Head Pass, and from that point follows the River Fraser to Tête Jaune Cache; thence it descends the valley of the Albreda, and following the western bank of the North Thompson passes Kamloops, and crosses the River Thompson at Savona, at the foot of Kamloops Lake. Running thence to Lytton, at the Junction of the Thompson and Fraser, it crosses the Fraser a few miles below this point and follows the right

bank of that river until it finally reaches the waters of the Pacific at Port Moody, Burrard Inlet.

The total distance from Lake Nipissing to Port Moody may be approximately stated at 2,627 miles. This estimate, like that given in last year's report, must however, be considered as open to revision, it being liable to be reduced or augmented in the construction of the line.

#### PEMBINA BRANCH.

This branch, now in full operation, leaves the main line at Selkirk, running southwards on the east side of Red River. Passing through St. Boniface (opposite Winnipeg,) it extends as far as Emerson at the International Boundary line, a distance of 85 miles. At this point it makes connection with the St. Paul, Minneapolis, and Manitoba Railway in the United States.

#### WINNIPEG BRANCH.

This branch extends in a north westerly direction from the City of Winnipeg to Victoria Junction, on the main line, a distance of 18 miles.

A temporary railway bridge over the Red River gives communication between this branch and the Pembina branch at St. Boniface. A permanent bridge is now under construction by the Municipality.

#### CANADA CENTRAL RAILWAY.

A subsidized extension of this Railway, from Lake Nipissing eastwards to Pembroke on the River Ottawa, will furnish a connecting link between the terminus of the Canadian Pacific Railway and the railway systems of Ontario and Quebec; the Intercolonial Railway completes the proposed railway communication between the Atlantic and Pacific Oceans.

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### CONSTRUCTION.

#### LAKE SUPERIOR TO RED RIVER

The line between Lake Superior and Red River, a distance of about 410 miles has been let under six separate contracts.

The works are in various stages of advancement.

Starting from Lake Superior, the contracts come in the following order:—

1. Contract No. 13, for grading of roadway between Fort William and Sunshine Creek, a distance of 32½ miles, was placed under contract in April 1875, Messrs. Sifton and Ward being the contractors. The works were moderate in character, and were completed in 1876.

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2. Contract No. 25, embraced the grading between Sunshine Creek and English River, a distance of 80 miles, as well as the track-laying and partial ballasting between English River and Fort William, at the western end of the section, a distance of 113 miles. The contract was entered into in 1876. Messrs. Purcell & Ryan being the contractors. The work has been nearly completed.

3. Contract No. 41, extending from English River to Eagle River, a distance originally of 118 miles but now reduced by four miles, was entered into with Messrs. Purcell & Co., and commenced in March 1878: it embraces all the works necessary for a completed track. The contractors have made considerable progress, construction trains now running to a point 170 miles distant from Fort William.

4. Contract No. 42, extends from Eagle River to Keewatin, 67 miles. The work was entered upon in March 1878 Messrs. Manning, McDonald, McLaren & Co., are the contractors. The works are of some magnitude, and considerable progress has been made.

5. Contract No. 15, was entered upon in January 1877, and embraced the grading of the roadway between Keewatin and Cross Lake,  $36\frac{1}{2}$  miles, as well as the track-laying on this section and over Contract No. 14, extending to Selkirk on Red River, a distance of 112 miles. The work of grading was very heavy. The contract was carried on by Mr. Joseph Whitehead up to the month of March last, when it was taken out of the contractor's hands and has since been prosecuted under the immediate direction of the Department. The road is now ready for the passage of trains, with the exception of half a mile at the eastern end.

6. Contract No. 14, was for the grading only of the roadway between Cross Lake and Selkirk, a distance of 76 miles. The work was put under contract in April 1875, the contractors being Messrs. Sifton and Ward. The work has been completed from Selkirk. A track has been laid to connect the road with the Red River.

Notwithstanding the rough and heavy character of the section of country between Thunder Bay and Cross Lake, low gradients and easy curves have been maintained throughout.

#### PEMBINA BRANCH.

The construction of this section of the line was performed under three contracts.

1. The grading of the roadbed between Emerson and St. Boniface, a distance of 63 miles. This work was performed by Mr. Joseph Whitehead under a contract dated April 1874.

2. The bridging, track-laying and ballasting over the same distance was let to Messrs. Kavanagh, Murphy and Upper, in June 1878, to be completed in December, 1879. The contractors having failed to perform the work, it has been completed by the Department.

3. The construction of the section of the branch between St. Boniface and the Main Line at Selkirk was entered upon, in May, 1877, by Mr. Joseph Whitehead and was completed by him.

Under special contracts, eleven station buildings have been erected on this branch, also transfer sheds at Emerson.

#### WEST OF RED RIVER.

The first 100 miles section west of Red River, was let to Mr. John Ryan in August 1879, and should have been completed in August 1880.

The contractor having failed to carry out his contract, it was taken out of his hands and is being completed by the Department. The road is in operation to Portage La Prairie, a distance of 70 miles.

The second 100 miles section west of Red River was let on 3rd May, 1880, to Messrs. Bowie and McNaughton and was required to be completed in December 1882. The whole of the summer has been allowed to pass without any effort on the part of the contractors to make a decided start upon the work. The contract has been cancelled.

#### BRITISH COLUMBIA.

The work under contract in this Province consists of four sections.

Contract 60.	Emory's Bar to Boston Bar.....	29	miles.
"	61. Boston Bar to Lytton.....	29	"
"	62. Lytton to Junction Flat.....	28½	"
"	63. Junction Flat to Savona's Ferry.....	40½	"

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127

These four sections are in the hands of a syndicate represented by Mr. D. O. Mills.

Work was commenced early in spring and has been steadily prosecuted.

Operations, comprising tunnelling and other rock excavation, are being pushed forward on the first 19 miles of section 60, and the roadbed from Emory's Bar to Yale (5 miles) is ready to receive the rails.

Works are also being proceeded with at the upper end of section 62, and the lower end of section 63.

#### TELEGRAPH LINE.

A line of Telegraph has been constructed from Winnipeg to Selkirk along the line of the Pembina Branch.

#### WATER SUPPLY.

On about 140 miles west of Fort William, the Haggas system of underground tanks has been adopted, and the tanks are now ready for use. On the remain

ing portions of the line and its branches in operation the supply of water is afforded by means of elevated frost-proof tanks.

WIRE FENCING.

Contracts have been given out for wire fencing on about 200 miles of the road.

BRIDGING.

A temporary bridge over the Red River at Winnipeg has been constructed under contract.

Contracts have been entered into for the furnishing and erection of iron superstructures in place of the existing temporary bridges over the River Seine, River Rosseau, Joe Creek and Rat River, all in connection with the Pembina Branch. Iron superstructures over the two outlets of the Lake of the Woods are also under contract.

RAILS.

No further purchase of rails has been made, beyond the 39,000 tons referred to in the report of last year as having been secured for the Pacific Railway.

Contracts have been entered into for the supply of spikes.

Contracts have also been made for the transportation of rails and fastenings from Montreal to Emerson and Fort William, while those stored on Vancouver Island are being conveyed to Yale in readiness for the road now under contract. In addition, 6000 tons, the balance still remaining in England from the quantity purchased in 1879, will be shipped to British Columbia.

Iron turntables and switch gearing have been provided.

CANADA CENTRAL EXTENSION.

Grading and bridging are in progress as far as the 74th mile from Pembroke. Track-laying and ballasting have been completed up to the 61st mile.

Station buildings and sidings have been provided as far as Bissetts, 60 miles from Pembroke, and the line is open to that point for both passengers and freight.

Rails for the entire length of the subsidized line are on the ground.\* (App. 3, page 10.)

CANADIAN PACIFIC RAILWAY IN OPERATION.

LENGTH OF LINE.

	Miles.
Emerson to Winnipeg and St. Boniface.....	63
St. Boniface to Selkirk.....	22
Selkirk to Cross Lake.....	76

161

\* Since the above was reported by the Engineer, the track has been laid to the 71st mile, and the work of grading is now being carried on as far as the 93rd mile.



Owing to the unsatisfactory working of the Pembina Branch by the lessees, Messrs. Upper & Co., the agreement under which they operated the line, was, by Order in Council of the 26th January 1880, terminated, and the Government, from the 10th February last, undertook the operation of the road.

At the same time the sections connecting St. Boniface with Selkirk and Cross Lake, though not fully completed, were also opened for traffic, and an uninterrupted communication was thereby established between Emerson and Cross Lake.

In addition to the difficulties ordinarily experienced in the operation of every new road there were, in this case, exceptional hindrances created by the unusual severity of the season.

The locomotive power, thus severely taxed, was at first unequal to the heavy work imposed upon it. This, and the absence of proper appliances for the removal of snow drifts, rendered the traffic somewhat irregular. The arrival, however, of 4 locomotives purchased from the Intercolonial, placed matters in a more satisfactory condition.

The train accommodation between St. Boniface and Cross Lake is at present limited to a bi-weekly service. It is well supported both as regards passengers and freight.

The engine and freight car stock has been kept in good working condition. Steel rails, with fish-plate fastenings have been laid throughout the entire track.

#### REVENUE.

The gross earnings for the 4 months and 18 days of operation, ending the 30th June, were.....	\$104,975.69
The working expenses were.....	78,892.01
	<hr/>
Excess of earnings over expenditure.....	26,083.68

The total number of passengers carried was 17,640, and the amount of freight 24,214 tons.

The line of Telegraph running from Fort William to Edmonton, 1197 miles, continues to be operated, but the working still remains unsatisfactory.

The two contracts under which the line is maintained and operated from Red River to Edmonton lapse in the course of next summer, when other and more satisfactory arrangements may be made.

#### ROLLING STOCK.

During the year contracts have been entered into for the supply of such rolling stock as was necessary for the maintenance of the traffic, consisting of Passenger,

Postal, and Freight cars, besides a sufficient number of Ploughs for the removal of snow obstruction from the line.

A portion of the Rolling Stock has been obtained by transfer, under valuation, from the lessors, Messrs. Upper & Co., in accordance with their contract.

(App. 4, page 23.)

INTERCOLONIAL RAILWAY.

LENGTH OF LINE.

*Ocean Mail Line.*

	Miles.
Point-Levis to Rivière du Loup .....	126
Rivière du Loup to Moncton. ....	374
Moncton to Painsec.....	8
Painsec to Truro.....	118
Truro to Halifax.....	62
	688

*Extensions.*

Moncton to St. John.....	89
Painsec to Shediac.....	11
Truro to Pictou.....	52
	152

*Local Branches.*

Rimouski to Wharf.....	2
Newcastle, N.B., to Deep Water Wharf .....	2
Dorchester to Shipping Wharf.....	1
Sackville to Shipping Wharf.....	0.5
Stewiacke to Wharf.....	1
	6.5

Total ..... 846.5

The purchase of the portion of the main line of the Grand Trunk Railway extending from Hadlow, (on the St. Lawrence, opposite Quebec,) to Rivière du Loup, a distance of 124½ miles, was effected on the 1st Aug. 1879, on the terms and conditions stated in last year's annual Report.

The purchase money—\$1,500,000—has been paid to the Grand Trunk Railway Company, and by them has been applied, in accordance with the conditions of the

purchase, towards the establishment of a through and independent Railway connection from Sarnia to Chicago.

Works of repair and improvement were commenced on the Rivière-du-Loup section as soon as its transfer from the Grand Trunk took place.

The expenditure for these repairs and improvements, up to the 30th June last, amounted to \$389,575.43.

The improvements effected on this section comprise the ballasting and relaying of the line with steel rails, also the erection of snow-sheds and fences. At Chaudière Junction all necessary station buildings, including accommodation for immigrants, have been constructed. Seven new stations have also been erected; the sidings have been increased, and the water service has been improved.

Between Rivière-du-Loup and Halifax various improvements have been made, comprising new snow sheds, additional sidings, the substitution of iron for wooden turn-tables, and the construction of iron in place of wooden bridge superstructures at several points.

Additions have been made to various wharves, and the deep water wharf at St John is now completed.

New coal sheds have been erected at Truro and Moncton.

Numerous, and in some cases extensive, repairs have been executed, affecting the station houses, freight sheds, engine houses, and the masonry of bridges and culverts.

The station house, and other buildings at Rimouski, destroyed by fire in November 1879, have been rebuilt, as also the dining room at Amherst.

The arrangements made both along the line and at Halifax for shipping live stock to Great Britain have proved satisfactory to shippers.

A low rate has been quoted for the carriage of grain on the railway as an inducement to the development of grain traffic with Europe *via* the port of Halifax, but so far the effort has not met with success.

A large increase has taken place in the coal traffic from the mines in Nova Scotia.

The transport of the English Mail *via* Halifax in winter, and Rimouski in summer, has been continued.

Notwithstanding the pressure caused by a large increase in traffic the efficiency of the rolling stock has been well maintained.

The track itself has been maintained in a thorough state of repair.

The capital account at the close of the fiscal year

1878-79, amounted to..... \$36,317,705.04

At the close of the fiscal year 1879-80..... 38,365,719.64

The expenditure on capital account, during the fiscal year ended the 30th June last, was :

Halifax extension.....	\$	7,164.02
St. John Deep Water Terminus.....		94,545.65
Construction of Railway, old accounts.....		23,931.67
Purchase of Rivière-du-Loup Branch.....		1,500,000.00
Repairs and improvements on do .....		369,799.96
Rolling stock do .....		19,795.47
Nut locks.....		32,797.83
		\$2,048,014.60

With the exception of the "Halifax Extension" and the "St. John Deep Water Terminus" all the works executed within the last fiscal year on the whole line east of Rivière-du-Loup, with its branches, have been charged to Working Expenses.

Payments of old claims for work done during the construction of the line under the Commissioners are charged to Capital account.

The gross earnings for the year have been \$1,506,298.48, being an increase of \$212,198.79 as compared with last year's receipts, which were \$1,294,099.69.

The receipts from passenger traffic show an increase of \$48,445.57 over those of last year.

The returns of the freight traffic show an increase in the receipts of \$161,995.65 over those of last year, and an increase of 51,063 tons in the amount carried.

The working expenses and receipts for the year ended the 30th June last, are:—

Total cost of working.....	\$1,603,429	71
Total receipts.....	1,506,298	48

Loss on the year's operations.....	\$	97,131	23
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The engine mileage compared with last year, was:—

1879-80.....	3,076,342	miles
1878-79.....	2,531,791	"
Increase.....	544,551	"

The car mileage compared with last year, was:—

1879-80.....	28,254,065	miles.
1878-79.....	21,855,441	"
Increase.....	6,398,624	"

The working expenses per mile of railway, were:—

1878-79.....	\$2,815 38
1879-80.....	1,943 55
Decrease.....	\$ 871 83

The working expenses per train mile, were:—

1878-79.....	Cents. 95·20
1879-80.....	63·23
Decrease.....	31·97

The cost of working the railway during the fiscal year

1879-80, inclusive of the Rivière du Loup Branch from the 13th Aug. 1879, making in all 840 miles, was.....

\$ 1,603,429 71

In 1878-79, the cost of working the 714 miles then in operation was (\$2,010,183.22, less \$163,396.03, the balance at debit of steel rails renewals suspense account 1878).....

\$1,841,787 19

Showing a difference in favour of working the longer line in 1879-80, over cost of working the shorter line in 1878-79, of.....

\$ 238,357 48

The earnings of the first three months of the current fiscal year show an increase of eighty thousand dollars as compared with the earnings for the corresponding period last year. (App. 4, page 18.)

#### PICTOU BRANCH.

By the Statute of Canada 42 Vict. Cap. 12, amending the original Act 40 Vict. Cap. 46, it is enacted that the transfer of the Pictou Branch line of the Intercolonial shall be made to the Halifax and Cape Breton Coal and Railway Company so soon as the 82 miles of Railway extending from New Glasgow to the Gut of Canso have been constructed and equipped to the satisfaction of the Nova Scotia Government, and a ferry has been established between the main shore and the Island of Cape Breton at the terminus of the Railway.

The Halifax and Cape Breton Coal and Railway Company's line is in operation, but the transfer of the Pictou Branch line to the Company has not yet taken place.

#### WINDSOR BRANCH.

As already stated in last year's annual report, in view of the failure of the Western Counties Railway Company to carry out the stipulations of the agreement of the 6th November 1877, by which a transfer was made to that company of the Windsor Branch, extending from Windsor Junction to Windsor, a distance of 32

miles; and further, in view of the Company's admission that they were unable without pecuniary assistance to complete the extension of the line from Annapolis to Yarmouth, as required by the agreement; in consideration also of complaints and representations repeatedly made to the Department that loss, delay and inconvenience were entailed by the workings of the traffic as if the Windsor and Annapolis Railway and the Windsor Branch were disconnected enterprises, it was resolved to demand from the Western Counties Railway Company the retransfer of the Windsor Branch.

In pursuance of this determination the Government in December 1879 took possession of the Windsor Branch.

For temporary purposes a special and specific agreement for the working of the line was thereupon made with the Windsor and Annapolis Railway Co., terminable by either party giving a month's notice.

Under the arrangements so made the Company are permitted to operate the line, paying all charges in connection with its working; two thirds of the gross receipts are allowed to them for this purpose, the Government taking the remaining one third, and assuming all cost of maintenance. The arrangement has so far proved satisfactory.

The track has been maintained in an efficient condition, and the bridges and other structures have been repaired.

The cost of maintenance up to the 30th June last year was \$4,526.99.

The gross receipts up to the same date amounted to \$42,035.11, of which the Government received one third, namely \$14,011.97.

Payment of the Government share of the receipts has been promptly made by the Company at the end of each month. (App. 4, page 25.)

#### UNSETTLED CLAIMS.

Several claims brought against the Government by contractors in connection with the construction of the Intercolonial Railway being unsettled, an Order in Council was passed, on the 23rd June last, appointing Mr. Frank Shanly Chief Engineer of the Intercolonial Railway, with the special charge of investigating these claims. (App. 5, page 90.)

### PRINCE EDWARD ISLAND RAILWAY.

#### LENGTH OF LINE.

	Miles.
Tignish to Royalty Junction. ....	113½
Royalty Junction to Mount Stewart.....	20
Mount Stewart to Georgetown ....	21
	—154½

## EXTENSIONS.

Royalty Junction to Charlottetown.....	5	
Mount Stewart to Souris.....	39	
		<u>44</u>
		19½

The Souris Extension has been completed and is now in operation ; the work done on it during the year comprises the construction of 840 feet of track and the building of a shipping wharf 1,000 feet in length, with warehouse and station, &c.

To maintain the efficiency of the line and to obviate the inconvenience arising from the present limited number of locomotives and their want of power, two " Mason Fairlie " engines have been ordered.

A number of box and platform cars have been rebuilt during the year.

The track has been maintained, and the rolling stock is in good order.

Several bridges received extensive repairs.

The wharves at Georgetown, Summerside and Alberton, damaged by a gale, were repaired.

The capital account at the close of the fiscal year amounted to \$3,466,588.57 as against \$3,450,048.75 for the preceding fiscal year.

The increase of \$16,539.82 represents the expenditure on the Souris Extension.

The gross earnings for the year amounted to \$113,851.11, being a decrease of \$12,004.80 as compared with last year's receipts of \$125,855 91.

The passenger traffic returns show a decrease in receipts of \$6,787.92, and the returns of the freight traffic show a decrease in receipts of \$3,216.48.

The cost of working the line for the year was \$164,640.55 as against \$223,313.12 for the preceeding year, showing a decrease of \$58,672.57.

The working expenses and receipts for the year ended the 30th June last, were :

Total cost of working.....	\$164,640.55
Total receipts.....	<u>113,851.11</u>

Loss on the years operations..... \$50,789.44

The Engine mileage compared with last year was :

1879-80.....	295,190 miles.
1878-79.....	286,886 "
Increase.....	<u>8,304</u> "

The car mileage compared with last year was :

1878-79.....	1,037,540 "
1879-80.....	1,010,483 "
Decrease.....	<u>27,057</u> "

The working expenses per mile of railway were :

1878-79 .....	\$1,125.00
1879-80 .....	829.42
	Decrease.....
	\$295.44

The cost of running the trains per mile, was :—

1878-79.....	cts. 91.72
1879-80.....	67.28
	Decrease.....
	cts. 24.44

(App. 4, page 21.)

### CANALS.

The canal systems of the Dominion, under Government control, are as follows:—

1. The River St. Lawrence and Lakes.
2. The River Ottawa.
3. The Rideau Navigation from Ottawa.
4. The Trent Navigation to Kingston.
5. The River Richelieu to Lake Champlain.
6. St. Peter's Canal, Cape Breton, Nova Scotia.

### RIVER ST. LAWRENCE AND LAKES.

By means of the canals on this system, navigation is practicable from the Straits of Belle-Ile, by the River St. Lawrence, through Lakes Ontario, Erie, St. Clair and Huron to Duluth, at the head of Lake Superior, a distance of 2,384 statute miles.

Lake Superior is about 600 feet above the highest tidal flow of the St. Lawrence at Three Rivers.

The works of the Dominion Government are comprised in the distance between Montreal and Lake Erie, 375 miles.

The canals on the route are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their total length is 70½ miles ; total lockage (or height directly overcome by locks,) is, 533½ feet ; number of locks, 53.



Communication is obtained with Lake Superior by means of the Sault St. Marie Canal, situated on the United States side of the Channel and constructed by an American Company with the aid of the United States Congress. It connects Lakes Huron and Superior.

This canal is a little over a mile long and has 18 feet lockage, with a depth of water on the sills of 12 feet.

A new lock is in course of construction which will have 16 feet on the sills at the lowest level of Lake Superior.

A statement of distances, and sections of navigable waters, from the Straits of Belle Ile to Duluth, at the head of Lake Superior, are appended. (App. 2, page 9.)

#### LACHINE CANAL.

Length of canal.....	8½ statute miles.
Number of locks.....	5
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	44¾ feet.
Depth of water on sills {	at two locks..... 16 "
	at three locks..... 9 "
Breadth of canal at bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal extends from the City of Montreal to the Village of Lachine, overcoming the St. Louis Rapids, the first series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Ile.

This canal was closed on the 4th December 1879, and opened on the 25th April 1880.

On the 29th June navigation was interrupted by an accident which involved the displacement of all the gates at Lock No. 2 and damage to the lower gates of No. 1.

The ordinary works of repair and renewal have been carefully executed, from time to time, as needed.

#### BUOYS.

The course to be followed by vessels through Lakes St. Francis and St. Louis on the St. Lawrence, has been carefully buoyed, to the great assistance of navigation.

#### CANAL ENLARGEMENT.

The works of excavation and masonry for the new canal are now completed, with the exception of the entrance channel and harbour of Lachine.

The new locks, of which there will be five between Montreal and Lachine, will be 270 feet long and 45 feet wide at bottom.

The two lower locks, between the harbour of Montreal and Wellington Bridge have a depth of 18 feet on the sills, the canal between those points having a depth of 19 feet. The remaining three locks, those at St. Gabriel, Côte St. Paul, and Lachine have a depth of 14 feet on the sills, the canal between these points having a depth of 13 feet.

Throughout the new works all permanent structures have their foundations so placed that the canal may eventually be deepened to 15 feet without disturbing them.

The two lower locks are connected by a basin known as No. 1 540 feet long, with an average width of 260 feet. The next basin, No. 2, has been enlarged at its south-west end. Wellington Basin, off Basin No. 2, is 1,210 feet long and 225 feet wide. A second basin is projected, of the same length and depth, and of 240 feet width, parallel to it.

From below Wellington Bridge to Côte St. Paul Lock, the new canal will have an average width of 200 feet, and from that lock to Lachine the average width will be 150 feet.

The new locks are located as independent structures adjoining the old locks, and hereafter the canal will be navigable through the double range of locks with double entrances at Montreal and at Lachine.

The construction of the new lock-gates required is now under contract.

For the five locks, ten pairs of gates, varying in height from  $31\frac{1}{2}$  feet to  $22\frac{1}{2}$  feet will be furnished, three spare sets being also prepared.

The mode of hanging the gates, the formation of the valves and the manner of working them, will be in accordance with what is known as "Townsend's Improved System."

(App. 9, page 129.)

#### BEAUHARNOIS CANAL.

Length of canal .....	$11\frac{1}{4}$ statute miles.
Number of locks.....	9
Dimensions of locks.....	200 feet by 45 feet.
Total, rise or lockage.....	$82\frac{1}{2}$ feet.
Depth of water on sills.....	9 "
Breadth of canal on bottom.....	80 "
Breadth of canal at water surface.....	120 "

This canal commences on the south side of the St. Lawrence,  $15\frac{1}{2}$  miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and avoids the three rapids known respectively as the Cascades, the Cedars, and the Coteau.

Navigation was closed on the 2nd December 1879, and re-opened on the 20th April 1880.

Traffic was interrupted for 36 hours, on the 23rd November, by the sinking of the steam barge "Saxon."

The ordinary repairs on the canal have been carefully executed throughout the year: no exceptional works have been called for.

(App. 9, page 137.)

#### CORNWALL CANAL.

Length of canal.....	$11\frac{1}{2}$ statute miles.
Number of locks.....	7
Dimensions of locks.....	200 feet by 55 feet.
Total rise, or lockage.....	48 feet.
Depth of water on sills.....	9 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a navigable reach through Lake St. Francis of  $32\frac{1}{4}$  miles.

The Cornwall Canal surmounts the Long Sault Rapids.

This Canal was closed from the 9th December, 1879, to the 26th April, 1880.

Navigation was uninterrupted during the seasons of the fiscal year 1879-80.

Ordinary repairs have been made to lock gates, bridges and sluices &c., and the embankments and slope walls have been raised.

#### NEW WORKS.

The works of enlargement comprise the construction of two locks with a regulating weir, affording a descent to the level of the St. Lawrence; the level of the canal being raised two feet.

These works are now approaching completion. The Contractors are Messrs. Gordon, Woodward and Chamberlin. (App. 9, page 151.)

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 WILLIAMSBURGH CANALS.

The Farran's Point, Rapide Plat and Galops Canals are collectively known as the Williamsburgh Canals.

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 FARRAN'S POINT CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	1 “
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.....	4 “
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at water surface.....	90 “

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance on the St. Lawrence is 5 miles. This latter canal enables vessels ascending the river to avoid the Farran's Point Rapids. Descending vessels run the rapids with ease and safety.

The canal was closed on the 9th December 1879, and re-opened on the 20th April 1880.

The works of repair and maintenance have been ordinary in character. The canal has been kept in good condition.

Owing to the low state of the water in the St. Lawrence during the fall of 1879 one vessel was detained half a day at lock No. 22. Otherwise, navigation was uninterrupted during the seasons of the fiscal year 1879-80. (App. 9, page 152.)

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 RAPIDE PLAT CANAL.

Length of canal.....	4 miles.
Number of locks.....	2 “
Dimensions of locks.....	200 feet by 45 feet.
Total rise, or lockage.....	11 $\frac{1}{2}$ feet.
Depth of water on sills.....	9 “
Breadth of canal at bottom.....	50 “
Breadth of canal at surface of water.....	90 “

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10 $\frac{1}{2}$  miles. This canal is taken, by ascending vessels, to avoid the Rapide Plat Rapids. Descending vessels run the rapids safely.

The Canal was closed on the 9th December 1879, and re-opened on the 20th April 1880.

The stage of the water in the St. Lawrence during the fall of 1879 was low, and the water was consequently low in the Williamsburg Canals. Vessels drawing over 8 feet of water experienced difficulty in passing through them. It was in the Rapide Plat Canal that the difficulty arising from that cause was greatest. Six vessels were detained from 6 to 12 hours, and three vessels 24 hours at locks Nos 23 and 24 of this Canal, where the depth of water on the mitre sills in November was only 7 feet 6 inches. Otherwise navigation was uninterrupted on the Canal during the seasons of the fiscal year 1879-80.

The ordinary repairs have been duly executed. (App. 9, page 152.)

#### GALOPS CANAL.

Length of canal . . . . .	7½ miles.
Number of locks . . . . .	3
Dimensions of locks . . . . .	200 feet by 45 feet.
Total rise, or lockage . . . . .	15¾ feet.
Depth of water on sills . . . . .	9 “
Breadth of canal at bottom . . . . .	50 “
Breadth of canal at surface of water . . . . .	90 “

From the head of Rapide Plat Canal to the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal overcomes the rapids at Pointe aux Iroquois, Pointe Cardinal, and the Galops.

The canal was closed on the 9th December 1879 and re-opened on the 30th June 1880.

The piers at the entrance of Lock No. 26, Edwardsburgh, and the pier at the entrance of Lock No. 27, Galops, have been rebuilt.

Owing to the low state of the water in the St. Lawrence during the fall of 1879, already mentioned, one vessel was delayed at Lock No. 27 of the Galops Canal, and a portion of her cargo had to be unloaded to enable her to pass the lock. Otherwise, navigation was uninterrupted on the Canal during the seasons of the fiscal year 1879-80.

The Canal has been maintained in a state of efficiency. (App. 9, page 153.)

#### IMPROVEMENT OF CHANNEL THROUGH THE GALOPS RAPIDS.

This work has for its object the clearance and levelling of the channel of the Galops Rapids, so affording to vessels, at low stages of the water, the quick passage they obtain at ordinary stages.

It comprises the excavation of a channel, by sub-marine blasting, through six detached rocky bars and shoals, which rise from one to seven feet above the contemplated bottom. The proposed channel will be about five-eighths of a mile in length, the aggregate work being equal to about half that distance. It will be 200 feet in width, the depth being such that at seasons when there is a depth of 9 feet of water on the sills of the guard lock of the canal there may be a depth of 16 feet in the channel through the rapids. (In two places, where the water is most rapid and turbulent, this depth will be increased to 17 feet).

The mode of working is as follows :

A vessel, built in the most substantial manner, and fitted with powerful engines, is made to work up or down the channel upon a chain laid along the bed of the rapids.

In order to obtain the necessary stability, this vessel is provided with massive oak beams, working up and down external grooves at its sides. The locality for operations being reached, these beams are lowered till they touch the bottom of the channel, and further power being applied, the whole vessel is raised upwards till it rests upon its supports, unaffected by the rush of the water.

Machinery of the most improved type for drilling and excavating purposes is fitted at the stern, and has been found to work satisfactorily. Since operations began a large number of holes have been drilled and blasted, and some excavation has been done.

This work has been placed, under contract, in the hands of Messrs. Wm. Davis & Son, who are allowed the use of the vessel and machinery referred to.

## WELLAND CANAL.

This canal connects Lakes Ontario and Erie.

### MAIN LINE FROM LAKE ONTARIO TO LAKE ERIE.

Length of canal.....	27 $\frac{1}{2}$ miles.
Pairs of guard gates.....	3
Number of lift locks .....	26
Dimensions of locks.....	{ 2 locks of 200 feet by 45 feet. 24 " 150 " 26 $\frac{1}{2}$ 1 " 230 " 45
Total rise, or lockage.....	326 $\frac{3}{4}$ feet.
Depth of water on sills.....	10 $\frac{1}{2}$ "

RIVER WELLAND BRANCHES.

Length of canal—Port Robinson Cut to River Welland.....	2,622 feet
“ From Welland Canal to River Welland, <i>via</i> lock at Aqueduct.....	300 “
“ Chippawa Cut to River Niagara.....	1,020 “
Number of locks—One at Aqueduct and one at Port Robinson.....	2
Dimensions of locks.....	150 by 26½ feet.
Total lockage from Welland Canal down to River Welland.	17 feet.
Depth of water on sills.....	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	{ 1 of 150 by 26½ feet. 1 of 200 by 45 “
Total rise, or lockage.....	7 to 8 feet.
Depth of water on sills.....	10½ feet.

PORT MAITLAND BRANCH.

Length of canal.....	1½ miles
Number of locks.....	1
Dimensions of lock.....	185 by 35 feet.
Total rise of lockage.....	8½ feet.
Depth of water on sills.....	11 “

The canal was closed on the 5th December 1879, and re-opened from Port Dalhousie to Port Maitland *via* the Feeder on the 16th April 1880. Owing to the condition of the new works at and near Port Colborne, the other portion of the main canal from the Junction at Welland to Port Colborne was opened only on the 1st May 1880. There was no great difficulty found in using the Feeder for the passage of vessels and propellers of a draught of water not exceeding 7 feet 6 inches. By using the Feeder for navigation purposes, over 80 vessels and propellers were enabled to pass safely out into Lake Erie three weeks earlier than they otherwise would have been able to do.

Navigation was interrupted on two occasions. The first interruption was caused by the jamming of two vessels in the guard lock at Allanburg and lasted four hours; the other was caused by the sinking of a schooner near the guard lock at Thorold and lasted eleven hours.

The supply of water from the Grand River through the Feeder was sufficient during the year for both navigation and manufacturing purposes.

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The traffic through the canal has considerably exceeded that of last and previous year.

The canal is in a satisfactory working condition.

#### MAINTENANCE.

The maintenance of the canal throughout the year has been efficient, the details of repairs executed showing them to have been both numerous and important.

Repairs, alterations and additions have been made to the houses of various lockmasters, also to the houses of the Harbour Master and the Collector of Customs, at Port Dalhousie and to the Collector's office at Port Robinson.

Some 37 bridges have been subjected to repairs, these repairs, in certain cases being extensive, and involving the rebuilding of the bridge and the construction of new or improved approaches.

The masonry repair work executed was heavy, comprising, in addition to minor matters, the taking down and the rebuilding, in two instances, of wing walls, and the construction of stone retaining walls in several places,

Of these latter some were works of considerable magnitude: three of the longest walls measuring 858 feet, 548 feet, and 330 feet respectively.

A number of new lock gates have been put in, and other gates have received repairs.

Attention has been given to the clearing of back ditches, and the work done in this direction has been of considerable extent.

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The description of the works embraced in the enlargement of the canal, here following, is taken from the report presented last year, as furnishing a concise view of the scheme.

#### NEW WORKS.

The scheme of the new work is the ultimate establishment of a system of navigation with locks 270 feet long, and 45 feet wide, with 14 feet depth on the sills, the canal having a width of 100 feet at bottom, and a depth of 15 feet; the water supply to be obtained from Lake Erie.

For the present, the depth of the canal between the locks is 13 feet. Those of the locks which admit of being hereafter raised at moderate expense, are at present constructed with 12 feet of water on the sills.

The entrance and such other locks as do not come within this category are constructed so as to have a depth of 14 feet of water on the sills.

The present line of canal is  $27\frac{1}{2}$  miles long; the new line of canal will be  $26\frac{2}{3}$  miles.



The present entrance, Port Dalhousie, has been retained, that harbour being easy of access, affording good shelter to vessels, and being unobstructed by reefs and shoals. Moreover, except in extreme weather, it is open throughout the winter.

An entirely new line of location has been followed from Port Dalhousie to Allanburg, a distance of  $11\frac{2}{3}$  miles. From Allanburg upwards, the old canal is being widened and deepened.

The difference of level between Lakes Ontario and Erie can only be generally stated, as the influences causing the variation in the height of water are not identical either in character or in the time of occurrence on the two lakes. The mean difference in level has been approximately determined as  $326\frac{2}{3}$  feet. Under the existing system the summit level is overcome by 26 locks; in the new system the same level is reached by 25 locks.

The new entrance lock at Port Dalhousie is on the eastern bank of the creek.

Lock No. 2 is situated at the mouth of May's Ravine. This and the succeeding Locks Nos. 3, 4 and 5 constitute a group by which the level of the lower plateau is reached. The interval between the locks is about 1,200 feet.

The distance from Lock No. 5 to Lock No. 6 is about 4,000 feet. Locks Nos. 6 and 7 are about 1,000 feet apart.

Locks Nos. 8 and 9 are near the crossing of the Queenstown Road at the St. Catharines' Cemetery.

All the locks up to No. 9 have 14 feet lift.

From Lock No. 11 there is a continuous straight line 4.4 miles in length. Between Locks Nos. 11 and 12 the canal deflects 20 degrees to the west. The succeeding Locks Nos. 12, 13, 14, 15 and 16 are on the same straight line, which is about 4,500 feet in length. After Lock No. 11 the intervals between the locks have been so arranged as to admit two of the largest vessels on the route passing each other with ease.

From Lock No. 11 to Lock No. 25, which takes place in a distance of 14,100 feet, there is a rise of 196 feet.

The canal follows the Niagara escarpment to the ravine behind Thorold, and through the dividing ridge to Beaver-dam valley.

The connection of the new line with the old canal is made at Allanburg to the north of the present lock and Guard Gates.

The scheme comprises the construction of extensive reserve basins, communicating with each other by weirs.

The new works are divided into 36 sections:—

Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 21, 22, 24, 26, 29, 31 and 32 have been completed, the work has been taken off the hands of the contractors and final estimates have been prepared.

Sections 12, 17 and 18, 19 and 20, 23, 25, 28, 30, 35, 36, are practically completed.

The contracts, the principal part of the work under which still remains to be done, are the following :—

The contract for Section 27. This section is about 5,600 feet in length, the works include the enlargement of the canal in the town of Welland, the construction of an aqueduct over the Chippawa River, the removal of present lift lock, and the construction of another lift lock for communication between the canal and Chippawa River. The contractors for this section, Messrs. Hunter, Murray & Cleveland, have made little progress with the difficult work of constructing coffer-dams and unwatering for the foundations of the aqueduct, and the contract has now been relinquished to the Government.

The contract for Section 33. This contract includes the widening and the deepening of the channel for a distance of one mile, the building of side walls and works for drainage, the removal of material on the southern part of Section 32, together with the construction of an inverted syphon culvert for the waters of Lyon's Creek. The Contractors are Messrs. Bannermann & Co.

The contract for Section 34. This section extends for a distance of nearly one mile. The contract includes the widening and deepening of the canal, the construction of abutments and piers for a road bridge, building side walls, cutting back ditches and grading towing path. The Contractors are Messrs. F. B. McNamee & Co.

A contract for the superstructure of road bridges. 19 bridges are to be constructed at various places upon the line. The Contractors are Messrs. O'Brien, Gordon & Bergin.

The contract for lock gates and their equipment,—under this contract, fifty-six pairs of gates are to be built, equipped and erected, six pairs of spare gates being also furnished. The Contractor is Thos. D. Townsend.

A contract for the construction of two iron or steel superstructures for carrying the Welland Railway over the canal near St. Catharines and at Marlatt's Pond. The Contractors are the Toronto Bridge Co. (App. 9, page, 154.)

#### BURLINGTON BAY CANAL.

Length of Canal.....	½ mile.
No locks on this canal.	
Average breadth between piers.....	138 feet.
Least " " " ".....	108 "

This canal is cut through the sand bar which separates Burlington Bay from Lake Ontario, and is navigable for vessels drawing ten feet of water. It gives access to the port of Hamilton, and to the Town of Dundas, *viâ* the Desjardins Canal.

The canal was closed on the 16th December, 1879, and re-opened on the 1st April, 1880.

All necessary repairs have been executed.

The works placed under contract for the reconstruction of the north-west pier destroyed by fire, and for rebuilding a portion of the pier on the opposite side, are progressing in a satisfactory manner. (App. 9, page, 163.)

### MONTREAL, OTTAWA AND KINGSTON.

This route extends from the Harbour of Montreal to the Port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals, to the City of Ottawa, thence, by the River Rideau and the Rideau Canal, to Kingston on Lake Ontario—a total distance of  $246\frac{1}{4}$  miles.

After leaving the Lachine Canal, the works constructed to overcome the difficulties of navigation are :—

- The St. Anne's Lock ;
- Carillon Canal ;
- Chute à Blondeau Canal ;
- Grenville Canal ;
- Rideau Canal ;

The total lockage (not including the lockage of the Lachine Canal,) is  $533\frac{1}{2}$  feet—( $356\frac{1}{2}$  rise, 177 fall)—and the number of locks 59.

The following table exhibits the intermediate distances from Montreal Harbour :—

Sections of Navigation.	Intermediate distance.	Total distance from Montreal.
The Lachine Canal.....	$8\frac{1}{2}$	.....
From Lachine Canal to St. Anne's Lock.....	15	$23\frac{1}{2}$
St. Anne's Lock and Piers.....	$\frac{1}{8}$	$23\frac{5}{8}$
From St. Anne's Lock to Carillon Canal.....	27	$50\frac{5}{8}$
The Carillon Canal.....	$2\frac{3}{8}$	$52\frac{3}{4}$
From Carillon Canal to Chute à Blondeau.....	4	$56\frac{3}{4}$
Chute à Blondeau Canal.....	$\frac{1}{8}$	$56\frac{7}{8}$
From Chute à Blondeau Canal to Grenville Canal.....	$1\frac{3}{8}$	$58\frac{1}{4}$
The Grenville Canal.....	$5\frac{3}{4}$	64
From the Grenville Canal to entrance Rideau Navigation.....	56	120
Rideau Navigation, ending at Kingston.....	$126\frac{1}{4}$	$246\frac{1}{4}$

## ST. ANNE'S LOCK.

Length of canal.....	$\frac{1}{2}$ mile.
Number of locks.....	1
Dimensions of locks... ..	190 feet by 45 feet.
Total rise, or lockage.....	3 "
Depth of water on sills.....	{ 6 feet at low water. 7 feet at ordinary high water.

This work, with guide piers above and below, surmounts the St. Anne's Rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains,  $23\frac{1}{2}$  miles from Montreal Harbour

This lock was closed to navigation on the 3rd December 1879, and opened on the 24th April, 1880.

The ordinary repairs were executed as required

## NEW WORKS.

A contract has been entered into with Messrs. Baskerville, O'Connor and Cassidy for the construction of the new lock and canal.

Up to the close of the financial year the contractors have been engaged in quarrying stone for the pier of the G. T. R. bridge, providing timber, and organizing their staff.

These works embrace the construction of a lock, 200 feet long between the gates, 45 feet wide at bottom, with a depth of 9 feet on the sills; also the formation of a channel of approach, 100 feet in width at the bottom, increasing to 150 feet at the entrance, and of such depth as to give 10 feet of water at the lowest known level of the river. (App. 9, page, 147.)

## THE CARILLON CANAL.

Length of canal.....	$2\frac{1}{8}$ miles.
Number of locks.....	3 (two ascending—one descending.)
Dimensions of locks :—Lift	
Lock, No. 1.....	128 feet x $32\frac{1}{2}$ feet.
Lift Lock, No. 2.....	$126\frac{1}{2}$ " x $32\frac{1}{2}$ "
Guard Lock, No. 3.....	$126\frac{1}{2}$ " x $32\frac{1}{4}$ "
Total lockage.....	$34\frac{3}{4}$ feet. { $21\frac{3}{4}$ upwards. 13 downwards.
Depth of water on sills .....	6 "
Breadth of canal at bottom.....	30 "
Breadth of canal at water surface... ..	50 "

This canal overcomes the Carillon Rapids.

From St. Anne's Lock to the foot of the Carillon Canal, there is a navigable stretch of twenty-seven miles, though the Lake of Two Mountains and the River Ottawa.

The Canal was closed on the 24th November 1879, and opened on the 29th April, 1880. General works of repair and maintenance have been executed.

#### NEWWORKS.

The new works consist of a dam across the River Ottawa  $\frac{3}{4}$  of a mile above the village of Carillon, also a canal of  $\frac{3}{4}$  of a mile long with two locks 200 feet by 45 feet, with 9 feet of water on the sills.

As stated in last year's report, this work, having been commenced in 1873 under one contract with Messrs. R. P. Cooke & Co., was assumed by the Government in 1878. Subsequently, in 1879, contracts for the completion of the work were awarded, as follows:—the contract for the canal and locks to Messrs. Cooke & Co.; that for the dam and slide to Messrs. McNamee & Co.

The dam, 1800 feet in length, is under construction across the rapids at Carillon, its object being the creation, through the holding back of the waters of the Ottawa, of a stretch of smooth water between Carillon and Greece's Point, at the foot of the Grenville Canal, a distance of  $5\frac{3}{4}$  miles.

At ordinary stages of the river, the difference between the level at the head of the Carillon Canal and the foot of the Grenville Canal, at Greece's Point, is about  $12\frac{1}{2}$  feet.

At present, intermediate rapids between Carillon and Grenville form an obstacle to navigation. On the completion of the new works the lock at Chute à Blondeau by which these rapids are surmounted will be no longer required.

Owing to the great volume of water to be contended with, the works at the dam can only be carried on at low stages of the river.

The contract calls for the completion of the work by the end of 1881: 1400 feet are already built.

The works embrace the construction of a timber slide 300 feet from the shore, 640 feet long and 26 feet wide, having stop logs to regulate the water level in the slide.

#### CANAL AND LOCK.

The embankment, forming an approach to the canal from the river, has been built, for its full length, up to the level of ordinary high water, and the walls of the upper lock have been carried up to within 12 feet of their proper level. The other works are in progress. (App. 9, page, 147)

## CHUTE A BLONDEAU CANAL.

Length of canal.....	$\frac{1}{8}$ of a mile.
Number of locks.....	1
Dimensions of lock.....	130 $\frac{1}{2}$ feet x 32 $\frac{1}{2}$ feet at upper end and 36 $\frac{1}{2}$ feet at lower end.
Total rise, or lockage.....	3 $\frac{1}{4}$ feet.
Depth of water on sills.....	6 "
Breadth of canal at water surface.....	30 "
Breadth of canal at bottom.....	30 "

Between the Carillon and Chute à Blondeau Canal there is a navigable stretch of four miles. The canal is cut through solid rock, and has only one lock. It is only used by vessels going up the river; all down vessels run the rapids.

Closed on the 24th November, 1879, opened on the 29th April, 1880.

All necessary repairs have been executed. (App. 9, page, 147-)

## GRENVILLE CANAL.

Length of canal....	5 $\frac{1}{2}$ miles.	
Number of locks.....	7	
Dimensions of locks—Lift Lock No. 5	} Combined { 130 $\frac{1}{2}$ feet x 32 $\frac{1}{2}$ feet. }	
“ “ 6		{ 128 $\frac{1}{2}$ “ x 32 $\frac{1}{2}$ “ }
“ “ 7		{ 128 $\frac{1}{2}$ “ x 31 $\frac{1}{2}$ “ }
“ “ 8		{ 128 “ x 32 $\frac{1}{2}$ “ }
Locks Nos. 9 and 10, and Guard Lock No. 11.....	200 “ x 45 “	
Total rise, or lockage.....	45 $\frac{1}{2}$ “	
Depth of water on sills.....	6 “	
Depth of water on sills of Locks Nos. 9, 10 and 11.	9 “	
Breadth of canal at bottom.....	40 to 50 feet.	
Breadth of canal at surface of water.....	50 to 80 “	

From the head of the Chute à Blondeau Canal to the foot of the Grenville Canal there is a navigable reach of 1 $\frac{3}{8}$  miles.

This canal is situated about 56 miles below the City of Ottawa; the Long Sault Rapids being thereby avoided.

The canal was closed 24th November 1879, and opened on the 24th April 1880,

No special repairs have been called for, and those of ordinary character have been duly executed.

## NEW WORKS.

The works for the enlargement of the canal, commenced in 1871, comprise the construction of locks 200 feet long and 45 feet wide, with 9 feet of water on the sills; the main channel having a depth of 10 feet and a mean width at bottom, of 40 feet,

varying at the surface from 50 to 80 feet, with crossing basins constructed at approximate intervals of half a mile.

The works on the eastern end of the canal at Greece's Point comprising the construction of two locks about a quarter of a mile apart are under contract to Messrs. Heney, Nicholson, Stewart, and Strachan. Work on the lower lock has been commenced, and a small portion of the intervening reach has been excavated.

(App. 9, page 147.)

TABLE showing the dimensions of the locks on the present canals in the Montreal, Ottawa and Kingston line of navigation; also the size of the largest vessels which they will admit.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessels.			
	Length.	Breadth.	Depth of water.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
Carillon and Grenville...	128	31½	5½	110	28	5	100
Rideau .....	134	32	5	110	31½	4½	250

#### CULBUTE LOCKS AND DAMS.

Number of Locks.....	2
Dimension of Locks.....	200 × 45
“ “ .....	240 × 45
Total rise, or lockage.....	18 to 20 feet.
Depth of water on sills.....	6 feet.
Aggregate length of dams.....	625 feet.

From the Grenville canal, up the River Ottawa to the city of Ottawa, a distance of about 58 miles there is a smooth course of navigation. Beyond the city for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable owing to the presence of the following rapids:—The Chaudière; the Duchêne; the Chats; the Chenaux (or “the Snows”); the Portage du Fort; and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet rapids on the north channel of the Ottawa.

These works comprise two locks and three continuous dams, all built of wood. The dams reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachim, a distance of 37 miles above.

Navigation was stopped on the 20th November, 1879; and recommenced on the 15th April, 1880.

Damage to the bed of the river below the Flat Dam occasioned by the high water of last year, has been made good, and all necessary repairs have been duly executed.

NEW WORKS.

In order to render the river navigable below the locks, as far as Bryson, it is necessary to remove part of three shoals and to build two submerged dams.

Of the shoals, the first, 1000 feet below the locks, is 160 feet in length and composed of gravel; the second, one mile lower down, is 450 feet long and composed of mud and sand; the third, just above Chapeau Bridge, six miles below the Locks, is 50 feet in length and formed of gravel. An average depth of 2½ feet has to be removed from these shoals.

The dams are to be built, one on the Flat rapids in the Rocher Fendu or main channel, 24 miles below the locks, and the other at a reef above Grand Calumet Falls, 43 miles below the locks. These dams have an aggregate length of 470 feet and an average height of five feet.

When the shoals are lowered and the dams built, a navigable reach of 50 miles, with a minimum depth of 7 feet at extreme low water, will be opened between Bryson and Des Joachim.

A contract for building the dams and lowering the shoals was given to W. J. Harvey, in 1878. But owing to the unsatisfactory progress made, the contract was taken out of his hands last July.

A contract given to W. J. Burns in 1879, for the construction of a drawbridge was satisfactorily completed in the March 1880.

(App. 9, page 148.)

RIDEAU CANAL.

The Rideau system connects the River Ottawa at the City of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigable waters.....	126¼ miles
Number of locks going from Ottawa to Kingston	{ 33 ascending.
	{ 14 descending.
Total lockage.....	446¼ { 282¼ rise, and
	{ 164 fall. } at high water.
Dimensions of locks.....	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several canals.....	4½ feet.
Breadth of canals at bottom.....	{ 60 feet in earth.
	{ 54 feet in rock.
“ at surface of water.....	80 feet in earth.

For table of distances of Stations between Ottawa and Kingston see (App. page .)



The summit level of this system is at Upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply.

From the summit, the route towards Ottawa follows the River Rideau and that towards Kingston follows the River Cataraqui. The whole duty of keeping the water to its level is thrown upon the reserves, given in detail below.

They may be divided into three systems, viz :

1. The summit level, supplied by Lake Wolf system.
2. The eastern descending level to Ottawa, supplied by River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud Lake system, discharging into Lake Openacon.

(This last was formerly known as the Devil Lake system, from a lake of that name emptying into Mud Lake. The dam at the outlet of Devil Lake having, however, been removed, and the canal from the height of land entering Mud Lake direct, the present name has been adopted.)

Lake Openacon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro, flow into Cranberry Lake, which discharging through Round Tail outlet, forms the River Cataraqui ; this river, rendered navigable by dams at various points, affords a course of navigation to Kingston.

The navigation stopped at Kingston Mills on 21st November 1879, and recommenced on the 27th April 1880.

At Ottawa navigation stopped the 23rd November 1879, and recommenced on the 27th April 1880.

The water levels were fully maintained and navigation was uninterrupted during the seasons of the fiscal year 1879-80.

General repairs were made to the various works on this system, their efficiency being fully maintained.

Some needed improvements to the basin at Ottawa have been carried out and business has been thereby facilitated.

The iron mines in the district of Hull on the north shore of the Ottawa river are being developed, and it is expected that the increasing trade in iron ore will considerably add to the traffic of the Canal. (App. 9, page 164.)

#### RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu through the St. Ours' Lock to the Basin of Chambly, thence by the Chambly Canal to St.

John's and the River Richelieu to Lake Champlain. The distance from Sorel to the Boundary Line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and a connection is obtained with the River Hudson, by which the City of New York is directly reached. From the Boundary Line to New York the distance is 330 miles.

The following table shows the distance between Sorel and New York :

Sections of Navigation.	Intermediate distance in Miles.	Total distance.
Sorel to St. Ours' Lock .....		14
St. Ours' Lock to Chambly Canal .....	32	46
Chambly Canal .....	12	58
Chambly Canal to Boundary Line .....	23	81
Boundary Line to Champlain Canal .....	111	192
Champlain Canal to Junction with Erie Canal .....	66	256
Erie Canal from Junction to Albany .....	7	265
Albany to New York .....	146	411

#### ST. OURS' LOCK AND DAM.

Length of canal.....	$\frac{1}{8}$ mile.
Number of locks.....	1
Dimensions of lock.....	200 feet by 45 feet.
Total rise, or lockage.....	5 feet.
Depth of water on sills.....	7 feet at low water
Length of dam in Eastern Channel.....	300 feet.
"    "    Western Channel .....	600 feet.

At St. Ours', fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is in the eastern channel.

There is a navigable depth of 7 feet between St. Ours' Lock and Chambly Basin, a distance of thirty-two miles.

This lock was closed on the 24th November, 1879, and opened on the 7th April 1880.

All necessary repairs have been satisfactorily executed.

(App. 9, page 140.)

## CHAMBLY CANAL.

Length of canal.....	12 miles.
Number of locks.....	9
Dimensions of locks—	
Guard Lock, No. 1, at St. John's.....	122 feet by 23½ feet.
Lift “ “ 2.....	124 “ 23½ “
“ “ “ 3, 4, 5, 6.....	118 “ 23 to 23½ feet.
“ “ “ 7, 8, 9 combined.....	125 “ 23½ feet.
Total rise, or lockage.....	74 “
Depth of water on sills.....	7 “
Breadth of canal at bottom.....	36 “
“ “ surface of water.....	60 “

Succeeding the thirty-two miles of navigable water between St. Ours' Lock and Chambly Basin—a natural reservoir formed by the expansion of the River Richelieu—is the Chambly Canal, which overcomes the rapids between Chambly and St. John's, a distance of 12 miles.

This canal was closed to navigation on the 6th December 1879, and opened on the 20th April 1880.

Traffic has been uninterrupted.

The several works have been maintained in a serviceable condition.

The Report of the Engineer, however, shows that in order to maintain the canal in efficiency, it will be necessary that repairs of more than ordinary extent should be executed during the coming year. (App. 9, page, 139.)

## ST. PETER'S CANAL.

Length of canal.....	about, 2,400 feet.
Breadth at water line.....	55 feet.
Lock.....	One tidal lock, 4 pair of gates.
Dimensions.....	48 by 200 feet.
Depth on sills.....	18 feet at lowest water.
Depth through canal.....	19 feet.
Extreme rise and fall of tide in St. Peter's Bay.....	4 feet.

This work connects St. Peter's Bay, on the southern coast of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half-a-mile in width, and gives access from the Atlantic.

In October last the works were sufficiently forward to admit of their being opened for traffic. (App. 9, page, 170.)

## TRENT RIVER NAVIGATION.

The term, "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

This series is composed of a chain of lakes and rivers extending from Trenton at the mouth of the Trent on the Bay of Quinté, the utilization of which for the effecting of communication between Lake Ontario and Lake Huron was proposed prior to the Union.

The course in contemplation was as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 166 miles from Trenton. From Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence, by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation and for the passage of timber. A branch of the main course, extending from Sturgeon Lake south, affords communication with the town of Lindsay, and, through Lake Seugog to Port Perry, a distance of 190 miles from Trenton. Of this distance, 155 miles are navigable for vessels of light draught.

The following table gives the distances of navigable and unnavigable reaches:

	Navigable.	Unnavigable.
From Trenton, Bay of Quinte, to Nine Mile Rapids...		9
“ Nine Mile Rapids to Percy Landing.....	19½	
“ Percy Landing to Heeley's Falls Dam.....		14¼
“ Heeley's Falls Dam to Peterboro'.....	51¾	
“ Peterboro' to Lakefield.....		9½
“ Lakefield to Burleigh.....	12	
“ Burleigh Rapids.....		1
“ Burleigh Rapids to Buckhorn Rapids.....	7	
“ Buckhorn Rapids.....		1
“ Buckhorn Dam to Lindsay.....	36¼	
	126½	34¾
“ Lindsay to Port Perry at the head of Lake Seugog	28¾	
	155¼	34¾
Total distance Bay of Quinte to Port Perry.	190 miles.	
Passing to Fenelon Falls the distance from Buckhorn		
Dam to Fenelon is.....		31½

The following is a list of the works:—

<i>Chisholm's Rapids.</i>	
	Distance from Trenton in Miles.
The works here consist of a canal and lock, a dam and slide...	15½
<i>Percy Landing.</i>	
A retaining boom for saw logs here.....	28½
<i>Campbellford.</i>	
Guide booms ..	34¾
<i>Middle Falls.</i>	
The works consist of 4 dams and 2 slides.....	37¾
<i>Crow Bay.</i>	
A retaining boom.....	38
<i>Heeley's Fall.</i>	
	Distance from Trenton in miles.
A dam and 1 slide are in operation here.....	42¾
<i>Crook's Rapids, Hastings.</i>	
The works consist of 1 lock 1 dam and slide for timber.....	34½
<i>Whitlas's Rapids.</i>	
These works situated below Peterboro consist of a lock, dam and canal.....	92¾
<i>Little Lake.</i>	
These works consist of three piers and 1 boom.....	94
<i>Burleigh.</i>	
Timber slides	
<i>Buckhorn Rapids.</i>	
This dam is important in keeping to a high level the water of the lakes west of it as far as Bobcaygeon, including Lakes Pigeon, Ball, Buckhorn and Chemong. The dam is effec- tive.....	125
<i>Bobcaygeon.</i>	
There are two dams here with canal, lock and slide. The dams keep up the level of Fenelon Falls and to the reach as far as Lindsay Lock.....	140¾
<i>Fenelon Falls.</i>	
A large slide and booms.....	155¾

*Lindsay.*

The old lock, having become useless, was rebuilt by the Government of the Province of Ontario in 1870. Its dimensions are 134 x 34 feet with 5 feet water on the sills. The navigation is, by this work, extended to Port Perry, Lake Seugog ..... 161½

The dimensions of the Dominion locks are 133 feet 6 inches x 33 feet with 5 feet depth of water on the sills.

In 1855 portions of the above named works were transferred to a committee of gentlemen connected with the lumber trade. The Committee was authorized to collect tolls on timber passing through. The works so transferred, at this date, are the slides and booms at Chisholm's Rapids, the retaining boom at Myersburgh, the guide boom and Campbellford, the dams and slide booms at Middle Falls, the retaining booms at Crow Bay and the slide at Heeley's Falls.

These works are kept in repair by the Committee.

The Lindsay lock was constructed by, and is under the control of, the Province of Ontario.

Navigation stopped on the 8th December 1879 and recommenced on the 7th April 1880.

The water levels were fairly maintained up to the 5th November.

All necessary repairs have been executed throughout the line (App. 9, page, 166.)

Respectfully submitted,

CHARLES TUPPER,  
*Minister of Railways and Canals.*

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, 10th January, 1881.

DOMINION OF CANADA.

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ANNUAL REPORT.

OF THE

MINISTER OF RAILWAYS AND CANALS.

FOR THE

FISCAL YEAR 1ST, JULY 1879, TO 30TH JUNE, 1880.

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APPENDICES.

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## STATEMENT.

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Showing the amount Expended by the Department  
of Railways and Canals, Dominion of Canada,  
during the Fiscal Year ending 30th June, 1880.

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## APPENDIX No. 1.

STATEMENT showing the amount Expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1880.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<b>CANALS.</b>			
Lachine.....	369,566 74	10,223 62	38,950 90
Beauharnois.....		8,997 34	15,362 61
Cornwall.....	109,454 95	9,735 76	14 440 33
Williamsburgh.....		3,999 77	7,590 15
St. Lawrence.....	9,214 56		
Welland.....	1,252,924 75	76,535 25	63,198 10
St. Anne's.....	3,054 68	1,704 71	2,152 57
Burlington Bay.....		3,519 80	
Grenville.....	78,297 58	} 7,025 54	11,959 14
Carillon.....	203,216 69		
Culbute.....	16,688 20		202 50
Rideau.....	355 05	11,434 05	26,463 88
Trent.....		2,939 04	1,188 92
St. Ours.....		705 54	1,614 01
Chambly.....		12,377 74	11,516 22
St. Peter's.....	80,120 54		400 00
Miscellaneous.....	827 65	323 16	
“ Surveys.....	1,733 90		
<b>Total on Canals.....</b>	<b>2,125,455 29</b>	<b>150,121 32</b>	<b>195,039 33</b>
<b>RAILWAYS.</b>			
Pacific.....	3,893,598 54		78,892 01
“ Surveys.....	150,973 68		
Intercolonial.....	2,048,014 60		1,603 429 71
Prince Edward Island.....	16,539 82		164,640 55
Windsor Branch.....			4,526 99
<b>Total on Railways.....</b>	<b>6,109,126 64</b>		<b>1,851,489 26</b>
<b>Grand Total.....</b>	<b>8,234,581 93</b>	<b>150,121 32</b>	<b>2,046,528 59</b>
	<u>\$10,421,231 84</u>		

J. BAINE,  
*Accountant*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 20th December, 1880.

## APPENDIX No. 2.

## ST. LAWRENCE NAVIGATION.—TABLE OF DISTANCES.—A.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.

From	To	Sections of Navigation.	Statute Miles.	
			Inter- mediate.	Total to Straits of Belle-Ile
Straits of Belle-Ile.....	Cape Whittle .....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Light, Anticosti.....	do do .....	201	441
West Light, Anticosti.....	Father Point .....	River St. Lawrence.....	202	643
Father Point .....	Rimouski .....	do .....	6	649
Rimouski .....	Bic .....	do .....	12	661
Bic .....	Isle Verte .....	do .....	39	700
Isle Verte (opp. Saguenay)	Quebec .....	do .....	126	826
Quebec .....	Three Rivers.....	do to Tidewater	74	900
Three Rivers.....	Montreal .....	do .....	86	986
Montreal .....	Lachine .....	Lachine Canal.....	84	994½
Lachine .....	Beauharnois.....	Lake St. Louis.....	15½	1,009½
Beauharnois .....	Ste. Cécile.....	Beauharnois Canal .....	11½	1,021
Ste. Cécile.....	Cornwall .....	Lake St. Francis.....	32½	1,053½
Cornwall .....	Dickinson's Landing .....	Cornwall Canal .....	11½	1,065½
Dickinson's Landing .....	Farran's Point.....	River St. Lawrence.....	5	1,070½
Farran's Point.....	Upper end of Croyle's Island.	Farran's Point Canal .....	½	1,071
Upper end Croyle's Island.	Williamsburgh or Morris- burgh .....	River St. Lawrence .....	10½	1,081½
Williamsburgh.....	Rapid Plat .....	Rapid Plat Canal.....	4	1,085½
Rapid Plat .....	Point Iroquois Village .....	River St. Lawrence.....	4½	1,090
Point Iroquois Village .....	Upper end Presqu'île.....	Point Iroquois Canal.....	3	1,093
Presqu'île .....	Point Cardinal, Edwards- burgh .....	Junction Canal .....	2½	1,095½
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097½
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7½	1,105
Prescott .....	Kingston .....	do .....	59	1,164
Kingston .....	Port Dalhousie .....	Lake Ontario .....	170	1,334
Port Dalhousie.....	Port Colborne .....	Welland Canal .....	27	1,361
Port Colborne .....	Amherstburgh .....	Lake Erie .....	232	1,593
Amherstburgh.....	Windsor .....	River Detroit.....	18	1,611
Windsor .....	Foot of St. Mary's Island .....	Lake St. Clair.....	25	1,636
Foot of St. Mary's Island.....	Sarnia .....	River St. Clair .....	33	1,669
Sarnia .....	Foot of St. Joseph's Island.....	Lake Huron .....	270	1,939
Foot of St. Joseph's Island.....	Foot of Sault St. Mary .....	River St. Mary .....	47	1,986
Sault St. Mary.....	Head of Sault St. Mary .....	Sault St. Mary Canal.....	1	1,987
Head of Sault St. Mary.....	Pointe aux Pins.....	River St. Mary .....	7	1,994
Pointe aux Pins.....	Duluth.....	Lake Superior .....	390	2,384
Prince Arthur Landing to Lake Shebandowan .....			45	45
Lake Shebandowan to North-West Angle .....			312	357
North-West Angle to Fort Garry (Winnipeg).....			95	452

Of the 2,384 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71 miles are artificial navigation, and 2,312½ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to Tide-water is about 600 eet.

The Steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

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## APPENDIX No. 3.

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### THE CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER IN CHIEF,  
OTTAWA, 25th October 1880.

SIR,—Having in the month of June last entered upon the duties of Engineer in Chief of the Canadian Pacific Railway, it devolves upon me to submit to you a report upon the progress made with the works of construction and with the surveys, during the fiscal year ended the 30th June 1880 and up to date. Shortly after assuming those duties, I made a tour of inspection of the works in course of construction, in order, by personal examination, to inform myself more fully of their condition, and to become familiar with the country traversed by the Railway.

#### WORKS OF CONSTRUCTION.

*Fort William to English River, 113 miles. Contract No. 25. Messrs. Purcell & Ryan, Contractors.*

The only work remaining to be done under this contract at the date of last year's report was ballasting, surface drainage, making up settlements in embankments, and clearing out the "slurry" from the cuttings, which had run in from the slopes. A considerable quantity of ballasting has been done during the season, but before the road can be considered in a satisfactory condition it will be necessary to give another lift to some portions of the line, especially where embankments have settled near approaches to bridges. The "slurry" has been cleared out of many of the cuttings during the summer, and the surface drainage improved. It will, however, be necessary to expend more labor on this class of work.

Value of work done during the year ending 30th June, 1880, and also up to 30th September, 1880.

June 30th, 1879, to June 30th, 1880 .....	\$57,061 54
June 30th, 1880, to September 30th, 1880 .....	5,773 21
	\$62,834 75

*Contract No. 74. W. Gooderham, Jr., Contractor.*

The Haggas system of water service having been very highly spoken of, both for cheapness of construction and economy in operation, by the managers of those Railways upon which it had been introduced, it was considered important in the interest of the traffic that a trial should be given to that system. Authority was accordingly given to introduce it upon the first 140 miles west of Fort William, and a contract was entered into with Mr. Gooderham, who has during the past few weeks had a force of men employed in putting it in operation. It is, however, not yet fully completed and accordingly, no certificate has issued.

*English River to Eagle River, 118 miles. Contract No. 41. Messrs. Purcell & Co., Contractors.*

The terms of this contract require that the grading and track-laying be completed and in safe condition for the passage of trains by the 1st July, 1882, and that the



section be fully completed by the 1st July 1883. But if the track is laid and the work completed a year earlier than the above dates, the contract provides for an addition to the rates in the schedule of prices attached. I am pleased to be able to state that creditable progress appears to have been made with the work of this section, the track having reached a point about 166 miles west of Fort William, being laid for a distance of some 39 miles on contract 41; and it is very probable, judging from the present condition of the grading and from the efforts put forth, that the track will be laid a further distance of, say, 15 miles, before the end of December next. Upon the balance of this contract a large quantity of earth work has been executed. Many bridges and culverts have been built, all of which, as on Contracts No. 13 and 25, are of wood. If the same energy is displayed by the contractors in future as appears to have been exercised in the past, I see no reason why the road throughout the entire length of this section, making a total distance from Fort William of 231 miles, should not be in a condition for the safe passage of trains by this time next year.

Value of work done during the year ended the 30th June 1880, and also up to 30th September 1880.

30th June 1879 to 30th June 1880.....	\$586,750.91
30th June 1880 to 30th Sept 1880.....	290,201.29
	<hr/>
	\$876,952.20

*Eagle River to Keewatin, 67 miles. Contract No. 42. Messrs Manning, McDonald, McLaren Co., Contractors.*

According to the terms of this contract, the track is to be laid throughout for the safe passage of trains by the 1st of July 1882, and the whole work completed by the 1st July 1883. But unless the work be prosecuted with much greater energy in the future than has been exercised in the past, the track will not be laid throughout the section in the time specified. The contractors, however, promised to go more vigorously to work, and they are taking the very wise precaution of stripping the earth from the rock cuttings preparatory to the winter operations, which indicates a certain earnestness of purpose, and I trust that the next month will show greater progress. A very considerable quantity of rock excavation and masonry in culverts has been executed, but little progress made with the crossing of bays of lakes &c., with embankments or bridges. The masonry of the Winnipeg River Bridge at Rat Portage is in progress, and, it is hoped, will shortly be ready to receive the iron superstructure now on the way from the manufactory, the erection of which will be proceeded with so soon as the piers and abutments are in a condition sufficiently advanced, and should this shortly be the case, I see no reason why the track should not be laid eastward 8 or 9 miles over section 42 to a point about 120 miles distant from Selkirk, as it is already laid from Selkirk eastward to the west end of this section. When this is accomplished, the work of provisioning and supplying the section will be much simplified, and the cost of doing so very greatly reduced, which should stimulate the contractors to increased activity. The masonry culverts appear to be built substantially, and, being of stone are of a durable character. It is intended that all the bridges be of wood, except the iron structure over the Winnipeg River. Those crossing the Bays of Lakes &c. will as a rule be of trestle work resting on piles, but a few will rest upon a rock foundation, while others again will be pile structures.

Value of work done during the year ending 30th June 1880, also up to 30th September 1889.

30th June 1879 to 30th June 1880.....	\$532,079 11
30th June 1880 to 30th September 1880.....	244,515 26
	<hr/>
	\$776,594 37

*Keewatin to Cross Lake, 36 miles. Contract No. 15. Joseph Whitehead, Contractor.*

The work upon this section was carried on by the contractor until March last, when, owing probably to financial embarrassment, a large number of his men were unpaid for some months and clamoured for their back wages, being frequently on strike. Hence the works progressed very unsatisfactorily, and it became necessary for the Government to assume control and complete it at the contractor's expense, according to the terms of the contract. The Government, therefore, assumed control in the early part of March, and the supplies necessary for some months operations were at once sent forward, as this could be done at a reasonable cost, only during the sleighing season. As soon as the frost and snow left the ground work was commenced with great vigor, and has since been prosecuted energetically and successfully. The Cross Lake embankment, of which so much has been said, was brought up to grade level early in July last, since which time many of the heavy embankments to the east of that point have been filled up by train, and the track is laid eastward to Keewatin, and trains can be safely operated over the entire length of the section. The section, however, is by no means complete, much remaining to be done in filling up gorges now crossed upon temporary trestle work, in ballasting, and in cleaning up many of the cuttings.

The ballasting of section 14, as well as that of section 15, was covered by Contract No. 15. Previous to the assumption of these sections by the Government in March last, the Contractor had laid down about half the ballast required upon section 14, but none on section 15, and until quite recently no ballasting has been done on these sections by the Government. At the present time ballast is being run from the Bird's Hill ballast pit to Section 14, and from Deception to Section 15, and it is expected that before the season closes the entire length of these sections will be in fair order for traffic operations.

Value of work done during the year ending the 30th June 1880, and also up to 30th September 1880.

30th June 1879 to 30th June 1880.....	\$469,620 21
30th June 1880 to 30th September 1880.....	167,445 08
	\$637,065 29

*Selkirk to Cross Lake, 76 miles. Completion of Contract No. 14. Joseph Whitehead, Contractor.*

It is stated in last year's report that the grading and bridging on this section were completed; but owing to slides and settlements in the embankments over the bays of Cross Lake, it required additional earth filling some 20,000 cubic yards which is now being supplied. The traffic service has been in operation on this section since February last.

Value of work done for the year ending 30th June 1880, and also up to September 30th 1880:

30th June 1879 to 30th June 1880 .....	\$68,517 85
30th June 1880 to 30th September 1880.....	Nil.
	\$68,517 85

Upon the last two sections of road referred to, between Selkirk and Keewatin, a water service on the elevated system is being provided, which is expected to be in operation before winter, so as to afford to the traffic trains the necessary supply.

At Selkirk a spur track has been laid down to navigable water on Red River, to accommodate the business arising from the arrival and departure of steamers and other vessels plying on that River and Lake Winnipeg.

*St. Boniface to Emerson, 64 miles. Contract No. 33. Messrs. Kavanagh, Murphy & Upper.*

As the contractors were not displaying the diligence and energy, in prosecuting their work, necessary to ensure its completion within a reasonable time, it was taken out of their hands to be completed at their expense by the Government. Under this arrangement a force was organized early in the spring since which time the ballasting and other works have been prosecuted with vigor, and it is believed it will be completed before the severe weather sets in, with the exception of the permanent bridges and the wire fencing, for which contracts are now let. A large number of beam culverts, and cattle guards have been built; off-take ditches have been dug, the ballasting and track-laying have been carried on, and the temporary trestle bridges are being replaced by permanent ones, the water-ways being spanned by iron superstructures supplied and erected in place by the Government, but which will rest on wooden piers built under the contract of Messrs. Kavanagh, Murphy & Upper.

Value of work done during the year ending the 30th June 1880, and also up to the 30th September 1880.

30th June 1879 to 30th June 1880.....	44,133 86
30th June 1880 to 30th Sept. 1880.....	44,345 69
	88,479 55

The wire fencing on this branch is under contract No. 77, with Messrs. Stubbs & Co., and contract No. 78 with Messrs. Skead and Haycock. No work has yet been done and therefore no certificate has issued.

Transfer freight sheds are being erected at Emerson, additional freight shed accommodation, has been provided at St. Boniface spur, and the engine houses at Emerson and St. Boniface have been completed, as well as a turntable at the former place

*Winnipeg to Western Boundary of Manitoba, 100 miles. Contract No. 48. John Ryan, Contractor.*

The terms of this contract require that 50 miles of track should be laid and ready for traffic on the 19th April 1880, and the remaining 50 miles on the 19th August 1880. For various reasons delays have arisen in prosecuting the work, and on the 30th June last only 18 miles of track were laid and on the 30th Sept. 45½ miles, and as the work was not being prosecuted with such vigor as to ensure the laying of the track throughout the section to the western boundary of Manitoba before the end of December 1880, the Government on the 1st October assumed control of the work, and are completing it by day labor. Additional engine power and 35 new cars have been provided with a view of pressing forward the work. The grading, ballasting, track-laying, drainage, and the erection of station buildings, are in progress.

Value of work done during the year ending the 30th June 1880, and also up to Sept. 30th 1880.

30th June 1879 to 30th June 1880.....	\$164,754.27
30th June 1880 to 30th Sept. 1880.....	52,728.78
	\$217,475.05

*Contract No. 77, Messrs. Stubbs Co, Contractors and Contract No. 78. Messrs. Skead & Haycock, contractors, Wire fencing.*

When traffic trains commence running it will be necessary that portions of the line be fenced, and a wire fence has been adopted, the contracts for which have been awarded to Messrs. Stubbs & Co., and Messrs. Skead and Haycock but no work has yet been performed.

*Contract No. 64, Messrs. Ryan, Whitehead & Ruttan, Temporary Bridge at Winnipeg.*

With a view of facilitating the works of construction, west of Winnipeg, and also of giving greater and cheaper despatch to the traffic with that city, authority was given to erect a temporary bridge over the Red River there. A contract was entered into for its construction, at \$7,350 which was completed, and the bridge has now been in use for some time, proving of great service.

Value of work done during the year ending 30th June 1880, and also up to 30th September 1880.

Year ending 30th June, 1880.....	\$3,000
30th June to 30th September, 1880.....	4,350
	\$7,350

*Water Service.*

An elevated water service, intended to be in operation before the winter sets in, is now being established along the first 100 miles of the westward section, to be in readiness to serve the traffic trains which it is proposed to have running at an early day as far as Portage la Prairie.

*Western Boundary of Manitoba to Birdtail Creek 100 miles. Contract No. 66. Messrs Bowie and McNaughton.*

The contract for this work was entered into in May last, but no work was done until the end of July, when the contractors appeared on the ground with a small gang of men and a few horses, since which time some 20 or 30 men, and 10 or 11 horses have been employed, but no substantial progress has been made. It therefore became necessary to take steps to cancel the contract.

The amount of work done is so very insignificant that no certificate has issued.

*Emory's Bar to Savona's Ferry, 127 miles. Contracts 60, 61, 62, 63. D. O. Mills, Contractor.*

This work was commenced early in summer. The Contractor has concentrated his force chiefly on the first 19 miles of Contract No. 60; and the roadbed from Emory's Bar to Yale is ready or nearly so to receive the rails. The work in the tunnels on the first twelve miles above Yale is progressing rapidly, and satisfactory progress is being made with the heavy rock excavation. Many of the retaining walls are being built and timber prepared for the bridges, and the prospects are that next spring, the rails will be laid for some miles eastward from Yale.

On Contract No. 62, a force is engaged in the work of grading, and as the winter is said to be mild in that district, it is intended to largely increase the force, in which case satisfactory progress may be looked for by the opening of spring.

Value of work done during the year ending the 30th June 1880 and also up to September 30th, 1880.

30th June 1879 to 30th June 1880.....	\$ 35,210 00
30th June 1880 to 30th September 1880.....	214,584 80
	\$249,794 80

Upon these sections, buildings adapted for use as Station-houses, and Section Men's dwellings are being erected in suitable localities. These will be occupied by the Engineering Staff during construction.

*Steel Rails.*

A large portion of the 39,000 tons of steel rails purchased last season have been received at Montreal and are being transported to Fort William and Winnipeg.

*Rolling Stock.*

The following rolling stock has been provided wherewith to operate those sections of the road under traffic :

10	Locomotives,	
4	1st Class Passenger Cars,	
4	Postal and baggage	do
14	Box Freight	do
88	Flat	do

Contracts are also made for the following additional stock :

50	Box Freight Cars,	
47	Flat	do

6 snow ploughs, 6 wing ploughs and 6 flangers.

SUBSIDIZED LINES.

*The Canada Central Railway Extension from the town of Pembroke to the vicinity of Lake Nipissing, 130 miles.*

The works of grading and bridging on this line are in progress as far as the 74th mile from Pembroke, and the track is laid and the ballasting nearly completed to the 61st mile.

Station buildings have been erected and sidings laid where required, as far as Bissetts,—a station 60 miles west of Pembroke. The water service necessary for this portion of the line has also been provided.

The rails for the entire length of line subsidized have been delivered on the ground, and the work of construction is being energetically prosecuted.

Passenger and freight trains now run regularly over the first 60 miles.

Amount of subsidy earned:—

From 30th June 1879 to 30th June 1880.....	\$629,494 00
“ 30th June 1880 to 30th September 1889....	145,065 00
	\$774,559 00

SURVEYS.

Surveys were undertaken in the year 1879–80 for the purpose of ascertaining the most advantageous route for that portion of the Canadian Pacific Railway between the east end of Lake Nipissing and the Thunder Bay Section, and also the feasibility and best location for a railway to connect the main line of the Pacific Railway with Sault Ste. Marie and Goulais Bay at the east end of Lake Superior.

The following surveys are completed or in progress:

1. A trial location commencing at South East Bay of Lake Nipissing and running in a north-easterly direction for 63 miles to a crossing of the Sturgeon River. This was completed in the autumn of 1879, and is described in Mr. Fleming's report for 1880. Appendix 18.

2. An exploratory compass and chain survey from Moose River along the height of land to the north end of Long Lake, a distance of 166 miles, made during the winter of 1879–80.

3. A trial location made during the summer and autumn of 1879, from the north end of Long Lake to Red Rock at the head of Nipigon Bay, 126 miles.

4. An exploratory instrumental survey during the summer of 1879, from Red Rock to Linkoping, a station on the Thunder Bay Section 60 miles west of Fort William, 104 miles.

5. An exploratory instrumental survey during the winter of 1879, 80 miles from Red Rock to Prince Arthur's Landing, 66 miles.

6. An exploratory compass and chain survey is in progress and probably now completed between Sturgeon and Moose Rivers, to connect the above mentioned surveys of last season. Its length will be about 230 miles.

Description from the several Engineer's Reports :

Commencing at South East Bay of Lake Nipissing and following the general course of the Sturgeon River along the north side of that Lake and in north-westerly direction, the country for the first 63 miles surveyed is broken and rocky, with some level stretches of sandy loam and swamp with boulders. A fair alignment and easy gradients may be obtained by moderate work except for four or five miles, where steeper gradients will be necessary, involving somewhat heavy cuttings generally in rock.

From the 63rd to about the 280th mile, at the crossing of Moose River, the exploratory surveys are now in progress, but no reports have so far been received.

From the 280th to the 360th mile the ground in the immediate vicinity of Moose River is broken, but it is reported that this rough stretch might be avoided by carrying the line some three or four miles north of that surveyed. Through the remainder of this section the country is said to be generally flat or slightly rolling with swamps and low sand ridges. Fertile land and good timber were found along the river valleys.

350th to 400th mile.—Slightly rolling, with some rock ridges which would probably be avoided on location.

400th to 450th mile.—It is said that by keeping the line about 10 miles further north, the height of land near Shallow Lake could be avoided, and that, crossing near the outlet of this lake, a nearly level country would be traversed.

450th to 500th mile.—A generally level country, with gravel and sandy loam predominating.

500th to 550th mile.—Broken and rocky country, soil a barren mixture of sand and white clay, involving medium to heavy work with steep undulating gradients.

550th to 580th mile, to the crossing of Nipigon River near Red Rock.—This section is very broken, with high rock bluffs and deep ravines. The gradients would be steep, especially for a distance of two miles, with a high percentage of curvature. The work would in some places be excessively heavy.

580th to 598th mile.—The line surveyed here runs along the margin of Nipigon River and Bay for a distance of 5 miles, affording an opportunity of connection with navigation, as the deep water of Nipigon Bay approaches close to the shore. This section of 18 miles is composed of loam and sand and the gradients and work will be light, except for some two miles in which a certain amount of rock cutting will be required.

The 598th mile, at the head of Black Bay, is a common point from which two routes were surveyed, one to Prince Arthur's Landing and the other to Linkoping, a station on the railway, 60 miles west of Fort William.

In the direction of Prince Arthur's Landing, the line from the 598th to the 620th mile passes for the first six miles over a level and easy country, which then becomes more uneven, but fair alignment and gradients can be obtained by moderate work.

At the 620th mile the summit of the neck of the promontory of Thunder Cape is crossed, the elevation being reported to be 465 feet above Lake Superior. From this point to Prince Arthur's Landing, the 650th mile from Lake Nipissing, a good line without excessive gradients can be constructed at moderate cost, with the exception of some heavy rock cutting at the summit.

The line surveyed from the common point above mentioned (598th mile) to Linkoping, the 634th mile, is reported to pass over a country for the most part rough and rocky, requiring a great deal of moderately steep gradient with a considerable percentage of curvature. The work would be heavy, and principally in rock, as very little available earth was found along this line ; but from side explorations made, such information was gained as to lead to the belief that a better line might be found for

the last 40 miles by keeping further north. This it is supposed would avoid the rise and fall at Dog Lake and shorten the distance by about 4 miles.

The distances given above from the east end of Lake Nipissing are only approximate, as the actual length of the section now under survey is of course unknown.

#### SAULT STE. MARIE LINE.

(7.) During last winter a general examination was made of the character of the country between Sturgeon and Spanish Rivers, to ascertain whether it is practicable to construct a railway through that district to Sault Ste. Marie, from the main line of the Pacific Railway. A report of this work appears in appendix page 297. Mr. Fleming's Reports for 1880.

An exploratory instrumental survey was made last summer, from the Sturgeon River in the direction of Sault Ste. Marie, connecting with a line run eastward from the latter place in 1871, at a place distant from it about 100 miles. The distance from the Sturgeon River to Sault Ste. Marie is found to be about 231 miles, and from Lake Nipissing to Sault Ste. Marie about 294 miles. The report of this Survey has not yet been received.

#### EXPLORATORY SURVEYS.

During the summer of 1879, the following exploratory surveys, details of which appear in Appendices 1, 2, 3, 4 and 5 of Mr. Fleming's report, for 1880 were made in British Columbia and the Rocky Mountains.

(1.) By H. J. Cambie, to determine whether a northern route could be found for the Railway by Peace River, the River Skeena and their tributaries to Port Simpson on the Pacific Coast:

(2.) By Mr. Henry A. F. Macleod, an exploration of the country between Port Simpson and Battleford, *via* Peace River Valley.

(3.) By Capt. J. C. Brundige, of the Northern portions of the Coast of British Columbia.

(4.) By Mr. George A. Keefer, trial location survey from head of Wark Inlet up the Skeena River.

(5.) By Mr. Charles Horetzky through the northern portion of British Columbia.

#### LOCATION.

The surveys made in 1879, to establish the route from the western boundary of Manitoba northwesterly towards the Saskatchewan were fully reported on by Mr. Fleming under date of 8th April last. During the past season a revision has been made of this location, with a view to improvement at some of the difficult points, such as the crossings of the Little Saskatchewan, Birdtail Creek, and other places. The location is also being continued to an intersection with the line formerly located and telegraph line, about 60 miles west of Livingstone and some 350 miles west of Red River, and it is expected that the whole of this service will be thoroughly completed during the present autumn.

Attached hereto will be found a list of the contracts entered into up to date.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Engineer in Chief.*

F. BRAUN, Esq., Secretary,  
Department Railways and Canals.

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## APPENDIX No. 4.

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### DEPARTMENT OF RAILWAYS AND CANALS, OFFICE OF THE CHIEF ENGINEER OF GOVERNMENT RAILWAYS IN OPERATION. OTTAWA, 6th Oct., 1880.

SIR,—I have the honor to submit to you my annual report for the year ending the 30th June, 1880, on the working of the Government Railways in operation, comprising the Intercolonial, Prince Edward Island, and Canadian Pacific Railways. The Government also providing for the maintenance of way and works of the Windsor Branch Railway as will appear hereafter.

I also transmit to you the reports of the Superintendents, Mechanical Superintendents and Engineers of those lines, accompanied by returns of accounts for their operations during the year.

#### INTERCOLONIAL RAILWAY.

Prior to the 13th August, 1879, the length of this line was 714 miles. At that date the road between Rivière-du-Loup and Hadlow, was purchased from the Grand Trunk Railway Company together with running powers over the line between the latter place and Point Levis, giving to the Intercolonial an additional length of 126 miles and making the entire mileage operated, 840 miles.

#### *Capital Account.*

The total cost of the construction and equipment of the road including the Windsor Branch Railway, was, up to the 30th June, 1879 ... \$36,317,705 04 and during the year 1879-80, the expenditure was:

Halifax Extension.....	7,164 02
St. John, deep water terminus.....	94,545 65
Construction of Railway, old accounts.....	23,931 67
Purchase of the Rivière-du-Loup Branch.....	1,500,000 00
Repairs and Improvements to date.....	369,779 94
Rolling Stock to date.....	19,795 47
Nut Locks.....	32,797 83
	\$2,048,014 60

Making the total cost up to 30th June, 1880, of.... \$38,365,719 64

The increasing ocean traffic *vid* Halifax necessitated the extension of the wharf accommodation at Richmond, and authority was accordingly given to build a new wharf,—now under construction—and to extend the old one.

It is expected that these wharves will be ready for use before the winter season sets in, and that they will afford the additional space so essential to the satisfactory despatch of the ocean traffic. The car shop and other works in progress at the date of my last report are completed.

The deep water wharf at St. John is finished and a number of switches and sidings have been laid which will accommodate a large lumber traffic.



On the line between Rivière-du-Loup, Halifax, St. John, Shediac and Pictou all fresh works undertaken, except the "Halifax Extension" and the "St. John Deep Water Terminus" continue to be charged to working expenses. The only charges against the construction of the line between these points are for payment of unsettled claims for work done under the Commissioners in former years.

The repairs and improvements on the line between Rivière-du-Loup and Hadlow commenced immediately after its transfer from the Grand Trunk (13th August 1879) and such work was done during the remainder of the season as could be accomplished.

Upon the opening of spring the work of replacing the old iron track with steel rails was continued with vigor, and the ballasting for which a contract had been entered into with Mr. M. J. Hogan was also energetically prosecuted.

All other necessary repairs and improvements were continuously carried on, and it is believed that the work in progress will be completed during the current year. Contracts were also made for rolling stock, according to which the engines should have been delivered in spring and the passenger and freight cars at specified dates during the summer season; but up to the end of September only three of the engines were delivered and two cars of the passenger train stock.

#### Revenue.

The earnings show an improvement as compared with those of the previous year, and it is expected that the general revival of trade which has set in will have the effect of further increasing them during the current year.

The gross earnings were.....	\$1,506,298 48
do 1878-9 .....	1,294,099 69
Increase.....	\$212,198 79

The passenger receipts show an increase over those of last year of \$48,445.37, while the number of passengers carried was less by 58,618 showing a greater revenue from through traffic, and at the same time a decrease in the number of passengers making short journeys.

The freight traffic returns show an increase of receipts over those of last year of \$161,995 65, and in weight handled of 51,063 tons.

The following is a comparative statement of the chief articles of freight carried during the two years.

	1878-9.	1879-1880.	Increase.	Decrease.
Barrels of flour.....	630,329	525,148		105,181
Bushels of grain....	302,921	324,021	21,100	
Live Stock.....	47,584	70,990	23,406	
Lumber (feet).....	55,626,096	55,462,654		163,442
Other goods (tons).	366,657	422,256	55,599	

The traffic has been well maintained, and an increased volume of business is confidently looked for during the current year. With a view of encouraging shipments of live stock to Great Britain, special attention was given last winter to this branch of traffic, and the owners of the cattle express themselves well pleased with the arrangements made both along the line and at Halifax. An effort was made to induce a grain traffic with Europe through the port of Halifax by quoting a very low rate of freight, but so far without satisfactory result.

The coal traffic between the Nova Scotia mines and the Western Provinces increased largely during the year as well as the shipments of coal to Halifax for the use of Ocean steamers, the latter traffic being developed by the improved facilities for coaling large vessels at the Richmond wharves.

*Working Expenses.*

The cost of working the railway has been considerably reduced during the past year and the nett results may be considered satisfactory.

The number of sleepers renewed on the line east of Rivière-du-Loup was 220,286, and west of that point 154,861.

The working expenses and earnings compare as follows :

Working expenses.....	\$1,603,429 71
Earnings .....	1,506,293 48
Excess of expenses over earnings.....	97,131 23

The permanent way, roadbed, buildings, wharves, fences and structures generally have been well maintained; all necessary improvements have been made, and the road was never before in a state of more thorough efficiency. In consequence of the increased length of road, the rolling stock has been worked to its full capacity, the engine power especially having been subjected to a severe strain owing to the rough state of the old iron track between Rivière-du-Loup and the Chaudière, and also to the fact that the additional engines and cars required for the Rivière-du-Loup branch have not been delivered. Nevertheless the rolling stock is reported by the Mechanical Superintendent to have been kept in good repair, and to be in a state of efficiency. Three new engines have been purchased at the cost of working expenses, and it will be necessary with the increased length of road, to increase the number of engines to be provided each year, to four at least.

As the volume of traffic increased from year to year it was found that the old type of engine was not sufficiently powerful to work the through traffic economically.

Accordingly four of the 16 x 22 inch cylinder engines were sold to the Canadian Pacific Railway and were replaced by new and more powerful ones. The difference between the cost of the new and more powerful engines, and the amount realized by the sale of the smaller ones is included in working expenses. A number of passenger and freight cars have been rebuilt during the year to maintain the efficiency of the stock. The following is a comparative statement of mileage of engines, trains and cars :

	1878-79.	1879-80.	Increase.	Decrease.
Engine mileage.	2,531,791	3,076,342	544,551	
Train " .....	2,111,426	2,535,654	424,228	
Car " .....	21,855,441	23,254,065	6,398,624	

The total cost of running the trains was 63.23 cents per mile per train, against 95.20 cents the year before.

The total cost of working per mile of railway was—\$1,943.55 against \$2,815.38 during the previous year.

The expense of operating the 840 miles for the year was—\$1,603,429.71, and for the 714 miles operated during the previous year it was \$2,010,183.22, from which should be deducted \$168,396.03 the amount of balance at debit of "Steel Rails Renewals Suspense Account" in 1878, leaving \$1,841,787.19 as the nett operating expenses of 1878-79.

The English Mail Service *via* Halifax in winter and Rimouski in summer has been continued and extended westward to Quebec, for which service no consideration has been received.

The purchases of stores during the last two years were as follows :

1879-80.....	\$472,302.50
1878-79.....	415,985.87
Increase.....	56,316.63

The Stock of Stores compares thus :—

	1878-79.	1879-80.
General Stores including fuel.....	\$106,000.76	\$106,821.12
Steel and iron rails, etc.....	100,041,34	48,528.41
Old material .....	37,716,00	8,539.50
	<u>243,758.10</u>	<u>162,889.03</u>

The old iron rail track on the line between Rivière-du-Loup and Chaudière Junction was very rough during last winter, and owing to the bad condition of the rails, it was difficult to uphold and very trying to the rolling stock. This in connection with the frequent and sudden changes of temperature caused the breaking of many wheels, axles and tyres, resulting of course in delay of trains. It is, however, confidently expected that when that section of the road is steeled and ballasted, and when the new rolling stock now being provided is received and put in motion, the despatch of trains will be prompt and regular. The inconvenience caused by the delay in the delivery of the engines in course of construction at St. John has been severely felt.

The earnings of the first three months of the current year show a considerable increase over those of the corresponding period of last year; and it is expected that the results of the operations of this and future years will be still more satisfactory than those of the fiscal year last closed.

In order to avoid mistakes as to time which might otherwise occur upon a line covering so many degrees of longitude it was determined, by the Minister of Railways and Canals to adopt an arbitrary standard time over the whole road. Trains are accordingly run by "Intercolonial Standard time" 15 minutes faster than Quebec, 15 minutes slower than Halifax and 5 minutes slower than St. John time. This is, as it were, a compromise between the longitudes of the terminal points, and the arrangement has been found to work with perfect success.

#### PRINCE EDWARD ISLAND RAILWAY.

The length of the line is the same as previously reported, 198.5 miles. Both road and rolling stock have been well maintained and are in a good state of efficiency. The accounts in connection with the operation of the line during the fiscal year 1879-80, transmitted herewith, make a very satisfactory exhibit of the next results of the year's operations.

#### *Capital Account.*

The total cost of the railway at the close of the year ended the 30th June, 1879, was \$3,450,048.75, and an expenditure of \$16,539.82 was incurred during the past fiscal year, making the total cost on the 30th June, 1880, \$3,466,588.57.

The above sum of \$16,539.82, was expended on the Souris Extension, which embraces a length of main line of track of 8,440 feet, a shipping wharf in 16 feet of water at low tide, 1000 feet long and 75 feet wide at the outer end, with a warehouse thereon, 100 feet long and 45 feet wide, a passenger station, freight shed and engine house, the whole of which are completed and in use.

#### *Revenue Account.*

The gross earnings were :

1879-80.....	\$113,851 11
1878-9 .....	125,855 91

Showing a decrease of..... \$ 12,004 80

The passenger traffic as compared with that of last year shows a decrease of \$6,787.92 in receipts and in the number carried of 14,513.

The freight traffic shows a decrease of \$3,216.48 in receipts, and 1,460 tons in quantity carried.

This falling off in the traffic is attributed to the abundant wheat harvest in the Island, which causes a decrease in the demand for imported flour; to the partial failure of the fisheries, to the low price of potatoes, in which the traffic has fallen off by four-fifths, and to a continued stagnation in trade throughout the Island.

The increased traffic in grain, live stock, and miscellaneous articles, however, rather indicated an increased demand and inspires hopes of an improvement during the current year.

*Working Expenses.*

The cost of operating for the year was.....	\$164,640 55
Against that of the previous year.....	223,313 12
	-----
Showing a decrease of.....	\$58,672 57

The loss for the five years during which the railway has been in operation has been as follows :

For the year ended 30th June, 1876.....	\$96,869 47
do do 1877.....	97,930 33
do do 1878.....	85,699 89
do do 1879 ....	97,457 21
do do 1880.....	50,789.44

The following is a comparative statement of the mileage of engines, trains and cars :

	1878-9.	1879-80.	Increase.	Decrease.
Engine mileage.....	286,886	295,190	8,304	
Train do .....	243,464	244,691	1,227	
Car do .....	1,037,540	1,010,483		27,057

The total working expense for running the trains per mile was 67.28 cents against 91.72 cents during the preceding year.

The total working expense per mile of railway during the year were \$829.42 against \$1125.00 the year before. The working expenses \$164,640.55 against \$223,313.12 for 1878-9.

The machine shops are equipped with all the necessary tools and machinery, all of which are in good working order. The engine stock has been maintained in good condition. The eight large tender engines, however, have to be depended upon for the movement of freight and other heavy trains as the nine small tank engines from their limited capacity cannot be relied on and are only suitable for running light trains for short distances. To maintain the efficiency of the stock two "Mason Fairlie" engines were ordered during the autumn of 1879 for delivery during the past summer, but they have not yet been received, and the delay causes great inconvenience, increased engine power being much needed. The cost of these engines (\$16,351.63) forms a charge in the working expenses of the year. The passenger car stock is in good order. The freight cars have been kept in good repair and seven flat cars have been rebuilt during the year; and as the stock of box and flat cars was found to be insufficient for the spring and fall traffic, fourteen flat cars have been fitted with moveable tops which have proved of great service. The permanent way, roadbed, fencing and other work have received the necessary repairs during the year and are in good condition. The old iron rails which have now been in use about six years show signs of wear, and it may be necessary to replace them to some extent during the current year by steel rails. Several new sidings have been laid and one has been extended in length; 33694 sleepers have been renewed. The timber in many of the bridges and cattle guards has received extensive repairs and the masonry

has been pointed with cement. Important repairs were made in the wharves at Georgetown, Summerside and Alberton to make good the damage done to these structures by the heavy gale in October 1879, and owing to the ravages of the sea worms a large outlay will be required upon the Summerside wharf during the current year.

The station buildings have been maintained in good condition. Some new pole fencing was erected and a large extent of the old fencing was repaired. 16,080 lineal feet of snow fence was removed from 25 to 30 feet further from the track which proved of such immense advantage during the winter that it is proposed to continue this work during the current year. It is also intended to erect some new fences in the more exposed places. The drainage of the roadbed, an important element in the maintenance of a railway in efficient running condition, has received due condition.

The value of stores on hand on the 30th June 1880, amounted to :

The purchase of stores during the last two years was as follows:—

1879-80 .....	\$66,633 19
1878-79 .....	63,071 04
Increase.....	\$3,562 15

The value of stores on hand on the 30th June 1880 as compared with the previous year is as follows :—

	1879-80	1878-79
Ordinary stores.....	\$22,450 66	\$20,935 03
Coal .....	992 33	2,605 73
Rails and fastenings .....	47,175 00	22,874 83
	70,617 99	46,415 59

In order to keep the engine stock up to an efficient standard it will be necessary to purchase an engine during the current year.

CANADIAN PACIFIC RAILWAY.

Although the construction of the section between Emerson and Cross Lake, 160 miles in length, was not completed, the road was considered to be in a sufficiently advanced condition to be operated with safety, and instructions were received to organize a staff and to despatch the first train on the 10th February last. Arrangements to that effect were accordingly made and the first train under the charge of Government officials left St. Boniface on the morning of that day. It should, however, be mentioned that the 85 miles of the road between Emerson and Selkirk had been worked under lease by Messrs. Upper & Co. for some months, up to the date upon which the Government officials took charge. This report will therefore cover only that portion of the fiscal year which began on the 10th February and ended on the 30th June, a period of four months and twenty days.

The works of construction on the Canadian Pacific Railway being conducted by a separate and distinct staff, the capital account will not appear in this report. On the 10th of February last as we have seen, arrangements were sufficiently advanced, and the traffic staff so far organized as to enable Mr. Lynskey who had been appointed Superintendent to commence operations on that day, although it must be admitted that he entered upon his duties under very unfavorable and trying circumstances. The weather was unusually severe, the track in many places encumbered with snow which from the constant passage of trains had become solidly packed in the flanges rendering the movement of trains a work of heavy labor, requiring much patience. The engine power at command was quite unequal to the task of working through the snow-drifts, and carrying on the traffic with any degree of regularity, while the inadequate water service increased the difficulties. There were of course great delays.

The weakness in engine power was somewhat relieved by the arrival from Moncton of the four locomotives purchased from the Intercolonial Railway. Had these not been received at that precise time, traffic would probably have been temporarily closed, as the engines then on the road had suffered severely in the snow-drifts and required to go into the shop for repairs.

The traffic has been very considerable both in passengers and freight, chiefly to Emerson and Winnipeg, and at the same time the trains making trips twice a week between St. Boniface and Cross Lake have been well loaded.

#### *Revenue.*

The gross earnings were.....	\$104,975 69
The number of passengers carried were .....	17,640
The tons of freight carried. ....	24,214

The following is a statement of the chief articles of freight carried :

Barrels of flour and meal.....	(No.)	11,375
Bushels of grain.....	do	66,501
Live Stock.....	do	5,635
Steel Rails. ....	tons	7,890
Lumber.....	feet	288,180
Other goods.....	tons	10,464

#### *Working Expenses.*

The working expenses and earnings compare as follows :

Working expenses.....	\$78,892 01
Earnings .....	104,975 69
Excess of earnings over expenses.....	\$26,083 68.

The road is being ballasted by the Construction Department and this work it is believed will be completed during the current year. When this is done the cost of maintenance of way will be much reduced, and the permanent way and roadbed will be in a good state of efficiency.

The engine and freight car stock has been kept in good working condition considering the limited supply at command and the limited facilities for repairing it. The passenger car stock has been inadequate to the service and being kept constantly rolling, there has been no opportunity of having it painted, for which reason it presents a very shabby appearance. Quite recently two first class coaches and two postal and baggage cars have been received, and so soon as the box and flat cars, snow ploughs and flangers now under contract are delivered this section of the road will be fairly equipped.

The following is a statement of the mileage of engines, trains and cars :—

Engine mileage.....	86,814
Train do .....	69,164
Car do .....	692,485

The cost of running the trains was \$1.14 per mile per train.

The cost of working per mile of railway was \$493.07.

The stores on hand are :—

General stores including fuel.....	\$11,028 06
The earnings of the first two months of the current year were.....	45,246 36

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WINDSOR BRANCH RAILWAY.

The Government resumed possession of this Railway on the 1st December 1879, dispossessing the Western Counties Railway Company which had operated it for some years prior to that date, and at the same time entered into an agreement for the operation of the road with the Windsor and Annapolis Railway Company terminable upon one month's notice from either party. The Company are allowed to retain two-thirds of the gross earnings for the operation of the road, the Government undertaking the maintenance of way and works. The track has been maintained in an efficient condition and the bridges and other structures have received the necessary repairs. Considerable labor has been expended upon the station buildings which, under the Western Counties Railway Co., were allowed to fall into bad condition and will still require a good deal of attention to put them in a satisfactory state. This will be done during the current year, and the new station building at Windsor commenced some time ago will also be finished within the same period at the charge of maintenance account.

For the better assurance of correctness in the accounts, the Accountant, visits the company's offices monthly to check the receipts, returns, etc.

The gross receipts as per returns were \$42,035.91, of which the Government received one third \$14,011.97, which was promptly paid by the company at the end of each month.

The maintenance of way has amounted to \$4,526 99.

The resident Engineer of the Intercolonial Railway has the supervision of this work and directs the repairs, but the duties of the road masters and other employees are confined exclusively to this road.

I have the honor to be, Sir,  
Your obedient Servant,

COLLINGWOOD SCHREIBER,  
*Chief Engineer of Government Railways in Operation.*

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INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,  
MONCTON, N. B., 1st Oct. 1880.

COLLINGWOOD SCHREIBER Esq.,  
Chief Engineer,  
Government Railways in operation, Ottawa.

SIR,—I have the honor to submit the following report upon the working of the Intercolonial Railway for the fiscal year which ended June 30th 1880.

I enclose the reports of the Resident Engineer and the Mechanical Superintendent, and also the following statements prepared by the Accountant:

- No. 1. Capital Account.
- " 2. Revenue Account.
- " 3. Locomotive Power (Abstract No. 1.)
- " 4. Car Expenses ( " " 2.)
- " 5. Maintenance of Way and Works (Abstract No. 3.)
- " 6. Station Expenses ( " " 4.)
- " 7. General Charges ( " " 5.)
- " 8. General Stores Account.
- " 9. General Balance.
- " 10. Comparative Statement of Averages.

Until August 13th 1879, the length of Railway worked was the same as in the previous year, 714 miles.

On the above date the line extending from Rivière-du-Loup to Hadlow, which had been purchased by the Government from the Grand Trunk Railway Company, was transferred to the Department of Railways and Canals, and became part of the Intercolonial system.

In connection with this purchase was acquired the right of running trains between Hadlow and Point Levis, about one mile, and of using the stations of the Grand Trunk Railway, at Point Levis and at Quebec. The Intercolonial Railway was thus extended to Quebec on the 13th of August 1879, the length of Railway worked being increased to 840 miles.

*Capital Account.*

The total cost of the road and equipment was, on 30th June 1879, \$36,317,705.04  
The additions during the year were as follows :—

For the Halifax Extension.....	\$	7,164	02
“ the Deep Water Terminus, St. John.....		94,545	65
“ the completion of the Intercolonial.....		23,931	67
“ applying Nut Locks to the track.....		32,797	83
“ the purchase of the Rivière-du-Loup Line.....		1,500,000	00
“ Repairs and Improvements do .....		369,779	96
“ Rolling Stock do .....		19,795	47
		2,048,014	60

Making the total cost to June 30th 1880..... \$38,365,719 64

The Rivière-du-Loup line having become a part of the Intercolonial Railway a large expenditure was necessary to put it in good working order, for this purpose work was at once commenced and vigorously prosecuted.

The track is being entirely relaid with steel rails, this work alone having cost to June 30th, \$308,000.00.

One hundred and fifty-four thousand eight hundred and sixty one (154,861) new sleeper have been put into the track.

Sheds and fences have been erected, at the most exposed places to protect the track from accumulations of snow.

At Chaudiere Junction, where the connection is made with the trains of the Grand Trunk Railway, a large building has been erected for a station house and refreshment room. A refreshment room for immigrants has also been erected at the same place.

As the exchange of freight between the two railways takes place here a large freight shed containing the necessary offices was erected, and one and a half miles of sidings were laid.

At Rivière-du-Loup, the engine house has been enlarged, as it was found to be too small to accommodate the additional engines required to work the Rivière-du-Loup line. The machinery for the repair of engines has been removed from this building into the one which was used by the Grand Trunk as an engine house, which latter building has been converted into a machine shop.

On the other parts of the Rivière-du-Loup line extensive repairs and improvements were made to buildings, and five new station houses of the first class, and two of the second class, were erected. The sidings in many places were lengthened, and new ones laid. A considerable sum has also been expended in improving the supply of water for locomotives. The masonry of bridges and culverts has been repaired,



the iron work painted, and all decayed timbers replaced with sound ones. The whole track is being thoroughly ballasted. This work is about half completed, it is being carried forward with energy by the contractor, and will, it is hoped, be finished this season.

The work of applying the patent nut lock to the track between Rivière-du-Loup and Halifax and St. John has been completed by the Contractors on a considerable portion of the line, it has been in use about a year, and the Resident Engineer reports that its utility is established.

A large amount of work was done at the Deep Water Terminus St. John. The Contractor for the wharves, Mr. Kennedy, completed his contract in a very satisfactory manner. A considerable portion of the sidings required have been laid, and there are now ample facilities for doing a large lumber shipping business.

At Halifax a car shop has been erected to take the place of the one torn down at the time of the extension of the railway into Halifax.

The amount for completion of the Intercolonial consists of payments for work done under the Commissioners in previous years.

*Revenue Account.*

In my last annual report I had to record a decrease in the gross earnings of the road, chiefly due to the great depression then prevailing in business. During the past year, however, there has been a general and continued revival of business, and the gross earnings of the railway have in consequence increased.

The gross earnings were.....	\$1,506,298 48
The gross earnings for the previous year were.....	1,294,099 69
	<hr/>
Shewing a difference of.....	212,198 79
	<hr/>

The earnings per mile of railway compare with the previous year as follows:—

Earnings per mile of railway 1879-80.....	\$1,825 81
da do do 1878-79.....	1,812 46
	<hr/>
Shewing an increase per mile of.....	13 35

The following is a comparative statement of a few of the chief articles of freight, shewing the quantity carried in this, and in the previous year:—

	1878-79	1879-80	Increase.	Decrease.
Barrels of flour.....	630,329	525,248	.....	105,181
Bushels of grain.....	302,921	324,021	21,100	.....
Lumber in feet.....	55,626,096	55,462,654	.....	163,442
Head of live stock.....	47,584	76,940	23,406	.....
All other good in tons.....	366,657	422,256	55,599	.....

The transport of cattle from the Upper Provinces to Halifax for shipment to Great Britain was continued last winter, and the owners of the cattle all expressed their satisfaction with the manner in which the work was conducted, and with the arrangements made along the line and at Halifax for the feeding, watering, and resting of the animals.

This through cattle traffic has had the effect of directing the attention of farmers in the Maritime Provinces to the raising and feeding of cattle for export. Already a considerable number of cattle, chiefly from the neighbourhood of Amherst and Sackville have been shipped at Quebec and Halifax for England; and as stock raising is a business for which the Maritime Provinces are well adapted, the export of cattle

will doubtless soon become an important branch of trade. The number of cattle and sheep transported by the Railway and shipped at Halifax from December 29th 1879 to May 11th 1880 was as follows :—

	Cattle.	Sheep.
From the Upper Provinces.....	3,625	3,195
From Nova Scotia and New Brunswick.....	1,253	99
Total .....	<u>4,878</u>	<u>3,294</u>

The improvement in the price of lumber has produced a revival in that industry which has been beneficially felt by the Railway.

The low rates of freight granted for coal, to the Upper Provinces, have had the effect of inducing the transport of considerable quantities to Quebec, Montreal and other cities by rail from the Spring Hill, and the Pictou mines. A considerable traffic has been developed in the transport of coal to Halifax for Ocean steamers, facilities having been provided on our wharves there, for coaling vessels of the largest size.

The prospects of a continued increase in traffic are good, the receipts for July, August and September of the current year being over \$80,000.00 in excess of the same period last year.

#### *Expenditure.*

The changes referred to in my report of last year, as then being made for the purpose of reducing the expenses, were completed soon after, and the result expected was attained; the expenditure being greatly reduced without the efficiency of the service being in the least impaired.

The working expenses and receipts compare as follows :

The total cost of working was.....	\$1,603,429 71
“ receipts were.....	1,506,298 48
	97,131 23
The total loss on the year's operation was.....	
The Engine mileage, compared with last year was	
1879-80.....	3,076,342 miles.
1878-79.....	2,531,791 “
	544,551 miles.
The car mileage as compared with last year was:	
1879-80.....	28,254,065 miles.
1878-79.....	21,855,441 “
	6,398,624 miles.
The working expenses per mile of railway were, in	
1878-79.....	\$2,815 38
And in 1879-80.....	1,943 52
	871 83
Showing a decrease per mile of.....	
The working expenses per train mile were in	
1878-79.....	95.20 cents.
And in 1879-80.....	63.23 “

There were two hundred and twenty thousand two hundred and eighty six (220,286) new sleepers put into the track during the year.

During the working season a considerable amount of ballasting was done on various parts of the line.

Upwards of \$20,000.00 were expended in building and repairing fences, the whole of which was charged to the working expenses.

A considerable portion of the new fence was erected on a part of the line which had not previously been fenced, because at the time the railway was built, it was not deemed necessary or expedient to erect fences, when the line passed through forests at a distance from settlements. This is now to some extent changed by the progress made in clearing and settling the lands so that fences have become necessary.

Many of the snow sheds and fences, having been built for some years required and received heavy repairs. A number of new snow fences were also erected.

A large number of new sidings were laid to accommodate the traffic.

New iron turn-tables were placed at Truro, Moncton, Newcastle, Campbelltown, and Ste. Flavie, instead of the wooden ones, previously in use at those places.

The masonry of bridges and culverts has received large repairs and some of these structures have been entirely rebuilt.

The wooden superstructure of a number of bridges and culverts and overhead bridges has been removed and iron substituted.

The necessary repairs and additions were made to the wharves at different places. At Pointe du Chêne these were unusually costly, as a severe storm in November, 1879, destroyed a large portion of the railway wharves at that place.

The buildings on all parts of the line received repairs, some of them very extensive. Additions were also made to several of the station houses, freight sheds and engine houses. New and improved coal sheds with trestle approaches were completed at Truro and Moncton. The dining room at Amherst, which was torn down some years ago, was rebuilt, thus supplying a want felt by travellers. The station house, and all other railway buildings at Rimouski, which had been erected a few years ago, at a cost of \$9,600.00, and which were in good repair, were burned on the 27th November, 1879. A substantial and commodious building for a passenger and freight station, containing dwelling apartments for the Station Master has been erected. The coal shed, and turn-table have also been rebuilt. The tank-house and tank at Polly Bog, which was also destroyed by fire, has been rebuilt and fitted with a steam pump.

Great care has been exercised to keep the track, the bridges, buildings and other structures in a thorough state of repair and efficiency, and they were never in better condition than at the present time.

The rolling stock was subjected during the year to a more than ordinary strain in consequence of the increased length of the road, the additional engines and cars required for the Rivière-du-Loup line not having been received. The rolling stock has, however, been kept in good repair, and is in a state of efficiency. Three new locomotives were purchased during the year to maintain the stock, and the cost was included in the working expenses. The experience of the last few years having established the fact that a number of the locomotives in use on the road were not powerful enough to work economically the through freight traffic, four of these engines were sold to the Canadian Pacific Railway, and in their stead four new and more powerful freight engines were purchased. The difference between the amount received for those sold, and the cost of the new ones, about ten thousand dollars, is also included in the working expenses. The cars of all kinds received the necessary repairs, and a number of passenger cars, and of freight cars were rebuilt during the year.

#### STORES ACCOUNT.

The stores account compares as follows with the previous year :

The value of stores purchased in	1879-80 was.....	\$472,302 50
do do do	1878-79 was.....	415,985 87
Difference.....		\$56,316 63

The stock of stores on hand compare as follows with the previous year.

	1878-79	1879-80
Ordinary stores.....	\$106,000 76	\$106,821 12
Steel and iron rails &c.....	100,041 34	48,528 41
Old materials.....	37,716 00	8,539 50
	<u>\$243,758 10</u>	<u>\$163,889 03</u>

The weather last winter was not so favorable to the working of the railway as that of the previous winter.

There were several severe snow storms during which a number of engines, and snow ploughs were considerably damaged in clearing the track.

The changes of temperature were frequent, sudden, and extreme, and were therefore very trying to wheels, axles and tyres. The old iron track of the Rivière-du-Loup line was also very trying to the rolling stock, and many wheels, axles and tyres broke in consequence.

I have pleasure in stating, that, in general, the officers and employees performed their duties during the year in a satisfactory manner.

It is hoped that the result of the year's operations here presented will be considered satisfactory, and it is confidently believed that the operations of the current year and of future years will be even more favorable financially.

I have the honor to be, Sir,  
Your obedient servant,

D. POTTINGER,  
*Chief Superintendent.*

No. 1.—INTERCOLONIAL RAILWAY.

DR.

CAPITAL ACCOUNT, 30th June, 1880.

CR.

1879. June 30,....	To Cost of Road and Equipment.....	\$	cts.	\$	cts.	1879. June 30,....	By Dominion of Canada..	\$	cts.
1880. June 30,....	To Outlay on Halifax Extension..... do Deep Water Terminus, St. John....	7,164 02 94,645 65		36,317,705 04		June 30,....		2,048,014 60	36,317,705 04
	Purchase of the Rivière-du-Loup Branch.....	101,709 67				1880.			
	Outlay on the Rivière-du-Loup Branch.....	1,500,000 00				June 30,....	By Dominion of Canada..	2,048,014 60	
	do Nut Locks.....	389,576 43							
	Expenditure on completion of Intercolonial Railway between Rivière-du-Loup and Truro, works, permanent way, buildings, right of way, &c.....	32,797 83							
		23,931 67							
				2,048,014 60					
				38,365,719 64					

E. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.-B., 30th June, 1880.

**No. 2.—INTERCOLONIAL RAILWAY.  
REVENUE ACCOUNT, Year ending 30th June, 1880.**

DR.

CR.

Previous Year.	Expenditure.	Year ending 30th June, 1880.	Previous Year.	Receipts.	Year ending 30th June, 1880.
\$	cts.	\$	cts.	\$	cts.
538,344 19	Locomotive power	550,574 41	451,893 29	Passenger traffic .....	490,338 66
363,006 32	Car expenses	359,304 68	753,490 85	Freight do .....	915,486 50
778,526 60	Maintenance way and works	363,558 57	88,715 55	Mails and sundries .....	100,473 32
190,525 32	Station Expenses	192,036 98			
141,680 86	General charges	117,946 71			
2,032,083 89		1,605,419 35	1,294,099 69		1,506,298 48
21,900 67	Less car mileage .....	1,989 64	716,083 53	Balance .....	97,131 23
2,010,183 22		1,603,429 71	2,010,183 22		1,603,429 71

E. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.B., 30th June, 1880.

No. 3.—INTERCOLONIAL RAILWAY.  
 LOCOMOTIVE POWER.—(Abstract No. 1.)

Previous Year.	—	Year ending 30th June, 1880.
\$ cts.		\$ cts.
6,820 89	Mechanical Superintendent's salary, Clerks office and travelling expenses	5,318 73
117,986 48	Wages, Drivers, Firemen and Cleaners.....	122,152 83
154,269 82	Fuel.....	177,728 49
27,462 22	Oil, tallow, waste and small stores.....	28,026 44
192,452 88	Repairs to engines, tenders and engine tools.....	170,132 76
46,806 94	Water, including pump and tank repairs.....	23,538 14
12,544 96	Miscellaneous.....	23,677 02
558,344 19		550,574 41

R. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.B., 30th June, 1880.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES.—(Abstract No. 2.)

Year ending 30th June, 1880.	—	Previous Year.
\$ cts.		\$ cts.
70,957 85	Repairs to passenger cars.....	55,276 58
26,946 04	Repairs to postal, express and baggage cars.....	16,412 21
107,553 32	Repairs to freight cars and vans.....	127,681 45
102,218 79	Wages of Conductors, Train Baggage Masters and Brakesmen.....	113,984 22
13,945 50	Oil and Waste for packing.....	10,043 79
26,986 57	Small stores and fuel.....	26,371 02
14,398 25	Miscellaneous.....	9,535 41
363,006 32		359,304 68

E. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.B., 30th June, 1880.



## No. 5.—INTERCOLONIAL RAILWAY.

## MAINTENANCE OF WAY AND WORKS.—(Abstract No. 3.)

Previous Year.		Year ending 30th June, 1880.
\$ cts.		\$ cts.
9,838 91	Engineer's salary, clerks, office and travelling expenses.....	6,628 40
346,929 17	Wages in repairing roadway, fences and semaphores, including new sidings laid in.....	230,124 44
186,831 56	Rails and fastenings, including new sidings laid in.....	7,962 92
49,437 93	Sleepers.....	18,695 59
72,231 67	Timber, lumber, etc., for repairs to bridges, cattle guards, crossings, snow sheds, fences, etc.....	27,367 75
2,549 51	Repairs to wharves.....	8,265 54
65,583 46	Repairs to buildings and platforms, including extension of and additions to same.....	45,652 08
18,571 02	Repairs to snow ploughs, flangers and tools.....	16,249 21
23,225 69	Clearing ice and snow.....	22,161 47
3,327 68	Miscellaneous.....	2,449 17
778,526 60		385,556 57

E. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.B., 30th June, 1880.

No. 6.—INTERCOLONIAL RAILWAY.  
STATION EXPENSES.—(Abstract (No. 4.)

Previous Year.	—	Year ending 30th June, 1880.
\$ cts.		\$ cts.
149,660 13	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Laborers.....	148,761 05
40,865 79	Fuel, oil, light, stationery, tickets and other incidental expenses.....	43,275 93
190,525 92	Miscellaneous.....	192,036 98

E. and O. E.

THOS. FOOT,  
*Accountant*

MONCTON, N.B. 30th June, 1880.

## No. 7.—INTERCOLONIAL RAILWAY.

## GENERAL CHARGES.—(Abstract No. 5.)

Previous Year.		Year ending 30th June, 1880.
\$ cts.		\$ cts.
55,217 30	Chief Superintendent, District Superintendents, Train Despatchers, and the General Freight and Passenger Agent, Clerks, office and travelling expenses.....	39,366 89
25,181 98	Accounting Department, salaries of the Accountant, Traffic, Auditor, Paymaster and Cashier, Clerks, office and travelling expenses.....	21,017 58
8,460 67	Damages to men, animals and goods.....	3,075 45
17,722 26	Ferry service.....	24,251 39
2,536 15	Telegraph expenses (not including pay to operators).....	2,448 01
22,622 31	Miscellaneous, printing, advertising, etc. ....	20,026 00
9,940 19	Agency expenses.....	7,761 39
141,680 86		117,946 71

E. and O. E.

THOS FOOT,  
*Accountant.*

MONCTON, N.B., 30th June, 1880.

No. 8.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT, Year ending 30th June, 1880.

DR.

CR.

1879.	1880.	1880.	1880.	1880.	1880.	1880.
June 30.....	June 30.....	June 30.....	June 30.....	June 30.....	June 30.....	June 30.....
To Balance .....		243,758 10		By Issues during year.....	683,718 77	
				Old material sold .....	97,618 70	783,367 47
				Balance—		
Purchase during year.....	472,302 50			Ordinary stores, including fuel.....	106,821 12	
Charges from other Departments...	220,434 64			Iron and steel rails, &c.....	48,528 41	
Pay Rolls.....	10,761 26			Old material for sale.....	8,539 50	
			703,498 40			163,889 03
			\$947,256 50			\$947,256 50

E. and O. E.

(Signed,) THOS. FOOT,  
Accountant.

MONCTON, N. B., 30th June, 1880.

No. 9.—INTERCOLONIAL RAILWAY.

DR.

GENERAL BALANCE, 30th June 1880.

CR.

	\$	cts.	\$	cts.	\$	cts.
Cash.....		18,068	83			
General Stores.....						342,992
Ordinary Stores, including Fuel.....						14
Old Rails.....						9,461
Old Material.....						74
Stations.....		163,889	03			1,211
Spring Hill and Parrshoro Railway.....		42,829	01			47
Western Counties Railway, General Account.....						
do Traffic Account.....		17,683	25			
		903	15			
Cape Breton Railway.....						18,941
Windsor Branch Railway.....						07
Windsor and Annapolis Railway.....		18,561	40			374
do Punched, Clarke & Co.....		2,203	43			91
		553	43			7
St. Martins and Upham Railway.....						53
Elgin Branch Railway.....		15,066	14			69
Kent Northern Railway.....		4,107	39			
Canada Pacific Railway.....		726	10			
Great Western Railway.....		57	00			
Windsor and Annapolis Railway (new account).....		845	37			
Vale Coal Company.....		23	00			
Spring Hill Coal Co.....		1,274	76			
Acadia Coal Co.....		17,667	19			
Intercolonial Coal Co.....		2,194	41			
Albion Mines Coal Co.....		5,956	52			
Post Office Department.....		60	00			
Intercolonial Express Co.....		200	00			
Rents account.....		24,214	41			
Suspense Account.....		1,738	33			
Steel Company of Canada.....		3,103	09			
Militia Department.....		4,738	83			
Pullman Car Co.....		24,717	41			
Department of Agriculture.....		1,492	15			
Colbrook Mills.....		885	88			
Department of Marine and Fisheries.....		9,134	63			
		3,400	00			
		1,967	41			
		50	64			
Carried forward.....		374,390	05			
						384,416
						52

Carried forward.....

Carried forward.....

No. 9.—INTERCOLONIAL RAILWAY.

DR.

GENERAL BALANCE, 30th June, 1880.—*Concluded.*

CR.

	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....			Brought forward.....	384,416 52
Nova Scotia Forge Co.....		374,390 05		
Steamer City of St. John.....		439 69		
Halifax Rolling Mills.....		1,277 78		
Dorchester Penitentiary.....		17 86		
Western Union Telegraph Co.....		129 54		
Individual Accounts.....		1,368 00		
		8,481 07		
		<u>\$354,416 52</u>		<u>\$384,416 52</u>

E. and O. E.

THOS. FOOT,  
*Accountant.*

MONCTON, N.-B., 30th June, 1880.

## No. 10.—INTERCOLONIAL RAILWAY.

## COMPARATIVE STATEMENT of Averages, Year ending 30th June, 1880.

	1880.	1879.
Mileage of Railway open .....	825	714
Engine Mileage .....	3,076,342	2,531,791
Train do .....	2,535,654	2,111,426
Car do .....	28,254,065	21,855,441
	\$ Cts.	\$ Cts.
Receipts per Engine mile .....	48 96	51 11
do mile of Railway .....	1,825 81	1 812 46
	Cents.	Cents.
Percentage of passenger earnings to gross receipts .....	32 55	34 92
do freight do .....	60 78	58 22
do other do .....	6 67	6 86
Expenses per engine mile—		
Drivers', Firemen's and Cleaners' wages .....	3 97	4 66
Fuel .....	5 78	6 09
Oil, tallow, waste and small stores .....	91	1 08
Repairs to Engines .....	5 53	7 60
Water and tank repairs .....	77	1 85
Miscellaneous .....	77	50
Total .....	17 73	21 78
Mechanical Superintendent's salary, office and travelling expenses .....	17	27
	17 90	22 05
Locomotive power per engine mile .....	17 90	22 05
Car expenses do .....	11 68	14 34
Maintenance of way and works do .....	12 52	30 75
Station expenses do .....	6 24	7 53
General charges do .....	3 83	5 59
	52 18	80 26
Car mileage .....	06	86
Total per engine mile .....	52 12	79 40
Locomotive power, per train mile .....	21 71	26 44
Car expenses do .....	14 17	17 19
Maintenance of way and works do .....	15 21	36 88
Station expenses do .....	7 57	9 02
General charges do .....	4 65	6 71
	63 31	96 24
Car mileage .....	08	1 04
Total per train mile .....	63 33	95 20
Working expenses per mile of railway .....	\$1,943 55	\$2,815 38

E. and O. E.

THOS. FOOT,  
Accountant.

MONCTON, N.B., 30th June, 1880.

INTERCOLONIAL RAILWAY.

RETURN of Accidents, &c., from 1st July, 1879, to 30th June, 1880.

Date.	Place.	Persons injured.	Passengers or employés.	Particulars.
1879,				
July, 3...	Miller Siding.....	W. Lawrence .....	Employé.....	Coupling cars; badly crushed.
do 4...	Two miles east of Hampton .....			Ran into and smashed a hand car.
do 8...	Petite Roche.....	Alex. Taylor .....	Employé.....	Fell from top of first class car; collar bone broken and head cut.
do 12...	Moncton,.....	Crossman (child).....		Attempted to cross track and was run over. Leg crushed and was afterwards amputated.
do 14...	One mile east of Hampton .....	Hugh Doherty .....	Neither.....	Backing on track and run over by train; fatal; verdict—accidental death.
Aug. 14...	Folly Mountain.....	S. Copeland.....	Employé.....	Was working in snow shed on ladder which was knocked down by train; badly hurt.
do 20...	St John .....	Stephen Brown.....	Neither.....	Fell in attempting to jump on train in motion; leg run over and afterwards amputated.
do 27...	Sayabec .....	A. Sicotte.....	Employé.....	In coupling engine to train got crushed. Hurt internally.
do 30...	Pictou Landing...	Wm. Rogers .....	do .....	Fell in attempting to step on pilot of Engine and was run over; fatal; verdict—accidental death.
Sept. 13...	St. John .....	James Daley.....	do .....	Missed coupling engine to cars and was crushed; collar bone broken.
do 16...	Sussex .....	R. Forest.....	do .....	Hand caught in coupling cars; one finger badly crushed
do 29...	Prince's Lodge.....	Weir (child).....	Neither.....	Sitting on track; struck by train; not serious.
Oct. 20...	One mile east of Polly Bog .....			Ran into and smashed a hand car.
do 31...	St. John.....	Jno. Kerr .....	Employé.....	Fell from top of a box car; leg and foot hurt.
Nov. 14...	Riversdale.....	Philip Leeper.....	do .....	In coupling cars had arm crushed.
Dec. 2...	New Glasgow.....	J. Clarke.....	do .....	In assisting to place tender on track, had two fingers smashed.
do 17...	Londonderry .....	W. Lawrence.....	do .....	Fell between two flat cars. Back hurt.
do 18...	Stellarton.....	D. McIntosh.....	do .....	In coupling cars got caught; not serious.
do 25...	Truro .....	Jno. Blanchard .....	do .....	Hand caught in coupling cars; thumb crushed.
do 30...	Shediac .....	M. Wilcox .....	do .....	In coupling cars got caught; privates hurt.
1880,				
Jan. 7...	St. Alexandre .....	G. Durmot.....	do .....	Found on track with head severely hurt; fatal; verdict—accidental.
do 13...	Windsor Junction.	O. McGinnis.....	do .....	Caught between engine and car while coupling and got bruised.
do 14...	L'Islet .....			Struck engine No. 161 which was standing front of main line; engines Nos. 161 and 13 both more or less damaged.
do 16...	Halifax.....	Alex. McLean .....	Employé.....	While on top of a box car head came in contact with a bridge; face bruised.
do 21...	Stellarton.....	Ed. Hurley.....	do .....	In coupling cars got his arm crushed.
do 21...	Apohaqui .....	H. Burgess.....	Neither.....	Walking on track was struck by train; hand and foot injured.



## INTERCOLONIAL RAILWAY.

RETURN of Accidents, &amp;c., from 1st July, '79, to 30th June, '80.—Continued.

Date.	Place.	Persons injured.	Passengers or employés.	Particulars.
1880.				
Jan. 22...	Shubenacadie.....	A. Loasty.....	Employé.....	In coupling cars got his arm bruised.
do 27...	Truro Yard.....	R. J. Williams.....	do.....	In coupling car got his chest and ribs crushed.
do 30..	Chaudière.....	Alex. Gordon.....	do.....	Fell from tank house staging; fatal inquest.
Feb. 2..	Stellarton.....	L. Cuttle.....	do.....	In coupling cars got his finger crushed.
do 8..	1½ miles west of Apohaqui.....	Jno. Ahern.....	Neither.....	Driving in sleigh on track, was run into by train; fatal; verdict—accidental; deceased being under the influence of liquor.
do 10...	Smelt Brook.....	Jno. Cameron.....	Employé.....	Engine left track and went down embankment; fatal; verdict—accidental.
do 11...	Bathurst.....	W. C. Johnston.....	do.....	In coupling cars got his finger cut off.
do 24...	Moncton.....	Jas. Scott.....	do.....	In coupling cars had ends of two fingers crushed off.
March 1..	Tartague.....	.....	.....	Stuck in snow and was run into by No. 3 train and mail spec. Six cars and Eng. Nos. 108 and 16 damaged.
do 6..	Truro.....	Philip Haley.....	Employé.....	In coupling cars had his finger crushed.
do 10...	Drummond Siding.....	Jno. Akins.....	do.....	In coupling cars had his breast crushed.
do 15...	Quispansis.....	S. D. Allington.....	do.....	While on top of box cars was struck by a bridge; fatal; verdict—accidental.
do 29...	Richmond.....	J. Cronan.....	do.....	In coupling cars had his wrist hurt.
do 31..	DeBert.....	.....	.....	Engine No. 58 left track in snow storm on Debert Bridge, which was badly damaged.
April 1..	½ mile west of Memramcook.....	.....	.....	Snow plough left track causing engines to leave also; both engines Nos. 29 and 75 and snow plough considerably damaged.
do 11...	West River.....	F. D. Archibald.....	Employé.....	In coupling engine to car had his hand badly crushed.
do 12...	3 miles south of Bathurst.....	Jno. Miller.....	Neither.....	Lying on track and run over by train; fatal; verdict—accidental.
do 17...	Richmond.....	Jno. Gilfoy.....	Employé.....	Fell from top of box car; wrist sprained and two fingers hurt.
do 21...	2 miles east of St. Roch.....	C. Fournier.....	Neither.....	Walking on track and was struck by train; had his hand bruised.
do 29...	5 miles north of Sayabec.....	— Michaud.....	Employé.....	Fell off flat car while train was in motion; jaw bone broken and several teeth knocked out.
May 1..	Springhill.....	P. Collins.....	do.....	In coupling engine to cars got his hips hurt.
do 1..	½ mile south of Enfield.....	.....	.....	17 Hopper cars left track; 14 hoppers more or less damaged, also track damaged.
do 3..	New Glasgow.....	F. Mackay.....	Employé.....	In coupling cars had his finger crushed.

## INTERCOLONIAL RAILWAY.

RETURN of Accidents, &c., from 1st July, '79, to 30th June, '80.—*Concluded.*

Date.	Place.	Person injured.	Passengers or employés.	Particulars.
1880.				
May 7...	Painsec.....	C. Porter .....	Employé.....	In coupling engine to cars had his leg cut.
do 5...	Bathurst.....	.....	.....	When backing into south end of siding was run into by No. 29 train; engines Nos. 68 and 109 slightly damaged.
do 8...	St. Denis.....	P. Walsh.....	Employé.....	In shunting cars had his finger jammed.
do 17...	Aulac .....	E. Payne.....	do .....	In jumping from car to ground sprained his foot.
do 20...	Sussex.....	J. Purrell.....	do .....	In shunting fell between cars and was run over; fatal; verdict—accidental.
do 31...	Moncton.....	C. Angus.....	do .....	In coupling engine to cars got his arm struck.
June 8...	1 mile west of Hadlow.....	Duesmelt (child).....	Neither.....	While walking on track was struck by train, but only slightly injured.
do 12...	New Castle.....	Jno. Condon.....	Employé.....	In shunting got jammed between box cars; fatal; verdict—accidental.
do 15...	Nappan.....	.....	.....	Train left track; cause, broken rail; a number of cars more or less damaged.
do 15...	Moncton.....	C. Angus.....	Employé.....	In coupling cars got his thumb and finger jammed.
do 15...	St. Thomas.....	.....	.....	Ran into 2 cars that had been left on main line by No. 34 train. Cars slightly injured; engine has buffer beam broken.
do 19...	Newcastle.....	J. McBeam.....	Employé.....	In coupling cars got caught between the buffer of a hopper car and had his leg injured.
do 23...	New Glasgow.....	Jos. Oscar.....	Neither.....	In attempting to cross the iron bridge at New Glasgow, was struck by the engine; fatal; verdict—accidental.

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 INTERCOLONIAL RAILWAY.
 

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MECHANICAL SUPERINTENDENT'S OFFICE,  
 MONCTON, N. B. Sept. 15th, 1880.

DEAR SIR,—I beg to submit for your information the following statements shewing the operations of the Mechanical Department for the year ending June 30th 1880.

A. Statement shewing the number of Locomotives and the various classes of cars and the condition which they are in at present.

B. Statement showing the locomotive and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C. Abstract of Locomotive Returns.

D. Statement of the cost of locomotive power for each month during the year.

E. General statement of the expenses of the Mechanical Department.

During the year three new engines were purchased from the Danforth Locomotive Works at a cost of twenty-eight thousand five hundred and fifty-three  $\frac{43}{100}$  dollars.

Four engines were sold to the Canadian Pacific Railway for twenty-eight thousand dollars.

Four new engines were purchased from the Hinkley Locomotive Works at a cost of thirty-seven thousand eight hundred and seventy  $\frac{87}{100}$  dollars, the difference between these two amounts being charged to working expenses \$37,870  $\frac{87}{100}$  dollars.

Thirty-six coal-hoppers were broken up and taken off the register and were replaced by eighteen flat cars.

Two postal and smoking cars were also broken up and two second class and baggage cars were built instead.

Two postal and smoking cars were purchased from James Crossen on account of the River du Loup branch to which were given the numbers of the cars broken up.

The rolling stock generally is in good condition.

I am, Sir,

Your obedient servant,

H. A. WHITNEY,  
*Mechanical Superintendent.*

D. POTTINGER, Esquire,  
 Chief Superintendent I. C. Railway,

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A.—INTERCOLONIAL RAILWAY.

STATEMENT shewing the number of Locomotives and the various classes of Cars on the 1st of July, 1879, and on the 30th June, 1880.

Particulars.	The Various Classes of Cars.											
	Locomotives.	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Baggage and Express.	Vans.	Box Freight.	Cattle.	Hay.	Platform.	Hoppers.	Total.
On hand, 1st July, 1879, serviceable.	108	46	34	15	18	36	1,059	66	34	1,022	886	3,216
do do condemned.	.....	.....	.....	.....	.....	.....	3	.....	.....	6	14	23
Total Stock, 1st July, 1879. ....	108	46	34	15	18	36	1,062	66	34	1,028	900	3,239
Sold to the Canada Pacific Railway.	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Condemned 2 postal and smoking...	.....	.....	.....	*2	.....	.....	.....	.....	.....	.....	.....	.....
Built two 2nd class instead at the cost of working expenses.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Built by Jas. Crossen at the cost of capital .....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Condemned 36 Hoppers, and .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*36	.....
Built, at the cost of working expenses 18 flats replace them .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....
Purchased from Hinckley Locomotive Works charged to revenue.	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Purchased from Danforth Locomotive Works charged to revenue.	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Stock, 30th June, 1880..	111	46	36	15	18	36	1,062	66	34	1,046	864	3,223
Condemned cars in hand, 1st July, 1879. ....	.....	.....	.....	.....	.....	.....	3	.....	.....	6	14	23
Condemned during the year.....	.....	.....	.....	.....	.....	1	11	2	3	19	22	58
.....	.....	.....	.....	.....	.....	1	14	2	3	25	36	81
Rebuilt during the year .....	.....	.....	.....	.....	.....	.....	2	.....	2	21	Replaced by 18flats	61
Condemned, 30th June, 1880. ....	.....	.....	.....	.....	.....	1	12	2	1	4	.....	20
Add serviceable and repairing.....	.....	46	36	15	18	35	1,050	64	33	1,042	864	3,203
Total Stock, 1st July, 1879.....	.....	46	36	15	18	36	1,062	66	34	1,046	864	3,223

\* "Deduct."

**B.—INTERCOLONIAL RAILWAY.**  
**STATEMENT of Locomotive and Car Mileage for Year ending 30th June, 1880.**

Months.	Locomotive Mileage.		Car Mileage.							Average.		Snow Ploughs and Flangers.
	Passenger.	Freight.	1st Class.	2nd Class.	Express Postal and Baggage.	Box, Stock and Hay.	Platform.	Hoppers.	Total.	Passenger.	Freight.	
1879—July .....	61,095	98,257	154,050	100,276	102,213	1,020,331	266,451	154,909	1,798,130	5.83	14.67	.....
August .....	65,165	102,802	181,819	108,059	107,559	1,207,480	269,105	72,910	1,946,942	6.09	15.08	160
September .....	64,528	125,992	187,412	111,098	125,794	1,325,324	382,805	186,090	2,318,523	6.53	15.03	.....
October .....	66,711	146,257	181,691	117,263	126,259	1,599,244	559,034	123,909	2,707,400	6.37	15.60	87
November .....	64,443	131,506	166,496	118,172	121,504	1,297,899	417,942	136,179	2,258,192	6.32	14.08	1,424
December .....	63,920	147,416	162,171	110,115	123,130	1,321,564	332,993	247,135	2,297,018	6.19	12.90	6,077
1880—January .....	65,834	154,514	156,833	95,696	118,170	1,449,415	283,360	217,784	2,321,258	5.61	12.62	13,603
February .....	58,636	141,025	142,589	81,354	107,698	1,275,910	301,681	169,751	2,078,983	5.81	12.40	11,100
March .....	67,871	163,776	163,674	97,595	123,345	1,730,652	317,048	167,972	2,600,286	5.80	13.53	12,762
April .....	64,947	173,168	161,718	115,136	116,524	1,915,869	359,466	256,652	2,925,385	6.05	14.62	3,108
May .....	63,127	150,233	159,112	116,746	114,684	1,590,842	434,013	205,253	2,620,650	6.18	14.91	512
June .....	66,985	151,727	192,244	119,331	121,075	1,412,498	364,694	171,456	2,381,298	6.61	14.80	.....
<b>Totals .....</b>	<b>775,262</b>	<b>1,666,673</b>	<b>2,009,809</b>	<b>1,290,841</b>	<b>1,407,965</b>	<b>17,147,048</b>	<b>4,288,502</b>	<b>2,109,900</b>	<b>28,254,065</b>	<b>6.08</b>	<b>14.73</b>	<b>48,853</b>

**C.—INTERCOLONIAL RAILWAY.**  
**ABSTRACT of Locomotive Returns for Year ending 30th June, 1880.**

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Lbs. of Waste.	Lbs. of Tallow.	Miles to hour in Steam.	Lbs. of Coal.	Pints of Oil.	Lbs. of Waste.	Lbs. of Tallow.
1879—July .....	19,814	199,030	4,099	9,226	2,898	5,849	10.04	4,633	4.64	1.45	2.93
August.....	20,333	212,468	4,075	9,855	2,996	6,215	10.45	4,237	4.63	1.41	2.92
September.....	21,953	230,600	5,242	11,281	3,218	6,076	10.50	5,091	4.89	1.39	2.63
October.....	25,812	261,926	6,032	12,824	3,584	6,985	10.14	5,157	4.89	1.36	2.66
November.....	24,656	247,743	5,948	12,215	3,283	6,347	10.04	5,377	4.93	1.32	2.56
December.....	26,751	267,427	6,845	13,097	3,306	7,044	9.99	5,733	4.89	1.23	2.63
1880—January.....	28,628	285,097	7,715	14,954	3,209	7,270	9.95	6,096	5.24	1.12	2.55
February.....	25,894	253,198	6,699	13,283	3,033	7,329	9.77	5,926	5.24	1.19	2.89
March.....	30,303	292,479	7,570	14,761	3,448	8,359	9.65	5,797	5.04	1.17	2.85
April.....	30,720	303,989	6,119	14,756	3,401	8,487	9.89	5,098	4.85	1.11	2.79
May.....	26,656	271,188	6,247	14,521	3,744	8,578	10.17	5,159	5.35	1.38	3.16
June.....	24,752	251,197	5,907	15,493	3,827	7,658	10.14	5,267	6.16	1.52	3.04
<b>Total .....</b>	<b>306,272</b>	<b>3,076,342</b>	<b>73,298</b>	<b>156,276</b>	<b>39,947</b>	<b>86,197</b>	<b>10.04</b>	<b>5,337</b>	<b>5.07</b>	<b>1.29</b>	<b>2.86</b>

**D.—INTERCOLONIAL RAILWAY.**  
**STATEMENT of the cost of Locomotive power for each month, from 1st July, 1879, to 30th June, 1880.**

Months.	Miles run by Engines.		Drivers and Firemen's Wages.		Fuel.		Oil, Tallow and Waste.		Repairs to Engines, Tenders and Tools.		Water.		Miscellaneous, Bin-houses, Bin-chemical Staff.		Total.		Average cost per 100 Miles.													
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Miscellaneous.	Total.					
1879—July.....	199,030		8,114	54	9,221	66	2,015	78	15,790	91	1,522	84	1,164	38	37,830	11	4	07	4	63	1	01	7	92	0	76	0	58	18	97
August.....	212,468		9,190	81	10,181	23	1,953	99	15,608	06	2,042	89	1,600	22	40,777	20	4	32	4	89	0	91	7	38	0	96	0	73	19	19
September.....	230,600		9,266	53	12,296	05	1,942	99	12,264	97	1,392	36	2,217	86	39,380	76	4	01	5	33	0	84	5	33	0	61	0	95	17	07
October.....	261,926		10,120	83	15,053	83	2,253	62	13,283	94	2,636	45	3,180	01	46,528	68	3	86	5	74	0	87	5	08	1	00	1	21	17	76
November.....	247,427		9,747	83	15,116	78	2,110	44	12,188	10	964	71	2,991	94	43,119	80	3	90	6	10	0	86	4	90	0	41	1	24	17	41
December.....	267,743		10,740	64	18,089	58	2,349	60	13,254	11	2,314	10	1,794	77	48,542	80	4	01	6	76	0	86	4	95	0	88	0	68	18	16
1880—January.....	285,097		11,612	73	20,847	58	2,762	52	15,596	10	2,435	79	2,691	93	55,916	65	4	07	7	31	0	97	5	47	0	86	0	94	19	62
February.....	253,198		10,569	05	18,041	60	2,482	09	16,534	97	2,140	75	3,931	21	53,699	67	4	17	7	12	0	98	6	53	0	84	1	56	21	20
March.....	292,479		12,033	24	20,376	54	2,883	84	19,311	22	2,635	92	2,792	57	60,033	33	4	12	6	96	0	99	6	60	0	90	0	95	20	52
April.....	303,989		12,013	75	16,393	83	2,824	42	15,565	55	1,750	84	2,799	61	51,348	00	3	95	5	39	0	91	5	12	0	59	0	96	16	89
May.....	271,188		10,455	96	13,710	67	2,723	28	15,132	50	1,265	76	2,405	84	45,694	01	3	86	5	06	1	00	5	59	0	46	0	88	16	85
June.....	251,197		8,286	92	8,199	14	1,723	87	5,522	33	2,435	73	1,425	41	27,663	40	3	29	3	25	0	69	2	23	0	97	0	57	11	00
Total.....	3,076,342		122,152	83	177,728	49	28,026	44	170,132	76	23,538	14	28,995	75	560,574	41	3	98	5	77	0	91	5	53	0	76	0	94	17	89

## E.—INTERCOLONIAL RAILWAY.

GENERAL EXPENSES of the Mechanical Department, for the year ending  
30th June, 1880.

The miles run by trains were.....	2,535,654
do engines were .....	3,076,342
do cars were .....	28,254,065
do snow ploughs were.....	48,833
	\$ cts.
The cost of locomotive power.....	550,574 41
do repairs to cars .....	209,907 78
Oil and waste for packing .....	10,043 79
Repairs to passenger cars .....	55,276 58
do postal, express and baggage cars .....	16,412 21
do freight cars and vans.....	127,681 45
The cost of locomotive power per 100 miles run by train was.....	21 71
do do do engines .....	17 89
do do do cars.....	1 94
The cost of repairs to cars per 100 miles by train.....	8 27
do do do engines .....	6 82
do do do cars.....	0 74
The cost of oil and waste for packing per 100 miles by train.....	0 39
do do do engines.....	0 32
do do do cars.....	0 08
The cost of repairs to passenger cars per 100 miles run by them.....	1 67
do postal, express and baggage do .....	1 16
do freight cars and vans do .....	0 54



ENGINEER'S OFFICE,  
MONCTON, N. B. August 1st, 1880.

SIR,—I have the honor to submit my report of the working of the Engineering Department for the year ending 30th June, 1880.

TRACK.

That portion of the Grand Trunk Railway between Hadlow and Rivière-du-Loup (125 miles) was transferred to the Department of Railways and Canals, on the 13th of August 1879, increasing the length of main line and branches from 714 to 839 miles.

This piece of road between Chaudière and Rivière-du-Loup will be referred to hereafter in my report as the Rivière-du-Loup Branch.

The track of it with the exception of 3 miles was laid with very badly worn iron rails of various sections.

Sixteen miles were relaid with steel rails last November, and the balance during the last two months, so that now of the 839 miles of main line and branches 815 are laid with steel rails, 13 miles of iron still remaining on the Pictou and 11 on the Shediac. It is proposed to relay 5 miles of the latter with steel, in the current year.

The work of replacing the iron fish plates and scabbards, referred to in my report of last year, have been completed. The joints and fastenings are now uniform throughout the whole line.

The nut locks have been applied on the main line between Rivière-du-Loup and Halifax and St. John. They are also being applied to the new track of the Rivière-du-Loup Branch. These locks have now been in use about a year and their utility is established beyond question.

SLEEPERS.

Exclusive of the Rivière-du-Loup Branch 220,286 sleepers were renewed against 309,094 last year and 156,742 the year previous.

154,861 were renewed on the Rivière-du-Loup Branch.

The greater portion of sleepers used the past two years have been Princess pine, tamarac, and cedar.

BALLASTING.

A contract was let for the ballasting of the Rivière-du-Loup Branch on the 19th of April last to M. J. Hogan, Esq., of Quebec. The work has been vigorously pushed forward, already about one half is completed. When the ballasting is completed the Rivière-du-Loup Branch will be equal to any part of the line between Halifax and Rivière-du-Loup. Ballasting is being done on old parts of the line.

During the year trains have been working on Eastern, Western and Northern Division No. 1.

SIDINGS.

Additional siding accommodation has been provided to the extent of 36,082 feet. On account of the large increase in traffic, the siding accommodation will have to be very considerably increased at many points of the line in the current year.

The work of laying about a mile is now in hand at Richmond.

FENCING AND SNOW SHEDS.

Exclusive of the Rivière-du-Loup Branch \$22,181 has been expended in the renewal of fences; a large amount has been expended in the repairs of fences on the Rivière-du-Loup Branch.

About a mile of the snow-sheds requiring renewal on the Folly Mountain near Londonderry have been torn down and a high board fence erected to protect the cuttings which they covered.

Additional land was purchased and fences placed 100 feet from the track. This plan was tried last year to a limited extent and proved a success.

1,500 feet of new snow shed and  $3\frac{1}{2}$  miles of snow fences were erected on Rivière-du-Loup Branch.

#### TURNTABLES.

Wood turntables at Truro, Moncton, Newcastle, Campbellton, Ste. Flavie and Hadlow have been replaced by cast iron tables manufactured by William Hazlehurst, of St. John.

A wooden turntable has been erected at Rimouski to replace one destroyed by fire.

2 iron tables suitable for turning cars have been provided for the Deep Water Wharf at St. John.

#### WHARVES.

A new pile wharf to accommodate two large steamers is in course of erection at Halifax.

An improved coal drop to facilitate the coaling of large steamers was erected on Richmond wharf last winter.

The old wharf at Pictou Landing received a thorough overhauling.

The wharf at Dorchester has received extensive repairs.

In November 1879 a heavy storm swept away a large portion of the top of Point du Chêne wharf.

Necessary repairs have been made at a large outlay.

The wharf at Campbellton has received extensive repairs.

At Rimouski, wharf dock was repaired, and a new light-house erected.

#### BUILDINGS AND PLATFORMS.

Shed on Richmond wharf was extended 200 feet by 34 feet, to provide accommodation for cattle intended for export, and new cattle pens 200 feet long, with yards and platform in front completed.

Iron ventilators and smoke stacks of Engine House Richmond replaced by new ones.

Car shop 75 feet by 45 feet erected at Richmond.

Tank house at Polly Bog destroyed by fire, rebuilt and furnished with steam pump, etc.

Roof of Brookfield station reshingled.

At Truro, freight shed extended 75 feet by 30 feet. Brick engine house at Truro enlarged to accommodate 10 additional engines, and wing built on for boiler of heating apparatus.

A brick building 50 feet by 20 feet was erected and is used as mechanical store, offices, and oil house.

High level coal shed with trestle approach referred to in report of last year, completed. With this new style of shed the cost of handling has been largely reduced.

Building formerly used as a coal shed moved and converted into a snow-plough shed.

New iron smoke stacks provided for engine houses at Stellarton and at Pictou Landing.

At Belmont a loading platform and new cattle pens provided.

At Wentworth, station, and agent's dwelling apartments repaired.

At West Chester, a freight house 30 x 25 was erected.

At Maccan, station enlarged and thoroughly overhauled. Old freight shed converted into an office for the agent, and a new one 30 x 25 feet erected.

- At Amherst a dining saloon erected at a cost of about \$3,000.
- At Aulac, station enlarged and thoroughly overhauled, double boarded, clap-boarded and painted.
- At Sackville, station overhauled and painted.
- At Moncton, freight house platform, extended 100 feet. Brick engine house enlarged to provide 10 additional stalls.
- High level coal shed 200 feet by 30 feet with trestle approach similar to the one at Truro, completed.
- At Salisbury, boarding platform for lumber 184 by 27 feet rebuilt.
- At Petitcodiac, tank house moved and repaired. Freight house moved across the track to same side as station and put in through repair, old platform removed and new one built.
- At Anagance, platform repaired and extended.
- At Sussex, a shed 55 feet by 55 feet for storage of manganese was erected.
- At Apohaqui, platform removed.
- At Rothesay, station enlarged, thoroughly overhauled, repaired and painted, platform removed and extended.
- At St. John, station platforms repaired, roof of freight house repaired at a cost of \$500.00
- At Berry's Mills, station repaired and painted.
- At Birch Ridge, lumber platform erected.
- At Barnaby River, interior of station re-arranged, re-plastered and thoroughly overhauled.
- At Newcastle, floor of engine house removed, interior of station painted and roof repaired.
- At Bartibogue, station repaired.
- At Red Pine, station repaired.
- At Bathurst, station repaired.
- At Petite Roche, station repaired.
- At Jacquet River, station repaired.
- At Campbellton, brick engine house enlarged to accommodate 5 more engines at an expense of \$6,000.00. Erected freight shed 40 x 35 on Campbellton wharf.
- At Metapedia, station thoroughly overhauled, inside and out and painted, platform lengthened.
- At Millstream, built sitting room out of part of freight shed, and painted inside of station.
- At Assametquagan, rearranged interior of station, fitted up additional rooms for station agent.
- At Causapsal, repaired station and painted inside.
- At Cedar Hill, built new freight house.
- At Sayabec, repaired station.
- At St. Octave, put up new doors and painted station building and lengthened platform.
- At Ste. Flavie, put new floor in station, agent's office, and lengthened platform.
- At Rimouski, on the 27th November last, the station building, tank house, wood shed, turntable and engine house were destroyed by fire. The station has been replaced by a solid timber brick eased structure which is much better adapted for the business than the old one. A new platform and coal shed have also been erected. The water supply having been found insufficient for the requirements of the traffic, a gravitation supply, with a water crane was put in, west of the station at a place where water was abundant.
- This has rendered the tank house unnecessary.
- At Bic, station was repaired and painted.
- At Trois Pistoles, platform was repaired, and some slight alterations were made in agent's apartments. Some painting and whitewashing was done to station.
- At Isle Verte, built a kitchen and bedroom for agent's use over freight house, and repaired station building.

At Ste. Arsène, fitted up kitchen and bedrms in upper flat of freight room for agent.

At Ste. Eloi, built a small third class station.

At Caconna, the interior of station painted, two coats.

At Rivière du Loup. Since the acquisition of the Rivière-du-Loup branch the engine house has been enlarged to provide ten additional stalls, and the machinery in it, used in the repairs of locomotives and cars has been removed to the building formerly occupied by the Grand Trunk Railway as an engine house.

This building has been entirely rearranged and fitted up as a repair shop, with three pits and a transfer table. The building used as a wood-shed by the Grand Trunk Railway has been fitted up for a coal and iron store.

A new brick building 70 feet by 34 feet has been erected as a blacksmith shop, for the Mechanical Department.

A part of the building used as a freight shed by the Department was removed to make room for the enlargement of engine house and fitted up as an office, store and blacksmith's shop for the use of Track Department.

The building used as a station by the Department was removed to a site near the repair shop and fitted up as a store and dwelling for store keepers.

A high level coal-shed 300 feet by 30 feet, with trestle approach, is under contract and well advanced.

New stations are under contract and being erected at :—

Lake Road, 2nd Class.

Ste. Helene, 2nd “

Ste. Denis, 1st Class.

Ste. Pierre, 1st “

Ste. Françoise, 1st Class.

St. Charles, 1st “

Ste. Henri, 1st “

At St. Thomas another storey has been added to the station to provide suitable dwelling apartments for the agent.

Extensive repairs are being made to nearly all old stations and platforms on the Rivière-du-Loup Branch.

At Chaudière. Upon the transfer of the Rivière-du-Loup Branch, this became the Junction station of the Intercolonial and Grand Trunk Railways, and one and a half miles of sidings had to be laid almost immediately. To do this, a large amount of grading had to be done. This work was carried out by contract, by Messrs. Riten and Vetterlain.

A two story combined passenger station and dining saloon has been erected.

A freight shed 300 feet by 30 feet, an immigrant shed of two stories 80 feet by 20 feet, an engine house 60 feet by 25 feet, and an ice house 20 feet by 35 feet have also been erected.

The old Grand Trunk Railway Station was moved across the track and fitted up for two dwellings, which are rented to employees.

At Hadlow, engine house was thoroughly overhauled and roof strengthened, and the old wood-shed was converted into a coal-shed.

#### MASONRY.

On Bedford grade an open drain or culvert of dry masonry was replaced by a wrought iron pipe 15 inches diameter and 2,000 long set in concrete at a cost of \$3,000.00. For the past ten years this has been a most expensive structure to maintain.

Three broken down box culverts near Milford have been replaced by 1st class masonry structures. Several more of the same kind are in hand now.

Between Halifax and Truro the seats of 12 beam bridges have been rebuilt to suit them for iron spans, which have replaced wood ones.

A stone foundation was put in for a new track scale at Londonderry.

At Hampton, abutments and piers were built for an iron overhead bridge.

At Quispansis, abutments and piers were built for an overhead bridge.

At Lawlor's Lake, abutments were raised 7 feet to receive an iron span.

At St. John, foundation of track scale was entirely rebuilt.

The abutments were completed for two iron spans of 100 feet each to carry Stanley and Garden Streets across the railway in St. John station grounds.

Restigouche, bridge abutments and piers were thoroughly overhauled and repainted.

A beam culvert near Rimouski washed out was rebuilt.

Many of the structures on all the Divisions have received repairs.

Extensive repairs are in hand on the Rivière-du-Loup Branch.

#### IRON BRIDGES.

Between Halifax and Truro 12 spans varying from 17 feet to 24 feet have replaced wooden structures of similar spans.

Two iron overhead bridges of 5 spans each have been erected in place of old wood structures at Hampton and Quispansis.

At Lawlor's Lake, near Coldbrook, an iron span of 66 feet in the clear built of old rails has been erected in place of an old wood structure.

At St. John, two overhead spans of 100 feet each built of old rails with double roadways and sidewalks on either side have been erected to replace two old wood trestle bridges of 30 feet span. These over bridges have all been raised to give the clear headway required by the clause amending the General Railway Act passed in the session of 1879.

Many of the lattice and plate girders bridges have an open floor system; these are gradually being replaced with a close floor system with guard rails on either side. This will obviate the danger of a train going through the bridge in case of a run off.

The new floor system necessitates the raising of girders and building up bridge seats.

All bridges are being carefully looked after and kept well painted.

#### WATER SUPPLIES.

A new water supply has been provided at Elmsdale. The old supply was from a well fed by a swamp near the station, and in dry seasons the water was very bad.

Gravitation supplies have been provided at Sacre Cœur, St. Alexandre, St. Paschal and St. Charles. The supply pipes at these points are 6 inches in diameter connecting with a water crane which stands 5 feet from the main line. By using the large supply pipes and crane tank house, tub and attendant are disposed with and a large saving effected.

At important watering stations where it is not possible to get water by gravitation, steam pumps are being provided.

I have the honor to be, Sir

Your obedient servant,

P. S. ARCHIBALD,

*Engineer.*

D. POTTINGER, Esquire,  
Chief Superintendent I. C. Railway,  
Moncton.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE SUPERINTENDENT AND ENGINEER,  
CHARLOTTETOWN, 10th July, 1880.

SIR,—I have the honor to submit the following report on the operations of the Prince Edward Island Railway for the year ended 30th June 1880 together with the annual accounts.

- No. 1. Capital Account.
- “ 2. Revenue Account.
- “ 3. Locomotive Power. (Abstract No. 1.)
- “ 4. Car Expenses. ( “ 2.)
- “ 5. Maintenance of Way and Works. ( “ 3.)
- “ 6. Station Expenses. ( “ 4.)
- “ 7. General Charges. ( “ 5.)
- “ 8. Monthly statement of Expenses.
- “ 9. Monthly statement of Receipts.
- “ 10. Statement of General Store Account.
- “ 11. General Balance.
- “ 12. Comparative Statement of Averages.

The report of the Mechanical Superintendent and Store-keeper is also enclosed.

CAPITAL ACCOUNT.

The total expenditure on Capital Account to 30th June 1880, is \$3,466,588.52; the outlay for the fiscal year is \$16,539.82 the whole of which has been expended in the completion of the Souris Extension.

This extension has a total length of 8140 feet, and it is provided with a shipping wharf one thousand feet long and seventy-five feet wide at the outer end. A station building, freight shed and engine shed have also been provided, and a warehouse one hundred feet long and forty feet wide has been erected on the end of the wharf, where there is a depth of sixteen feet at low tide.

REVENUE ACCOUNT.

The gross earnings for the year amounted to.....	\$113,851 711
And for the previous year.....	125,855 91
Shewing a decrease of.....	\$ 12,004 80

In the passenger traffic the decrease was \$6,737.22, and in the freight traffic \$3,216.48. In mail and sundries there is a decrease of \$2000.40 in consequence of a reduction in the grant of the previous year by the Post Office Department for the carriage of the mails.

There were 14,513 fewer passengers carried, the number being 90,533 as against 105,046 in the previous year.

During the year 57,208 tons of freight were conveyed over the road, or 1460 tons less than in the previous year. The low price paid for potatoes and the partial failure of the fisheries account for the falling off in the freight receipts; there is, however, an increase in oats, cordwood, live stock and also in mus-el mud as will be seen from the descriptive statement of freight earnings hereto appended.

WORKING EXPENSES.

The cost of operating the railway for the year was.....	\$164,640 55
And for the previous year.....	223,313 12
Or a decrease of.....	\$ 58,672 57

The working expenses per engine mile run were 55.77 cents as against 77.84 cents for the previous year.

In 1879-80 the engine mileage was.....	295,190
And in 1878-79.....	286,886

Or an increase in 1879-80 of..... 8,304 miles.

The two "Mason-Fairlie" engines ordered in the fall of 1879 have not yet been received although the contract time expired in May last; the delay has caused inconvenience as additional steam power is much needed.

Their cost (\$16,351.63) has been charged to working expenses for the year, which increase the outlay on locomotive power by \$5,722.06 as compared with the previous year.

Upon the eight tender engines Nos. 11 to 18 inclusive, we have to rely, they being in good condition and capable of hauling a train of from nine to ten loaded freight cars over the heaviest grades.

The nine tank engines are a source of much annoyance as they are frequently under repair and are not reliable even with a light train.

There are fourteen first-class cars, all of which are in good repair; these cars have 33 inch wheels.

The twelve second class cars are in fair order, four of them have 33-inch wheels and the 24-inch wheels on the remaining eight are being replaced with the larger ones as fast as required.

The two postal cars, the paymaster's car and the conductors' vans are in good condition, with the exception of some outside painting required to the latter, which work will soon be carried out.

There are 150 box cars and 100 platform cars; of the former 118 are of eight tons capacity and the balance ten tons, and of the latter forty-three are eight tons and fifty-seven are ten tons capacity.

Five box cars and seven platform cars have been rebuilt during the year, and fourteen platform cars have been furnished with moveable bodies, as the stock of box cars is insufficient for the spring and fall traffic.

These bodies were supplied at an average cost of \$75 each and have proved of great service; so soon as the busy season is at an end the bodies are removed.

#### MAINTENANCE OF WAY.

Three new sidings were laid during the year and one was lengthened; there are now 110 sidings throughout the line, exclusive of ballast pit tracks, with a total length of 11.70 miles.

During the year 33,644 sleepers were renewed.

The timber work of a number of bridges and cattle guards received extensive repairs, and the masonry of several was pointed with cement.

A considerable sum was expended in repairing the wharves, the chief portion of it being required in consequence of the damage done to the wharves at Georgetown, Summerside and Alberton by a heavy gale in October last.

A large outlay will be required during the coming winter to the wharf at Summerside owing to the ravages of the sea worm.

Necessary repairs have been made to the station buildings throughout the line.

A large amount of fencing has been repaired and new pole fence has been erected in various localities, 16,080 lineal feet of snow fence has been moved from 25 to 30 feet further from the track for the better protection of the road from snow, and the work has proved highly successful in every case.

It is proposed to carry this out to a greater extent this year and to erect some new snow fences in exposed places.

Due attention has been paid to the drainage of the roadbed.

In the removal of snow and ice there was expended the sum of \$4,932.69, a large portion of this outlay was incurred in clearing the road after a storm of unusual severity in April last.

In the repairs of snow ploughs and flangers the sum of \$1,526.39 was expended thereon.

There are in stock 1,473 tons of steel rails; it may be necessary to draw from this stock for the renewal of some portions of the track where the old iron rails begin to show signs of wear.

#### STORES.

\$60,401.90 were expended in the purchase of supplies during the year, in which sum is included 1,066 tons of steel rails and fastenings.

The following is a statement of the stores on hand at 30th June, 1880 :

General stores .....	\$22,450 66
Coal.....	992 33
Rails and fastenings.....	47,175 00
Total.....	\$70,617 99
The stock at 30th June, 1879 amounted in value to.....	\$46,415 59

#### CASUALTIES.

On the 25th October 1879, B. C. Perry, baggageman, was injured while coupling passenger cars, and was off duty for eighteen days.

On the 24th November 1879, D. McKenna, brakesman had his skull injured while coupling flat cars and was laid up for seventeen days, and on the 3rd May 1880 James McDonald, baggageman, had his hand caught between the buffers while coupling and was unable to attend to his duties for three weeks.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

ALEX. MACNAB,  
*Superintendent and Engineer.*

C. SCHREIBER, Esq.,  
Chief Engineer, Government Railways in operation,  
Ottawa.



## PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT of Freight Earnings for the year ended 30th June, 1880.

Description of Freight.	Quantities.		Tons.		Amount.	
	1879.	1880.	1879.	1880.	1879.	1880.
					\$ cts.	\$ cts.
Oats..... Bush.	403,741	575,441	7,156	9,787	9,385 45	12,422 64
Wheat and other grain..... "	9,808	5,082	265	132	390 86	197 10
Potatoes and roots..... "	202,461	34,699	6,074	1,038	7,889 34	1,294 98
Flour..... Brls.	28,364	15,963	2,836	1,697	4,219 79	2,419 97
Mackerel..... "	11,988	9,183	1,799	1,378	2,494 07	1,584 45
Herring..... "	2,932	685	448	103	575 98	185 79
God and other fish..... "			223	526	449 21	920 56
Oysters..... "	2,791	1,977	263	198	430 17	253 82
Fish barrels..... No.	11,753	19,999	172	227	608 33	532 68
Timber, hewn or unhewn... C. feet	196,884	222,469	5,674	5,241	5,739 90	4,931 37
Lumber, sawn..... L feet	1,553,940	1,589,444	2,012	2,010	2,097 87	1,992 13
Shingles..... M.	2,353	4,253	355	639	415 65	863 49
Cordwood and tan bark..... Cords.	951	1,498	1,752	2,444	948 90	1,663 82
Coal..... Cars.	62	54	529	489	323 80	337 11
Lime..... Brls.	860	1,023	85	106	88 45	103 75
Limestone..... Cars.	53	46	466	407	248 28	226 26
Brick and building stone..... "	14	22	139	188	91 92	117 82
Mussel mud..... "	53	238	480	2,174	198 60	648 64
Salt..... "			875	1,629	858 15	1,070 40
Live stock, all kinds..... No.	1,776	4,488	421	748	1,015 66	1,636 91
Pressed Hay..... "			2	16	4 76	18 56
Fresh Beef..... "			29	77	76 49	222 81
Pork in carcass..... "			47	166	135 55	515 60
Pork in barrels..... Brls.	292	377	48	57	195 20	108 00
Butter..... "			20	42	81 84	155 62
Eggs..... Pkgs.	10,321	11,253	375	415	863 53	970 02
Merchandise..... "			6,123	5,974	16,281 96	17,316 86
Wharfage, storage, etc..... "					840 98	932 23
<b>Total.....</b>			<b>38,668</b>	<b>37,208</b>	<b>56,859 67</b>	<b>53,643 19</b>

## STATEMENT OF PASSENGER TRAFFIC.

	1879.	1880.
Total number carried.....	105,046	99,538
Receipts.....	\$58,467 78	\$51,979 86
Receipt for each passenger.....	55 68	57 08

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.

CAPITAL ACCOUNT.

CR

	\$	cts.	1879. June 30...	1880. June 30...	\$	cts.
1879. June 30... To cost of road and equipment to date.....	3,450,048	75	June 30... By Dominion of Canada.....			
1880. June 30... To expenditures, year ended 30th June, 1880, on extension of railway at Souris, wharf, buildings, etc.....	16,539	82	June 30... By Dominion of Canada.....		16,539	82
Total .....	3,466,588	57	Total.....		3,466,588	57

E. and O. E.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN P.E.I., 30th June, 1880.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.  
REVENUE ACCOUNT for year ended 30th June, 1880.

Previous Year.	Expenditure.	Year ended 30th June, 1880.	Previous Year.	Receipts.	Year ended 30th June, 1880.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
51,859 52	Locomotive Power, per Abstract 1.....	57,580 58	58,487 78	Passenger Traffic.....	51,879 86
29,358 92	Car Expenses do 2.....	26,200 14	56,859 67	Freight Traffic.....	53,643 19
102,867 57	Maintenance Way and Works do 3.....	50,858 87	10,528 46	Mails and Sandries.....	8,528 06
22,987 89	Station Expenses do 4.....	18,197 01		Total Receipts.....	113,851 11
16,260 12	General Charges do 5.....	10,803 95	126,886 91	Balance.....	50,789 44
	Totals.....	164,640 55	97,457 21	Totals.....	164,640 55
223,313 12			223,313 12		

E. and O. E.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.  
 LOCOMOTIVE POWER. (Abstract No. 1.)

Previous Year.	Details.	Year ended 30th June, 1880.
\$ cts.		\$ cts.
2,281 81	Mechanical Superintendent's salary, Clerks, office and travelling expenses .....	1,583 77
13,204 63	Wages of Drivers, Firemen and Cleaners.....	11,252 71
13,060 49	Fuel.....	11,223 41
2,174 42	Oil, tallow, waste and small stores.....	1,136 84
15,029 01	Repairs to engines, tenders, and engine tools.....	28,275 56
4,772 14	Water, including pump and tank repairs.....	2,675 29
1,336 02	Miscellaneous.....	1,233 06
51,858 52	Totals .....	57,589 58

E. and O. M.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

No. 4.—PRINCE EDWARD ISLAND RAILWAY  
 CAR EXPENSES. (Abstract No. 2.)

Previous Year.	Details.	Year ended 30th June, 1880.
\$ cts.		\$ cts.
7,430 59	Repairs to passenger cars.....	6,076 66
645 89	do postal and baggage cars.....	137 50
6,094 19	do freight cars and vans.....	7,381 56
10,248 49	Wages of Conductors, Train Baggage-men and Brakemen.....	9,642 64
1,048 97	Oil and waste for packing.....	718 15
1,467 13	Small stores and fuel.....	1,859 82
423 66	Miscellaneous.....	383 81
29,358 92	Totals.....	26,290 14

E. and O. M.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 5.—PRINCE EDWARD ISLAND RAILWAY.

## MAINTENANCE OF WAY AND WORKS.—(Abstract No. 5.)

Previous Year.	Details.	Year ended 30th June, 1880.
\$ cts.		\$ cts.
3,993 79	Engineer's salary, clerks, office, and travelling expenses.....	1,379 85
35,546 07	Wages in repairing road way, fences and semaphores .....	29,625 95
10,264 14	Rails, chairs and spikes.. ..	2,553 74
5,890 14	Sleepers .....	3,356 97
22,474 31	Timber and lumber for repairs to bridge, cattle guards, fences, etc.....	3,570 71
8,232 32	Repairs to wharves.....	1,300 70
7,054 77	do buildings.....	1,672 26
2,939 08	do snow-ploughs, flangers and tools.....	2,466 00
7,072 95	Clearing ice and snow.....	4,932 69
102,867 57	Totals.....	50,858 87

E. and O. E.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 6.—PRINCE EDWARD ISLAND RAILWAY.

## STATION EXPENSES.—(Abstract No. 4.)

Previous Year.	Details.	Year ended 30th June, 1880.
\$ cts.		\$ cts.
17,664 81	Salaries and wages of Station Masters, Agents, Clerks, Telegraph Operators, Station Baggage-men, Yardmasters, Switchmen, Watchmen and Laborers.....	14,756 51
5,363 18	Fuel, oil, light, stationery, tickets and other incidental expenses.....	4,440 50
.....	Miscellaneous.....	.....
22,967 99	Totals.....	18,197 01

E. and O. E.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 7.—PRINCE EDWARD ISLAND RAILWAY.

## GENERAL CHARGES.—(Abstract No. 5.)

Previous Year.	Details.	Year ended 30th June, 1880.
\$ cts.		\$ cts.
6,949 38	Superintendent's and Train Despatcher's salaries, Clerks, office and travelling expenses.....	4,250 06
6,313 67	Accountant and Auditors, Paymasters, and Cashiers salaries, Clerks, office and travelling expenses.....	4,860 97
927 75	Advertising.....	675 23
1,046 14	Damages to men, animals and goods.....	249 74
311 92	Telegraph expenses (not including pay to Operators).....	179 62
711 26	Miscellaneous.....	588 33
16,260 12	Totals.....	10,003 95

E. and O. E.

THOMAS WILLIAMS,  
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 8.—PRINCE EDWARD ISLAND RAILWAY.

## MONTHLY STATEMENT OF EXPENSES.

Months.	Locomotive Power.	Car Expenses.	Maintenance Way and Works.	Station Expenses.	General Charges.	Total Expenses.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1879.						
July.....	3,660 71	2,922 83	4,650 23	1,551 76	810 33	13,595 86
August.....	3,243 49	2,213 95	4,548 35	1,510 72	1,064 41	12,580 92
September.....	3,491 01	2,231 69	4,113 27	1,487 76	867 71	12,191 44
October.....	5,407 59	2,383 06	4,515 83	1,796 47	784 28	14,887 23
November.....	5,710 24	1,921 03	4,024 73	1,731 90	784 85	14,172 75
December.....	5,729 37	1,942 04	3,671 93	1,681 93	980 70	14,005 37
1880.						
January.....	5,365 48	2,509 71	3,468 22	1,645 05	1,047 58	14,036 04
February.....	4,997 82	1,800 36	2,897 32	1,494 15	772 87	11,962 52
March.....	5,617 14	2,181 96	3,161 97	1,636 47	710 91	13,308 45
April.....	5,129 99	1,853 65	5,668 69	1,568 86	889 00	15,100 19
May.....	5,100 60	2,236 30	5,186 14	1,487 71	799 49	14,810 24
June.....	4,127 14	2,003 56	4,952 79	1,614 23	1,291 82	13,989 54
Totals.....	57,580 58	26,200 14	50,858 87	19,197 01	10,893 95	164,640 55

E. and O. E.

THOMAS WILLIAMS,  
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 9.—PRINCE EDWARD ISLAND RAILWAY.

## MONTHLY STATEMENT of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Receipts.
1879.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	6,325 60	3,670 41	721 33	10,717 34
August.....	6,192 21	3,495 43	715 33	10,402 97
September.....	4,706 47	3,902 49	712 00	9,320 96
October.....	5,358 35	4,951 94	709 40	11,019 69
November.....	4,729 71	11,214 11	715 00	16,658 82
December.....	4,485 20	4,287 50	704 00	9,446 70
1880.				
January.....	2,980 38	2,062 43	706 00	5,748 81
February.....	1,991 99	1,949 38	702 00	4,643 37
March.....	2,512 93	3,067 12	714 00	6,294 05
April.....	3,828 43	3,516 31	703 00	8,047 74
May.....	4,406 91	6,947 81	707 00	12,061 72
June.....	4,161 68	4,608 26	710 00	9,488 94
Totals.....	51,679 86	53,643 19	8,528 06	113,851 11

E. and O. E.,

THOMAS WILLIAMS,  
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1880.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Store Account, year ended 30th June, 1880.

	Dr.	\$ cts.	\$ cts.
1879.			
June 30.....	To balance brought forward.....		46,415 59
1880.			
June 30.....	To Purchases during the year including rails.....	60,401 90	
	Charges from other Departments.....	3,770 25	
	Pay-rolls .....	2,461 04	
			66,633 19
1880.	Cr.		
June 30.....	By Issues during the year.....		42,430 79
	Balance.. {		
	Ordinary Stores.....	\$22,450 64	
	Fuel .....	992 33	
	Rails and fastenings on hand... 47,176 00 }		70,617 99

E. and O. E.

THOMAS WILLIAMS,  
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1880.



No. 11.—PRINCE EDWARD ISLAND RAILWAY.

Dr.

Cr.

GENERAL BALANCE.

	\$	cts.		\$	cts.
General Stores.....	70,617	09	Dominion Account.....	59,585	91
Cash .....	820	37	Accident Insurance.....	1,943	40
Stations.....	1,244	52	New Locomotives Suspense Account.....	16,300	00
Militia Department.....	3	82			
Intercolonial Railway.....	24	56			
Post Office Department.....	2,016	00			
Suspense Account.....	101	95			
<b>Total .....</b>	<b>74,829</b>	<b>21</b>	<b>Total .....</b>	<b>74,829</b>	<b>21</b>

E. and O. E.

THOMAS WILLIAMS  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

## No. 12.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages, for Year ended 30th June, 1880.

Details.	1880.	1879.
Mileage of railway open.....	198½	198½
Engine mileage.....	295,190	286,886
Train do .....	244,691	243,464
Car do .....	1,010,483	1,037,540
Receipts per engine mile..... Cents	28·57	44·92
do per mile of railway..... \$	573·56	649 15
Percentage of passenger earnings to gross receipts.....	45·39	46·45
do freight do do .....	47·12	45·18
do other do do .....	7·49	8 37
Expenses per engine mile :—		
Drivers, Firemen's and Cleaners' wages.....	3·81	4·60
Fuel .....	3·80	4·55
Oil, tallow, waste and small stores.....	·39	·76
Repairs to engines.....	9·58	5·24
Water and tank repairs.....	·97	1·66
Miscellaneous .....	·42	·47
Total.....	18 97	17·28
Mechanical Superintendent's salary, office and travelling expenses .....	·53	·80
Cents	19·50	18·08
Locomotive power per engine mile.....	19·50	18·08
Car expenses do .....	8·88	10·23
Maintenance way and works do .....	17·23	35·86
Station expenses do .....	6·50	8·00
General charges do .....	3·66	5·67
Total..... Cents	55·77	77 84
Locomotive power per train mile.....	23·53	21·39
Car expenses do .....	10·71	12·06
Maintenance way and works do .....	20·78	42·25
Station expenses do .....	7 85	9·43
General charges do .....	4·41	6·68
Total..... Cents	67·28	91·72
Working expenses per mile of railway..... \$	829 42	1,125 00

E. and O. E.

THOMAS WILLIAMS,  
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1880.

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 PRINCE EDWARD ISLAND RAILWAY.
 

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MECHANICAL DEPARTMENT,  
CHARLOTTETOWN, 1st July 1880.

SIR,—I beg to submit a report of the working of the Mechanical Department of the Prince Edward Island Railway for the year ended 30th June 1880.

Appended are the following Statements :

A. Statement of performance and cost of Locomotives.

B. Monthly Statement of cost of Locomotive Power.

C. Monthly Abstract from Locomotive Returns.

D. Monthly Statement of Car mileage.

E. Statement showing number of Locomotives and Cars.

F. Comparative Statement of the expense of the Mechanical Department for the years 1879 and 1880.

The Locomotives from 2 to 6, inclusive, are light tank-engines. They are poor stock, but we are doing the best we can to keep them in service.

Nos. 7 to 9 are heavy tank-engines but they are no better than the former. These tank-engines are so poorly proportioned that they are a source of trouble and expense, and at their best are unreliable.

Nos. 11 to 18, inclusive, are tender-engines. It is upon these engines we have to depend most. They are in good condition.

The two heavy "Mason Fairlie" engines, ordered last fall, were to have been delivered to the road in May last, but they have not yet been received and possibly will not be until the coming autumn. Their cost, \$16,351.63, has been charged to working expenses for the year ended 30th June last, which makes Locomotive Power \$5,722.06 in excess of last year; otherwise it would have shown a reduction of \$10,629.57 as compared with the previous year. When we get these new engines it will be quite a relief, as we will then be able to let some of the tank-engines drop out.

The first-class cars are in good order.

The second-class cars are in very fair condition, four out of the twelve having 33 inches wheels like the first-class cars. The small wheels in the other eight are fast wearing out.

The Postal cars and Pay car are in good condition. We still supply them with the small wheels, taken from other cars, in order to wear them out.

The Conductor's Van are in good repair, with the exception of outside painting which will be attended to shortly.

The Box and Platform cars are kept well up in repairs, but the old stock suffers much in long trains, as the lumber is soft and the draw-car fastenings light.

They are being strengthened at every opportunity. The repairs will be in proportion to the service.

During the year ended 30th June, five (5) box cars and seven (7) platform cars have been rebuilt; also, fourteen (14) platform cars have been fitted with moveable boxes to supplement the box cars in the shipment of produce spring and fall.

The reduction in car expenses compared with last year is \$2,905.71.

As our water supply at this station is very poor, I would recommend that a supply be brought in pipes from a never-failing spring in Prince street, which could be attached to our steam pump. This would give us a good supply for all purposes at a trifling cost.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

A. STRONACH,

*Mechanical Supt., and Store-keeper.*

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of the Performance and cost of

No. of Engine.	Builders.	In Shop the whole of	Hours in steam.	Train Mileage.				Miles run by Engines.			
				Passengers.	Freight and Mixed.	Ballasting.	Piloting.	With train.	Light.	Shunting.	Total.
2	Hunslet Engine Co'y., Leeds, Eng.	.....	1,759	7,957	296	.....	2,615	10,868	59	3,197	14,124
3		.....	1,766	12,668	61	.....	756	13,485	.....	1,508	14,990
4		June to May...	1,613	12,740	86	.....	22	12,848	88	100	13,036
5		December .....	1,251	9,322	.....	.....	1,790	11,112	110	1,030	12,252
6	Black, Hawthorn & Co., Gateshead on Tyne.	Dec. to April.	1,243	8,813	1,348	.....	.....	10,161	.....	1,142	11,303
7		Jul., Aug., Spt. Oct. and Jan.	469	1,818	1,160	.....	441	3,419	77	363	3,859
8		Sept., Oct., Dec. & Feb.	1,324	44	.....	.....	.....	44	.....	6,545	6,589
9		June .....	2,277	5,964	5,830	275	2,117	14,186	79	1,990	16,255
10	Baldwin Locomotive Works, Philadelphia.	April .....	2,916	10	.....	.....	.....	10	.....	14,565	14,575
11		.....	2,343	1,158	16,489	570	196	18,412	22	2,119	20,553
12		.....	4,189	166	28,554	.....	166	28,896	54	3,024	31,964
13		.....	2,856	.....	26,952	.....	120	27,072	.....	2,180	29,232
14	Canadian Engine Co'y., Kingston, Ontario.	June .....	2,764	4,182	12,296	30	206	16,714	92	2,513	19,319
15		.....	2,019	2,012	13,739	.....	388	16,139	.....	2,158	18,297
16		.....	3,332	.....	30,958	.....	49	31,007	77	3,139	34,223
17		.....	1,765	3,588	9,874	160	287	14,469	118	1,481	16,268
18	Totals.....	.....	2,469	6,512	9,512	1,185	870	18,070	283	2,455	20,817
				36,354	76,954	157,154	2,220	10,583	246,911	1,059	49,708

## ISLAND RAILWAY.

## DEPARTMENT.

Locomotives for the year ended 30th June, 1880.

Total mileage of		* Average of Cars' per mile run with train.	Cost of					Average per 100 miles run by Engines.				
Cars.	Snow Ploughs.		Enginemen's Wages.	Fuel.	Oil, tallow, waste, etc.	Repairs.	Total.	Enginemen.	Fuel.	Oil, tallow, &c.	Repairs.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.	cts.	cts.	cts.	cts.
20,247	2,306	2.45	430 78	331 68	48 05	434 08	1,244 59	3.05	2.35	0.34	3.07	8.81
29,395	756	2.30	531 43	395 88	50 82	546 42	1,524 55	3.55	2.64	0.34	3.64	10.17
25,379	.....	1.99	490 08	384 60	50 97	571 76	1,497 41	3.76	2.95	0.38	4.39	11.48
22,274	1,790	2.39	409 94	332 16	46 18	733 16	1,521 44	3.34	2.71	0.38	5.98	12.41
24,216	.....	2.38	398 84	312 84	36.62	461 96	1,210 26	3.53	2.76	0.32	4.09	10.70
9,024	.....	3.03	141 25	142 44	16 51	1,122 93	1,423 13	3.66	3.69	0.43	29.10	36.88
95	.....	2.16	268 24	123 36	16 66	85 80	494 06	4.07	1.88	0.25	1.30	7.50
34,840	2,166	2.89	754 86	591 72	76 38	272 75	1,695 71	4.64	3.64	0.47	1.68	10.43
30	.....	3.00	609 65	295 20	48 59	194 18	1,147 62	4.19	2.02	0.33	1.33	7.87
97,613	1,588	5.35	761 46	907 92	86 34	724 92	2,480 64	3.70	4.41	0.42	3.53	12.06
132,677	1,522	4.62	1,417 01	1,324 20	132 45	500 42	3,374 08	4.43	4.14	0.41	1.57	10.55
154,765	2,316	5.74	1,101 60	1,567 92	131.85	999 67	3,801 04	3.76	5.36	0.45	3.42	12.99
63,375	2,995	3.84	882 74	780 24	72 53	614 25	2,349 76	4.57	4.04	0.37	3.18	12.16
82,667	2,274	5.24	696 28	943 80	90.91	1,228 40	2,959 39	3.80	5.16	0.50	6.71	16.17
181,246	2,658	5.85	1,314 46	1,573 80	156 29	1,268 26	4,312 81	3.84	4.59	0.46	3.71	12.60
67,638	685	4.96	555 02	731 89	77 96	783 00	2,147 86	3.41	4.50	0.48	4.81	12.20
80,746	1,112	4.69	748 29	929 40	75 46	920 01	2,673 16	3.59	4.46	0.37	4.42	12.80
1,026,227	22,168	4.34	11,511 93	11,669 04	1,214 57	11,461 97	35,857 51	3.86	3.92	0.41	3.85	12.04

\* Deduct Piloting on making these averages.

A. STRONACH,  
*Mechanical Superintendent and Storekeeper.*

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

B.—STATEMENT of the Cost of Locomotive Power for the Year ended 30th June, 1880.

Months.	Miles run by Engines, less ballasting.		Cost of						Average per Mile run.							
	\$	cts.	Engineers wages	Fuel.	Oil, tallow, etc.	Repairs.	Water, including tank and pump	Miscellaneous, including expenses of office and engine-houses.	Total.	Enginemen.	Fuel.	Oil, tallow, etc.	Repairs.	Water.	Miscellaneous.	Total.
	\$	cts.	\$	\$	\$	\$	\$	\$	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1879—July.....	29,319	1,053 28	858 80	129 25	1,042 09	405 85	171 43	3,660 71	3 59	2 93	0 44	3 55	1 38	0 59	12 48	
August.....	28,528	979 54	895 36	119 91	915 18	127 81	205 69	3,243 49	3 43	3 14	0 42	3 21	0 44	0 72	11 36	
September.....	29,029	971 30	878 00	109 96	1,029 82	272 81	229 12	3,491 01	3 37	3 02	0 37	3 54	0 94	0 78	12 02	
October.....	29,826	1,327 21	968 75	105 38	2,877 35	205 68	213 21	5,407 59	3 47	3 25	0 35	9 65	0 69	0 72	18 13	
November.....	27,726	928 20	1,273 11	107 51	2,933 45	240 50	227 44	4,710 21	3 35	4 59	0 39	10 58	0 87	0 81	20 59	
December.....	21,119	892 08	912 63	95 35	3,118 13	324 61	386 57	5,779 37	4 23	4 32	0 45	14 76	1 53	1 83	27 12	
1880—January.....	21,597	945 70	988 96	91 83	2,770 52	226 05	332 42	5,365 48	4 38	4 62	0 43	12 83	1 04	1 54	24 84	
February.....	17,576	768 20	815 96	76 90	2,790 30	255 80	290 87	4,997 82	4 37	4 64	0 43	15 88	1 45	1 66	28 43	
March.....	20,303	920 14	1,018 80	88 61	3,062 90	297 72	228 87	5,617 14	4 53	5 02	0 44	15 08	1 46	1 13	27 66	
April.....	18,263	869 13	801 72	73 96	2,977 26	190 95	216 87	5,129 99	4 76	4 39	0 40	16 30	1 04	1 19	28 08	
May.....	22,689	871 48	853 42	73 19	2,944 22	200 75	153 51	5,100 60	3 86	3 78	0 32	13 04	0 90	0 69	22 59	
June.....	29,315	1,016 36	948 89	64 96	1,814 28	126 75	155 90	4,127 14	3 46	3 24	0 23	6 19	0 43	0 53	14 07	
Totals.....	295,190	11,252 71	11,223 41	1,136 84	*28,275 50	2,875 29	2,816 83	57,580 58	3 81	3 80	0 39	9 57	0 97	0 96	19 50	

\* Repairs include \$16,351 63, for two new Locomotives under construction at Kingston, Ontario.

A. STRONACH,  
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY Abstract from Locomotive returns for the Year ended 30th June, 1880.

Months.	Hours in steam.	Mileage of				Consumption.				Average Mileage.		Consumption per 100 Miles run by Engine.			
		Locomotives.	Cars.	Snow Ploughs.	Bushels of coal.	Pints of oil.	Pounds of tal- low.	Pounds of waste.	Miles to one hour in steam.	Of cars to one of engine.	Bushels of coal.	Pints of oil.	Pounds of tal- low.	Pounds of waste.	
1879—July .....	3,484	29,437	98,146	.....	7,775	939	610	256	8.44	3.33	26.41	3.15	2.07	0.86	
August .....	3,308	28,528	101,395	.....	7,886	920	589	209	8.54	3.55	27.64	3.22	2.03	0.76	
September .....	3,415	29,573	104,742	.....	7,977	946	550	263	8.65	3.47	26.97	3.19	1.86	0.88	
October .....	3,517	30,277	102,379	.....	8,346	756	492	210	8.63	3.38	27.56	2.49	1.62	0.69	
November .....	3,241	27,926	117,211	98	10,905	783	531	193	8.61	4.19	39.05	2.82	1.90	0.69	
December .....	2,762	21,119	73,212	813	7,721	690	408	174	7.61	3.42	36.55	3.26	1.93	0.81	
1880—January .....	2,941	21,597	55,251	7,428	8,334	640	410	148	7.34	2.55	38.59	2.96	1.91	0.68	
February .....	2,235	17,576	52,464	7,060	6,796	516	382	118	7.86	2.98	38.66	2.93	2.17	0.67	
March .....	2,158	20,303	66,557	5,727	8,490	614	429	149	7.63	3.27	41.32	3.02	2.06	0.73	
April .....	2,670	18,263	63,544	1,092	6,912	520	349	141	6.84	3.47	37.84	2.84	1.91	0.77	
May .....	2,838	23,762	89,976	.....	7,838	668	438	185	8.40	4.20	37.94	2.81	1.84	0.78	
June .....	3,265	29,315	94,350	.....	8,272	670	497	218	8.08	3.14	28.21	2.28	1.69	0.74	
<b>Totals .....</b>	<b>36,354</b>	<b>297,676</b>	<b>1,026,227</b>	<b>22,108</b>	<b>97,242</b>	<b>8,657</b>	<b>5,676</b>	<b>2,262</b>	<b>8.18</b>	<b>3.45</b>	<b>32.66</b>	<b>2.90</b>	<b>1.90</b>	<b>0.76</b>	

A. STRONACH,  
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

D.—MONTHLY STATEMENT of Car Mileage for the year ended 30th June, 1880.

Months.	First class.	Second class.	Postal, Baggage & Express.	Box, Stock and Hay.	Platform and Coal.	Total.
1879—July .....	26,083	22,315	6,025	28,489	15,234	98,146
August.....	25,965	22,654	6,066	27,967	18,743	101,395
September.....	26,380	23,154	6,024	30,617	16,567	102,742
October.....	26,929	22,701	5,419	36,488	10,842	102,279
November.....	23,215	20,620	4,901	58,573	9,902	117,211
December.....	16,666	18,953	1,664	28,468	6,461	72,212
1880—January.....	14,893	15,595	1,959	16,296	6,508	55,251
February.....	12,282	13,171	1,763	13,783	11,465	52,464
March.....	13,056	14,392	1,672	16,241	21,196	66,557
April.....	12,154	13,701	3,739	19,965	13,985	63,544
May.....	17,914	16,646	7,032	38,229	20,155	99,976
June.....	23,727	19,108	7,370	29,210	14,935	94,350
Totals.....	239,264	223,010	53,634	344,326	165,993	1,026,227
Less Ballasting.....		2,519	.....	102	13,123	15,744
Balance.....	239,264	220,491	53,634	344,224	152,870	1,010,483

A. STRONACH,  
Mechanical Superintendent and Storekeeper.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—STATEMENT showing the number of Locomotives and the various classes of Cars on hand, 1st July, 1879 and 1880.

Particulars.	Locomotives.	Classification.							Total.
		1st Class.	2nd Class.	Postal, Baggage & Express.	Box and Stock.	Platform.	Vans.	Pay Car.	
On hand, 1st July, 1879 .....	17	14	12	2	150	100	3	1	282
Condemned during the year.....					5	7			12
Serviceable.....	17	14	12	2	145	93	3	1	270
Rebuilt during the year.....					5	7			12
Total Stock, 1st July, 1880.....	17	14	12	2	150	100	3	1	282

A. STRONACH,  
Mechanical Superintendent and Storekeeper.



## PRINCE EDWARD ISLAND RAILWAY.

## MECHANICAL DEPARTMENT.

F.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department,  
Year ended 30th June, 1880 and 1879.

	1880.	1879.
The miles run by trains were.....	244,691	243,464
do engines were.....	293,190	286,886
do cars were.....	1,010,483	1,037,540
do snow ploughs were.....	22,168	13,035
	\$ cts.	\$ cts.
The cost of locomotive power was.....	57,580 58	51,858 52
do repairs to cars.....	13,595 72	16,170 67
do labor, oil and waste for packing.....	718 15	1,048 97
do repairs to passenger cars.....	6,076 66	7,430 59
do do postal, express and baggage.....	137 50	645 89
do do freight and vans.....	7,381 56	8,094 19
The cost of locomotive power per 100 miles run by trains was.....	23 53	21 30
do do do engines was.....	19 50	18 07
do do do cars was.....	5 69	4 99
The cost of repairs to cars per 100 miles run by trains was.....	5 55	6 64
do do do engines was.....	4 60	5 63
do do do cars was.....	1 34	1 55
The cost of labor, oil and waste for packing per 100 miles run by trains was.....	29	43
do do do do engines was.....	24	36
do do do do cars was.....	07	10
Repairs to passenger cars per 100 miles run by trains.....	2 48	3 06
do postal, express and baggage cars.....	05	26
do freight cars and vans.....	3 01	3 32

A. STRONACH,  
*Mechanical Superintendent and Storekeeper.*

## CANADA PACIFIC RAILWAY.

OFFICE OF THE SUPERINTENDENT,  
WINNIPEG, MAN., Oct. 1850.

Sir,—I have the honor to submit the following report upon the working of the Canadian Pacific Railway in operation which extends from Emerson north to Winnipeg thence east to Cross Lake. Total Mileage 160 miles.

I enclose the reports of the Trackmaster, and Mechanical Superintendent, and also the following statements prepared by the Accountant.

No. 1. Revenue account.	
“ 2. Locomotive Power.	(Abstract No. 1.)
“ 3. Car Expenses.	(“ 2.)
“ 4. Maintenance of Way and Works.	(“ 3.)
“ 5. Station Expenses.	(“ 4.)
“ 6. General Charges.	(“ 5.)
“ 7. General Stores accounts.	
“ 8. General Balance.	
“ 9. Comparative statement of averages.	

## REVENUE ACCOUNTS.

*Receipts.*

The receipts from both freight and passenger traffic show a steady increase.

The traffic from Emerson to Winnipeg and Selkirk consists almost entirely of inward through freight, the return and local traffic being as yet comparatively small, the country between these points being but thinly settled. There is a promise of considerable returns freight in the shape of grain which must pass to market over this road.

From Winnipeg to Cross Lake the traffic is conducted by train service, the outward freight consisting chiefly of articles for settlers, consumption between the two points, and contractors supplies for sections beyond Cross Lake now in course of construction. Considerable freight is offering in the shape of lumber, lime, stone and brick from Selkirk, and within a few weeks a large amount of lumber will be shipped from Keewatin to all points on this Railway.

I herewith submit a descriptive statement shewing amount of some of the chief articles of freight:

Lumber, 288,160 feet ; Live stock, 5,635 ; Iron and steel, 15,779,619 lbs. ; Flour and Meal, 11,375 lbs. ; Hides and Skins, &c., 25,360 ; Oats, 34,660 bush. ; Wheat, 31,841 bush. ; Potatoes, 3,775 bush. ; Butter and cheese, 9,528 lbs. ; Meat, 1,290,263 ; Groceries and general merchandize, 19,600,668 lbs.

The shewing of the accounts for the first three months of the current fiscal year are very satisfactory.

I have the honor to be, Sir,  
Your obedient Servant,

(Signed) T. J. LYNKEY,  
*Superintendent.*

COLLINGWOOD SCHREIBER, Esq., Chief Engineer,  
Government Railways in Operation,  
Ottawa.

CANADIAN PACIFIC RAILWAY.

DR. No. 1.—REVENUE ACCOUNTS 5 Months ending 30th June, 1880. Cr.

Previous Year.	Expenditure.	5 months ending 30th June, 1880.	Previous Year.	Receipts.	5 months ending 30th June, 1880.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
	Locomotive Power, per Abstract 1.....	30,035 75		Passenger Traffic.....	32,530 50
	Car Expenses do 2.....	10,504 23		Freight Traffic.....	64,271 66
	Maintenance Way and Works do 3.....	16,449 83		Mails and Sundries.....	8,173 53
	Station Expenses do 4.....	10,501 83			
	General Charges do 5.....	9,652 51			
	Car Mileage .....	76,544 15			
	Balance .....	2,347 86			
	Totals.....	78,892 01		Totals.....	104,975 69
		26,083 68			
		104,975 69			

E. and O. E.

GEO. P. BLACK,  
Accountant, C.P.R.

WINNIPEG, 30th June, 1880.

## CANADIAN PACIFIC RAILWAY.

## No. 2.—LOCOMOTIVE POWER.—(Abstract No. 1.)

Previous Year.		Five months ending 30th June, 1880.
\$ cts.		\$ cts.
.....	Mechanical Superintendent's salary, Clerks, office and travelling expenses.....	956 86
.....	Wages of Drivers, Firemen and Cleaners.....	7,754 33
.....	Fuel.....	15,717 00
.....	Oil, tallow, waste and small stores.....	521 75
.....	Repairs to engines, tenders and engine tools.....	5,006 46
.....	Miscellaneous.....	79 35
.....	Water, including pump and tank repairs.....	.....
.....	Total.....	30,035 75

E. and O. E.

GEO. P. BLACK  
Accountant, C.P.R.

WINNIPEG, 30th June, 1880.

## CANADIAN PACIFIC RAILWAY.

## No. 3.—CAR EXPENSES.—(Abstract No. 2.)

Previous Year.		Five months ending 30th June, 1880.
\$ cts.		\$ cts.
.....	Repairs to passenger cars.....	485 00
.....	Repairs to postal, express and baggage cars.....	225 00
.....	Repairs to freight cars and vans.....	3,341 42
.....	Wages of Conductors, Train Baggage Masters and Brakesmen.....	4,940 67
.....	Oil and waste for packing.....	343 86
.....	Small store and fuel.....	1,000 78
.....	Miscellaneous.....	167 50
.....	Total.....	10,504 23

E. and O. E.

GEO. P. BLACK,  
Accountant, C.P.R.

WINNIPEG, 30th June, 1880.

CANADIAN PACIFIC RAILWAY.

No. 4.—MAINTENANCE WAY AND WORKS.—(Abstract No. 3.)

Previous Year.	—	Five months ending 30th June, 1880.
\$ cts.		\$ cts.
.....	Engineer's salary, Clerks, office and travelling expenses.....	139 50
.....	Wages in repairing roadway, fences and semaphores, including new sidings laid in.....	12,094 62
.....	Rails and fastenings, including new sidings laid in.....	
.....	Sleepers.....	
.....	Timber, lumber, etc., for repairs to bridges, cattle guards, crossings, fences, etc.....	
.....	Repairs to wharves.....	
.....	Repairs to buildings and platforms, including extensions, etc.....	
.....	Repairs to snow ploughs, flangers and tools.....	
.....	Clearing ice and snow.....	4,215 71
.....	Total.....	16,449 83

E. and O. E.

GEO. P. BLACK,  
*Accountant, C.P.R.*

WINNIPEG, 30th June, 1880.

CANADIAN PACIFIC RAILWAY.

No. 5.—STATION EXPENSES.—(Abstract No. 4.)

Previous Year.	—	Five months ending 30th June, 1880.
\$ cts.		\$ cts.
.....	Salary and wages of Station-Masters, Agents, Clerks, Telegraph Operators, Station Baggage Masters, Yard Masters, Switchmen, Watchmen and Laborers.....	8,073 86
.....	Fuel, oil, light, stationery, tickets and other incidental expenses.....	2,386 11
.....	Miscellaneous.....	41 86
.....	Total.....	10,501 83

E. and O. E.

GEO. P. BLACK,  
*Accountant, C.P.R.*

WINNIPEG, 30th June, 1880.

## No. 6.—CANADIAN PACIFIC RAILWAY.

## GENERAL CHARGES. (Abstract No. 5)

Previous Year.	—	5 Months ending 30th June, 1880.
		\$ cts.
.....	General Superintendent and Superintendent and Assistants' salaries, Train Despatchers, Clerks, and Passenger and Baggage Agents and Assistant General Freight Agents, office and travelling expenses....	2,903 81
.....	Accounting Department, salaries of Accountant, Auditor, Paymaster and Cashiers, Clerks, office et travelling expenses.....	4,641 73
.....	Damages to men, animals and goods.....	10 00
.....	Ferry Service.....	244 17
.....	Telegraph Expenses (not including pay to Operators).....	1,252 80
.....	Miscellaneous, printing, advertising, etc.....	1,252 80
.....	Agency Expenses.....	1,252 80
	Total .....	9,052 51

E. and O. E.

GEO: P. BLACK,  
*Accountant, C.P.R.*

WINNIPEG, 30th June, 1880.

No. 7.—CANADIAN PACIFIC RAILWAY.

DR. GENERAL STORES ACCOUNT, Five Months ending 30th June, 1880. CR.

1880.	\$	cts.	1880.	\$	cts.
June 30....	25,457	13	June 30....	30,042	27
To Purchases during 5 months.....	1,916	82	By Issues during 5 months.....		
Charges from other Departments.....	5,217	77	Balance—		
Pay-rolls.....	8,478	61	Ordinary stores.....	11,028	06
Stock taken from Upper & Co.....					
Total.....	41,070	33	Total.....	41,070	33

E. and O. E.

GEO. P. BLACK,  
*Accountant, C.P.R.*

WINNIPEG, 30th June, 1880.

No. 8.—CANADIAN PACIFIC RAILWAY.

DR.

GENERAL BALANCE, 5 months ending 30th June, 1880.

CR.

Cash.....	\$	cts.	\$	cts.
General Stores .....	2,221	00	40,174	18
Ordinary Stores .....	11,028	06	50	00
Stations.....	36,007	20	8,478	61
Post Office Department.....	588	64	1,693	24
American Express Company.....	86	91		
Rent Account.....	62	50		
Suspense Account.....	2,099	87		
Individual Accounts.....	500	64		
Total.....	50,396	03		
			Total.....	60,396 03

E. and O. E.

GEO. P. BLACK,  
*Accountant, C.P.R.*

WINNIPEG, 30th June, 1880.



## No. 9.—CANADIAN PACIFIC RAILWAY.

COMPARATIVE STATEMENT of Averages, Five months ending 30th June, 1880.

	1879.	1880.
Mileage of railway open .....		160
Engine mileage .....		86,814
Train do .....		69,164
Car do .....		692,485
Receipts per engine mile.....		1.21
do mile of railway.....		656.09 80
Percentage of passenger earnings to gross receipts.....		Cents.
do freight do do .....		30.99
do other do do .....		61.23
		7.78
Expenses per engine mile—		
Drivers', Firemen's and Cleaners' wages.....		8.93
Fuel.....		18.10
Oil, tallow, waste and small stores.....		0.60
Repairs to engines .....		5.77
Water and bank repairs .....		
Miscellaneous.....		0.09
Total.....		33.49
Mechanical Superintendent's salary, office and travelling expenses .....		1.10
		34.59
Locomotive power, per engine mille. ....		34.59
Car expenses do .....		12.10
Maintenance way and works do .....		18.95
Station expenses do .....		12.10
General charges do .....		10.43
		88.17
Car mileage .....		2.70
Total per engine mile.....		90.87
Locomotive power, per train mile.....		43.43
Car expenses do .....		15.18
Maintenance way and works do .....		23.78
Station expenses do .....		15.18
General charges do .....		13.09
		110.66
Car mileage .....		3.40
Total per train mile.....		114.06
Working expenses per mile of Railway.....		493.07.51

E. and O. E.

GEO. P. BLACK,  
Accountant, C.P.R.

WINNIPEG, 30th June, 1880.

RETURN of Accidents, etc., Canadian Pacific Railway, from 10th February to 30th June, 1880.

Date.	Place.	Person injured.	Passenger or Employé.	Particulars.
March 5...	St. Vincent.....	M. F. Hawkins.....	Brakeman ...	Coupling car; hand slightly injured.
do 9...	Cross Lake.....	.....	.....	Broken axle; caused several hours delay.
do 15...	do .....	.....	.....	Car of hay took fire. 54 bales burnt..
April 1...	West Cross Lake .....	.....	.....	Car ditched; slight damage; cause, bad track.
do 1...	Northcott .. .....	.....	.....	Engine and car ran off track; cause, bad track.
May 8...	St. Norbert.....	.....	.....	Car off track; truck broken; cause, bad track.
do 12...	Otterburne.....	.....	.....	2 cars off track; trucks badly damaged; cause, bad track.
do 15...	Armand .....	.....	.....	Car off track; axle boxes broken; cause, bad track.
do 15...	Birds-Hill Gravel Pit.....	.....	.....	Car off track; axle boxes broken; cause, bad track.
do 12...	South of Otterburne .....	.....	.....	Car off track; truck badly damaged; cause, bad track.
do 25...	Otterburne.....	.....	.....	Car off track; trucks damaged; cause, bad track.
do 27...	St. Boniface .....	McDougall.....	Neither.....	Run over; one leg severed; injured fatally; verdict, accidental death..
do 31...	South of Otterburne.....	.....	.....	Car off track; truck damaged; cause, bad track.
June 2...	do .....	.....	.....	Car off track; brake beam broken; cause bad track.
do 5...	Dom. City.....	C. Spencer .....	Conductor..	Collar bone broken in getting on train.
do 7...	Ballast Lines Dom. City .....	H. Clarey.....	Brakeman...	10 cars off track; brakeman Clarey had hip slightly bruised; cause unknown.
do 9...	North of Dom. City.....	.....	.....	Car off track; truck badly damaged; cause bad track.
do 10...	Emerson.....	.....	.....	Car off track; truck damaged; cause, bad track.
do 14...	South of Otterburne.....	.....	.....	Car off track; truck damaged; cause, bad track.
do 16...	do .....	Jean-Baptiste Amyot	Neither.....	Lying on track; run over; fatal; verdict, accidental death.
do 25...	do .....	.....	.....	Car off track; truck slightly damaged; cause, bad track.
do 29...	South of Armand .....	.....	.....	Struck car laying by side of track; slight damage.
do 30...	South of Emerson .....	.....	.....	Engine and car left track; truck of car damaged; cause, bad track.

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 TRACK MASTER'S OFFICE.

ST. BONIFACE, Sept. 27th 1880.

SIR, --I have the honor to submit my report on the working of the road department, for the five months ending June 30th, 1880.

*Track.*

Steel rails with fish plate fastenings are laid on the entire track now under operation between Emerson and Cross Lake.

*Road Bed.*

At the time the road was taken over from the Lessees there was only 26 miles roughly ballasted, the balance of the track being laid on the formation, since there has been 12 additional miles ballasted.

Between St. Boniface and Cross Lake the track is in good condition, about 46 miles ballasted, the balance being laid on the formation.

*Fences.*

There are only 32 miles fencing on the line, the remaining portion to be fenced as soon as possible.

*Turn-tables.*

A Cast iron turn-table has been placed in engine house at Selkirk and a wrought iron turn-table put in station yard at Emerson.

*Bridges.*

One iron span of 60 feet has been put in at Rat River, the remaining bridges between St. Boniface and Emerson are temporary structures and should be renewed with permanent at as early a date as possible.

The bridges between St. Boniface and Cross Lake are in good condition.

*Water supplies.*

Three permanent tanks of 50,000 gallons each have been erected, one at St. Boniface, one at Otterburne and the other at Emerson.

I am, Sir,  
Your obedient servant,

(Signed), J. M. ROSS,  
*Track-master.*

T. J. LYNSKEY, Esq., Superintendent.  
Canadian Pacific Railway.

## MECHANICAL SUPERINTENDENT'S OFFICE,

WINNIPEG, 30th June, 1880.

SIR,—I beg to submit for your information the following statements, showing the operations of the Mechanical Department for the five months ending 30th June, 1880.

- A. Statement shewing the number of locomotives and the various classes of cars and the condition which they are in at present.
- B. Statement shewing the locomotive and car mileage and the average of cars hauled per mile.
- C. Abstract of locomotive returns.
- D. Statement of the cost of locomotive power for each month.
- E. General statement of the expenses of the Mechanical Department.

I am, Sir,

Your obedient servant,

(Signed)

H. TANDY,  
*Mechanical Superintendent.*

T. J. LYNKEY, Esq.,  
Superintendent.

## A.—CANADIAN PACIFIC RAILWAY.

STATEMENT shewing the number of Locomotives and the various classes of cars on the 30th June, 1880.

Particulars.	Loco- motives.	First class Pas- senger.	2nd class Pas- senger.	Baggage and Smoking.	Baggage.	Box.	Platform.	Total.
On hand.....	7	2	.....	1	1	6	40	50

## B.—CANADIAN PACIFIC RAILWAY.

STATEMENT of Locomotive and Car Mileage for the five months ending 30th June, 1880.

	Locomo- tive Mileage.	Car Mileage.						Average, Passenger and Freight.
		Freight and Pas- senger.	First class Pas- senger.	2nd class Pas- senger.	Express and Baggage.	Box.	Plat- form.	
February .....	3,404	2,264	.....	2,264	14,284	1,534	20,346	5.97
March .....	12,272	6,883	.....	4,873	92,944	17,279	121,979	9.94
April.....	11,210	13,287	457	8,669	53,464	72,112	147,989	13.20
May.....	16,105	12,424	436	7,949	59,914	104,029	184,752	11.47
June.....	18,074	10,393	21	8,393	45,310	140,795	204,912	11.33
Total .....	61,065	45,251	914	32,148	265,916	335,749	679,978	11.13

C.—CANADIAN PACIFIC RAILWAY.

ABSTRACT of Locomotive returns for the five months ending 30th June, 1880.

Months.	Consumption.						Average Consumption per 100 miles.					
	Hours in steam.	Locomotive Mileage.	Cords of Wood.	Pints of Oil.	Pounds of Tallow.	Pounds of waste.	Miles to hours in steam.	Cords of Wood.	Pints of Oil.	Pounds of Tallow.	Pounds of waste.	
February.....	430	3,714	200	180	74	37	8.63	5.38	4.84	1.99	0.09	
March.....	1,800	15,296	642	690	308	152	8.49	4.19	4.51	2.01	0.99	
April.....	1,820	15,579	720	698	310	158	8.55	4.62	4.48	1.98	1.01	
May.....	2,600	21,060	860	945	420	210	8.10	4.08	4.48	1.99	0.99	
June.....	2,615	22,615	700	1,017	453	223	8.64	3.09	4.49	2.00	0.98	
<b>Total.....</b>	<b>9,265</b>	<b>78,264</b>	<b>3,122</b>	<b>3,530</b>	<b>1,565</b>	<b>780</b>	<b>8.63</b>	<b>3.98</b>	<b>4.51</b>	<b>1.99</b>	<b>0.99</b>	

D.—CANADIAN PACIFIC RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from February to 30th June, 1880.

Months.	Miles run by engines.	Engineers' Wages.		Fuel.		Oil, tallow and waste.		Repairs to Engines, Tenders and Tools.		Miscellaneous, Engine-house, Mechanical Establish.		Total.	Average cost per 100 miles.												
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.	Wages.	Fuel.	Oil, tallow and waste.	Repairs.	Miscellaneous.	Total.					
February .....	3,714	815	95	2,388	00	26	62	239	59	97	84	3,568	00	21	96	64	29	0	72	6	45	2	63	96	06
March.....	15,296	1,631	90	4,776	00	53	25	479	20	195	70	7,136	05	10	66	31	22	0	34	3	13	1	28	46	65
April.....	15,579	1,843	09	3,199	00	136	50	1,212	05	283	23	6,673	87	11	18	20	53	0	87	7	77	1	81	42	83
May.....	21,060	1,715	68	3,200	00	50	00	1,247	28	223	98	6,435	92	8	15	15	19	0	23	5	92	1	06	30	56
June.....	22,615	1,747	73	2,154	00	255	38	1,828	34	235	46	6,220	91	7	72	9	52	1	12	8	84	1	03	27	50
Total.....	78,264	7,754	33	15,717	00	521	75	5,006	46	1,036	21	30,035	75	9	90	20	08	0	66	6	39	1	32	38	37

## CANADIAN PACIFIC RAILWAY.

GENERAL EXPENSES of the Mechanical Department for the five months ending  
30th June, 1880.

The miles run by trains were.....	61,065
do engines were.....	78,264
do cars were.....	679,978
	\$ cts.
The cost of locomotive power .....	30,035 75
do repairs to cars.....	4,051 42
Oil and waste for packing .....	343 88
Repairs to passenger cars.....	485 00
do postal, express and baggage.....	225 00
do freight cars, etc.....	3,341 42
The cost of locomotive power per 100 miles by train was .....	4 91
do do do engines.....	3 83
do do do cars .....	4 41
The cost of repairs to cars per 100 miles by train.....	6 63
do do do engines .....	5 17
do do do cars .....	0 59
The cost of oil and waste for packing per 100 miles by train.....	0 56
do do do engines.....	0 43
do do do cars.....	0 04
Repairs to passenger cars per 100 miles run by them .....	1 05
do express and baggage do .....	0 69
do freight cars and vans do .....	0 55



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**WINDSOR BRANCH RAILWAY.**


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RAILWAY OFFICE,

MONCTON, N.B., 1st October, 1880.

SIR,—I have the honor to transmit the following accounts showing the working of the Windsor Branch Railway during the seven months which ended 30th June, 1880.

**REVENUE ACCOUNT.**

Statement of maintenance of way and works;

**STATEMENT OF MONTHLY EARNINGS.**

General Balance Sheet.

I also send you the Engineer's report on the condition of the permanent way and works.

This line of railway extends from Windsor Junction to Windsor, forming the connection between the Intercolonial and the Windsor and Annapolis Railways, and is thirty-two miles in length.

It was constructed as a part of the Government Railways of Nova Scotia, and the cost of its construction is included in the capital account of the Intercolonial Railway; it does not, however, form part of the Intercolonial system, but is treated as a distinct railway, and the accounts are kept entirely separate from those of the Intercolonial.

For some years it was maintained and operated as a part of the Nova Scotia Railway, but after the completion of the line from Windsor to Annapolis an arrangement was made with the Windsor and Annapolis Railway Company to work the Windsor Branch.

For the service they were allowed to retain two-thirds of the gross earnings, the balance, one-third, they were to pay over to the Government, the latter maintaining the line as heretofore.

On the 24th September 1877, this privilege was taken away from the Windsor and Annapolis Railway Company, and the Windsor Branch was handed over to the Western Counties Railway Company to be maintained and operated by the latter Company.

On December 1st 1879, the Government resumed possession of the Windsor Branch and employed the Windsor and Annapolis Railway Company again to operate it under an agreement similar to the former one, the Company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid to the Government, the latter maintaining the line.

Since the possession of the line was resumed by the Government it was found necessary to put heavy repairs upon the track, the bridges and buildings. A new passenger station and a freight shed are now about completed at Windsor, and other improvements are in progress.

The cost of these repairs and improvements is in part included in the expenditure for the seven months which ended June 30th 1880, and in part in the current year.

I have the honor to be, Sir,  
Your obedient servant,

D. POTTINGER.

C. SCHREIBER, Esq.,  
Chief Engineer, Government Railways in operation,  
Ottawa.

## ENGINEER'S OFFICE,

MONCTON, N. B., Sept. 30th, 1880.

SIR,—The Windsor Branch was taken possession of by the Department on the 1st December, 1879, and since that date it has been maintained by the Department, and operated by the Windsor Annapolis Railways.

This branch (from Windsor Junction to Windsor) is 32 miles long.

The track was laid with new T iron rails in 1875 and 76, ballasted, and sleepers renewed throughout almost its entire length.

On the 24th September, 1877, it was transferred to the Western Counties Railway Company, and operated and maintained by that Company up to the time it was taken possession of by the Department, on the 1st December last.

Scarcely any thing in the way of renewals or repairs were made while in the hands of the Western Counties Railway Company, and consequently the renewals for the past fiscal and current year have been heavier than if it had been properly maintained.

Previous to the 30th of June last, 2,000 feet of badly worn T rails on a sharp curve near Windsor, were replaced with the best T rails in stock on main line.

6,564 sleepers were renewed and a large portion of track full spiked.

Station buildings at Beaver Bank, Eilershouse, Mount Uniacke and Newport, all received necessary repairs.

At Eilershouse 75 feet of platforms of station was renewed and balance repaired.

Platforms at Beaver Bank, Mount Uniacke and Newport have received large repairs.

A new station and freight shed at Windsor are under contract and will shortly be completed. The tracks in Windsor yard are being re-arranged so as to enable the shunting to be done further south instead of on the main street as at present.

A gang of masons are at work repairing and overhauling bridges and culverts, also another gang of carpenters renewing the stringers and cross ties of many of these structures.

About 10,000 new sleepers are now on hand and will be put in track before the close of the season.

The track is in good running order.

I have the honor to be, Sir,

Your obedt. servant,

P. S. ARCHIBALD,

*Engineer.*

D. POTTINGER, Esq.,

Chief Superintendent,

Intercolonial Railway.

## WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, year ending 30th June, 1880.

Expenditure.	Amount.	Receipts & earnings.	Amount.
	\$ cts.		
Maintenance, Way and Works— Abstract 1.....	4,526 99	Passenger Traffic.....	4,847 08
Balance .....	9,484 98	Freight Traffic.....	8,603 69
	14,011 97	Mails and Sundries.....	561 20
			14,011 97

E. and O. E.

R. B. BOGGS,  
Accountant. W.B.R.Y.

MONCTON, N.B., 30th June, 1880.

## WINDSOR BRANCH RAILWAY.

Maintenance Way and Works. (Abstract No. 1)

Particulars.	Amount.
	\$ cts.
Accountants office and expenses.....	656 82
Repairs of track.....	2,569 00
Rails and fastenings.....	686 01
Sleepers.....	869 55
Switch Locks.....	19 68
Bridges, Wood.....	42 00
Signals.....	4 50
Culverts and Cattle Guards.....	1 50
Buildings and platforms.....	188 32
Fencing.....	118 40
Hand Cars and Trolleys.....	67 42
Tools and repairs of same.....	99 88
Removing snow and ice.....	351 80
Miscellaneous.....	433 71
Total.....	6,138 59
Less for sale of old rails.....	1,581 60
	4,526 99

E. and O. E.

R. B. BOGGS,  
Accountant, W.B.R.

MONCTON, N.B., 30th June, 1880.

WINDSOR BRANCH RAILWAY.

GENERAL BALANCE.

1880.		\$ cts.	1880.		\$ cts.
June 30.	Windsor and Annapolis Rail- way.....	2,435 25	June 30.	Dominion account.....	2,765 00
	Intercolonial Railway ..	329 75			
	<b>Total .....</b>	<b>2,765 00</b>		<b>Total .....</b>	<b>2,765 00</b>

E. and O. E.

R. B. BOGGS,  
*Accountant, W.B.Ry.*

MONCTON, N.B., 30th June, 1880.

WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts & Earnings.

Months.	Passengers.	Freight.	Mails, &c.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1879—December .....	817 45	1,148 89	82 80	2,049 14
1880—January .....	547 95	890 55	79 74	1,518 24
February.....	451 86	859 68	79 73	1,391 27
March.....	599 46	1,264 36	79 73	1,943 55
April.....	683 91	1,755 94	79 74	2,519 59
May.....	731 59	1,214 97	79 73	2,026 29
June.....	1,014 86	1,469 30	79 73	2,563 89
<b>Total.....</b>	<b>4,847 08</b>	<b>8,603 69</b>	<b>561 20</b>	<b>14,011 97</b>

E. and O. E.

R. B. BOGGS,  
*Accountant, W.B.Ry.*

MONCTON, N.B., 30th June, 1880.

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 APPENDIX No. 5
 

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## UNSETTLED CLAIMS.

## INTERCOLONIAL RAILWAY.

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 CHIEF ENGINEER'S OFFICE,

OTTAWA, 27th November, 1880.

SIR,—Having on the 23rd of June last, been appointed Chief Engineer of the Intercolonial Railway, principally for the purpose of enquiring into, and investigating such claims of contractors and others, arising out of construction as might from time to time be referred to me for report, I entered upon my duties at once, and since that time, have been constantly engaged in the investigation, and the taking of evidence on the several claims as were laid before me, which, up to this date are as follows :

*On the general contract for grading etc.,*

1. R. H. McGreevy,	Section 18.
2. John Ross, (Bertrand & Co.),	" 9 and 15.
3. Starr & DeWolf, (Sutherland, Grant & Co.),	" 11 " 23.
4. Sumner & Somers,	" 12.
5. Duncan McDonald,	" 8 and 10.
6. W. E. McDonald,	" 13.
7. Alexander McGaw,	" 14.
8. Smith & Pitblado,	" 4.
9. A. E. Jones, (Simpson & Co.),	" 7.
10. S. P. Tuck,	" 17.
11. James J. Fraser,	" 4.
12. Donald Fraser, tracklaying, etc.,	" 4, 7 and 12.
13. Duncan McDonald, do	" 10, 16 " 20.

Particulars of all which will be found in *Appendix "A"*.

In addition to the foregoing, claims of a minor character have also been submitted to me, namely :—

14. H. B. Higginson (Fairbairn & Co.), Iron Bridges.
15. G. A. Girouard. Ties.
16. T. B. Smith, fencing on Section 12.
17. George Moffat, freightage etc., on Rails.
18. Martin Murphy, Section 19 and Restigouche Bridge.
19. Michael Cowbig, Section 16.
20. J. M. Blakie, foundations, DeBert Station.
21. Andrew Johnson, Engine-house, Truro.
22. Thompson R. Coats, damage to dykes.
23. Alphonse Matte, wood sheds &c., at Rimouski.
24. Mrs. A. Barbarie, Registering plans.
25. Henry Clarke, damage by moving house.
26. John Russell, land damage.
27. J. C. Nolan, rent of building.
28. Government of New Brunswick. Claim arising out of the construction of the "Eastern Extension" "European and North American" Railway, from Painsec Junction to the Nova Scotia boundary. All of which will be found in *Appendix B*.

Of the foregoing claims, there have been already taken up, and either wholly or partially investigated, the following, namely: No. 1, 2, 3, 4, 14, 15 and 16, the three last named being concluded and reported upon to the Department; the others (1, 2, 3, 4) are now in hand and being proceeded with, and will be closed with as little delay as possible. Whilst the remainder on the lists above, and in *Appendices "A and B"* respectively, will be disposed of in their turn. Better progress would have been made, so far, in these investigations, but that frequent adjournments were found necessary, in order that the several claimants should be allowed time to put their respective claims into intelligible, and detailed forms. This is now being done, in most cases, and I hope in future to be enabled to proceed with greater speed.

*Appendices "A and B"* respectively, contain the amounts, so far claimed, over and above, original contracts, and on account of work done, and material delivered under special agreements, verbal or otherwise, and in some cases, as far as I can learn, under no agreements at all.

The amounts given in the *Appendices* are as nearly correct as the data at my command admits of, but they are sufficiently so for all practical purposes.

To meet the expenses of the current year in connection with this Department, a sum of \$12,000 was granted by an Order in Council No. 1,430 dated 27th August 1880, to be expended as follows:

Salary of Chief Engineer.....	\$6,500
Salaries of Assistants, travelling and office expenses.....	5,500
	\$12,000

No expenditure on Construction Account other than those reported as above referred to, have been so far recommended by me, or have come within my control since assuming office.

I have the honor to be, Sir,

Your obedient servant,

F. SHANLEY,

*Chief Engineer, I. C. Ry.*

F. BRAUN, Esq.,

Secretary, Department Railways and Canals.

INTERCOLONIAL RAILWAY.

APPENDIX A.—Unsettled claims under original contracts for grading, masonry, etc.

Section. Letter.	Names of Contractors.	Contract Dates.		Amounts.		Remarks.
		Executed.	Time of completion.	Tender and over contracts.	Claimed over contracts.	
A	G. & J. Worthington.....	March 4, 1869	July 1, 1871	\$ 189,700	\$ Nil.	Settled.
B	do .....	" "	" "	299,000	Nil.	do
C	Alex. McDonell & Co. ....	" "	" "	533,000	40,226	
D	Duncan Macdonald.....	Nov. 1, 1869	" "	100,000	53,749	Petition of right.
E	W. E. Macdonald & Co.....	May 25, 1870	" "	934,933	141,746	Claim submitted January 1880.
F	Wilson & McGaw.....	" "	" "	245,475	7,500	do March 1880.
G	S. Parker Tuck.....	June 15, " "	1872	440,000	200,000	do do Novemb. 1880.
H	R. H. McGreevy.....	July 1, " "	" "	648,600	841,798	Petition of right.
I	Thomas Boggs & Co.....	Aug. 2, 1871	" "	395,733	79,900	Settled by arbitration, 1879.
K	F. X. Berlinguet & Co.....	" "	" "	462,444	684,697	Decision against the contractor in the Exchequer Court.
L	do .....	" "	" "	456,946	576,904	Petition of right.
M	J. B. Bertrand & Co.....	Oct. 26, 1869	" "	354,897		
N	do .....	June 16, 1870	" "	363,620		
O	King and Gough.....	May 25, " "	" "	206,000	Nil.	
P	Duncan Macdonald.....	Dec. 1, " "	" "	400,000	304,991	do
Q	Brown, Brooks & Ryan.....	Sept. 24, " "	" "	642,854	Nil.	
R	Park. Purcell.....	Dec. 1, " "	" "	483,195	Nil.	
S	Chas. Cummings & Co.....	Dec. 1, " "	" "	331,000	Nil.	
T	Sutherland, Grant & Co.....	Dec. 1, " "	" "	276,750	20,577	do
U	Smith & Pitblado.....	May 25, " "	1871	438,325	76,375	do
V	Davis, Grant & Sutherland.....	Nov. 1, 1869	" "	61,713	62,874	do
W	James Simpson & Co.....	May 25, 1870	" "	557,760	124,663	do
X	Sumner & Somers.....	Nov. 1, 1869	" "	597,600	254,251	do
	Jas. G. Fraser.....	" "	" "		1,598	Grading.
4, 7, 12	Donald Fraser & Co.....	" "	" "		10,175	Track-laying and ballasting.
10, 16, 20	Duncan Macdonald.....	" "	" "		88,635	do

CHIEF ENGINEER'S OFFICE, Intercolonial Railway,  
27th November, 1880.

INTERCOLONIAL RAILWAY.

APPENDIX B.—Abstract of Sundry and special claims submitted.

Name of Claimant.	Nature of Claim.	When submitted.	Amount.	Remarks.
14 Higginson, H. B.....	For extra work on iron bridges.....	April 28, 1880.....	\$ 20,128 36	Investigated and Reported.
27 Nolan, J. O.....	For rent of building at St. Octave.....	May 20, ".....	132 00	Case for Dominion Arbitrators.
17 Morán, late Geo.....	Receiving rails at Dalhousie and delivery at Campbellton.....	May 21, ".....	6,168 54	
22 Coates, R. Thompson.	Damage to his dykes, the channel of River being thawed.....	June 7, ".....	.....	Reported as a case for Dominion Arbitrators.
23 Matte, Alphonse, ..	Wood sheds and tanks at Rimouski, Ste. Flavie, etc.....	July 14, ".....	1,985 19	
20 Blakie, J. M.....	For timber and foundation walls of De Bert Station.....	July 20, ".....	1,799 53	
24 Barbane, Mr. A.....	Filing plans as Registrar for Co. Restigouche.....	Sept. 8, ".....	244 00	Right of way account. Dominion Arbitrators.
18 Murphy, Martin.....	Work done on Restigouche Bridge.....	Sept. 3, ".....	26,857 00	
21 Johnston, Andrew.....	For completing work unfinished by Gough, section 16.....	Sept. 9, ".....	1,600 00	
25 Clarke, Henry.....	Construction of engine-house at Truro, N.B.....	Oct. 2, ".....	2,575 48	Case for Dominion Arbitrators.
26 Russell, John.....	Damage to house and furniture at Truro, N.B.....	Oct. 20, ".....	459 00	do
15 Girouard, G. A.....	For loss of land taken for G. C. Railway purposes.....	Oct. 29, ".....	2,640 00	Investigated and Reported.
16 Smith, J. B.....	For loss of 8,000 Railway ties in Bay of Chaleur.....	.....	1,899 90	do
	For fencing done on Section 12.....	.....	.....	do
<i>Special.</i>				
28 The Government of New-Brunswick on account Eastern Extension, E. & N. A. Railway.....			150,000 00	

CHIEF ENGINEER'S OFFICE,  
 INTERCOLONIAL RAILWAY,  
 27th November, 1880.



## APPENDIX No. 6.

REPORT ON SURVEY FROM RED ROCK WESTWARD *via* DOG LAKE  
TO LINKOPING.CANADIAN PACIFIC RAILWAY,  
OTTAWA, 19th May, 1880.

DEAR SIR,—Pursuant to your instructions dated 22nd May, 1879, respecting a survey from Nipigon Bay, Lake Superior, by Dog Lake to connect with the Thunder Bay Branch at or near Linkoping Station, or such other point east of that as would afford the best ground for a railway line, I beg to report as follows:—

Early on the 12th of June, we proceeded from Prince Arthur Landing by tug "Neff" to the head of Black Bay, and by day light on the morning of the 13th had the men and supplies landed at the mouth of a stream known as Wolfe River, about two miles from that portion of the bay indicated on your sketch map as point A.

After getting the party organized and started, from the head of Black Bay (eastwardly) towards Nipigon Bay, in the direction indicated on your sketch map, I directed my attention to endeavoring to find an opening through the mountains bordering on Black Bay to the north and west of it; in order to determine the direction to be taken in going westwardly, as soon as the party should get through to Nipigon Bay.

Spending some days with two Indians,—one of them being on his own hunting grounds,—ascending every high peak that seemed to afford a good view of the country, I could discern no means of getting through that range of mountains except by the valley of Wolfe River, and following its sinuosities, gain the summit or height of land, which I estimated would be 1,000 feet higher than Lake Superior, the surface of which I assumed for our levels at 600 feet above the sea.

The course of said valley being in a fair direction for Linkoping, I yielded to the prospect it afforded.

Having made up my mind as to the best course to pursue, I rejoined the party, whom I found by this time near Nipigon Bay, reaching it on the 28th of June. Thence I ran a short traverse over a spur of rocks to ascertain how a line could be continued eastwards, and making some examinations of the depth of water, which I found shallow for some considerable distance out from shore and unsuited for a shipping point, I returned with my party to Black Bay and resumed our operations from point A westwards towards Linkoping.

In leaving this point I skirted the foot hills in order to obtain an ascending grade of 52·8 feet per mile; then turning sharply around the foot of a mountain at three miles from point A, I got into the valley of Wolfe River on its eastern slope. Following up that valley for 3½ miles it was found necessary to cross to the west side of the river, where the waters shoot between perpendicular rocks highly favorable for bridging, thence going off nearly at right angles with the stream for a short distance to get higher ground to support an ascending grade as quickly as possible; thence turning on a course nearly parallel with a long and narrow lake or enlargement of the stream, on a bare rocky region to the 25th mile where a point of mountain jutting across our course had to be crossed, necessitating a tunnel 775 feet long and falling then into a cross valley 1,200 feet wide and 83 feet below grade level. Having by a sharp angle then reached ground to support our grade, I followed along the serrated edge of a piece of somewhat flat ground, thus

working up from one level to another, continued to ascend to the 28th mile, where we crossed the south branch of Wolfe River and got on easier ground rising gently for a few miles, and where the forest is nearly all burnt off; continuing with undulating grades to the 32nd mile with comparatively easy work; then encountering more broken ground, we reach 47½ miles where a small lake is crossed, being one of the tributaries of Black Sturgeon River and flowing northwardly.

Between the 48th and 49th mile a muskeg half a mile wide is crossed varying from 6 to 10 feet deep; after leaving which, broken ground is again encountered, and with a rising grade of 1 per 100 the 52nd mile is reached, thence with a descending grade; at the 53rd mile the highest ground is passed.

From the 56th to the 60th mile the grades are undulating and the work heavy, and from the 60th to the 63rd mile the work will be moderate, with easy gradients. From the 63rd to the 71st mile, the line, by a descending grade of 26.4 feet per mile, gets down to nearly the level of Dog Lake, continuing by the shore of the same to 71¼ miles, where a bay of the lake is crossed having a width of 1,700 feet and 46 feet at its greatest depth, over what seems to be a sand and clay bottom, the elevation of which is 1,370 feet, or 770 feet above Lake Superior and 230 to 250 feet below the elevation of the ordinary watershed.

From this point a rising grade of 52.8 feet per mile is used to overcome a point of high ground, making out between Dog River and the bay just crossed, continuing it to the 75th mile, whence a descent is made of 26.4 feet per mile to the crossing of Dog River at 78½ miles, then following the valley of Dog River on its west side with undulating grades to the 86th mile. From this point a trial line was run connecting with the main line, with a view to ascertain levels and distances that a suitable junction might be made, but owing to instructions received at this time from you to attend to other duties, the field operations were discontinued on this line after reaching the railway in the manner alluded to above, the distance to the proposed junction being about 98⅞ miles, and 1½ miles east of Linkoping Siding.

Had other duties not interfered I had arranged to make a trial location from Linkoping to near the 60th mile (see plan), by which I confidently expected to be able to make a fair alignment with easy gradients and moderate work, avoiding the rise and fall on the other line in descending to and ascending from Dog Lake, as well as reducing the distance by at least four miles. I had made a good deal of explorations with that view, which leads me to be pretty well assured of accomplishing the same, which route is approximately indicated on the plan.

To give a further detailed description of this line, I now submit the following, viz:—

From Nipigon Bay to the 15th mile. work would be light over sandy and clay soil, thickly wooded, with easy alignment, and but one high fill in crossing Black Sturgeon River, where it is 195 feet wide, and 35 feet deep; with sand bottom, banks 52 feet high and 725 feet apart at top, requiring one span of 100 feet, and two spans of 75 feet.

15th to 17th mile.—With the exception of a tunnel of 400 feet through Trap Rock, the work is light; material sand, clay and boulders.

17th to 20½ mile.—The line is on side hill, admitting of light grades, but heavy work; cuttings chiefly loose and solid rock, with some gravelly material on top.

20½ to 22nd mile.—Moderate work in rock cuttings, and a bridge of 60 feet span over Wolfe River.

22nd to 26th mile.—Very heavy cuttings, exclusively rock, and varying from 20 to 40 feet in depth, including a tunnel 775 feet long, through crystalline rock, and a viaduct 1,100 feet long, averaging 75 feet in height.

26th to 29½ mile.—More moderate, but with rock only for borrowing purposes.

29½ to 32½ mile.—Comparatively easy, with some sand and rock.

32½ to 40th mile.—Heavy, with rock cuttings, varying from 20 to 25 feet deep, with no other material for borrowing.

40th to 45th mile.—Light in quantities, all the cuttings rock, and undulating grades.

45th to 48th mile.—Very heavy rock cuttings, including a bridge of 100 feet span at Sucker Lake ( $47\frac{1}{2}$  miles), then followed by a mile of quite light work with half of it through muskeg from 6 to 10 feet deep.

49th to 71st mile.—Undulating grades, alternating from heavy to very heavy work; cuttings nearly all solid rock, with some little sand on surface.

71st to 73rd mile.—Along shore of Dog Lake, with light grades but sharp curvature; moderate work with cuttings all rock.

73rd to 79th mile.—After crossing the bay of Dog Lake, chiefly heavy side hill work, nearly all rock, with ascending and descending grades.

79th to 86th mile.—Moderate work along Dog River, material sand, gravel and clay.

86th to  $98\frac{1}{10}$  mile.—At railway, ground can be had for a moderate line, material chiefly sand and clay, with a small portion of rock apparently.

#### CURVATURE.

From Nipigon Bay to near the 17th mile, about seven-eighths of the distance will be straight lines, and the remainder will vary from 1 to 3 degree curves, and at the 17th mile a 4 degree curve to get around the mountain.

Between the 28th and 29th mile one curve of three degrees will be required, and from the 53rd to the 71st mile it will be found necessary to use four curves as sharp as 4 degrees, one of which is required in getting across the Bay of Dog Lake, which is very objectionable for that place. The line generally, to the 73rd mile, will involve a great deal of curvature, owing to the rugged character of the country. The portion thence to the Thunder Bay Branch will admit of a much greater percentage of straight line and easier curves.

In conclusion, I may add that a peculiar characteristic of the country traversed by this line is that there is very little material for borrowing, other than loose or solid rock (trap), as well as that the most of the forest, that never had been of much economic value, is mostly destroyed by wind falls or fires.

The approximate distance from Red Rock, by this line, to junction with existing line near Linkoping station, is 98.60 miles.

I have the honor to be, Sir,  
Your obedient servant,

R. McLENNAN,  
*Engineer in charge.*

SANDFORD FLEMING, Esq., C.M.G.,  
Engineer-in-Chief.

## REPORT ON SURVEY FROM RED ROCK WESTWARD TO PRINCE ARTHUR'S LANDING.

### CANADIAN PACIFIC RAILWAY SURVEY.

OTTAWA, 22nd May, 1880.

DEAR SIR.—Having, while on the survey from Nipigon Bay to Linkoping (on the 2nd of Nov. 1879) received a telegram from you, from Selkirk, dated October 24th, 1879, containing the following instructions, viz: "Make as cursory a survey as possible this fall from Red Rock to Prince Arthur's Landing, ascertain if a practicable line for a railway can be had there," on the receipt of which, I at once arranged to change my previous plan of returning for a revision of the region between Linkoping and a point northeast of Dog Lake. As soon as the party reached the railway near Linkoping I brought them down by train to Fort William.

Having discharged some men who wished to leave, procured two months supplies, and adapted our tents to winter service, with additional blankets and small tin stoves, I engaged the tug "Neff" to take us to the head of Black Bay.

The weather at the time was very stormy, and the tug could not venture out until the 20th November. Ice was then forming rapidly along the shores of Lake Superior and prevented us reaching the desired point. However, we made our way as near shore as possible and took our provisions over the ice to land.

From a general examination of the country I judged that the high grounds back and north-east of Thunder Cape constituted the key to this line, and decided to test the most difficult points first.

Beginning then at point A, 14 miles west from Nipigon Bay, I ran a straight line for  $6\frac{1}{2}$  miles over loam, sand and clay soil, with a very fair surface heavily timbered with spruce, tamarac and birch, crossing Wolfe River at 2 miles from place of beginning. This river is 65 feet wide and  $2\frac{1}{2}$  feet deep, with a gravel bottom, requiring a bridge of 100 feet span. A mile beyond the line crosses another stream 48 feet wide and 3 feet deep, also gravelly bottom, necessitating a bridge of 80 feet span.

Then from the 20th mile with grades, rising and level, alternately; between the 24th and 25th mile we crossed two round and rocky hills, (like islands) which, on examination, we found could be avoided altogether and a line put on continuously flat ground, continuing then forward with a line involving but moderate work, except 1 mile, and very little rock from what could be seen at that stage of the winter, thence with level and ascending grades passing by Snow Lake till the summit or neck of the promontory of Thunder Cape is reached, near the 36th mile, with the elevation for grades there 1065 feet, or 465 feet above Lake Superior, making this ascent in 22 miles, giving an average rise of 21 feet per mile. At this point, or summit, a lake forming the source of the east branch of McKenzie River is passed, and following the valley of the same touching some rocky points, descending with a grade of 26.4 feet per mile for 4 miles, requiring but moderate work with fair alignment, except the first mile at summit, necessitating rather heavy rock cuttings and sharp curvature.

The grades then become easy and the work light over sand and clay soil for five miles (to the 45th) but the next three miles, embracing the crossing of the Mackenzie River, a little below where a branch coming from the north, and another from the south-east unite with the east branch. The stream there at low water, is 90 feet wide and two feet deep, running over a solid rock bottom, will require a bridge having one span of 100 feet and two spans of 75 feet, on a grade of 0.50 per 100; and 85 feet above the water, with rock cuttings at approaches and reverse curves. While this part of the line was being run out, I examined the valley of the south-west branch, which though not admitting of a continuous descent yet offered a highly favorable means of avoiding the high bridging and heavy approaches involved in the line we were continuing. I therefore returned and ran a line on the high level and incomparably better ground, from the 45th to the 48th mile, passing to the north of a rocky ridge lying between the valley of the said south-west branch and the former line, until I got through an opening or gate in the ridge to the south and on to the same slope with the other line, but at a greater elevation (see profile of same), thereby demonstrating the practicability of avoiding the former ground with its high bridge altogether. The continuation of this line would involve a gradient of 24 feet per mile for about 12 miles, while the high bridge line would be at least six feet less, with distances nearly equal.

Returning then to our original line, we continued it with descending grades on of ground sloping down to Thunder Bay, taking cross-sections where high points were encountered, to guide us subsequently in making a trial location if necessary. At  $59\frac{1}{2}$  miles, a stream called Current River is crossed, 50 feet in width, and three feet deep, with rocky bottom, where a bridge of 80 feet span will be required, and one and a half miles beyond this, McVicar's Creek is reached, being the eastern limit of Prince Arthur's Landing. This stream is 26 feet wide and two feet deep, with a gravel and boulder bottom, and at  $61\frac{1}{4}$  miles from B, or  $47\frac{3}{4}$  miles from A,

connected with the east end of the Kaministiquia and Prince Arthur's Landing Railway, near the water's edge.

Having found the whole of this distance highly favorable for the construction of a line of railway, with the exception of about three or four miles of rather heavy work, I returned with the party to the head of Black Bay to try a line more to the northward than that explored the previous summer to Nipigon Bay. By my accumulated explorations I could get a very good surface to and over Black Sturgeon River by pressing nearer to the foot hills of the mountains, where the depth of the river would be less than lower down the stream without changing the relative difference between the water and the top of the banks.

I returned to and started again from the Common Point A eastwardly towards Red Rock to test my theory of these grounds, and succeeded in running a straight line for eight miles, crossing that river at 7 miles, with a fall of 50 feet from surface of water, only nine feet deep (in place of 35 as before), requiring a bridge of one span of 100 feet, and two spans of 75 feet with about 50 feet of trestle work approaches on each side, the banks being 450 feet apart at top, the general surface requiring on most of it but very little filling to bring it to an easy grade line, and continuing a few miles further over similar grounds as shown by profile.

Then it was found necessary to turn with the valley of Trout Creek and reach Nipigon Bay by the same (see plan and profile), then following the waters edge around the base of a high mountain, we passed from station 755 to 765 by deep water and by soundings taken at station 755, at 50 feet out,  $4\frac{1}{2}$  feet deep; at 100 feet out, 27 feet deep; at station 760, 50 feet out 26 feet deep; 100 feet out, 44 feet deep; at station 765, 50 feet out, 15 feet deep; 100 feet, 18 feet deep. This is the only place that will admit of a siding being made to deep water in Nipigon Bay.

Passing on from that point for three miles along the margin of the shore, the mouth of the Nipigon River is reached. Continuing near the river for one mile to Red Rock the river is crossed, and connection made with Mr. Gamsby's line, with a chainage of 951x20, and at station 521x19 of his line, a total distance of 65.84 miles from Prince Arthur's Landing.

In reviewing the line it may be classed as follows: from Red Rock for a distance of 25 miles the ground is suitable for an easy alignment and very light work over a loam and sandy soil, except for two miles where the line leaves Nipigon Bay, at which place some three degrees of curvature will be necessary where the work is not heavy, the material is chiefly rock. From the 25th to the 41st mile the alignment will be more serpentine, but work is not heavy, and material chiefly earth, and where grades compensating for curvature can be easily maintained. One mile at summit is rather heavy. From the 41st to the 49th mile, the work is light and curvature moderate.

49th to 52nd mile.—Somewhat heavy, with high bridge 85 feet above water, 250 feet long, with a good deal of rock work; reverse curves, one on each side; see alternate line on plan and profile.

52nd to 63rd mile.—On ground sloping to Thunder Bay, where a line can be placed on nearly any desired ground, with light work generally; material, sand, clay and boulders, with one point exclusively solid rock, 25 feet at greatest depth, 1,000 feet long, with, perhaps, some solid rock in bottom of some cuttings; curvature will be moderate.

63rd to 65.84 miles.—Light work, material sand and clay. Near the end of this section there are fine facilities for supplying any reasonable quantity of water by gravitation.

#### TIMBER.

One half of this line has a good deal of timber, suitable for trestles, culverts and piles, with smaller timbers abundant for about 20 miles east of Prince Arthur's Landing.

#### CHARACTER OF THE SOIL.

In the Township of Dawson there are about 18,000 acres of arable land, sand and clay loams, two-thirds of which is well suited to the culture of the coarser grains,

hay and all kinds of vegetables, the remainder, being swampy, would require a good deal of drainage.

In an ~~un~~surveyed piece of land at the head of Black Bay, lying between Dawson and Dorion Townships, there are at least 6,000 acres of very fair land, requiring only drainage to make it highly productive.

On the east side of the Township of Dorion there are about 8,000 acres of good land, adjacent to Black Bay, having a good deal of natural drainage through it, with clear and pure water, besides about 12,000 acres interspersed with rocky ridges, and islands of trap rock covering from one-third to one-half of this area; the remainder, being good land, heavily timbered with cedar, spruce, tamarac and pines, suitable for bridging, and a good deal of large sized birches and poplars.

Wherever solid rock occurs on this line it will be found to be chiefly of trap.

COMPARATIVE DISTANCES FROM RED ROCK *via* DOG LAKE TO JUNCTION WITH MAIN LINE.

	Miles.
From Red Rock to Point A, on plan.....	18.01
“ Point A <i>via</i> Dog Lake, to junction with railway near Linkoping station.....	84.59
	102.60
Less possible reduction on revision.....	4.00
Total distance .....	98.60

FROM RED ROCK TO PRINCE ARTHUR'S LANDING.

	Miles.
From Red Rock to Point A, as above.....	18.01
“ Point A to Prince Arthur's Landing.....	47.83
“ Prince Arthur's Landing to Fort William.....	6.00
“ Fort William to junction near Linkoping.....	56.93
Total distance.....	128.77

Very respectfully yours,

R. M. McLENNAN,  
*Engineer-in-Charge.*

SANDFORD FLEMING, Esq., C. M. G.  
Engineer-in-Chief.

REPORT ON SURVEY FROM RED ROCK EASTWARD TO LONG LAKE.

CANADIAN PACIFIC RAILWAY

PRINCE ARTHUR LANDING, 21ST OCTOBER, 1879.

SIR,—In accordance of instructions received from you, dated May 23rd, I landed with a party at the Hudson's Bay Company's post at Red Rock—the mouth of Nipigon River, Lake Superior—about the 10th June following. Having made the necessary arrangements for the transportation of our supplies, we proceeded to our initial point at the head of Lake Helen.

Here we commenced and continued a trial location survey in a general north-westerly direction to the north end of Long Lake, a distance of 117 miles, also from the same initial point a survey in a south-westerly direction along the east shore of Lake Helen to a crossing of Nipigon River, then along the eastern shore of Nipigon Bay, forming a junction with a line of Mr. McLennan's from Black Bay, at a point marked B. on the tracing of a plan which accompanied our instructions, a distance of 19 miles. Subsequently Mr. McLennan changed his line and formed a junction with ours at the crossing of the Nipigon River, at Red Rock, about 580 miles from Lake Nipissing.

My description will commence at the above crossing, and follow the line surveyed in a general north-easterly direction, noting the mileage of prominent points from Nipissing.

From the crossing, the line runs along the steep side hill of the river bank, rising with a gradient of 79.20 feet per mile for a distance of 40 chains, to the plateau, thence along the plateau, descending by easy grades and reaching the shore of Lake Helen at the Roman Catholic Mission, a distance of some  $2\frac{1}{2}$  miles. The alignment is good. The heavy cuttings on the first portion are sand and gravel, and will furnish a large quantity of ballast; the remaining cuttings are clay mixed with sand; work medium.

The line, as located, is probably the best that can be obtained. Excessively sharp curves would lessen the quantities in some places but increase the length of the line.

From the Mission, the line follows the sinuosities of the shores of Lake Helen for a distance of about 5 miles, crossing some high points, and necessitating some rather heavy rock cuttings. The alignment is fair, the grades are easy and undulating with one exception of a short grade of 1.33 feet per 100 feet, or 70.22 feet per mile. Work will be medium to heavy.

The use of a sharper class of curves would very materially reduce the rock cuttings and improve the gradients on this portion of the line.

Leaving Lake Helen the line follows the vicinity of a small stream for a distance of about  $7\frac{1}{4}$  miles, crossing some ravines and hills. Some heavy clay and sand cuttings are met with on this portion. The alignment is fair; gradients rising, but not exceeding one foot per 100 feet. Work would rank as heavy; no rock; heavier gradients would reduce the quantities in cuttings.

From this point the line crosses a sandy plain to the outlet of the first lake, a distance of about three miles. The alignment is good; gradients mostly level, and work light.

From the outlet of the first lake the line follows the shores of the first and second lake to the summit, which divides the waters flowing into Lake Helen from those flowing into Lake Nipigon, a distance of  $3\frac{1}{2}$  miles. The country is broken in the vicinity of these lakes; several ridges of rock are crossed, and the larger portion of the cuttings will be solid rock. The alignment is fair; gradients mostly level, excepting one of 73.39 feet per mile for a distance of 36 chains, which was introduced to pass the summit mentioned above. The work may be classed as heavy, and mostly of rock.

From the summit, the line follows the shore of the third lake, along the outlet of the third lake to South Bay of Lake Nipigon, and along South Bay to Station 1120, a distance of 10 miles.

The country over which this portion of the line passes is rough and broken, high ridges of sand and boulders crossing the line at short intervals throughout its entire length. The alignment is fair; the gradients undulating, but none exceeding one foot per 100 feet or 52.80 feet per mile. The work will rank as heavy, with probably rock in some of the cuttings. A large reduction in the quantities on this portion of the line would be effected by the use of sharper curves.

From this point (about the 549th mile from Lake Nipissing) the line follows South Bay to the mouth of the Kahpistagon River (at Station 1240).

From the junction of this river with Lake Nipigon, two lines were run, one through a pass striking the last named at Station 1430, the other following the windings of the river and joining the first line at the same point.

The entire distance covered by the river line, which was adopted, is about 7 miles. The country is very rough, high rock ridges alternating with deep ravines. The alignment is inferior, curves as sharp as  $5^{\circ}$  having been used; gradients objectionable, the maximum gradient reaching 1.80 feet per 100 feet, or 95 feet per mile, for a distance of  $1\frac{1}{2}$  miles. Work will be excessively heavy; rock cuttings, with probably some tunnelling through the highest ridges.

From the 542nd mile to the 536th, the line follows the valley of the Kahpistagon River and Lake. The country is somewhat broken and undulating. The alignment is fair; the gradients medium and undulating, the maximum being 70.22 feet per mile for about half a mile. The work about equally divided between rock, sand and boulders; may be classed as heavy to medium.

As the line laid down for our examination, following the South Bay of Lake Nipigon and the Kahpistagon River, kept us fully occupied, we could only make a superficial examination of other possible divergences.

The great difficulty to be overcome is a difference in elevation between Nipigon Lake and the plateau at Kahpistagon Lake of 360 to 380 feet. A range of hills from 500 to 800 feet in height, running nearly north and south, extends from Lake Superior to the head of Lake Nipigon; several streams break through this range forming depressions or ravines, along which a possible line may be carried. The largest of those streams is the Kahpistagon River, the locality of the surveyed line. Two small streams pass through the range, the first falling into South Bay at Station 772 of the surveyed line, the second at Station 1084. A line along the first stream in a general south-east direction, passing the head of Kahpistagon Lake and joining the surveyed line at or near the 536th mile, would shorten the present line by some ten or twelve miles.

A line along the second stream would be nearly due east in direction, pass the head of the same lake, and making a junction at the same point of the surveyed line, would shorten the present line by six to seven miles.

The difficulty to be overcome in both those possible divergences, is to obtain a sufficient distance to surmount the difference in elevation between the two points by practicable gradients.

The south western slope of the hills, along which the line must run to make rising grade, is in many places vertical rock; to carry a line along this would require partial tunnelling; the economy and practicability of this kind of work can only be determined by careful surveys.

From the 536th to the 520th mile, a distance of 16 miles the line follows the general valley of the water course to the divide between the Kahpistagon and Poplar Rivers. The country is lightly undulating and some low ridges of rock are crossed. The alignment is good, the gradients being medium and undulating. The work would be classed as medium to light. By increasing the curvature, many of the rock cuttings could be thrown out, reducing the work to light, without injuring the gradients.

From the 520th to the 510th mile a distance of 10 miles; the line follows the general water course of the Poplar River. The country is broken and undulating, and some heavy rock cuttings occur. The alignment is fair, but the gradients are heavy undulating. The work may be classed as heavy. Sharper curves would reduce the quantities. A careful revision of this portion of the line would probably give satisfactory results.

From the 510th to the 505th mile, at the crossing of the Sturgeon River, a distance of five miles, the country is lightly undulating, mostly sand and gravel. By diverging the line at Station 3060, and running nearly due east, a good line may be obtained with easy gradients and light work.

From the 505th to the 499th mile, a distance of six miles, the country is heavy rolling with high sand and gravel ridges. The alignment is fair, but the gradients are heavy undulating. The work may be classed as heavy to very heavy, with some rock. A slight divergence to the south, with sharper curves will reduce the work and ease the gradients on this portion of the line.



From the 499th to the 484th mile, a distance of 15 miles, the country is lightly undulating and sandy. The alignment is good, and gradients easy. The work may be classed as light.

From the 484th to 478th mile, a distance of 6 miles; the country is heavy undulating, mostly sand, with some boulders. Alignment fair, gradients heavy undulating, work medium to heavy, very little rock.

By placing the line along the river, both work, and gradients would be lightened, but the curvature would be considerably increased.

From the 478th to the 459th mile, a distance of 19 miles, the country is highly undulating, sandy ridges, alternating with swamps. The alignment is good, gradients easy. The work may be classed as light.

From the 459th to the 453rd mile, a distance of 6 miles; the country is considerably broken, and some rock is met with. The alignment is fair, a portion of the gradients are heavy and undulating. The work would be classed as heavy to medium, with some rock.

The various classes of work may be summarized as follows, viz:—

2	miles of light work.
18	do " light to medium.
33	do " medium to heavy.
21	do " heavy.
13	do " excessively heavy.
<hr/>	
127	Total length of surveyed line.

A careful revision, with the introduction of sharper and a greater number of curves, would shorten the line, and materially reduce the quantity of heavy work. Under these circumstances the country passed over, may safely be estimated to give say 60 per cent. of light work, about 10 per cent. of medium, 21 per cent. of heavy and 9 per cent. excessively heavy.

Bridging and water accommodation would be light to medium. Only three streams being crossed, which would require spans of 100 feet. The streams being crossed at or near their sources, are mostly narrow and shallow. The muskegs being of limited extent, no heavy drainage would be required.

Timber in small quantities is found in the vicinity, on some of the lakes and swamps. It is chiefly tamarac, spruce and cedar, with some jack or pitch pine of fair size. About the 80th mile from the crossing of Nipigon River some land fit for cultivation is found west of Lake Helen, and the Nipigon River—also between Lake Helen, and first lake along the river in the vicinity of the surveyed line. The soil is a clay loam, similar to that of the Hudson Bay Company's farm at Red Rock, where fair crops of hay, coarse grain and roots, are annually grown. A considerable tract of similar land is found in the vicinity of Little Long Lake, and around Long Lake, which has also been found to be fertile by cultivation.

Specimens of magnetic iron were found in the vicinity of Long Lake. Indians shewed fine specimens of galena, from the shores of lakes farther to the north. As these were only surface indications, it is reasonable to hope that a closer examination of the country would disclose valuable mineral deposits. The lakes in this region are teeming with the finest lake trout and white fish, especially Nipigon, Long, McKay, and White Fish Lakes, and doubtless there are many others which did not come within my knowledge.

These point to the establishment of fisheries, with all their attendant industries, only requiring speedy communication with the populous portions of the country to

become a source of wealth. The same may be said of the mineral wealth, it is awaiting the speedy construction of the Canadian Pacific Railway.

I have the honor to be, Sir,  
Your most obedient Servant,

C. H. GAMSBY,  
*Engineer-in-Charge.*

SANDFORD FLEMING, Esq., C.M.C.  
Engineer-in-Chief,  
Canadian Pacific Railway.

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## REPORT ON SURVEY FROM LONG LAKE EASTWARDS TO MOOSE RIVER.

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CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, 19th May, 1880.

SIR,—In accordance with your instructions, dated Oct. 15th, 1879,—forwarded by steamer to Red Rock—directing me to remain in the country during the winter, and continue my explorations eastwards from Long Lake, I proceeded at once to re-organize my party and procure supplies for the work indicated. These supplies were landed at Jack Fish Bay, Lake Superior, and thence carried to our initial point at the outlet of Long Lake.

On reaching our initial point, we arranged our season's operations as follows:—One assistant with a small party to survey and sound a portion of Long Lake with a view to ascertain the practicability of taking the line across the Lake, and thus avoid the long detour by the northern end. Two other assistants to carry on the exploration eastward. I fixed my headquarters at the Hudson Bay Co's post, near the outlet of Long Lake, from where I could visit both parties, and give particular attention to the proper distribution of the supplies. This arrangement was found to work satisfactorily, and was continued to the completion of our work.

The exploring party commenced work about the 13th January, running compass line and chaining distances. The country for the first ten miles was found to be slightly undulating, with low gravelly hills. From this point the ground rises gradually to the summit, between McKay's and Shallow Current Lakes, terminating at a gravelly ridge 70 or 80 feet in height. About one-half mile south of line a lower pass exists, with an easier ascent and ground more undulating.

From the 19th to the 27th mile the country is undulating and gravelly, and the work would be classed as medium to light.

From the 27th to the 34th mile, in the vicinity of Cross Lake, the ground is broken and rocky, particularly near the lake. A fair location may be obtained around the north shore of the lake by crossing a bay at the north-east end of about 250 feet in width. The southern shore is hemmed in by high rock bluffs, and appears impracticable.

From the 34th to the 39th mile the country rises about one foot per 100 feet to a summit where a pass about 500 feet wide is found, a level spruce swamp.

At the 39th mile a deep gorge is met about 300 feet deep and 40 chains in width. A detour of about one-half mile to the southward was made with the exploratory line, where a practicable crossing was found. I think a more uniform country would be found from five to six miles to the northward of the line explored.

From the 39th to the 60th mile the country is chiefly swamp. Some streams are crossed, the largest about 100 feet wide; the banks are timbered with spruce, tamarac and cedar.

From the 60th to the 73rd mile the exploration passes over a burnt country with patches of green timber, undulating, with gravelly ridges and light swamps.

From the 73rd to the 102nd mile the country is generally undulating, with some low ridges of rock, some large timber—spruce, tamarac, cedar, and occasional plantations of birch. From this point to the 108th mile we cross a burnt country, with small clumps of timber scattered through it. The soil for the most part is gravelly, and the ground undulating. From this point to Moose River the ground is rolling, being composed of alternate gravel ridges and swamps; timber, mostly small, pitch, pine and poplar.

A fair line for railway construction can be located in the immediate vicinity of the line explored, but I am of opinion that a better line can be obtained by keeping to the westward of Sucker Lake, thence northward, crossing English River from one to three miles north of Long Lake, thence eastward and crossing at the outlet of Shallow Current Lake, thence in a direct line to a branch of the Albany River. From near this river Indians report a gravel ridge running the whole distance to New Brunswick House on the Moose River.

In reference to the extent of arable land met with between the north end of Long Lake and Moose River along the line of exploration, I am of opinion that the belt in which good land is found does not extend much more than 60 miles northward from the height of land; but Dr. Bell, in his Geological Report of 1877-8, says, "after passing the 'swampy grounds' north of Missinabi Lake, the traveller cannot fail to be struck by the abundance and general fertility of the soil exposed on the banks of the Missinabi and Moose Rivers, *all the way to Moose Factory*. I examined the country for a mile or two back of the river in several places, for the special purpose of ascertaining the nature of the soil, and found it excellent in all cases, but tending to become more swampy in receding from the river in the region below the Long Portage."

From this it would appear that the fertile soil in the vicinity of the rivers is not confined to the 60 mile belt north of the heights of land. In a report made of a survey from the Missinabi and Moose Rivers eastward, during the summer of 1871, I called your attention to the extent and general fertility of soil met with.

This examination and survey was made at a season when the vegetation is at its best, it was its luxuriance, together with the size and abundance of the timber, which first called our attention to the soil. It was for the general similarity of the country passed over, during the exploratory survey of last winter to the above region, that led us to infer the fertility of the soil.

A considerable extent of it is found around Long Lake, on both the eastern and western shores.

From the eastern shore of the lake along the line of exploration, the fertile soil, gravel ridges, and swampy ground appears to be about equally divided for the first forty miles.

From the 40th mile to the 60th, from the 70th to the 95th and from the 120th, fertile soil appears to predominate. It is in these belts that the rivers are found, in the vicinity of which the soil is good.

Owing to the peculiar circumstances in which we were placed, our examination of the country only extended from 5 to 10 miles on either side of the explored line. Comparing the country along those rivers with that along the Missinabi Moose River, from their similarity I would infer that the soil would be the same in character and extent.

Considerable tracts of clay land were met with, similar to that at the Hudson Bay Company's post on Long Lake, where vegetables, coarse grain and timothy are successfully grown. On the river bottom, spruce, tamarac and cedar timber abounds, the largest ranging from 1 to 3½ feet in diameter.

A considerable area of burnt country was passed through. In the winter we had no means of judging of the soil, excepting from the fact of its having been burnt over

would lead to the the conclusion that it was dry, probably a sandy loam. As I have observed, that soil predominates in burnt districts, and although not to be classed with the clay soils, it produces leguminous plants and the clovers in abundance when brought under proper cultivation.

In conclusion, I heartily agree with Dr. Bell, who says in his report to above, "I have no doubt that at some future time this territory will support a large population." Respectfully submitted.

I have the honor to be, Sir,  
Your most obedient and humble servant,

C. H. GAMSBY.

SANFORD FLEMING, Esq., C.M.G.,  
Engineer-in-Chief, Canadian Pacific Railway.

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## REPORT ON SURVEY FROM MOOSE RIVER RUNNING EASTWARD TO LAKE MATAGAMA.

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OTTAWA, December 13th, 1880.

SIR,—I have the honor to report that—in conformity with your instructions of July 3rd, requesting me to proceed to Moose River, the eastern end of my exploration of last winter, and continue a compass line eastward to a junction line with Mr. Austin, who was proceeding west from Sturgeon River,—I left Collingwood on the 8th July, and after experiencing some difficulty in procuring means of transport up the Michipicoten River, we reached our initial point, on the 27th of the same month, and commenced operations in accordance with those instructions by running a compass line from the point above referred to, in a general south east course, carefully noting the courses and chaining the distances, and obtaining such other information as the limited time at our disposal permitted. We reached the 116th mile of the exploration on the 9th October ult. Having arranged with Mr. Austin to make the connection between our lines and otherwise complete the exploration, I started on my return, following and traversing the canoe route between the Matagama and Flying Post. This route is at some considerable distance south of the explored line, and its traverse enables us to lay down a number of lakes in our plan, the position of which will very materially affect the projected location of a railway line.

It will facilitate the description of the soil, timber, and general character of the country explored, to divide it into several sections as naturally divided by the larger streams flowing through it.

*Section 1*—Lies between the Moose and Kapaskaski Rivers, and covers a distance of 32 miles along the line of exploration.

*Section 2*—Lies between the Kapaskaski and Nestodjiastono Rivers, a distance of 22 miles.

*Section 3*—Lies between the Nestodjiastono and Ground Hog Rivers, a distance of some 16 miles.

*Section 4*—Lies between Ground Hog and Matagama Rivers, a distance of 44 miles.

In each of these sections the soil and general characteristics are different; the surface of the ground varying from lightly undulating to high ridges and broken, the soil varying from the clay and clay loam of the first section, to the light sand of the fourth.

*Section 1.*—This section of 32 miles in length, and probably from 30 to 60 miles in width, from north to south, is lightly undulating, with gradual rise eastward. The soil is clayey loam or grayish mud mixed with vegetable mould. It is

identical with the soil in the vicinity of the Hudson Bay Post, called New Brunswick House, where the agent informed me that fine crops of coarse grains and roots were grown during the past season. Fully 70 per cent. of the soil of this section may be classed as very good. The remaining 30 per cent. is composed of inferior lands, gravel ridges and muskeg.

Timber, (birch, poplar, cedar, spruce and tamarac) is found in great abundance, and in many localities of large size; the cedars are particularly fine. The other varieties will furnish large quantities of fuel when required.

*Section 2*—This section of 22 miles in length, is apparently of less width than Section 1. Broken, and high ridges occur on which granite rock crops out. The clay and marl soil occurs only in belts, and is replaced by sandy loam, mixed with boulders. Probably 50 per cent. of the soil of this section would rank as good. The remaining portion, although not worthless, would be classed as inferior.

A large portion of this section has been burned over; timber will be found only in the swamps on these portions. In the unburned portions a moderate quantity of white pine of fair size is found mixed, with the varieties prevailing on section 1. No muskeg of any size occurs in this section.

*Section 3*.—This section of about 16 miles has a fair proportion of clay soil, extending from the Nestoijastono River, about four miles in a south-easterly direction to the Pishganagamee River. From the latter river to the end of the section the soil becomes sandy with boulders, and although classed as inferior, I found fine crops of barley growing at the Hudson Bay Company's flying post on Ground Hay Lake. The barley was stored at the time of my first visit, viz, September 15th. The potatoe vines had been touched with frost about that time, but were not killed till later on in the season.

The timber of this section is very similar to that of *Section 1*, except that red pine takes the place of the spruce. Considerable quantities of red and white pine of good size are found throughout the whole of this section.

*Section 4*.—This section lies between the Ground Hay and Matagama Rivers, a distance of 44 miles along the explored line. It is much higher and more broken than the other sections. Considerable rock is met with on the higher ridges and around the lake shores. The soil is sandy loam and boulders, and may be classed as inferior. Barley and oats of an inferior quality were grown at the Hudson Bay post on Matagama Lake. I think the poor quality of the grain was owing to poor cultivation and the exhausted condition of the soil, rather than to any natural sterility.

There is a great abundance of red pine growing on this section. It is tall, straight and sound, varying from four to 14 inches in diameter; probably not up to the standard of lumber for exportation, but of great value for local and domestic uses.

The numerous lakes and streams will afford an easy means of moving the raw material to points where abundant water power may be found for its manufacture. Means of transportation being furnished, there will spring up a large and increasing trade in the produce of the forests between this section of the country and the prairies of the North-West.

In considering the adaptability of this country for railway construction it will be necessary to divide it into two sections.

*Section I*.—From Moose River to Ground Hog River, a distance of 70 miles. A good alignment may be obtained in the immediate vicinity of the explored line. No exceptionally sharp curves will be required.

The gradients for the most part will be light; any gradient heavier than 1ft. per 100ft. will be short and, I think, need not exceed 1.25ft. per 100ft., or 66ft. per mile. The work I should classify as light to medium with very little solid rock.

*Section II*.—From Ground Hog River to the Matagama River, a distance of 41 miles, will require a careful examination with levels to determine the best location. If possible the line should be placed further south than the explored line, in order to reach the south-west branch of the Matagama River, down the valley of which a good line may be found.

Sharper curves and heavier gradients will be required on this section. The work will rank from medium to heavy with some solid rock. The muskegs are not of a serious character and are of small extent. As we cross seven distinct branches of the Moose River, considerable bridging will be required, but by careful selection of crossings I think that not more than two spans of 100 feet each will be required over any of the streams.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your most obedient servant,

C. H. GAMSBY,

*Engineer-in-Charge.*

To COLLINGWOOD SCHREIBER,  
Engineer-in-Chief.

REPORT ON SURVEY FROM LAKE MATAGAMA TO END OF LOCATION  
ON STURGEON RIVER.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF,

OTTAWA, 13th December, 1880.

SIR,—I have the honor to report that, agreeably to your instructions, dated at Ottawa, July 3rd, 1880, directing me to make a compass survey from a point on the Sturgeon River, 63 miles from South-East Bay, Lake Nipissing, and hence by the Sturgeon and Whanapetoe Rivers, to meet Mr. Gamsby, who was on the located line from South-East Bay, Lake Nipissing, coming from Moose River to connect with my survey;

I beg to state that, from the difficulty in procuring boats and canoes, for transportation we were unable to commence operations before the 20th of the month.

The line for 22 miles from my starting point follows generally near the left bank of the river, and in numbers of places where we endeavored to shorten the route we found that an adherence to the river would be best with further exploration.

From the 22nd mile we cross to the right bank of the river by a good rock crossing, following this bank to the 33rd mile, finding that here on the left bank the immediate valley near the river will have to be adhered to.

Thence again crossing to the left bank the line would retain that side of the river to the 49th mile; then crossing the river below Pants Lake to right bank and going nearly north-westerly, winding between a number of lakes over the height of land to the left bank of the Whanapetoe River, 58th mile; this distance over the height of land will have to be carefully explored to obtain an easy line.

From the 58th mile to the 61st mile the left bank is followed; thence crossing to the right bank and generally following it to the 70th mile, where again the river is crossed, and the left bank followed to near the 73rd mile, where again the river is crossed, and the right bank is crossed and adhered to up to the 77th mile.

Near the 77th mile another crossing is made to the left bank, thence the line follows the left bank, but here the river is very insignificant in size, and again crossing the stream and going in a north-westerly direction to the southerly shore of Oshkegami Lake, thence following near the lake and near the line surveyed to the 83rd mile.

Thence going north of Pijiwagamissing Lake and south of Obickumimiga Lake, and thence following to the 102nd mile where the Nebawgwasee River has to be

crossed, thence northerly to the point of junction with Mr. Gamsby, 116th mile, the line running in many places over a rough country, but as here as in other places generally, no efficient exploration was made, the line is only laid down as approximate.

The timber of the first part of the line is chiefly white pine, spruce, birch, tamarac, balsam, and maple; the latter half of the line is chiefly spruce, pitch pine, white and red pine, balsam, and some tamarac with a small quantity of maple.

There will be eleven river crossings in this distance of 116 miles, and with an ordinary number of smaller streams also to be crossed, the largest of these crossings being the entrance to a bay of the lake.

Up to the 70th mile there are a good number of rocky and other hills to be encountered, and in many places points to be cut through and gullies crossed. The first sections are generally sandy loam or sand; some good land has been gone over, but not of any great extent.

From the 70th mile to the termination of the work the land is more level, now sand, sand and gravel and sandy loam, with swamps in various places. There is some good land near the Matagama Lake, but it is not extensive.

I have the honor to be, Sir,  
Your obedient servant,

W. A. AUSTIN,  
*Civil Engineer, P. L. S.*

COLLINGWOOD SCHREIBER, Esq.,  
Engineer-in-Chief, Canadian Pacific Railway.

## REPORT ON SURVEY FROM STURGEON RIVER TO JUNCTION WITH MR. MURDOCH'S SURVEY OF 1872.

### CANADIAN PACIFIC RAILWAY

#### OFFICE OF THE ENGINEER-IN-CHIEF.

OTTAWA. 13th December, 1880.

DEAR SIR,—Acting under instructions from Sandford Fleming, Esq., C.M.G., (late Engineer-in-Chief,) dated 12th May, 1880, I proceeded to the terminus of Mr. Austin's survey of 1879, on the Sturgeon River, where I arrived with my party on the 3rd June, and began a trial survey for a line of railway from that point towards the Sault Ste Marie.

I found what I considered a good crossing of the Sturgeon River at ten chains from my starting point, where the river is about 200 feet wide at high water. This would require 300 feet of bridging, or two spans of 150 feet each, on a grade of 0.75 per hundred. At Station 1750 the line rises on to a clay and gravel ridge, where a cutting of 16 feet deep at the mouth tapers off to grade at 32.00. From this point the line drops down on a grade of 0.62 per 100 to the flats of Busteed Creek, which it follows for 5½ miles in very light work, excepting three or four small spurs of rock where the creek is confined. Crossing Busteed Creek at Station 300 with a span of 100 feet, the line begins to rise to the summit between the waters of the Sturgeon and Wahnapiitapee, and enters upon a barren, burnt, rocky country and follows along the side hills with moderate rock work and easy grades up to the eighth mile, thence on a grade of 1.00 per 100 to a little past the ninth mile, when it reaches its highest point at an elevation of 933 feet above sea level. From Station 500 the line follows the general level of the country at an elevation of 940 feet, through small rocky ridges and muskegs, with light rock work up to the eleventh mile, and then begins to descend on a grade of 0.76 per 100 for half a mile, and then 1.00 per 100 for three-fourths of a mile, dropping into a muskeg at the thirteenth mile. There are two

rather heavy rock cuttings on the last two miles, which can be partially avoided on location. After crossing the muskeg, which is about three-fourths of a mile long, the line enters green timber near the 14th mile, and the next four miles is over clay and sand ridges and spruce swamps, with light work and easy grades to the 18th mile, where it reaches the banks of the Wahnapeetoe River. From the 18th mile the line follows along the banks of the river, mostly on side hill ground intersected by numerous ravines. The side hills consist principally of clay and sand on the surface, with probably rock underlying, excepting a few small rock cuts up to the 24th mile, where the line enters on a level flat, which carries it up to the 26th mile, when it crosses a stream 50 feet wide, requiring a bridge of about 80 feet span. Between the 26th and 27th miles the line crosses the Wahnapitapee River, at the head of a series of falls, with small rock cuttings on both sides. I propose to bridge this river with two spans of 150 feet each, and one span of 100 feet, there being good natural rock foundations above low water at the necessary points. From the 27th to 28th mile the work is very light on a clay flat. At the 28th mile the line crosses a small clay ridge and descends on a grade of 0.75 per 100, along side hill ground, to the 29th mile with middling heavy work about half clay and half rock. From the 29th to the 31st mile the work is all light side hill rock, excepting one heavy rock cut where the shore of the lake could not be followed. From the 31st to the 35th mile the work is light with very little rock. From the 35th to 36th mile, the line runs through a rocky muskeg, but work not heavy, and from thence along the shore of Long Lake up to the 39th mile principally on side hill clay and gravel, with moderate work. Leaving the shore of Long Lake at the 39th mile the line rises on easy grades to the plateau to the north of the lake, which it follows to the 43rd mile, work moderate and mostly in sand and clay. From this point the line begins to descend on grades of 1.00 per hundred to the 45th mile, with rather heavy cuts and fills and principally in rock. From the 45th mile the line follows the south shore of Lake Mugatawaganing; up to the 48th mile work easy, but about one-half rock. From this point it follows the stream from the outlet of the lake for three-fourths of a mile and crosses it at the mouth with a span of 60 feet, then following the shore of Round Lake up to the 50th mile, work on this portion light though it infringes on the lake for a short distance in shallow water. From the 50th to the 53rd mile the work would be very light and altogether in clay and sand. Between the 53rd and 54th mile the line rises over the divide between the waters of Whitefish River and those of the Vermilion River, all in rock work, but not heavy; here it enters a wet flat which stretches to the crossing of the Vermilion River at the 55th mile with a bridge 500 feet long. Between the 55th and 60th mile the work becomes somewhat heavier, there being two summits to get over caused by two long bends in the Vermilion River which is a very crooked stream. The work on this five miles would be moderately heavy, and composed of about half rock, and half clay and gravel. The same description applies to the work up to the 69th mile; in this distance the river is crossed three times, involving four spans 100 feet, two spans 150 feet and one span of 60 feet, all on good rock foundation. Between the 69th and 71st mile the work may be classed as very heavy, involving a bank across a deep bay of lake 1,500 feet long and 20 feet deep, also another bank and cutting somewhat lighter, but still heavy, mostly in rock. From this to the 75th mile there is no heavy work excepting two cuttings, which are moderately heavy with indications of being principally composed of clay and gravel, the last mile being very light. From the 75th to the 78th mile the work continues of a moderate character, being mostly on side hill with numerous gullies and a few light rock cuts, the rest in sand and gravel. At the 78th mile, the line strikes the shore of the Spanish River, after which the work becomes of a very light nature up to the 102nd mile, excepting two or three short pieces, where the line is crowded on the side hill and gullies are numerous. The line may be said to follow the surface of the ground, and is quite equal to a prairie section. At 95½ miles the line crosses the Spanish River, with three spans of 150 feet each, in 11 feet of water and clay foundations. From the 102nd mile the work becomes somewhat heavier, the ground being more undulating, but still it may be classed as light up to the 116th mile, the cuttings being, probably,



not more than one-fourth rock. Near the 116th mile the line begins to leave the shore of Lake Huron and rise over the summit between the Spanish and Serpent Rivers, where I had a good deal of difficulty in finding a feasible line. From this point to the 121st mile the work may be said to be heavy and principally in rock; crossing the Serpent River at 120½ miles, with a span of 100 feet. The work is of a light and easy nature, excepting a few small rock cuttings, up to the 126th mile. From this point to the junction with Mr. Murdock's line, at the 131st mile, the work is moderate and probably one-fourth rock. The grades laid down on the profile nowhere exceed 1·00 per 100, and then only in short lengths.

The curves are principally confined to four degrees and under, but in some few instances 5° curves have been found necessary in getting round sharp bends in lakes and rivers.

Timber for bridging and culverts is generally to be had within easy distance of the line, as also plenty of tie timber.

Ballast will be found along the line at convenient points and of good quality.

There are no lands of any extent fit for cultivation, being only found in isolated patches of no great extent.

The line is easy of access from the Georgian Bay and Lake Huron at several points. The eastern end by French River, Lake Nipissing and Sturgeon River, and also the Wahnapiatapee River. The central portion by way of Whitefish River, and the western portion by Spanish River, which is navigable for about 20 miles from its mouth, and also by the river and shores of Lake Huron.

I have the honor to remain, Sir,

Your obedient servant,

A. BRUNEL, Jr,

*Engineer-in-Charge.*

COLLINGWOOD SCHREIBER, Esq.,  
Engineer-in-Chief.

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## REPORT ON CANADA CENTRAL EXTENSION FROM PEMBROKE TO LAKE NIPISSING.

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OTTAWA 11th October, 1880.

SIR,—I have the honor to report on the subsidized portion of the Canada Central Railway, extending from the town of Pembroke to the vicinity of Lake Nipissing, a distance of 130 miles.

The line of this railway has been finally decided upon as far as the 107th mile from Pembroke, and the location of the remaining distance is now being carried on towards completion.

The land has been cleared up to the 95th mile at the village of Mattawa. The works of grading and bridging are in progress as far as the 74th mile. The track has been laid and ballasting nearly completed to the 61st mile; in this distance, however some of the large embankments have yet to be made up to the full height and width.

Station buildings have been erected and sidings put in at the following points: Chalk River, Weston, Point Alexander, Moore's Lake, Mackie's, Rockcliffe, Bissetts and Deux Rivieres, together with the necessary water service.

The track to Mackie's Station, 46th mile, has been laid to the contract gauge, 4 ft. 8½ in., beyond that point, in order to enable the old broad gauge engines and cars of the Canada Central Railway to be used in construction, the 5 ft. 6 in. gauge has been laid, which will be reduced to the standard gauge as the line is progressively completed.

Rails sufficient for 131 miles of track have been delivered on the line, viz: 1,679 tons of iron and 9,530 tons of steel, being the whole required, with the exception of a small quantity for sidings.

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Traffic is at present being carried on regularly to Bissetts, a distance of 60 miles from Pembroke, and it is expected to have the line so far completed by the end of November next as to enable freight trains being run up to the 71st mile, near Deux Rivieres.

I have the honor to be, Sir,  
Your obedient servant,

THOMAS RIDOUT,  
*Engineer-in-Charge.*

COLLINGWOOD SCHREIBER, Esq.,  
Engineer-in-Chief,  
Canadian Pacific Railway.

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 APPENDIX No. 7.
 

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 REPORT ON PROBABLE ROUTE OF A LINE OF RAILWAY BETWEEN  
 SOUTH-EAST BAY, OF LAKE NIPISSING AND PRINCE  
 ARTHUR'S LANDING.
 

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CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, 20th December, 1880.

SIR,—I beg to submit a condensed report, descriptive of the probable route for a line of railway between South-East Bay of Lake Nipissing and Prince Arthur's Landing.

The line will commence at the termination of the Canada Central extension, subsidized by the Government, near the South-East Bay of Lake Nipissing, and follow generally the course of the Sturgeon River. It is found that the country is in many places broken and rocky, with some level reaches of land and boulders, and sandy loam and swamp. The alignment will be fair and the grades easy to the 20th mile, or to the base of Taylor Hills. This rough ground extending over 4 miles, will be overcome by crossing it in a diagonal direction, requiring grades of 1 per 100 in a number of places. The cuttings will be moderately heavy, and generally in rock.

From the 24th to the 52nd mile the line will trend to the northward and follow the Smoke River Valley, up to the 63rd mile; the country is very level, and the line will be easy of construction.

From 63rd to the 112th mile it was found that the valley of the Sturgeon River afforded the best location for the railway; it involves, however, three crossings of the river, the last being to the right bank, at the 112th mile, below Paul's Lake. The line thence runs north-westerly, winding between a number of lakes, over the height of land to the Wahnapiṭō River, which it reached at the 121st mile. Further and careful exploration will be required in order to obtain an easy line over this height of land.

From the 121st mile the line was continued up the valley of the Wahnapiṭō, crossing the river at the 124th, 133rd, 136th, and 140th mile, thence following the left bank of the river, which is here but a small stream, the line once again crosses to the right bank, and in a north-westerly direction, reaches the southern shore of Oshkegamie Lake, and continues near this lake to the 146th mile. Thence to the north of Pijiwigamissing Lake, and south of Obickuminiga Lake, crosses the river Ojasing, near its mouth at the 153rd mile; thence for 12 miles, through a generally level country, to a crossing of the Ebawquasee River, from which, in a northerly direction, over a rough country, to the 176th mile. The junction with Mr. Gamsby's exploration.

The timber from the 63rd, say to the 120th mile, consists chiefly of white pine, spruce, birch, tamarac, balsam and maple, and from the 120th to the 179th mile, of spruce, pitch pine, white and red pine, balsam and some tamarac, with a small quantity of maple.

From the 63rd to the 133rd mile the country is hilly, with considerable amount of rock, but the level portions are generally sandy loam or sand. There is some good land in the section, though of no great extent.

From the 133rd to the 179th mile the country is more level, consisting of sand and gravel, and sandy loam, with swamps in various places. Good land of limited amount was found near the Matagama Lake.

On the 116th miles last described there will be eleven river crossings. From the 179th to the 223rd mile, in a northerly direction, between Matagama and Ground-Hog Rivers, the country is higher and more broken than that lying farther west

towards Moose River, with a considerable amount of rock on the high ridges and the shores of the lakes. The soil is inferior, of sandy loam and sand, with boulders. Barley and oats were grown at the Hudson Bay post on Matagama Lake, but of poor quality of grain, owing, however, in a great measure to bad cultivation and the exhausted condition of the soil rather than to any natural sterility. There was found in the section an abundance of tall, straight and sound pine, from four to fourteen inches in diameter, of value for local consumption, though not up to the standard for exportation.

From the 223rd to the 239th mile, Ground-Hog Lake to the Nestodjiastono River, for about 12 miles the soil is sandy, with boulders, and although it may be classed as inferior, yet five crops of barley and roots were found growing at the Hudson Bay Flying Post, on Ground-Hog Lake. The barley was stored on the 15th of September, at which time the potato vines had been touched with frost, but were not killed until later in the season. From the Nestodjiastono River four miles, there is a fair proportion of clay soil. Considerable quantities of red and white pine of good size were found throughout the whole of this section, together with birch, poplar, cedar and tamarac.

From the 239th to the 261st mile, between the Nestodjiastono and Kapaskaski Rivers, the country is broken, with high ridges in which granite rocks crop out; clay and marl soil occurs only in belts, and is replaced by sandy loam mixed with boulders. Probably 50 per cent. of the soil of this section would rank as good, the remaining portion although not worthless would be classed as inferior. A large part of this section has been burnt over, but where the fire has not destroyed the timber, a moderate quantity of fair sized white pine is found mixed with birch, poplar, cedar, spruce and tamarac. No muskeg of any size was observed.

From the 261st to the 293rd mile between the Kapaskaski and Moose Rivers, the country is slightly undulating, with a slight gradual rise eastward. The soil is a clayey loam or greyish marl mixed with vegetable mould and is identical with that ground in the vicinity of the Hudson Bay post of New Brunswick House, where during the past season fine crops of coarse grains and roots were produced.

Fully 70 per cent. of the soil of this section may be classed as very good, the remaining 30 per cent. is composed of say about one-third inferior and the balance of small muskegs and gravel ridges. This character of country extends here from 30 to 60 miles in width from north to south. The timber consists of birch, poplar, cedar, and tamarac and is found in great abundance, in many places of large size. The cedars are particularly fine, and the other varieties will supply large quantities of fuel.

From 179th to the 223rd mile Matagama to Round Log River, sharper curves and steeper gradients will be required on this section than on the adjoining one to Moose River. The work will range from medium to heavy with some solid rock. The muskegs are not of a serious nature, and are of small extent. From the 223rd to the 293rd mile, Ground-Hog to Moose Rivers a good alignment may be obtained, no exceptionally sharp curves will be required, and the gradients will for the most part be light. The work would be classified as light to medium, with very little solid rock.

As seven distinct branches of the Moose River will have to be crossed, a considerable amount of bridging will be required, but probably no more than two spans of 100 feet each will be required over any one stream.

From the 293rd to the 350th mile the ground in the immediate vicinity of Moose River is somewhat broken, but a line three or four miles to the north of that surveyed would give favorable results; country generally flat or lightly undulating, with swamps or low sand ridges; fertile land and good timber is found along the river valleys.

From the 350th to the 409th mile the country is lightly rolling; a considerable portion has been burned over; some timber in the swamps; grades would be easy and the greater portion of the work light. On the line explored some ridges of rock are crossed, but they could be avoided on a location survey.

From the 409th to the 450th mile the line should be placed about 10 miles north of that explored, in order to avoid the height of land and Shallow Lake.

Crossing near the outlet of the above named lake a nearly flat country is met with, giving very easy gradients and light work.

From the 450th to the 500th mile the country is mostly flat, gravel and sandy loam predominating; gradients easy, and work light; timber scarce; some good land in the immediate vicinity of Long Lake.

From the 500th to the 550th mile the country is somewhat broken and rocky; the gradients heavy and undulating; the work would be medium to heavy; no timber of any value near the surveyed line; the soil is a barren mixture of sand and white clay.

From the 550th to the 580th mile, at the crossing of Nipigon River, the ground is very much broken up with high rock bluffs and deep ravines.

The gradients are heavy, attaining to a maximum of 1.50 feet per 100, for about two miles. There is a large percentage of curvature, and the work would classify as heavy to excessively heavy. Some timber is found in the vicinity of Lake Helen, and small tracts of fertile land. The bridging and water accommodation would be light, the streams being crossed at or near their sources, are narrow and of only medium depth. Valuable timber and fertile land is found throughout almost the whole length of this section, in belts of greater or less extent, their proportions being in some measure governed by the size of the rivers upon which they border.

From the 580th to the 585th mile at Red Rock, a considerable portion of this section is rough and broken, and a large percentage of the work would be rock, and possibly one or two short tunnels, the gradients would be mostly heavy. A large percentage of the alignment would be curvature, ranging from medium to sharp. A portion of the work, say from four to six miles, would be classified as exceedingly heavy, the remaining portion is heavy.

From the 585th mile the line will run southerly along the margin of Nipigon river and bay, for a distance of five miles, thence following the course of Trout Creek for two and a half miles, then crossing Black Sturgeon River at the 596th mile and continuing in a straight line to the 603rd mile, reaching the shores of Black Bay, thence along the same to the 610th mile. This section of 25 miles will be over ground suitable for easy alignment and light work, being composed of loam and sandy soil, except for about two miles where the line leaves Nipigon Bay, and though the material will be chiefly rock the work will not be heavy.

From the 610th mile the line continues tolerably direct over slightly uneven ground, crossing Pearl River at the 618th mile, and following close the course of the stream and Low Lake, the summit or neck of the promontory of Thunder Cape at the 625th mile, the elevation being 465 feet above the waters of Lake Superior.

From the 625th mile the line will follow the course of the east branch of the Mackenzie River with a descending grade of 26 feet per mile, for four miles, touching some rocky points. The alignment will be fair and the work moderate, with the exception of one mile at the summit, which will have rather heavy rock cuttings and sharp curvature. The grades for the next five miles will be light and the work very easy over sand clay soil.

From the 630th mile the line will follow up the west branch of the Mackenzie River, thence passing through an opening in a rocky ridge at the 638th mile, the line will descend to Prince Arthur's Landing at the 650th mile, with an average gradient of 24 feet per mile. The work over this section will be light and the alignment fair.

I have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Engineer-in-Chief.*

F. BRAUN, Esq., Secretary,

Department of Railways and Canals.

## LIST OF CONTRACT entered into in connection with the Canadian Pacific Railway.

No. of contract.	Names of Contractors.	No. of contract.	Names of Contractor.
1	Sifton, Glass & Co.	29	Cooper, Fairman & Co.
2	Richard Fuller.	30	Robb & Co.
3	F. J. Barnard.	31	Patent Bolt and Nut Co.
4	Oliver, Davidson & Co.	32	Cooper, Fairman & Co.
5	Joseph Whitehead.	32a	LeMay & Blair.
5a	Joseph Whitehead.	33	Kavanagh, Murphy & Upper.
6	Guest & Co.	34	North West Transportation Co
7	Ebbw Vale Steel, Iron and Coal Co.	35	Cooper, Fairman & Co.
8	Mersey Steel and Iron Co.	36	William Robinson.
9	West Cumberland Iron and Steel Co.	37	Heney, Charlebois & Flood
10	West Cumberland Iron and Steel Co.	38	Edmond Ingalls.
11	Naylor, Benzon & Co.	39	John Irving.
12	Hon. A. B. Foster.	40	Gouin, Murphy & Upper.
13	{ Sifton & Ward.	41	Purcell & Co.
	{ Purcell & Ryan.	42	Manning, Macdonald, McLaren & Co.
14	{ Sifton & Ward.	43	Joseph Upper & Co.
	{ Jos. Whitehead (completing contract No. 14).	44	West Cumberland Iron and Steel Co.
15	Joseph Whitehead.	45	Barrow Hematite Steel Co.
16	Canada Central Railway Co.	46	Ebbw Vale Steel, Iron and Coal Co.
17	Anderson, Anderson & Co.	47	Patent Bolt and Nut Co.
18	Red River Transportation Co.	48	John Ryan.
19	Moses Chevette.	49	Richard Dickson.
20	Merchants Lake and River Steamship Co.	50	Miller Brothers & Mitchell.
21	Patrick Kenny.	51	Dominion Bolt Co.
22	Holcomb & Stewart.	52	North West Transportation Co.
23	Sifton & Ward.	53	Barrow Hematite Steel Co.
24	Oliver, Davidson & Co.	54	Guest & Co.
25	Purcell & Ryan.	55	West Cumberland Iron and Steel Co.
26	James Isbester.	56	The Kellogg Bridge Co.
27	Merchants Lake and River Steamship Co.	57	The Truro Patent Frog Co.
28	Red River Transportation Co.	58	W. Hazelhurst.

## List of Contracts, &amp;c.—Continued.

No. of Contract.	Names of Contractors.	No. of Contract.	Names of Contractors.
59	Whitehead, Ruttan & Ryan.	74	Wm. Gooderham, Jr.
60	D. O. Mills.	75	Pillow, Hersey & Co.
61	D. O. Mills.	76	Cooper, Fairman & Co.
62	D. O. Mills.	77	Stubbs & Co.
63	D. O. Mills.	78	Skead & Haycock.
64	Ryan, Whitehead & Ruttan.	79	The Truro Patent Frog Co.
65	James Crossen.	80	James Crossen.
66	Bowie & McNaughton.	81	Dunlop & Rainnie.
67	Moncton Car Co.	82	Ontario Car Co.
68	Ontario Car Co.	83	James Crossen.
69	North West Transportation Co.	84	Ontario Car Co.
70	North West Transportation Co.	85	Nobles & Follis.
71	The Toronto Bridge Co.	86	Fairbanks, Morse & Co.
72	Ontario Car Co.	87	James Crossen.
73	The Toronto Bridge Co.		

STATEMENT of Contracts entered into since the 1st July, 1879.

Railways.	Serial No. of Contract.	Deed, Letter or otherwise under which contract was made.	Name of Contractor.	Date of Contract.	General description of Contract.
Canadian Pacific Railway.....	44	Letter No. 30,289...	West Cumberland Iron and Steel Co. (Limited).....	June 24, 1879	To supply and deliver at Montreal 2,000 tons of Steel Rails.
do	45	do	Barrow Hematite Co. ....	June 20 & 25, '79	To supply and deliver at Montreal 1,500 tons of Steel Rails.
do	46	do	Ebbw Vale Steel and Iron Co. ....	June 19 & 26, '79	To supply and deliver at Montreal 1,500 tons of Steel Rails.
do	47	do	Patent Nut and Bolt Co. (Limited). ....	July 4, 1879	To supply and deliver ( <i>f. o. b.</i> ) at Newport, 48 tons Bolts and Nuts.
do	48	Deed No. 5,904.....	John Ryan.....	Aug. 19, 1879	To construct 1st 100 miles, section West of Winnipeg.
do	49	do 5,896.....	R. Dickson.....	Aug. 15, 1879	To build Stations and Platforms, Pembina Branch.
do	50	do 5,912.....	Miller, Bros. & Mitchell.....	Sept. 4, 1879	To supply 400 tons of Spikes at Fort William and 300 tons at Montreal.
do	51	do 5,910.....	Dominion Bolt Co. ....	Sept. 8, 1879	To supply at Fort William 35 tons Fish Plate Bolts and Nuts.
do	52	Letter No. 12,595....	North West Transportation Company.....	Sept. 30, 1879	To transport 4,000 tons Steel Rails and fastenings, Montreal to Fort William.
do	53	Deed No. 6,022.....	Barrow Hematite Steel Co....	Aug. 30, 1879	To supply and deliver in bond at Montreal, 30,000 tons Steel Rails, etc.
do	54	Deed No. 5,933.....	Guest & Co. ....	Sept. 11, 1879	To supply and deliver at Point-Lévis or Montreal, 10,000 tons of Steel Rails, &c.
do	55	do 5,934.....	West Cumberland Iron and Steel Co. (Limited).....	Aug. 29, 1879	To supply and deliver at Montreal, 5,000 tons of Steel Rails, &c.
do Pembina Branch.	56	Letter No. 21,015....	The Kellogg Bridge Co.....	Nov. 24, 1879	To furnish iron supports for Bridge over Rat River.
do	57	O. in C. No. 21,257	The Truro Patent Frog Co. ....	Dec. 23, 1879	To supply and deliver on cars at Truro, N.S., 120 Railway frogs, with Signal frames and switch gear complete.
do	58	Letter No. 13,284....	W. Hazelhurst.....	Feb. 26, 1880	To supply, deliver and erect one decked and 3 open turntables.
do	59	do 21,639....	Whitehead, Ruttan & Ryan....	Feb. 7, 1880	To supply 100,000 Ties for 2nd 100 miles Section West of Red River.
do	60	Deed No. 5,973.....	D. O. Mills.....	Dec. 23, 1879	To construct Section A.—Emory's Bar to Boston Bar, B.C.
do	61	do 6,014.....	D. O. Mills.....	Feb. 10, 1880	do do B.—Boston Bar to Lytton, B.C.





STATEMENT of Contracts entered into since 1st July 1879.

Railways and Canals.	Deed, Letter or otherwise under which contract was made.	Name of Contractor.	Date of Contract.	General description of Contract.
Intercolonial Railway.....	Deed No. 5,879.....	Wm. Hazelhurst.....	May 9, 1879	To supply and fix 4 iron Turntables at St. Flavie, Campbellton, Newcastle and Truro.
do .....	Letter No. 20,754.....	Pillow, Hersey & Co.....	Oct. 21, 1879	To supply and deliver at Point-Lévis 50 tons of railroad spikes.
do .....	do 20,755.....	Cooper, Farman & Co.....	do	do
do .....	Deed No. 6,021.....	Darforth Locomotive Co.....	.....	To construct and deliver at Point-Lévis 3 locomotives for Rivière-du-Loup Section.
do .....	do 6,031.....	James Crosser.....	April 1, 1880	To construct two 1st class passenger cars.
do .....	do 6,037.....	M. J. Hognan.....	April 19, 1880	To ballast line from Chaudière Junction to Rivière-du-Loup.
do .....	do 6,053.....	Alex. Gartshore.....	March 20, 1880	To supply and deliver in cars at Chaudière Junction 7,000 feet of 6-inch water pipes.
do .....	do 6,136.....	J. Harris & Co.....	July 16, 1880	To construct 80 box cars.
do .....	do 6,138.....	Robt Coehran.....	July 6, 1885	do
do .....	do 6,142.....	Hinckley Locomotive Co. of Boston.	June 19, 1880	do 4 locomotive engines.
do .....	do 6,154.....	Halifax Coal Co.....	.....	To supply 30,000 tons, gross, of round coal for Dist. No. 1.
do .....	do 6,157.....	C. T. Bate.....	June 14, 1886	To grant the use of 'Chapleau Patent Nut Lock' on the Rivière-du-Loup Section.
Prince Edward Island Railway..	do 5,953.....	Canadian Engine and Locomotive Co (Limited).....	Nov. 24, 1879	To construct and supply 2 locomotive engines.
do .....	do 6,118.....	Wm. Gooderham, junr.....	Aug. 9, 1880	To furnish at places 'Haggas Patent Water Elevator for Locomotives.'
do .....	O. in C. No. 23,595.....	Isaac Brown.....	July 31, 1880	To supply 110 tons of Anthracite coal.
do .....	Deed No. 6,200.....	Intercolonial Coal Mining Company.....	Sept. 16, 1880	To supply 4,500 gross tons mixed round steam coal.
Windsor Branch, N.S. Railway..	do 5,978.....	Windsor and Annapolis Railway Co.....	Nov. 20, 1879	To conduct traffic and working of the line (temporary arrangement.)
Carillon Canal.....	do 5,875.....	F. B. McNamee & Co.....	June 23, 1879	To construct a Dam across Carillon Rapids, and complete slide.
do .....	do 5,877.....	J. P. Cooke & Co.....	July 8, 1879	To form and complete canal works commenced near Carillon Rapids.
Galops Rapids .....	do 5,899.....	Wm. Davis & Sons.....	Sept. 25, 1879	To form channel through Galops Rapids.
Burlington Bay Canals.....	do 5,922.....	McDermid & Hendrie.....	do	To remove parts of old pier, replace the same with new superstructure and general repairs.
Welland Canal.....	do 5,942.....	Usher & Battle.....	Oct. 27, 1879	To construct regulating weir—sluice gates—and roadway bridge near outlet lock, Port Dalhousie.

do	.....	5,965.....	Bannerman & Co.....	Dec.	5, 1879	To complete works of enlargement section No. 33.
do	.....	5,971.....	F. B. McNamee & Co.....	Dec.	23, 1879	do
do	.....	6,067.....	McCleary et McLean.....	Feb.	9, 1880	To supply timber for 1 year or more.
do	.....	6,008.....	James Wilson.....	do	do	To supply casings—wrought iron—brass and sundries for 1 year or more.
do	.....	6,009.....	George Gibson.....	July	7, 1880	To supply forged iron, blacksmithing, for 1 year or more.
do	.....	6,143.....	O'Brien, Gordon & Bergin.....	July	21, 1880	To construct 19 road bridges.
do	.....	6,148.....	Thos. B. Townsend.....	July	17, 1880	To construct all lock gates, and spare gates, required.
do	.....	5,948.....	Baskerville, O'Connor & Cassidy.....	Nov.	26, 1879	To form a Canal, lift lock, &c.
do	.....	5,970.....	John Askwith.....	Dec.	12, 1879	To extend wharf on East side of Basin.
do	.....	6,012.....	Walter H. Brown.....	Feb.	17, 1880	To supply timber for lock gates.
do	.....	6,145.....	O'Brien, Gordon & Bergin.....	July	21, 1880	To construct all lock gates, spare gates required.
do	.....	6,140.....	Honey, Stewart & Co.....	July	20, 1880	To enlarge lower entrance at Greece's Point, River Ottawa.

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## APPENDIX No. 8.

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OTTAWA, 8th December, 1880.

SIR,—Your letter No. 54,523, was duly received calling for a report on the various works now in progress for the enlargement and improvement of the different canals for the year ending 30th June last.

In relation to this it may be stated that in the early part of the present year a special report (printed) was prepared by me describing all the principal works and matters connected with the respective undertakings up to the end of March last. In the three following months, although a fair rate of progress was made with those that could be advantageously proceeded with at that season, still the actual condition of the different works was so little changed as to scarcely warrant me in occupying time in preparing a description of these minor details.

It may, however, be stated with reference to the Welland Canal that all the works on the Southern division were urged forward in such a manner as admitted of opening navigation throughout on the 1st day of May last.

The construction of the lock gates and bridges on this Canal was let and contracts for them entered into in July following; the whole to be completed and ready for use in July 1881.

The contractors for the aqueduct over the Chippewa River at the Town of Welland, after proceeding with the preparation of materials and endeavouring to reconstruct the coffer dam that had been formed with a view to the unwatering of the foundation and erection of the structure, became so discouraged with the result of their efforts that they offered "to relinquish their contract to the Government and abandon all claims, trusting that the Government will return to them their securities deposited for said section and pay for all the work done, materials delivered," etc.

On the 27th of October last a minute of the Honorable the Privy Council was passed granting the contractors the privilege of relinquishing their contract on terms to be hereafter arranged. For this purpose a measurement of the work done and materials provided is now in course of preparation.

In the month of September this year the equipment intended for works connected with deepening a channel through the Galops Rapids was brought on to the place and was found to answer a good purpose, but as the drilling machinery for blasting operations, as well as the machinery for moving the materials is all on the same vessel, the acting parties appear to be convinced that some slightly different arrangement will have to be made in order to proceed with the operations more expeditiously.

The works embraced in the contract for the new lower entrance to the Cornwall Canal are well advanced toward completion, and timber has been provided and delivered for the lock gates required.

### LACHINE CANAL.

The principal works connected with the enlargement of this division of the canal system are, with the exception of those at the upper entrance, completed and a settlement in full has been made for four of the sections.

James Worthington and Company were latterly the contractors for sections No. 1 and 2, the aggregate cost of the works on which amounts to the sum of \$1,114,599.27. They consisted chiefly in the construction of two lift locks with a basin between them, the side walls of which are of masonry—the erection of piers

and abutments for a bridge above the second lock—forming a regulating weir and raceway—deepening a wide channel through Montreal Basin, excavating Wellington Basin and building side walls of masonry for it, &c.

All these works are adapted to the passage of vessels drawing 18 feet of water when, the levels of the canal are at their ordinary height, and the river is at the lowest stage it has been for the past forty years.

The peculiar nature of the material found at the place occupied by the outlet lock, originally part of the bed of the river, together with the shortness of the season in which the operations could be advantageously proceeded with, rendered the construction of this lock an undertaking that could only be effected by the most determined efforts on the part of the contractors, and frequently at considerable cost outside of any item in the schedule that forms the basis of the contract.

It may also be stated that the contractors suffered a considerable loss by the water from the canal breaking into Wellington Basin, in September 1876, before the works were completed and thereby not only retarding the operations but also damaging their plant. This, they alleged, resulted from there being some old cribwork in the bank of which they had no knowledge. The resident officer of the Department, however, states that the contractors were cautioned not to weaken the bank and that they therefore became responsible. The representations being conflicting, it was considered best after a good deal of discussion, to settle the matter by allowing the contractors part of the damages which they showed clearly that they had sustained.

As above stated the contractors for sections Nos. 4 and 5 have also been settled with in full.

The details of the work done on sections Nos. 3, 6, 7, 8, 9 and 10 are well advanced towards completion, so that there is every reason to believe that a fair and reasonable settlement of all of them will soon be made except, it may be, section No. 8 in connection with which some alleged claims ingeniously elaborated on a rather unusual basis have been presented.

Section No. 11, includes all the works connected with the formation of a new upper entrance to the canal, as well as those necessary for basin or harbor accommodation at Lachine. It is situated in that part of the river immediately on the south-easterly side of the present entrance channel to the old canal. It embraces an area of about 48 acres of water surface, part of which is naturally of the full depth and part of it has to be deepened. The entire space is a shoal with a greater or less depth of water over it, and all the soundings taken, during the original survey and subsequently led to the impression that the bottom is a comparatively smooth rock surface.

In order to take advantage of the declivity of the river surface between the upper part of the swift water and that part of the line adjoining the shore, a distance of about 6,200 feet, it was decided to construct a line of pier-work the whole distance, and in this way form a smooth water basin inside, of the capacity above stated.

For a distance of fully two-thirds of a mile out from the shore a double line of cribwork has been built and sunk 6 feet apart, and this space on both sides has been lined with double ranges of sheet piles and the whole compactly filled with the best description of puddled clay.

On the outer or river side of this pier work, the material excavated from section No. 10, has been deposited, which forms a wide bank for the greater part of the distance occupied by the double pier work.

In rear of the pier, which forms the south side of the entrance to the old canal, a range of narrow cribwork has been sunk and the space between the old and new work has been lined with sheet piles and afterwards filled with puddled clay.

Two transverse dams have also been built, one at the upper end of the double range of pier work and the other about midway between that point and the lower end of the work.

In August last shortly after the water was pumped out of the lower part of the Section there was found to be considerable leakage at a place where the double range

of cribwork and, of course the puddle wall, is in moderately deep water. This leakage passed under the puddle through porous material deposited in a large hollow or cavity in the rock, the surface part of which was so hard that in sounding little or no difference was observed between it and the rock by which it is surrounded, nor was it ever discovered by the divers, employed by the contractors, when preparing and clearing the seat for the puddle wall.

The leakage was, however, cut off by driving an additional line of long sheet piles down through the puddle chamber and for a considerable time afterwards little or no water entered the basin at the place.

But the continuous heavy fall rains had the effect of raising the river at Lachine, fully two feet, about the middle of November. This increase of head resulted in the water forcing its way under the new range of sheet piles in such a volume that even the large powerful pumps of the contractors were unable to successfully contend with it, consequently the operations had to be discontinued for the season, this is the more to be regretted as about three weeks more work would have completed this part and have obviated the necessity of again unwatering this portion of the Section.

The construction of lock gates for the Lachine Canal was placed under contract, in July last, and those in the two new locks next the Harbor of Montreal will be in place early in May next.

On the 29th June a very serious occurrence took place at the second lock above the Harbor of Montreal by a vessel, under a full head of steam striking the upper gates and thereby displacing them, which resulted in the lower gates being also forced entirely out of position, when the rush of water from the reach above jammed several vessels against the lower gates of the outlet lock with such force that they were also driven round in a direction pointing downwards.

This disaster caused considerable damage to vessels in the Montreal Basin of the Canal and was at first looked upon as certain to lead to much detention, but having spare gates on hand, although the Canal was not well provided with the means of handling them,—the difficulty was rapidly overcome by the good judgment and energy of the superintendent Mr. M. Conway who, to my knowledge, carried on the works continuously from early on Wednesday, the 30th June, until a few vessels were passed on Sunday and navigation fully opened on Monday the 5th July.

To guard, as much as possible, against such occurrences in future, it appears to me that there should be a more rigid inspection of the bell-wires that connect the engine room of vessels with the position occupied by the captain or pilot. Moreover, that one or more persons should be stationed in such positions as to be able to communicate instantly with both the pilot and engineer, in all cases when vessels are entering or leaving locks on the Dominion Canals.

It may here be stated that recently a suitable vessel and equipment for handling gates has been built, and made so that it can be easily taken to wherever it may be required.

For any other special information connected with the canal system between Lake Erie and the City of Montreal, attention is respectfully invited to the general report above mentioned.

I have the honor to be, Sir,  
Your obedient Servant,

JOHN PAGE,  
*Chief Engineer of Canals.*

The Secretary of  
Railways and Canals.

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 APPENDIX No. 9.
 

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 LACHINE, BEAUHARNOIS, CHAMBLY, ST. OURS' AND ST. ANNE'  
 CANALS.

 DEPARTMENT OF RAILWAYS AND CANALS,  
 SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL, 21st Oct. 1880.

SIR,—I have the honour to forward the annual report on the works under my charge for the fiscal year ending 30th June 1880, as requested by your letter No. 54.071.

This report has been prepared by Mr. Thos. W. Harrington who acted as Superintending Engineer on these Canals, from the date of the death of the lamented John G. Sippell, up to that of my appointment in May last.

It may not be out of place to express on this occasion my sincere gratitude for the cordial assistance I have received from Mr. Harrington and other assistants when getting acquainted with the details of my new office.

The works under the control of this office are the Lachine Canal, and Beauharnois Canal, on the St. Lawrence River; and the Chambly Canal, and St. Ours Lock and Dam, on the Richelieu River.

The only serious accident which occurred on these Canals took place on the 29th of June last, when the Steamer "Bohemian" ran against the gates of Lock No. 2 on the Lachine Canal; this caused a detention of five and a half days to navigation.

The maintenance of these Canals has been conducted with the strictest economy, and owing to the comparatively small amount appropriated to this object, many improvements much required, had to be left undone to the great detriment of navigation. This was the case more specially on the Beauharnois and Chambly Canals.

The maintenance of the Lachine Canal, although newly enlarged and rebuilt, has been more expensive than should have been expected owing chiefly to the frail structure of the slope walls on Sections Nos. 6, 7 and 8, portions of which have already given way.

The Chambly Canal is in a very dilapidated condition, considerable repairs are required to the three combined locks at the lower entrance. The other locks, although in a better state, also need extensive repairs. These repairs have been delayed, year after year, awaiting a decision as to the proposed enlargement of this Canal, but any further delay would compromise navigation for next season.

The Beauharnois Canal is in good working order. What is most needed there is the rebuilding of the upper entrance and lower entrance piers, the latter to be protected by an ice breaker.

With reference to damage done by vessels, the Superintendent of the Lachine Canal in his annual report to me, makes the following suggestions and remarks, which I think are well deserving of consideration; viz:— "More stringent measures, in my opinion, should be dealt out to persons in charge of vessels passing through Canals than is provided for in the Canal regulations at present. If the Captain or person in charge of a vessel doing damage was subject to a Court of inquiry, and imprisonment imposed on him, as well as fines and damages collected from the vessels, it would, no doubt, have a good effect, and make those men more careful

“The trade through these canals is depending on the carelessness or viciousness of the persons in charge of vessels, and may at any time be stopped through the fault of these men, who are very often in an unfit state to conduct vessels through locks in a safe or proper manner.”

Statements of the amounts collected for fines and damages, &c., with monthly returns of the highest and lowest water on each canal are appended.

#### LACHINE CANAL.

This canal was closed by ice on the 4th of December, 1879, and again opened for traffic on the 25th of April, 1880.

As the work of enlargement was practically completed in the spring of 1879 on all the sections below No. 11, which embraces the new entrance at Lachine, it was not necessary to draw off the water during last winter, which was a great benefit to the mill owners and manufacturers using the same. It was necessary, however, to lower it for ten days in April to allow repairs to be made.

There was no interruption to the trade on this canal until the 29th day of June, when all the gates of Lock No. 2 were displaced by collision of the steamer “Bohemian” with the upper gates of that lock; the rush of water which ensued displacing the lower gates, as well as the lower gates of Lock No. 2 which were partially open at the time. The new works, lying between the old and new Basins No. 1, and between the new and old lower locks were also seriously damaged by the water flowing over them. This accident caused an interruption to the traffic of five and a half days, of which time thirty-six hours were in the fiscal year ending 30th June 1880.

During the first part of the fiscal year from 1st July to the close of the season the men were employed in repairs to mechanical structures, cleaning off-take drains, lowering bottom of new cut of River St. Pierre and cleaning the old channel of that river through the Lachine swamp, repairing roads, bridge approaches, towing paths, banks, &c.

After the close of navigation and during the winter the lock masters and bridge keepers were employed regulating the water, which was kept at summer level, and the carpenters were at work making platforms for lock gates, snubbing posts, lamp posts and booms for Lachine entrance.

Before the opening of navigation in the spring the upper and lower gates on north side of Lock No. 4, which had been badly injured last fall, received extensive repairs, and the walls of Lock No. 2, the dock wall in front of the mills and factories, and the large weir at head of Basin No. 2, were thoroughly pointed.

When the water was drawn down on April 15th, very serious leaks were discovered under the foundation of the Regulating “Weir at Cote St. Paul Lock. To staunch these leaks it was necessary to empty the upper reach. While this reach was empty, and repairs were being made to the weir, the rip rap slope walls on Sections 6, 7, and 8, were repaired where necessary; and the bottom of the old canal, between the Guard Lock and the upper end of Section 10, was cleaned of loose stone and gravel which had caused trouble to heavily laden vessels during the previous season.

After the opening of navigation, the usual repairs were made to wharves, flour sheds, floors of bridges, towing paths, roads, ramps, etc., etc.

The following is a statement, in detail, of the principal repairs made during the fiscal year.

#### *Lock No. 1, at lower entrance.*

This lock, which is submerged by the winter flood of the St. Lawrence, was dismantled, as usual, after the close of navigation and the gates securely bolted to the walls. In the spring the gates were remounted, valve working screws renewed, stanchions and hand railing repaired, six new mullions furnished, and a new fender post placed above upper gates on south side.



*Lock No. 2.*

The walls were thoroughly pointed with cement, new valve screws furnished, one new fender post placed above upper gates on south side, and stanchions and hand railings repaired.

*Lock No. 3, St. Gabriel.*

The roller frames in chain wells were taken out and brasses renewed; new brasses were furnished for the valve screws and crab winches, and stanchions and hand railing repaired.

*Lock No. 4, Côte St. Paul.*

The upper and lower gates on the north side of this lock which were very seriously damaged late in November, received the following repairs in the spring, viz:—New top oak bars, new mullions, new platforms, new top pieces of pine under foot bridges, new face binders, and gate mountings and working machinery put in good order.

*Lock No. 5, Guard Lock, Lachine.*

The repairs to this lock were but trifling and consisted of working brasses for valves, screws, crabs, etc.

*Bridge No. 1, Lock No. 2.*

This is a new bridge, built in the spring of 1879, only required adjusting, and a set of rubber bumpers to receive the bridge when being closed or opened.

*Bridge No. 2, at Wellington Street.*

This is also a new bridge built in the spring of 1879, only required rubber bumpers, some trifling repairs to iron work and adjustment in consequence expansion during extremely hot weather.

*Bridge No. 3, at St. Gabriel Lock.*

This is one of the small old bridges. It was built in 1866, and was to have been replaced by a new bridge last spring which is to extend over both locks. If the proposed new bridge is not put under contract during the winter, the present bridge must be renewed before the opening of navigation next spring, as it is now very rotten. At the same time it is not advisable to rebuild it, as it is too small to accommodate the extensive traffic at this point, and the proposed enlarged bridge must be constructed before the new lock can be used.

This bridge as well as three stationary bridges in connection with it, were newly planked last spring.

*Bridge No. 4, or Brewster's Bridge.*

This is one of the small bridges lengthened to suit the enlarged canal. The working gear was partly renewed, and the swing bridge and the fixed bridges at its ends were newly planked last fall.

*Bridge No. 5, at Côte St. Paul.*

This is also a small bridge lengthened. Its flooring was renewed, as well as that of the stationary bridges, last autumn. New rollers were furnished, and the working machinery repaired last spring. Damage done by barge "Fame" in June was temporarily repaired.

*Bridge No. 6, at Lachine Guard Lock.*

This bridge, and the six stationary bridges at this point, were newly covered with three inch flooring.

The sixteen stationary and four of the swing bridges have to be newly planked at least once a year. The oak flooring on bridges No. 1 and No. 2 wears well, but, owing to the very heavy traffic over them, will have to be renewed this fall.

*Weirs.*

Weir No. 1, on the south side of Basin No. 2, immediately above Lock No. 2, was built in 1878. It has six hoisting gates. No repairs required.

*Weir No. 2.*

Is also situated on the south side of Basin No. 2 at its upper end. The weir masonry and that of the dockwall in front of the mills was pointed. New working screws and brasses, and screw chambers were furnished.

*Weir No. 3 at St. Gabriel Locks.*

This is a new weir completed in the spring of 1879. It has four swinging, and four hoisting gates. The four hoisting gates, which did not work well, were taken out and adjusted last spring.

*Weir No. 4, at Lock No. 4.*

This weir has also four hoisting and four swinging gates. The four latter were taken out and repaired, and working brasses were furnished for the hoisting gates. Serious leakage was found to be coming from the old lock on the north side, and from the head race to the mills on the south side. These leaks were stopped with concrete, grout, and puddle. A large amount of excavation had to be done to get below them. The planking of tail race was removed and puddle placed between the timbers underneath, after which the planking was relaid.

The masonry was thoroughly pointed, and holes were drilled through the stone sills, into which grout was poured to fill up round the foundation timbers of breast wall.

*Weirs No. 5 and 6 at Lachine.*

These are situated, one on the south side of the old guard lock, and the other on the north side at the upper end of the same lock. The former has eight swinging gates and the latter sixteen. The only repairs required were the renewal of some head castings and staples.

*Wharves.*

The total length of wharfage in connection with the basins on this canal is about  $2\frac{1}{2}$  miles. It is very expensive to keep them in repair in consequence of the great traffic and heavy freight handled on them, such as pig and other iron, coal, salt, sugar, &c. From the 1st of July to the close of last season two carpenters and a laborer were almost constantly employed in repairing these wharves. In April last they were thoroughly, cleaned, repaired, and put in good order for the opening of navigation.

*Freight and Flour Sheds.*

There are seven of these sheds, two at St. Gabriel Basins and five at Basin No. 2. The two former were built in 1873. The roofs were painted last fall, and the eaves, troughs, water spouts, and conductors repaired. These two sheds are intended for

flour and are in thorough good order. Three of the sheds on basin No. 2 are frame buildings covered with inch boards. They were built twenty years ago, and are used for both "up" and "down" freight. The flooring was renewed last year and the roofs repaired. The other two sheds known as Nos. 1 and 2, were built in 1846. They are frame buildings and were covered with sheet iron. Six years ago, this covering had become so much decayed that a coating of asbestos roofing was given to these roofs, but they are now in a leaky condition, and as these sheds are principally used for flour, the roofs must be repaired this fall. The sills and lower half of the posts renewed in 1856,—are now in a rotten state and should be renewed again in the winter of 1881 or 82 at the latest.

#### *Stores, Workshop and Storeman's dwelling.*

These buildings are situated on Mill street, Point St. Charles. They are built of brick on a stone foundation and were erected eight years ago by the Department of Agriculture as an Immigrant Depot, but were transferred to this Department two years afterwards. The flooring and floor timbers having become affected with dry rot required to be renewed. Means of ventilation were also provided by suitable openings made in the foundation walls.

#### *Dwelling Houses.*

There are fifteen of these dwellings which are occupied by canal employes who are entitled to lodgings or an allowance in lieu of the same. Two are situated on Charles Street, Point St. Charles; twelve on William, Guy and Basin Streets on the St. Gabriel property, and one at Cote St. Paul. They are principally old buildings and require a large amount of repairs to keep them in tenantable condition. During the year such repairs as were absolutely necessary were made to the houses and outbuildings and the closet vaults cleaned.

#### *Piers and Booms at Lachine.*

A new glancing boom was built to replace the old one immediately above the guard lock, at the entrance of the old supply weir on south side.

It is 166 feet long, 33 feet wide at lower end, 18 feet at upper end, with cross ties 10 feet apart and diagonal braces between the ties, the whole well secured with  $1\frac{1}{2}$  in iron screw bolts.

Four of the old booms of the timber basin were hauled out last fall on the bank to dry. This spring their cross bolts were tightened, and the booms were strengthened with six inch face timbers, after which they were replaced in position before the arrival of the new timber. The piers between the timber basin and the canal received some repairs, such as renewal of upper cross ties and end timbers, and of the tamarac sheeting on their corners.

Several scow loads of stone filling were also placed in these piers.

#### *Mooring Posts.*

Two hundred snubbing and mooring posts were renewed on the line of the canal, in the wing dam, and in the piers of timber basin, at Lachine.

#### *Towing Paths and Rip Rap Walls.*

Considerable expense was incurred in keeping the towing paths in repair behind the slope walls, above Lock No. 3, as the banks are new and the wash of the water through these dry walls caused holes to form in the towing path, very dangerous to horses towing vessels.

The water tables were also frequently cleared of slides from the spoil banks, and have been kept in good order throughout

Repairs were made to the rip-rap side walls between Cote St. Paul lock and the rock cut in many places, where portions had been displaced by contact of rafts and vessels. These walls are now in good order, but require constant attention, as the stones from their small size are very easily displaced.

#### *Roads and Ramps.*

A portion of the "Farmers Road" at Cote St. Paul, about  $\frac{1}{2}$  of a mile in length, opposite Station 8, which had been left in a bad state by the contractors, was repaired with gravel from section 9. The ramps leading to Basin No. 1, the slips leading up to the wharves at Basin No. 2, and all the bridge approaches were repaired and kept in good order with stone and gravel brought by scow from the rock cut near Lachine.

#### *Off-take Drains and River St. Pierre.*

All the off-take drains leading from the canal to the River St. Pierre were cleaned cut. The River St. Pierre itself, as well as the new cut on south side of Lachine Railway were thoroughly cleaned, and the bottom of the latter lowered in some places where the muck had been forced up. The lands adjoining the River St. Pierre in what is called the Lachine swamp, suffered nothing from canal water during the year and are now, the Superintendent says, better drained than they have been for the last twenty six years.

#### *Scows.*

There are two small scows on this canal which are used for repairs; they are very old and not at all suitable, particularly when lock gates have to be handled. They received a thorough overhauling in the spring and were put in as good repair as possible. Timber for a suitable scow has been provided and the scow with proper apparatus for lifting lock gates, &c., will be ready in October.

#### *Sunk and abandoned Vessels.*

Three barges employed to carry stone from section No. 9 to section No. 11, for crib-filling, were allowed to sink, while loaded, alongside the wing dam above Guard Lock in the fall of 1878. As they were not worth the expense of removing them, their owners refused to do so, consequently the Superintendent was obliged to remove them. This was done by capsizing them to empty their loads, when the barges were raised and deposited out of way of the trade, after which the stone with which they had been loaded was removed by a steam dredge and the channel thoroughly cleared.

### NEW WORKS OF ENLARGEMENT.

#### *Section No. 1.*

The works on this section embrace the construction of Locks No. 1 and No. 2, with a basin surrounded by a dock wall and wharf, bridge abutments connected with Lock No. 2, a waste weir, and tail race, &c. Contractors, James Worthington & Co.

This section had been nearly completed in the fall of 1878, but in the Spring of 1879, the coping of Lock No. 1, and that around Basin No. 1, was displaced by the river ice. It has since been reset by the Contractors and is now securely fixed and bolted to the walls.

The parapet piers at the end of Mill Street bridge, above Lock No. 2, were also constructed, the macadamizing of roads completed, some masonry built and coping reset at the junction of the old and new work above Lock No. 2. In November the whole of the work under contract, on this section, was completed.

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*Section No. 2.*

This section includes the enlargement and deepening of Basin No. 2; and the construction of Wellington Basin, with its dock wall, wharves, &c. Contractors, James Worthington & Co.

At the commencement of the fiscal year, all the work on this section except some dredging in Basin No. 2, was completed. The dredging was completed by the contractors in November. The levelling of the bottom was left in rather a rough state and was to have been trimmed up last spring, but as the canal was not unwatered at that time, it still remains in the same condition.

The final estimates for these two sections, which are let under one contract, were completed and forwarded to the Chief Engineer on 10th September, 1880.

*Section No. 3.*

This section extends from the head of Basin No. 2, to a short distance above St. Gabriel Lock, and is 4,200 feet in length. The work consists in the enlargement of the Canal prism, building piers and abutments for two bridges at Wellington Street crossing; construction of a new lock with a regulating weir, raceway and bridge abutments in connection with it; taking down and rebuilding a greater portion of the old lock, building dock, and retaining walls, &c., &c.

Contractors: McNamee, Gaherty and Fr chet. After the commencement of the fiscal year the contractors finished the crib work at the Wellington street bridges, and a new road to connect with the north end of the upper bridge.

The whole work on this section was completed in the autumn of 1879, with the exception of a portion of the masonry for the new swing bridge at the St. Gabriel Locks. The stone for this work was nearly all supplied, and prepared for its place last spring; but as the new bridge is to occupy the site of the present one; and as no provision had been made for the construction of the superstructure of the new bridge, the old masonry was not removed, nor the new masonry completed. As this work can only be done in the spring of the year, before the opening of navigation, and as the present bridge is very much decayed and almost worn out, it is very desirable that the superstructure of the new bridge should be placed under contract as soon as possible, in order that the change of bridges may be effected next spring.

*Section No. 4.*

This section was completed in the spring of 1878, and the final estimate was forwarded to the Chief Engineer in May 1879. The contractors Messrs. Whitney and Doty, have been settled with in full.

The length of the Section was 3800 feet, and it extended from the upper end of Section No. 3, a little above the St. Gabriel Lock, to a point just above the Grand Trunk Railway Swing bridge, at St. Henry.

The work on it included;—the enlargement of the channel to a mean width of 200 feet, and to a depth of 13 feet below water line; facing the inside slopes with a wall of pitched stone; the removal of the masonry of two swing bridges; and the construction of piers and abutments for new enlarged bridges on the same sites; removal of the culvert for passing pipes of the Montreal Water Works, &c., &c.

*Section No. 5.*

Work was completed on this Section, in May 1879; and the final estimate was forwarded to the Chief Engineer in November 1879. The Contractor, Mr. Alphonse Charlebois, has been settled with in full.

The length of the Section was 4,200 feet, extending nearly to the Cote St. Paul Lock from the upper end of Section 4. The work consisted chiefly of the widening and deepening of the prism of the canal to a mean width of 200 feet, and a depth of

13 feet below water line; building of pitched stone side walls, and the construction of an arched stone culvert of three spans for the passage of the River St. Pierre under the canal.

*Sections No. 6 and No. 7.*

These two sections were let under one contract to Messrs. William Davis and Sons. The total length is 10,000 feet, and the work includes the enlargement of the channel; building a new lift lock, taking down and rebuilding with new stone the greater portion of the old Lock; building an arched stone culvert of one span, a by-wash, piers and abutments for a Swing bridge; and facing the inside slopes with walls of pitched stone and rip-rap.—The portion of Section No. 6, below the lock was widened to a mean width of 200 feet, and that part above the lock, as well as the whole of Section No. 7 to a mean width of 150 feet; the depth on both sections being 13 feet, below water line.

The whole of these works were completed in June 1879, and the final estimates are now nearly prepared.

*Section No. 8.*

Length 7,500 feet. Contractors, Messrs. O'Brien, Sullivan and Company.

The work on this section comprised widening and deepening prism of Canal to the same dimensions as section 7; forming a berme bank and a public road on the south east side, and lining the inside slopes, with pitched stone, and rip-rap walls, &c.

This section was completed in May 1879, and the final estimate has been forwarded to the Chief Engineer in September 1880.

*Section No. 9.*

Length 6,000 feet, commencing at upper end of section No. 8, and extending to within 1000 feet of guard lock. The work being chiefly the deepening and widening of the "Rock Cut," making towing path, and berme bank, side and cross drains, slope walls, &c.

The original contractors Messrs. John Lyons & Co., abandoned the work in March 1878. It was relet to Messrs. Williamson, Rodgers and Farrell, in November 1878, and the work was completed by them in May 1879. Final estimates are being prepared.

*Section No. 10.*

This section lies south of the guard lock and weir at Lachine, and is 14,000, feet in length. The work consisted in the formation of a new channel, the construction of a new guard lock, with abutments and a turn-table for a swing bridge, retaining walls, etc.

Contractors, Messrs. Rodgers, Kelly & Co.

At the end of the fiscal year 1878-79, the lock masonry and excavation of prisms below it had been completed. During the remainder of the summer of 1879, the bridge masonry was completed, and the retaining walls above the lock, extended to the end of the section, and connected with those of section No. 11. The remaining earth and rock excavation adjoining section No. 11 was also removed, the south approach to swing bridge graded and macadamized and the whole work trimmed up and finished. The final estimate, of work done under this contract, is in an advanced stage.

*Section No. 11.*

Contractors, Messrs. Wm. Davis & Son.

The work on this section consists in the construction of a new entrance channel and harbor at Lachine, on the south-east side of the present entrance. This harbor is separated from the river by a pier 6,200 feet in length, which is formed by sinking timber cribs to level of low water. Above that level the inner face of the pier is formed

by a wall of rubble masonry, laid in cement, and the outer face, towards the river, by a similar wall laid dry, the space between being filled with hand laid stone, and macadamized on top. At the upper end the superstructure is to be of timber work protected by an ice breaker sheeted with oak.

During the summer months of 1879, work was continued upon the crib-work of pier and dams, also upon sheet piling and puddling. The superstructure of the upper 600 feet of pier, as also of the ice breaker, was completed, and the latter sheeted with oak before the close of the season.

In order to arrest and prevent the spreading of crib-work forming the inner line of dams, caused by the pressure of the puddle when carried to full height, it was found necessary to place piles of stones at the foot, as well as on the top of these cribs, which stone will be removed as the work progresses.

Earth excavation above water, was commenced on 1st July 1879, pumping on the 22nd, and rock excavation on the 28th of the same month, which was carried down to grade at the lower end of section. The work of excavation was carried on until 20th December, when all work in the bottom was stopped by the breaking down of one of the large pumps, after which the contractors determined to discontinue all operations in excavation until spring.

Sub-aqueous excavation was also carried on, by means of blasting and dredging, during the entire season of 1879, on that part of the section outside of the coffer dam.

During the winter months the pier superstructure was filled with stone, floored and sheeted on the river side with six inch tamarac. Measures were taken to protect the unfinished crib work from damage by the ice drift, and alterations, improvements, and repairs were made in the pumping machinery.

Pumping was recommenced on the 10th June last, with two pumps of very large capacity and continued until the 16th, when they were stopped, as it was found to be impossible to pump out the section, or to repair the cross dam under the head of water then existing, the river being very high. Under these circumstances the contractors decided upon building a new dam by constructing a line of crib-work immediately above their old cross dam. At the close of the fiscal year, this dam was not finished. Since then it has been completed, the space enclosed by dams successfully unwatered and the excavation in the bottom resumed, and carried on vigorously with a large force of men.

During the year 77 cribs were placed in position, of these ten had been framed during the preceding year.

The quantity of timber framed in the remaining 67 cribs, is 85,430 lineal feet, and quantity of iron used 16,232 lbs. Twenty cribs were also placed in the second cross dam alluded to above.

Of rock excavation under water, outside of the coffer dam, 3,600 cubic yards were removed. It is not intended to do any more of this latter class of work, until the removal of the upper cross dam.

#### BEAUHARNOIS CANAL.

This canal was closed by ice on 2nd December 1879; and re-opened on 20th April 1880, being an open period of navigation of 227 days.

An interruption to traffic, of thirty-six hours duration, was caused by the sinking of the steam barge "Saxon," loaded with grain, on 23rd of November last, just below Lock No. 14 at Valleyfield.

During the summer and autumn of 1879, the superstructure of the pier on south side at lower entrance was rebuilt and the face of it sheeted with plank.

The Dyke at Hungry Bay, which is used as a public road, was raised with stone and gravel, and about five miles of other roads connected with the canal were well repaired.

*Locks and Lock Gates.*

Six pairs of old and damaged lock gates were hauled out and taken apart. Two pairs were rebuilt; one pair of these are placed under cover on the bank below Lock No. 11, as spare gates; the other pair were placed in the upper end of Lock No. 10. Two other pairs are nearly finished both of which are intended for Lock No. 8.

*At Lock No. 6,* two new chambers were placed on the upper gates.

*Lock No. 7.* Two valves and two head plates were renewed, and various other repairs done.

*Lock No. 8.* The whole of the gates were raised and adjusted, and one valve, three valve rods, two chambers, and two rollers were renewed.

*Lock No. 9.* The two upper gates were raised and adjusted. One nut box, two valve rods, and one chamber were renewed.

*Lock No. 10.* All of the gates were raised and adjusted, and the binding strap and one valve rod renewed.

*Lock No. 11.* Two valve rods were renewed.

*Lock No. 12.* All the gates raised and adjusted.

*Lock No. 13.* Two of the gates were raised and adjusted, and two rollers renewed. The recess below the lower mitre sill was replanked.

Two bumping or fender posts at Lock 14, one at Lock 10, and one at Lock 12 were renewed, the whole of these posts at Locks 6, 7, 8, 9 and 10 have been painted in the month of June.

During the month of April the walls of all the locks were pointed with hydraulic cement.

*Bridges.*

The swing bridges of Locks 7, 8 were replanked. New pivots were placed under the bridges of Locks 8, 9 and 11, and under St. Timothy Bridge, and new locomotive working apparatus on the two former. The bridge over Lock No. 12 had the bottom girders strengthened, a new cross beam between suspension chain posts supplied; flooring and bottom of balance box renewed; and a new locomotive for working it put on. New approaches were made to the bridges at Locks 10 and 14 and new segments placed under those at Locks 10 and 11. The masonry in the pivot pier of the bridge over Lock No. 11 being much dilapidated was taken down and rebuilt in cement.

Four new farm bridges were built over back ditches, and all the others about 120 in number were kept in repair. The bridge over waste weir near Lock 6 was replanked, and a new bridge 60 feet long was built over the waste weir a little above Lock No. 7.

Three scows were hauled out: of which one was thoroughly repaired for Ferry No. 2; the other two, being entirely worn out, were broken up. A new scow for Ferry No. 1, and another for canal repairs, are now being built.

Twenty-two new snubbing posts were placed on the banks, and many others reset. The side ditches and discharges have all been thoroughly cleaned. The total length of these is about thirteen miles. The canal banks, towing path dykes, dams and public roads on canal grounds have been kept in good repair; and the weeds cut as usual on canal property.

All the Government buildings have been kept in good repair. The houses of the lock laborers at Locks 12 and 13 were rebuilt internally. The lock master's house at Lock 14 received a new roof and other repairs. The Collector's house was also renovated and a small store was built near the Superintendent's house for the safe-keeping of paints, oils, and other supplies.

The whole of the works on this canal have been maintained in an efficient state although, from the limited amount of the appropriation for repairs, several matters, which should have been attended to, had to be deferred. Of these the principal is the repair of both piers at upper entrances, and of the north pier at lower entrance with its ice breaker. The services of a steam dredge are also required at both entrances.



During the months of July, August and September 1879 Mr. C. E. Michaud, P. L. S., was detached from this office to define the limits of the Government reserve lands in connection with the Dyke at Hungry Bay. This was done by a careful survey, and boundary stones placed where required.

#### CHAMBLY CANAL.

No interruption to navigation occurred on this canal during the fiscal year. It was closed by ice on the 6th December 1879 and re-opened on the 20th April 1880. The principal repairs made during the fiscal year were as follows:

##### *Lock No. 1 at St. John's.*

Walls pointed and repaired, lower gate repaired, three foot bridges and one sluice gate put on. One pair of spare gates built and placed under cover.

##### *Lock No. 2.*

Upper part of wing walls at lower end, taken down and rebuilt. One new sluice gate and two new foot bridges supplied.

##### *Lock No. 3.*

The piers below hollow quoins on east side taken down and rebuilt. Gates repaired and one new sluice gate put in.

##### *Lock No. 4.*

The piers on east side were taken down and rebuilt with new stone and the lock gates repaired.

##### *Lock No. 5.*

Upper pier on east side taken down and rebuilt.

##### *Lock No. 6.*

Gates repaired. One new balance beam put on. Bottom of Lock cleaned and repaired.

##### *Lock No. 7.*

Three new mitre posts to gates and one new sluice gate put in.

##### *Lock No. 8.*

Two new sluice gates put in and mitre sill repaired.

##### *Lock No. 9.*

The wall near upper end was bulged in and had some large leaks running through it. It was found that the ashlar face stone had separated from the backing. A French drain was made to carry the leakage to the rear of the bank, and the bulged portion of the face stone forced back to its place by screw jacks and secured there by iron bolts.

A dry retaining wall was built at the lower end on the same side, and the bottom and entrance from the basin cleaned.

The old portion of the mooring pier at lower entrance of this lock, which had been damaged by the ice in Spring of 1879 was temporarily repaired.

All the walls of this lock were braced with timber during the winter, and in the spring they were pointed with cement. Fenders of timber were also placed at their upper entrance.

#### *Bridges.*

Swing bridges Nos. 3, 4, 5, 6 and 7 were repaired and bridge No. 8, over Lock No. 7 was removed and replaced by a new one built during the winter, a temporary bridge being used while this one was being built. Two other road bridges were replanked; and an obstruction caused by projecting timbers in the foundation of Jones Bridge at St. John, was removed by the diver. Fenders were placed at the whole of the bridges.

Fryers By-Wash was replanked and Culvert No. 2 repaired.

The banks and towing path were repaired throughout, about three miles in length being raised and three small breaks closed. Fifty new snubbing posts were placed on the banks. The prism of the canal was cleaned from St. Therese island to Lock No. 7, and several slides of earth, removed. The slope walls were repaired and 500 feet in length of new wall built. On the berme bank between bridges 5 and 6, a new ditch 600 feet long was made. All of the old ditches were cleaned out.

All the buildings and fences were repaired and kept in good order. New frame dwelling houses 24' x 18' in size were built for the bridge keepers at Bridges 5 and 6. A watch house at Bridge 5, and kitchens, at Bridge 7 and Lock 4, were also built.

Two new scows were built, one for the ferry at St. Therese Island, and the other for the canal repairs.

#### SAINT OURS LOCK AND DAM.

This lock was closed by ice on 24th November, 1879, and re-opened on 7th April, 1880. No detention worthy of note occurred during the open period.

The lock masonry was pointed with cement this spring. Two pieces of coping stone, at lower hollow quoin on east side, to which the suspension gear was anchored, having given way last summer, a roller was placed under the toe of that gate, and in May last, the broken coping stones were removed and replaced by new stones, to which the suspension gear was secured.

All the gates were raised and adjusted and necessary repairs and renewals were made to the working machinery. The piers at each end of lock were repaired, and the landing stage was removed from the upper pier in December and replaced in May. The scows for repairs to dam and the ferry scow were repaired this spring.

The Superintendent's house with the other buildings, fences &c., received such repairs as were necessary.

The water having fallen in October, 1879, to 6 feet 3 inches on the lower sill of this lock, great difficulty was experienced in navigating the river immediately above and below it. It was therefore recommended, in January last, that a steam dredge should be sent to improve these approaches, especially the lower one, during the following season. This work is now being done by the Department of Public Works.

It was also recommended in a special report dated 19th January last, that an extra pair of lower gates should be built for this lock, to be held in reserve in case of serious accident to those now in use. Timber for these gates could be spared from a supply now on hand for repairs of Lachine Canal. Nothing has been done in the matter as no appropriation was made for the purpose.

#### STEAM DREDGE "QUEEN OF CANADA."

In the latter part of November this dredge was brought down to the Lachine Canal and placed in Tate's Dry Dock, she was most thoroughly repaired by the Superintendent of the Lachine Canal, and was then transferred to the Department of Public Works.

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*Steam Dredge No. 1.*

In the month of April this dredge was thoroughly repaired and fitted out, and in May was loaned to the Department of Public Works, under which Department she has since been working.

## BUOYS.

Great difficulty having been experienced in navigating Lakes St. Louis and St. Francis in the fall of 1879 caused by smoke from bush fires and fog, application was made by the chairman of the Harbor Commissioners of Montreal to have the channels in these lakes more closely buoyed. As the season was then so near its close it was decided, after consulting with some of the most experienced pilots navigating this portion of the river, that 25 buoys of cedar should be prepared during the winter to be moored in the spring at such places as would be pointed out by one of their number.

These buoys were accordingly prepared by the Superintendent of the Lachine Canal during the winter, and were placed in position shortly after the opening of navigation, since which time there has been no difficulty in navigating these lakes in day time even when there is a smoky or foggy atmosphere.

## SURVEYS.

*St. Lambert Shoals.*

A survey was made of a rocky shoal in the River St. Lawrence at St. Lambert opposite Montreal, and a plan and estimate of the cost of improving the channel at that point forwarded to the Department of Public Works in the latter end of April accompanied by a special report.

This survey was made on the ice, and an area of 2,000 by 1,500 feet was sounded at close distance, a large portion of it at ten feet apart.

## ROAD FROM COTE ST. PAUL LO LACHINE.

In March last many of the inhabitants and proprietors of land fronting on the south-east side of the Lachine Canal between Cote St. Paul Village and Lachine, petitioned the Government to make a macadamized road for them between these places and offered to give any land required for that purpose. Instructions were given by the Department to prepare an estimate of the cost of such a road. The whole distance is about  $4\frac{1}{2}$  miles, of which it was necessary to make a survey of the upper two miles at the Lachine end. This was accordingly done in April, and plans with estimate and report were forwarded on 13th of May:

I have the honor to be, Sir,  
Your most obedient servant,

E. H. PARENT,  
*Superintending Engineer.*

LACHINE CANAL.

STATEMENT showing the depth of river water on the mitre sills of Lock No. 1 at lower entrance and Lock No. 5 at upper entrance, during the Fiscal Year ending 30th June 1880. (From Lockmaster's Returns.)

Months.	Lock No. 1.—Lower Sill.		Lock No. 5.—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1879.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	19 8	18 6	12 0	11 4
August.....	18 6	17 2	11 5	10 5
September.....	17 2	16 8	10 8	10 4
October.....	16 11	15 10	10 5	9 10
November.....	17 0	15 5	10 1	9 5
December.....	32 3	16 0	12 2	9 8
1880.				
January.....	32 4	28 5	12 5	10 5
February.....	29 10	26 8	12 0	10 6
March.....	28 6	25 9	11 11	10 9
April.....	33 7	22 3	13 8	10 9
May.....	23 10	22 0	14 9	13 7
June.....	22 8	19 11	14 6	12 8

BEAUHARNOIS CANAL.

STATEMENT showing the depth of river water on the mitre sills at Lock No. 6 at lower entrance, and Lock No. 14 at upper entrance, during the Fiscal Year ending the 30th June 1880. (From Lockmaster's Returns.)

Months.	Lock No. 6.—Lower Sill.		Lock No. 14—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1879.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	11 8	11 1	12 2	11 11
August.....	11 0	10 6	12 3	11 8
September.....	10 6	9 10	11 9	11 4½
October.....	9 10	9 4	11 8	11 4
November.....	9 8	9 4	11 5	10 9
December.....	13 0	9 5	11 8	11 2
1880.				
January.....	16 3	12 8	12 0	11 5
February.....	19 0	12 6	12 0	11 8
March.....	14 10	12 2	12 5	11 8
April.....	12 10	12 2	12 11	11 9
May.....	14 2	12 10	12 10	12 0
June.....	13 8	12 0	12 5	12 0

## CHAMBLY CANAL.

STATEMENT showing the depth of river water on the mitre sills of Lock No. 9 at lower entrance, and Lock No. 1 at upper entrance, during the Fiscal Year ending 30th June 1880. (From Lockmaster's Returns.)

Months.	Lock No. 9.—Lower Sill.		Lock No. 9.—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1879.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	11 2	9 7	9 2	8 2
August.....	9 7	8 10	8 6	7 6
September.....	8 11	8 6	8 1	7 2
October.....	8 7	7 5	8 0	6 8
November.....	8 11	7 2	8 6	6 10
December.....	12 3	8 9	9 0	7 5
1880.				
January.....	15 8	11 6	8 10	8 5
February.....	17 8	14 7	9 7	8 10
March.....	16 0	12 6	10 0	9 0
April.....	15 6	13 0	10 9	9 0
May.....	13 3	12 0	10 3	9 4
June.....	11 8	9 5	9 4	8 2

## ST. OUR'S LOCK.

STATEMENT showing the depth of river water on the mitre sills of the St. Our's Lock during the Fiscal Year ending 30th June 1880. (From Superintendent's Returns.)

Months.	Lower Sill.		Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1879.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July.....	11 2	9 7	9 6	8 6
August.....	9 9	8 5	8 7	8 0
September.....	9 9	7 8	8 4	7 10
October.....	8 2	6 3	8 1	7 4
November.....	8 3	6 3	9 1	6 11
December.....	10 9	7 8	10 4	7 8
1880.				
January.....	14 6	10 5	10 4	8 5
February.....	15 9	13 8	11 2	9 5
March.....	16 6	14 1	12 5	10 2
April.....	19 0	14 3	14 8	10 3
May.....	15 10	14 4	11 6	10 7
June.....	14 7	10 11	10 8	8 7

## LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year  
ending 30th June, 1880.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1880.			\$ cts.	\$ cts.	\$ cts.
July 26	Tug William.....	G. Tate & Co.....	20 00	.....	.....
Aug. 22	Barge Dorchester.....	Montreal Transport. Co.....	20 00	.....	.....
Aug. 26	Schooner D. N. Foster.....	G. Williamson.....	4 00	.....	.....
Sept. 19	Schooner Sligo.....	A. McCrae.....	.....	20 00	.....
Sept. 23	Barge Hawk.....	Montreal Transport Co.....	10 00	.....	.....
Oct. 1	Tug Zebra.....	G. Tate & Co.....	40 00	.....	.....
Oct. 24	Lockages Deals.....	St. Denis.....	16 06	.....	.....
Oct. 3	Barge Nore.....	McKenzie.....	4 00	.....	.....
Oct. 3	Barge Eel.....	do.....	4 00	.....	.....
Oct. 17	Schooner Fortune.....	Zealand.....	4 00	8 00	.....
Oct. 27	Barge Saturn.....	Crysler.....	8 00	.....	.....
Oct. 29	Barge Bay.....	Lusk & Co.....	20 00	.....	.....
Nov. 17	Schooner Flora.....	Arcand.....	.....	4 00	.....
Nov. 27	Propeller Argyle.....	J. Graham.....	.....	60 00	.....
Nov. 28	Barge Superieure.....	Mayrand.....	.....	2 00	.....
1880.					
May 25	Barge W. Green.....	Lafontaine.....	4 00	.....	.....
June 4	Barge Cleveland.....	Montreal Transport. Co.....	.....	4 00	.....
June 4	Barge Lancaster.....	do.....	.....	4 00	.....
June 18	Yacht Mowhay.....	J. McJohain.....	4 00	.....	.....
June 21	Barge Fame.....	J. B. Auger & Co.....	40 00	350 00	.....
		Totals.....	198 00	452 00	650 00

LACHINE CANAL OFFICE,  
MONTREAL, July, 1880.M. CONWAY,  
Superintendent.

## LACHINE CANAL.

STATEMENT of amounts collected for Wood Rent and Wintering Vessels, during the Fiscal Year ending 30th June, 1880.

Date.	Items.	Number.	Rates.	Amount.
1879-80.		Cords.	\$ cts.	\$ cts.
	Firewood.....	28,978	04	1,159 12
	Wintering Vessels.....			724 25
	Total.....			1,883 37

COLLECTOR'S OFFICE,  
MONTREAL, July, 1880.

JOHN O'NEIL,  
Collector Canal Tolls.

## LACHINE CANAL.

STATEMENT of Basin, Firewood, Fines and Bank Dues collected at Lachine, for the Fiscal Year ending 30th June, 1880.

Date.	Items.	Amount.
1879-80.		\$ cts.
	Basin dues.....	362 87
	Firewood dues.....	138 83
	Bank do .....	63 76
	Fine do .....	9 00
	Total.....	574 46

SUB-COLLECTOR'S OFFICE,  
LACHINE, July, 1880.

JOHN DYDE,  
Sub-Collector.

## BEAUHARNOIS CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year  
ending 30th June, 1880.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Total.
1879.			\$ cts.	\$ cts.	\$ cts.
Oct. 9	Barge Dorchester.....	Montreal Transport. Co.....		5 00	
" 9	Steamboat "Johnson".....	Johnson.....		6 00	
" 17	Schooner Fortune.....	Zealand.....	5 00		
1880.					
June 19	Barge Energy .....			4 00	
		Totals.....	5 00	15 00	20 00

J. F. BÉRIQUE,  
*Superintendent.*

BEAUHARNOIS CANAL OFFICE,  
MELOCHEVILLE, July, 1880.

## CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year  
ending 30th June, 1880.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Total.
1879.			\$ cts.	\$ cts.	\$ cts.
Sept. 11	Barge Bronson.....	P. St. Luc.....		2 50	
Nov. 14	Scow Douat.....	Jos. Lemire.....		2 00	
" 19	Barge Mary.....	W. Gendron.....		3 50	
" 19	Barge Shamrock.....	E. Laliberté.....		3 50	
		Total.....		11 50	
	Wharfage dues.....			18 80	30 30

C. ULRIC,  
*Superintendent.*

CHAMBLY CANAL OFFICE,  
CHAMBLY, July, 1880.



## CANALS AND RIVER WORKS.

REPORT upon the repairs done to the Canals on the Ottawa River, for the fiscal year ending the 30th June 1880.

## ST. ANNE'S LOCK.

During the past year only ordinary repairs have been executed on this lock, but further repairs are now necessary to the planking and timber work in its crib approaches.

This, especially at the head of the lock, has become so decayed that its outside sheeting and some of the timbers are beyond repair and must be entirely renewed to prevent the escape of the stone filling in the cribs.

Nothing during the past year has been required to call for an excess of expenditure over the estimate.

## CARILLON CANAL.

The ordinary repairs here to Locks Nos. 1, 2 and 3 have been made, the upper gates of Lock 2 recapped, and the lower ones of Lock 3 taken down and renewed.

The roads, embankments, fences and buildings along the Canal have also received the usual amount of attention. Before the opening of navigation, the prism of the Canal was cleaned out, and some 400 feet of cribbing forming a portion of the tow path at Carillon taken down and rebuilt with fresh timber.

A considerable amount of labour and expense has been found necessary on the North River dam and feeder, the former requiring to be almost rebuilt. This mode of supplying the canal is a precarious one, it requires constant care and watching, and when done away with, as it will be on the completion of the new works, a heavy item of revenue expenditure will be removed.

A large amount of outlay is incurred every year owing to the entrance and outlets of this canal, (which are rock) being above the level of the mitre sills, and this one has formed no exception to the rule. They fill up with debris of all kinds which impedes the navigation, and can only be removed by divers. The work being delayed by the passage of vessels becomes necessarily tedious and costly.

## CHUTE A BLONDEAU CANAL.

Here the lockgates, sluices, valves etc., have been repaired where found necessary, and various snubbing posts of wood and iron placed in the vicinity of the lock.

The walls have been pointed and the entrances cleaned out, the cut above the lock dredged, and stones, gravel and other debris removed by a diver.

Vessels experience the same difficulties in passing here as at Carillon, owing to the canal bottom being above the level of the mitre sills, and every year sees a repetition of the expense incurred by the removal of obstruction caused by deposits of various kinds.

But for the near approach to completion of the new works, a very considerable amount of work would be here found necessary to accommodate properly the increasing demands of the traffic.

## GRENVILLE CANAL.

The usual expenditure for repairs here have been demanded by Locks 5, 6, 7 and 8, and some new crab chains and sluice castings have been provided.

Locks 9, 10 and 11, being new structures, little has yet been needed by them. A pair of new lock gates are held in reserve at Grenville, a suitable covering from the weather having been erected over them. The towing paths, road, fences and bridges have been kept in repair, and an old building known as Dewar's Mill, close to the canal bank and which endangered both life and the navigation, has been taken down sufficiently to insure safety.

The Canal Superintendent is desirous of having stop logs immediately provided for Lock No. 11 (the Guard Lock) at Grenville.

I beg to recommend the erection of suitable buildings along the line of the Carillon and Grenville Canals for the use of the Lockmasters. The old ones built many years ago by the Ordnance Department are now almost in a state of ruin, and are besides in most cases but ill-adapted for dwellings. The one at Greece's Point has immediately to be pulled down, and pending the provision of a new building, a house for the Lockmaster must be rented.

At Lock No. 10, the only building existing has perforce during the season of navigation to be made use of as a watch house also, and I found representations from the Lockmaster as to the discomfort and inconvenience he had to put up with in consequence, well founded.

I consider that a sum of, say, \$15,000, would be well expended on this item, and would be found a sufficient one for all the accommodation required.

The traffic on these canals during the season has been unprecedentedly great, causing the employment of extra labour on some of the Locks a necessity.

They were closed for navigation on the 24th November last year. The Carillon Canal was opened for traffic on the 24th and the Grenville on the 29th of April last

#### CULBUTE CANAL.

There is little in connection with this work to report upon.

The wooden lock is completed and the drawbridge at Chapeau Village nearly so. Low water is being waited for to have some necessary alterations made in the foundation of the superstructure to which the rails it runs on are fastened.

This lock cannot be brought in to effective service until the proposed dams in connection with it at the Grand Calumet and Rocher Fendu Rapids are completed.

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REPORT upon Canals under construction on the River Ottawa for the fiscal year ending the 30th June, 1880.

D. STARK,  
*Superintending Engineer.*

#### STE. ANNE'S WORKS.

Upon the completion of the work here known as the "Channel across the shoals," tenders about the month of October 1878 were called for the new lock and approaches, but no contract was then awarded.

In August 1879, tenders were again called for and the contract awarded to Messrs. Baskerville, O'Connor and Cassidy, who, however, did not sign the document until the 26th November of the same year.

Up the 1st of June of the present year nothing was done save getting out a quantity of stone at the Hull quarries for the new pier which has to be erected for the Grand Trunk Railway Bridge, and making purchases of timber, which towards the end of June was delivered on the ground.

By the first of July an Engineering Staff was organized, an office established in a building opposite the existing lock, and the work begun in the framing of the cribs for the pier on the southerly side of the new basin east of the locks, and the excavation to the water surface of a portion of this basin and the new lock pit. Land valuator were also engaged on the expropriations necessary for the construction of the canal.

## CARILLON CANAL AND LOCKS.

These works were, as I am informed by the Resident Engineer, begun in the year 1875, were discontinued in the spring of 1877, when they were about one third completed.

A contract for their further construction was entered into with Messrs. R. P. Cooke and Co. dated 8th July 1879, and this firm began work towards the end of that month.

By the time the winter of 1879-80 had set in the following works had been done :

The crib work along the outer side of the embankment between the canal and the river was completed.

The retaining wall on the inner side of the same embankment was built from the westerly end of the work to within 480 feet of its connection with the lower lock, to an average height of some ten feet above its foundation. The embankment was formed for its full length up to the height, generally, of an ordinary high water. The walls of the upper locks were carried to a height of about twelve feet below their finished level, and a little more than three fifths of the total length of the foundation. cribs of the piers at both ends of that canal was built up to a few feet above low water level.

A small quantity of rock excavation was also taken out of the bottom of the canal.

Stone for the masonry of the locks and retaining wall was quarried at Isle Bizarre and transported to the work in barges.

In November, 1879 the site of the lower lock was laid dry, and the greater portion of the pit excavated previous to the water being let into the canal in the following spring.

During the progress of the excavation it was discovered that a portion of the southern side of the site originally chosen for the lock, was gravel instead of rock, as was all the rest of the foundation, and it was therefore found necessary in order to obtain a rock bottom throughout, to move the position of the lock 10 feet to the northward.

In the winter of 1879-80 the quarrying of stone for the masonry was carried on at Isle Bizarre, Hull, and also at "Lamb's" quarry near Point Fortune, the stone from the latter being for backing only.

Timber for mitre sill platforms was delivered during the winter and partly prepared.

No great progress was made with the work between the opening of the spring of 1880 and the end of the fiscal year. High water in the river afforded some excuse for this, but considerably more might have been done than there was.

Since then, however, preparations have been made to proceed with the work more rapidly and with greater energy.

The oak for the mitre sills for the lower lock has been brought on the ground and framed, and a large quantity of pine and hemlock timber delivered.

As there existed a probability of the water in the river being raised by the portions of the dam which have been built on each side, to an extent sufficient to overflow the banks of the old canal at its upper end, and consequently create damage, it was decided to construct an embankment and wooden bulkhead for stop logs across the old canal, and some adjacent land of low elevation, about a mile and a half above the village. This work was not included in the contract for the "Canal and Locks."

It was built under the immediate superintendence of the Resident Engineer in the months of March and April last, by day's work, and at a cost of \$1,630.

In order to guard against the possibility of similar damage next spring, it will be well to have the gates hung upon the new lock in the course of the ensuing winter, the more especially as the old coffer dam, at present existing there, must be removed before the coming on of the spring freshets.

In the event also of the completion of the dam across the river, or additions to it, the effect upon the water might be to flood the old canal, and so cause a stoppage to the navigation which the entire completion of this lock will prevent.

#### CARILLON DAM AND SLIDE.

Nothing whatever had been done to this work up to the end of the fiscal year since its stoppage by the rise of water in the fall of 1879 and the coming on of winter, except the erection of a building over the sluiceways of the slide. The contractors are only awaiting the fall of the water to resume work.

#### GRENVILLE CANAL.

The works here for the past year have consisted almost exclusively of excavation and the building of dry walls for the protection of the canal banks.

On Section 1, extending from the upper entrance of the canal to Lock No. 10, a few men have been engaged on the part of the contractor in enlarging and grading the tow path, repairing culverts, and building retaining wall, chiefly on the south bank.

On the close of navigation 1879, work was resumed in the prism of the canal, and this is nearly though not quite completed, there still remaining the deepening of the upper entrance and the removal of the existing steamboat wharves there, with the sloping of various portions of the south bank. The work done on this section during the year, was the excavation of 15,700 cubic yards of earth, 15,900 cubic yards of rock, and the building of 1530 cubic yards of retaining wall.

On Section No. 2, which extends from the lower end of Section 1 to the upper approach of Lock 9, the works were resumed on the first day of December 1879.

They consisted in the grading of the bottom of the canal over the whole reach, the sloping of the greater portion of the north bank, and the construction of retaining walls where required with stone from the excavation. The amount of work done upon this Section during the year covers 10,300 cubic yards earth excavation, 11,000 cubic yards of rock, and 2,900 cubic yards of retaining wall. To complete it, some dry wall is still required, both banks of the canal have to be sloped at various points, old walls require repairing, and a new waste weir is wanted to replace a worn out and insufficient one situated about 1,000 feet above Lock 9.

On Section No. 3, (from the lower end of Section 2 to Lock No. 8,) little has been done. What has, consists of the cleaning out of the canal bottom, sloping the north bank for a length of 1,500 feet, and the building of 270 cubic yards of retaining wall to protect the foot of the slopes. Some sloping still remains to be done on this Section, as well as repairs to a couple of culverts under the towing path.

The whole of the canal embraced in the above sections has been taken out to bottom, and the work enumerated as remaining to be done include all really necessary to give it the calibre called for by the specification, but the work as it stands, presents generally a somewhat rough and slovenly appearance, and should in my opinion receive a considerable number of finishing touches at the hands of the contractor before it is taken off his hands.

#### CULBUTE WORKS.

Not much has been done here during the year. The high water of 1879 washed out the bed of the river to some extent below a couple of the flat dams and entailed the filling in of a quantity of stone, an addition of 35 feet in length to the apron of one of them and the building of a side pier of 156 feet in length.

Work on the drawbridge at the Chapeau was commenced on the 25th September 1879, and the structure was finished about the 6th March 1880. It is 75 feet in length over all, with 12 feet in width of clear roadway, and an opening for the navigation of 45 feet.

Owing to the rails upon which it runs, having been thrown out of level by frost, I have not yet been able to ascertain with what efficiency this bridge will work.

It is rather out of the ordinary course of bridge construction of this nature and although I have no doubt that when fairly completed it will answer its purpose, it is I think of a greater dead weight than was called for by the kind of traffic it will have to accommodate. The Resident Engineer is waiting for low water to get the rails into place again and take the necessary steps for preventing their being further disturbed by the action of frost.

An effort was made to resume work on the contract for the "Ottawa river improvements" by putting a force of men on the shoal in "Macdonald's Channel," and about 750 cubic yards of excavation was moved when a stop was put to further progress by a sudden rise of water on the 1st December 1879.

Continued high water has since held the work in abeyance.

(Signed) D. STARK,  
*Suptg. Engr. O. R. C.*

Ottawa, 20th August, 1880.

CORNWALL, August 2nd, 1880.

SIR,—I have the honor to submit my Annual Report on the Cornwall Canal, for the fiscal year ending 30th June, 1880.

The canal was kept in good working order, from the 1st of July, 1879, to the 9th of December, when it was closed for the winter months.

It was opened again on the 26th of April 1880, and kept in good working order, to the 30th of June last.

The works in progress during the past year, may be classed under the head of ordinary repairs, lockgate bridges, sluices &c., &c.,—and preparing and framing timbers in case of accident to the present bridge—raising embankment, protecting canal by raising slope-walls, and cleaning side drains and culverts.

I have the honor to be, Sir,  
Your obedient servant,

(Signed) D. A. McDONELL, *Superintendent.*

F. BRAUN, Esq.,  
Secretary, Railways and Canals.  
Ottawa.

CORNWALL CANAL.

STATEMENT showing the depth of River water on the mitre sills of Lock No. 15 at Lower Entrance and Lock No. 21, at Upper Entrance, during the Fiscal Year ended 30th June 1880. (From Lockmaster's Returns)

Months.	Lock No. 15—Lower Sill.		Lock No. 21—Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1879.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
July .....	10 10	10 7	11 0	10 6
August.....	10 7	10 3	10 8	9 8
September.....	10 4	9 8	10 6	9 9
October.....	10 1	9 4	9 11	9 3
November.....	9 11	9 3	9 9	8 7
December.....	14 6	9 2	9 8	8 0
1880.				
January.....	22 8	11 5	10 5	8 9
February.....	23 7	11 8	10 6	8 11
March.....	14 10	10 8	10 1	9 5
April.....	10 11	10 3	10 11	9 10
May.....	10 10	10 4	10 10	10 1
June.....	10 10	10 6	10 10	10 6

MORRISBURGH, 31st July, 1880.

SIR,—I have the honor to submit my report, on the working and condition of the Williamsburgh Canals under my charge, for the fiscal year ending the 30th June, 1880.

These Canals (embracing the Farran's Point, Rapid Plat and Point Iroquois Junction and Gallops Canal) were closed for the winter season on the 9th December, 1879, and re-opened for traffic on the 20th April 1880. During the season of navigation, no interruption from any accident to the Canals occurred. These canals are in good working order.

FARRAN'S POINT CANAL.

The upper gates at Lock No. 22, were taken up at the close of the navigation last fall, and thoroughly repaired with new rollers, binders, bridge plank and knees, new sheaves were placed in the chain holes, and some new snubbing posts planted. The banks of this canal are well stoned and in good order. The pier at the foot of this canal requires to be rebuilt.

RAPID PLAT CANAL.

The repairs on this canal consisted in stoning the banks, and restoring the lock gates; the upper gates at Lock No. 24, were repaired, new rollers placed on them, and two new sheaves were put in chain holes; these gates should be taken up and fully repaired during the winter. This canal requires dredging in several places. Dredging the slip on the inside of the dock at the entrance of this canal, so that boats could load and unload from the ship, would be of much convenience to parties in charge of vessels as well as to the shippers.

*Point Iroquois Junction and Gallops Canal.*

The piers at the entrance of Lock 26, at Edwardsburg, and the pier at the entrance of Lock No. 27, Gallops, have been rebuilt. Some repairs were made to the swing bridges at Locks No. 25 and 26 as well as to the lock gates at Locks No. 25, 26, 27. The booms in this canal were overhauled and repaired this spring. The swing bridge over Lock No. 25 at Iroquois is becoming decayed and a new bridge should be built to replace it. The lock gates at Lock No. 27 will require to be repaired during the winter.

The buoys under my charge between Johnstown and Dickenson's Landing, have been replaced this spring.

From the lowness of water on the St. Lawrence during the fall of 1879, and the consequent decrease of water in the canals, vessels drawing over 8 feet of water experienced great difficulty in passing through these canals. The difficulty occurred in getting over the mitre sills of Lock 22, Farran's Point, Locks 23 and 24, Rapid Plat and Lock 27, Gallops, and from the low water in the Rapid Plat Canal.

At Lock No. 22 Farran's Point one vessel was detained half a day.

At Locks 23 and 24 Rapid Plat, where the greatest difficulty occurred, six vessels were detained from 6 to 12 hours, and three vessels were detained 24 hours. At Lock 27 Gallops, one vessel was delayed and obliged to unload a portion of her cargo.

I submit a statement shewing the extremes of water on the mitre sills of the locks during the season of navigation from 1st July 1879 to 30th June 1880.

Lock 22, Farran's Point—	Highest, July 1879,	10 ft.
	Lowest, Nov. "	8 ft.
	Highest, June 1880,	10 ft. 3 inches.
	Lowest, May "	9 ft.
Lock 23, foot of Rapid Plat—	Highest, July 1879,	10 ft. 5 "
	Lowest, Nov. "	7 ft. 6 "
	Highest, June 1880,	10 ft. 3 "
	Lowest, May "	9 ft. 3 "
Lock 24, Head of Rapid Plat—	Highest, July 1879,	10 ft. 9 "
	Lowest, Nov. "	7 ft. 6 "
	Highest, June 1880,	10 ft. 6 "
	Lowest, May "	9 ft. 3 "
Lock 25, Point Iroquois—	Highest, July 1879,	13 ft. 8 "
	Lowest, Nov. "	9 ft. 6 "
	Highest, June 1880,	13 ft.
	Lowest, May "	11 ft. 10 "
Lock 27, Gallops—	Highest, July 1879,	10 ft. 3 "
	Lowest, Nov. "	8 ft. 6 "
	Highest, June 1880,	10 ft. 7 "
	Lowest, May "	9 ft. 9 "

I have the honor to be, Sir,  
Your most obedient servant,

(Signed)

A. G. MACDONELL,

*Superintendent,  
Williamsburg Canals.*

## WELLAND CANAL.

## SUPERINTENDENT'S OFFICE,

STE. CATHERINES, 24th September, 1880.

SIR,—I have the honor to submit my annual report, of the condition and working of the Welland Canal for the year ended 30th June, 1880.

The canal was closed on the 5th day of December last, and opened on the 16th of April from Port Dalhousie to Port Maitland by way of the Welland Canal feeder, the remaining portion of the main canal, viz: from the Junction at Welland to Port Colborne was opened through on the 1st of May, 1880, the delay in opening the main line of the canal throughout was occasioned by the condition of the works of enlargement at and near Port Colborne.

Upon examination I found no formidable obstacles in the feeder to prevent the spring fleet of vessels and propellers passing out that way into Lake Erie provided they did not draw over 7 ft. 6 in. I accordingly took the necessary steps and over 80 propellers and vessels passed out safely that way three weeks earlier than they would otherwise have been able to do. I understand it is many years since that facility was afforded, but I propose it shall hereafter be regularly done if possible.

During the winter, to facilitate operations in connection with the works of enlargement a portion of the canal on the summit level was unwatered and remained so until 29th April. The water in that part of the summit level not unwatered, including the deep cuts, however, was kept at the level of Lake Erie, and during navigation season 18 inches above.

The feeder was kept at a uniform level of seven feet above Lake Erie.

Navigation has been interrupted on two occasions only, viz: on June 23rd for four hours by a jam in the guard lock at Allanburg between the vessels "Mary Battle" and "Huron," and on June 30th, by the sinking of the schooner "Lillie Hamilton" near the guard lock at Thorold, where navigation was stopped for 11 hours at that point.

The supply of water through the feeder from the Grand River has been sufficient during the year for navigation and manufacturing purposes, and a good head has been maintained for a much longer period than usual at Dunnville.

The traffic through the canal up to date has been considerably in excess of last and previous years, and freight rates have ruled more favourably; as a consequence the shipyards and dry docks along the canal have been kept busy, as have also the canal staff.

When I assumed charge here in January last I found the condition of the canal and the contiguous weirs, basins and other property in very many cases in a very seriously dilapidated, rotten, and in some cases dangerous condition, and I immediately addressed my attention and energies to the worst places, and the renewals and repairs I have since done have been extensive and I hope to be able during the next winter to renew the remainder of the underwater work that at present in many places endangers navigation, as well as the remainder of the works demanding prompt attention throughout.

I wish it understood I am not responsible for the dangerous condition of the tow paths that have been in very many places scoured and gullied out along that part of the canal where the enlargement works have been completed, but I feel it is my duty to draw the attention of the Department to their condition, which is of course getting worse every day. The remedy or cure for these serious washings and wearings away in the Deep Cut and other places will be increasingly costly, the longer they are neglected.

The banks along the canal are in some places much worn away, and so low that water in canal is as high as the top of the bank.

Many old lock gates have been replaced by new ones, the old ones cut up, irons taken off and worked over again, girts worked into snubbing posts.

I opened a new quarry between Locks 19 and 20 upon the Government property alongside the canal, out of which a very large quantity of very fine stone has been quarried at a very moderate cost and used for dry retaining walls &c.



Much delay, inconvenience and in some cases damage is caused to vessels ascending the Thorold mountain range of levels by wind, and I purpose planting the most exposed portions with quick growing willows, same as along some of the exposed U. S. Canals. These I can procure (cuttings) along our own property by our maintenance staff who will do this much desired improvement at an outlay of fifty dollars.

I found large quantities of old iron, brass &c., along the canal from end to end. I have had that also collected, weighed and charged to the contractors at their schedule rates.

It will be necessary to put say two or three dwarf dams across the hydraulic race to produce still water where there is at present scour, wearing away the banks and causing claims for damages; this can be done at a trifling expense when water is drawn off in spring, when the somewhat costly work of entirely renewing the present aqueduct will I think also have to be done.

Canada thistles along the various divisions were cut on all Government property at the proper time.

The mud and other deposits along the various levels were wheeled out at the worst places.

An unusually large number of snubbing posts were made and put in during the season, and the various ditches cleaned out, valves cleaned and repaired.

The wall and high sloping bank behind it at the entrance of Lock 3 on the west side are still on the move as I understand, they have been for many years past at intervals, and I am of opinion this is caused by the leakage from the hydraulic race running along parallel; the bank is in consequence kept in a constant state of saturation, and I recommend that no time be lost in having a thoroughly watertight chamber prepared—say of wrought iron for the passage of this water, to be on hand, and ready to put in place immediately the water is drawn off next spring. The Department will have to decide at whose expense this somewhat costly but unavoidably necessary cure shall be provided, or something else that will prove more effective than the present unsatisfactory and unreliable wooden flume.

In connection with the above, I have to report that the south-eastern portion of the large and substantially built Government building, in which my office and that of the Canal staff is located, as well as the office of Customs, Inland Revenue and Weights and Measures, and situated in St. Catharines and known as the Canal office, is also on the move and seems to be following the above mentioned slide. Wide crevices are observable in the outer walls almost from top to bottom, as well as in the internal partitions, and I propose without further delay to run a series of iron rods through the building from front to rear to be serewed on the outside through bands of iron running up from basement to cornice to hold the wall if possible from further spreading.

We have a fair supply of new gates on hand and are engaged in making more. The canal is working satisfactorily throughout.

The repairs made during the year may be generally indicated as follows :—

#### NO. 1 DIVISION—PORT DALHOUSIE TO LOCK 20.

##### *Port Dalhousie.*

The houses occupied by the Harbour Master and Collector of Customs and Lock-master have been overhauled and repaired. One pair of gates were put in place in the lock at entrance of new canal.

##### *Lock 1 and Swing Bridge.*

7,500 ft. lineal of floats on this level have been entirely renewed with 3 inch plank and 6 × 8 stringers bolted at each end.

34 oak protection piles have been driven opposite new weir, and waled, fendered and capped.

*Lock 2 and Swing Bridge.*

Repaired bridge and raised foundation, replanked platform 30 ft.  $\times$  40 ft. and repaired stringers. Repaired and raised swing bridge over tail-race. Rebuilt two long bridges over weirs at factory, 70'  $\times$  22' and 60'  $\times$  12'. Drove 13 protection piles, and bolted 60 feet walings and fenders, and capped the piles. Put new drum legs and guide rods on weir valves. Repaired Lockmaster's and Bridgetenders houses, built new shed and fence around yard.

Put new floor in store house. Pointed the lock walls, chiselled off two inches from the lock walls at entrance to Lock 3, the lock chamber being too narrow to admit full canal size vessels.

Extensive repairs and improvements have been made on the east side of this level, at the foot of Lock 3, along side the dry docks. Seventy oak piles have been driven, these were faced on the inside for a short distance up with elm plank and a substantial dry stone retaining wall carried up to support the bank, road, and dock at this important point from further slipping. 210 feet of walings were bolted on and the piles cut off and capped: a short length to join to the lock remains incomplete. This I propose to finish when the water is drawn off next spring.

A large number of heavy retaining wall stones were taken out of the bottom of canal at foot of Lock 3; these were imbedded edgewise, and had proved dangerous and very damaging obstructions to vessels for many years past;—these were undoubtedly a portion of the old and first built retaining wall that had been squeezed or forced gradually into the canal by the pressure of the high slipping bank and race behind it.

*St. Paul St. Bridge, St. Catherines.*

Bridge replanked, raised and blocked for winter and covered with temporary plank and stripped ditto, in spring.

*Lock 3.*

Repaired Lockmaster's and Lock houses; put in one new gate. Repaired floats between Locks 3 and 4. Pointed lock walls—19 piles driven at foot of Lock 4, walings and fender bolted on and continued to cribs and to bank, piles capped, bumping cribs on both sides rebuilt and raised above water piles, planked behind Piles and built dry stone retaining wall.

*Hydraulic Race.*

The aqueduct repaired twice and partially renewed and channel cleared out.

*Canal office St. Catharines.*

Sills renewed under stable and barn, and new floor put in and platform. Standards &c., put in office safe.

*Lock 4 and Bridge.*

Raised bridge and put new lever, repaired and altered Lockmaster's houses, painted lock house, raised bridge over mill race, repaired flume and bridge, built new fence around Lockmaster's house, pointed lock walls.

*Lock 5 and Bridge.*

Repaired bridge several times. Painted lock-house. Pointed lock walls. One balance beam put on. Repaired bridge on heel path. Rebuilt cribwork abutments and superstructure of bridge 12 x 30 over creek, and raised approaches thereto.

*Lock 6.*

Repaired Lockmaster's house and put in drains. Painted lock-house, repaired and replanked two bridges, and rebuilt one. Put on one new balance beam, built road round pond at Gate Yard and put in box drain and gate, replanked bridge tow path side, pointed lock-walls.

*Lock 7 and Bridge.*

Replanked bridge, and repaired feeder and bridge at Pulp Mill. Pointed lock-walls.

*Lock 8.*

Painted lock-house. Pointed lock-walls.

*Lock 9.*

Put up handrailing to waste weir bridge; put large tow-line timber to end wall; wing walls of waste weir at Disher's taken down and rebuilt; portion of dilapidated wing wall foot of lock taken down and removed; pointed lock walls.

*Lock 10.*

Repaired lock-house; put handrail to weir bridge; laid one pair new gates in pond; wing walls of waste weir taken down and rebuilt at Smith's; pointed lock walls; put up hitching posts and rails; put new top on bridge over raceway.

*Lock 11.*

Repaired Lockmaster's house; built new cistern and steps; repaired floats; rebuilt long bridge over race and put up handrail; pointed lock walls.

*Lock 12.*

Put up handrail to weir bridge, and face planked gates; built new foot bridge across tail race.

*Lock 13.*

Repaired waste weir bridge; put on one new balance beam, put handrail to weir bridge, rebuilt one heel path bridge.

*Lock 14.*

Repaired waste weir bridge, and renewed handrail, rebuilt bridge over raceway from Riordon's Mill, and made extensive repairs to macadamized road leading to Lock 15 and bridge.

*Lock 15 and Bridge.*

Repaired bridge and house, rebuilt bumping crib at head of Lock 1, new gate put in, put handrail to weir bridge, rebuilt heel path bridge, widened the approach to bridge and put up protection railing along road.

*Lock 16.*

New bridge built over waste weir, rebuilt two bumping cribs at foot of lock, drove 25 wing piles and bolted on walings and fender, planked behind piles and built dry retaining wall behind to hold up bank, capped piles, put handrail to weir bridge; put in one new gate. Pointed lock walls.

*Lock 17.*

Repaired house, painted lock house, rebuilt bumping crib foot of lock, put in one new gate, rebuilt bridge over East waste weir. Pointed lock walls.

*Lock 18.*

Built addition to Lockmaster's house, put handrail to weir bridge and rebuilt two heel path bridges, pointed lock walls.

*Lock 19.*

Painted lock house, put new floor in Lockmaster's kitchen. Pointed lock walls.

## DIVISION No. 2,—LOCK 20 TO FEEDER JUNCTION.

*Lock 20.*

Repaired Lockmaster's house and built new cistern. Apron of waste weir, sheet piled, replanked, filled with puddle and stone, and side walls backed up. New float bridge across waste weir and renewed the handrail; built a dry stone retaining wall the whole length of this level on the north side 366 feet long, averaging 8 feet high. Pointed lock walls.

*Lock 21.*

Repaired Lockmaster's house and built new cistern, framed and put in place abutments for float bridges, built new bridge abutments to waste weir bridge; put handrail to same and filled behind walls. Put in 150 ft. piling and sheeting, materials furnished by adjoining owner; built 858 ft. of dry stone retaining wall along north side of this level averaging 51 feet high; also built 136 feet of dry stone wall on south side averaging 3' 6," high. Pointed lock walls. Old bridges, (over outlet of tail race where it falls into canal) abutments, and apron taken down and removed; new apron, abutments, bulkhead and bridge built in lieu with handrail, both ends sheet piled and stoned, stream changed, approaches faced with stone walls, and level of path for considerable distance lowered several feet.

*Lock 22 and Bridge.*

Pointed lock walls, put in, one new gate. Repaired and altered Lockmaster's house. Rebuilt bumping cribs at foot of lock on each side. Rebuilt abutment walls of bridge tow paths; repaired floats and aprons. Rebuilt level approaches to swing bridge. Sheeted inside of foot gates; 600 ft. super. of old rotten wing wall, at foot of lock in a dangerous condition, taken down and removed. Built 116 feet of dry stone retaining wall averaging 7 ft. high, and 54 ft. averaging 3 ft. high. Converted abandoned building on Government property into workshop, storehouse and office for this Division. Heel path graded and raised for considerable distance.

*Lock 23.*

Pointed lock walls. Repaired lock houses. Repaired bridge near Band's Mill. Built new float bridge. Built 330 ft. dry stone retaining wall, on west side from Welland Mills to foot of Lock 24, averaging 5 ft. high.

*Lock 24 and Bridge.*

Pointed lock walls. Put in one new gate. Renewed old wooden foundation of swing bridge, put in new one of stone laid in cement, and new track. Repaired

and altered Lockmaster's House. Built 196 feet of dry stone retaining wall on west side from head of lock. 40 feet lineal of protection piling waled, and fendered, and copped at head; and 100 feet wing piling at foot of lock, waled, fendered capped, and planked up for a few feet on inside. Dry stone retaining wall carried up and capped. Rebuilt and raised bumping cribs at head and foot of lock. Rebuilt abutment walls of tow path bridge over flume, and increased the height. 100 ft. of guide approach piling at head of lock waled, fendered and capped. Drew down level and sheeted foot gates.

*Lock 25.*

Pointed lock walls. Partially rebuilt semaphore signal.

*Guard Lock—Thorold.*

Put in two new gates. Put up new railing west side to clear gates. Put braces under gates.

*Three mile level Guard Lock, Thorold to Lift Lock, Allanburg.*

Marlatt's bridge raised, repaired, and approaches partly renewed. Replanked west approach to O'Neil's bridge. Re-boomed timber at Marlatt's Pond. Took down old cribwork and stone walls and old apron at Higgins waste weir, put in new apron, new cribbing, new walls in cement, filled and faced cribs and approaches, raised and strengthened banks and sodded same, put in all proper gearing &c., built small ferry scow.

*Lock 26, Allanburg.*

Pointed lock walls and renewed masonry in chamber, repaired storehouse, put new braces under gate, built dry stone retaining wall on west side of bank at foot of lock.

*Swing Bridge, Allanburg.*

Bridge raised and repaired. The guide approaches at H. end on each side extended by piles driven and walings, and fender bolted.

*Guard lock, Allanburg.*

Put new braces under gates. Put new gearing to valves of new waste weir. Built new stonehouse. Laid new plank walk along west approach to lock. Underpinned lock-house with stone. Put new iron rack in front of new waste weir and removed contractor's dam left in.

*Port Robinson.*

Replanked bridge. Collector's office partially taken down and rebuilt, new fire-proof vault put in, and entrance porch built; new ferry established here after the swing-bridge was removed by the contractors for enlargement works. Ferry scow fitted up and put on; approaches at each side made safe; walk laid to ferry from village. Built new tow path bridge over Coulter's Creek.

*Quaker's Ferry.*

Fitted up scow for ferry, put on new rollers and chains, made approaches, put second scow in position and formed pontoon bridge for winter use.

*Welland.*

Removed 4 large lock gates out of way of dredging machine for enlargement works. Repaired swing bridge.

*Feeder Junction.*

Repaired swing-bridge and bridge house, cleaned out lock pit and entrance, drove wing piles at foot of weir on each side and faced the same inside with timber, filled behind with stone and earth to prevent further wash

## NO. 3 DIVISION.—FEEDER JUNCTION TO PORT COLBORNE.

Rebuilt floating fenders 5 feet wide for protecting vessels from the stone retaining walls at various places. Built new ferry boat, repaired floats. Repair d the approaches at Stonebridge Ferry. Raised house purchased from Mr. Cross and repaired and fitted the same for Lockmaster's residence. Raised and renewed three other Lockmaster's houses, built stone foundation under same, put in cement floors to cellars in each and drains from same. Built back kitchen to Kenshaw's house. Floats and scow removed to winter quarters to allow unwatering of level for Contractors and replaced same in spring. Hauled out Stonebridge Ferry scow and caulked and painted her; made new approaches to said ferry. Put in numerous snubbing posts. Removed lock-house on N. side canal, built ferry landing, Port Colborne; re-adjusted toe rollers on Port Colborne lock gates, repaired two old lock gates, dug off-take ditch from Welland Railway to Lake Erie. Hauled stone to repair banks, raised lock-house east side of canal. Thistles cut on all Government property. Put in four new gates at Port Colborne lock, shifted roller track, &c., &c.

## NO. 4 DIVISION—FEEDER JUNCTION TO DUNNVILLE AND PORT MAITLAND.

From Dunnville to Stromness and Port Maitland, distance  $6\frac{1}{2}$  miles, there are 2 locks, 3 swing bridges, 3 waste weirs, 1 dam, 5 culverts, 1 lock house, 2 Lock-tender's houses, 2 bridge houses and 600 feet boom timber.

From Stromness to Boulton Ditch, Marshville, and Junction along Feeder, distance  $16\frac{1}{2}$  miles, there are 1 lock, 2 swing bridges, 3 culverts, 14 stationary bridges with an aggregate length of 2400 feet and 1 Lock-tender's house. During the year there have been no accidents caused to shipping on this Division.

The supply of water has been better this season than during previous year; this has allowed the mills to be run almost continuously throughout the season.

The traffic through this division has been greater than for many years previous, about 80 propellers and sailing vessels passed up safely into Lake Erie during the month of April. During the year 21,000 cubic yards of earth has been excavated from the back ditches as follows: 6,000 yards between Sunfish Creek Culvert and Cranberry Creek Culvert, 6,000 yards from the outlet leading from stone culvert to Marsh, 9,000 yards between Stromness and Grand Trunk Railway, and  $4\frac{1}{2}$  acres of clearing and grubbing has been done on the east side of Grand Trunk Railway leading to Boulton Ditch.

Large quantities of sunken logs and rubbish have been removed from bottom of feeder.

The water in the feeder has been kept during the winter at a uniform level of seven feet (7 feet) above Lake Erie Level.

The entrances to Dunnville Grand Lock and Port Maitland Lock were cleaned out; large quantities of drift wood, logs, stumps and rubbish have been removed from entrance to waste weir and dam.

The tow path and other banks have been kept in good repair and faced with stone and gravel to prevent wash, piles, driven in front of wing walls of Junction Regulating weir were backed with timber and filled in with brush and stone to prevent the banks on its side from being washed by discharge of weir; piles were also driven at the foot of Junction Lock and fender bolted on to protect the end of the crib placed to facilitate entrance of vessels to lock. On the stationary and swing bridges the old plank where found decayed has been removed and replaced. Canada thistles

and obnoxious weeds have been cut on both sides of feeder, also on all Government lands in connection with canal.

The well holes of all the culverts have been cleaned out and the rubbish burnt; some of the stations and bridges have been coated with paint and oil.

The old timbers of the Marshville and Cranbury Creek culverts have been removed down to water line and built up with new timber and the well holes lined with 2 inch plank.

The swing bridges have been raised on their pivots, the approaches properly ballasted, and the rods tightened where required.

A new pile driver which was much needed has been purchased and works well.

The old swing bridge at Stromness was removed and a new one is now in course of construction.

*Port Maitland.*

The advertisement calling for tenders for the rebuilding of the East pier, &c., is now out, and the completion of the work contemplated will restore this important harbor to its very useful condition.

I have collected during the year from masters and owners of vessels the sum of \$146.80 in fines for violation of Canal regulations and for damages to works, which amount I have handed to H. A. Collier, Collector at this Port, and I append a statement of the above, marked A.

I also append a statement marked B, showing the greatest and least depth of water on mitre sills at Port Colborne and Port Dalhousie locks in each month during the year, also a comparative statement of the average depth for the months of June 1879 and 1880, which shows that the water has been lower by  $5\frac{1}{2}$  inches at Port Dalhousie and  $3\frac{1}{2}$  inches higher at Port Colborne than for the same month in the year 1879.

I have the honor to be,  
Your obedient servant

(Signed) WILLIAM ELLIS.  
*Superintendent.*

Secretary,  
Department Railways and Canals.

**STATEMENT of Fines and Damages collected from Vessels Contravening Canal Regulations for fiscal year ended 30th June, 1880.**

Date.	Name of Vessels.	Fine.	Damages.	Total.
		\$ cts.	\$ cts.	\$ cts.
1878.				
July 4.....	Schr. Wm. Howe .....	10 00		
1879.				
Aug. 30....	do Clara Yowell.....		6 00	
Sept. 12....	do do .....		7 20	
do 12.....	Prop. A. Munro.....		5 75	
do 12.....	do do .....	20 00		
do 18.....	Schr. D. M. Foster.....		9 61	
do 18.....	do Phoebe .....			
do 18.....	do Catherines.....	20 00	10 69	
Nov. 14....	do Erie Stewart.....		29 75	
do 14....	do Cataract.....		7 00	
1880.				
May 13.....	Tug Gordon.....		10 00	
June 1.....	Schr. Ella Murton.....	10 00	10 00	
		60 00	86 80	
				*\$146 89

\*Handed H. H. Collier, Esq., Collector, St. Catherines.

**STATEMENT showing the depth of water on the Lower Sill of Lock No. 1, Welland Canal, for the fiscal year ended 30th June, 1880.**

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1879.	Ft.	In.	Ft.	In.	1880.	Ft.	In.	Ft.	In.
July.....	13	2	11	5	January.....	12	3	11	8
August.....	12	8	10	0	Febuary.....	12	5	11	5
September.....	12	7	11	2	March.....	12	10	12	2
October.....	13	6	10	7	April.....	13	3	12	4
November.....	12	9	10	11	May.....	13	5	12	9
December.....	12	3	11	2	June.....	13	6	12	11

Average depth, June 1879..... 13 9  
 " " " 1880..... 13 4



STATEMENT showing depth of water on the Upper Sill of Lock 27, Welland Canal for the fiscal year ended 30th June, 1880.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1879.	Ft. In.	Ft. In.	1880.	Ft. In.	Ft. In.
July.....	12 8	11 5	January.....	13 10	11 0
August....	12 8	10 0	February.....	12 11	11 2
September.....	12 7	11 2	March.....	13 9	11 0
October.....	13 6	11 0	April.....	13 5	10 10
November.....	12 9	10 11	May.....	13 3	12 1
December.....	13 2	10 8	June.....	13 5	12 5
Average depth, June 1879.....				12 4½	
" " " 1880.....				12 8	

### BURLINGTON BAY CANAL.

SUPERINTENDENT'S OFFICE,

ST. CATHARINES, 24th Sept., 1880.

SIR,—I have the honor herewith to transmit my report of the working and condition of the Burlington Bay Canal for the year ended 30th June, 1880.

The canal was closed on the 16th day of December, and opened on the 1st day of April.

The number of vessels that have passed through this canal has increased during the last season.

The canal piers are now being used by a great many steamers as a landing place for the large numbers of pleasure seekers that they convey to the rapidly increasing popular resort known as Burlington Beach.

The reconstruction of the pier that was burnt two years since, and the removal and rebuilding of the other rotten pier on the opposite side of the canal, was commenced in February last and is proceeding satisfactorily.

Next year the remaining portion of the south-east pier will require to be rebuilt and the balance of the north-west pier the following year.

No accident or damage of any consequence has occurred to the works throughout the season.

The traffic across the ferry has at this place increased immensely within a recent period and some other mode of propulsion besides manual labor for the ferry scow will probably become necessary very soon.

The stone filling washed out entirely in many parts of the cribbing I have had recently filled up.

I have found it necessary to do some repairs to the Ferryman's house and outhouses. The other repairs have been very light.

I have the honor to be Sir,

Your obedient servant,

(Signed)

WILLIAM ELLIS,  
Superintendent.

Secretary,  
Department Railways and Canals.  
Ottawa.

## RIDEAU CANAL OFFICE.

OTTAWA, 11th August, 1880.

SIR,—I have the honor to submit my annual report on the works under my charge during the fiscal year ending 30th June, 1880.

Navigation closed at Kingston Mills on the 21st and at Ottawa on the 23rd November 1879. Opened at Ottawa and Kingston Mills on the 27th of April, 1880.

The water levels on the several reaches both ascending and descending were fully maintained, and navigation continued through the season uninterrupted.

The principal repairs executed at the different stations were as follows :—

*Kingston Mills.*

Swing Bridge repaired and general repairs to station.

*Lower Brewer's.*

New swing beams to lock and gravel delivered on dam.

*Upper Brewer's.*

New swing beams delivered and repairs to bulkhead.

*Jones Falls.*

Repairs to by-wash, cleaning gravel out of lower lock, repairs to sill of middle lock.

*Davis's.*

By-wash renewed and general repairs to machinery.

*Chaffey's.*

General repairs to station, new chain blocks.

*Newboro.*

Lower gates repaired.

*Narrows.*

Cleaned out recesses of lock and bolted on mud sill.

*Poonamalie.*

Repairs to masonry of lock wall and cleaning out lock.

*Smith's Falls.*

Gates painted and general repairs to station.

*Old Slys.*

General repairs to works.

*Edmond's.*

General repairs to works.

*Maitland's.*

Repairs to back dam.

*Merrickville.*

Fencing approaches to locks. One new swing beam and general repairs.

*Nicholson's and Clowes.*

General repairs to stations.

*Burritt's.*

Repairs to machinery.

*Beckett's Landing.*

Swing bridge renewed and painted.

*Long Island.*

Repairs to masonry in the man holes of lock.

*Manotick.*

Repairs to bulkhead and gravel delivered for same.

*Black Rapids.*

New swing beams and repairs to by-washes.

*Hartwell's.*

Framing and erecting two pairs of new lock gates.

*Dow's Swamp.*

Gravel and stone delivered on dam.

*Ottawa.*

General repairs to work. Timber delivered for one pair of gates.

An extension of wharf on each side of the Basin 200 feet was built during the winter. The old wall on the north-east side was also taken down and rebuilt with crib-work as well as other repairs to the existing wharves. The extension and the repairs which have greatly facilitated the business in the basin, were much required. The wharf on the west side should also be extended a similar distance of 200 feet.

The works generally are in good working order. The iron ore trade is increasing and is likely to bring a considerable increase of traffic to the canal.

I have the honor to be, Sir,  
Your obedient servant,

FRED. A. WISE,  
*Superintendent Engineer.*

F. BRAUN, Esq.,  
Secretary, Department Railways and Canals.  
Ottawa.

## TRENT CANAL WORKS.

ENGINEER'S OFFICE,

PETERBORO, Nov. 8th, 1880.

SIR,—I have the honor to report on the works under my charge for the fiscal year ended 30th June 1880.

The water levels on the several reaches along the line of navigation from July 1st until October 20th stood at a fair navigable height, from this date to November 5th they rapidly declined, but on letting off the back reservoirs they ascended and reached mean high water mark on December 8th, when navigation closed. On April 7th the several canals and reaches being free of ice navigation opened; the water levels gradually ascended, giving on the upper reaches the highest reading on May 14th, and on the lower reaches the highest on May 20. No freshet occurred, this is in a great measure due to the damming up of the back reservoirs on the feeders, which under careful management the supply therefrom can be always so regulated as to give a minimum depth of 5 feet water on the mitre sills of locks, on the main line of navigation. Of late years, with the exception of one month in the season there has never been less than 5 feet on the locks sills, the variation ranging from 9 ft. 6 in. to 5 ft.—The water that can be held in reserve on the feeders for supply altho' never required before the middle of September exceeds 110,000 acres, and by the erection of properly constructed dams, a 4-foot head can always be stored which will give when required for the main line of navigation a supply of 19,406,400,000 cubic feet. A volume greatly in excess of what can ever be required for navigation purposes.

The number of lockages made at any single lock during the past fiscal year was 1144, the total number of lockages was 1821, of which 667 were for barges of between 200 and 250 tons capacity, and 1154 for steamers, the total tonnage carried amounted to a little over 74,000 tons consisting of products of the forest, agricultural and mineral products and general merchandise.

The works embraced in this navigation consist of locks and canals constructed to connect the several long expansive stretches of navigation that open up the midland portion of Ontario and permeate its most fertile districts, extending as it does in a north-westerly direction from the Bay of Quinte to Lake Huron; it would give, if opened out, the shortest and safest possible water route for barges between Montreal and Lake Huron. There are also some works erected to facilitate the descent of timber, such as slides, dams and booms.

The quantity of timber that passed through the slides for the past year amounted to the following, viz:—

Saw logs.....	490,600 pieces.
Floats.....	6,336 “
Square timber .....	3,000 “
Cedar.....	20,000 “

The following is a description of the works at the several stations along the line of navigation, together with the repairs executed during the past year and also those required.

*Port Perry.*

This is the head of the inland navigation in a south-westerly direction; it is distant from the Bay of Quinte 190 miles. No repairs in new works have been executed here during the past year, but applications have been made to have some snags removed from the channel.

*Lindsay.*

Situate on the river Scugog, a branch of the main line of navigation.

The works here consist of a lock 133 ft.  $\times$  34  $\times$  5 feet water in lower mitre sill. A dam 280 ft. long, 9 ft. high, 30 ft. base; this dam maintains the water

at a navigable height for vessels of 5 feet draught up to Port Perry, a distance of 29 miles.

In the approach to the lock, and at the mouth of the river there are a number of "snags" which require removal and the channel which is tortuous requires straightening up. These slight improvements could be accomplished at no very great cost and would be a great benefit to the navigation. It is also desirable that a small light house should be erected to indicate the mouth of the river, as in the dark nights in the Fall of the year "tows" experience great difficulty in making the river.

The necessity for these improvements has been pointed out to the Hon. the Minister by a deputation of steamboat Captains, during his tour of inspection.

#### *Fenelon Falls.*

This station is situate on the Fenelon river which flows in a south-easterly direction from Cameron's Lake to Sturgeon Lake, and is on the main line of navigation. Here there is a slide for the descent of timber under the control of the Department, 200 feet long and 33 feet wide. A boom 3,090 feet long extending down the river and dividing it into two channels, one being for the passage of timber and the other for the passage of steamboats and barges.

The flooring timbers of the slide require to be renewed, this should be done as soon as possible, as they are not capable of standing another season's "drive." The piers and booms have been over hauled and fixed.

#### *Bobcaygeon.*

The works here consist of a canal 973 feet long, a lock 134 ft.  $\times$  33 ft. built of ashlar masonry, 7'3" lift with a minimum depth of water on lower mitre sill of 5 feet, a swing bridge across the canal 65 feet long, 13 feet wide. A dam 1262 feet long and 6 feet high. This dam was erected for the improvement of the navigation of Sturgeon Lake, and is intended to maintain the level of the lake at such a height, that there may, during the season of low water be at least 5 feet of water on the lower mitre sill of the lock at Lindsay, but in order that this standard depth of navigation may be carried out it is necessary to place slushboards on the dam, to retain as much as possible of the surplus water, pending the construction of the necessary dams on the feeders.

The repairs executed during the past year consisted in repairing the dams and waste weir and cleaning out the canal.

The repairs required, consist of new upper gates for the lock, strengthening the Western dam so as to resist the increased head of water, and planking the floor of the lock, and removing boulders from the channel leading thereto.

#### *Buckhorn.*

The works here consist of a dam 387 feet in length 5 feet high, truss frame. A slide 95 feet long and 33 feet wide with guide booms leading thereto; this dam regulates the water level up to Bobcaygeon Lock.

The repairs executed here, during the past year; consisted in planking the side walls of the slide and supplying new hind lasses for waste weir.

The following repairs required to be executed as soon as possible :

The side piers of waste weir renewed from low water to top: the dam gravelled and guide booms to slide repaired.

The inhabitants of the adjoining townships feel the want of a grist mill here very much, and it would be advisable to give a grant of the surplus water on favorable terms to any enterprising person who would erect one.

I may here state that the race way leading to the saw mill is in a bad state of repair, and the owner should be called upon to have it repaired at once and the leakage stopped.

*Burleigh.*

The works here were erected, for the descent of timber, by the Lumberers some years ago; the dam and slide are in fair repair, but the water weir in the "Big Chute" is in a bad state of repair. It would be advisable for the Department to perform the necessary repairs on the "Big Chute" and charge a small toll on timber passing the station,—such as would give a fair rate of interest on the expenditure.

This would be of great benefit, not alone to the lumberers but to the steamboat navigation.

*Lakefield.*

The dam of this station maintains the navigation up to Young's Point Lock, and as that navigation is altogether dependent on this dam and it being private property, it would be in the interest of the public if the Government were to assume control thereof, and regulate the water, as the present management is injurious to the navigation on the main line. The owner, I am assured, would not offer any unreasonable objection.

*Peterborough.*

I beg again to state that the channel leading to the town wharf is rapidly filling in with saw dust and refuse from the saw mills on the river. The evil is annually increasing and it is absolutely necessary that a dredge should be set to work as early as possible.

The steamboat owners have constructed a wharf and store houses and the Town Council has expended a sum of money in cutting down and improving the street leading thereto, and they sadly complain that this saw dust is not removed from the channel.

The booms and piers on Little Lake under the management of the Department require repairs this coming season before the spring.

*Whitlas Rapids*

The works here consist of a lock 134 ft. by 33 ft. of first class masonry with solid gates; a truss frame dam, 383 feet long consisting of two portions; a wing 323 ft. line and a cross dam 160 ft. long, the average height being about 9 ft. A sluice of 20 ft. wide and 6 ft. deep giving a sectional area of 180 square feet was constructed during the past year, which greatly benefit the navigation, and in the spring admit of such an additional escape for the freshet, as not alone to ease the pressure on the dam and thereby ensure its safety to a great extent, but also by the increased velocity of the current so created helps to draw off the saw dust and mill refuse that has accumulated in the river.

The repairs executed here consisted in cleaning out the lock chamber, repairing sluices in lock gates, planking a portion of the wing dam and repairing the apron of the cross dam.

The repair required consists in enlarging the sluices and the lock gates so as to give despatch in locking through.

Deepening the approach to lock and repairing upper mitre sill.

*Otonabee River.*

The obstructions to navigation in this river known as (1) Yankee Bonnet Shoal, (2) Robinsons Island, (3) Dangerfield, on which I submitted a detailed report in accordance with obstructions conveyed in letter No. 86,449 are being removed.

This station formerly known as Crooks Rapids is situate on the River Trent, 54½ miles above the Bay of Quinte.

The works consist of a lock of 1st class masonry similar in construction to that at Whitla's Rapids and described above.

A canal 610 ft. in length.

A dam 253 ft. in length 7 ft. 6 in. in height, with base of 40 ft.

A slide 97 ft. long, 33 ft. 6 inches wide.

A swing bridge across lock, 680 ft. long and 13 ft. wide and guide piers and booms.

This dam maintains the water level on the reach up to Whitliss Rapids lock, it leaks badly in consequence of the longitudinal sills having never been properly scribed to the bed rock. In accordance with instructions contained in letter No. 3,623 the necessary repairs to this dam are being carried out, and the "bar" composed of bed rock is being removed. When these repairs are executed, a 5 feet navigation will be obtained to Peterboro.

Three of the boom piers have been renewed from low water mark to top. One of the lower gates of lock will have to be raised this "fall" and a new roller fixed on. The sluices in the gates of this lock also require to be enlarged.

#### *Heely's Falls.*

The works here consist of a dam, Truss frame, 488 ft. long and 8 ft high.

A slide 713 ft. long, 33 ft. wide. The dam maintains the water level up to Hasting's lock on which there is at low water a depth of six feet. It requires to be gravelled and resheeted with 2 in. plank.

Two winches for raising stop logs have been supplied for the slide, and the throat of the slide renewed.

#### *Middle Falls.*

The works here were erected exclusively for the descent of timber, they consist of two dams, each about 96 ft. in length; 2 slides, one 455 ft. + 33 ft., the other 60 ft. + 33 ft. A wing dam also of crib work 638 ft. + 8 ft. + 5 ft. extends from the upper dam to an Island near head of the rapids—with guide booms to slide.

In the benefit of the Lumber trade it is desirable that a flat dam should be constructed from the Island at head of rapids to the west bank of river so as to throw a greater depth of water on the slide and retain the water in Crow Bay for flooding over the shallows between Campbellford and Percy boom.

#### *Ranney's Falls.*

These occur about 1 mile below the Town of Campbellford; from the head to the foot of the rapids there is a fall of about 39 ft. 11 in. This water power is about being utilized, an extensive paper factory being in course of erection, which will give employment to a number of hands, and be of great benefit to this already thriving part of the Province.

#### *Chisholm's Rapids.*

This station is 15½ miles above Trenton on the Bay of Quinte; according to survey by N. H. Baird, Esq., C. E. the elevation of the river Trent at this station above the Bay is 116 ft. 5 in. the fall of the Rapids is 8 ft. 8 in.

The works erected here consist of:—

A canal through bed rock 2930 feet in length.

A lock of cut stone masonry 133 ft. × 32 ft. 6 in. between the quoins with about 4 ft. 6 in. of water on lower mitre sill, this can be increased to six feet when the navigation demands it.

The erection of a substantial dam of Widow Harris.'

A dam 715 ft. long truss frame varying from 6 to 7 in height.

A slide 100 ft. long 50 ft. wide with guide booms.

The works are of the very best description of their class.

The lock requires new gates, to make it fit for traffic. A new steamer is to run on this stretch next season.

The dam requires to be gravelled to make it staunch, and keep the water at as uniform a level as possible.

There is a small foundry, grist mill and a saw mill, at work, the motive power being the surplus water from the canal. A paper factory is also in course of erection, which will be driven by the water from the canal.

In conclusion I may state that there seems to be new life and activity along the entire line of this extensive navigation, which is nearly 200 miles in length.

A deputation of gentlemen from Montreal, composed of members of the Harbour Board and Councillors inspected this inland navigation with a view of ascertaining how it would benefit the City of Montreal in having it extended to the Georgian Bay, and expressed themselves as surprised at its extent and the possibility and small amount of work to open it out for a barge navigation of 6 feet draught; in their report they recommend that Government should authorize an accurate survey to be made as soon as possible, to ascertain the amount necessary to extend it to the Georgian Bay.

Appended is a statement giving the number of steamers with their tonnage that at present navigate this line of navigation.

I have the honor to be, Sir,  
Your obedient servant,

THOS. D. BELCHER,  
*Superintending Engineer.*

F. BRAUN, Esquire, Secretary, &c.,  
Department Railways and Canals,  
Ottawa.

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#### ST. PETER'S CANAL.

OTTAWA, 24th November, 1880.

SIR,—I have to report that the work of enlarging the St. Peter's Canal, Cape Breton, was prosecuted satisfactorily during the year.

I may add that early in October last, the works were in so forward a state, that the canal was opened for traffic. The final completion will not take place until the end of 1880.

I have the honor to be, Sir,  
Your obedient servant,

(Signed) HENRY F. PERLEY,  
*Engineer in charge.*

F. BRAUN, Esq.,  
Secretary, Railways and Canals.



APPENDIX No. 10.  

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## GENERAL STATEMENT SHOWING

- 1st. Water Power and other Public Property leased on Canals and Railways, during the Fiscal Year ending 30th June, 1880.
- 2nd. Property purchased by the Department of Public Works (now Department of Railways and Canals) for the Dominion Railways and Canals, and Property sold by the same Department, as not being required for said Railways and Canals, during the Fiscal Year ending 30th June, 1880.

GENERAL STATE

10.—Water Power and other Public Property leased on Canals,

Date.	Term of Lease.	Lessees	Property Leased.	For what purpose used.
<i>Rideau Canal.</i>				
July 7, 1879	Pleasure of Government.	Sam. Mulligan .....	Part of Canal reserve, lot 3, S. E. of basin, Ottawa.	Storing Coal.....
Nov. 12, "	do	Robt. McCloy .....	Part of Canal reserve, sub-lots 34, 35 of lot K, Conc. C, Nepean.	Gardening.....
Dec. 2, "	do	Smith's Falls Curling Club.	Part of Canal reserve on lot 1, in 4th Concession Elmsley at Smith Falls.	To build a curling rink.
Oct. 18, "	do	Temporal Committee of St. Andrews Church.	Part of Canal reserve, sub-lease to Wm. Slattery of part of lot H, Conc C, Nepean, etc., etc...	Farming.....
June 25, 1880	do	Francis Abbott.....	Part of Canal reserve, ½ acre of lot 40, 1st Concession, Nepean..	do .....
<i>Chambly Canal.</i>				
May 26, "	do	Catelli Brothers.....	Triangular lot at Chambly Basin, near lock 7.	.....
<i>Intercolonial Railway.</i>				
July 2, 1879	5 years.....	Peter Mowat.....	To lay down a 1-inch pipe to connect his salmon freezing establishment at Campbellton, with Intercolonial Railway Water Works.	Water supply.....
May 15, 1880	.....	Nova Scotia Sugar Refinery Company (Limited.)	Government to construct a siding from Railway to their factory at Richmond.	Traffic.....
June 28, "	.....	Moncton Sugar Refining Co.	do do at Moncton.	do .....
<i>Lachine Canal.</i>				
July 22, 1879	Pleasure of Government.	St. Lawrence Sugar Refining Co.	To lay down a 10-inch pipe from their factory to S. W. corner of basin No. 1, <i>visà</i> Queen Street, Montreal.	Water supply.....
<i>Galops Canal.</i>				
July 23, "	do	Jos. C. Irvine.....	Part of lot 6 in 1st Concession, Edwardsburg.	Ornamental grounds.
<i>Welland Canal.</i>				
July 8, "	21 years re-newable .....	John Battle.....	Mill lot near Keefer's mill race, lock 25, Thorold.	Cement and Plaster Mills.
July 8, "	Pleasure of Government.	do .....	Lot near Keefer's Mill race, to build platform, lock 25, Thorold.	Coal and wood yard.
Oct. 29, "	do	Jos. C. & James Gillespie, jr.	Part of lots 14 in 6 Conc. and 14 in 7 Conc., Grantham lock 5, St. Catherine's, Old Canal.....	Lumber yard.....

MENT SHOWING :

Railways, etc., during the Fiscal Year ending 30th June, 1880.

Amount of water power leased.	Area of property leased.	Date from which lease is reckoned.	Annual rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When payable each year.	When first instalment was payable.	
.....	66x99	July 1, 1879	60 00	60 00	July 1.....	On delivery of lease.	
.....		Nov. 1, 1879	2 00	2 00	Nov. 1.....	Nov. 1, 1879	
.....	160x40	do	1 00	1 00	do .....	do	
.....	A. R. P. 2 1 12 <sup>3</sup> / <sub>10</sub>	April 1, 1879	7 00	3 50	Oct. 1, April 1.	Oct. 1, 1879	Assented to 22nd January, 1880, by Min. of R and C. as to part held from Govt. under lease of 23rd July, 1877.
.....	1/4 acre .....	July 1, 1880	2 00	2 00	July 1.....	On delivery of lease.	
.....	feet 65x60x100	May 1, 1880	20 00	20 00	May 1 .....	May 1, 1880	This cancels lease to S. Howlett.
Through 1-inch pipe.		July 2, 1879	50 00	25 00	Dec. 1, June 1.	Not stated...	
.....							Co. to pay all charges, damages if any, &c.
.....							do do
Through 10-inch pipe.		July 1, 1879	100 00	100 00	July 1.....	July 1, 1879	
.....	feet 563x93 56x87	July 1, 1879	5 00	5 00	July 1.....	On delivery of lease.	
1 run or 10 horse power.	1/4 acre.....	April 1, 1873	40 00	80 00	Jan. 1, July 1.	July 1, 1873	Renews lease, No.2,510.
.....	1/4 acre.....	July 1, 1879	25 00	25 00	July 1.....	July 1, 1879	
.....	1 1/2 acre.....	Oct. 1, 1879	75 00	75 00	Oct. 1.....	Oct. 1, 1879	

## 10.—Water Power and other Public Property

Date.	Term of Lease.	Lessees.	Property Leased.	For what purpose used.
Oct. 1, 1879	21 years renewable .....	John Riordon.....	<p style="text-align: center;"><i>Welland Canal—Concluded.</i></p> Part of lot 11 in 10th Concession, Grantham at locks 16, 18, 19 and 21, Merritton.	For his paper mills.
Feb. 11, 1880	do	John Battle.....	Part of lot 17, Thorold, between locks 14 and 25.	Cement mill.....
Sept. 4, 1879	Pleasure of Government.	James Anderson.....	<p style="text-align: center;"><i>Beauharnois Canal.</i></p> To build wharf and shed on basin, Valleyfield, Beauharnois Canal.	Storage of grain &c.
Aug. 23, 1879	do	Hilaire Larocque.....	To build wharf and shed on Canal, Ste. Cécile, Beauharnois Canal.	do
Jan. 8, 1880	do	Chas. E. Wilson .....	To build shed on river basin, Valleyfield, Beauharnois Canal.	Coal shed.....

leased on Canals, Railways, etc.

Amount of water power leased.	Area of property leased.	Date from which lease is reckoned.	Annual rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When payable each year.	When first instalment was payable.	
Suffic'nt water for mills to be erected within 5 years.		July 1, 1879.	240 00	120 00	Jan. 1, July 1.	Jan. 1, 1880.	
20 horse power.		April 18, '79	120 00	60 00	do	{ July 1, '79 \$24.00, Jan. 1, '80 \$60.00, &c. half'arly.	
.....	100x66 ft.	July 1, 1879	23 00	23 00	July 1.....	July 1, 1879	
.....	140x30 ft.	Aug. 1, 1879	20 00	20 00	May 1.....	May 1, 1879	
.....	75 ft. wide	Nov. 1, 1879	20 00	20 00	Nov. 2.....	On delivery of lease.	

2nd.—Property purchased by the Department of Railways and Canals and Property sold by the same Department as not being required for the Railways and Canals, during the fiscal year ending 30th June, 1880.

Date of signature.	Vendors.	Purchasers.	Property purchased or sold, &c., &c.	For what purpose used.	Area of land.	Price of sale.	Remarks.
April 8, 1880	Peter Lynch & others	Her Majesty.	Procès-verbal of C. E. Michaud, P. L. S., establishing boundaries of land taken for Dyke at Hungry Bay in Catharinetown.....	Beauharnois Canal	40 ft. each side of centre line whole length.	Free ..	Taken by Govt. in 1855 with consent of Agents of the Seigneur of Beauharnois, to construct a Dyke, with release for damages.  This area had been included by mistake in the deed from J. T. Wood to Her Maj., 5th Nov. 1874. Lessee, reserved \$330. Notice.
Jan. 14, 1880	John W. Brown et ux.	"	Part of lot W 4.5 in 1st Concession, Osnabruck taken in 1843.....	Cornwall Canal....	3a. Ir. 17p.	232 40	
April 20, 1880	Gabriel Lemieux.....	"	Tender to him for part of his land (6 & 7) Chaudiere curve.....	Intercolonial Ry.....	1.824 arp. 40 ft. each lot	319 20 1 00	
May 3, 1880	Her Majesty.....	J. J. Wood..	Part of lots 23 to 35 Victoria St., Halifax.....	"	"	"	
July 18, 1879	McCauvran & Tucker	Her Majesty.	Receipt for buildings and fixtures on Ostell's Island taken for canal.....	Lachine Canal.....	"	10,210 35	
Nov. 11, 1879	Western Counties Railway Co.....	"	To give up possession to Government of Windsor Branch, N.S.....	Intercolonial Ry.....	"	"	
July 2, 1878	Luke O'Reilly.....	"	Release, damages to lots 1 and 2 in 10th Concession, Loughboro.....	Rideau Canal.....	"	385 00	
Sept. 2, 1879	Joseph Donovan.....	"	Release, damages to lots 17 and 19 in 2nd Concession, Bastard.....	"	"	120 00 300 00	
Mar. 8, 1880	John Branigan.....	"	Deed of part of quarry lot 35 in 4th Con. Kingston	Pembina Branch, C. P. R.....	1 acre.....	90 65	
Sept. 23, 1878	College St. Boniface.....	"	Lots 72 & 73 St. Boniface No. 3, County of Selkirk	"	1-29 acre } 1-31 " } 1-75 " }	142 00	
May 2, 1879	Hon. Jos. E. Cauchon	"	“ 68, 69 & 70 “ 5, 6, 7, “	“	{ 0-44 “ } { 1-21 “ } { 0-65 “ } { 0-80 “ } { 1-03 “ } { 0-51 “ } { 1-55 “ } { 2-07 “ } { 1-55 “ } { 1-08 “ }	3 25 4 00 40 15 9 79 10 35 2 75 27 00	
Sept. 28, 1878	John Polson et ux.....	"	“ 50 St. John	“	“	“	
Oct. 11, “	George Bannerman.....	"	“ 48 “	“	“	“	
Sept. 27, “	Alex. McPherson et ux	"	“ 97 Kildonan	“	“	“	
Sept. 28, “	Daniel Hamilton et ux	"	“ 95, 97 —	“	“	“	
Sept. 27, “	Angus Polson et ux....	"	“ 94 “	“	“	“	
Sept. 30, “	Alex. Munroe et ux....	"	“ 90 “	“	“	“	
Oct. 31, “	Alex. Bannerman et ux	"	“ 87 “	“	“	“	

Sept. 30, "	Hon. John Sutherland et ux.....	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	2-58	"	"	46 44
Oct. 1, "	Rev. John Grisdale ..	"	"	"	"	26,	"	"	"	"	"	"	"	"	"	"	"	0 51	"	"	2 04
" 24, "	Rev. S. Pritchard....	"	"	"	"	32,	"	"	"	"	"	"	"	"	"	"	"	{ 0-51	"	"	94 48
Sept. 23, "	James Inkster et ux..	"	"	"	St. Paul	—	"	"	"	"	"	"	"	"	"	"	"	{ 0-51	"	"	2 04
Oct. 7, "	Jacob Kauffman et ux	"	"	"	Kildonan	39,	"	"	"	"	"	"	"	"	"	"	"	{ 0-51	"	"	10 30
" "	do	"	"	"	"	46,	"	"	"	"	"	"	"	"	"	"	"	1-03	"	"	5 20
Nov. 11, "	Rev. Alex Mathieson	"	"	"	"	49,	"	"	"	"	"	"	"	"	"	"	"	0-52	"	"	20 90
" 12, "	Rev. S. Pritchard &	"	"	"	"	53,	"	"	"	"	"	"	"	"	"	"	"	2-09	"	"	
" 15, "	J. C. Forbes.....	"	"	"	"	—	"	"	"	"	"	"	"	"	"	"	"	1-54	"	"	12 32
Oct. 8, "	Gilbert Hackland....	"	"	"	"	58,	"	"	"	"	"	"	"	"	"	"	"	1-29	"	"	32 99
" 19, "	Angus Henderson	"	"	"	"	—	"	"	"	"	"	"	"	"	"	"	"	1-86	"	"	61 16
" 5, "	J. J. McRea.....	"	"	"	"	61,	"	"	"	"	"	"	"	"	"	"	"	1-11	"	"	36 66
" 10, "	Wm. Henderson et ux	"	"	"	"	63,	"	"	"	"	"	"	"	"	"	"	"	1-40	"	"	36 80
" 23, "	John J. McRea.....	"	"	"	"	66,	"	"	"	"	"	"	"	"	"	"	"	1-51	"	"	18 12
" 10, "	Donald McIver.....	"	"	"	"	67,	"	"	"	"	"	"	"	"	"	"	"	2-25	"	"	27 12
" 7, "	Peter Henderson.....	"	"	"	"	65,	"	"	"	"	"	"	"	"	"	"	"	0-75	"	"	59 00
" 22, "	John Geddes.....	"	"	"	"	69,	"	"	"	"	"	"	"	"	"	"	"	{ crops	"	"	{ 69 76
" 18, "	John Henderson.....	"	"	"	"	—	"	"	"	"	"	"	"	"	"	"	"	{ 1-26	"	"	{ 10 94
Mar. 16, 1880	Donald Cumming....	"	"	"	St. Paul	—	"	"	"	"	"	"	"	"	"	"	"	1-51	"	"	39 08
Oct. 22, 1878	Robert Mulholland...	"	"	"	"	74,	"	"	"	"	"	"	"	"	"	"	"	{ crops	"	"	12 00
" " "	Archibald Pritchard..	"	"	"	"	78,	"	"	"	"	"	"	"	"	"	"	"	{ 2-04	"	"	36 45
" " "	Chas. Haywood.....	"	"	"	"	—	"	"	"	"	"	"	"	"	"	"	"	0-75	"	"	66 33
" " "	James Knight.....	"	"	"	"	88,	"	"	"	"	"	"	"	"	"	"	"	{ 1-01	"	"	{ 38 99
Nov. 2, "	Felix Bone.....	"	"	"	"	89,	"	"	"	"	"	"	"	"	"	"	"	{ crops	"	"	{ 17 98
Oct. 24, "	Peter Fiddler.....	"	"	"	106 s. pt.	—	"	"	"	"	"	"	"	"	"	"	"	1-01	"	"	{ 11 60
" " "	Thomas Bird.....	"	"	"	"	93,	"	"	"	"	"	"	"	"	"	"	"	{ crops	"	"	{ 4 06
Nov. 2, "	Margaret, widow of Wm. Bunn.....	"	"	"	"	94,	"	"	"	"	"	"	"	"	"	"	"	0-52	"	"	2 08
Oct. 31, "	Henry Joachim.....	"	"	"	"	101,	"	"	"	"	"	"	"	"	"	"	"	1-04	"	"	4 16
Oct. 28, 1878	John Sutherland, farmer.....	"	"	"	Her Majesty, Lot 93, St. Paul, No. 106, County of Selkirk C. P. R.....	—	"	"	"	"	"	"	"	"	"	"	"	0-75	"	"	3 00
Nov. 2, "	Caroline Ann, wife of Wm. L. Loucks.	"	"	"	"	89	"	"	"	"	"	"	"	"	"	"	"	3-43	"	"	20 56
Oct. 29, "	Wm. Work.....	"	"	"	"	88	"	"	"	"	"	"	"	"	"	"	"	4-19	"	"	41 90
" " "	Peter Flett.....	"	"	"	"	87	"	"	"	"	"	"	"	"	"	"	"	2-02	"	"	20 20
Nov. 12, "	E. Adhemar.....	"	"	"	"	110,	"	"	"	"	"	"	"	"	"	"	"	2-00	"	"	40 00
		"	"	"	"	111,	"	"	"	"	"	"	"	"	"	"	"	2-00	"	"	20 00
		"	"	"	"	112,	"	"	"	"	"	"	"	"	"	"	"	1-22	"	"	12 20
		"	"	"	"	Receipt, damage to crops lots 105, 106, 107, St. Clemen.....	"	"	"	"	"	"	"	"	"	"	"	2-36	"	"	24 36

2nd.—Property purchased by the Department of Railways and Canals and Property sold, &c.—Concluded.

Date of Signature.	Vendors.	Purchasers.	Property purchased or sold, &c., &c.	For what purpose used.	Area of land.	Price of sale.	Remarks.
Nov. 25, 1878	Philip Harper .....	"	Receipt, damage to crops lots N. E. $\frac{1}{2}$ sec. 8, T. 13, R. 5, East.....	"	.....	27 26	In year 1877.
Oct. 24, "	Benj. Froom.....	"	" " " 42, Kiidonan.....	"	.....	17 40	"
" 10, "	Josiah Adams & Jas. McLachlan, leasees	"	" " " 72 & 73, St. Boniface R. 5, East.....	"	.....	8 29	"
Nov. 15, "	Robt. Cox.....	"	" " " N. W. $\frac{1}{2}$ sec. 5, T. 13, R. 5, East.....	"	.....	15 08	"
" 17, "	J. J. Chandler.....	"	" " " 114 & 115, St. Paul. East— $\frac{1}{2}$ of S. W. $\frac{1}{2}$ sec. 8, T. 13, R. 2, and N. A. & S. E. of legal sub-division 13, 14 of sec. 23, T. 13, Range 2, E.....	"	.....	11 27	"
Feb. 28, 1880	Albert Monkman.....	"	Deed N. W. $\frac{1}{2}$ of S. W. $\frac{1}{2}$ sec. 8, T. 13, R. 2, East— $\frac{1}{2}$ of S. W. $\frac{1}{2}$ sec. 8, T. 13, R. 2, and N. A. & S. E. of legal sub-division 13, 14 of sec. 23, T. 13, Range 2, E.....	"	.....	4,000 00	"
July 8, 1878	Jos. McGovern.....	"	Release for damages by Dunnville Dam to lot No. 1, S. of Chippawa St. Cayuga.....	Welland Canal damages.....	.....	25 00	"
Aug. 6, 1879	R. H. Kirkpatrick.....	"	Release for damages by Dunnville Dam to lot No. 3, Village of Dunnville.....	Welland Canal enlargement.....	.....	2,000 00	"
Oct. 3, "	Geo. Schurr <i>et ux</i> .....	"	Part lot 26 in 4th Concession, Humberstone.....	"	10-72 acres..	643 20	"
Sept. 30, "	Oscar Uppet <i>et ux</i> .....	"	" " " 96, Thorold, viz: lot 2, Allanburg North St. and Holland Road.....	"	0-33 "	500 00	"
Oct. 10, "	Cath. Neff <i>et ux</i> .....	"	" " " 28 in 2nd Conc. Humberstone.....	"	0-50 "	500 09	"
" 3, "	Wm. Uppet <i>et ux</i> .....	"	" " " 96, Thorold, viz: lot 5, Allanburg North St. and Holland Road.....	"	0-38 "	500 00	"
Nov. 1, "	Peter Haver <i>et ux</i> .....	"	" " " 14 and 13, Thorold.....	"	2 21 "	420 00	"
" 21, "	Elisha Turry <i>et ux</i> .....	"	" " " 27 in 2nd Conc. Humberstone near Petersburg.....	"	0 26 "	100 00	"
Dec. 19, "	A. Schwallier.....	"	Release for throwing earth on lot 15 or A-B, Thorold.....	"	.....	300 00	"
" 29, "	Matthew Brown <i>et ux</i> .....	"	Part lot 15, or { C. 4, 5, N. Albert St., Thorold } Thorold, or { 3, 4, 5, S. " " }.....	"	{ 1 10 " } { 0-50 " } { 4-75 " }	10,950 00	Release from R. B. McPherson administrator of estate J. Brown, 29th Dec., 1879, and report of Master in Chancery, 30th Oct. 1879.
Feb. 16, 1880	Wm. Toyne.....	"	Release damages by flooding part lot 27 in 6th Concession, Crowland.....	"	0-70 "	50 00	"
" 14, "	A. Williams <i>et ux</i> .....	"	Deed to Government of part lot 26 in 6th Con., Crowland.....	"	{ 1-94 " } { 4-36 " }	2,362 50	"
Dec. 29, 1879	S. D. Woodruff <i>et ux</i> .....	"	" " " 21 in 1st Con., Grantham.....	"	3 "	250 00	"
Mar. 9, 1880	Wm. Mellanby <i>et ux</i> .....	"	" " " 26 in 2nd " Humberstone	"	1-83 "	345 15	"



" 9, "	do	"	"	"	"	"	0.65 "	122 63
" 9, "	do	"	"	"	"	"	13 01 "	2,463 47
" 25, "	Aaron Higgins	"	"	"	"	"	4.00 "	150 00
" 25, "	Wm. Higgins & widow	"	"	"	"	"	6 1/2 ac. 33 rds.	300 00
April 13, "	Sarah Higgins	"	"	"	"	"	"	75 90
" 9, "	Thomas Wilson	"	"	"	"	"	"	950 00
" 24, "	J. P. Merritt	"	"	"	"	"	"	215 00
"	Walter Ekins et ux. & Union Loan and Savings Co.	"	"	"	"	"	0.35 acre.	230 00
May 8, "	Trustees School, section No. 2, Thorold	"	"	"	"	"	"	100 00
April 30, "	Rev. T. Buller, Bishop of Niagara	"	"	"	"	"	"	60 00
May 19, "	R. Smith & B. King	"	"	"	"	"	"	

A. FISSIAULT.

OTTAWA, 28th September, 1880.

APPENDIX No. 11

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DEPARTMENT OF RAILWAYS AND CANALS,

1ST OCTOBER, 1880.

SIR,—I beg to transmit herewith a statement the claims referred to and arbitrated or reported upon, by the Official Arbitrators in connection with the Department of Railways and Canals, during the fiscal year ended 30th June, 1880.

I have the honor to be, Sir,

Your obedient servant,

F. H. ENNIS,

*Secretary.*

F. BRAUN, Esq., Secretary,

Department of Railways and Canals,

Ottawa.

STATEMENT of claims referred, and arbitrated or reported upon, by the Official Arbitrators, in connection with the Department of Railways and Canals; during the Fiscal Year ended 30th June, 1880.

Claimant.	Nature of Claim.	When referred.	Whether referred to one or more Arbitrators.	Whether referred for award under Act 31 Vict., c. 12, or for report under Act 41 Vict., c. 8.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
Joseph Hamilton.....	Intercolonial Railway—contract for building wharf at Pictou.....	1878. Oct.	One arbitrator	Report.	\$ 8,000 00	\$ cis.	1879.	
J. B. Chamberlain.....	Intercolonial R'y—land taken.....	Nov.	do	do	1,000 00	Nil.	Nov.	
C. & C. Ouellette.....	do damage by water.	do	do	do	300 00	Nil.	do	
U. Martin.....	do water cut off, etc.	do	do	do	100 00	Nil.	do	
Geo. Duncan.....	do land taken, etc.	do	do	do	3,925 10	1,035 00	do	
Geo. Campbell, Jr.....	do land damages.....	do	do	do	200 00	Nil.	do	
J. B. McNutt.....	do building flooded..	do	do	do	890 00	.....	do	The report made is a preliminary one.
P. Dumont.....	do land damage.....	do	do	do	772 00	65 00	do	
Jean Rousseau.....	do damage by water.	do	do	do	150 00	Nil.	do	
Jules Tessier.....	do water cut off mill.	do	do	do	150 00	.....	do	Claim abandoned.
Alex. St. Laurent.....	do damage by water.	do	do	do	400 00	Nil.	do	
G. W. Barbotomew.....	do land damage.....	do	do	do	400 00	Nil.	do	
Donald Smith.....	do do	do	do	do	500 00	.....	do	Claim abandoned.
T. Beaulieu.....	do land taken, etc....	do	do	do	68 00	68 00	do	
Pierre Côté.....	do do	do	do	do	150 00	Nil.	do	
Alex. Forbes.....	do erect'g of fencing	1879. Jan.	do	do	4,172 48	657 95	Feb.	This claim was first referred to one Arbitrator for enquiry and report under Act 41 Vic, c. 8. The Arbitrator reported on the 28th February, 1879, recommending the payment to claimant of \$657 95, in full settlement. The amount was offered to Mr. Forbes, who refused to accept it in full settlement. The case was then referred to the whole Board for enquiry and award under Act 31 Vic, c. 12.

STATEMENT of claims referred to and arbitrated or reported upon by the Official Arbitrators &c.—Continued.

Claimant.	Nature of claim.	When referred.	Whether referred to one or more Arbitrators.	Whether referred for award under Act 31 V., c. 12, or for report under Act 41 V., c. 8.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
J. & T. Williston..... Thomas Nihan.....	Intercolonial R'y—loss of fish ..... Welland Canal—land taken for enlargement.....	1879. Feb.	7 One arbitrator	Report.	\$ cts. 184 93	.....	.....	Claimant failed to appear when called.
Arr. Brownson..... T. De Yonghe..... John Bradley.....	do do do	do do do	do do do	Award.	1,539 00	.....	.....	Claim withdrawn.
Goulon Bros..... Henry Clark..... J. B. Dumont.....	do Intercolonial R'y—loss of property, damage by accumulation of snow. do	do April do	do One arbitrator do	do Report. do	240 00 150 00 not stated.	.....	.....	Claimant failed to appear when called.
Joseph Lavoie..... Sylvain Lavoie..... Bruno D'Anjou.....	do do do	do April do	do do do	do do do	1,000 00	Nil.	Nov. 3 do 1880.	Claim withdrawn.
Estate of late G. Moffatt	do receiving and transporting rails.	do	do	do	6,168 54	4,857 15	April 5	
A. Johnson & Co.....	do contract for engine-house, Truro.	May 10	do	do	2,575 48	2,575 48	June 28	
D. McPherson.....	do damage by extension of Railway, from Richmond Depot to North Street, Halifax	May 30	Whole Board.	Award.	6,000 00 (also 1,200 per year.) 11,500 00	.....	.....	
Mrs. D. Macdonnell.....	Cornwall Canal—land taken for enlargement.....	May 31	do	do	.....	.....	.....	This case at first hearing was tried by two Arbitrators, who awarded \$3,000. Mrs. Macdonnell refused the amount and appealed to the whole Board from that decision.

Name	Description	Date	Arbitrator	Report	Amount	Notes
F. J. Barnard	Canada Pacific R'y—contract for construction of Telegraph line	June	One arbitrator	Report	227,359 00	Feb. 23 The Arbitrator has reported facts without recommendations.
E. Wilgress	Lachine Canal—land expropriated	June	Whole Board	Award	16,200 00	Jan. 31 This claim has already been acquired into, and awarded on by the Arbitrators. It was referred again for the purpose of having the award already made reconsidered on the evidence adduced at first hearing.
Heir of P. Jackson	do do	do	do	do	8,495 80	do do
F. X. Jarry	do do	do	do	do	2,981 76	do do
J. S. Brookfield	Intercolonial R'y—land taken at Salisbury, N.B.	June	do	do	200 00	do do
Mrs. Matilda Bilton	Burlington Canal—Loss of a span of horses	June	One arbitrator	Report	300 00	do do
W. S. Hamilton	Dismissal as Station Master at Brookfield	June	do	do	460 46	do do
D. McCallum	Welland Canal—damage to sch. "Upper"	June	do	do	Not stated	do do
The Anchor Marine Insurance Co'y	do damage to cargoes of vessels "Jeannie Graham" and "St. Andrews"	June	do	do	do	do do
Capt. James Dick	Contract for building steamer for the Red River Route	July	do	do	3,468 28	do do
Michael Paquet	Prince Edward Island R'y—land expropriated	July	Whole Board	Award	1,500 00	Feb. 21 On demand of claimant, hearing of case postponed <i>ad dte.</i>
John Berryman	Welland Canal—land expropriated	July	do	do	Not stated	do do
W. McIlwain	do damage to schooner "St. Andrews"	Aug.	One arbitrator	Report	do	do do
Mrs. C. S. Beaton	Prince Edward Island R'y—land expropriated	Sept.	Whole board	Award	7,500 00	Feb. 21 1879.
Hugh McDonald	Cornwall Canal—land taken for enlargement	Sept.	do	do	7,500 00	do do
J. W. McCurdie	Intercolonial R'y—loss of a cow	Sept.	One arbitrator	Report	Nil.	Nov. 3
J. Duncan	do land damage	Sept.	do	do	1,005 00	do do
J. E. Foster	do loss of a horse	Sept.	do	do	150 00	do do
T. P. Freeman	do land damages	Sept.	do	do	135 00	do do
G. A. Girouard	do contract for sleepers	Sept.	do	do	6,450 66	do do

STATEMENT of claims referred to and arbitrated or reported upon by the Official Arbitrators, &c.—Continued.

Claimant.	Nature of claim.	When referred.	Whether referred to one or more Arbitrators.	Whether referred for award under Act 31 V., c. 13, or for report under Act 41 V., c. 8.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
Marcel Lebel.....	Intercolonial R'y—horse killed.....	1879. Sept. 10	One arbitrator	Report..	\$ cts. 100 00	Nil.	do	
Augustin Lepage.....	do contract, repairs to snowshed, Ste. Flavie	Sept. 10	do	do	440 00	440 00	do	
R. Stevenson.....	do land damage.....	Sept. 12	do	do	800 00	150 00	do	
Rev. D. F. Macdonald								
as Trustee for St								
Mary's Church.....	P. E. Island R'y—land expropriated	Oct. do	Whole board..	Award..	1,362 87	1,476 87	Feb. 21 1880.	
α P. A. McIntyre	do do	Oct. do	do	do	500 00	350 00	do	
Mrs. Stark.....	Intercolonial R'y—barn burned.....	Oct. do	One arbitrator	Report..	340 00	Nil.	April 12	
Silas Clarke.....	do for loss of hay.....	Nov. do	do	do	246 36	do	April 13	
Jerome Gagnon.....	do loss of water supply	do do	do	do	150 00	.....	.....	
Abraham Thiberge.....	do do	do do	do	do	100 00	.....	.....	
Irénée Caron.....	do do	do do	do	do	100 00	.....	.....	
William Morrice.....	do land damages.....	do do	do	do	300 00	.....	.....	
T. B. Smith.....	do fencing done on sec. 12.....	do do	do	do	8,538 96	2,595 90	March 24	
E. Rioux.....	do land damages.....	Dec. do	do	do	Net stated	.....	.....	
S. Woodruff.....	Welland Canal, do	Dec. 19	Whole board..	Award..	do	.....	.....	
M. Frenette.....	Intercolonial R'y, do	1880. Jan. do	One arbitrator	Report..	do	.....	.....	
I. M. Doucet.....	do do	do do	do	do	do	.....	.....	
F. Melançon.....	do do	do do	do	do	do	.....	.....	
J. S. Doucet.....	do do	do do	do	do	do	.....	.....	
L. Boudreau.....	do do	do do	do	do	do	.....	.....	
D. Bégin.....	do do	Jan. do	do	do	500 00	.....	.....	
Stephen Beatty.....	Welland Canal—loss of water supply.....	Jan. 15	do	do	1,000 00	700 00	with interest... May 14	
J. W. Johnston.....	do damage to property.....	Jan. 28	do	do	Not stated	.....	.....	
Mrs. Eliz. Holditch.....	do do turnpike road, traffic cut off.....	do do	do	do	do	.....	.....	



APPENDIX No. 12

TABLE of distances of stations between the Cities of Ottawa and Kingston:—

No. of Station.	Name of Station.	Distance from Ottawa.	Locks.		Dams.		Length of Artificial Canal at each Station, in miles.		
			No.	Lift at Low Water.	No.	Length.		Height.	
			Miles.	Ft.	In.	Feet.		Feet.	
1	Ottawa .....	0	8	82	0	3	230	18	4 00
2	Hartwell's.....	4½	2	22	0	.....	1,320	33	
3	Hogsback .....	5½	2	13	6	1	1,618	14	
4	Black Rapids .....	9½	1	10	0	1	300	12	0.13
5	Long Island.....	14½	3	27	0	3	850	68	0.13
6	Burritt's.....	40½	1	10	6	1	240	14	1.50
7	Nicholson .....	43½	2	15	2	1	500	9	0.50
8	Clowes .....	44½	1	10	6	1	48	16	0.05
9	Merrickville .....	46½	3	25	0	1	150	6	0.33
10	Maitland .....	55	1	4	9	1	270	8	0.13
11	Edmunds .....	59½	1	10	10	1	343	8	0.06
12	Old Slys.....	60½	2	15	6	1	250	20	0.25
13	Smith's Falls.....	61½	4	33	9	2	600	24	0.13
14	First Rapids or Poonamalie.....	64	1	7	9	1	260	5	1.25
15	Narrows.....	83½	1	4	0	1	600	9	0.66
Total rise at low water.....				292	3				
				Fall.					
16	Isthmus.....	87½	1	4	0	.....	.....	.....	1.25
17	Chaffey's.....	92	1	12	6	.....	.....	.....	0.13
18	Davis.....	94½	1	9	0	1	300	15	0.66
19	Jones' Falls.....	97½	4	60	0	1	300	60	0.25
20	Brewer's Upper Mills.....	108½	2	19	0	1	200	20	1.75
21	do Lower Mills .....	110	1	14	2	1	200	12	4.25
22	Kingston Mills.....	120½	4	46	8	1	6,042	14	0.25
23	Kingston .....	126½	.....	.....	.....	.....	.....	.....	.....
Total fall at low water.....				165	4				
Total .....			47	.....	.....	24	15,472	.....	16.46



## APPENDIX No. 13.

TABLE showing the dates of the closing of Canals in the Autumn of 1879 and of the opening in the Spring of 1880.

Canals.	Closing.	Opening.
Lachine Canal.....	December 4th, 1879.	April 25th, 1880.
Beauharnois Canal.....	do 2nd	do 20th
Cornwall Canal.....	do 9th	do 26th
Williamsburg Canals.....	do 9th	do 20th
Welland Canal—		
Port Maitland to Port Dalhousie.....	do 5th	do 16th
Welland Junction to Port Colborne.....	do 5th	May 1st
Burlington Bay Canal.....	do 16th	April 1st
St. Anne's Lock and Dam.....	do 3rd	do 24th
Carillon Canal.....	November 24th	do 24th
Grenville Canal.....	do 24th	do 24th
Culbute Lock and Dam.....	do 20th	do 15th
Chute à Blondeau Canal.....	do 24th	do 29th
Rideau { Kingston Mills.....	do 21st	do 27th
Ottawa.....	do 23rd	do 27th
St. Ours' Lock.....	do 24th	do 7th
Chambly Canal.....	December 6th	do 20th
Erie Canal (New York).....	December 6th	do 20th
St. Peter's Canal (Cape Breton).....	Closed June, 1876.	.....
Trent Canal Works.....	December 8th, 1879.	April 7th

## APPENDIX No. 14

## REPORT ON LOCATION SURVEYS IN THE NORTH-WEST TERRITORY.

## CANADIAN PACIFIC RAILWAY.

OTTAWA, 3rd January, 1881.

MY DEAR SIR,—I have the honor to submit a Report on the surveys made during the past season for the location of the Canadian Pacific Railway in the North-West Territories.

The object of these surveys was to find the shortest line compatible with economy in construction, and having in view its passing through, or conveniently near, the greatest extent of land fit for settlement.

During the season of 1879 a general examination of the country was made from Red River westward to the south branch of the River Saskatchewan, and transversely from the Rivers Assiniboine and Qu'Appelle, on the south, to Lake Manitoba, the Riding and Duck Mountains, and the main stream of the Saskatchewan on the north.

A location survey was made from Red River through the Province of Manitoba, intersecting its western boundary near the 4th Base Line of the Dominion lands surveys; and a contract (No. 48) was entered into for the construction of this section of the railway, called the First 100 miles west of Red River. If this line were extended due west about 20 miles, thence on a north-westerly course to touch the south end of Shoal Lake, cross the Assiniboine near the mouth of Shell River, the Whitesand near its intersection with the 8th Base Line, and pass a little to the north of Fishing Lake, it would intersect the telegraph line nearly due north of Little Quill Lake.

This is the theoretical line for the railway, which, following very near the centre of the rich agricultural belt above defined, it is believed, would afford the greatest facilities for its settlement at the least cost of construction; for, as the distance to the outside settlements on either side of the line, at least as far as Shell River, would be under 30 miles, no branch lines would be needed for some years, and when required they could be constructed at very small cost.

This line crosses, nearly at right angles, the deep valleys of the Little Saskatchewan, the Birdtail and the Assiniboine. Hitherto no practicable line had been found across the two latter, but in 1877 a fair crossing of the Little Saskatchewan had been found about 7 miles south of the theoretical line and about 2 miles below the site on which the town plot of Rapid City has since been laid out.

Therefore, in 1879, a line was projected and surveyed from a point on the western boundary of Manitoba a little north of the 4th Base Line to this crossing of the Little Saskatchewan, thence eastward to a point on the Assiniboine, below the mouth of the Birdtail, so as to avoid the valley of the latter altogether. From this point the line descends the slope of the Assiniboine valley obliquely, then follows the bottom of that valley up to the mouth of the Qu'Appelle; the northern slope of the latter affording a means of ascending with moderate gradients to the plateau west of the Assiniboine.

This line having some disadvantages, the examination of the deep valleys was extended further north than any previous survey had been carried; the result was that feasible crossings were found both of the Little Saskatchewan and the Birdtail valleys, and another line was projected.

This commences at the same point on the boundary line of Manitoba as the last, and takes a north-west course to the valley of the Little Saskatchewan, which it crosses a little below the northern main cart trail and near the town plot of Odanah, which has since been laid out. Thence it extends by the south end of Long Lake to the Birdtail valley, crossing it near the north end of the Indian Reserve. The Second 100 miles from Red River terminates on the west side of the valley, in thick poplar woods, near the 6th Base Line.

The surveys of 1879 were carried up to this point, but the season was too far advanced to extend them farther; a detached survey, however, was made of the crossing of Shell River on the projected line, and a good crossing of the Assiniboine valley had been found on the same route a few miles below Fort Pelly.

Those lines, as well as the country traversed by them, are fully described in the Canadian Pacific Railway Report of 1880, pages 251 to 260. Both are good lines, with some disadvantages. The western line, by Fort Ellice, bears too far to the south, and the north-western line too far to the north, to fully serve this district. The latter on the whole was considered the best for the settlement of the country, and it promised to be the shortest for through traffic. A contract (No. 66) for the construction of this Second 100 miles west of Red River was entered into; it being understood, however, that considerable changes might have to be made in the location, so as to conform to that of the next section—Third 100 miles west of Red River—which presented some difficulties and had only been partially surveyed.

The work of the present season, 1880, was: The location of the Third 100 miles, which governs that of the preceding section; the continuation of the surveys to intersect the surveyed line from Selkirk to Battleford on which the telegraph is placed; and the revision of the Second 100 miles to make it conform to the line east and west of it.

Before these surveys were commenced it had been decided to carry the western portion of the line through Manitoba a mile-and-a-half south of the 4th Base Line, so as to avoid some large swamps on the line first projected.

Immediately west of the Province boundary there is a range of sand hills, having the appearance of an ancient sea-beach, which form the escarpment to a higher plain, called the Grand Plain. These dunes are in great part covered with a thick growth of poplar, occasionally mixed with some spruce and oak. They are serrated by narrow valleys and deep ravines; and the light sand has been blown into fantastic shapes like snow drifts. These are now held in place by a covering of juniper, bearberry and other creepers.

The line surveyed in 1879 crosses these hills where they slope northward to the valley of the Whitemud. The change of the line farther southward necessitated other means of crossing them, which was found by a narrow valley trending in a general westward direction. By this route a favorable line was found, reaching the plain near the 10th mile, with a total rise of 250 feet. The maximum gradient is 52.80 feet per mile, of which there is only  $1\frac{1}{2}$  miles against 5 miles on the line of 1879; the other gradients are easy. This part of the line was located for construction and approved by the Government.

At the 10th mile, this line is about 3 miles south of the corresponding point on the former line and therefore less favorable for the crossing of the Little Saskatchewan near Odanah. A re-survey, however, was made of this crossing, by which the profile was improved and the line shortened about a mile-and-a-half.

The crossing of the Birdtail valley, on the same route, was also revised and the location improved up to the end of the second 100 miles.

From that point westward the country was examined for the continuation of the line, which, as projected, appeared to be the shortest. It was, however, found that deviations would have to be made which would carry the line so far northward as to materially lessen this advantage, and also throw it into long stretches of dense forest on the slopes of Riding and Duck Mountains so near the margin of the agricultural belt, that, as a colonization line, it would be inferior to one farther south.

Meanwhile a thorough examination was made of the valleys of the Birdtail and

Assiniboine, extending from this line southward, and instrumental surveys were made of several feasible crossings. The country from the Assiniboine westward to the Whitesand River—near which the Third 100 miles would end—was also examined on two separate routes.

From the information thus obtained, a new line was projected a very little south of the theoretical line above defined. This would cross the Little Saskatchewan 4 to 5 miles south of Odanah, but a careful survey of the valley between Odanah and Rapid City demonstrated that it could not be crossed anywhere between these two points, with good gradients, and moderate cost in construction.

It was therefore decided to locate two lines commencing at a common point near the 10th mile, and crossing the Little Saskatchewan near Odanah and Rapid City respectively, re-uniting at a point on the east bank of the Birdtail valley.

These, with the located lines from Red River through the Province of Manitoba, and westward to the end of the surveys, are shewn by red colored lines on the maps herewith submitted.

The more northerly line is practically the same (improved) on which the contract for constructing the Second 100 miles was made, up to the 55th mile, near the south end of Long Lake; at which point it diverges from a north-west course to one more westward, passing near the north end of Salt and Shoal lakes to a point on the east side of Birdtail valley, about one mile south of the north-west corner of Township 17, Range 26 west, and near the 90th mile from the western boundary of Manitoba.

The alternative line is nearly identical with that surveyed in 1879, *via* Rapid City to Fort Ellice, up to the crossing of the Little Saskatchewan whence it diverges north-westward, taking a nearly direct course to the south end of Shoal Lake, thence to its junction with the other line at a point on the east bank of Birdtail valley above described.

From the junction the line crosses the Birdtail valley obliquely, by which it is deflected from its direct course to a variable one, the average bearing being nearly due north to the end of the Second 100 miles, on the west side of the valley. Both of these are good lines, and pass through excellent lands, which are being rapidly taken up and settled.

The more northern line, by Odanah, is the shortest by about two miles, but the cost of construction would exceed that of the other line, chiefly owing to a heavy bridge being required to cross a lateral ravine on the west slope of the valley of the Little Saskatchewan, which is 900 feet wide at rail level, 200 feet at the bottom, and 92 feet deep. The earth work would also be a little heavier than on the other line.

The curves on both lines are very easy, the sharpest being three degrees, or 1,910 feet radius. The maximum gradient is 1 per 100 or 52·80 feet per mile.

From the 16th mile, near Boggy Creek, on the Great Plain, the whole country rises rapidly westward to the high rolling plateau that extends from the Riding and Duck mountains southward.

The altitude at the 16th mile, on the Great Plain, is 2,210 feet above the level of the sea. At the 36th mile of the Odanah line, on the east bank of the Little Saskatchewan, it is 1,760 feet—a rise of 540 feet in 20 miles. On the Rapid City line, the altitude at the 39th mile on the east bank of the Little Saskatchewan is 1748 feet—a rise of 528 feet in 23 miles.

On the Odanah line the descent of the eastern slope of the valley is made with a gradient of 42·24 feet per mile for a length of  $2\frac{3}{4}$  miles, and the ascent of the western slope with a gradient of 52·80 feet per mile for about 4 miles. The altitude on the plain at the 45th mile being 1,894 feet. At the 58th mile, the highest point on the plateau, the altitude is 1,925 feet; on the east bank of the Birdtail, between the 90th and 91st mile, it is 1,755 feet.

On the Rapid City line the descent of the eastern slope of the Little Saskatchewan is made with a gradient of 52·80 feet per mile for nearly 4 miles; and the ascent of the western slope is made in 4 miles with gradients varying from 42 feet to 52·80 feet per mile, the altitude at the 50th mile being 1,773 feet. At the 58th mile, the

highest point between this and the Birdtail, it is 1,823 feet, while at the junction with the other line, as stated above, it is 1,755 feet.

From the junction on the east bank of the Birdtail valley the line crosses that valley obliquely on a variable course, the general direction being nearly north, to the end of the section on the west side of the valley, which, by the Rapid City line, is  $97\frac{1}{2}$  miles, and by Odanah 96 miles, this section having been shortened by the last surveys more than had been anticipated.

The descent of the eastern slope is made with a gradient of 45 feet per mile for nearly four miles, and the ascent of the western slope with a gradient of 52.80 feet per mile for about three and one-third miles.

From the above statement of the variations in the altitude of the country it is obvious that maximum gradients rising westward must be frequently used; accordingly, in addition to these longer stretches, in crossing the deep valleys and the sand hills near the boundary of Manitoba, above specified there are a number of short lengths varying from a quarter of a mile to one mile, on which gradients of 40 feet to 52.80 per mile have to be used.

But in going eastward, which will be the direction of the heaviest freight, the gradients are very favorable. The only adverse gradients on this section, over 30 feet per mile, are in ascending the slopes of the valleys of the Birdtail and Little Saskatchewan, which, by the Odanah line, are four miles of 45 feet per mile, and two and three-quarter miles of 42.24 feet per mile.

On the line by Rapid City there are four miles of a gradient of 45 feet per mile, and four miles of 52.80 feet per mile. Thus the line by Odanah has a slight advantage in gradients, travelling eastward, in addition to its being two miles shorter, but the cost of construction will be greater. The cost, however, on either of these lines will be considerably less than on that on which the contract was let.

#### *The third 100 miles west of Red River.*

From the end of the second one hundred miles, on the west bank of the Birdtail valley, the line extends north-westward in an almost direct course to the valley of the Assiniboine, reaching its east bank about five miles below the mouth of Shell River in a straight line.

The distance to this point is  $33\frac{1}{2}$  miles, across a high, rolling prairie, interspersed with groves of good-sized poplar with some brush, and dotted with lakelets and ponds. There are some perennial streams of good water and numerous sloughs. The soil is very rich, except on a strip three to six miles wide alongside the Assiniboine, which is chiefly sand and gravel, and appears to have been the ancient bed of the river when it was probably a lacustrine stream of much larger dimensions and flowing nearer the surface of the country than at present.

A number of settlers have come in and taken up lands during the past season.

The altitude at the 1st mile, on the edge of the Birdtail valley, is 1,760 feet; at the 8th mile, 1,800 feet; at the 21st mile, 1,832 feet; at the 27th mile, 1,655 feet; and at the 33rd mile it is 1,618 feet. The intermediate undulations are very considerable, so that gradients of 40 feet to 52.80 feet per mile have to be frequently used, rising in both directions.

From this point to the 44th mile, great difficulty was experienced in crossing the valley of the Assiniboine, which is here about 280 feet deep. None of the lateral valleys or coulées could be used, as they all drop too suddenly in the last two or three miles to their junction with the main valley; so the slopes of the latter had to be used, crossing them obliquely to obtain the proper gradients.

But it requires five to six miles to overcome the difference in height between the top of the slopes and bottom of the valley, and there is scarcely any part of the valley where that distance can be found unbroken by lateral coulées. The line across the valley is therefore deflected widely out of its true course, and it is somewhat tortuous, but the curves are easy, the sharpest being three degrees, or 1,910 feet radius.

The descent of the eastern slope is made in six miles, with gradients varying from 40 to 52.80 feet per mile; the altitude at the bottom of the valley being 1,337 feet. The River Assiniboine is crossed between the 38th and 39th mile at a point about two miles below the mouth of Shell River. From the 39th to the 41st mile the line ascends the western slope of the valley, with a gradient of 52.80 feet per mile, the altitude at the latter being 1,608 feet.

From the 41st to 47½ mile the course of the line is nearly due west; thence to the 68th mile the course is north 61 degrees west, from which point to the end of the section it is nearly north-west. This section—Third 100 miles—ends on the east bank of the Whitesand River, about two miles north of the 8th Base Line, in Range 4, west of the second principal meridian.

After crossing a strip of poor land along the bank of the Assiniboine the soil is generally good to the end of the section; but between the 60th and 75th mile—on which there are some heavy poplar woods, partially burnt, much scrub and willow brush,—the country is very flat and wet, with numerous ponds and sloughs; these, however, are not deep and the bottoms are sound so that, when drained, the whole of this tract would be fair agricultural land. The balance of the section is prairie, dotted with groves and clumps of poplar and brush, the surface of the ground is and remarkably uniform, with a gradual swell to the crown that divides the watersheds to the Assiniboine and Whitesand Rivers.

The works will be light except in crossing the Assiniboine valley and its affluent streams, between the 30th and 45th miles, on which length both the earthwork and bridging will be rather heavy. The River Assiniboine will require a bridge of one span of 200 feet, 10 feet above water level. On the east side of the valley there is a coulee to be bridged 800 feet wide, at rail level, 250 feet at the bottom, and 113 feet deep. On the western slope there is a coulee 800 feet wide at rail level, 100 feet wide at the bottom, and 100 feet deep. These are the heaviest works on this section.

The location surveys were carried up to the Whitesand River. Beyond this there is an extensive plain or basin lying between the Touchwood Hills on the south, and the Pas Hills on the north, and extending round the west end of the former, southward to Long Lake, which discharges its surplus waters into the Qu'Appelle. This plain is part prairie, mixed with poplar woods, scrub and willow brush. In it lie the Fishing and Quill Lakes—the latter are strongly alkaline—with numerous smaller lakes, ponds and sloughs. The soil is variable. There are tracts of very fine land, others are wet and swampy, intersected with ridges of sand and gravel. The plain west of Big Quill Lake and the Touchwood Hills is generally prairie, much of the soil is light and strongly impregnated with alkali.

A trial line was run from the end of the third 100 miles, in the same north-west course, about 23 miles, when it had to be discontinued on account of the exceptionally wet season. The long continued rains flooded the low lands, and every little stream and valley was filled to the brim, so that it was almost impossible to get the necessary supplies forward. The line, however, was carried to a well defined point, being near the intersection of the line between Ranges 8 and 9 west of the second principal meridian and the 8th Base Line.

The line last described and laid down in red color on the map from Red River to the Whitesand may, from its position relative to other surveys, be appropriately termed the *central line*, and it is undoubtedly the best that can be found for the settlement of the fertile region between the Assiniboine and Qu'Appelle on the south and the Riding and Duck Mountains on the north, at least up to the 250th mile, on the west bank of the Assiniboine.

From this point westward the best lands do not lie in block, but are widely extended and diversified with hills and low plains of indifferent soil, and broken up with lakes and sloughs; but there are no engineering difficulties of much importance for a long distance and the line may be deflected to the right or left without materially affecting the cost. If carried a little more northward so as to cross the Pas Hills on an almost direct line to Prince Albert, it would embrace very extensive tracts of exceedingly rich land. Thence it could be extended to Peace River or to Yellowhead

Pass by the Athabaska valley. Or it may be deflected a little southward to pass between the Quill Lakes and Touchwood Hills, and thence westward to join the telegraph line at the Elbow of the North Saskatchewan, which would shorten the line a few miles.

As the surveys were not carried on to intersect the original or telegraph line the exact difference in length has not been ascertained, but by calculation it is estimated that the telegraph line is about 16 miles the shorter.

It is therefore in respect of through traffic that the present line is defective; it is so deflected from its general course in crossing the deep valleys, above described, as to increase its length about 11 miles beyond that of the theoretical line. The intervening portions, however, are so straight that on the whole 300 miles the increase, it is estimated, will be barely 6 per cent. over the theoretical line.

It is obvious that it would be true economy to shorten the line, even if the variable quantities of grading and bridging were considerably increased, as this would be counterbalanced by the reduction of the constant quantities of fencing, ties, ballast, rails, etc., through the reduction of the mileage.

This cannot be done on the line above described, for the valleys are so wide and deep, the cost of bridging them would be so enormous as to greatly exceed any reduction by shortening the mileage. Having this in view, it was deemed expedient to extend the survey of the line made in 1879 *via* Fort Ellice.

This diverges from the last near the 45th mile of the second 100, in the valley of the Little Saskatchewan near Rapid City. The altitude in the valley is 1,531 feet, and the western slope is ascended in four miles, with gradients of 35 feet to 52·80 feet per mile; the altitude at the 50th mile being 1,695 feet. Thence it takes a westerly course direct to a point on the left bank of the Assiniboine valley, below its junction with that of the Birdtail; this is at the 91st mile. The surface of the country between these points is slightly rolling or lumpy, and it is intersected with several narrow coulees. The gradients are generally easy, and the works will be moderate.

From the 91st to the 96th mile the line descends obliquely the Assiniboine valley, with a continuous gradient of 52·80 feet per mile, and some curves of four degrees or 1,433 feet radius. Both the grading and bridging on this length will be heavy.

The line crosses Birdtail Creek near its confluence with the Assiniboine, where a bridge of one span of 100 feet, 15 feet above water level, will be required.

From this point the line follows the bottom of the valley of the Assiniboine with easy curves and gradients to the mouth of the Qu'Appelle, about the 12th mile on the third 100. The grading on this length will be light, and the Assiniboine will require a bridge of one span of 200 feet, sufficiently high above water level to render it safe from floods.

At this point the line enters the valley of the Qu'Appelle and ascends its northern slope to the plain west of the Assiniboine. The altitude in the valley is 1,261 feet, thence there is a continuous gradient, rising westward, of 52·80 feet per mile for a little over five miles. The plain is reached at the 18th mile, where the altitude is 1,540 feet. The slope of the valley is fine sand, and both the grading and bridging will be moderate.

From the last point the line was carried on a north-west course parallel to the Big Cut Arm Creek, in an almost straight line to the end of the third 100 miles, near Whitesand River; thence it was extended as a trial line about 35½ miles to the 8th Base Line. The gradients on this length are remarkably easy and the works will be very light, the country being flat and the soil generally light; a great deal of it is sand and gravel.

This line is one mile longer than the last, but the bridging will be considerably less, while the earthwork will be increased. The cost on the whole will probably be slightly reduced.

The only course by which the line can be materially shortened is to carry it from a point on the north bank of the Qu'Appelle valley directly to a point near the Indian Reserve on the south side of the Touchwood Hills; thence as direct as practicable to the Hay Lakes to join the surveyed line about twenty-seven miles south-east of Edmonton; or to the elbow of the North Saskatchewan there to join the surveyed line.

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The country on this route has been examined from the mouth of the Qu'Appelle to the South Branch of the Saskatchewan, about 250 miles. The most important work on this length will be the bridging of the valley of Big Cut Arm Creek, which is about a quarter of a mile wide and 110 feet deep in the centre; but this may probably be avoided by following the Qu'Appelle valley till the Cut Arm is passed. Beyond this the only difficulties are some stretches of undulating lumpy ground, and some swamps on the salt plain west of the Touchwood Hills.

Either line would cross the South Saskatchewan at a favorable point, in the Moose woods. From this point westward the country has not been examined by an engineer, but has been explored generally, by Professor Macoun and others. The line to Hay Lakes would pass near the Ear Hills, about thirty miles south of Battleford, over a country described in Reports as fertile.

The crossing of the valley of Battle River will probably be a difficult work as it is reported to be about 250 feet deep. It will, therefore, have to be crossed diagonally like the Assiniboine and Birdtail, which will lengthen the line some miles. Deviations from the direct course may also have to be made to avoid hills or broken ground. Nevertheless, after making a liberal allowance for such contingencies, this line promises to be the shortest of all by several miles, as well as the lowest in cost of construction.

Yours very truly,

MARCUS SMITH.

COLLINGWOOD SCHREIBER, Esq.,  
Engineer in Chief.



## RETURN

(5a)

To an ORDER of the HOUSE OF COMMONS, dated 14th February, 1881;—For a Return stating in detail the Names of the several Persons to whom was paid the sum of \$23,931 11—given in page 10 of the Report of the Minister of Railways for the year ending 30th June, 1880, as the Total Sum paid for “Construction of Railways, Old Accounts,” and charged to Expenditure on Capital Account; the Amount claimed, and the Amount paid in each case; and the Report on which payment was made.

By Command,

JOHN O'CONNOR,  
*Secretary of State.*

Department of the Secretary of State,  
9th March, 1881.

REPORTS  
—  
RAILWAY STATISTICS  
OF CANADA

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE  
OF THE RAILWAYS OF THE DOMINION.

1879-80.

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Printed by Order of Parliament.

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OTTAWA:  
PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET,  
1881



DEPARTMENT OF RAILWAYS AND CANALS.  
OFFICE OF THE CHIEF ENGINEER OF  
GOVERNMENT RAILWAYS IN OPERATION,  
OTTAWA, 1st March, 1881.

SIR,—In submitting to you the statistical report upon the Railways of the Dominion for the year ended the 30th June, 1880, I have to remark that, under the existing state of the law regulating the returns of Railway Companies, these returns are not furnished with such promptness and accuracy as would ensure correctness in the report compiled from them. The report can therefore only be looked upon as a fair approximation to the truth in the various particulars given, and this will no doubt continue to be the case until the existing law is amended.

Several companies have so far failed to send in any returns whatever, and in the case of many others the statements are very imperfect. It is therefore necessary, for the sake of arriving at something like accuracy in the totals, to take from the preceding year's report such figures as are omitted by the Companies in their returns for the past year.

The forms of tables appended are the same as in former years, viz:—

- No. 1. Summary statement of capital.
2. Summary statement of characteristics of roads.
3. Summary statement of rolling stock.
4. Summary statement of operations of the year, and mileage.
5. Summary statement of description of freight carried.
6. Summary statement of passenger fares per mile.
7. Summary statement of earnings.
8. Summary statement of operating expenses.
9. Summary statement of accidents.
10. Lines owned by coal and iron mines.
11. Statement of aid granted to railways by Governments and municipalities.

In addition to these tables I have caused a map to be prepared showing the positions of the Railways, which I trust will be found useful.

The total railway mileage of the Dominion the 30th June, 1880, was:

Railways in operation.....	6,891·18
Railways under construction and on which track is laid.	338·65
Railways under construction.....	1,077·66
Total.....	8,307·49

This mileage does not include 208·50 miles of the Grand Trunk and 21 miles of the South Eastern Railway situated in the United States and erroneously included in the returns of former years.

The mileage on the 30th June, 1879, was :

	Miles.
In operation.....	6,484·51
Less erroneously included in former reports.....	229·50
	6,255·01
Under construction .....	1,537·83
	7,792·84

There was, therefore, an increase of 636·17 miles in operation, and a decrease of 121·52 miles under construction.

The length of line of various gauges is :—

	Gauge.	Miles.
Railways completed (track laid).....	5 ft. 6 in.	289·04
do do .....	4 " 8½ "	6,254·79
do do .....	3 " 6 "	686·00
		7,229·83
Railways under construction.....	5 ft. 6 in.	.....
do do .....	4 " 8½ "	1,077·66
do do .....	3 " 6 "	.....
		1,077·66
Railways in operation.....	5 ft. 6 in.	289·04
do do .....	4 " 8½ "	5,916·14
do do .....	3 " 6 "	686·00
		6,891·18

The gauges of railways in operation on the 30th June, 1879, were :—

	Gauge.	Miles.
5 feet 6 inches.....		391·74
4 " 8½ " .....		5,177·27
3 " 6 " .....		686·00
		6,255·01

The changes in the various gauges have therefore been :

5 feet 6 inches, decrease .....	102·70
4 " 8½ " increase.....	738·00
3 " 6 " .....	.....

The nominal capital on the 30th June, 1880, was as follows :—

Ordinary share capital.....	\$119,506,036	37
Preference do .....	70,450,140	87
Bonded debt.....	80,661,315	89
<b>Total.....</b>	<b>270,617,493</b>	<b>13</b>

Amount of aid from :

Dominion Government.....	\$74,245,165	44
Ontario do .....	2,982,037	02
Quebec do .....	11,089,419	58
New Brunswick Government.....	2,749,000	00
Nova Scotia do .....	818,750	00
Municipalities .....	8,313,944	63
Other sources.....	235,382	62
<b>Total.....</b>	<b>100,433,699</b>	<b>29</b>
<b>Total.....</b>	<b>\$371,051,192</b>	<b>42</b>

The nominal capital of the railways at the close of the previous year, was :—

Ordinary share capital.....	\$123,615,365	60
Preference do .....	69,059,187	87
Bonded debt.....	81,151,627	93
Government and municipal loans and bonuses .....	88,210,520	24
Other sources.....	49,436	77
<b>Total.....</b>	<b>\$362,086,138</b>	<b>41</b>

The capital statement for the past year does not include the sum of \$10,653,736.33, the paid up capital of railways in American territory, owned and operated by the Grand Trunk, and erroneously included in the returns of former years.

There is therefore virtually the large increase of \$19,618,790.34 in the capital of the railways, made up thus :—

Ordinary share capital.....	\$2,449,407	10
Preference do .....	1,390,953	00
Bonded debt.....	3,604,687	96
Government and municipal aid.....	11,987,796	43
Other sources.....	185,945	85
<b>Total.....</b>	<b>\$19,618,790</b>	<b>34</b>

The large increase in Government aid is chiefly due to the expenditure on the Canadian Pacific Railway and the purchase of the Riviere du Loap section of the Intercolonial, as well as to other extensions and improvements of the latter road.

The capital per mile of railway completed and under construction is therefore :

Ordinary share capital.....	\$14,393
Preference do .....	8,463
Bonded debt .....	9,715
Government and Municipal aid.....	12,608
Other sources.....	28
	\$45,207

The mileage of steel and iron rails, and the equipment of the roads, compare thus for the two years :—

	1879-80.	1878-9.	Increase.	Decrease.
Miles laid with iron rails .....	3,157.44	3,177.25		19.81
do steel rails.....	4,049.53	3,883.75	222.78	
Length of sidings.....	783.26	743.50	29.76	
Number of grain elevators .....	22	16	6	
do crossings, guarded .....	91	67	24	
do do not guarded.....	7,770	7,435	335	
do overhead bridges.....	320	312	8	
do crossings of other railways .....	110	98	15	
do junction with do .....	176	155	21	
do do branch lines.....	67	56	11	
do engines owned .....	1,126	1,080	46	
do do hired.....	31	26	5	
do first-class cars owned.....	526	502	24	
do do hired.....	43	46		3
do second-class and immigrant cars, owned	301	325		24
do do do hired.....	9	2	7	
do baggage, mail and express cars owned.	283	269	14	
do do do hired.....	8	5	3	
do cattle, box and freight cars owned.....	15,631	13,310	3,321	
do do do hired.....	981	1,673		692
do platform cars owned.....	6,513	6,481	32	
do do hired.....	176	137	29	
do coal and dumping cars owned., .....	1,776	1,731	45	

To total train mileage for the year (Statement No. 4) was 22,427,449 miles, against 20,731,689 in 1878-9, an increase of 1,695,760.

The number of passengers carried was 10,363,634, against 6,523,816 ; an increase of 3,839,818, or 61.43 per cent.

The tonnage of freight handled was 9,938,858, against 8,328,810, an increase of 1,610,048, or 18.17 per cent.

COMPARATIVE Statement of Traffic on Principal Lines.

Name of Railway.	Passengers carried.		Increase.	Decrease.
	1879-80.	1878-79.		
Grand Trunk .....	1,998,526	1,975,519	20,007	
Great Western .....	1,241,111	1,241,586		574
Intercolonial .....	581,483	646,101		58,618
Canada Southern .....		278,818		
Northern and North-Western .....	386,169	376,128	10,041	
Midland .....	116,857	113,918	2,939	
Toronto, Grey and Bruce .....	121,685	118,652	3,033	
Toronto and Nipissing .....	89,933	89,613	320	

In the case of the Intercolonial, although the number of passengers carried was smaller in 1879-80 than in the preceding year, the revenue from passenger traffic was greater, showing a growth of through traffic.

The freight carried on the same railways in the two years, compares as follows:

Name of Railway.	Tons.		Increase.	Decrease.
	1879-80.	1878-79.		
Grand Trunk .....	2,835,561	2,371,225	464,336	
Great Western .....	1,963,400	1,789,634	173,776	
Intercolonial .....	561,924	510,861	51,063	
Canada Southern .....	1,836,918	1,501,861	335,087	
Northern and North-Western .....	489,600	404,251	85,349	
Midland .....	137,515	123,106	14,409	
Toronto, Grey and Bruce .....	115,257	92,855	22,402	
Toronto and Nipissing .....	105,473	84,694	20,779	

The speed of passenger trains varies from 12 to 28 miles an hour; that of freight trains from 10 to 20 miles. The fares per mile are: 1st class, 2 to 4 cents; 2nd class, 1½ to 3 cents; 3rd class, immigrants, ¾ to 3 cents.

Statement No. 7 gives the earnings of the railways, which compare as follows with those of the preceding year:

	1879-80.	1878-79.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passengers .....	7,076,339 67	6,459,598 12	616,741 55	
Freight .....	15,506,935 49	12,509,093 72	2,997,841 77	
Mails, Express account .....	851,188 65	709,926 11	61,262 54	
Other sources .....	102,075 96	166,448 32		64,372 36
Total .....	23,561,447 60	19,925,066 27	3,675,845 86	64,372 36



The earnings per mile of railways in operation were therefore:—

	1879-80.	1878-79.
Passenger traffic.....	\$1,024	\$ 996
Freight traffic.....	2,243	1,929
Mails, Express, &c.....	123	122
Other sources.....	15	26
	\$3,405	\$3,073

Showing an increase of \$332 in the earnings per mile.

The operating expenses (Statement No. 8.) compare thus :

—	1879-80.	1878-79.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maintenance.....	3,678,376 30	3,826,474 23	.....	148,097 93
Working and repairs of engines..	5,170,193 28	4,701,227 73	378,076 55	.....
Working cars.....	1,627,247 96	1,442,162 22	186 085 74	.....
General operating expenses.....	6,253,738 26	6,019,829 13	233,909 13	.....
Total.....	16,840,705 43	16,188,282 46	799,071 42	148,097 93

Some of the companies having failed to state the details of their earnings and expenditure, the totals in the above tables do not quite correspond with the sum of the items given.

Thus, while the earnings per mile were greater by \$332 in 1879-80 than in 1878-79, the operating expenses were less by \$60 per mile.

The net profits compare thus:

—	1879-80.	1878-79.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ ts.
Receipts.....	23,561,447 60	19,925,066 27	3,636,381 33	.....
Expenses.....	16,840,705 43	16,188,282 46	652,422 97	.....
Net profit.....	6,720,872 17	3,736,783 81	2,984,088 36	.....

The percentage of expenses to earnings was 71.47 in 1879-80, against 81.25 in 1878-79.

The share and bonded liability per mile is \$33,876. The capital liability for shares and bonds of the railways in operation is therefore \$233,439,516. The net

earnings of the year would thus be equal to the payment of a dividend of 2.87 per cent. upon the share and bonded liability, leaving nothing for Government and municipal aid.

From the preceding statements it will appear that the railways of the Dominion have enjoyed a full share of the benefits of the return of general prosperity.

Statement No. 9 gives the number of persons killed and injured during the year 1879-80, as follows:—

	Killed.	Injured.	Total.
Passengers.....	10	4	14
Employés ...	27	82	109
Others.....	50	16	66
<b>Total.....</b>	<b>87</b>	<b>102</b>	<b>189</b>

The accidents in 1878-79, were:—

	Killed.	Injured.	Total.
Passengers .....	9	20	29
Employés .....	37	33	70
Others.....	61	13	74
<b>Total.....</b>	<b>107</b>	<b>66</b>	<b>173</b>

There was therefore one more passenger killed in 1879-80 than in the preceding year, but a decrease of ten in the number of employés, and of eleven in the number of persons neither passengers nor employés. The total decrease of killed was 20, and the increase in the injured 36. The proportion of passengers killed to the number carried was 1 in 1,053,131 against 1 in 724,869 in 1878-79. The proportion injured was 1 to 2,633,078 against 1 to 326,190 in the previous year.

The accidents in the two years were from the causes stated in the following table:—

	Killed.		Injured.	
	1879-80.	1878-79.	1879-80.	1878-79.
Fell from cars or engines .....	10	11	9	3
Jumping on or off trains or engines in motion. ....	9	6	11	5
At work making up trains .....	14	2	13	1
Putting arms or heads out of windows.....	.....	1	1	.....
Coupling cars.....	2	7	45	17
Collisions, or trains thrown off track.....	4	12	8	28
Walking, standing or being on track.....	42	64	12	12
Explosions .....	.....	.....	1	.....
Striking bridges.....	6	4	2	.....
Other causes.....	.....	.....	.....	.....
<b>Total.....</b>	<b>87</b>	<b>107</b>	<b>102</b>	<b>66</b>

The coal and iron mine branches in Nova Scotia (Statement No. 10) show a decrease of one mile in length in 1879-80, with one more engine, but 41 waggons less. In Cape Breton the mileage increased by 3.05, with one engine more, and with an increase in waggons of 1.

Statement No. 11 gives the Government and Municipal loans, bonuses, &c., paid and promised, including the cost of the Government Railways, up to 30th June, 1880. The amounts were:

Dominion Government.....	\$114,245,165 44	
Ontario do .....	4,071,037 02	
Quebec do .....	13,333,482 27	
New Brunswick do .....	3,308,000 00	
Nova Scotia.....	1,844,840 00	
	-----	136,802,524 73
Municipalities in Ontario .....	8,170,744 37	
do Quebec.....	3,784,000 00	
do New Brunswick ....	296,000 00	
do Nova Scotia.....	275,000 00	
	-----	12,525,744 37
Total.....		\$149,328,269 10

Up to 30th June, 1879, the Government and Municipal aid promised to railways was \$98,944,070.81. The increase during the past fiscal year was, therefore, \$50,384,198.29, chiefly due, as already stated, to expenditure on Government Railways.

The following table shows the amounts still to be paid by the various Governments and Municipalities on the completion of the roads to which aid is promised:—

	Total Subsidy.		Paid.		To be Paid.	
	\$	cts.	\$	cts.	\$	cts.
Dominion Government .....	114,245,165	44	74,245,165	44	40,000,000	00
Ontario do .....	4,071,037	02	2,982,037	02	1,089,000	00
Quebec do .....	13,333,482	27	11,089,419	58	2,244,062	69
New Brunswick Government.....	3,308,000	00	2,749,000	00	559,000	00
Nova Scotia do .....	1,844,840	00	818,750	00	1,026,090	00
Municipalities .....	12,525,744	37	8,313,949	63	4,211,799	74
Total .....	149,328,269	10	100,198,316	67	49,139,952	43

The returns of the year 1879-80 exhibit a highly satisfactory improvement in the prospects of the railway interest of the Dominion. "Of the 59 States and Kingdoms

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of the world which have railway systems," says Mr. Kiefer, "Canada ranks as the eighth in absolute mileage, and the fifth in number of miles to each inhabitant." And we may look for a speedy advance in the relative position of the Dominion in the ownership of railways.

have the honor to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Chief Engineer of Government Railways in Operation.*

F. BRAUN, Esq.,

Secretary, Department of Railways and Canals.







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SUMMARY STATEMENTS

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No. 2.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Con- struction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.	
							Lbs.	Lbs.	
1	Albert.....	51.50		51.50		2.25	56	2,240	
2	Belleville & North Hastings								
3	Canada Atlantic.....		24.00						
4	Canada Central.....	162.50		146.50	16		56 to 64	2,200	
5	Canada Southern.....	326.66		97	229	55	60	2,800	
6	Canadian Pacific.....	342	722		342			57½	
7	Carillon and Grenville.....	13		13		.72	65	1,760	
8	Chatham Branch.....	9		9			56	2,244	
9	Cobourg, Peterboro' and Marmora.....	47		47			56	2,650 & 2,112	
10	Credit Valley.....	20	134	20		.50	54	2,347	
11	Fredericton.....	22.50		23.50			56	2,400	
12	Georgian Bay, Wellington.....	26		26	1		60	2,346	
13	Grand Junction.....	90		34	56	3	56	2,220	
14	Grand Southern.....	82		2	80		50	2,500	
15	Grand Trunk.....								
	Buffalo and Lake								
	Huron.....	1065		150.75	914.25	210	65	67	2,600
16	Great Western.....	902.45		119.30	783.45	188.69	66	66	2,640
	London and Port								
	Stanley.....							2,640	
	Wellington, Grey and								
	Bruce.....							2,640	
	London, Huron and								
	Bruce.....						57½	2,640	
	Brantford, Norfolk								
	and Port Burwell.....							2,640	
	Galt and Guelph.....								
17	Hamilton & North Western.....								
18	Halifax and Cape Breton Railway and Coal Co.....	78.75		78.75		3	56	2,112	
19	Intercolonial.....	840		23.50	816.50	95.50	56	56 to 57½	2,500 & 2,640
20	International.....	69.66		69.66			56	2,260	
21	Kent Northern.....	3.33	23.66	3.33			74	2,268	
22	Kingston and Pembroke.....	63.50		63.50		5	56 & 50	2,640	
23	Lake Champlain and St Lawrence.....	63		63		3	35	2,500	
24	Laurentian.....	15		15		1	56	2,240	
25	Lévis and Kennebec.....	70		70					
26	Massawippi Valley.....	34		28	6	1	56 & 50	2,100	
27	Montreal, Portland & Boston.....	32		32		3	56	2,640	
28	Midland.....	143.65		111.60	32.05	19.64	56	56	2,112
29	Missisquoi and Black River Valley.....	10.10	25	10.10		1	52 & 60	2,400	
	Carried forward.....	4,582.60	928.66	1,280.99	3,305.25	393.30			

Characteristics Roads. &c.

Nature of Rail Fastenings.	Number of Grain Elevators.		Number of Level Crossings.		Number of overhead Bridges.	Height of overhead Bridges above Rail level.	Level Crossing of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.	Gauge of Railway.		Remarks.
	Guarded.	Not Guarded.	Guarded.	Not Guarded.								Feet.	ft in	
Fish plates.....		91					1	2		76	4 8½	1		
Chairs and fish plates	1			4	18		2	2		75	4 8½	2	Amalgamated with	
Fish plates, 4 bolts and washers.....		310	10	19	9	10	3	1432	75	4 8½	3	Grand Junction.		
Fish plates.....		59					1	1	1433	52	4 8½	4		
Fish plates and scab-bards.....	1	7	1	16					1910	100	5 6	5		
Wrought iron chains and fish plates.....		5					1		1432	53	4 8½	6		
Fish plates.....	1	31					1	2	573	96	5 6	7		
do do		194							2865	52	4 8½	8	Return of 1877-8.	
do do		11					1				4 8½	9	do	
do do	7	103	1	20	2	1	1	1637	75	4 8½	10			
do steel tested			3	22	1	2	1	88	82	4 8½	11			
do and bolts...	4 28	1152	92	18' 6" to 28' 4"	30	55	11	1100	52-80	4 8½	12			
do	2 25	793	121	18	25	19	16	1910	52-8	4 8½	13			
do									52-8	4 8½	14			
do								1146	70	4 8½	15			
do			1	18	1			1375	41-24	4 8½	16			
do								645	81-21	4 8½	17	Amalgamated with Northern.		
Fish plates.....		45					1		79½	4 8½	18			
do do	5	2177	28	18½	35	1	10	15	694	65	4 8½	19		
do do		26					1		1146	74	4 8½	20		
do do							1	1	1432	60	4 8½	21		
do do	2	37					1		955	79	4 8½	22		
do do	1	2	4	14	3	3	2	500	50	4 8½	23			
do do		8					1			4 8½	24			
Fish plates and trim-ble splice.....		20	1	19			3	1	80	80	4 8½	25	Return of 1877-8.	
Fish plates and chairs			1				2		14-3	52	4 8½	26	do	
do do		176	6	18½	3	4	1	600	65	4 8½	27			
do do							1		820	79	4 8½	28		
do do											4 8½	29		
	15 63	5,247	273			77	121	56						

No. 2.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Con- struction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.	
	Brought forward.....	4,582·60	928·66	1,280·99	3,305·25	593·30			
30.	Montreal & Vermont Junction.....	23·66		23 66		2	60	2,600	
31.	New Brunswick.....	191		187	4		40 50	2,650	
32.	New Brunswick and Canada.....	127		90	37	15	56 56	2,600	
33.	Northern & North Western.....	377·54		174·04	203·50	71·71	56 to 58 56 to 60	2,420	
34.	Nova Scotia, Nictaux and Atlantic.....		73						
35.	Petitcodiac and Elgin.....	14		14			56	2,240	
36.	Port Dover & Lake Huron } Stratford and Huron. }	90		90		4·50	56	2,640	
37.	Prince Edward County.....	31·88			31·88			42	
38.	Prince Edward Island.....	198·50		185·50	13	11·50	40 50	2,500	
39.	Quebec and Lake St. John.....	124	76	94	30	1	50 50 to 56	2,640	
40.	Quebec Central.....	102·50		47	41	3	56 56	2,640	
41.	Quebec, Montreal, Ottawa and Occidental.....	328·65		43·60	285·15	11	56 56	2,640	
42.	Stanstead, Shefford and Chambly.....	43		43		5·50	60	2,400	
43.	Joliette.....	12		8	4		42 & 56	2,500	
44.	St. Lawrence and Ottawa.....	59		32	27	6·50	56 57½, 56, 72	2,640	
45.	St. John and Maine.....	92		92			56	2,280	
46.	St. Martin's and Upham.....	30		30		1		2,266	
47.	South-Eastern.....	140		158	3	5	50 & 56	2,400	
48.	Spring Hill and Parrsboro'.....	32		32		3·75			
49.	Toronto and Nipissing.....	79		63	15·50	14	40 & 56 56	2,112	
	Lake Simcoe Junction.....	36·50		26·50			52 & 56	2,112	
50.	Toronto, Grey and Bruce.....	191		189	2	12	40 & 56 56	2,112	
51.	Victoria.....	56		45	11		55 40	2,500	
52.	Welland.....	25		8	17	5·50	56 64	2,650	
53.	Waterloo and Magog.....	23		23			56	2,400	
54.	Western Counties.....	67		67		8	56	2,600	
55.	Whitby, Port Perry and Lindsay.....	46·50		39	7·50	4·50	56 56	2,500	
56.	Windsor and Annapolis.....	116		72·25	11·75	4·50	50 to 67 56	2,640	
		7,229·83	1,077·66	3,157·44	4,049·53	783·20			

Characteristics of Roads, &c.—*Concluded.*

Nature of Rail Fastenings.	Number of Grain Elevators.		Number of level Crossings.		Number of overhead Bridges.		Height of overhead Bridges above Rail level.	Level Crossing of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.		Remarks.
	Guarded.	Not Guarded.	Number of over head Bridges.	Feet.	Feet.	ft in								
.....	15	63	5247	273	.....	77	121	56	.....	.....	.....	.....	.....	.....
Fish plates.....	.....	.....	51	1	17½	.....	2	.....	.....	.....	52	4 8½	30	.....
do .....	.....	.....	60	1	18	.....	3	2	.....	.....	85	3 6	31	.....
do .....	3	4	702	17	18	.....	7	8	.....	1910	80	4 8½	32	The Hamilton and North Western portion of this road (148.50 miles) is 4' 8½" gauge.
do .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1463	74	5 6	33	
.....	.....	.....	14	.....	.....	.....	.....	.....	.....	.....	.....	4 8½	34	Return of 1877-8.
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1000	80	4 8½	35	.....
Fish plates.....	1	.....	.....	.....	.....	4	6	.....	.....	722	70	4 8½	36	.....
do .....	.....	.....	23	.....	.....	.....	1	.....	.....	.....	.....	4 8½	37	.....
do .....	.....	.....	955	.....	.....	.....	.....	.....	.....	535	75	3 6	38	.....
do .....	.....	.....	11	1	13	.....	1	.....	.....	990	79	4 8½	39	.....
do .....	.....	.....	18	14	.....	.....	3	.....	.....	630	76	4 8½	40	.....
do .....	2	.....	222	6	20 to 186	2	5	4	.....	1433	.....	4 8½	41	.....
Wrought chairs and fish points.....	.....	.....	42	.....	.....	3	4	.....	.....	.....	60	4 8½	42	.....
Fish plates.....	.....	.....	5	.....	.....	1	1	.....	.....	.....	.....	4 8½	43	Late St. Lawrence and Industry.
do chairs and scabbards.....	1	1	66	8	16 & 18	.....	1	1	1146	33	4 8½	44		
Fish plates.....	.....	.....	21	2	16	.....	.....	.....	.....	716	130	4 8½	45	.....
.....	.....	.....	12	.....	.....	.....	1	.....	.....	.....	.....	4 8½	46	.....
Fish plates and chairs.....	.....	.....	42	.....	.....	2	3	2	.....	.....	.....	4 8½	47	Return of 1878-9.
Chairs.....	.....	.....	12	.....	.....	.....	1	.....	.....	900	60	4 8½	48	.....
Fish plates.....	.....	.....	80	.....	.....	1	1	.....	.....	600	106	3 6	49	.....
do .....	.....	.....	29	.....	.....	.....	1	.....	.....	1000	56	3 6	50	do
do .....	3	.....	.....	7	17	4	1	1	.....	462	110	3 6	50	.....
do .....	.....	.....	.....	.....	.....	1	2	.....	.....	955	52 80	4 8½	51	Return of 1877-8.
Chairs and fish plates.....	2	.....	30	3	17	3	4	.....	.....	1930	84	4 8½	52	.....
do .....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	90	4 8½	53	.....
Fish plates.....	.....	.....	10	.....	.....	.....	.....	2	.....	.....	.....	4 8½	54	.....
do .....	.....	.....	51	.....	.....	2	3	.....	.....	1433	105	4 8½	55	.....
do .....	.....	.....	69	1	32	.....	1	.....	.....	699	76½	4 8½	56	.....
.....	22	91	7770	320	.....	110	176	67	.....	.....	.....	.....	.....	.....

## No. 3.—SUMMARY STATEMENT of the different

No.	Name of Railway.	Length of Line.		No. of Engines.		No. of First Class Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.
1	Albert .....	51-50		3		3	
2	Belleville and North Hastings.....						
3	Canada Atlantic .....		24				
4	Canada Central .....	162-50		9	7	9	2
5	Canada Southern .....	326-66		89		19	
6	Canadian Pacific .....	342	722	7		2	
7	Carillon and Grenville .....	13		4		2	
8	Chatham Branch .....	9		1		1	
9	Cobourg, Peterboro' and Marmora .....	47		5		3	
10	Credit Valley .....	20	134	2		2	
11	Fredericton .....	22-50		2		3	
12	Georgian Bay and Wellington.....	26					
13	Grand Junction .....	90		5		6	
14	Grand Southern .....	82		4			
15	Grand Trunk .....	1,965		434		163	29
16	do Buffalo and Lake Huron.....						
	do London and Port Stanley.....						
	do Wellington, Grey and Bruce .....	932-45		216		105	
	do London, Huron and Bruce.....						
	do Brantford, Norfolk and Port Burwell.....						
17	Hamilton and North Western.....						
18	Halifax & Cape Breton Railway & Coal Co.....	78-75		5		6	
19	Intercolonial.....	8-0		111		46	
20	International.....	69-66		2		2	
21	Kent Northern .....	3-33	26-66				
22	Kingston and Pembroke.....	63-50	79	3		1	1
23	Lake Champlain and St. Lawrence.....	63		4	1	2	2
24	Laurentian .....	15		1	1	1	
25	Lévis and Kennebec.....	70					
26	Massawippi Valley .....	34					
27	Montreal, Portland and Boston.....	32					
28	Midland .....	143-65		11		10	
29	Misisquoi and Black River Valley .....	10-10	25		2		
30	Montreal and Vermont Junction.....	23-66					
31	New Brunswick.....	191		10		6	
32	New Brunswick and Canada.....	127		12		6	
33	Northern and North-Western.....	377-54		48		35	
34	Nova Scotia, Nictaux and Atlantic.....		73				
35	Petit Codiac and Elgin .....	14		1		1	
36	Port Dover and Lake Huron.....	90					
	Stratford and Huron .....						
37	Prince Edward County .....	31-88			2		2
38	Prince Edward Island .....	198-50		18		14	
39	Quebec and Lake St. John .....	124		3	1		
40	Quebec Central.....	98		3		2	
41	Quebec, Montreal, Ottawa and Occidental.....	328-65		34		19	
42	Stanstead, Shefford and Chambly.....	43					
43	Joliette .....	12		2		2	
44	St. Lawrence and Ottawa.....	59		10		10	
45	St. John and Maine .....	92		6		5	
	Carried forward.....	6,383-83	1,077-66	1,065	14	485	36

descriptions of Rolling Stock.

No. of Second Class and Emigrant Cars.		No. of Baggage, Mail and Express Cars.		No. of Cattle and Box Freight Cars.		No. of Platform Cars.		No. of Hopper and Dumping Cars.		No	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
		1		10				15		1	Amalgamated with Grand Junction.
										2	
										3	
2	2	6	1	44	40	110	60			4	
		18		2,096		206				5	
		2		6		40				6	
4		4				3				7	
1										8	
		1		1		50		150		9	
				4		36				10	Return of 1878-79.
2				6		11				11	No information.
										12	
		3		30		40		10		13	
						50				14	
111		84		6,244	800	1,669		264		15	
57		38		3,514		815		182		16	From return 1877-78.
3		3		5		70		150		17	Amalgamated with Northern.
36		33		1,128		1,046		864		18	
				2		8				19	
										20	
		1		2		50				21	
2	2	2	2							22	
				3		2				23	
										24	Return of 1878-79.
										25	No return.
										26	Leased to Connecticut & Passumpsic Riv. R.R
										27	No return.
2		7		66	63	247	32			28	
							6			29	
										30	Operated by Vermont Central.
				55		50				31	
3				31		144				32	
7		19		262	55	658	41	52		33	
										34	No information.
										35	
										36	Leased by Grand Trunk.
										37	Operated by Port Dover and Lake Huron.
12	3	1			3		6			38	
2		3		150		100				39	
										40	
		2		25		40				41	
27		8		290		212				42	
										43	Operated by Vermont Central.
2		1		5		12				44	Late St. Lawrence and Industry.
6		6		70		54				45	
		5		15		94					
279	7	247	4	14065	961	5,867	145	1,687			

No. 3.—SUMMARY STATEMENT of the differen<sup>t</sup>

No.	Name of Railway.	Length of Line.		No. of Engines.		No. of First Class Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.
	Brought forward.....	6,383-83	1,077-66	1,065	14	485	38
46	St. Martins and Upham.....	30	.....	1	1	.....	1
47	South Eastern.....	140	.....	.....	14	.....	5
48	Spring Hill and Parrsboro'.....	32	.....	1	.....	1	.....
49	Toronto and Nipissing.....	105-50	.....	12	.....	9	.....
	Lake Simcoe Junction.....						
50	Toronto, Grey and Bruce.....	191	.....	20	.....	12	.....
51	Victoria.....	56	.....	2	1	1	.....
52	Welland.....	25	.....	3	.....	5	.....
53	Waterloo and Magog.....	23	.....	.....	1	.....	1
54	Western Counties.....	67	.....	8	.....	4	.....
55	Whitby, Port Perry and Lindsay.....	46-50	.....	4	.....	3	.....
56	Windsor and Annapolis.....	130	.....	10	.....	5	.....
		7,229-83	1,077-66	1,126	31	526	43

descriptions of Rolling Stock.—Continued.

No. of Second Class and Emigrant Cars.		No. of Baggage, Mail and Express Cars.		No. of Cattle and Box Freight Cars.		No. of Platform Cars.		No. of Hopper and Dumping Cars.		No.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
279	7	247	4	14,065	961	5,867	145	1,687	.....		
.....	2	.....	2	.....	10	.....	30	.....	.....	46	Return of 1878-79.
.....	1	.....	.....	.....	2	.....	6	.....	50	47	
.....	8	.....	4	.....	100	.....	187	.....	11	48	Leased to Toronto and Nipissing.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49	
.....	.....	15	.....	.....	214	.....	195	.....	8	50	Return of 1877 78.
2	.....	1	.....	.....	2	.....	25	.....	.....	51	
1	.....	6	.....	.....	122	.....	13	.....	.....	52	
.....	.....	.....	2	.....	.....	.....	.....	.....	.....	53	
4	.....	4	.....	.....	39	.....	78	.....	.....	54	
.....	.....	3	.....	.....	9	.....	70	.....	.....	55	
7	.....	2	.....	.....	50	.....	72	.....	20	56	
301	9	283	8	14,633	981	6,513	176	1,776	.....	.....	



## No. 4.—SUMMARY STATEMENT of the

Number.	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Albert.....	51.50	500	5,500	30,000	36,000
2	Canada Southern.....	162.50	191,107	110,598	5,96	307,501
3	Canada Southern.....	326.66	717,256	1,487,301		2,204,557
4	Canadian Pacific.....	280			61,065	61,065
5	Carillon and Grenville.....	13	7,000	550		7,550
6	Chatham Branch.....	9				22,608
7	Cobourg, Peterboro' and Marmora.....	47			9,100	9,100
8	Fredericton.....	22.50	23,085		21,479	44,564
9	Grand Junction.....	90				
10	Grand Southern.....	82				
11	Grand Trunk and leased lines.....	1,065	1,936,831	5,912,364	955,660	8,804,255
12	Great Western.....	902.46	1,333,208	Fr't & Mixed	2,112,664	3,445,872
13	London and Port Stanley.....		58,722	1,906		60,628
14	Wellington, Grey and Bruce.....		222,281	Fr't & Mixed	166,602	388,883
15	London, Huron and Bruce.....		91,305	do	46,293	137,598
16	Brantford, Norfolk and Port Burwell.....		47,513	152		47,665
17	Halifax & Cape Breton Ry. & Coal Co.....	78.75			25,508	25,508
18	Intercolonial.....	810	773,282	1,762,372		2,535,654
19	Intercolonial.....	69.66				
20	Kent Northern.....	3.33				
21	Kingston and Pembroke.....	63.50			79,200	79,200
22	Lake Champlain and St. Lawrence.....	63				
23	Laurentian.....	15			9,690	9,690
24	Lévis and Kennebec.....	70				
25	Massawippi Valley.....	34	64,911	46,089	1,269	112,269
26	Montreal, Portland and Boston.....	32				
27	Midland.....	143.65	221,475	102,034		323,509
28	Missisquoi and Black River Valley.....	10.10				
29	Montreal and Vermont Junction.....	23.66	48,988	112,401	8,332	169,712
30	New Brunswick.....	191	123,366	123,366		246,612
31	New Brunswick and Canada.....	127	79,248	78,407	Fr't & Mixed	157,655
32	Northern and Northwestern.....	377.54	418,906	389,186	203,415	1,011,537
33	Petitcodiac and Elgin.....	14			8,680	8,680
34	Port Dover and Lake Huron.....	90	108,000		27,000	135,000
35	Prince Edward County.....	31.88	20,606		19,716	40,322
36	Prince Edward Island.....	198.50	76,954	167,737		244,691
37	Quebec and Lake St. John.....					
38	Quebec Central.....	102.50			35,674	35,674
39	Quebec, Montreal, Ottawa and Occi- dental.....	328.65	210,237	186,187	15,626	412,050
40	Stanstead, Shefford and Chambly.....	43	45,786	52,226	4,180	102,192
41	Joliette.....	12				
42	St. Lawrence and Ottawa.....	59	91,450	18,230	39,010	148,690
43	St. John and Main.....	92				160,001
44	St. Martin's and Upham.....	30				
45	South-Eastern.....	140				
46	Spring Hill and Parrsboro'.....	32				
47	Toronto and Nipissing.....	105.50	125,200	90,025		215,225
48	Toronto, Grey and Bruce.....	191	156,332	88,162	94,918	339,442
49	Victoria.....	56	1,860		15,228	20,088
50	Welland.....	25	32,207	20,512	1,000	53,719
51	Waterloo and Magog.....	23	17,687		5,369	23,056
52	Western Counties.....	67	12,052		38,609	50,661
53	Whitby, Port Perry and Lindsay.....	46.50		20,134	56,992	77,126
54	Windsor and Annapolis.....	130	52,873		59,767	112,640
		6,891.18	7,312,168	10,775,380	4,157,292	22,427,449

Operations of the Year and Mileage.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Hauled.	Average Rate of Speed of Passenger Trains. Miles per Hour.	Average Rate of Speed of Freight Trains. Miles per Hour.	Number.	Remarks
36,621	8,157	21,768	20	12	1	
333,257	4,005,179	90,186	25	13	2	
2,693,817	278,818	1,836,918			3	
69,000	17,610	30,467			4	
7,600	11,082	985	25	20	5	
22,608			20	20	6	
9,259	3,080	30,923		15	7	
45,600	28,594	9,349	25	18	8	Return of 1878-9.
					9	Only six months in operation.
					10	No information.
11,359,784	1,995,526	2,835,561	27	12	11	These rates of speed include stop
4,176,724	1,241,111	1,963,400	24	14	12	pages.
79,68	163,007	47,383	17		13	
413,733	240,644	140,750	21	12	14	
138,322	83,204	49,807	23	13	15	
	33,553	15,642			16	
33,777	13,323	5,766	20	12	17	
3,076,342	581,483	561,924	28	15	18	No information.
					19	do
					20	do
79,200	10,750	33,950	14	14	21	
					22	Traffic just commenced on broad gauge.
11,880	9,758	7,075	12	12	23	Return of 1878-9.
					24	Not reported.
	39,233	54,901			25	
					26	do
323,569	116,837	137,515	18	14	27	
					28	Included in Waterloo and Magog.
	74,775	658,058	26	12	29	
	20,262	34,451	15	12	30	Return of 1878-9.
	32,324	96,565	18	10	31	
1,316,316	386,169	489,600	25	18	32	Including Hamilt'n & Northwes'n.
3,600	1,820	8,580	12		33	
135,000			20	15	34	do Stratford and Haron.
40,322	27,037	3,970	18		35	
295,190	90,533	37,208			36	
					37	Will be op'd for traffic in June, '81.
35,674	4,435	24,073	15		38	Only mixed trains ran.
					39	
623,404	271,226	124,513	30	16	40	
	23,966	26,635	23	12	41	
	9,772	8,000	15		42	Late St. Lawrence and Industry.
199,344	53,116	57,557	20	12	43	
179,212	60,267	41,465			44	
					45	Under construction in 1879-80.
					46	Not reported.
					47	do
238,130	89,973	103,473	20	12	48	Including Lake Simcoe Junction,
396,575	121,685	115,257	20	12	49	26 50 miles.
31,358		23,999	15	15	50	Return of 1879-80.
	68,394	74,600	20	15	51	
23,056	5,918	7,491	20	14	52	
58,890	31,880	15,961	22	17	53	
84,806	45,556	71,305	25		54	
	64,347	40,337	22	15		
26,575,969	10,363,634	9,938,853				

## No. 5.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Stock.	
			Barrels.	Tons.	Busbels.	Tons.	No.	Tons.
1	Albert .....	51-50	4,958	495	2,855	52	828	225
2	Canada Central .....	162-50	6,087	607	211,275	5,934	38,314	3,900
3	Canada Southern .....	326-66		160,674		542,31		49,340
4	Canadian Pacific .....	280-00	7,205	706	66,501	1,955	16,437	8,214
5	Carillon and Grenville .....	13-00						
6	Chatham Branch .....	9-00						
7	Cobourg, Peterboro & Marmora .....	47-00	300	30	7,214	216		
8	Fredericton .....	22-50	20,500	2,050	12,200	244	105	65
9	Grand Junction .....	90-00						
10	Grand Trunk .....	1065-00						
11	Great Western .....	902-45		224,016		463,500	508,634	53,392
12	London and Port Stanley .....			164		4,215		151
13	Wellington, Grey & Bruce .....			13,510		46,868		1,124
14	London, Huron & Bruce .....			1,977		16,421		347
15	Brantford, Norfolk & Port Burwell .....			1,309		3,952		9
16	Intercolonial .....	840-00	525,148	52,515	324,021	5,929	70,990	11,896
17	International .....	69-66						
18	Keat Northern .....	3-33						
19	Kingston and Pembroke .....	63-50	200	24	40,500	1,112	250	110
20	Laurentian .....	15-00	bags 8,215	410	4,534	107	1,497	400
21	Massawippi Valley .....	34-00						
22	Midland .....	143-65	75,402	7,540	985,198	27,479	2,706	1,420
23	Missisquoi and Black River Valley .....	10-10						
24	Montreal and Vermont Junction .....	23-66						
25	New Brunswick .....	191-00						
26	New Brunswick and Canada .....	127-00						
27	Northern and North-Western .....	377-54	248,455	26,833	5,286,525	149,428	21,947	4,154
28	Petitcodiac and Elgin .....	14-00						
29	Port Dover and Lake Huron .....	90-00	18,212	1,821				
30	Prince Edward County .....	31-88			49,500	1,236	43	20
31	Prince Edward Island .....	198-50	15,963	1,597	580,523	9,919	4,488	748
32	Quebec and Lake St. John .....							
33	Quebec Central .....	102-50						
34	Quebec, Montreal, Ottawa & Occi- dental .....	328-65	87,165	8,716	216,450	6,481	11,019	6,612
35	Stanstead, Shefford and Chambly .....	43-00						
36	Joliette .....	12-00						
37	St. Lawrence and Ottawa .....	59-00		635		6,963		1,207
38	St. John and Maine .....	92-00						
39	St. Martin and Upham .....	30-00						
40	South Eastern .....	140-00						
41	Spring Hill and Parrsboro .....	32-00						
42	Toronto and Nipissing .....	105-50	49,198	4,918	338,253	10,147		1,950
43	Toronto, Grey and Bruce .....	191-00	60,705	6,093	1,310,929	32,910	26,810	6,139
44	Victoria .....	56-00			20,211	506		
45	Welland .....	25-00	56,890	5,689	1,477,880	42,789		
46	Waterloo and Magog .....	23-00	480	48	2,234	42	11	11
47	Western Counties .....	67-00	8,200	820	895	20	6,445	1,334
48	Whitby, Port Perry and Lindsay .....	46-50	24,650	2,462	578,729	15,170	4,996	1,586
49	Windsor and Annapolis .....	130-00						

Description of Freight carried.

Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight carried.	Number.	Remarks.
Feet.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
7,624,800	9,531	498	767	413	10,294	21,768	1	
	36,559			34,313	10,134	91,447	2	
	97,364		1,864	150,759	840,916	1,836,948	3	
417,544	550	98	140	9,801	9,061	30,467	4	
						685	5	
							6	Not reported.
19,675,750	29,400	600	900	11	366	30,923	7	
210,000	210	1,400	2,400	3,560	820	9,349	8	Return of 1878-79.
							9	Not reported.
						2,835,561	10	No details.
	150,429		7,780		1117,684	2,016,792	11	
	7,063				35,755	47,283	12	
	35,047		6,320		37,881	140,750	13	
	6,752		8,900		15,410	49,807	14	
	1,303		1,920		6,549	15,042	15	
55,462,654	69,328	2,310	3,465	158,383	260,408	561,924	16	
							17	No information.
							18	do
3,370,060	12,960	5,712	8,976	5,983	4,785	33,950	19	
45,000	70	3,624	4,530	130	1,419	7,075	20	
							21	Not reported.
59,232,800	74,186	878	1,756	11,334	67,800	137,515	22	
							23	Included in Waterloo Magog.
							24	Not reported.
						52,340	25	Information not furnished. From return of 1877-78.
	50,064				37,501	96,565	26	Return of 1878-79.
	177,063	9,227	15,225	47,856	69,044	489,600	27	
6,150,000	7,300			330		8,580	28	
						1,821	29	Includes Stratford and Huron.
84,060	120					2,594	30	
5,782,244	7,251	1,498	2,444		15,249	37,208	31	
							32	Not reported.
976,500	2,170	469	670		20,233	24,073	33	
							34	
9,575,521	10,512	24,065	24,065	13,498	54,628	124,513	35	Not reported.
						8,000	36	Farm produce and general merchandize.
	19,856			19,490	9,406	57,557	37	
							38	Not reported.
							39	Under construction in 1879-80.
							40	No information.
7,928,000	9,910				16,900	26,810	41	
8,331,863	12,621	25,443	44,575	7,531	23,727	105,473	42	Includes Lake Simcoe Junction.
7,923,723	15,610	14,157	24,660	16,435	13,380	115,257	43	
7,735,612	16,101					5,517	44	Return of 1877-78.
	7,070			3,431	15,681	74,660	45	
307,300	439	60	60		6,831	7,491	46	
1,586,500	2,000	474	950	1,875	8,962	15,961	47	
20,207,815	26,545	4,001	7,162	3,744	14,636	71,305	48	
						40,337	49	

No 6.—STATEMENT of Passenger Fares per Mile.

No.	Name of Railway.	Mileage.	Through Passengers.		Way Passengers.		Immigrants.		Remarks.
			1st Class.		2nd Class.		Through.	Way.	
			Cents.	Cents.	Cents.	Cents.			
1	Albert.....	51 50	3		3				
2	Canada Central.....	152 50	2		3 1/2	2	2		
3	Canada Southern.....	326 66	2 1/2		2		1		
4	Canadian Pacific.....	280	2 64		3 55				
5	Carillon and Greyville.....	13	3		2 1/2			1	
6	Chatham Branch.....	9	3		3 1/2				
7	Cobourg, Peterboro' and Marmora.....	47	3		3				
8	Fredericton.....	22 50	3		4				Return of 1878-79.
9	Grand Junction.....	90	3						
10	Grand Trunk and Leased Lines.....	1,065							
11	Great Western.....	902 45	2 156			2 646	0 996	0 703	Receipts not made up in separate clauses.
12	London and Port Stanley.....								
13	Wellington, Grey and Bruce.....					2 646			
14	London, Huron and Bruce.....					2 646			
15	Branford, Norfolk and Port Burwell.....					2 646			
16	Halifax and Cape Breton R'y and Coal Co.....					3		2	
17	Hamilton and North-Western.....								
18	Intercolonial.....	840	2	1 1/2		3	2	1	
19	International.....	69 66							No information.
20	Kingston and Pembroke.....	63 10	3			3	3	3	
21	Lake Champlain and St. Lawrence.....	63	2 1/2			2 1/2			Return of 1878-79.
22	Laurentian.....	15	2 1/2			4			
23	Massawippi Valley.....	34	2 1/2	2 1/2		3 1/2			
24	Midland.....	143 65	3			3	2	2	
25	Missisquoi and Black River Railway.....	10 10							Included in Waterloo.
26	Montreal and Vermont Junction.....	23 66	2			3	1 1/2		
27	Stamstead, Shaftord and Chambly.....	43	3			3			
28	Waterloo and Magog.....	23	3			4			
29	New Brunswick.....	191	3			2 1/2			
30	New Brunswick and Canada.....	127	3			3 1/2			
31	Northern and North-Western.....	377 54	2			3	1 1/2	2	
32	Petitcodiac and Elgin.....	14	3			3			
33	Port Dorer and Lake Huron.....	63	3			3			
34	Prince Edward County.....	31 88	3			3			

36	Prince Edward Island .....	198-50	3	2	3	2	2	2	No information.
37	Quebec and Lake St. John .....	124	3 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	No information.
38	Quebec Central .....	98	3	2 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	No information.
39	Quebec, Montreal, Ottawa and Occidental .....	328-65	3	3	3	2 $\frac{1}{2}$	2	2	No information.
40	St. Lawrence and Industry .....	12	4	3	3	2 $\frac{1}{2}$	2	2	No information.
41	St. John and Maine .....	92	3	2	3 $\frac{1}{2}$	2 $\frac{1}{2}$	1	1	Not reported.
42	Joliette .....	59	3	2	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	Return of 1878-79.
43	South Eastern .....	140	3	2	4	2 $\frac{1}{2}$	2	2	Return of 1878-79.
44	St. Martins and Upham .....	30	3	2	3	2	2	2	Return of 1878-79.
45	Spring Hill and Parraboro .....	32	3	2	3	2	2	2	Return of 1878-79.
46	Toronto and Nipissing .....	105-50	3	2	3	2	2	2	Return of 1878-79.
47	Toronto, Grey and Bruce .....	191	3	2	3	2	2	2	Return of 1878-79.
48	Victoria .....	56	3	2	3	2	2	2	Return of 1878-79.
49	Welland .....	75	3 $\frac{1}{2}$	2	3 $\frac{1}{2}$	2	2	2	Return of 1878-79.
50	Western Counties .....	67	3 $\frac{1}{2}$	2	3 $\frac{1}{2}$	2	2	2	Return of 1878-79.
51	Whitby, Port Perry and Lindsay .....	46-50	2 $\frac{1}{2}$	1 $\frac{1}{2}$	3	2	2	2	Return of 1878-79.
52	Windsor and Annapolis .....	130	2 $\frac{1}{2}$	1 $\frac{1}{2}$	3	2	2	2	Return of 1878-79.



34 Quebec Central .....	98	4,306 63	25,980 53	1,694 79	1,910 06	33,892 01	Return of 1878-9. No information.
35 Quebec, Montreal, Ottawa and Occidental .....	328 65	262,340 46	157,270 30	13,312 49	5,126 97	428,050 22	
36 St. John and Maine .....	92	56,523 54	39,576 99	11,777 99	.....	107,878 52	
37 Joliette .....	12	3,229 79	6,221 68	.....	194 00	9,644 87	
38 St. Lawrence and Ottawa .....	159	72,442 32	62,446 30	12,206 91	.....	147,114 93	
39 South Eastern .....	140	57,523 21	35,398 32	11,833 63	5,523 15	110,278 34	
30 St. Martins and Upham .....	30	.....	.....	.....	.....	.....	
41 Spring Hill and Parrsboro' .....	32	2,891 55	14,355 51	400 64	7 53	17,655 23	
42 Toronto and Nipissing .....	105 60	62,630 93	111,805 32	11,812 92	1,991 60	188,561 97	
43 Toronto, Grey and Bruce .....	191	104,477 52	196,555 49	18,681 22	.....	319,714 23	
44 Victoria .....	56	5,873 17	11,656 63	211 72	757 53	18,499 05	
45 Welland .....	25	22,067 00	42,851 63	2,377 08	16,287 63	83,583 29	
46 Western Counties .....	67	28,026 91	23,496 37	2,175 37	96 06	53,794 74	
47 Whitby, Port Perry and Lindsay .....	46 50	27,509 26	59,717 36	3,305 75	1,392 75	91,925 12	
48 Windsor and Annapolis .....	130	58,837 36	62,484 23	8,053 58	1,022 33	139,397 50	
.....	.....	7,076,339 67	15,556,936 49	851,288 65	102,075 96	23,561,447 60	



No. 8.—SUMMARY STATEMENT of Operating Expenses.

Number.	Name of Railway.	Mileage.	Maintenance of Line Buildings, &c.		Working and Repairs of Engines.		Working and Repairs of Cars.		General Operating Expenses.		Total.	Remarks.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1	Albert.....	51.50	5,357 14	4,603 01	1,559 04	925 00	4,671 38	16,190 57				
2	Canada Central.....	162.50	94,980 65	41,505 39	14,493 39	1,020 00	67,510 09	221,489 39				
3	Canada Southern.....	326.66	244,264 46	454,135 15	171,535 66	706,319 85	804,645 23	1,674,580 50				
4	Canadian Pacific.....	280	16,449 83	30,085 75	5,563 56	2,917 88	26,842 87	78,892 01				
5	Carillon and Grenville.....	13	500 00	4,360 00	.....	.....	4,244 30	6,613 56				Return of 1878-9.
6	Chatham Branch.....	9	3,115 74	3,317 00	925 00	1,020 00	6,449 00	15,806 74				do
7	Coburg, Peterboro and Marmora.....	47	4,865 91	5,678 39	.....	.....	5,733 76	17,298 06				
8	Fredericton.....	22.50	1,202,777 04	2,384,560 23	706,319 85	263,071 60	2,463,017 15	6,755,674 27				
9	Grand Trunk and leased Lines.....	1085	584 715 65	737,406 25	14,222 71	2,917 88	1,253,950 42	2,838,143 92				
10	Great Western.....	922.45	17,554 09	14,222 71	.....	.....	12,461 83	47,166 51				
11	London and Port Stanley.....	.....	172,658 28	74,663 39	15,055 46	5,783 63	61,965 76	323,732 89				
12	Wellington, Grey and Bruce.....	.....	41,645 89	25,057 96	.....	.....	19,021 73	91,409 24				
13	London, Huron and Bruce.....	.....	27,555 61	8,631 83	.....	.....	8,866 32	46,935 80				
14	Branford, Norfolk and Port Burwell.....	.....	9,211 37	3,558 62	298 38	1,482 04	4,968 61	17,976 98				
15	Halifax and Cape Breton.....	78.75	385,456 52	550,574 41	6,598 36	2,124 74	7,814 79	1,605,419 35				
16	Intercolonial.....	840	9,082 53	8,574 92	.....	.....	11,111 94	39,949 41				
17	Intercolonial.....	69.66	18,028 45	8,574 92	.....	.....	3,451 32	9,246 48				
18	Kingston and Pembroke.....	63.50	2,398 78	3,253 38	133 00	.....	32,904 88	107,902 05				
19	Laurentian.....	15	42,386 65	32,610 52	.....	.....	43,940 29	221,685 67				Included in Waterloo and Magog.
20	Massachusetts Valley.....	31	95,974 45	82,670 93	.....	.....	.....	.....				
21	Midland.....	143.65	.....	.....	.....	.....	.....	.....				
22	Missisquoi and Black River Valley.....	10.10	.....	.....	.....	.....	.....	.....				
23	Montreal and Vermont Junction.....	23.66	23,468 90	33,139 24	27,393 96	.....	20,892 99	104,795 09				
24	Stansfeld, Shefford and Chambly.....	43	29,725 83	15,798 48	7,976 67	.....	12,210 45	63,661 43				
25	Waterloo and Magog.....	23	3,801 72	3,625 32	904 93	.....	1,815 93	10,150 95				
26	New Brunswick.....	191	31,424 69	40,250 57	25,130 92	.....	30,013 81	127,079 99				
27	New Brunswick and Canada.....	127	181,434 34	179,960 66	51,850 92	.....	324,741 81	737,971 73				
28	Northern and North-Western.....	377.54	181,434 34	179,960 66	51,850 92	.....	1,685 32	4,692 95				Return of 1878-9.
29	Petitcodiac and Elgin.....	14	22,243 75	32,874 77	1,000 81	.....	28,332 21	81,050 73				Including \$5,400 lease of rolling stock.
30	Port Dover and Lake Huron.....	80	5,347 58	6,271 06	.....	.....	6,107 48	23,326 93				
31	Prince Edward County.....	31.88	.....	.....	.....	.....	.....	.....				
32	Prince Edward Island.....	198.50	49,332 48	57,580 58	15,122 11	.....	42,605 38	164,640 55				Under construction.
33	Quebec and Lake St. John.....	124	.....	.....	.....	.....	.....	.....				

	98	10,731 29	3,562 40	4,470 65	4,013 28	22,777 72
34 Quebec Central	328 65	59,554 24	66,916 01	20,386 96	139,284 01	286,141 22
36 Quebec, Montreal, Ottawa and Occidental	12	3,261 83	2,815 72	369 00	2,846 86	9,126 91
38 Joliette	92	26,044 22	24,387 51	8,456 23	29,725 37	88,613 33
37 St. John and Main	159	38,261 02	26,633 79	7,123 70	37,806 51	109,825 02
38 St. Lawrence and Ottawa	140	45,850 41	23,886 74	7,150 60	43,306 10	120,193 88
39 South Eastern	30					No information.
40 St. Martins and Upham	32					14,382 66
41 Spring Hill and Parisboro	105 50	30,610 09	39,168 45	7,240 09	48,316 93	125,383 56
42 Toronto and Nipissing	191	46,913 78	67,715 35	11,135 98	86,641 71	213,406 82
43 Toronto, Grey and Bruce	56	3,181 43	3,175 73	1,151 69	3,604 61	11,413 49
44 Victoria	25	11,168 53	13,450 17	7,521 93	23,131 67	55,212 30
45 Welland	67	8,787 33	6,296 74	631 82	21,009 29	36,735 23
46 Western Counties	46 50	15,404 16	17,500 95	3,340 93	18,135 50	51,381 54
47 Whitby, Port Perry and Lindsay	130	52,806 30	22,579 53	8,314 52	52,070 26	115,770 61
48 Windsor and Annapolis		3,678,276 30	5,170,193 28	1,629,247 96	6,263,738 26	16,840,705 43
						Return of 1877-8

No. 9.—SUMMARY

Number.	NAME OF RAILWAY.	Mileage.	Passengers, employes or others.	Fell. from cars or engines.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or heads out of window.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Albert.....	51.50	Others								
2	Canada Central. ....	162.50	{ Passengers.	1							
			Others								
3	Canada Southern.....	326.66	{ Passengers.	1		1		1			
			Employés.								
			Others	1							
4	Canadian Pacific.....	280	Employés.								
5	Carillon and Grenville.....	13	Others			1					
6	Chatham Branch.....	9									
7	Cobourg, Peterboro' and Marmora.....	47	Others								
8	Fredericton.....	22.50									
9	Grand Junction.....	90	Others								
10	Grand Southern.....	82	Employés.		1						
			{ Passengers.	2		1					
11	Grand Trunk.....	1,065	Employés.	3				3			
			Others			2					
12	Great Western.....	902.46	{ Passengers.			1	1		1	2	1
			Others		1		1	5	1		
			Employés.								
13	Wellington, Grey and Bruce.....		Others								
14	London and Port Stanley.....										
15	London, Huron and Bruce.....										
16	Brantford, Norfolk and Port Burwell.....										
17	Intercolonial.....	840	{ Employés.		6	1	1	4	7		
			Others			1	1				
18	International.....	69.66									
19	Kingston and Pembroke.....	63.50									
20	Laurentian.....	15									
21	Lake Champlain and St. Lawrence.....	63	Employés.						1		
22	Lévis and Kennebec.....	70									
23	Massawippi Valley.....	34									
24	Midland.....	143.50	{ Passengers.	1							
			Employés.		1		1				
			Others								
25	Montreal, Portland and Boston.....	32									
26	Missisquoi and Black Riv. Valley.....	19.10									
27	Montreal and Vermont Junction.....	23.66									
28	Stanstead, Shefford and Chambly.....	43	Others			1					
29	Waterloo and Magog.....	23									
30	New Brunswick.....	191	Passenger								
31	New Brunswick and Canada.....	127									
32	Northern and North-Western.....	377.54	{ Employés.				2		1		
			Others			2	2				
33	Petitcodiac and Elgin.....	14									
34	Port Dover and Lake Huron.....	90	Employés.				1				
35	Prince Edward Island.....	198.50	Employés.								
36	Quebec and Lake St. John.....										
37	Quebec Central.....	102.50									
38	Quebec, Montreal, Ottawa and Occidental.....	328.65									
39	St. John and Maine.....	92									
40	Joliette.....	12									
41	St. Lawrence and Ottawa.....	69	Passengers.	1							
	Carried forward.....			10	9	9	12	14	13		1

OF ACCIDENTS.

Coupling cars.		Collisions, or by trains thrown from track.		Walking, standing, lying or being on track.		Explosions.		Striking bridges.		Other causes.		Totals.		Number.	Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	
.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3	.....	2	
1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	3	
.....	2	.....	.....	3	1	.....	.....	.....	.....	.....	.....	4	1	4	
.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2	1	5	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	6	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	7	
1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	10	
.....	.....	1	.....	1	.....	.....	.....	3	.....	.....	.....	3	.....	11	
.....	.....	.....	.....	12	.....	.....	.....	1	.....	.....	.....	11	.....	.....	
.....	2	1	2	.....	.....	.....	.....	.....	.....	.....	.....	1	2	12	
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	2	13	
.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	1	14	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	15	
.....	20	1	1	.....	.....	.....	.....	1	1	.....	.....	7	36	16	
.....	.....	.....	.....	3	5	.....	.....	.....	.....	.....	.....	4	6	17	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	20	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	24	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	25	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	
1	10	1	2	.....	.....	.....	.....	.....	1	.....	.....	4	16	31	
.....	.....	.....	.....	6	4	.....	.....	.....	.....	.....	.....	8	6	32	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	
.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	34	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	35	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	
.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	41	
2	40	4	9	41	10	.....	.....	6	2	.....	.....	1	86	95	

No. 9.—SUMMARY OF

Number.	NAME OF RAILWAY.	Mileage.	Passengers, employes or others.	Fell from cars or engines.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or heads out of window.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
					Brought forward.....			10	9	9	12
42	St. Martin's and Upham.....	30	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	Spring Hill and Parrsboro'.....	32	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	South-Eastern.....	140	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	Toronto and Nipissing.....	105.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
46	Toronto, Grey and Bruce.....	191	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	Victoria.....	56	.....	.....	.....	.....	.....	.....	.....	.....	.....
48	Welland.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....
49	Western Counties.....	67	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	Whitby, Port Perry and Lindsay.	46.50	{ Employés.....	.....	.....	.....	.....	.....	1	.....	.....
			{ Others.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Windsor and Annapolis.....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Totals.....		.....	10	9	9	12	14	13	.....	1

ACCIDENTS.—Continued.

Coupling cars.		Collisions, or by trains thrown from track.		Walking, standing, lying or being on track.		Explosions.		Striking bridges.		Other causes.		Totals.		Number.	Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
2	40	4	9	41	10	.....	.....	6	2	.....	1	86	95		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	
.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	46	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	50
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
2	45	4	9	42	10	.....	.....	6	2	.....	1	87	101		

No. 10.—LINES of Railway owned by Coal and Iron Mines.

Name.	Length of Railway.	Gauge.	No. of Engines.	No. of Waggons.	Remarks.
<b>NOVA SCOTIA.</b>		ft. in.			
Albion .....	10	4 8½	6	376	
Intercolonial.....	7	5 6	3	88	
Nova Scotia Coal Co. ....	2-75	4 8½	2	78	
Vale Colliery .....	6	5 6	1		Coal cars furnished by Intercolonial.
Acadia Coal Co .....	3	4 8½	1	2	From Stewarton Junction, I.U.R., to Westville.
Spring Hill .....	7	5 6	2	80	From Westville to Granton, Middle River, Pictou.
Steel Company of Canada...	6	4 8½	1		Cars furnished by Intercolonial.
do do .....	8	4 8½	2	33	
do do .....	4	3 0	2	30	
	60 50		20	687	
					Gauge. Miles.
					5 ft. 6 in. 20 75
					4 " 8½ " 35 75
					3 " 0 " 4
					Total..... 60-50
<b>CAPE BRETON.</b>					
Caledonia .....	2	5 8½	1	30	
Campbellton .....	1 50	3 6	1	50	
Glace Bay .....	0-50	4 8½	1	146	
Glaagow and Cape Breton } Sydney and Louisburg.....	43	3 0	4	275	
Gowrie .....	0 68	3 7	1	90	
International.....	12	4 8½	3	145	
Lingan .....	1	3 6½	1	100	
Sydney .....	4-62	4 8½	2	156	
Victoria .....	4	4 8½	1	44	
	69 30		15	1,036	
					Gauge. Miles.
					3 ft. 0 in. 43
					3 " 6 " 1-50
					3 " 6½ " 1
					2 " 7 " 0-68
					4 " 8½ " 21-12
					5 " 8½ " 2
					Total..... 69-30

No. 11.—STATEMENT of Aid granted to Railways by Governments.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>DOMINION GOVERNMENT.</b>						
Canadian Pacific .....			56,151,675 32			
Grand Trunk .....	16,142,633 33		38,448,607 09			
Intercolonial .....			3,409,919 70			
Prince Edward Island .....			2,656 00			
Toronto, Grey and Bruce .....			1,089,674 00			
Windsor and Annapolis .....						
		15,142,633 33		99,102,632 11		
<b>ONTARIO GOVERNMENT.</b>						
Belleville and North Hastings .....			66,000 00			
Canada Atlantic .....			266,000 00			
Canada Central .....			125,000 00			
Canada Southern .....			147,858 65			
Cobourg, Peterboro' and Marmora .....			18,740 00			
Credit Valley .....			462,000 00			
Grand Junction .....			247,000 00			
Hamilton and North Western .....			565,000 00			
Kingston and Pembroke .....			453,522 50			
London, Huron and Bruce .....			178,630 68			
Midland .....			168,350 20			
Northern .....			196,188 00			
Port Dover and Lake Huron .....			126,000 00			
Stratford and Huron .....			55,000 00			
Prince Edward County .....			126,000 00			
Toronto and Nipissing .....			105,212 00			
Lake Simcoe Junction .....			53,000 00			
Toronto, Grey and Bruce .....			375,282 04			
Wellington, Grey and Bruce .....			241,276 00			
Whitby, Port Perry and Lindsay .....			94,957 59			
		15,142,633 33		4,071,037 02		103,173,669 13
Carried forward.....						



No. 11.—STATEMENT of Aid granted to Railways by Government—Concluded.

Name of Railway.	Loan.	Total.	Bonns.	Total.	Subscrip- tion to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brough forward .....		15,142,633 33		103,173,569 13		
<b>QUEBEC GOVERNMENT.</b>						
International .....			339,026 27			
Lake Champlain and St. Lawrence.....			380,000 00			
Laurentian .....			57,000 00			
Lévis and Kennebec.....			360,000 00			
Missisquoi and Black River Valley .....			142,500 00			
Montreal, Portland and Boston.....			85,000 00			
Quebec and Lake St. John.....			600,000 00			
Quebec Central .....			410,000 00			
Quebec, Montreal, Ottawa and Occidental.....			10,343,956 00			
South Eastern .....			444,000 00			
Waterloo and Magog.....			172,090 00			
				13,333,482 27		
<b>NEW BRUNSWICK GOVERNMENT.</b>						
Albert.....			455,000 00			
Chatham Branch .....			32,000 00			
Fredericton .....			225,000 00			
Grand Southern .....			410,000 00			
Kent Northern .....			135,000 00			
New Brunswick .....			76,000 00			
New Brunswick and Canada .....			575,000 00			
Peticodiac and Elgin .....			70,900 00			
St. John and Maine.....			880,000 00			
St. Martins and Upham.....			150,000 00			
				3,063,000 00	306,000 00	300,000 00

NOVA SCOTIA GOVERNMENT.			
Halifax and Cape Breton Railway and Coal Company .....	.....	586,090 00	.....
Nova Scotia, Nictaux and Atlantic .....	.....	440,000 00	.....
Spring Hill and Parrsboro' .....	.....	139,650 00	.....
Western Counties .....	.....	679,100 00	.....
		1,844,840 00	
	15,142,633 33	121,359,891 35	300,000 00

NO. 1.—STATEMENT of Aid granted to Railways by Municipalities, &c.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO.</b>							
County of Hastings	Belleisle and North Hastings			30,000 00			
Township of Madoc	do			30,000 00			60,000 00
do Lochiel	Canada Atlantic			40,000 00			
do Kenyon	do			40,000 00			
City of Ottawa	do			100,000 00			180,000 00
Renfrew	Canada Central					30,000 00	
Horton	do					7,500 00	
Adamstown	do					5,000 00	
Fembroke	do			75,000 00			75,000 00
County of Elgin	Canada Southern			200,000 00			
Township of Townsend	do			30,000 00			
do Durham	do			15,000 00			
do Anderson	do			15,000 00			
Town of St. Thomas	do			25,000 00			
Township of Malden	do			15,000 00			
Town of Amherstburg	do			15,000 00			
South Norwich	do			7,500 00			
Northumberland and Durham	Cobourg, Peterboro' & Marmora.			113,500 00			322,500 00
Savings Bank							113,500 00
County of Oxford	Credit Valley			200,000 00			
do Wellington	do			135,000 00			
do Waterloo	do			110,000 00			
do Peel	do			75,000 00			
do Halton	do			70,000 00			
City of Toronto	do			350,000 00			
Town of Milton	do			30,000 00			
do Brampton	do			20,000 00			
do Ingersoll	do			60,000 00			
Village of Streetsville	do			20,000 00			
do Etobicoke	do			15,000 00			

do	do	do	15,000 00	1,100,000 00	50,000 00	50,000 00
Township of Bentwick	Georgian Bay and Wellington	do	20,000 00			
do	do	do	20,000 00			
do	Glenelg	do	60,000 00			
do	Egremont	do	22,000 00			
do	Mount Forest	do	32,000 00			
do	Durham	do	15,000 00			
do	Palmerston	do	30,000 00			
do	Sullivan	do	20,000 00			
do	Derby	do	40,000 00			
Town of Owen Sound	do	do		259,000 00		
City of Belleville	Grand Junction	do	150,000 00			
Village of Sterling	do	do	5,000 00			
Township of Rawdon	do	do	5,000 00			
do	do	do	35,900 00			
Village of Hastings	do	do	5,000 00			
Township of Percy	do	do	5,000 00			
do	Asphodel	do	75,000 00			
do	Madoc	do			50,000 00	
County of Hastings	do	do				
do	Frontenac	Kingston and Pembroke	170,000 00	235,000 00		
City of Kingston	do	do	318,000 00			
do	do	do		488,000 00		
do	Hamilton	Hamilton and North-Western	99,733 00			
County of Halton	do	do	75,791 00			
Village of Georgetown	do	do	11,289 00			
County of Peel	do	do	30,974 00			
do	do	do	354,007 00			
Town of Collingwood	do	do	12,084 00			
Township of Jarvis	do	do	22,592 00			
do	do	do	2,500 00			
do	Adjala	do	2,500 00			
do	Essa	do	10,600 00			
do	Tossoronto	do	5,000 00			
do	Mulmur	do	8,000 00			
Village of Alliston	do	do		100,000 00		
Not stated	do	do				
Township of Nottawasaga	do	do	20,386 00			
do	do	do		675,596 00		
do	East Gwillimbury	Lake Simcoe Junction	45,000 00			
do	North	do	20,000 00			
do	Georgias	do	20,000 00			
do	Whitchurch	do	15,000 00			
do	do	do		100,000 00		
do	London	London, Huron and Bruce	15,000 00			
do	Stephen	do	17,500 00			
		Carried forward	32,500 00	3,608,596 00		192,500 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscrip- tions to Shares or Bonds.	\$ cts.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Osborne.	Brought forward.			32,500 00	3,608,566 00		192,500 00
do Hay	do			25,000 00			
do Goderich	do			15,000 00			
do E. Wawanosh	do			15,000 00			
do Hallet	do			25,000 00			
do Tuckersmith	do			25,000 00			
do Turnberry	do			10,000 00			
do Morris	do			5,000 00			
do Stanley	do			10,000 00			
Village of Clinton	do			10,000 00			
do Exeter	do			20,000 00			
do Kincardine and Wigan	do			10,000 00			
County of London	do			9,000 00			
				100,000 00	311,500 00		
Thorah	Midland			50,000 00			
Port Hope	do			30,000 00			
Orillia and Matchedash	do			12,500 00			
Town of Orillia	do			12,500 00			
Tay	do			21,370 85			
Onemees	do			2,000 00			
Mars	do			12,500 00			
Peterborough	do			4,000 00			
				100,000 00	144,870 85		
City of Toronto	Northern			190,000 00		190,000 00	
County of Simcoe	do			30,000 00		200,000 00	
Town of Barrie	do			12,500 00			
do Orillia	do						
Townships of Collingwood, Euphrasia and St. Vincent.	do			89,480 00			
					241,980 00		390,000 00
Woodhouse	Port Dover and Lake Huron			15,000 00			
Simcoe	do			10,000 00			
South Norwich	do			10,000 00			
North Norwich and Woodstock	do			50,000 00			
East Oxford and Woodstock	do			25,000 00			

Town of Stratford.....	do	do	30,000 00				
Town of Woodstock.....	do	do	20,000 00				
Trenton Village.....	do	do	10,000 00				
Wellington Village.....	do	do	2,500 00				
Town of Picton.....	do	do	20,000 00				
Prince Edward County.....	do	do	80,000 00				
Not stated.....	do	do	.....				
Town of Stratford.....	do	do	30,000 00				
County of Perth.....	do	do	60,000 00				
Township of Mornington.....	do	do	40,000 00				
do Elms.....	do	do	10,000 00				
Town of Listowel.....	do	do	15,000 00				
County of Perth.....	do	do	20,000 00				
Township of Wallace.....	do	do	10,000 00				
Town of Palmerston.....	do	do	15,000 00				
do Harriston.....	do	do	20,000 00				
Township of Minto.....	do	do	25,000 00				
do Normandy.....	do	do	80,000 00				
do Benitick.....	do	do	35,000 00				
do Brant.....	do	do	15,000 00				
do Elderslie.....	do	do	35,000 00				
do do.....	do	do	40,000 00				
do Amable.....	do	do	30,000 00				
do Kippel.....	do	do	10,000 00				
do Acbermarle.....	do	do	.....				
From various municipalities.....			376,000 00				
Toronto and Nipissing.....			530,000 00				
Albion.....			40,000 00				
Caledon.....			45,000 00				
do do.....			45,000 00				
Mono.....			30,000 00				
Amaranth.....			35,000 00				
Arthur.....			15,000 00				
Orangeville.....			20,000 00				
Mount Forest.....			350,000 00				
Toronto.....			300,000 00				
County of Grey.....			5,000 00				
Owen Sound.....			15,000 00				
Minto.....			35,000 00				
Howick.....			5,000 00				
Gorrie and Wroxeter.....			5,000 00				
Treeswater.....			38,000 00				
Culross.....			5,000 00				
Turaberry.....			.....				
Carried forward.....			988,000 00				
			6,494,149 44				
			582,500 00				

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO—Continued.</b>							
Town of Lindsay	Brought forward						
Verelem, Somerville and Fenelon	Victoria			85,000 00			
County of Haliburton	do			40,000 00			
	do			55,000 00			
Fergus	Wellington, Grey and Bruce			10,000 00	180,000 00		
Peel	do			40,000 00			
Elora	do			10,000 00			
Maryboro'	do			40,000 00			
Nichol	do			10,000 00			
Wallace	do			35,000 00			
46	do			65,000 00			
Minto	do			278,000 00			
Bruce	do			20,000 00			
Howick	do			15,000 00			
Listowel	do			35,000 00			
Grey	do			30,000 00			
Elma	do			30,000 00			
Morris	do			18,000 00			
W. Wawanosh	do			10,000 00			
Ashfield	do			28,000 00			
Turnberry	do			8,000 00			
Kincardine	do				682,000 00	16,000 00	
Town of Whitby	Whitby, Port Perry and Lindsay			70,000 00			
Township of Whitby	do			15,000 00			
do	do			30,000 00			
do	do			2,000 00			
do	do			85,000 00			
County of Victoria	do			20,000 00			
Village of Port Perry	do						
Brown & Patterson, Manufacturing Co	do			91 93	222,094 93		10,000 00
					7,578,244 37		692,500 00

QUEBEC.		International						
County of Compton	.....	International	.....	.....	.....	.....	.....	225,000 00
St. Pie	.....	Lake Champlain & St. Lawrence	.....	.....	.....	.....	.....	20,000 00
L'Ange Gardien	.....	do	.....	.....	.....	.....	.....	10,000 00
St. Paul	.....	do	.....	.....	.....	.....	.....	6,000 00
Not stated	.....	do	.....	.....	.....	.....	.....	15,000 00
St. Lin	.....	Laurentian	.....	.....	.....	.....	.....	30,000 00
St. Anne	.....	do	.....	.....	.....	.....	.....	25,000 00
Laplaime	.....	do	.....	.....	.....	.....	.....	3,000 00
Town of Lévis	.....	Lévis and Kennebec	.....	.....	.....	.....	.....	50,000 00
Parish of St. Anselme	.....	do	.....	.....	.....	.....	.....	12,000 00
Ascot	.....	Massawippi Valley	.....	.....	.....	.....	.....	40,000 00
Hatley	.....	do	.....	.....	.....	.....	.....	25,000 00
Township of Melbourne & Bromp-	.....	Missisquoi & Black River Valley	.....	.....	.....	.....	.....	25,000 00
ton Gore	.....	do	.....	.....	.....	.....	.....	20,000 00
Township of Ely	.....	do	.....	.....	.....	.....	.....	20,000 00
do North Studley	.....	do	.....	.....	.....	.....	.....	20,000 00
do Bolton	.....	do	.....	.....	.....	.....	.....	15,000 00
Chamby Canton	.....	Montreal, Portland and Boston	.....	.....	.....	.....	.....	10,000 00
do Basin	.....	do	.....	.....	.....	.....	.....	100,000 00
City of Quebec	.....	Quebec and Lake St. John	.....	.....	.....	.....	.....	7,000 00
St. Gabriel, Valcartier, St. Cath-	.....	do	.....	.....	.....	.....	.....	50,000 00
erine and St. Raymond	.....	do	.....	.....	.....	.....	.....	25,000 00
Parish of Sherbrooke	.....	Quebec Central	.....	.....	.....	.....	.....	3,000 00
do Dodswell	.....	do	.....	.....	.....	.....	.....	1,000,000 00
do Weedon	.....	do	.....	.....	.....	.....	.....	1,000,000 00
County of Mégantic	.....	do	.....	.....	.....	.....	.....	200,000 00
Township of Garthby	.....	do	.....	.....	.....	.....	.....	25,000 00
City of Montreal	.....	do	.....	.....	.....	.....	.....	25,000 00
City of Quebec	.....	Quebec, Montreal, Ottawa and	.....	.....	.....	.....	.....	12,000 00
do Three Rivers	.....	Divisions	.....	.....	.....	.....	.....	10,000 00
County of Ottawa	.....	do	.....	.....	.....	.....	.....	2,384,000 00
St. Sauveur de Quebec	.....	do	.....	.....	.....	.....	.....	113,000 00
Cote St. Louis	.....	do	.....	.....	.....	.....	.....	668,000 00
Village of St. Thérèse	.....	do	.....	.....	.....	.....	.....	
Parish of do	.....	do	.....	.....	.....	.....	.....	
do St. Jerome	.....	do	.....	.....	.....	.....	.....	
		Carried forward	.....	.....	.....	.....	.....	



No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>QUEBEC—Cesctudei.</b>							
Village of St Jerome.....	Brought forward.....			2,384,900 00	113,000 00		668,000 00
St. Scholastique.....	Quebec, Montreal, Ottawa and Occidental, East & West Div..			15,000 00			
St. Andrews.....	do			10,000 00			
St. Jerusalem, of Argenteuil.....	do			25,000 00			
				6,000 00	2,458,000 00		
<b>South Western.....</b>							
L'Avenir.....	do					50,000 00	
County of Brome.....	do					50,000 00	
Township of Brome.....	do					63,000 00	
do	Sutton.....					25,000 00	
do	Pottion.....					20,000 00	
do	Farnham.....					6,000 00	
do	Durham.....					5,000 00	
Village of West Farnham.....	do					30,000 00	
do	East do.....					16,000 00	
do	Waterloo.....					90,000 00	
do	Drummondville.....					10,000 00	
County of Drummond.....	do					15,000 00	
Township of Wickham.....	do					15,000 00	
do	St. German.....					49,000 00	
do	Sorel.....					15,000 00	
Village of Actonvale.....	do					20,000 00	
do	Roxton Falls.....					10,000 00	
Township of Roxton.....	do					50,000 00	
do	Shefford.....					10,000 00	
do	West Wickham.....						
Municipality of Magog.....	Waterloo and Magog.....	15,000 00	15,000 00		6,000 00		548,000 00
City of Sherbrooke.....	do		15,000 00				1,216,000 00

NEW BRUNSWICK.								
Hillsboro', Hopewell and Harvey Parishes	Albert					40,000 00		
Coversdale, Hillsboro, Hopewell and Harvey Parishes	do					30,000 00		70,000 00
City of Fredericton	Fredericton					50,000 00		
County of York	do					30,000 00		80,000 00
Parish of St. George	Grand Southern	2,250 00						
do Pennfield	do	500 00						
Lepreaux	do	250 00						
Town of Fort Fairfield	New Brunswick		3,000 00					
do Lynden	do					12,000 00		
City of Calais	New Brunswick and Canada					11,000 00		23,000 00
do Houlton	do					12,000 00		
do St. Stephen	do					22,000 00		
Parish of Elgin	do					13,000 00		47,000 00
City of St. John	Peticodiac and Elgin					13,000 00		
	St. John and Maine						60,000 00	60,000 00
								60,000 00
	Nova Scotia.							
Township of Yarmouth	Western Counties		3,000 00					233,000 00
Counties	do					100,000 00		
						175,000 00		275,000 00
								275,000 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

SUMMARY.

	Loan.		Total.		Bonus.		Total.		Subscription to Shares or Bonds.		Total.		Grand Totals.		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
<i>Governments.</i>															
Dominion.....	15,142,633	33			99,102,532	11							114,245,165	44	
Ontario.....					4,071,037	02							4,071,037	02	
Quebec.....					13,333,482	27							13,333,482	27	
New Brunswick.....					3,008,000	00			300,000	00			3,308,000	00	
Nova Scotia.....					1,844,840	00							1,844,840	00	
			15,142,633	33			121,359,891	40				300,000	00	138,803,524	73
<i>Municipalities, &amp;c.</i>															
In Ontario.....					7,578,244	37			692,500	00			8,170,744	37	
Quebec.....	15,000	00			2,553,000	00			1,216,000	00			3,784,000	00	
Nova Scotia.....					275,000	00							275,000	00	
New Brunswick.....	3,000	00			233,000	00			60,000	00			296,000	00	
			18,000	00			10,639,244	37				1,868,500	00	12,525,744	37
			15,160,633	33			131,999,135	77				2,168,500	00	149,338,269	10

## ERRATA.

At page xvi.—Line 17, The ground, should read : The grounds.

At page xlvii.—Line 7, submitted, should read : submitted.

At page 44.—Under the heading “Nova Scotia, Cost per cubic yard,” the figures 2,743 55, on line of  
 Parrsboro’, should read 26<sup>cts.</sup>90, and the figures 917 35, on line of Windsor, should read 42<sup>cts.</sup>67.

At page 90.—The words “Cologne” near the end of the page should read : “Coulonge.”

At page 116.—In the column of Remarks, 4th November, 1880, should read : 4th November, 1879.

At page 167.—Line 16, Section 1, the blanks for pages to be filled by 172 to 178.

At page 167.—Line 17, Section 2,           do                   do           178 to 194.

At page 167.—Line 19, Section 3,           do                   do           194 to 292.

At page 167.—Line 20, Section 4,           do                   do           202.

At page 182.—The words “Vessels of the United States,” commencing the fifth paragraph, should read : “Vessels not of the United States.”

At page 182.—The figures 2,597 on the last line, should be 2,497.

At page 186.—Line 4, Stowing bags per 1,000 bushels, the figures “05,” should read \$5.00.

At page 186.—Under title “5—Port of Montreal,” Police Dues, 3c., should read : Police Dues 3c .....  
 per ton register.

At page 275.—In the column “Deputy-Ministers—Date of appointment” opposite T. Trudeau, 1874  
 should read 1864.

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DOMINION OF CANADA.

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ANNUAL REPORT

OF THE

MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR 1ST JULY, 1879, TO 30TH JUNE,

1880

ON THE WORKS UNDER HIS CONTROL.

---

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACT THIRTY-FIRST  
VICTORIA, CHAPTER TWELVE, SECTION NINETEEN, AS AMENDED BY THE  
ACT FORTY-SECOND VICTORIA, CHAPTER SEVEN.

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*PRINTED BY ORDER OF THE HOUSE OF COMMONS,*

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OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1880.



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DOMINION OF CANADA.

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REPORT

OF THE

MINISTER OF PUBLIC WORKS.

FOR THE

FISCAL YEAR ENDED 30<sup>TH</sup> JUNE 1880.

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*To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell Marquis of Lorne, one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada and Vice Admiral of the same.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to submit the annual Report of the Department of Public Works for the fiscal year 1879-80.

By the Order in Council of the 19th May 1879, published at page 1496 of the *Canada Gazette*, the 20th May of that year was fixed as the date when the Act 42 Vic. Cap. 7 dividing the Department then known as Public Works into two Departments to be presided over by two Ministers, respectively named the Minister of Public Works and the Minister of Railways and Canals, should come into force.

The Staff of Officers and Clerks of the Department of Public Works on the 20th May continued until the 1st October following, under the instructions and directions of the two Ministers, to manage in common the business of the two Departments of Railways and Canals and of Public Works formed of the Department of Public Works.

On the 1st October an Order in Council issued on the joint recommendation of the two Ministers, dividing the staff between the two Departments, and the present Department of Public Works was at once reorganised for the conduct of the public works coming under its control by the enactments of the above cited Act 42 Vic. Cap. 7.

The Works under the control of the Department are :—

PUBLIC BUILDINGS.

HARBORS AND RIVERS.

DREDGING.

SLIDES AND BOOMS.

TELEGRAPHS.

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## PUBLIC BUILDINGS.

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### NOVA SCOTIA.

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#### LUNENBURG MARINE HOSPITAL.

The contract for the construction of this building is nearing completion, and arrangements have been made for fencing in the lot, laying out the grounds, providing water supply, furniture &c. (App. 3, page 18.)

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### NEW BRUNSWICK.

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#### DORCHESTER.

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#### GENERAL PENITENTIARY FOR MARITIME PROVINCES.

The contract for portion of the steam heating has been let to Messrs. Wisdom and Fish, and the work executed.

Preparations have been made for placing under contract the construction of semi-detached buildings for offices, bake house, hospital, laundry, workshops, ice house and root houses.

Arrangements have also been made for enclosing a portion of the grounds by a picket-fence and for providing water supply from a spring, distant  $1\frac{1}{4}$  miles from the building. (App. 3, page 17.)

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### SAINT-JOHN, N. B.

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#### SAVINGS BANKS.

The construction of this building has been completed and the necessary fittings provided. Enclosure walls and footpaths have been constructed and the unoccupied portion of the lot graded. The construction of a special vault door has been put under contract. The building is now occupied. (App. 3, page 17, App. 4, page 21.)

#### CUSTOM HOUSE.

The erection of this building is in a forward state and will be completed at an early date.

Preparations have been made for placing under contract the works required for internal fittings and providing the heating apparatus. (App. 3, page 17.)

#### POST OFFICE.

The progress of the works has not been as rapid as was anticipated, but it is expected the building will be ready for occupation early next year. (App. 3, page 18.)

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**FREDERICTON.**


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**POST OFFICE.**

This building is on the corner of Queen and Carleton Streets and consists of basement, ground, first and second floors. The original contract has been completed. The basement and ground floors being the only parts to be finished under it.

Preparations have been made for the fittings required for the Post Office portion of the work and for the completion of the upper portion of the building which is to be occupied by the Customs and Inland Revenue Departments.—Tenders will be invited for these works. (App. 3, page 18.)

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**PROVINCE OF QUEBEC.**


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**GROSSE ISLE QUARANTINE STATION.**

Plans and specifications for the building of a Hospital to accommodate 80 patients have been prepared. The work will be placed under contract. (App. 3, page 17.)

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**QUEBEC CITY**


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**FORTIFICATIONS AND DUFFERIN IMPROVEMENTS.**

The work on the "Kent" and "St. Louis" Gates have been proceeded with and are expected to be completed at an early date. (App. 3, page 16.)

The fortification walls were divided into three sections for the purpose of carrying on the extensive repairs they required. The 1st section comprises the portion lying southerly from St. Louis Gate and in the immediate vicinity. The second comprises the portion lying northerly from St. Louis Gate, and between St. Louis and Kent Gates. The third section comprises the portion below St. John Gate, lying northerly to St. John Gate and toward Barrack Bastion. The works embraced in the three sections are in progress. (App. 3, page 16.)

**DURHAM TERRACE EXTENSION.**

Work was proceeded with during the year on the Terrace Extension and was in progress on the 30th June last. (App. 3, page 16.)

**CITADEL BUILDINGS.**

The Officers' Quarters were cleaned and repaired. Some alterations were also made and a portion of the furniture renewed. Stabling was provided in part of the storehouses adjoining Diamond Bastion. (App. 3, page 16.)

**MARINE HOSPITAL.**

The system of drainage was improved. (App. 3, page 16.)

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 MONTREAL.
 

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## EXAMINING WAREHOUSE.

This building was provided with a hydraulic press, and necessary fittings, and alterations connected with the hoists, gas and other services effected. (App. 3, page 16. App. 4, page 20.)

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## ST. JOHN'S, ON THE RICHELIEU.

The building for the accommodation of the Post Office, Custom House and Canal Office, has been completed, the internal fittings executed and the premises fenced in. (App. 3, page 17.)

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## ST. VINCENT DE PAUL PENITENTIARY.

The eastern dormitory, or cell wing, has been completed, and the works on the western dormitory are in progress. The Catholic Chapel has been enlarged by an addition measuring 83 feet by 40 feet. (App. 3, page 16.)

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## PROVINCE OF ONTARIO.

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 OTTAWA.
 

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## PARLIAMENT GROUNDS.

The ground have been kept in good condition. (App. 3, page 13.)

## PARLIAMENT BUILDING.

Preparations have been made for the alteration and extension of the reporter's gallery in the Commons Chamber. Considerable injury was done to the roof and ceiling of the Chamber by an accidental fire in October last. The damage has been repaired and in effecting the repairs occasion was taken to make alterations in the ceiling for improving the lighting of the Chamber.

Extensive alterations have been made to the ventilation of the Commons Chamber. (App. 3, page 13. App. 4, page 20.)

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 DEPARTMENTAL BUILDINGS.
 

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## WESTERN BLOCK.

Preparations have been made for fitting up three rooms for offices, and a fire proof room for stamps in the unfinished rooms in the part of the Basement occupied by the Post Office Department. Tenders will be invited for the work. A hydraulic elevator has been fitted up and is in working order. (App. 3, page 13.)

## EASTERN BLOCK.

Preparations have been made for building another vault for the Finance Department, the existing one being found inadequate. (App. 3, page 14.)

Alterations and additions have been made to the offices in a portion of the Attic floor which are now occupied by Officers and Clerks of the Dominion Lands, Finance, Insurance Branch and Indian Affairs Departments. (App. 3, page 15. App. 4, page 20.)

## RIDEAU HALL.

An extension has been made to the wash-house, consisting of "Lean-to," measuring 22 feet by 10 feet. A temporary cloak room has been provided, which, being built in sections, can be removed and replaced when required. The system of drainage has been attended to. An additional skating rink and log house in connection therewith have been provided. (App. 3, page 14. App. 4, page 20.)

## GEOLOGICAL MUSEUM.

The premises on the North-east corner of Sussex and George streets in this city, known as the "Clarendon Hotel" have been acquired for the purposes of the Geological Museum. Plans and specifications have been prepared of the alterations required to render the building suitable for its intended purpose and tenders invited. The Museum building will have a frontage of 63 feet on Sussex street and of 156 feet on George street. (App. 3, page 14.)

## DRILL SHED.

The contract for the erection of this building has been completed. The Drill Shed is located on the eastern side of Cartier Square. It consists of a large central hall 75 feet wide by 178 feet long and 32 feet 6 inches in height from floor to apex of roof. Surrounding the hall on three sides and communicating with it are rooms for field battery, cavalry, garrison artillery, foot guards and rifles, orderly rooms, quartermasters's rooms and stores. On the upper floor are land rooms, reception rooms and stores.

Drawings and specifications have been prepared for the several fittings for armories, band rooms &c., and tenders will be invited for their execution. (App. 3, page 14.)

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 POST OFFICE &C.

The new system of outside delivery of mail matter has rendered it unnecessary to any longer keep a number of the lock letter boxes put in this building. The boxes found to be useless here will be utilized in other post offices in course of erection, and the space they occupy made available for other purposes. An office has been fitted in the public lobby for the vendor of postage stamps. (App. 3, page 14.)

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 KINGSTON.
 

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## MILITARY COLLEGE AND FORTIFICATIONS.

Ordinary repairs have been put on the College and Fortifications. (App. 3, page 15.)

## PENITENTIARY.

The building formerly used as a work shop has been repaired. One half of it is being converted into cells for insane prisoners, and the other half into recreation and other rooms. The utilisation of the workshop for these purposes, was necessitated by the transfer of Rockwood Asylum to the Ontario Government. The alterations in the building are being done by convict labor under the direction of the Department. (App. 3, page 15.)

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 TORONTO.
 

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## POST OFFICE.

A re-arrangement of the internal fittings on the main floor has been made in order to increase the accommodation in the public lobby, and other improvements effected. (App. 3, page 15).

## EXAMINING WAREHOUSE.

An extra entrance has been provided and alterations made in the internal divisions. (App. 3, page 15).

## BRANTFORD.

The contract for the construction of the new Post Office, Custom House and Inland Revenue building, has been completed. The building is on the corner of George and Dalhousie street, and measures a frontage of 62 feet on George street and 53 feet on Dalhousie street. The examining warehouse and office for weights and measures are in a detached building one story in height, 24 feet by 65 feet. Contracts have been let for the internal fittings and for heating apparatus. These works are in progress. The building is expected to be ready for occupation at an early day. (App. 3, page 15.)

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WINDSOR.

The building for the accommodation of the Post Office, Custom House and Inland Revenue has been completed. The building faces on Ouellette and Pitt streets, the outer walls being of stone except the east and end wall of the examining warehouse which is of brick. It is two stories high with mansard roof. Drawings are being prepared for the internal fittings of the building. (App. 3, p. 15.)

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MANITOBA.

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HOSPITAL.

Preparations have been made for the erection of an Immigrant Hospital in close proximity to the City of Winnipeg. The building will be erected on the line of the Canadian Pacific Railway. (App. 3, page 19.)

## PARLIAMENT BUILDINGS AND LIEUTENANT GOVERNOR'S RESIDENCE.

Sketch plans have been prepared for these buildings. (App. 3, page 18.)

## MANITOBA PENITENTIARY, STONY MOUNTAIN.

Drawings and specifications have been prepared during the year for the out-buildings, fencing and furniture for offices.

The works to be executed by convict labor. Timber and materials for repairs and other requirements have been provided, and pending the construction of the heating apparatus, stoves and necessary fittings to same have been supplied. (App. 3, page 18.)

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NORTH WEST TERRITORIES.

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BATTLEFORD.

The buildings at this place, owing to the timber used in their construction not being properly seasoned when put in the work, required repairs which were partly effected during the year.

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BRITISH COLUMBIA.

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POST OFFICE, VICTORIA.

Owing to the bad quality of the stone in the front wall of the building, it is considered necessary to remove and replace it by stone of a more durable nature. A re-arrangement of the offices will also be made. (App. 3, page 19.)

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HARBORS AND RIVERS.

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NOVA SCOTIA.

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COW BAY.

In Cape Breton Co., N. S., 20 miles eastward of Sydney Harbour.

The grant was expended in the construction of a block to fill a gap on the seaward side of the outer end of the breakwater and in repairing the damage done during the winter of 1878-79.

On the 20th Nov. 1879 the breakwater again suffered severe damages. (App. 5, page 23.)

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LINGAN.

In Cape Breton Co., about 12 miles south east of Sydney Harbor.

The channel at the entrance to the harbor was straightened and deepened. (App. 5, pp. 23, 42, 43).

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INGONISH SOUTH.

In Victoria Co., C. B., N. S., 30 miles south of Cape North.

A number of fenders carried away by ice in the spring of 1879 were replaced. (App. 5, page 23.)

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PETIT DE GRAT.

In Ile Madame Richmond Co., N. S.

A passage was opened through a beach at the head of Petit De Grat Inlet for the purpose of admitting fishing boats into the fishing grounds at Rocky Bay. (App. 5, page 23).

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WEST ARCHAT.

In Ile Madame, Richmond Co., N. S.

The works commenced by the local Government prior to Confederation for closing the harbor at its eastern end were completed by this Department. (App. 5, page 23).

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BAGGED POND.

In Guysboro Co., N. S., on the Northern side of Chedabucto Bay,  $5\frac{3}{4}$  miles eastward of the entrance to Guysboro Harbor.

The works commenced in 1879 for opening a channel from the Bay into the Pond and protecting the sides with crib work, were completed, and the entrance deepened. (App. 5, page 22.)

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PARSEORO OR PARTRIDGE ISLAND RIVER.

In Cumberland Co., N. S.

The work of straightening the channel of this river was commenced in May 1879 and was continued until the close of navigation. It was again resumed early this year



and kept on until the 17th June when the amount authorised to be expended was exhausted and the work stopped. Up to this date 10,220 cubic yards of mud, sand and sawdust had been removed. (App. 5, pp. 24, 48.)

## WINDSOR, N. S.

In Hants Co., N. S.

The accumulation of mud formed into a large bank against the Railway wharf at this place proving to be destructive of the usefulness of this structure for the loading and unloading of vessels, a couple of scows belonging to one of the Government Dredges were used for the purpose of removing the impediment. Up to the 30th June last 2,150 cubic yards of silt, sand and mud had been removed. (App. 5, pp. 24, 48.)

## PORT MEDWAY.

In Queen's Co., N. S., on the southern side about 3 miles from north of Port Medway Bay, opening into the Atlantic.

The crib work was refilled with ballast. (App. 5, page 24.)

## ANNAPOLIS RIVER.

This river enters the Annapolis Basin at the eastern end, and during high water is navigable up to Bridgetown, a distance of 14 miles.

A number of boulders obstructing the channel below Bridgetown have been removed. (App. 5, page 24.)

## DIGBY, N. S.

The pier at Digby is built at the western end of Annapolis Basin, and three miles from Digby Gut, the entrance from the Bay of Fundy.

The breach made in the pier during a gale in February, 1879, has been repaired (App. 5, page 24.)

## TROUT COVE OR CENTREVILLE.

In Digby Co., N. S., on the Bay of Fundy, about 15 miles westward from Digby Gut.

Repairs have been made to the breakwater at this place, which was much damaged during a gale in January 1879. (App. 5, page 24.)

## CRANBERRY HEAD.

In Yarmouth Co., N. S., about 6 miles northwest of Yarmouth.

The breakwater which suffered some damage during a gale in August 1879, has been repaired. (App. 5, page 25.)

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 NEW BRUNSWICK.
 

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## POINTE DU CHÊNE.

In Westmorland Co., N.B., on Northumberland Strait.

The breakwater has been thoroughly repaired and strengthened. During a gale in October, 1879, the sea rose seven feet higher than the highest spring tides known, submerging the breakwater and the railway wharf which it protects from end to end. It was found after the storm was over that about 1,000 feet of the inner end of the railway wharf had been destroyed to a depth of two feet, whilst the outer end protected by the breakwater was undamaged.

A grant has been made for further lengthening the breakwater during the current fiscal year. (App. 5, pp. 25-46.)

## RICHIBUCTO.

On the Strait of Northumberland, 40 miles north of Shediac.

The sand beach at the head of the breakwater was protected with the view of preventing a breach being made and thus destroying the usefulness of the breakwater. (App. 5, pp. 25-46.)

## ST. JOHN HARBOUR.

The outer end of the breakwater from Negro Point which was damaged during a gale in January 1879 was strengthened and repaired and a quantity of large stone placed on the slopes. (App. 5, pp. 25-42-46.)

## OROMOCTO.

The contract has been let for a further extension of 600 feet to the shear dam at this place. On the 30th June last about one half of the work had been completed. (App. 5, pp. 25-42-46.)

## ST. JOHN RIVER.

A number of boulders and other material have been removed from the channel of the river at Diblees' Bar and at other points below Woodstock, and also from the Red Rapids and the Narrows on the Tobique above its junction with the St. John. (App. 5, pp. 26-48.)

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 PRINCE EDWARD ISLAND.
 

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## CAMPBELL'S COVE.

In King's County, P.E.I., about 8 miles westward from East Point.

The breakwater at this place was built by the local Government in 1872. Some damage done to it by a gale was repaired during the year by the expenditure of a small sum. (App. 5, page 22.)

## COLVILLE BAY.

In King's County, P.E.I., on the east coast, 15 miles from the eastern point of the Island.

The outer end of the breakwater at Souris, Colville Bay, was carried away in January 1878. The work of rebuilding it was commenced last year and completed in September last. (App. 5, page 22.)

## NEW LONDON.

In Queen's County, P.E.I., on the northern shore, about the centre of the Island.

The grant made for the last fiscal year was expended under contract in extending the work seaward for the purpose of causing the sand to accumulate on the northern or seaward side of the breakwater and to there from a natural protection to the entrance to the harbor. (App. 5, page 22.)

## MALPEQUE.

In Prince County, P.E.I. Malpèque Bay is on the northern shore of the Island, 90 miles from East Bay and 40 miles from West Cape.

The breakwater at this place was completed in 1878. During the year a small sum was expended in repairing the damage to the inner end and in preventing the sea from making a breach through the sands. (App. 5, page 22.)

## TIGNISH.

In Prince County, P.E.I.

The outer end of the pier on the northern side of the entrance to the harbor was raised. (App. 5, page 23.)

## QUEBEC.

## RIVIÈRE DU LOUP (EN BAS.)

In Temiscouata Co. on the south shore of the St. Lawrence, 108 miles east of Quebec.

A portion of the pier was raised, new cross-ties put in and the roadway planked. On the 30th June last a berth for vessels was being dredged on the southern side of the pier. (App. 5, pp. 26-46.)

## RIVIÈRE OUELLE.

In Kamouraska Co. on the south shore of the St. Lawrence, 75 miles east of Quebec.

The roadway on the pier was planked, one landing slip rebuilt and new fenders and sheathing put on. (App. 5, page 26.)

## ST-JEAN PORT-JOLI.

In L'Islet Co., on the south shore of the St. Lawrence, 55 $\frac{3}{4}$  miles east of Quebec.

The roadway on the pier was planked and the space between the two outer cribs filled in with timber work. (App. 5, page 26.)

## L'ISLET.

In L'Islet Co., on the south shore of the St. Lawrence, 46 $\frac{3}{4}$  miles east of Quebec.

The roadway on the pier was planked and general repairs executed. (App. 5, page 26.)

## ST. THOMAS DE MONTMAGNY.

In Montmagny Co., on the south shore of the St. Lawrence, 30 miles east of Quebec.

An isolated block or landing pier was built during the year on the western side of the basin, and a sum has been granted for expenditure during the current year in connecting the block with the shore. (App. 5, page 26.)

## BERTHIER (EN BAS.)

In Montmagny Co., on the south shore of the St. Lawrence, 24 $\frac{1}{2}$  miles east of Quebec.

The pier received several repairs and the roadway was planked. (App. 5, page 26.)

## ST. LAURENT.

In Montmorency Co., on the south shore of the Island of Orleans.

The roadway on the pier has been replanked. App. 5, page 26.

## STE. FAMILLE.

In Montmorency Co. on the south shore of the Island of Orleans, 17 miles below Quebec.

The pier at this place has been extended and a depth of 7 feet water obtained at the outer end at half tide. (App. 5, page 27.)

## ANSE ST. JEAN.

On the River Saguenay, about midway between Tadousac and Ha ! Ha ! Bay, in the County of Chicoutimi.

The work necessary for connecting the pier with the shore by means of detached cribs was commenced—the work being in progress on the 30th June last.

The piers at Baie St. Paul, Eboulements and Malbaie, on the north shore of the St. Lawrence, in the County of Charlevoix, were repaired.

---

 ONTARIO.
 

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## PICTON.

In Prince Edward Co., on the Bay of Quinte, 8 miles east of Belleville.

The deepening of the eastern side of the basin was completed on the 7th August 1879. (App. 5, page 27.)

## BELLEVILLE.

In W. R. Hastings Co., on the Bay of Quinte, 48 miles west from Kingston.

A channel 60 feet wide and 10 feet deep has been opened from Flint's Mill to the outer end of the Island. (App. 5, page 27.)

## TRENTON.

In W. R. Hastings Co., at the head of the Bay of Quinte, 12 miles west from Belleville.

A channel 10 feet in depth has been dredged through the bar in the Bay. (App. 5, page 27.)

## TORONTO.

The dredging of the western entrance under contract with Messrs. Hunter and Murray was brought to a close at the end of November. (App. 5, page 27.)

## RIVER THAMES.

A channel giving a depth of 11 feet of water has been opened through the shoal at the mouth of the river in Lake St. Clair. (App. 5, page 27.)

## GODERICH.

In Centre Huron Co., at the mouth of the river Maitland, on the east coast of Lake Huron, 68 miles north from Sarnia.

At the commencement of the fiscal year a channel was opened through a shoal in the Lake directly in front of the entrance to the harbor, but last spring it was found that the shoal had reformed and a passage through it had to be opened in April to admit the entrance of vessels of ordinary draught. (App. 5, page 27.)

## KINCARDINE

In S. R. Bruce Co., on Lake Huron, 31 miles north of Goderich.

The harbor between the piers and in the basin has been dredged to a depth giving 14 feet of water. (App. 5, page 27.)

## OWEN SOUND.

In N. R. Grey Co., at the mouth of the river Garafraxa and the terminus of the Toronto, Grey and Bruce Railway, Georgian Bay.

The channel leading to the harbor has been improved. (App. 5, page 27.)

## MEAFORD.

In E. R. Grey Co., on Georgian Bay, 18 west of Collingwood and 20 miles east of Owen Sound.

The channel to the inner harbor was deepened and a depth of 12 feet of water inside the western pier was obtained by dredging. (App. 5, page 28.)

## COLLINGWOOD.

In N. R. Simcoe Co., on Georgian Bay, the Northern Terminus of the Northern Railway at Nottawasaga.

The dredging of the harbor for which M. Pearce had the contract was continued until the 9th October, 1879. The work of deepening the entrance to the harbor was continued by M. Silcox in May last and was still in progress on the 30th June. (App. 5, page 28.)

## PENETANGUISHENE.

In N. R. Simcoe Co., between Collingwood and the waters of the Severn, on the north shore of the eastern Peninsula, Georgian Bay.

The obstructions found in the channel at the western point south of the Reformatory wharf and to the north of the wharves at the village have been removed by dredging and a depth of 16 feet of water obtained. (App. 5, page 28.)

## NEEBISH RAPIDS.

In Algoma Co., at the foot of Lake George, 24 miles from Sault Ste. Marie and midway between Bruce Mines and the Sault.

The appropriation has been expended in the continuation of deepening the channel. (App. 5, page 28.)

## SURVEYS.

During the year surveys and examinations were made of harbors, and navigable rivers in various localities in the Provinces of Nova Scotia, New Brunswick, Quebec and Ontario, and, with few exceptions, plans, reports and estimates, have been prepared. (App. 5, pp. 31.)

## DREDGING.

The dredging plant owned by the Department consists of:

## IN THE MARITIME PROVINCES.

The steam	hopper dredge	—	“ St. Lawrence.”	
do	do	—	“ Canada.”	
The dipper	dredge	—	“ New Dominion,”	and 10 scows.
do	do	—	“ Cape Breton,”	7 “
do	do	—	“ Prince Edward,”	4 “
do	do	—	“ George McKenzie,”	3 “

## IN QUEBEC.

The dipper dredge "Queen of Canada" with 2 scows and 1 lifter.

## IN ONTARIO.

The dipper dredge "Challenge," and 3 scows.

Steam tug "Trudeau."

## IN BRITISH COLUMBIA.

One elevator dredge and 4 scows.

The steam tug "Georgie."

The dredges were employed as follows during the fiscal year.

The "St. Lawrence" operated on the Horse Shoe Shoal at the mouth of the Miramichi, N. B.; at Lingan, Cape Breton County, N. S.; at the deep water terminus of the Intercolonial Railway St. John N. B.; and at the harbor of Little Glace Bay, in Cape Breton County, N.-S.,—the total quantity of material removed by that dredge during the year amounted to 43,875 cubic yards. (App. 5; pages 28, 46.)

The "Canada" was engaged at Lingan, Cape Breton County, N. S.; at the terminus of the Intercolonial Railway, Pictou Landing; at the wharves of the Vale Colliery Pictou County, N. S., and at Rivière-du-Loup (en bas). The total quantity of material removed measured 18990 cubic yards. (App. 5, pages 29, 42.)

The "New Dominion" operated at the deep water terminus of the Intercolonial Railway, St. John, N.-B.; at the Oromocto Shoals in the River St. John, N. B.

This dredge removed during the year 31,565 cubic yards of material. (App. 5, pages 29, 42, 46.)

The "Cape Breton," was set to work at Wallace, Cumberland Co., N.-S., and at River John, Pictou Co., N.-S.,—the quantity of material removed at these two places aggregating 53,820 cubic yards. (App. 5, pages 29, 42.)

The "Prince Edward" was engaged operating at Crapaud and Pownal Bay, both localities in Queen's Co., P.E.I., the excavated material at the two places aggregating 36,390 cubic yards. (App. 5, pages 29, 42, 46.)

The "George Mackenzie" under arrangement made with the assignee of the contractor for the enlargement of St. Peter's Canal, Cape Breton, was engaged operating in the canal, and removed 43,739 cubic yards of extremely tough clay and stone during the year. A sum of \$6,516.69 was received from the assignee on account of work performed by the dredge and for tug service. (App. 5, pp. 30, 42.)

Steps have been taken for effecting the removal of boulders obstructing the ship channel of the River Saguenay below Chicoutimi, with a view of obtaining a depth of 10 feet on a width of 200 feet at low water, so as to enable vessels of 12 to

15 feet draft to pass during half tide. On the 30th June last the work was in progress. (App. 8, page 56, App. 9, page 58.)

The Dredge No. 1, which belongs to the Department of Railways and Canals, was employed in deepening and widening the channel of L'Assomption River.

Some dredging was executed by the same Dredge in the Richelieu River between the villages of St. Denis and St. Antoine for the purpose of facilitating the access from the main channel to the landing piers at those villages and also the approaches above and below the St. Ours Lock. (App. 6, page 53.)

The Dredge "Queen of Canada," already mentioned, was engaged in the work of deepening the approach to the main steamboat landing at the village of Beauharnois, and also at St. Placide, in the County of Two Mountains, for the purpose of opening an approach from the main channel of the Ottawa River to the Steamboat landing, the approach being in the form of a semi-circle. (App. 5, page 36. App. 7, page 55.)

The "Queen of Canada" was transferred by the Department of Railways and Canals to the Department of Public Works in May last. This dredge was set to work in "La Rivière à la Graisse" (Rigaud) in Vaudreuil Co., P. Q., continuing the deepening of the channel of that river, which was commenced during the previous year, and on the 30th June had removed 9180 cubic yards of material, leaving the channel as far as completed with a depth of 6 feet at low water. (App. 5, pp. 30, 36.)

One of the stone lifters belonging to this Department was employed in lifting boulders from a portion of the main channel of the North River in the County of Argenteuil, P.Q., between St. Andrews and the mouth of the river.

Additional buoys were placed for the purpose of more clearly indicating the channel in the Lachine Rapids, Lake St. Louis and Lake St. Francis—as smoke from bush fires in the fall of 1879 and fogs had rendered the following the channel more difficult. (App. 6, page 53.)

The "Challenge" was engaged in dredging at the harbors of Goderich and Bayfield on Lake Huron and at those of Meaford and Penetanguishene, on Georgian Bay, and removed 54,080 cubic yards of material during the year. (App. 5, pages 27, 30, 37.)

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## MANITOBA

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### RIVER ASSINIBOINE.

Works of improvement were effected in the Assiniboine river between Winnipeg and Portage la Prairie by the removal of boulders and snags and the construction of side dams for the purpose of deepening, straightening and widening the channel and obtaining a sufficient depth for navigation at low water. (App. 10, page 59.—App. 11, page 63.)



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**RIVER SASKATCHEWAN.**

The attention of the Department has been called to certain obstructions which impede navigation between Red River and Fort Edmonton, via Lake Winnipeg and the River Saskatchewan. Works of improvement have been proposed with the view of enabling the establishing such steambot accommodation as may be necessary for the proper development of the country through which the Saskatchewan runs (App. 12, page 65.)

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**BRITISH COLUMBIA.**

The dredging through the bar at the entrance to Victoria Harbor was continued during the summer and autumn of 1879,—the quantity removed amounting to 9,414 cubic yards. Actual cost, \$2,583.99.

The dredger and plant were removed in June last to the Fraser River where they were employed until the close of navigation of the current year in the work of opening a new channel through the bar at the mouth of Woodward Slough. (App. 13, page 67. App. 14, p. 71-72.)

The removal of rocks in Cottonwood Canyon on the Upper Fraser, situated about 20 miles north of Quesnelle Mouth, was authorized to be proceeded with by days' labor, but the grant made for the purpose was to a large extent absorbed in providing the necessary plant. Cottonwood Canyon is described as being 500 yards long and its removal would render the Fraser navigable for a further distance of 60 miles, thus giving a navigable stretch of 140 miles from Soda Creek and 80 miles from Quesnelle Mouth. Removal and blasting of 564 cubic yards at an actual cost of \$6,747.00. (App. 15, pp. 73, 74, 77, 79.)

The work placed under contract for the removal of Beaver Rock in Victoria Harbor was continued. (App. 13. pp. 68-70.)

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**SLIDES AND BOOMS.**

The Government Slides were constructed to effect the passage of timber, where impediments to navigation exist.

The lumbering districts on which Government works have been constructed are situated on the Saguenay, St. Maurice, Ottawa, Trent and some of their tributaries.

**RIVER SAGUENAY.**

The works on this river consist of one slide 5,840 feet in length, with a boom of 1344 feet, and dams, piers and lulkhead. The slide takes the timber past the rapids between Lake St. John and the river Saguenay.

The works extend over a distance of about 60 miles and are constructed on La Petite Décharge, the lesser of the two outflowing streams from Lake St. John. They were commenced in 1856 and completed in 1860.

The rebuilding of the dam at the outlet of Lake St. John, burnt in 1877, was completed during the year. The portion of the slide at "Gagnon's Rapids" was renewed. Various repairs were executed on other portions of the works. App. 16, page 80.)

#### RIVER ST. MAURICE.

The slides and booms on this river and the Vermilion, one of its tributaries, are met in the order following :—

Stations.	Distance from Three-Rivers.
River St. Maurice.	
Booms at mouth of river.....	0 miles.
Grés Falls.....	16 "
Shawenegan.....	23 "
Grand' Mère.....	29 "
Little Piles.....	31½ "
La Tuque.....	100 "
Plamondon Eddy.....	106 "
River Vermilion :—	
Mouth of River.....	116 "
Iroquois Falls.....	121 "

The principal tributaries of the River St. Maurice are the Shawenegan, Mackinak, Matawan, Petit Bostonais, Grand Bostonais, Croche, Vermilion, Tranche, Grand Pierriche and Manouan.

The following works were executed during the fiscal year.

A new pier was built at the mouth of the river St. Maurice with the view of rendering the fastening of the boom more secure, and the working of the swinging boom easier. Old piers at this station were repaired and raised.

The piers at Cap aux Corneilles were repaired and raised.

At Grés Falls, a new wharf was built on the site of the one carried away by last year's freshet.

The old booms were repaired and 800 feet of new ones constructed.

The slide at Shawenegan was completely restored, the booms repaired and other improvements made at this station.

At Grand' Mère station the old booms were repaired and a quantity of new ones built.

A dam measuring 110 feet long and 7 feet high was constructed at Little Piles on the site of the one built there some years ago, but which was carried away by water.

The river at the head of the falls at La Tuque is only fifty feet wide. This contraction of the channel causes a large quantity of water in the spring to back above the falls and cover the lands, where logs drift and remain when the waters recede. With a view of meeting this difficulty a small sum, \$768.81, was expended last spring towards widening by blasting the channel of the river at the head of the falls.

No accidents of any consequence occurred during the year. (App. 17, pp. 82-86.)

#### THE OTTAWA DISTRICT.

The Government works for the descent of timber in the Ottawa district are as follows:—

On the Ottawa, main river.....	11	stations.
“ Gatineau.....	1	“
“ Madawaska.....	15	“
“ Coulonge.....	2	“
“ Black.....	1	“
“ Petowawa.....	24	“
“ River du Moine.....	12	“

The following is a table of distances from Ste. Anne's Lock at the outlet of the River Ottawa to the mouths of its principal tributaries; also to the stations where slides or other works have been constructed.

Places.	Distance from Ste. Anne.
Carillon.....	27 miles.
Grenville.....	40 “
South Nation River.....	63 “
River du Lièvre.....	79 “
“ Gatineau.....	96 “
Chaudière Falls.....	98 “
Little Chaudière.....	100 “
Remous.....	102 “
Lac Deschênes.....	105 “
River Quio.....	129 “
Chats Station.....	131 “
Head of Chats.....	134 “
River Mississippi.....	134 “
“ Madawaska.....	136 “
“ Bonnechère.....	148 “

Places.	Distance from St. Anne.
Les Chenaux.....	152 miles.
Portage-du-Fort.....	156 " }
Mountain Station.....	161 " "
Calumet.....	163 " "
River Coulonge.....	184 " "
"    Black.....	193 " "
"    Snake.....	204 " "
"    Petewawa.....	218 " "
Des Joachims.....	236 " "
River du Moine.....	244 " "
Rocher Capitaine.....	253 " "
Deux Rivières.....	266 " "
River Mattawan.....	286 " "
"    Antoine.....	293 " "
"    Beauchêne.....	315 " "
"    Porc-Epic.....	326 " "
"    Grand Opemiconne.....	333 " "
"    Keepawa.....	349 " "
"    Montreal.....	355 " "
Fort Temiscamingue.....	367 " "
River Ottetail.....	381 " "
"    Blanche.....	386 " "
"    des Quinze.....	389 " "

### RIVER OTTAWA

List of slide and boom stations on the River Ottawa.

The distances given are measured on the latest Maps, following the channel by which lumber is floated down the river.

Names of Stations.	Distance from mouth of Ottawa at Ste. Anne.
1. Carillon.....	27 miles.
2. Chaudière { North side, Hull, } { South side, Ottawa. }	98 " "
3. Chaudière (Little).....	100 " "
4. Remous.....	102 " "
5. Deschênes Rapids.....	104 $\frac{3}{4}$ " "
6. Chats Station.....	131 " "
7. Head of Chats.....	134 " "
8. Chenaux.....	152 " "

Names of Stations.	Distance from mouth of Ottawa at Ste. Anne.
9. Portage du Fort.....	156 miles.
10. Mountain.....	161 “
11. Calumet.....	163 “
12. Joachim Rapids.....	249 “
13. Rocher Capitaine.....	253 “

The works of these thirteen stations consist of:—

2,000	lineal feet of canal.
4,234	“ slides.
29,855	“ booms.
8,655	“ dams.
405	“ bulkheads.
1,981	“ bridges.
52	piers.
4	slide keepers' houses.
3	storehouses.

The following works were executed during the fiscal year ended 30th June last.

The Hull and Chaudière Slides were thoroughly overhauled, the planking repaired, the booms, aprons and side piers extended and strengthened and the foundations wedged up and levelled off. The bridge on the main road over the Hull slide was rebuilt.

The ordinary repairs were made to the works at the Calumet, Mountain and Portage-du-Fort Stations.

At the Chenaux Station a pier was repaired and strengthened and the boom connections adjusted.

The slide at the Chats Station was faced with elm planking: the guide boom at the head of the slide was reconstructed and the apron at the foot renewed.

The planking of the Joachim slide was repaired and the side piers and booms restored.

The boom and one of the side piers at the Rocher Capitaine Station received temporary repairs. (Appendix 18, pp. 87-90.)

#### RIVER GATINEAU.

The river Gatineau flows from the north, and discharges into the Ottawa at a point 96 miles above the junction of that river with the St. Lawrence at Ste. Anne, and 2 miles below the City of Ottawa. The length of the Gatineau is 400 miles and it drains an area of about 9,000 square miles.

The Government works are centered at one station, about a mile from its confluence with the Ottawa. They consist of:—

3,071	lineal feet of canal.
4,138	“ “ booms.
150	“ “ bridge.
10	piers.
1	boom mens' camp house.
1	store house.

The bridge across the new canal leading to the Gatineau Pond from the river having been carried away, was reconstructed. Fences near the creek discharging from the Pond, which had also been carried away during high water, were rebuilt.

The booms near the mouth of the river were overhauled and the links and timber repaired.

Large quantities of bark and other rubbish which had accumulated in the channels of the sorting gaps were removed.

(Appendix IS, p. 87-90.)

#### RIVER MADAWASKA.

The River Madawaska is 240 miles long. It drains an area to the south of about 4,100 square miles and discharges into the River Ottawa 136 miles above Ste. Anne.

The slide and boom stations on the Madawaska, numbered from the mouth of the river upwards, are as follows:

- |                     |                      |
|---------------------|----------------------|
| 1. Mouth of River.  | 9. High Falls.       |
| 2. Arnprior.        | 10. Ragged Chute.    |
| 3. Flat Rapids.     | 11. Boniface Rapids. |
| 4. Balmer's Island. | 12. Duck Island.     |
| 5. Burnstown.       | 13. Bailey's Chute.  |
| 6. Long Rapids.     | 14. Chain Rapids.    |
| 7. Springtown.      | 15. Opeongo Creek.   |
| 8. Calabogie Lake.  |                      |

The works at these stations consist of:

1,750	lineal feet of slides,
18,179	“ “ booms.
4,080	“ “ dams.
182	“ “ bridges.
43	piers.
1	storehouse.

During the fiscal year the hardwood sheathing of the foot of the slide of the High Falls and Ragged Chute Stations was renewed ; additional timbers were put on the piers and filled with stone ; the booms were strengthened where necessary.

At the Springtown Station the retaining boom and piers were overhauled and further provision was made for the purpose of allowing the boom to rise or lower according to the different levels of the water.

The bottom of the slide at the Arnprior Station was made secure and the side piers repaired.

New timbers and additional stone filling were put on the boom piers at the mouth of the river, The booms at this place were repaired. (App. 18. pages 87, 90.)

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#### RIVER COULONGE.

This river drains an area of 1,800 square miles, and its length is 160 miles. It discharges into the River Ottawa, 184 miles above Ste. Anne, on the north shore.

The following is a list of the Government works on the river:—

Boom at mouth.....	300 feet long and 1 support pier.
Booms at Romain's rafting ground.	400      "      3      "
Booms at head of High Falls' Slide.	1,848      "      6      "
Single Stick Slide.....	2,900      "      "

The planking of the single stick slide was repaired, and the upper timbers of the guide boom piers renewed where worn out. Towards the end of May last, large masses of rock slipped from the side of the gorge through which the single stick slide passes and made a gap in the works measuring about 250 feet in length.

There was at the time a large quantity of logs waiting at the head for passage. The break occurred where the slide bottom is 40 to 50 feet above the foundation timbers, and the interruption to business threatened to be very serious. Prompt measures, however, were taken to obviate the difficulty. A temporary slide diversion was constructed near the upper end of the works, through which the logs were passed after less than a week's delay and with a small percentage of damage.

App. 18, pages 87-90.

## BLACK RIVER

This river empties into the Ottawa at a point 193 miles above Ste. Anne. Its length is 128 miles, and the area to the north, drained by it is about 1,120 square miles.

The works consist of :

1,139	lineal feet of single stick boom.
873	“ slide.
346	“ glance pier.
135	“ flat dam.

The upper timbers of the guide booms were renewed where worn out and the slide repaired. (App. 18, pp. 87, 90.)

## RIVER PETEWAWA.

The length of the Petewawa is about 138 miles, and the area of the territory drained by it covers 2,200 square miles.

It flows from the south and discharges into the Ottawa 218 miles above Ste. Anne. Seven miles from its mouth the Petewawa separates into two branches, on these seven miles there are five stations; on the north branch 19 stations. All the works on the south branch were abandoned by Order in Council, dated 27th July 1871.

List of the slides and booms on this river, in the order in which they occur from the mouth upwards.

1. Mouth of the River.
2. First Chute.
3. Second Chute.
4. Third Chute.
5. Bois Dur.

## NORTH BRANCH.

- |   |  |
|---|--|
| 1. Half Mile Rapid.   | 11. Foot of Devil's Chute.                           |
| 2. Crooked Chute.   | 12. Devil's Chute.                                   |
| 3. Between High Falls and Lake Traverse (a Slide and series of dams and booms.) | 13. Elbow of Rapids.                                 |
| 4. Thompson's Rapids.   | 14. Foot of Long Sault.                              |
| 5. Lake Traverse Slide.   | 15. Middle of Long Sault.                            |
| 6. Sawyer's Rapids.   | 16. Head of Long Sault.                              |
| 7. Meno Rapids.   | 17. Between Long Sault and Cedar Lake (south shore.) |
| 8. Below Trout Lake.  | 18. Between Long Sault and Cedar Lake (north shore.) |
| 9. Strong Eddy.   | 19. Cedar Lake.                                      |
| 10. Cedar Islands.  |  |



The works at these 24 stations are as follows :—

ON THE MAIN RIVER.

2,963 lineal feet of slides.  
8,469 “ “ booms.  
2,077 “ “ dams.  
10 piers.

ON THE NORTH BRANCH.

1,080 lineal feet of slides.  
2,671 “ “ booms.  
1,131 “ “ dams.  
23 piers.

During the year the boom piers at the mouth of the river were strengthened and repaired.

The dams and piers at crooked chute were patched and strengthened.

The single stick slide and boom piers at the third chute were repaired. (App. 18, pp. 87-90.)

RIVER DU MOINE.

The length of this river is 120 miles, and it drains to the north an area of about 1,600 square miles. It flows into the River Ottawa at a point about 256 miles from Ste. Anne.

The works consist of piers and retaining booms at its mouth, a single stick slide and a series of flat dams from the mouth upward.

They may be detailed as follows :—

4,000 lineal feet of slide,  
800 “ “ booms,  
1,324 “ “ dams,  
6 piers.

During the year new plank was laid in the bottom of the single stick slide, and additional stone filling put in the side piers. Additions were built to support the foundations where the under-pinning had been washed out.

The dams at Ryan's, Poplar and Patton's Chute were repaired and stanchd. (App. 18, p.p. 87, 90.)

A short slide and boom were built on the South Nation River at the village of Plantagenet for the purpose of facilitating the passage of timber and logs at the mill dam and for procuring a more reliable means of reaching the Ottawa River.

The boom piers at the Sault-au-Recollet Station on the branch of the Ottawa River known as Rivière des Prairies, back of Montreal, were repaired. The scow used for changing the position of the booms and regulating the tension of the chains was reconstructed.

The skein wires, &c., in the superstructure of the Union Suspension bridge in this city received repairs where necessary. (App. 18, p.p. 87-90.)

## TRENT RIVER NAVIGATION.

The booms, piers and slides and all such portions of the works as are connected with the lumbering operations on the River Trent at Chisholm's Rapids, Ranney's Falls, Middle Falls, Heely's Falls and Crook's Rapids, were transferred to a company formed purposely for the management and maintenance of those works, with the right of levying tolls thereon, at the rate of five shillings per crib, at each of the slides, except at Chisholm's and at Crook's Rapids, where the works constructed do not facilitate the descent of timber.

This rate was altered by an Order in Council, on the 8th December 1866, fixing the tolls to be levied at Ranney's Falls, Middle Falls and Heely's Falls, at one cent for each log of 13 feet in length, and a proportionate sum on pieces of greater length; and one dollar on each crib of square timber.

The company are not liable for the renewal of the works, in case of their failure from decay of materials, or their destruction by fire, flood or any other cause. It is their duty to keep an exact account of all the moneys collected by them, and to transmit the same to the Department of Public Works, as provided by the Orders in Council passed on the subject.

The extraordinary repairs which from time to time were required have been executed at the expense of the Government, as also new works at localities other than those mentioned.

The following table gives the distances of navigable and unnavigable reaches :

	Navigable.	Unnavigable.
From Trenton, Bay of Quinté, to Nine Mile Rapids.....		9
“ Nine Mile Rapids to Percy Landing.....	19½	
“ Percy Landing to Heely's Falls Dam . . . . .		14½
“ Heely's Falls Dam to Peterboro.....	51¾	
“ Peterboro to Lakefield.....		9½
“ Lakefield to Burleigh.....	12	
“ Burleigh Rapids.....		1
“ Burleigh Rapids to Buckhorn Rapids.....	7	
“ Buckhorn Rapids.....		1
“ Buckhorn Dam to Lindsay.....	36½	
	126½	34½
“ Lindsay to Port Perry at the head of Lake Scugog.	28¾	
	155½	34½
Total distance Bay of Quinté to Port Perry .....	190 miles.	
Passing to Fenelon Falls the distance from Buckhorn Dam to Fenelon is .....		31½

The following is a list of the works :

*Chisholm's Rapids.*

	Distance from Trenton in miles.
The works here consist of a canal and lock, a dam and slide.....	15½

*Percy Landing.*

A retaining boom for saw logs here.....	28½
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*Campbellford.*

Guide booms.....	34½
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*Middle Falls.*

The works consist of 4 dams and 2 slides.....	37½
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*Crow Bay.*

A retaining boom.....	38
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*Heely's Falls.*

	Distance from Trenton in miles.
A dam and one slide are in operation here.....	42½

*Crook's Rapids, Hastings,*

The works consist of 1 lock 1 dam and slide for timber.....	34½
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*Whitlaw's Rapids.*

These works situated below Peterboro' consist of a lock, dam and canal.....	92½
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*Little Lake.*

These works consist of three piers and 1 boom.....	94
--	----

*Burleigh.*

Timber slides.....	116
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*Buckhorn Rapids.*

This dam is important in keeping to a high level the water of the lakes west of it as far as Bobcaygean, including Lakes Pigeon, Ball, Buckhorn and Chemong. The dam is effective.....	125
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*Bobcaygean.*

There are two dams here with canal, lock and slide. The dams keep up the level of Fenelon Falls and to the reach as far as Lindsay Lock.....	140½
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*Fenelon Falls.*

A large slide and booms.....	155½
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Since the 20th day of May 1879 when the Act 47 Vic, cap 7, providing for the division of the Department of Public Works into two Departments, came into force the charge of the works connected with the "Trent River Navigation" has not yet been apportioned between the two Departments to which they respectively belong, but has been under the control of the Department of Railways and Canals. (App. 19, p. p. 92-93-94-95).

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### TELEGRAPH AND SIGNAL SERVICE.

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During the year 1879-80 arrangements were made and steps taken which resulted, after the expiration of the fiscal year, as follows :

#### BAY OF FUNDY.

Submarine cables were laid between the islands of Grand Manan and Campobello, and from the latter to Eastport, Maine, and land lines were constructed on both of these islands.

#### ATLANTIC COAST.

Land lines were erected between Canso and Halifax and between Low Point light house and Lingan, Cape Breton. A submarine cable was laid across the mouth of Big Bras d'Or Lake and a land line is now under construction between Meat Cove and North Sydney, Cape Breton.

#### GULF OF ST. LAWRENCE.

The island of Anticosti and the coast of Gaspé, the Bird Rock and the Magdalen Islands, and the latter and Cape Breton were connected by submarine cables. Land lines were constructed throughout the Magdalen Islands, and on Anticosti for about two-thirds of the distance between English Bay and Fox River.

#### NORTH SHORE RIVER ST. LAWRENCE.

Land lines are under construction between Baie St. Paul and Chicoutimi, and from Murray Bay to the mouth of the Saguenay River.

#### BRITISH COLUMBIA.

All the land lines erected by the Western Union Telegraph Company in that Province and the cable submerged by them between Vancouver's Island and Swinomish, Washington Territory, were purchased by Government; and an agreement was entered into with that Company whereby through tariff rates on messages over their lines and those of the Dominion Government have been reduced.

A barge for the service of cable laying has been constructed.

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The land lines between Yale and New Westminster and between Quesnelle and Barkerville were reconstructed; and a submarine cable to connect Vancouver's Island with the main land *via* Nanaimo and Point Gray has been ordered, and is now on its way to British Columbia.

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SEMAPHORE.

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A full sized apparatus for service in the Lower St. Lawrence was, during the fiscal year, constructed and approved. (App. 20, page 96. App. 21, page 98.)

TELEGRAPHIC SERVICE IN CONNECTION WITH FISHERIES.

Honorable Mr. Fortin, M. P. for Gaspé, has prepared and submitted to the Department statistics in respect of the fisheries of Gaspesia, and also of those of Norway, together with other valuable information and suggestions showing the great advantage to be derived from the establishment of a system of telegraphic communication in connection with our fishing industries. (App. 22, pages, 100 103. App. 23, pages, 104-109. App. 24, page 110.)

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ROADS.

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During the year culverts and bridges on the Temiscouata Road were renewed and repairs effected on various portions of that road.

This road is 67 miles long extending from Rivière du Loup on the St. Lawrence to the boundary line between the Provinces of New Brunswick and Quebec and is the direct outlet for the country lying between Woodstock, N. B., and Rivière du Loup, on the St. Lawrence. The traffic, principally in the winter season, is considerable on the road. (App. 25, page 112.)

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LANDS AND LEASES.

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A statement of all property purchased and sold during the year by the Department is submitted. (App. 26 page 114.)

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 ARBITRATIONS.
 

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During the year five cases were referred for arbitration, three of which were submitted under the Act 41 Vic., chap. 8, and the other two under the Act 31 Vic., chap. 12. (App. 27, pp. 115-116.)

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 RIVER ST. LAWRENCE.
 

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## HARBOR OF QUEBEC—GRAVING DOCK.—LEVIS.

By the Act 38 Vic., chap. 56 the Quebec Harbor Commissioners were authorised to borrow an amount which, with the sums voted by the Parliament of Canada or granted by the Imperial Government, were to be applied to construct a Graving Dock in the harbor of Quebec.

The location, by Order in Council dated May, 1877, was established at St. Joseph de Levis.

The dimensions of the dock are :—

Length.....	500 feet.
Extreme width.....	100 “
Depth.....	25·5 “
Width of entrance.....	62 “

The Commissioners on the 17th August 1878, let the contract for its construction to Messrs. Larkin, Connolly & Co. for the sum of \$330,953.89, the works to be completed on the 1st June 1882.

Up to the 30th June 1879, the Commissioners had paid to the contractors the sum of \$18,000, on account of work done, materials delivered, that amount including \$3,986.00 as a payment on account for the construction of a road to the site of the Dock and Government wharf which forms an item extra to the contract.

During the year ended the 30th June last, the works had not progressed as rapidly as expected, the delay in a great measure being accounted for by reason of the tides in the spring and early summer not falling within some feet of low water mark of ordinary spring tides.

Both the wing walls of the dock entrance on the 30th June were complete to the line of the outer apron 30 feet from the caisson recess and banked up to a foot nearly below spring level.

The retaining wall between Government property and Mr. Patton's mill on the east now under construction, is expected to be completed before the end of the season.

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The coffer dam is finished with the exception of a few closing key piles.

The excavation of the dock pit is in progress, of which about 30,000 cubic yards had been removed up to the 6th October last.

The stone cutting for the dock has been continued steadily at the quarries, about 95 per cent of the whole being now ready, 45,000 superficial feet delivered and the balance in transit or piled for transport.

Steps have been taken to procure a travelling caisson from England for closing the dock.

It has arrived and will be put together next year at the cost of the Commissioners.

The Commissioners have also let a contract to Messrs. Carrier, Lainé & Co., for all the pumping machinery comprising the engines, gearing and main pumps, sluice valves, &c., for the sum of \$32,000. (App. 28, p.p. 117, 118, 119, 124, 125.)

---

#### QUEBEC HARBOR IMPROVEMENTS.

---

The works under construction consist of an embankment 300 feet in width extending from the ballast wharf near the Custom House to the Gas wharf, north of St. Paul Street.

Likewise a ship channel 150 feet wide with a revetment wall on concrete foundation extending a length of 3,500 feet. These works form part of the tidal harbor and dock.

The dimensions reported are; wet dock forty acres and tidal harbor 20 acres area.

The contract for the works was let by the Quebec Harbor Commissioners to Messrs Peters, Moore and Wright, the amount involved being \$682,791.99 inclusive of additional expense caused by alterations made in the mode of executing certain portions of the works since the contract was let.

The operations were commenced on the 2nd May 1877. Up to the 30th June 1879 the certificates for work done, &c., amounted to \$220,325.03 which, less 10 per cent, was paid to the contractors.

During the last fiscal year a further sum of \$239,902.03, less 10 per cent, was paid on certificates for work done &c., making a total amount paid to the contractors up to the 30th June last of \$405,240.66.

For work done during July, August and September of the current year a further sum of \$61,747.28, less 10 per cent, was paid to the contractors on the certificates of the Engineer.

The detail of the works for which the several amounts named have been paid will be found in the annexures to the Commissioners' report. (App. 28, p. p. 117-120-122.)

---

#### REMOVAL OF CHAINS, ANCHORS AND BOULDERS, HARBOR OF QUEBEC.

---

The lifting barge resumed operations on the 21st of May, and the work of clearing the obstructions caused by the boulders inside the "Fly Bank" was continued throughout the season. 375 boulders were secured, the total weight of which was over 150 tons. The largest were landed at Wolfe's Cove and blasted. The balance and the débris from those blasted were dumped in the deep water channel opposite St. Joseph of Lévis.

In August obstructions at the Pointe-à-Carcy wharf were removed and landed. They consisted of 60 fathoms of chain, one flat iron knee, one block of stone and a piece of oak 40 feet long.

The services of the barge were engaged three times during the season to assist ships the anchors of which had been lost or become entangled. These services were paid for by the owners of the vessels.

The unclaimed anchors, chains, &c., recovered up to date have been sold.

The results of the operations of the barge for each year from 1875 to date are shown in Appendix 29, p. 128-130.

---

#### DEEPENING CHANNEL BETWEEN QUEBEC AND MONTREAL.

---

This work was proceeded with by the Harbor Commissioners of Montreal, under the authority of the Act 36 Victoria, Chap. 60 (1873) and of the Order in Council dated the 31st May 1873.

Operations for increasing the depth from 22 to 25 feet at low water were continued—the breadths made being from 300 to 325 feet in the straight portions, with enlargements at bends and other points where needed.

The principal works executed were: the further deepening and improvement of the main ship channel through the harbor at Montreal; the rock dredging at Cap Charles and Cap à la Roche; and the removal of earth and boulders at Cap Levrard, Champlain, Lake St. Peter and Contrecoeur. Work was also done at Port St. Francis, Port St. Marie, Cap St. Michel, Varennes, and Pointe aux Trembles.



---

Two elevator dredges and one spoon dredge were worked in Lake St. Peter until stopped by the fall storms of 1879; and work was resumed this spring with 3 elevator dredges which were engaged up to the 30th June in deepening and widening the bends at Light vessels Nos. 1 and 2.

The dredging performed this year at all points aggregated a total of 1,063,434 cubic yds. (App. 30, pp. 132-134.)

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### ST. LAWRENCE NAVIGATION.

---

Several deputations of gentlemen connected with the shipping interests, of merchants and others from the East and West of Canada during the last summer laid before Government the question of making, as far as practicable, the St. Lawrence route "free to navigation."

With the view of obtaining such information as would enable the Privy Council to form the basis of full deliberation upon the subject, letters were addressed to the Board of Trade of the City of Quebec and to the Harbor Commissioners and the Board of Trade and Corn Exchange Association of Montreal and other Public bodies soliciting in addition to the expression of their views upon the whole matter, the following data:

1st. A Statement showing the comparative cost of transport *via* the Erie Canal and the St. Lawrence Canals.

2nd. The Tolls charged on both routes.

3rd. A Statement showing the comparative cost of Harbor dues in Montreal, New York, Philadelphia, Boston and Baltimore.

4th. What reduction in dues those Boards would recommend, either as to tonnage dues on vessels, or wharfage rates on goods, in order to successfully compete with the Ports above mentioned.

5th. The comparative cost of pilotage at all the above mentioned ports, and what remedy these Boards would propose in order to reduce the cost of this service below Quebec, as also from Quebec to Montreal.

6th. What remedy those Boards would propose to lessen the cost of tonnage of sailing vessels from Father Point to Quebec and from Quebec to Montreal.

Answers were received containing full detailed and valuable information which are published as Appendices to this report, together with other memorials presented on the subject of this all important question, viz : Appendix 31, pages 135—148 :—petition to His Excellency the Governor General in Council from ship owners, manufacturers, merchants, shipbuilders, master mariners and others respecting promotion of trade and commerce, viâ St. Lawrence ; Appendix 32, pages 149—152 :—answer from Quebec Board of Trade, dated the 18th October, 1880.

Appendix 33, pages 153—166 :—answer from the Harbor Commissioners of Montreal, dated 30th September, 1880.

“ 34, pages 167—202 :—answer from the Board of Trade and the Corn Exchange Association of Montreal, dated the 6th November, 1880.

“ 35, pages 203—205 :—Memorandum by the Harbor Commissioners of Montreal submitted to the Minister of P. W. on the 31st March, 1879.

“ 36, pages 206—208 :—Memorial by the Harbor Commissioners of Montreal to His Excellency the Governor General, dated 1st December, 1880.

#### OPENING AND CLOSING OF NAVIGATION, &c., &c.

A circular letter was addressed to the Mayors, Harbor Commissioners and other public officers of municipalities in all the Provinces, where harbors of some importance were known to exist by which information was sought under the following heads, viz :—

1. Date of closing of the harbor in the autumn of 1879.
2. Date of opening                    do                    spring of 1880.
3. Statement shewing the number and class of vessels that frequented the harbor in 1879.
4. Statement shewing the gross and net revenue of the harbor during the year 1879.
5. The depth of water available in the harbor at low water.

The answers received not being of an uniform character, the information obtained cannot all be given in tabular form. A tabulated statement, however, has been pre-

pared. (App. 37, pages 209-210.) showing the name of the Port, the date of opening and closing of navigation, the depth of water at low water and remarks with a reference to the answer received and given as appendix to this report. The information obtained with regard to harbors in the Provinces of Nova Scotia, New Brunswick and Prince Edward Island is also tabulated and will be found in Appendix 38, pages 211-212.

Respectfully submitted,

HECTOR L. LANGEVIN,

*Minister of Public Works.*

OTTAWA, 15th January, 1881.



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DOMINION OF CANADA.

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REPORT

OF THE

MINISTER OF PUBLIC WORKS.

FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1880.

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APPENDICES.

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## APPENDIX No. I.

STATEMENT showing the amount Expended by the Department of Public Works  
Dominion of Canada, during Fiscal Year ended 30th June, 1880.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS.</b>			
Generally .....	12,430 02		
<i>Ontario.</i>			
Brantford Post Office .....	12,011 63		
Guelph Post Office .....		6 50	
Hamilton Custom House .....		7 00	
do Post Office .....		175 57	
Kingston Custom House .....		4 95	
do Immigrant Shed .....		3 50	
do Military College and Fortifications .....	6,951 40		
do Penitentiary .....	5,387 18		
do Post Office .....		500 50	
London Custom House .....		262 89	
do Post Office .....		7 00	
Ottawa Drill Shed .....	19,161 54		
do Geological Museum .....	1,484 37		
do Post Office .....		1,647 39	
do Public Buildings .....	8,730 50	103,064 52	103,064 52
do do Damage by Fire .....		10,974 41	
do do Gas .....			21,849 00
do do Heating .....			29,230 78
do do Removal of snow .....			1,155 58
do do Ventilation (improvement of ) .....		4,202 10	
do do Post Office and Rideau Hall, supply of water .....			9,000 00
Prescott, Fort Wellington Barracks .....		1,393 50	
Rideau Hall .....		61,391 91	
do Fuel and light .....			8,000 00
Toronto Custom House .....		384 27	
do Examining Warehouse .....		854 32	
do Immigrant Sheds .....		405 00	
do Inland Revenue Office .....		52 34	
do Military Cemetery .....		5 00	
do Old Forts .....		5 00	
do Post Office .....		4,366 54	
do Public Buildings .....		705 65	
Windsor Post Office .....	22,129 07		
<i>Quebec.</i>			
Chicoutimi Marine Hospital .....		301 76	
Grosse Isle Quarantine Station .....		150 00	
Montreal Custom House .....		3,014 24	
do Examining Warehouse .....	10,130 17	1,116 19	

## APPENDIX No. 1—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
<b>PUBLIC BUILDINGS—Continued.</b>			
<i>Quebec—Concluded.</i>			
	\$ cts.	\$ cts.	\$ cts.
Montreal Inland Revenue Offices.....		106 14	
do Post Office.....		352 80	
do Public Buildings.....		23 00	
Quebec Citadel Buildings.....		13,825 46	
do Custom House.....		306 10	
do District Military Storehouse.....		67 70	
do Durham Terrace Extension.....	2,086 40		
do Fortifications.....	50,784 09		
do Marine Hospital.....		992 20	
do Post Office.....		444 94	
St. John's Post Office.....	4,391 33		
St. Vincent de Paul Penitentiary.....	9,682 18		
Three Rivers Custom House.....		1 90	
do Old Barracks.....		281 95	
<i>New Brunswick.</i>			
Chatham Custom House.....		9 20	
Dorchester Penitentiary.....	27,251 93		
Fredericton Adjutant's Office.....		75 00	
do Post Office.....	19,358 88		
do Public Buildings.....		438 74	
Middle Island Quarantine Station.....		32 20	
Newcastle Custom House.....		4 20	
St. John Custom House.....	160,478 08		
do Post Office.....	53,799 09		
do Public Buildings.....		1,259 48	
do Savings Bank.....	5,373 13		
<i>Nova Scotia.</i>			
Halifax Dominion Building.....		7 50	
do Quarantine Station (Lawlor's Island).....		146 82	
Lunenburg Marine Hospital.....	3,541 64		
Pictou Custom House.....		193 23	
Yarmouth Quarantine Station.....	106 52		
<i>Prince Edward Island.</i>			
Charlottetown Dominion Building.....		799 16	
do Marine Hospital.....		252 28	
<i>Manitoba.</i>			
Stony Mountain Penitentiary.....	5,963 63	3,144 99	
Winnipeg Barracks.....		110 00	
do Custom House.....		127 00	
do Government House (rental).....		8,000 00	
do Immigrant Buildings.....		18 15	
do Public Buildings.....		579 43	

## APPENDIX No. 1—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
	\$ cts.	\$ cts.	\$ cts.
<b>PUBLIC BUILDINGS—Concluded.</b>			
<i>North-West Territories.</i>			
Battleford Buildings .....	3,737 92	590 00	
<i>British Columbia.</i>			
Public Buildings .....		435 85	
Victoria Custom House and Storehouse Wharf.....		42 00	
New Westminster Penitentiary (heating).....			128 00
Penitentiaries Generally.....		12 05	
<b>HARBORS AND PIERS.</b>			
<i>Ontario.</i>			
Collingwood Harbor .....	6,506 98		
Kincardine do .....	1,870 30		
Meaford do .....	624 33		
Ports Rowan and Royal.....	431 83		
Toronto Harbor.....	10,315 29		
<i>Quebec.</i>			
Anse St. Jean Pier .....	2,160 84		
Baie St. Paul do .....		606 00	
Berthier do .....		92 63	
Eboulements do .....		941 09	
Grenville Harbor.....		5 40	
L'Islet Pier .....		670 66	
Malbaie do .....		1,014 93	
Matane do .....		72 43	
Piers below Quebec .....		758 46	
Piers and booms, Belœil .....			55 00
Rivière Blanche .....		7 00	
Rivière du Loup .....		2,105 33	
Rivière Ouelle.....		713 37	
St. Famille.....		1,493 41	
St. Jean Port Joli.....		497 91	
St. Laurent .....		100 55	
St. Thomas.....		1,513 09	
<i>New Brunswick.</i>			
Dipper Harbor .....		4 80	
Grand Manan Harbor.....		5 40	
Pointe du Chêne do .....	4,084 68		
Richibucto do .....		753 41	
Rocher Bay do .....		1,860 00	
St John do .....		5,916 26	
<i>Nova Scotia.</i>			
Annapolis River.....	1,333 77		
Arichat West.....	4,346 00		
Bayfield .....	63 00		
Cow Bay.....	5,125 00		
Cranberry Head.....		499 95	

## APPENDIX No. 1—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
<b>HARBORS AND PIERS—Continued.</b>			
<i>Nova Scotia—Concluded.</i>			
	\$ cts.	\$ cts.	\$ cts.
Digby Pier.....		2,338 12	
Ingonish, South.....		87 00	
Lingan.....		1,978 14	
Parrsboro.....		195 79	
Petit de Grat Inlet.....		992 70	
Port Medway.....		214 73	
Ragged Pond.....		1,991 43	
Trout Cove.....		999 76	
<i>Prince Edward Island.</i>			
Campbell's Cove.....		130 22	
Colville Bay (Souris).....	9,432 67		
Malpeque.....		356 29	
Miminigash.....		31 00	
New London.....	1,998 19		
Tignish.....		555 02	
Wood Islands.....	1,963 00		
<b>ROADS.</b>			
Red River Route.....		702 23	
Temiscouata Road.....		899 09	
<b>IMPROVEMENTS OF RIVERS.</b>			
<i>Ontario.</i>			
Neebish Rapids.....	8,949 31		
River Thames.....	3,122 44		
<i>Quebec.</i>			
North River.....	329 96		
Ottawa do.....	4 20		
Richelieu River.....	518 59		
St. Lawrence River (buoying channel, Lakes St. Louis and St. Francis).....			990 88
St. Lawrence River, removal of chains and anchors.....	6,601 35		
St. Placide River.....	1,719 51		
<i>New Brunswick.</i>			
Oromocto River.....	100 00		
Richibucto do.....	998 09		
St. John do.....	4,421 89		
<i>Manitoba.</i>			
Assiniboine River.....	2,499 63		

## APPENDIX No. 1—Continued.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
<b>IMPROVEMENTS OF RIVERS—Concluded.</b>			
<i>British Columbia.</i>			
Fraser River (Cottonwood Canyon).....	10,431 00		
Victoria, removal of rock .....	179 25		
<b>SLIDES AND BOOMS.</b>			
Saguenay District Works .....		4,611 74	710 05
St. Maurice do .....	11,074 50	8,497 07	14,823 01
Ottawa do .....			17,465 29
do River.....		3,883 32	
Gatineau River.....	409 50	1,294 60	
Madawaska River .....		2,361 70	
Coulonge do .....		699 02	
Black do .....		749 31	
Petewawa do .....		738 72	
Dumoine do .....		225 01	
Sault au Recollet Booms.....		493 22	
South Nation River.....	488 45		
Newcastle Works.....		1,050 34	614 07
<b>DREDGE VESSELS.</b>			
Dredge Vessels.....		13,784 63	
<b>DREDGING.</b>			
<b>Ontario—</b>			
Belleville Harbor.....	\$1,255 03		
Little Current .....	2,415 25		
Meaford Harbor.....	48 00		
Owen Sound.....	1,951 30		
Penetanguishene.....	1,624 25		
Picton.....	1,335 25		
Presqu'Isle .....	31 22		
Trenton.....	1,879 48		
Generally .....	3,226 58		
	13,766 36		
<b>Quebec—</b>			
Beauharnois.....	4,515 83		
L'Assomption River .....	2,518 15		
Rivière à la Graisse (Ri- gaud).....	2,465 22		
Saguenay River (at Chi- coutimi) .....	4,599 14		
	14,098 34		
Maritime Provinces*.....	60,543 10		
British Columbia (Victoria Harbor).....	9,598 39		
	98,006 19		
<b>MISCELLANEOUS.</b>			
Surveys and Inspections .....			45,332 86
Arbitrations and Awards .....			10,035 38

\* For details, see Appendix No. 5.

APPENDIX No. 1—*Concluded.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
TELEGRAPHS.			
	\$ cts.	\$ cts.	\$ cts.
Land and Cable Telegraph Lines, Lower St. Lawrence.....	5,241 76		
Telegraph Lines, Maritime Provinces.....	15,695 85		
do British Columbia.....			35,578 30
do Prince Edward Island (Subsidy).....			1,946 68
Agent and Contingencies, B.C.....			2,818 85
WORKS AUTHORIZED BY SPECIAL ACTS OF PARLIAMENT.			
St. Lawrence (deepening between Quebec and Montreal).....	140,000 00		
Quebec Harbor Improvements.....	200,000 00		
Lévis Graving Dock.....	75,000 00		
Totals.....	1,081,017 05	297,173 80	199,678 71
Grand Total.....			1,577,869 56

O. DIONNE,  
*Accountant.*

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 15th January, 1881.



## APPENDIX No. 2.

## ST. LAWRENCE NAVIGATION.—TABLES OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO DULUTH, AT HEAD OF LAKE SUPERIOR, BY WATER.—A.

From	To	Sections of Navigation.	Statute Miles.	
			Inter-mediate.	Total to Straits of Belle-Ile.
Straits of Belle-Ile.....	Cape Whittle.....	Gulf of St. Lawrence.....	240	240
Cape Whittle.....	West Light, Anticosti.....	do do.....	201	441
West Light, Anticosti.....	Father Point.....	River St. Lawrence.....	202	643
Father Point.....	Rimouski.....	do.....	6	649
Rimouski.....	Bic.....	do.....	12	661
Bic.....	Isle Verte.....	do.....	39	700
Isle Verte (opp. Saguenay).....	Quebec.....	do.....	126	826
Quebec.....	Three Rivers.....	do to Tidewater.....	74	900
Three Rivers.....	Montreal.....	do.....	86	986
Montreal.....	Lachine.....	Lachine Canal.....	8 $\frac{1}{2}$	994 $\frac{1}{2}$
Lachine.....	Beauharnois.....	Lake St. Louis.....	10 $\frac{1}{2}$	1,009 $\frac{1}{2}$
Beauharnois.....	St. Cécile.....	Beauharnois Canal.....	11 $\frac{1}{2}$	1,021
St. Cécile.....	Cornwall.....	Lake St. Francis.....	32 $\frac{1}{2}$	1,053 $\frac{1}{2}$
Cornwall.....	Dickinson's Landing.....	Cornwall Canal.....	11 $\frac{1}{2}$	1,065 $\frac{1}{2}$
Dickinson's Landing.....	Farran's Point.....	River St. Lawrence.....	5	1,070 $\frac{1}{2}$
Farran's Point.....	Upper end of Croyle's Island.....	Farran's Point Canal.....	$\frac{3}{4}$	1,071
Upper end Croyle's Island.....	Williamsburg or Morris- burgh.....	River St. Lawrence.....	10 $\frac{1}{2}$	1,081 $\frac{1}{2}$
Williamsburg.....	Rapid Plat.....	Rapid Plat Canal.....	4	1,085 $\frac{1}{2}$
Rapid Plat.....	Point Iroquois Village.....	River St. Lawrence.....	4 $\frac{1}{2}$	1,090
Point Iroquois Village.....	Upper end Presqu'île.....	Point Iroquois Canal.....	3	1,093
Presqu'île.....	Point Cardinal, Edwards- burgh.....	Junction Canal.....	2 $\frac{5}{8}$	1,095 $\frac{5}{8}$
Point Cardinal.....	Head of Galops Rapids.....	Galops Canal.....	2	1,097 $\frac{5}{8}$
Galops Rapids.....	Prescott.....	River St. Lawrence.....	7 $\frac{3}{8}$	1,105
Prescott.....	Kingston.....	do.....	59	1,164
Kingston.....	Port Dalhousie.....	Lake Ontario.....	170	1,334
Port Dalhousie.....	Port Colborne.....	Welland Canal.....	27	1,361
Port Colborne.....	Amherstburgh.....	Lake Erie.....	232	1,593
Amherstburgh.....	Windsor.....	River Detroit.....	18	1,611
Windsor.....	Foot of St. Mary's Island.....	Lake St. Clair.....	25	1,636
Foot of St. Mary's Island.....	Sarnia.....	River St. Clair.....	33	1,669
Sarnia.....	Foot of St. Joseph's Island.....	Lake Huron.....	270	1,939
Foot of St. Joseph's Island.....	Foot of Sault St. Mary.....	River St. Mary.....	47	1,986
Sault St. Mary.....	Head of Sault St. Mary.....	Sault St. Mary Canal.....	1	1,987
Head of Sault St. Mary.....	Point aux Pins.....	River St. Mary.....	7	1,794
Point aux Pins.....	Duluth.....	Lake Superior.....	390	2,384

Of the 2,384 miles from the Straits of Belle-Ile to the Head of Lake Superior, 71 $\frac{1}{2}$  miles are artificial navigation, and 2,312 $\frac{1}{2}$  open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical, or 2,234 statute miles.

The total fall from Lake Superior to Tidewater is about 660 feet.

## APPENDIX No. 2.—Continued.

QUEBEC TO LIVERPOOL, *viâ* STRAITS OF BELLE-ILE AND MALIN HEAD, NORTH OF IRELAND.—B.

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec .....	Saguenay .....	River St. Lawrence..	108	122
Saguenay .....	Father Point.....	do .....	53	61
Father Point.....	Lighthouse, west end Anticosti....	do .....	176	202
West end of Anticosti....	Cape Whittle, Labrador Coast....	Gulf of St. Lawrence	175	201
Cape Whittle .....	Belle-Ile Lighthouse, east entrance of Straits .....	do .....	209	240
Belle-Ile.....	Malin Head, North of Ireland.....	Atlantic Ocean.. ..	1,750	2,013
Malin Head.....	Liverpool.....	do and Irish Sea	192	221
Total from Quebec to Liverpool, <i>viâ</i> Belle-Ile and Malin Head, North of Ireland...			2,661	3,060

HEAD OF LAKE SUPERIOR TO LIVERPOOL, *viâ* STRAITS OF BELLE-ILE AND NORTH OF IRELAND.—C.

Sections of Navigation.	Geographical Miles.	Statute Miles.
Head of Lake Superior, at Fond du Lac, to Quebec.....	1,355	1,558
Quebec to Liverpool, <i>viâ</i> Straits of Belle-Ile and North of Ireland.....	2,661	3,060
Total from head of Lake Superior to Liverpool, <i>viâ</i> Belle-Ile and Malin Head, North of Ireland.....	4,016	4,618
N.B.—Route <i>viâ</i> Straits of Belle-Ile shorter than <i>viâ</i> Cape Race.....	158	182

Straits of Belle-Ile, 80 miles long by 14 average breadth.

APPENDIX No. 2.—Continued.

QUEBEC TO LIVERPOOL, *viâ* CAPE RACE AND MALIN HEAD, NORTH OF IRELAND.—D.

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec .....	Saguenay .....	River St. Lawrence..	106	122
Saguenay .....	Father Point .....	do ..	53	61
Father Point.....	Métis Point .....	do ..	22	25
Métis.....	Cap Ste. Anne des Monts.....	do ..	71	82
Cap Ste. Anne des Monts..	Cap de la Madeleine.....	do ..	46	53
Cap de la Madeleine .....	Fame Point.....	do ..	29	33
Fame Point.....	Cap des Rosiers.....	do ..	25	29
Cap des Rosiers.....	Cap St. Pierre de Miquelon .....	Gulf of St. Lawrence	343	394
Cap St. Pierre de Miquelon	Cape Race .....	Atlantic Ocean .....	132	152
Cape Race.....	Malin Head.....	do do .....	1,800	2,070
Malin Head.....	Liverpool.....	do and Irish Sea	192	221
Total from Quebec to Liverpool, <i>viâ</i> Cape Race and Malin Head, North of Ireland			2,819	3,242

HEAD OF LAKE SUPERIOR TO LIVERPOOL, *viâ* CAPE RACE AND NORTH OF IRELAND.—E.

Sections of Navigation.	Geographical miles.	Statute miles.
Head of Lake Superior, at Fond du Lac, to Quebec .....	1,355	1,558
Quebec to Liverpool, <i>viâ</i> Cape Race and North of Ireland.....	2,819	3,242
Total from head of Lake Superior to Liverpool, <i>viâ</i> Cape Race and Malin Head, North of Ireland.....	4,174	4,800
N.B.—Route <i>viâ</i> Cape Race longer than <i>viâ</i> Straits of Belle-Ile .....	158	182

APPENDIX No. 2.—Concluded.

LAKE NAVIGATION.—F.

Names of Lakes, and of Rivers connecting the same.	Statute Miles.			Depth in Feet.		Area, Square Miles.	Elevation above Sea at Three Rivers.  Feet.
	Greatest Length.	Greatest Breadth.	Average Breadth.	Greatest.	Mean.		
Superior .....	390	160	80	900	32,000	600	
St. Mary's River .....	55	4	1	60	30	582	
Michigan .....	345	84	58	1,000	22,400	580	
Green Bay .....	100	25	18	500	2,000	580	
Mackinaw Straits. ....	Not added below.		20	10	200	40	580
Georgian Bay .....	130	55	40	500	578	578	
Huroa .....	270	105	70	900	450	23,000	
St. Clair River .....	33			50	35	572	
St. Clair Lake .....	25	25	20	27	15	360	
River Detroit .....	25	3	1	37	29	564	
Lake Erie .....	250	60	38	204	90	10,000	
Niagara River .....	35	3	1	30	30	234	
Lake Ontario .....	190	52	40	600	412	6,700	
Lake St. Francis .....	33	5	4	80	36	132	
Lake St. Louis .....	15	7	5	68	30	75	
Lake St. Peter .....	30	9	7	40	8	200	
River St. Lawrence, connecting Lakes between Kingston and Three Rivers	186				20		
Total length of Lake Navigation.	2,112	Inclusive of River portions.....			96,867		
do do ...	1,778	Exclusive of River portions .....					

FROM PRINCE ARTHUR LANDING (LAKE SUPERIOR) TO FORT GARRY (WINNIPEG), BY THE CANADIAN ROUTE  
WHEN IN OPERATION.—G.

	Statute Miles.	
	Inter- mediate.	Total.
Prince Arthur Landing to Shebandowan .....	45	45
Lake Shebandowan to North-West Angle .....	312	357
North-West Angle to Fort Garry (Winnipeg).....	95	452

The steamboat voyage from Collingwood to Prince Arthur Landing is 532 miles.

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## APPENDIX No. 3.

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### REPORT OF THE CHIEF ARCHITECT.

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DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 4th December, 1880.

SIR,—I have the honor to report as follows upon the new works and general repairs executed in connection with the "Public Buildings" under the control of the Department, during the fiscal year ending 30th June, 1880.

THOMAS S. SCOTT,  
*Chief Architect*

F. H. ENNIS, Esq.,  
Secretary,  
Department of Public Works,  
Ottawa.

## PROVINCE OF ONTARIO.

### OTTAWA.

#### PARLIAMENT GROUNDS.

These have been kept in good condition and repair.

#### PARLIAMENT BUILDING.

The present gallery for reporters in Commons Chamber having been found inadequate to accommodate the required number, it was decided to extend it. This alteration will, it is believed, greatly facilitate the labors of the reporters.

An accidental fire took place in October, causing considerable injury to the roof and ceiling of Chamber, also to the furniture, walls, &c., of same. Damages have been made good, and at the same time alterations made in ceiling to improve the lighting of Chamber.

Drawings prepared by and work done under superintendence of this Department.

#### WESTERN BLOCK DEPARTMENTAL BUILDING.

Additional office accommodations, also a fire-proof room for stamps, being required by Post Office Department, it has been arranged to complete and fit up three of the unfinished rooms in basement as offices, and a fourth for the storage of stamps.

Plans, &c., have been prepared for this work, and tenders will be asked for at an early date.

An hydraulic elevator has been fitted up, and is now in working order—constructed by Mr. John Fenson, machinist of Toronto.

## EASTERN BLOCK, DEPARTMENTAL BUILDING.

The present vault in Department of Finance being found inadequate for requirements, it has been arranged to build another, to be fire and burglar-proof.

Plans and specifications have been prepared, and tenders will shortly be invited.

Considerable alterations and additions have been made to the offices in a portion of the attic floor which are now occupied by Dominion Lands, Finance Insurance Branch and Department of Indian Affairs. Drawings prepared by and work done under superintendence of this Department.

## RIDEAU HALL.

The system of drainage has been re-arranged.

A temporary cloak-room has been built which, being constructed in sections, can be removed as soon as the winter season is over, and replaced when required.

An additional skating rink, with a log house in connection with it, has been provided.

The extension to wash-house, mentioned in my last report, has been completed and consists of a "lean-to" 22 feet by 10 feet, placed on the west side of laundry.

## POST OFFICE, ETC.

Owing to new system adopted by the Post Office Department of outside delivery of mail matter, it was found that a number of lock letter-boxes now in building could be removed. These will be utilized in other post offices now being built. Space has been utilized for notices to the public.

An office for vendor of postage stamps has been fitted up in the public lobby.

Drawings prepared and work done under the superintendence of this Department.

## GEOLOGICAL MUSEUM.

The premises known as the Clarendon Hotel, on the north-east corner of Sussex and George streets, Ottawa, having been purchased for museum purposes, plans and specifications were prepared by this Department, embracing the required alterations to suit same for its proposed use, and tenders will be asked for at an early date.

The museum building will have a frontage on Sussex street of 63 feet, and on George street of 156 feet, with a mean depth on each street of 38 feet. The basement under the whole area of museum building will be divided into suitable rooms for unpacking and storage of large or heavy specimens and duplicates, rooms for laboratory and heating apparatus, also storage for fuel.

The ground floor will have entrance on both streets.

The portion fronting on George street is arranged for drawing office, library, chemists offices, weighing room, and vault for security of field notes, maps, &c.

The first and second floors to portion fronting on Sussex street will be divided into offices, and the wing fronting on George street arranged to form a museum room 103 feet by 33 feet on each floor.

The site is sufficiently ample to allow of additional accommodation (if required) at any future time.

## DRILL SHED.

This building, of which a description is given in my last report, has been satisfactorily completed by the contractor, Mr. Robert Whyte.

Drawings and specifications have been prepared by the Department for the several fittings for armories, band-room, museum, &c., and tenders will be asked for at an early date.

Drawings prepared by and work done under the superintendence of the Department.

## BRANTFORD.

## POST OFFICE, CUSTOM HOUSE, ETC.

This building, of which a description was given in my last report, has been completed by the contractor, Mr. J. Brown, of Hamilton.

Plans of fittings for Post Office, Custom House, and Inland Revenue Office have been prepared, and the works are now being carried out, as also the heating apparatus.

The building is expected to be ready for occupation at an early date.

Local architect, Mr. John Henry; contractor, Mr. J. Brown; contractor for heating, Mr. W. L. Apply; contractor for fittings, Mr. John Graham.

## TORONTO.

## POST OFFICE.

The internal fittings of main floor of this building have been altered and re-arranged, in order to give additional accommodation in the public lobby.

An outside receiving box on Adelaide street has been arranged for, and new water-closets and latrines have been erected in the courtyard.

## EXAMINING WAREHOUSE.

An extra entrance on the vacant portion of lot has been constructed, and suitable alterations to internal divisions made.

## KINGSTON.

## MILITARY COLLEGE, FORTIFICATIONS, ETC.

Usual and necessary repairs have been executed under the superintendence of the local architects, Messrs. Power & Son.

## PENITENTIARY.

The building partially destroyed by fire, formerly used as a workshop, has been re-roofed and otherwise repaired. One-half of it is being converted into cells for insane prisoners, and the other half into recreation rooms, etc.

The utilization of the building for these purposes was necessitated by the transfer of Rockwood Asylum from the Dominion to the Provincial Government of Ontario.

The building will at an early date be ready for occupation.

These works are being done by convict labor under the direction of Mr. Bowes, Superintending Architect, of this Department.

## WINDSOR.

## POST OFFICE, CUSTOM HOUSE, ETC.

This building, of which a description is given in my last report, has been completed.

Contractor—Mr. Toms.

Superintending Architect—Mr. W. Scott.

Drawings for internal fittings for Post Office, Inland Revenue, and Custom House are now in course of preparation.

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**PROVINCE OF QUEBEC.**
**QUEBEC.****KENT AND ST. LOUIS GATES.**

Work on these gates has progressed slowly, due to an alteration in design. It is expected they will be completed this fall.

Contractor for gates, H. J. Beemer (by transfer from L. Z. Malette).

Drawings prepared by and work done under superintendence of this Department.

**QUEBEC FORTIFICATIONS.**

It having been found necessary to make extensive repairs to the Fortification Walls, Quebec, the work was divided into three sections as follows:—

No. 1.—Lying southerly from St. Louis Gate and in the immediate vicinity thereof was given to Messrs. Parent and Lortie.

No. 2.—Lying northerly from St. Louis Gate, and between St. Louis and Kent Gates, was allotted to A. Giroux.

No. 3.—Below St. John Gate, lying northerly to St. John Gate and toward Barrack Bastion, was ordered to be executed by day's labor, under superintendence of Mr. Bigaouette.

**CITADEL.**

The officers' Quarters have been cleaned, repaired, altered and in part refurnished. A portion of the storehouses next Diamond Bastion has been fitted up for stables.

**DURHAM TERRACE EXTENSION.**

A portion of the Walling of Durham Terrace Extension has been proceeded with on the line of the old battery walls; but owing to the season being so far advanced before work was commenced, a part only was executed.

Architect in charge, T. J. Lepage.

Contractor, Fortunat Jobin.

**MARINE HOSPITAL.**

Main outlet drain has been placed in a satisfactory condition, and other improvements have been made to the system of drainage.

**MONTREAL.****EXAMINING WAREHOUSE.**

An hydraulic press requiring special foundations has been fitted up. Fittings for special requirements have been executed as well as various alterations to hoists, gas fittings, fixtures, bells, &c.

**ST. VINCENT DE PAUL PENITENTIARY.**

The eastern dormitory, or cell wing, containing one hundred and thirty-two (132) cells, has been completed, and the western dormitory, to contain the same number of cells, has its walls carried up to a height of ten (10) feet.

The Catholic chapel has been enlarged by an addition measuring eighty-eight (88) feet by forty (40) feet.

Drawings and specifications prepared under the immediate supervision of this Department.

Plastering executed by contract. Remaining work done by convict labor, the materials being supplied by this Department.

Superintending Architect—Mr. John Bowes.



## ST. JOHN'S.

## POST OFFICE, CUSTOM HOUSE, ETC.

Since my last yearly report this building has been completed.

Contractor—Mr. Alexander Paquette.

An examining warehouse and outbuildings have been built in rear of the main building, the lot having been fenced in and internal fittings for Post Office been executed by Mr. A. P. Macdonald, contractor.

Drawings prepared by this Department.

Superintending Architect—A. C. Hutchison, Montreal.

## GROSSE ISLE.

## QUARANTINE STATION.

Plans and specifications for a hospital to accommodate eighty patients have been prepared by this Department, and tenders will be asked for at an early date.

## PROVINCE OF NEW BRUNSWICK.

## DORCHESTER.

## GENERAL PENITENTIARY FOR MARITIME PROVINCES.

Since my last report a contract for portion of the steam-heating was awarded to Messrs. Wisdom & Fish of Saint John, and has been executed.

Drawings and specifications have been prepared, and tenders will be asked for at an early date, for the following necessary adjuncts to the Penitentiary, viz.:—15 semi-detached houses for officers, bake-house, hospital, laundry, workshops, ice-house and root-houses. All the above buildings will be constructed of timber, detached from the Penitentiary proper, and from each other.

Arrangements have been made for enclosing, say, 17 acres of the property by a picket fence; also for furnishing water supply from a spring, situate a distance of about one and a quarter miles from the building.

## ST. JOHN.

## SAVINGS BANK.

A description of this building was given in my last report, and it has been completed, fitted up with necessary fittings, etc., and now occupied.

Enclosure walls, foot-paths, etc., have been constructed and the unoccupied portion of lot graded.

A contract has been entered into with Messrs. J. & J. Taylor, Toronto, for a special vault door.

Superintending Architects, Messrs. McKean & Fairweather.

## CUSTOM HOUSE.

A description of this building appeared in my last annual report.

The work is now well advanced, and it is expected will be completed by this fall. Plans and specifications for steam-heating, internal fittings, etc., have been prepared by this Department, and tenders will be asked for at an early date.

Contractors, Messrs. Williams, Anderson & Williams.

Superintending Architects, Messrs. McKean & Fairweather.

## POST OFFICE.

A description of this building appears in my last report.

Work is not progressing as rapidly as was anticipated, but I expect the building will be completed this fall, and ready for occupation early next year.

Contractors for masonry, carpenters' work, &c., Messrs. Jones, Booth and Doddridge.

Contractor for iron work, Mr. H. J. Chubb.

Superintending Architect, Mr. W. Morgan Smith.

## FREDERICTON.

## POST OFFICE.

The original contract has been completed.

Contractors, Messrs. Snow & Scouller.

Superintending Architect, Mr. D. E. Dunham.

Drawings have been prepared for the fittings required for the Post Office portion of the work, and for the completion of the upper portion of the building, which is to be occupied by Customs and Inland Revenue Departments, and tenders will be called for at an early date.

## NOVA SCOTIA.

## LUNENBURG.

## MARINE HOSPITAL.

The contract portion of the work will, it is expected, be completed this fall.

Arrangements have been made for fencing in lot, laying out grounds, furniture, water supply, &c.

Contractors for building, Messrs. Eli Hopps and John Mitchell.

Work done under the superintendence of Mr. Solomon Morash, clerk of works.

Drawings and specifications prepared by this Department.

## MANITOBA.

## PARLIAMENT BUILDINGS AND LIEUTENANT-GOVERNOR'S RESIDENCE:

Sketch plans for these buildings have been prepared by the Department.

Local information is now being obtained as to materials, &c., for construction.

## STONY MOUNTAIN PENITENTIARY.

Appropriations have been made to cover cost of new root-house, stable, out-buildings, laundry, dry-house, lumber for fence and furniture for offices, as well as a portion of the Steam heating apparatus. For temporary heating in advance of steam apparatus, stoves and the necessary fittings to same, were authorized and supplied.

Lumber and other materials, for usual and necessary repairs and requirements, were purchased.

It is intended to proceed with the works at an early date.

Drawings and specifications prepared under the immediate superintendence of this Department.

Works to be executed by convict labor; materials supplied by this Department.

Local Architect, Mr. J. P. M. Lecourt.

## WINNIPEG.

## IMMIGRANT HOSPITAL.

Plans and specifications have been prepared by this Department for these buildings, and tenders will be shortly asked for.

The buildings will be erected in close proximity to the City of Winnipeg on the line of Canada Pacific Railway, having a frontage of 130 feet by 29 feet in depth, and in addition thereto a wing in rear, 46 feet by 18 feet.

The front portion, to an extent of 54 feet, as also wing, will be one story in height; the balance of front portion will be two stories in height.

The ground floor is to be arranged for cook-house, general room or dormitory for males, nurses' rooms, surgery, five-bed sick ward for females, five-bed sick ward for males, and stairs to first floor.

The rear wing will be utilized for lavatory, &c., purposes.

The upper floor is arranged as a large dormitory for females, and two small bed-rooms for attendants.

## BRITISH COLUMBIA.

## VICTORIA POST OFFICE.

The stone front of the building having been reported to be in bad condition, it was considered necessary to take it down and rebuild it, and at same time to re-arrange the offices

## GENERAL.

A large number of minor necessary repairs have been executed to various buildings throughout the Dominion, none of which are of sufficient importance to report upon in detail, but calling for a large amount of personal attention and special supervision.

I have the honor to be, Sir,  
Your obedient servant,

THOS. S. SCOTT,  
*Chief Architect.*

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 APPENDIX No. 4
 

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## REPORT OF MECHANICAL ENGINEER.

(Reference No. 9123.)

OTTAWA, 9th Nov., 1880.

SIR,—I have the honor to report as follows upon the works entrusted to my charge connected with the public buildings under the control of the Department of Public Works, during the fiscal year ending 30th June, 1880.

## PROVINCE OF ONTARIO.

## OTTAWA:

## PARLIAMENT BUILDING.

Extensive alterations to the ventilation of the House of Commons chamber were undertaken and successfully carried out.

The heating apparatus of the building received the usual repairs required to maintain its efficiency and some changes to modernize the system for greater comfort to the occupants and also to economize fuel.

## DEPARTMENTAL BUILDINGS.

Additional office accommodation having been provided in the attic of the Eastern Block, the heating apparatus was slightly extended to meet the alterations and—in both the Eastern and Western blocks,—slight changes were made to the piping in the boiler houses to work the boilers at a lower pressure and economize fuel.

## RIDEAU HALL.

Some improvements were made to hanging and balance weight arrangements of the gas-holder to make it work automatically, and also to reduce the consumption of gas to the Governor General's residence, by lessening the working pressure.

## PUBLIC BUILDINGS GENERALLY.

The heating apparatus in the various Post-Offices and Custom Houses were all in good order and required no expenditure or repairs.

## PROVINCE OF QUEBEC.

## EXAMINING WAREHOUSE, MONTREAL.

In the original planning of this building only certain portions were arranged to be heated; it was found necessary during the year, to extend the apparatus and effect some slight changes in the piping, to meet alterations that had been made in the offices.

The steam engine, and hoists are in very efficient condition and merely had the repairs incidental to ordinary wear and tear.

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 QUEBEC CUSTOM HOUSE.

The heating apparatus which is very old and imperfect had some slight repairs.

## PUBLIC BUILDINGS GENERALLY.

The heating apparatus in the rest of the various Custom Houses and Post Offices were all in good order, and no expenditure was necessary for repairs.

## NOVA SCOTIA.

The heating apparatus in the Dominion Building, Halifax, required no repairs.

## NEW BRUNSWICK.

A contract was let to Messrs. McDonald & Co. of Halifax for a heating apparatus in the New Savings Bank building, St. John; it was executed in six weeks, and works efficiently.

## PRINCE EDWARD ISLAND.

The heating apparatus in the Post Office and Custom House building at Charlottetown required no expenditure for repairs.

I have the honor to be, Sir,  
Your obedient servant,

J. R. ARNOLDI,  
*Mechanical Engineer.*

F. H. ENNIS, Esq.,  
Secretary, Dept. Public Works.

## APPENDIX No. 5

### REPORT OF THE CHIEF ENGINEER.

(Reference No. 9420)

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 25th November, 1880.

SIR,—I have the honor to report on the Harbor works and surveys of the last fiscal year.

I have the honor to be,  
Sir,  
Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

F. H. ENNIS, Esq.,  
Secretary, Public Works.

#### PRINCE EDWARD ISLAND.

##### CAMPBELL'S COVE.

Campbell's Cove, King's Co., P. E. Island, lies about 8 miles to the westward of East Point.

The breakwater at this place was built by the local Government in 1872 at an expense of \$4,530.

A small sum was expended in replacing the planking at the outer end which had been swept away during a gale.

##### COLVILLE BAY.

The works for rebuilding the outer end of the breakwater at Souris, Colville Bay, P. E. Island, were brought to completion in September last.

##### NEW LONDON.

New London, Queen's Co., P. E. Island, is situated on the northern shore and about the centre of the Island.

The works at these places were commenced in 1836, and up to 1872 the local Government had expended \$4,075 in their construction. Between 1875 and 1879 the sum of \$6,286.13 has been expended in repairs and in extending the works seawards. The amount appropriated for the last fiscal year has been expended under contract in the construction of a further length of work for the purpose of arresting and accumulating the sand on the northern or seaward side of the breakwater, and there forming a natural protection to the entrance to the harbor.

##### MALPEQUE.

Malpeque Bay is situated on the northern shore of P. E. Island, 90 miles from East Point and 49 miles from West Cape.

During 1878, a breakwater was constructed 600 feet in length from the western end of the Royalty Sands on the eastern side of and at the entrance to the bay.

A small amount was expended during the fiscal year in repairing the damage to the inner end and in preventing the sea from making a breach through the sands.

## TIGNISH.

In Prince County, P.E.I.

The outer end of the pier on the northern side of the entrance to the harbor, having been undermined by the action of the sea, settled to nearly high water mark, and the amount authorised was expended in raising that portion to its original level.

This work was damaged to a considerable extent during a gale in October 1879, and steps were taken to effect temporary repairs to secure it during the winter.

## NOVA SCOTIA.

## Cow Bay.

The breakwater at Cow Bay, Cape Breton County, experienced further damage during the winter of 1878-79, and the amount appropriated was expended in the construction of a block, 70 feet in length, to fill a gap on the seaward side of the outer end, replacing ballast, renewing portions of the roadway, sheathing the outer face, and replacing fenders.

On the 20th Nov. 1879, this breakwater was severely damaged, and until a beach, now partially formed, shall extend the full length of the breakwater on the seaward side, this work will be subject to damage more or less severe.

## LINGAN.

Lingan Harbor, Cape Breton Co., is at the head of Indian Bay, on the north-east coast of Cape Breton, and about 12 miles south-east from the entrance to Sydney Harbor.

The amount authorised was expended in straightening and deepening the channel at the entrance to the Harbor, thus admitting vessels of deeper draught to enter and load with coal from the Lingan mines.

## INGONISH SOUTH.

At Ingonish, Victoria Co., C. B., a small expenditure was made in replacing a number of fenders which had been carried away by the ice during the spring of 1879.

## PETIT DE GRAT.

At Petit de Grat, Ile Madame, Richmond Co., N. S., a passage has been partially opened through a beach at the head of the Petit de Grat Inlet, to permit fishing boats to pass into the fishing grounds in Rocky Bay.

## WEST ARICHAT.

At West Arichat, Ile Madame, Richmond Co., C. B., the works of closing the Harbor at its eastern end, commenced by the Government of Nova Scotia prior to Confederation were completed in November, 1879.

## RAGGED POND.

Ragged Pond on the northern side of Chedabucto Bay, Guysboro' Co., N.S., lies  $5\frac{3}{4}$  miles to the eastward of the entrance to Guysboro' Harbor.

During 1879 the sum of \$2,000 was expended in opening a channel from the Bay into the Pond and in partially protecting the sides with cribwork. The amount

appropriated for 1880 was employed in completing the protection works of the channel and in deepening the entrance.

#### PARRSBORO OR PARTRIDGE ISLAND RIVER.

The straightening of the channel of the above river in Cumberland Co., N. S., was begun in the latter part of May 1879 and continued until the close of navigation. It was resumed early this year and continued until the 17th June, at which date the amount authorised had been expended. From Robertson's Point 315 cubic yards were removed, from Mullin's Point 3,640 cubic yards, and from Shannon's Point 6,265 yards, making a total of 10,220 cubic yards of mud, sand and saw-dust. This work was done by hand at the times of low water, using a dump scow which was conveyed at high water to a place of deposit.

#### WINDSOR.

A large bank of mud having formed against the Railway wharf at Windsor, Hants Co., N. S., thus destroying its usefulness, it was decided to remove a portion of the accumulation to admit vessels drawing 15 feet loading as in years past.

A couple of scows belonging to the "New Dominion" were sent from St. John early in May, and on the 18th work was commenced and continued until the 30th June, when 2,150 cubic yards of silt, sand and mud were removed.

This work was done in a similar manner to that at Partridge Island River.

#### PORT MEDWAY.

Port Medway, Queens Co., N. S., is situated on the southern side and about three miles from the north of Port Medway Bay, which opens into the Atlantic.

The work at this place was built during the season of 1874 for the purpose of preventing the sea making a break through the beach separating the harbour from the bay.

It stood very well except that the ballast had settled to a considerable extent, and the expenditure made was for the purpose of refilling the crib-work.

#### ANNAPOLIS RIVER.

The Annapolis River enters the Annapolis Basin at the eastern end, and is navigable during high water up to Bridgetown, a distance of 14 miles.

The Channel for a few miles below Bridgetown is obstructed by numerous boulders, a number of which have been removed.

#### DIGBY.

The pier at Digby is situated at the western end of Annapolis Basin, and three miles from Digby Gut, the entrance from the Bay of Fundy.

It was constructed many years ago by the Government of Nova Scotia as a public landing for steamboats and vessels, and since 1867, the sum of \$7,099.61 has been expended in its maintenance.

During a gale of the 22nd February 1879, a schooner loaded for the West Indies, parted her chain and was swept bodily through the pier, making a break of 130 feet in length.

The repairs were completed in August 1879, and the pier opened for traffic.

A small amount was also expended in repairing the outer end of the pier.

#### TROUT COVE.

Trout Cove or Centreville, Digby County, N.S., is situated on the Bay of Fundy, about 15 miles westward from Digby Gut.



The breakwater at this place was commenced in 1856, at the joint expense of the inhabitants and the local Government. During 1875, the sum of \$4,000 was expended by the Dominion in extending this work to a length of 343 feet. During 1876, 77 and 78, small amounts from the local Government, voluntary labor, and gifts of material by the inhabitants were expended on the work.

During a gale in January 1879 much damage was done, and the amount appropriated was expended in effecting the necessary repairs.

#### CRANBERRY HEAD.

Cranberry Head, Yarmouth County, N.S., is about six miles to the north west of Yarmouth.

At this place a breakwater was constructed a number of years ago by the local authorities. In 1876 the sum of \$2,000 was expended in extending the breakwater, 150 feet, and in 1879 a further sum of \$1,000 in the construction of an additional length of 50 feet and in repairing the old work. During the past year a sum of \$500 was employed in repairing the damage done to this work during a gale in August 1879.

#### NEW BRUNSWICK.

##### POINTE DU CHÊNE.

The breakwater at Pointe du Chêne has been thoroughly repaired and strengthened.

During a gale of the 21st October, 1879, the sea rose seven feet higher than the highest spring tides known submerging the breakwater and the Railway wharf, which it protects, from end to end.

After the subsidence of the storm and tide it was found that about 1,000 feet of the inner end of the Railway wharf had been destroyed to a depth of two feet, whilst the outer end protected by the breakwater was undamaged.

An appropriation was made for expenditure during the present fiscal year in the construction of a further length of breakwater of 600 feet.

##### RICHIBUCTO

Richibucto on the Straits of Northumberland, 40 miles north of Shediac.

Owing to the wasting away of the sand beach at the head of the breakwater, it was found necessary to protect the same for the purpose of preventing a breach being made, and thus destroying the usefulness of the breakwater.

During the gale of October, 1879, the outer end of the breakwater received some damage.

##### ST. JOHN HARBOR.

The amount appropriated was expended in strengthening and repairing the block left standing at the outer end of the breakwater from Negro Point, which was damaged during a gale in January 1878, and also in placing a quantity of large stones on the slopes.

##### OROMOCTO.

The sheer-dam 1,600 feet in length described in my report of 1878, has been found to be to a certain extent beneficial. After its completion it was deemed advisable to shut off the flow of water to the westward of Thatch Island, and a contract has been entered into for the construction of a further length of 600 feet of dam.

At the close of the fiscal year, one half of this work had been completed.

## ST. JOHN RIVER.

A number of boulders and a quantity of ledge rock have been removed from the Red Rapids, and the Narrows, on the Tobique, a short distance above its junction with the St. John; and also from the St. John at Dibblee's Bar and other points in the channel below Woodstock.

## QUEBEC.

RIVIÈRE DU LOUP, (*en bas*.)

Rivière du Loup (*en bas*) is on the south shore of the St. Lawrence, 108 miles below Quebec.

A length of 325 feet of the pier was raised, new cross-ties put in and the work planked.

At the close of the year, the Dredge "Canada" was engaged in dredging a berth for vessels on the western side of the pier.

## RIVER OUELLE:

River Ouelle is on the southern shore of the St. Lawrence, 75 miles below Quebec.

The roadway was planked, the landing-slip at the end of the wharf rebuilt, and new fenders and sheathing placed where necessary.

This Spring it was found that the sheathing on the outer face had been greatly damaged below low water mark by the ice, and would require extensive renewal.

## ST. JEAN PORT JOLI.

St. Jean Port Joli is  $55\frac{3}{4}$  miles below Quebec, on the southern shore of the St. Lawrence.

The work alluded to in last year's report has been completed, and consisted of planking the roadway, and filling the space between the two outer cribs with timber work, an opening being left for a water way.

## L'ISLET.

L'Islet is situated on the southern shore of the St. Lawrence,  $46\frac{3}{4}$  miles below Quebec.

The roadway was planked, cap pieces were put on outer portion of the wharf, and general repairs executed.

## ST. THOMAS MONTMAGNY.

At St. Thomas, which is 30 miles below Quebec, the amount appropriated for 1879-80 was expended in the construction of an isolated block on the western side of the basin, and a further amount has been provided for expenditure during the present year in connecting this block with the shore, thus making it useful.

BERTHIER (*en bas*).

The pier at Berthier, on the southern side of the St. Lawrence, is  $24\frac{1}{2}$  miles from Quebec.

During the past year it was found necessary to plank the roadway, and to execute several repairs which were found to be necessary.

## ST. LAURENT.

The roadway of the pier at St. Laurent, south shore of the Island of Orleans, has been replaced with new planking.

Further repairs are to be made during the present year.

## STE. FAMILLE.

At Ste. Famille, on the Island of Orleans, 17 miles below Quebec, the inhabitants in 1876 constructed a small pier. During 1879, the Department built a block 30 feet square at the outer end at which there is a depth of about 7 feet at half tide.

## ONTARIO.

## PICTON.

Picton on the Bay of Quinté, 8 miles to the eastward of Belleville.

The work of deepening the eastern side of the Basin was brought to a conclusion on the 7th of August.

## BELLEVILLE.

Belleville 48 miles from Kingston, on the Bay of Quinté.

A channel, 60 feet in width and 10 feet in depth, was opened from Flint's Mill to the outer end of the Island.

## TRENTON.

Trenton lies at the head of the Bay of Quinté, 60 miles from Kingston and 12 miles above Belleville.

During the early part of July, 1879, dredging was performed in the Bay, making a channel 10 feet in depth through the bar, thus continuing the work referred to in the report of last year.

## TORONTO.

The dredging under contract with Messrs. Hunter and Murray was carried on during the season and brought to a termination at the end of November.

## RIVER THAMES.

A channel 70 feet wide, 3,100 feet in length, was carried through the shoal at the mouth of the River in Lake St. Clair, giving a depth of 11 feet of water.

## GODERICH.

Goderich is situate at the mouth of the River Maitland, on the east coast of Lake Huron, 68 miles from Sarnia.

At the commencement of the fiscal year the "Challenge" was employed in opening a channel through a shoal which had formed in the lake directly in front of the entrance to the Harbour. On the opening of navigation last spring, it was found that the shoal had re-formed and a passage was opened through it in April to admit the entrance of vessels of ordinary draught.

## KINCARDINE.

Kincardine is 31 miles north of Goderich on Lake Huron.

The amount appropriated for this Harbor was expended in dredging to 14 feet between the piers and in the basin.

Owing to the crib-work on the south side being old and out of repair, there is a constant influx of sand which tends to shoal the channel.

## OWEN SOUND.

Owen Sound on Georgian Bay, at the mouth of the River Garatrasa.

In October and November 1879, the sum of \$1,085.86, was expended in the improvement of the channel into the Harbor.

## MEAFORD.

Meaford, on Georgian Bay, is 18 miles west of Collingwood, and 20 miles to the eastward of Owen Sound.

The Departmental dredge "Challenge" worked in this Harbor during August and September 1879, dredging to 12 feet inside the western pier and deepening the channel to the inner harbor.

## COLLINGWOOD.

Collingwood is on the Georgian Bay and is a Harbor of much importance, being the Port of departure for Lake Superior and the North West.

The dredging under contract with Mr. Pearce continued until the 9th October 1879.

In May last the work of deepening the entrance to the Harbor was continued by Mr. Silcox, and was still in progress at the end of the fiscal year.

## PENETANGUISHENE.

Penetanguishene on the north of the eastern Peninsula in Georgian Bay formed between Nottawasaga Bay and the waters of the Severn.

The dredge "Challenge" removed the obstructions in the channel referred to in the report of last year, leaving 16 feet of water.

## NEEBISH RAPIDS.

In the River St. Mary at the foot of Lake George. The work mentioned in the report of last year was carried on until the close of the season, when the appropriation for the year was exhausted.

## DREDGING.

*"The St. Lawrence."*

At the close of the present year this dredge was operating on the "Horse Shoe Shoal" at the mouth of the Miramichi, N. B., and continued until the 11th September, up to which time a further quantity of 23,450 cubic yards of sand and gravel had been removed. After calling at Pictou, N. S., for coal and provisions, and where necessary repairs were executed, she arrived at Lingan, Cape Breton County, and commenced on the 26th September deepening and straightening the channel leading to the Harbor, continuing until the 4th November, removing 7,350 cubic yards of stone, gravel and sand. On the 6th she sailed for Halifax and after arrival was placed on the Marine railway for repairs, painting etc., and on the 1st of December sailed for St. John, N. B., where after a protracted voyage she arrived on the 24th.

On the 14th of January work was resumed in front of the deep water terminus of the Intercolonial Railway and continued until the 3rd April when 8,525 cubic yards of mud and clay had been removed.

Having been thoroughly repaired this dredge left St. John and arrived in Halifax on 29th May and was engaged in the removal of mud &c., at the wharves of the Intercolonial Railway and Messrs. Roche and DeWolf. On the 13th of June, work was commenced in deepening the entrance to the Harbor of Little Glace Bay, and up to the 30th of June 2,800 cubic yards of hard clay and stones were removed.

The total number of cubic yards of materials removed by this dredge during the year amounts to 43,875.

The sum of \$3,099.14 has been received from the Intercolonial Railway for dredging performed at St. John, N. B., and \$22.21 from the sale of condemned stores.

*The "Canada."*

At the commencement of the fiscal year this dredge was engaged at Lingan, Cape Breton, in deepening and straightening the entrance into the Harbor, and up to the 10th of September, had removed 11,340 cubic yards of sand and stones. On the 11th she sailed for House Harbor, Magdalen Islands, arriving on the 14th and remaining until the 31st of October, when she left for Pictou, N.S. On the 13th of November, work was commenced on the slips of the Intercolonial Railway at Pictou Landing, and continued until the 28th when 1890 cubic yards of mud had been removed.

This dredge wintered at Pictou and received a thorough overhauling. On the 13th May 1880, work was commenced at the Intercolonial Railway wharf, Pictou, and up to the 29th 2,970 cubic yards of blue clay were removed.

At the wharves of the Vale Colliery, work was carried on until the 7th of June, and up to the 12th at the Railway wharf, Pictou Landing, removing 2,025 cubic yards of stiff clay and mud. On the 22nd she left for Rivière-du-Loup (*en bas*) Quebec, and up to the close of the fiscal year had removed 270 cubic yards of stiff mud from the western front of the pier at that place.

The work done during the year amounts to 18,990 cubic yards.

*The "New Dominion."*

This dredge was engaged at the deep water terminus of the Intercolonial Railway at St. John, N.B., on the 30th June 1879, and continued there until the 31st of July, having removed between these dates 3,950 cubic yards of mud and clay. After necessary repairs were effected, work was commenced on the Oromocto shoals in the St. John River, and continued until the 31st October, removing 27,615 cubic yards of mud and sand.

At the last mentioned date the dredge and scows were removed to St. John and laid up for the winter, and since then have not been placed in commission.

The total quantity removed during the year is 31,565 cubic yards.

The sum of \$1,687.03 has been received from the Intercolonial Railway for services at St. John and \$6.50 from the sale of old stores.

*The "Cape Breton."*

On the 1st July 1879, the "Cape Breton" was engaged at Wallace, Cumberland Co., N.S., in opening a lateral cut from the channel of the Wallace River to the public ferry landing, remaining until the 4th November, and removing 43,005 cubic yards of blue clay.

This dredge was laid up for the winter at River John, and from the 26th of April until the close of the fiscal year it operated at that place in opening a channel through the outer bar removing 10,815 cubic yards of sand.

The whole quantity removed was 53,820 cubic yards.

Two of the scows attached to this dredge are much worm-eaten and unfit for work and from their age are not capable of being repaired.

*The "Prince Edward."*

At the close of the fiscal year 1879 this dredge was at Wood Islands, Queen's Co., P.E.I., under orders to proceed to Crapaud, where it arrived and worked up to 3rd November and removed 24,210 cubic yards of sand and mussel mud.

This dredge wintered at Charlottetown where extensive repairs were made to the hull, machinery, and scows.

From the 1st to the 30th of June last 12,180 cubic yards of mud and clay had been removed in opening a channel for vessels from the main channel to the wharf at Pownal.

One of the scows attached to this dredge and now at Charlottetown is unfit for work.

Three small scows will be required for future use with this dredge.

The total amount of work done during the year was 36,390 cubic yards.

*The "George McKenzie."*

As stated in the report of last year this dredge had been rented to the Assignee of the contractor for the enlargement of the Saint Peter's Canal, Cape Breton, and worked from the 1st July until the 26th of November 1879, and from the 29th of April until the end of the fiscal year, having removed 43,739 cubic yards of extremely tough clay and stones.

During the year the sum of \$6,516.69 was received from the Assignee on account of dredging performed and for tug service; also the sum of \$13.50 on account of dredging done at Mahone Bay, N.S., during the previous year.

*The "Queen of Canada."*

The "Queen of Canada" came into possession of the Department in May 1880 being transferred to it by the Department of Railways and Canals. It was placed on the Rivière à la Graisse (Rigaud) to continue the dredging of the channel commenced in the previous year, and continued until the 30th of June, removing 9,180 cubic yards of clay, and leaving a channel as far as completed with six feet at low water.

*The "Challenge."*

On the 1st of July 1879, this dredge was at Goderich, Ontario, where it worked until the 14th of that month in opening a passage through the shoal off the entrance to the harbor giving 15 feet of water. Some work was also done inside the Harbor, the total quantity removed being 4,524 cubic yards of sand, gravel and hard pan.

At Bayfield, 1856 cubic yards of sand were removed from the entrance to the harbor, giving 10 feet of water.

After repairs which were found necessary were executed, this dredge commenced work on the 5th of August at Meaford, continuing until the 21st of September deepening inside of the Harbor to 12 feet, and opening a channel 9 feet in depth to the inner harbor, removing 11,972 yards of clay, gravel, and boulders.

From Meaford, the dredge was removed to Penetanguishene and worked, until the 8th of November when navigation closed, on the shoals in front of the town and off the Reformatory wharf, the places mentioned in the report of last year. Work was re-commenced on the 8th of May last, and continued until the close of the fiscal year when the work was completed, having removed 35,723 cubic yards of sand and clay, and leaving a channel 16 feet deep.

The total number of cubic yards of material removed by this dredge during the year, amounts to 54,080—at a cost of \$6,069.82, or 11 $\frac{22}{100}$  cents per cubic yard.

DREDGING PLANT.

The Dredging Plant the property of the Department is as follows:—

*In the Maritime Provinces.*

The steam Hopper Dredge "St. Lawrence."

do do "Canada."

The Dipper Dredge "New Dominion" and 10 scows.

do do "Cape Breton" and 7 scows.

do do "Prince Edward" and 4 scows.

do do "George McKenzie" and 3 scows.

*In Quebec.*

The Dipper Dredge "Queen of Canada" and 2 scows and 1 stone lifter.

*In Ontario.*

The Dipper Dredge "Challenge" and 3 scows.

The Steam Tug "Trudeau."

*In British Columbia.*

The Elevator Dredge and 4 scows.

The Steam Tug "Georgia."

## SURVEYS AND EXAMINATIONS.

During the past year surveys and examinations were made at the following localities, and with few exceptions, plans, reports, and estimates of works have been forwarded.

Campbell's Cove,	King's Co.,	P. E. I.
St. Peter's Bay,	do	do
Souris West,	do	do
Egmont Bay,	Prince Co.,	do
Fifteen Point,	do	do
Kildare,	do	do
Skinner's Pond,	do	do
Belle Creek,	Queen's Co.,	do
Main-à-Dieu,	Cape Breton Co.,	N. S.
Benacadie	do	do
Little Glace Bay,	do	do
Port Caledonia,	do	do
Catalogne,	do	do
Gabarous Harbour,	do	do
Gabarous River,	do	do
Indian Island Beach	do	do
Port Hood,	Inverness Co.,	do
Burying Island,	Guysboro Co.,	do
Indian Harbour,	do	do
River Ste. Marie,	do	do
St. Francis Harbour,	do	do
Brennan's Cove,	do	do
Cameron's Cove,	Pictou Co.,	do
Merigomish,	do	do
McDonald's Cove,	do	do
Pictou Island,	do	do
Lower Cove,	Cumberland Co.,	do
Spencer's Island,	do	do
Jeddore Harbour,	Halifax Co.,	do
Porter's Lake,	do	do
Three Fathom Harbour,	do	do
Lobster Cove,	Lunenburg Co.,	do
Parker's Cove,	Annapolis Co.,	do
Anderson's Cove,	do	do
Lower Granville,	do	do
Margaretville,	do	do
Gulliver's Cove,	Digby Co.,	do

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Liverpool,	Queen's Co.,	N. S.
Hunt's Point,	do	do
Port Joli,	do	do
Willow Cove,	do	do
Cape Negro Island,	Shelburne Co.,	do
Cape Sable Island,	do	do
Bay Verte,	Westmoreland Co.,	do
Port Elgin River,	do	do
North Tracadie River,	Gloucester Co.,	do
International Bridges,	St. John River, N. B.	
Amherst Harbour,	Magdalen Islands, Quebec.	
Etang du Nord,	do	do
Etang des Caps,	do	do
House Harbour,	do	do
Bassin Bay,	do	do
Cape Cove,	Gaspé County	do
Grand Pabos,	do	do
Percé,	do	do
Carleton,	Bonaventure Co.	do
Caplan,	do	do
New Richmond,	do	do
St. Irénée,	Charlevoix Co.	do
Rimouski,	Rimouski Co.	do
River du Loup,	Témiscouata Co.	do
St. Roch des Aulnaies,	L'Islet Co.	do
Ste. Famille, Island of Orleans,	Montmorency Co.	do
St. François,	do do	do
Rivière Nicolet,	Nicolet Co.	do
Rivière à la Grasse,	Rigaud, Vaudreuil Co.	do
Toronto,	York Co.	Ontario.

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CLASSIFICATION of Disbursements of the following Dredges during the Year ended 30th June, 1880.

"ST. LAWRENCE."

Items.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	506 52	509 33	524 33	509 33	702 63	509 33	572 92	589 33	579 41	519 48	499 23	605 85	6,027 69
Coal.....	308 80	388 85	124 00	97 60	244 35	.....	12 00	.....	9 00	189 00	9 00	217 50	1,590 10
Water.....	10 05	.....	23 60	.....	2 00	.....	.....	.....	.....	.....	.....	1 50	37 15
Provisions.....	124 73	112 89	140 14	85 62	118 17	7 28	133 80	106 21	113 44	116 13	1 56	304 60	1,364 66
Stores.....	.....	.....	115 11	2 00	23 50	.....	37 80	23 78	37 93	14 66	.....	684 18	938 95
Equipment.....	.....	.....	84 86	.....	16 75	.....	3 18	.....	141 15	.....	.....	.....	215 94
Repairs.....	.....	.....	.....	4 28	980 85	124 34	.....	37 28	.....	6 00	115 03	1,331 62	2,004 46
Pilotage.....	135 00	130 00	1 0 20	124 00	.....	60 00	.....	132 50	237 50	50 00	.....	229 50	848 70
Towage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	450 50
Wharfrage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	76 20
Contingencies.....	4 52	.....	.....	.....	.....	.....	.....	.....	36 07	.....	.....	.....	101 23
Totals.....	1,089 62	1,141 07	1,132 24	822 83	2,088 25	711 01	840 29	884 10	1,154 43	935 47	711 53	3,374 75	14,885 59
Working expenses.....	1,089 62	1,141 07	1,055 63	818 55	929 10	586 67	810 29	851 82	1,033 28	781 76	596 44	1,481 83	10,889 06
Repairs, ordinary.....	.....	.....	76 61	4 28	1,159 15	124 34	.....	32 28	141 15	650 71	115 09	1,92 92	4,195 53
Totals.....	1,089 62	1,141 07	1,132 24	822 83	2,088 25	711 01	840 29	884 10	1,154 43	945 47	711 53	3,374 75	14,885 59

CLASSIFICATION of Disbursements of the following Dredges, during the Year ended 30th June, 1880.

"CANADA."

Items.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
Wages.....	\$ 400 00	400 00	400 00	\$ 453 84	\$ 361 97	348 00	348 00	332 86	\$ 348 00	348 00	405 06	\$ 505 33	\$ 4,651 02
Coal.....	41 60	51 20	.....	372 20	33 00	.....	.....	.....	.....	.....	.....	143 00	641 00
Water.....	.....	10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00
Provisions.....	81 30	52 05	117 27	92 43	37 73	.....	129 56	62 16	62 38	72 14	96 90	149 94	893 86
Stores.....	.....	.....	.....	3 57	.....	.....	.....	.....	107 51	68 65	30 13	163 60	373 46
Equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16 36
Repairs.....	12 13	10 18	.....	.....	15 89	.....	.....	.....	.....	.....	16 36	.....	16 36
Pilotage.....	60 00	52 00	28 00	90 00	40 50	.....	.....	.....	.....	.....	105 82	1,128 42	1,272 62
Towage.....	5 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	121 47	291 37
Wharfage.....	.....	.....	.....	15 00	.....	.....	.....	.....	.....	.....	.....	.....	5 00
Contingencies.....	.....	16 00	.....	29 50	12 07	20 05	.....	.....	.....	.....	.....	450 00	465 00
Totals.....	600 21	631 43	515 27	1,056 50	501 16	308 65	477 56	395 02	517 89	488 79	654 27	2,661 76	8,897 91
Working expenses.....	582 90	621 25	545 27	1,056 50	485 27	.....	.....	.....	.....	.....	548 45	1,011 37	4,861 01
Repairs, ordinary.....	17 31	10 18	.....	.....	15 89	368 05	477 56	395 02	517 89	488 79	105 82	1,650 39	4,046 90
Totals.....	600 21	631 43	515 27	1,056 50	501 16	368 05	477 56	395 02	517 89	488 79	654 27	2,661 76	8,897 91

"NEW DOMINION."

Wages.....	447 75	389 49	444 50	447 75	308 50	155 39	147 50	140 00	147 50	185 77	145 00	80 60	3,039 15
Coal.....	36 30	.....	.....	162 00	.....	.....	.....	.....	.....	.....	.....	.....	162 00
Water.....	.....	75 75	18 90	7 86	.....	.....	.....	.....	8 35	.....	.....	8 25	44 55
Stores.....	.....	.....	.....	.....	.....	.....	15 50	.....	.....	.....	.....	21 65	150 39
Equipment.....	.....	138 23	.....	31 90	.....	.....	.....	1 85	24 07	286 60	32 06	.....	47 56
Repairs.....	.....	157 00	306 00	421 06	.....	.....	.....	.....	.....	.....	.....	.....	462 65
Towage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	887 00
Wharfage.....	.....	.....	.....	80 00	121 47	.....	.....	.....	.....	.....	.....	11 60	11 00
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 25	204 72
Totals.....	484 05	760 47	769 40	1,153 51	429 97	155 39	163 00	141 85	179 92	472 37	194 94	124 15	5,029 02
Working expenses.....	484 05	614 24	769 40	1,121 61	429 97	.....	.....	.....	.....	.....	194 94	.....	3,614 21
Repairs, ordinary.....	.....	146 23	.....	31 90	.....	155 39	163 00	141 85	179 92	472 37	.....	124 15	1,414 81
Totals.....	484 05	760 47	769 40	1,153 51	429 97	155 39	163 00	141 85	179 92	472 37	194 94	124 15	5,029 02

"CAPE BRETON."

Wages.....	492 75	489 50	489 50	521 55	434 85	234 47	157 50	140 00	147 50	370 85	584 82	482 50	4,545 79
Coal.....	92 40	92 40	50 60	115 50	6 88	.....	3 45	.....	.....	.....	6 24	132 00	349 69
Water.....	68 07	45 48	7 68	46 92	6 23	.....	.....	.....	.....	.....	27 87	80 00	296 95
Stores.....	.....	18 75	26 92	.....	13 94	.....	.....	.....	.....	.....	15 26	10 41	52 19
Equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	96 43	288 30	16 26
Repairs.....	.....	.....	.....	7 50	.....	.....	.....	.....	.....	.....	.....	.....	7 50
Photage.....	.....	.....	.....	600 00	903 32	.....	.....	.....	.....	.....	250 00	50 00	4,065 82
Towage.....	600 00	597 50	475 00	.....	.....	.....	.....	.....	.....	.....	.....	10 00	10 00
Wharfage.....	.....	.....	.....	.....	9 37	.....	5 59	.....	3 50	.....	.....	13 59	52 05
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,160 82	1,233 63	1,012 02	1,299 15	1,373 59	234 47	166 54	140 00	151 00	370 85	981 62	1,666 80	9,820 49
Working expenses.....	1,160 82	1,214 88	1,015 10	1,299 15	1,359 65	.....	.....	.....	3 50	52 78	885 19	1,378 50	8,409 57
Repairs, ordinary.....	.....	18 75	26 92	.....	13 94	234 47	166 54	140 00	147 50	278 07	96 43	288 30	1,410 92
Totals.....	1,160 82	1,233 63	1,012 02	1,299 15	1,373 59	234 47	166 54	140 00	151 00	370 85	981 62	1,666 80	9,820 49

"PRINCE EDWARD."

Wages.....	447 75	450 01	444 50	482 75	475 25	147 50	147 50	140 00	522 65	904 63	633 29	527 50	5,332 33
Coal.....	159 50	.....	27 04	77 00	.....	.....	20 12	.....	.....	.....	.....	128 80	412 46
Water.....	.....	.....	55 00	15 00	.....	.....	.....	.....	.....	.....	.....	59 00	129 00
Stores.....	.....	.....	117 42	.....	20 00	.....	16 74	.....	.....	.....	.....	71 94	226 10
Equipment.....	.....	47 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47 00
Repairs.....	360 60	13 50	434 93	12 68	27 54	.....	69 27	1 43	404 71	.....	.....	1,855 98	3,180 70
Pilotage.....	6 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 00
Towage.....	600 00	60 00	740 00	500 00	300 00	23 63	.....	.....	.....	.....	.....	555 00	2,778 63
Wharfage.....	.....	5 88	.....	.....	.....	16 36	.....	.....	.....	.....	.....	.....	22 21
Contingencies.....	.....	.....	.....	.....	7 97	.....	.....	.....	.....	.....	9 70	8 50	26 17
Totals.....	1,573 91	585 39	1,818 89	1,087 43	830 76	187 49	253 63	141 43	927 36	904 63	642 99	3,206 72	12,160 63
Working expenses.....	1,213 25	459 01	1,266 54	1,074 75	803 22	39 90	.....	.....	.....	.....	163 50	1,350 74	6,371 00
Repairs, ordinary.....	360 66	126 38	314 82	12 68	27 54	147 50	253 63	141 43	927 36	904 63	479 49	1,855 98	5,552 10
do extraordinary.....	.....	.....	237 53	.....	.....	.....	.....	.....	.....	.....	.....	.....	237 53
Totals.....	1,573 91	585 39	1,818 89	1,087 43	830 76	187 49	253 63	141 43	927 36	904 63	642 99	3,206 72	12,160 63

CLASSIFICATION of Disbursements of the following Dredges, during the Year ended 30th June, 1881.

"GEO. MCKENZIE."

Items.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	493 00	481 50	477 38	487 20	481 25	184 50	147 50	140 00	147 50	656 15	491 77	571 33	4,762 08
Coal.....	.....	.....	.....	95 70	.....	.....	.....	.....	.....	.....	154 00	.....	249 70
Water.....	.....	.....	.....	.....	3 00	.....	93 21	.....	.....	.....	.....	.....	3 00
Stores.....	.....	25 27	.....	2 17	.....	.....	.....	.....	.....	225 72	19 21	116 33	481 91
Equipment.....	.....	.....	.....	.....	.....	80 00	.....	.....	.....	.....	.....	.....	80 00
Repairs.....	96 95	.....	27 21	73 64	14 88	.....	.....	.....	.....	.....	225 93	57 10	475 71
Towage.....	1,033 00	550 00	612 50	600 00	450 00	.....	.....	.....	8 04	.....	955 00	650 00	4,850 50
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 04
Totals.....	1,622 95	1,059 77	1,117 09	1,238 71	919 13	261 50	240 71	140 00	153 54	881 87	1,845 91	1,394 76	20,910 94
Working expenses.....	1,368 00	1,050 77	1,089 88	1,185 07	934 25	80 00	.....	.....	.....	.....	1,608 26	1,337 66	8,652 89
Repairs, ordinary.....	96 95	.....	27 21	53 64	11 88	181 60	240 71	110 00	155 54	881 87	237 65	57 10	2,093 05
do extraordinary.....	158 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	158 00
Totals.....	1,622 95	1,059 77	1,117 09	1,238 71	949 13	264 50	240 71	140 00	155 54	881 87	1,845 91	1,391 76	10,910 94

"QUEEN OF CANADA."

Wages.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	919 99
Wood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	96 76
Stores.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	82 45
Repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	237 03
Towage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30 00
Contingencies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14 41
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,410 61
Working expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,173 61
Repairs, ordinary.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	237 03
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,410 64

"CHALLENGE."

Wages.....	340 00	337 89	337 79	306 16	153 80	40 00	40 00	40 00	75 81	130 00	324 55	331 00	2,457 00
Coal.....	207 00	82 00	68 00	62 85	.....	.....	.....	.....	.....	6 00	41 71	54 38	207 00
Provisions.....	99 29	94 84	98 13	70 46	23 28	.....	.....	.....	.....	.....	117 56	119 57	314 94
Stores.....	.....	15 04	4 18	6 50	.....	.....	.....	.....	.....	37 70	18 46	27 28	622 13
Equipment.....	139 50	.....	25 00	2 00	.....	.....	.....	.....	.....	.....	.....	116 17	109 16
Repairs.....	240 09	68 33	46 65	.....	.....	60 00	13 40	58 32	56 49	637 89	32 29	307 48	342 67
Pilotage.....	.....	.....	.....	15 04	.....	.....	.....	.....	.....	.....	.....	15 09	1,520 94
Towage.....	60 00	350 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30 00
Contingencies.....	15 00	27 02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	410 00
Totals.....	1,160 88	975 15	579 75	462 97	176 08	100 00	53 40	98 32	132 30	811 59	534 57	984 81	6,059 82
Working expenses.....	721 29	906 82	533 10	460 97	176 08	40 00	40 00	40 00	40 00	83 70	502 28	561 16	4,105 40
Repairs, ordinary.....	28 20	68 33	46 65	2 00	.....	.....	.....	36 37	57 20	367 89	32 29	43 00	681 93
do extraordinary.....	411 39	.....	.....	.....	.....	60 00	13 40	21 95	35 10	360 00	.....	380 65	1,282 49
Totals.....	1,160 88	975 15	579 75	462 97	176 08	100 00	53 40	98 32	132 33	811 59	534 57	984 81	6,069 82

CLASSIFICATION of Disbursements of dredging, during the Year ended 30th June, 1880.

WINDSOR.

Items.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wages.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	633 50
Equipment.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	133 85
Towage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150 00
Totals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	917 35
Working expenses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	917 35

PARSBORO.

Wages.....	526 25	485 50	421 50	449 50	346 75	.....	36 90	.....	.....	.....	188 50	210 50	2,615 40
Stores.....	.....	4 90	.....	17 93	11 67	.....	.....	.....	.....	.....	21 64	.....	56 14
Equipment.....	59 17	.....	13 98	.....	.....	.....	.....	.....	.....	.....	.....	.....	72 15
Repairs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 86	.....	5 86
Totals.....	585 42	490 40	431 48	467 43	358 42	.....	36 90	.....	.....	.....	166 00	210 50	2,749 55
Working expenses.....	585 42	490 40	431 48	467 43	358 42	.....	.....	.....	.....	.....	121 00	210 50	2,670 65
Repairs, ordinary.....	.....	.....	.....	.....	.....	.....	36 90	.....	.....	.....	42 00	.....	78 90
Totals.....	585 42	490 40	431 48	467 43	358 42	.....	36 90	.....	.....	.....	166 00	210 50	2,749 55

CLASSIFICATION and Quantities of Material removed by the following Dredges during the Year ended 30th June, 1880.

"ST. LAWRENCE."

Description of Material Dredged.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Total.
													cubic yds.
Gravel.....			1,400				675	1,275	2,115	200			1,400
Clay.....				2,600	550								4,265
Clay and stone.....		9,100	3,500	2,300								3,150	6,300
Sand, ordinary.....	10,850		500				675	1,275	2,110	200	350	1,050	26,230
Mud.....													5,660
Totals.....	10,850	9,100	4,900	4,900	1,050		1,350	2,550	4,225	400	350	4,200	43,875

"CANADA."

Clay.....	2,090	1,620	1,350								1,690		1,890
Clay and Stone.....	3,310	3,060		495								1,125	6,495
Sand, ordinary.....					1,890						1,350	900	6,865
Mud.....													4,140
Totals.....	5,310	4,680	1,330	495	1,890						3,240	2,025	18,990

"NEW DOMINION."

Clay.....	1,975												1,975
Clay and Stone.....		400	6,720	6,685									13,805
Sand, ordinary.....	1,975	405	6,720	6,685									16,785
Mud.....													
Totals.....	3,950	805	13,440	13,370									31,565

CLASSIFICATION and Quantities of Material removed by the following Dredges, during the year ended 30th June, 1880.

"CAPE BRETON."

Description of Material Dredged.	July.	August.	Sept.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	Grand Total.
Clay.....	6,800	13,130	9,945	12,090	1,040								43,005
Sand, ordinary.....										645	4,515	5,655	10,815
Totals.....	6,800	13,130	9,945	12,090	1,040					645	4,515	5,655	53,820

"PRINCE EDWARD."

Clay.....													6,000
Sand, ordinary.....	2,000	1,575	3,006	5,000	120								11,635
Mud.....	1,900	1,575	3,540	5,260	240								18,695
Totals.....	3,900	3,150	6,540	10,260	360							12,180	36,390

"GEO. MCKENZIE."

Clay and Stone.....	7,284	7,504½	6,471½	4,706	2,991					362	5,736	8,714	43,739
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"QUEEN OF CANADA."

Clay.....													2,615
													6,565
													9,180





DETAILS of Dredging in the Maritime Provinces and at Rivière

Dredge.	Locality.	County.	New Brunswick.		
			Quantity in cub. yds.	Cost of each work.	Total Cost.
"New Dominion"	I. C. R. Term., St. John.....	St. John, N.B.....	3,950	\$ cts. 656 79	
	Oromocto.....	Sunbury, N.B.....	27,615	4,591 64	
			31,565		5,248 43
"Canada"	Lingan.....	Cape Breton, N.S.....			
	Amherst, Magdalen Islands.....	Quebec.....			
	Pictou Landing.....	Pictou, N.S.....			
	do Railway Wharf.....	do.....			
	do Vale Colliery Wharf.....	do.....			
	Rivière du Loup.....	Quebec.....			
"Cape Breton"	Wallace River.....	Cumberland, N.S.....			
	River John "Ship Yard".....	Pictou, N.S.....			
	do Bar.....	do.....			
"Prince Edward"	Crapaud.....	Queens, P.E.I.....			
	Pownal Bay.....	do.....			
"St. Lawrence"	Richmond Wharf.....	Halifax, N.S.....			
	Miramichi.....	North'berland N.B.....	23,450	8,311 72	
	Lingan.....	Cape Breton, N.S.....			
	I. C. R. Term., St. John.....	St. John, N.S.....	8 525	3,021 64	
	Roche's Wharf, Halifax.....	Halifax, N.S.....			
	Little Glace Bay.....	Cape Breton, N.S.....			
			31,975		11,333 36
"Geo. McKenzie"	St. Peter's Canal.....	Richmond, N.S.....			
			63,540		16,581 79

Dredge.	New Brunswick.		Nova Scotia.		P. E. Island.	
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
		\$ cts.		\$ cts.		\$ cts.
"New Dominion"	31,565	5,248 43				
"Canada"			18,225	8,912 03		
"Cape Breton"			53,820	10,248 95		
"Prince Edward"					36,390	12,674 98
"St. Lawrence"	31,975	11,333 36	11,900	4,217 88		
"Geo. McKenzie"			43,739	11,386 98		
	63,540	16,581 79	127,684	34,765 84	30,390	12,674 98

NOTE.—The total expenditure named does not agree with the amount stated by the accountant in fiscal year, and are included by him in the item "Dredge Vessels."

du Loup (*en bas*), Quebec, for the year ended 30th June, 1880.

Nova Scotia.			P. E. Island.			Quebec.			Quantity by each Dredge.	Total expenditure.
Quantity in cubic yards.	Cost of each work.	Total Cost.	Quantity in cubic yards.	Cost of each work.	Total Cost.	Quantity in cubic yards.				
	\$ cts.	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	
									31,565	5,248 43
11,340	5,545 26					495	242 05			
2,520	1,232 28									
2,970	1,452 34									
1,395	682 15					270	132 03			
18,225		8,912 03				765		374 08	18,990	9,286 11
43,005	8,189 44									
745	141 88									
10,070	1,917 63									
53,820		10,248 95							53,820	10,248 95
			24,210	8,432 56						
			12,180	4,242 42						
			36,390		12,674 98				36,390	12,674 98
7,350	2,605 16									
1,750	620 28									
2,800	992 44									
11,900		4,217 88							43,875	15,551 24
43,739	11,386 98								43,739	11,386 98
		34,765 84	36,390		12,674 98	765		374 08	228,379	64,396 69

Quebec.		Total Quantity.	Expenditure Dredging.	Superintendence.	Total Expenditure.	Cost per cubic yard.
Quantity.	Cost.					
	\$ cts.		\$ cts.	\$ cts.	\$ cts.	cts.
		31,565	5,029 02	219 41	5,248 43	16 6273
765	374 08	18,990	8,897 91	388 20	9 286 11	48 9000
		53,820	9,820 49	428 46	10,248 95	19 0430
		36,390	12,160 63	514 35	12,674 98	34 8309
		43,875	14,885 59	665 65	15,551 24	35 4444
		43,739	10,910 94	476 04	11,386 98	26 0339
765	374 08	228,379	61,704 58	2,692 11	64,396 69	28 1972

Appendix No. 1, because it contains the cost of effecting the repairs which were executed during the

DETAILS of Dredging performed by hand in the Maritime Provinces, for the Year ended 30th June, 1880.

Name of Work.	Locality.	County.	New Brunswick.			Nova Scotia.			P. E. Island.			Total Expenditure.
			Quantity in cubic yds.	Cost per cubic yard.	Total Cost.	Quantity in cubic yds.	Cost per cubic yard.	Total Cost.	Quantity in cubic yds.	Cost per cubic yard.	Total Cost.	
Parrsboro' .....	Parrsboro' .....	Cumberland .....	.....	\$ cts. ....	.....	10,220	\$ cts. 2,749 55	.....	.....	.....	10,220	\$ cts. 2,749 55
Windsor .....	Windsor .....	Hants .....	.....	\$ cts. ....	.....	2,150	\$ cts. 917 35	.....	.....	.....	2,150	\$ cts. 917 35
			.....	.....	.....	12,370	3,666 90	.....	.....	.....	12,370	3,666 90

REPORT ON DREDGING OPERATIONS.  

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(Reference No. 10470.)

OTTAWA, 30th December, 1880.

SIR,—Herewith I transmit, to be added to my Annual Report for the year ended 30th June, 1880, the following statements relative to the operations of the dredging plant of the Department in the Maritime Provinces.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

*Chief Engineer.*

F. H. ENNIS, Esq.,

Secretary Public Works Department.

EXPENDITURE for Dredging in the Maritime Pro-

NEW

County.	Locality.	1872-73.		1873-74.		1874-75.		1875-76.	
		Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
			\$ cts.		\$ cts.		\$ cts.		\$ cts.
Gloucester.....	Bathurst.....					13,860	3,409 15	10,710	3,302 53
Kent.....	Richibucto.....	7,200	2,607 50	10,200	3,589 33	12,105 4,320	2,977 47 1,062 61	450	138 76
Northumb'l'd..	Miramichi.....							25,550	5,838 53
Queens.....	Grand Lake.....							20,440	3,718 00
	Jemseg.....			39,980	9,091 00	5,740	1,165 88		
	Washademoak Lake...								
St. John.....	I. C. R. & D. W. Terminus.....								
	St. John.....	12,310	4,241 50						
Sunbury.....	Oromocto.....	18,550	6,391 50			20,893	6,071 74		
Westmoreland	Point du Chene.....					3,240	796 94		
York.....	Fredericton.....			7,545	1,715 19	9,065	1,841 26	22,785	4,142 70
		38,060	13,240 50	57,725	14,395 57	78,223	17,325 05	79,935	17,040 52

PRINCE ED

Kings.....	Grand River.....								
	Montague River.....								
Queens.....	Charlottetown Rail- way Wharf.....					7,410	3,929 58	33,893	6,334 98
	Charlottetown Ferry..							24,385	4,556 82
	Crapaud.....					2,145	1,137 52		
	Pownal.....								
	Rocky Point Ferry.....								
	Vernon River.....					9,100	4,825 79		
	Wood Islands.....								
						18,655	9,882 89	53,283	10,891 80

QUE

Magdalene Islands	House Harbour.....			6,800	2,392 92				
Temiscouata...	Amherst Harbour.....								
	Rivière du Loup.....								
				6,800	2,392 92				

\*For this service the Intercolonial Railway has repaid to the Department the sum of \$31,412.02.

vinces, &c., from 1st July, 1872, to 30th June, 1880.

**BRUNSWICK.**

1876-77.		1877-78.		1878-79.		1879-80.		Total Quantity.	Total Cost for each Locality.	Total Cost for each County
Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	\$ cts.
.....	.....	18,540	4,853 12	16,470	5,166 67	.....	.....	59,580	16,731 47	16,731 47
10,850	3,240 67	2,610	681 20	.....	.....	.....	.....	47,735	14,299 59	14,299 59
21,175	6,324 35	.....	.....	40,950	10,954 82	23,450	8,311 72	111,125	31,329 42	31,329 42
13,720	2,657 44	.....	.....	.....	.....	.....	.....	31,160	6,375 44	.....
.....	.....	7,710	2,035 73	41,265	4,305 10	.....	.....	45,720	10,256 88	.....
.....	.....	.....	.....	.....	.....	.....	.....	48,975	6,340 83	22,973 15
20,580	3,986 13	30,380	8,021 51	12,790	1,334 38	3,950	656 79	127,500	*32,888 51	.....
8,365	2,498 45	21,830	7,730 36	21,080	5,639 25	8,525	3,021 64	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	12,310	4,241 50	37,130 01
23,000	4,454 86	.....	.....	.....	.....	27,615	4,591 64	99,053	21,509 74	21,509 74
.....	.....	.....	.....	.....	.....	.....	.....	3,240	796 94	.....
.....	.....	.....	.....	.....	.....	.....	.....	39,395	7,699 15	7,699 15
97,690	23,161 90	81,070	23,323 92	132,555	27,400 22	63,540	16,581 79	628,798	.....	152,469 47

**WARD ISLAND.**

.....	.....	2,400	347 90	26,040	5,132 97	.....	.....	46,110	8,963 97	.....
65,700	11,257 34	40,440	5,862 09	17,670	3,483 10	.....	.....	106,140	17,119 43	26,083 40
.....	.....	.....	.....	.....	.....	.....	.....	41,308	10,264 56	.....
.....	.....	300	43 48	.....	.....	.....	.....	300	43 48	.....
.....	.....	.....	.....	.....	.....	24,210	8,432 56	50,740	14,126 90	.....
.....	.....	18,360	2,661 42	.....	.....	12,180	4,242 42	30,540	6,903 84	.....
.....	.....	21,360	3,096 29	.....	.....	.....	.....	21,360	3,096 29	.....
8,760	1,500 93	.....	.....	.....	.....	.....	.....	17,860	6,326 72	.....
.....	.....	.....	.....	.....	.....	.....	.....	2,780	548 00	41,309 79
74,460	12,758 27	82,860	12,011 18	46,490	9,164 07	36,390	12,674 98	317,138	.....	67,393 19

**BEC.**

.....	.....	.....	.....	.....	.....	.....	.....	6,800	6,392 93	.....
.....	.....	.....	.....	.....	.....	.....	.....	495	242 05	.....
.....	.....	.....	.....	.....	.....	.....	.....	270	132 03	2,767 00
.....	.....	.....	.....	.....	.....	.....	.....	765	374 08	7,565
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,767 00

EXPENDITURE for Dredging in the Maritime Pro-

NOVA

County.	Locality.	1872-73.		1873-74.		1874-75.		1875-76.	
		Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.
			\$ cts.		\$ cts.		\$ cts.		\$ cts.
Antigonish.....	Antigonish Harbour Bouché Tracadie.....								
Cape Breton.....	Lingan Sydney Little Glace Bay.....								
Cumberland.....	Parrsboro' Wallace.....								
Guysboro'.....	Guysboro' Larry's River Port Mulgrave.....	2,160	782						
Halifax.....	Chezzeetook Halifax Ferring Cove Ketch Harbour Richmond Wharf Roche's Wharf.....					3,920 1,365 12,111	2,593 71 903 35 8,015 05	4,200	943 32
Inverness.....	Cheticamp.....							45,815	9,989 44
Lunenburg.....	Lunenburg Mahone Bay.....							9,000	2,775 24
Pictou.....	Acadia Coal Co.'s Whf Albion Mines East River Halifax Coal Company's Wharf Pictou Public Wharf do Railway Wharf do Landing Vale Colliery Wharf River John do Shipyard do Bar.....	7,000 800	2,535 00 289 00					21,087	4,736 70
Queens.....	Liverpool.....			8,800	3,096 72				
Richmond.....	D'Escousse, Cap La Ronde St. Peter's Canal.....	7 000	2,535 20						
Shelburne.....	Lockeport.....			9,800	3,448 89				
Yarmouth.....	Yarmouth.....							9,247	2,851 63
Hants.....	Windsor.....								
		23,260	8,422 70	18,600	6,545 61	24,416	13,238 83	91,974	21,885 90

\* For this service the Contractor has paid to the Department the sum of \$8,241.69, leaving an unpaid balance of \$4,585.50.



vince, &c., from 1st July, 1872, to 30th June, 1880.—*Concluded.*

COTIA.

1876-77.		1877-78.		1878-79.		1879-80.		Total Quantity.	Total Cost for each Locality.	Total Cost for County.
Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	\$ cts.
5,103	1,068 12	22,025	3,649 15					10,568	2,498 48	
		5,465	1,430 38					2,580	675 26	3,173 74
		2,580	675 26							
				3,577	1,122 14	11,340	5,545 26	22,267	9,272 56	
						7,350	2,608 16			
		30,100	10,658 91			2,800	992 44	30,100	10,658 91	20,923 91
								2,800	932 44	
				245	555 13	10,220	2,749 55	10,465	3,304 68	
				7,880	1,718 84	43,005	8,189 44	50,835	9,908 28	13,212 96
		5,400	1,413 53					5,400	1,413 53	
				26,230	6,546 70			26,230	6,546 70	
								2,160	782 00	8,742 23
								3,910	2,593 71	
								6,177	2,063 38	
		612	216 71					12,111	8,015 05	
		2,989	985 59					2,989	985 59	
						1,750	620 28	1,750	620 28	14,278 01
8,320	1,741 64							54,135	11,731 08	11,731 08
20,070	8,074 42							29,070	10,849 66	
		6,321	2,084 30	15,523	3,874 35			21,844	5,958 65	16,808 31
								7,000	2,535 00	
				8,675	1,892 25			9,475	2,181 25	
53,218	11,140 22	9,665	2,529 61					83,970	18,406 56	
				1,650	359 90			1,650	359 90	
								7,020	1,726 72	
6,744	1,411 73			11,250	3,529 15	2,970	1,452 34	29,889	9,264 29	
						2,520	1,232 28	2,520	1,232 28	
						1,395	682 15	1,395	682 15	
		7,595	1,987 86	36,207	7,897 70			43,802	9,885 56	
						745	141 88	745	141 88	
						10,070	1,917 63	10,070	1,917 63	48,333 22
4,140	1,665 66							12,940	4,762 38	4,762 38
								7,000	2,535 20	
				5,315	1,326 56	43,739	11,336 98	49,034	12,713 54	15,248 74
		11,025	2,885 96					20,825	6,334 85	6,334 85
7,020	2,824 24	3,080	1,090 67					42,517	13,687 25	13,687 25
23,170	6,920 71									
						2,150	917 35			
127,785	34,846 74	84,832	25,958 79	116,552	28,822 72	137,904	37,515 39	625,323		\$177,236 68

† Antigonish and Windsor dredging, not included in total amount, being special grants.

STATEMENT of Dredging, showing Quantities removed in each Province and Cost of each Dredging for the Eight Years ended 30th June, 1880.

Fiscal Year.	New Brunswick.		Nova Scotia.		Quebec.		P. E. Island.		Total Quantity.	Total Expenditure	Cost per cubic yard.
	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.	Quantity.	Cost.			
1872-73.....	38,060	\$ 13,240 50	23,260	\$ 8,422 70	.....	.....	.....	.....	61,320	\$ 21,663 20	35 338
1873-74.....	67,735	14,395 57	18,600	6,545 61	6,800	2,392 92	.....	.....	83,125	23,334 10	28-071
1874-75.....	78,223	17,325 05	24,416	13,238 83	.....	.....	18,655	9,892 89	121,294	40,466 77	33-354
1875-76.....	79,935	17,040 52	91,974	21,885 90	.....	.....	58,283	10,891 80	230,192	49,818 22	21-642
1876-77.....	97,690	23,161 90	137,785	34,846 74	.....	.....	74,460	12,758 27	299,935	70,766 91	23-594
1877-78.....	81,070	23,323 92	{ 22,025	{ 3,649 15	.....	.....	83,860	12,011 18	270,787	64,943 01	23 983
1878-79.....	132,555	27,400 22	81,832	25,958 79	.....	.....	46,490	9,164 07	285,352	64,831 88	21 9507
1879-80.....	63,540	16,581 79	127,684	34,765 84	765	374 08	36,390	12,674 98	238,379	64,396 69	28-1972
	628,798	152,469 47	636,883	177,581 15	7,565	2,767 00	317,138	67,393 19	1,580,384	400,210 81	25-1644

QUANTITIES REMOVED BY HAND.

1878-79.....	.....	.....	245	555 13	.....	.....	.....	.....	245	*555 13	\$2-26-58
1879-80.....	.....	.....	12,370	3,666 90	.....	.....	.....	.....	12,370	3,666 90	29-643
	.....	.....	12,615	4,222 03	.....	.....	.....	.....	12,615	4,222 03	33-4683

\* This includes the cost of removing two dredge scoops from St. John. Work was prosecuted during the last seven days of June, 1879. See Annual Report 1879. App., p. 26.

STATEMENT of Dredging in the Maritime Provinces, shewing quantities removed by, and Expenditure of each Dredge, for the eight years ended 30th June, 1880.

Dredge.	1872-73.			1873-74.			1874-75.			1875-76.			1876-77.			1877-78.			1878-79.			1879-80.			Total Quantity.	Total expenditure.	Cost per cubic yard.
	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.			
"New Dominion".....	30,860	\$ 10,633 00	34 46	47,525	\$ 10,866 19	22 74	44,678	\$ 9,078 83	20 31	43,225	\$ 7,860 70	18 125	57,300	\$ 11,098 43	19 37	38,000	\$ 10,057 24	26 404	54,055	\$ 5,639 48	10 4328	31,565	\$ 5,248 43	16 6273	347,318	\$ 70,422 35	20 2760
"Canada".....	30,460	11,030 20	36 22	35,600	12,527 91	35 19	40,545	9,972 89	24 60	29,477	9,063 16	30 836	31,230	13,564 32	40 23	37,575	9,835 81	26 176	31,297	9,817 96	31 3702	18,900	9,266 11	48 900	255,104	84,103 36	32 9682
"Cape Breton".....							17,396	11,512 11	66 18	45,815	9,989 44	21 808	73,385	15,361 71	20 93	<b>22,025</b>	<b>3,649 15</b>	<b>16 568</b>	51,412	11,868 09	21 8126	53 820	10,248 95	19 0430	292,158	69,253 17	23 7040
"Prince Edward".....							18,655	9,892 89	53 03	58,183	10,891 80	18 687	74,460	12,758 27	17 13	{ 25,305	6,673 12	26 173	46,490	9,164 07	19 7119	36,390	12,674 98	34 8319	317,138	67,393 19	21 2500
"St. Lawrence".....										53,462	12,003 12	22 46	63,560	18,984 18	19 868	82,860	12,011 18	14 496	62,020	16,594 07	26 7516	43,875	15,551 24	35 4444	278,549	82,834 26	29 7379
"Geo. McKenzie".....																9,310	3,069 89	32 91	47,068	11,747 61	24 958	43,739	11,386 98	26 0339	100,117	26,204 48	26 1748
	61,320	21,663 20	35 328	83,125	23,334 10	28 071	121,294	40,456 77	33 354	230,192	49,818 22	21 642	299,935	70,766 91	23 89	270,787	61,943 04	23 983	293,352	64,831 88	21 9507	226,379	64,396 69	28 1972	1,590,384	400,210 81	25 1644

N.B.—Dredging done by "Cape Breton," at Antigonish, under Special Appropriation in 1877-78, included above in heavy black figures and carried out in full in ordinary black.

STATEMENT of Dredging performed, by hand, in the Maritime Provinces, showing quantities removed and expenditure at each locality for the eight years ended 30th June, 1880.

Locality.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Quantity.	Cost.	Cost per cubic yard.	Total Quantity.	Total expenditure.	Cost per cubic yard.	
Parrsboro'.....																												
Windsor.....																												
	245	*555 13	\$2 26	10,220	2,749 55	26 903	10,465	3,304 68	31 577	2,150	917 35	42 667	2,150	917 35	42 667	10,465	3,304 68	31 577	10,465	3,304 68	31 577	10,465	3,304 68	31 577	10,465	3,304 68	31 577	
	245	555 13	\$2 26	12,370	3,666 90	29 643	12,615	4,222 03	33 4682																			

\* This includes the cost of removing two dredge scows from St. John. Work was prosecuted during the last seven days of June, 1879. See annual Report, 1879. App., p. 26.



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 APPENDIX No. 6
 

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## DREDGING RICHELIEU RIVER, &amp;c.

(Reference No. 19,519.)

*Extract from E. H. Parent's Report dated 21st October, 1879, addressed to the Department of Railways and Canals.*

## ST. OURS LOCK AND DAM.

The water having fallen in October, 1879, to 6 feet 3 inches on the lower sill of this lock, great difficulty was experienced in navigating the river immediately above and below it. It was therefore recommended, in January last, that a steam dredge should be sent to improve these approaches, especially the lower one, during the following season. This work is now being done by the Department of Public Works.

It was also recommended in a special report dated 19th January last, that an extra pair of lower gates should be built for this lock, to be held in reserve in case of serious accident to those now in use. Timber for these gates could be spared from a supply now on hand for repairs of Lachine Canal. Nothing has been done in the matter as no appropriation was made for the purpose.

## STEAM DREDGE "QUEEN OF CANADA."

In the latter part of November this dredge was brought down to the Lachine Canal and placed in Tate's Dry Dock, she was most thoroughly repaired by the Superintendent of the Lachine Canal, and was then transferred to the Department of Public Works.

*Steam Dredge No. 1.*

In the month of April this dredge was thoroughly repaired and fitted out, and in May was loaned to the Department of Public Works, under which Department she has since been working.

## BUOYS.

Great difficulty having been experienced in navigating Lakes St. Louis and St. Francis in the fall of 1879 caused by smoke from bush fires and fog, application was made by the chairman of the Harbor Commissioners of Montreal to have the channels in these lakes more closely buoyed. As the season was then so near its close it was decided, after consulting with some of the most experienced pilots navigating this portion of the river, that 25 buoys of cedar should be prepared during the winter to be moored in the spring at such places as would be pointed out by one of their number.

These buoys were accordingly prepared by the Superintendent of the Lachine Canal during the winter, and were placed in position shortly after the opening of navigation, since which time there has been no difficulty in navigating these lakes in day time even when there is a smoky or foggy atmosphere.

## SURVEYS.

*St. Lambert Shoals.*

A survey was made of a rocky shoal in the River St. Lawrence at St. Lambert opposite Montreal, and a plan and estimate of the cost of improving the channel at that point forwarded to the Department of Public Works in the latter end of April accompanied by a special report.

This survey was made on the ice, and an area of 2,000 by 1,500 feet was sounded at close distance, a large portion of it at ten feet apart.

APPENDIX No. 7

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## ST. PLACIDE.

(Reference No. 11,185.)

(*Memorandum.*)

St. Placide is situated on the northern bank of the Ottawa, about 18 miles from its junction with the St. Lawrence. At this place, during the season of 1879, a channel was dredged to the wharf, 1,000 feet in length and 50 feet in width, with a basin opposite the wharf of 70 feet in width, the depth at lowest water being 6 feet, and this has proved to be of benefit to the place, and has given satisfaction to the owners of steamboats and barges.

HENRY F. PERLEY,  
*Chief Engineer.*

PUBLIC WORKS DEPARTMENT,  
27th January, 1881.

## APPENDIX No. 8.

REPORT OF G. F. BAILLAIRGE, FORMERLY ASSISTANT CHIEF ENGINEER  
OF PUBLIC WORKS, No. 72,005, JANU. 24th, 1878, RESPECTING PRO-  
POSED DREDGING OF RIVER SAGUENAY BELOW CHICOUTIMI.

PUBLIC WORKS, CANADA,

ENGINEER'S OFFICE,

MONTREAL, 24th January, 1878.

SIR,—As requested by your letter No. 41,709, of the 9th October, 1877, I have the honor to submit the following Report respecting the projected improvement of the channel of the River Saguenay leading to Chicoutimi, applied for in a memorial No. 49,084 of 23rd March, 1875—transmitted to the Department by E. Cimon, Esq., the member for the counties of Chicoutimi and Saguenay. The matter was referred to the late H. R. Symmes on 30th March, 1875, No. 29,412, wherein he was instructed to examine the locality, and to report the result of his examination with respect to the suggested improvement.

Mr. Symmes went to Chicoutimi in August following; he died on 8th Oct., 1875, up to which time he had not furnished the report called for; the matter was therefore referred to me, as above stated.

On the 13th of last October I instructed Mr. Joseph Rosa, hitherto employed by the Department for upwards of twenty years, to make the necessary examination in order to ascertain the extent and probable cost of the dredging required for the improvement of the channel, which he did between the 17th of October and the 9th of November.

According to the report and plan he afterwards furnished on the 20th of last December in connection with the same, copies of which are appended hereto, the object, nature and cost of the projected work may be stated as follows:—

Every year there are from forty to fifty sea-going vessels which load at Chicoutimi; they draw from 15 to 20 feet when loaded. These vessels and the steamers frequenting the port can neither reach it nor leave it before high tide, on account of the crookedness of the channel, its numerous shoals and the strength of the current which, during spring tides, is as much as from four to five miles an hour, and renders it dangerous for vessels to approach Chicoutimi or to leave it, even during high water, on account of certain portions of the channel and shoals which are situated obliquely across the line of the current.

The portion of channel here referred to, and which is considered the most dangerous part of the Saguenay downwards, extends from what is called the anchorage ground some two and a half miles below Chicoutimi to the foot of the traverse, about three miles further down, and is comprised between the red lines A B and C D shown on the general map appended to No. 67,323, a memorandum I previously furnished on the subject.

This is the portion which was sounded and of which an enlarged plan is now furnished.

The black dotted lines indicate the limits of ten feet depth of water, during ordinary low water of navigation season.

The present ship and steamboat channel is generally within the red dotted lines, the space between which is 200 feet in width.

If the shoals are removed between the red dotted lines to the depth of ten feet below ordinary low water, the quantity of dredging to be done would amount to about



20,400 cubic yards, the cost of which would probably be not less than 40 cents per cubic yard, in all \$8,160,

If the shoals are removed between the green dotted lines, which would be preferable, the breadth of the improved channel will vary from 300 to 1,000 feet, and the quantity to be dredged, in order to obtain a similar depth of ten feet below ordinary low water, would be about 93,200 cubic yards, which at 40 cents per cubic yard, would cost not less probably than \$37,280.

The material to be dredged consists chiefly of gravel, small stones and boulders, many of which are from two to three feet in diameter, if not more. It is not likely therefore, that the dredging can be done for less than the 40 cents per cubic yard, at which I have rated it.

The dredging of the 200 feet channel between the red dotted lines will not be very serviceable, because vessels navigating such a narrow channel will be liable to be drifted on to the shoals by the winds and current.

The dredging of the shoals in the wider channel, between the green dotted lines, should be done in preference for the greater benefit and safety of the navigation.

If the narrow channel, however, is dredged in the meantime, to the stated depth of ten feet below ordinary low water, this dredging will be so much less to be done in the wider channel which comprises it, and vessels of from twelve to fifteen feet draught might pass on to or down from Chicoutimi during half tide, instead of being detained as they now are, from five to six hours, waiting for high tides, as occurs nearly every trip to the steamers navigating between Montreal and Quebec, and Chicoutimi.

The depth of dredging to be done will vary from  $2\frac{1}{2}$  to  $5\frac{1}{2}$  feet, more or less.

The remainder of the Saguenay is navigable for the largest ships for a distance of 57 miles, from the St. Lawrence up to Pointe aux Roches, a point about 8 miles below Chicoutimi.

At Pointe aux Roches the river is about  $1\frac{1}{4}$  miles in width; it thence contracts gradually to about one quarter of a mile, retaining that breadth nearly to the Rapids, some 6 miles above Chicoutimi, where the tide ends.

Between Pointe aux Roches and Chicoutimi the depth of water varies from 2 to 8 fathoms, except on the shoals, where it is only  $1\frac{1}{2}$  fathoms, and in some cases even less during low tide.

In this section of the river, spring tides rise 12 feet, and neap tides 8 feet, according to the observations of Admiral Bayfield.

Reference No. 67,323, containing the general map of the Chicoutimi Branch of the Saguenay, is returned herewith.

I have the honor to be, Sir,  
Your most obedient servant,

G. F. BAILLAIRGE,  
*Assistant Chief Engineer, Public Works.*

F. BRAUN, ESQ.,  
Secretary of Public Works,  
Ottawa.

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 APPENDIX No. 9.
 

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## REPORT ON RIVER SAGUENAY IMPROVEMENT BELOW CHICOUTIMI.

(Reference No. 11334.)

 CHIEF ENGINEER'S OFFICE,  
 OTTAWA, 2nd February, 1881.

SIR,—Herewith I transmit a report by Mr. Rosa, on the works executed by him during the fiscal year 1879-80 in the improvement of the River Saguenay below Chicoutimi.

I have the honor to be, Sir,  
 Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

F. H. ENNIS, Esq.,  
 Secretary, Department of Public Works.

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 QUEBEC, 31st January, 1881.

SIR,—In answer to your telegram of this date, asking for a report on the improvements effected in the River Saguenay, for fiscal year 1879-80, I have the honor to report that, during the year 1879-80, the channel of River Saguenay has been improved by the removal of shale rocks and boulders forming obstruction in it on a space extending one-third of a mile in length and 250 feet in width.

The removal of these shale rocks and boulders had increased the depth from two to three feet more, in the part of the channel where the work has been carried on.

The duration of the work (for the removal of boulders) lasted from the 2nd September to the 20th October, 1879.

The almost continuous rains which prevailed during the summer and autumn of 1879, occasioned a rising in the level of the river, which stood from three to four feet higher than the ordinary level, thus causing delay to the work, on account of the swiftness of the current.

Respectfully submitted.

I have the honor to be, Sir,  
 Your humble servant,

JOSEPH ROSA,  
*Superintending Engineer.*

H. F. PERLEY, Esq.,  
 Chief Engineer, Dept. of Public Works, Ottawa.

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## APPENDIX No 10

## REPORT OF CHIEF ENGINEER ON THE RIVER ASSINIBOINE.

(Reference, No. 10499.)

OTTAWA, 3rd January, 1881.

SIR,—I beg leave to submit for the consideration of the Honorable the Minister, the following with reference to the state and requirements of the river Assiniboine, Manitoba.

Mr. Wm. Henderson under date 29th January, 1880, submitted a report on the work done by him for the improvement of this river; and the following description of the obstructions to be found therein up to the mouth of the Little Saskatchewan has been condensed therefrom.

The first obstructions, consisting of a few boulders in the channel, are met with off Armstrong's Point,  $2\frac{1}{2}$  miles above Winnipeg.

At Silver Heights, 5 miles from Winnipeg, two wing dams, 240 and 215 feet in length respectively, have been built from the south bank of the river in the direction of the navigable channel. The obstructions at this point have been removed.

Between Hall's rapids and the Big Bend, a distance of about five miles, there is a large number of boulders to be removed.

At Sturgeon Creek the construction of a wing dam is advised.

Opposite St. Xavier, 60 miles from Winnipeg, a deposit of boulders exists.

At Baie St. Paul the deposit of boulders extends for two miles.

Between Baie St. Paul and Portage de la Prairie the obstructions consist of "snags."

Portage de la Prairie is distant from Winnipeg by the river 150 miles. Over a distance of 40 miles above the "Portage" there is a number of "snags" which should be removed; and, as the river is studded with islands, a few short dams connecting some of them would be of benefit.

For a distance of 60 miles to the mouth of the Little Saskatchewan, the bottom of the river is gravel with a few boulders at long distances apart.

From the mouth of the Little Saskatchewan to Fort Ellice there are not any obstructions.

During 1879 and the season of "high water," one steamer plied to Fort Ellice, and three to Portage de la Prairie. These steamers draw light, 14 to 15 inches, and are capable of carrying from 150 to 250 tons of freight, then requiring a depth of water in the river of from 3 to 4 feet.

The amount of freight each carries is regulated by the height of water in the river, and they usually tow from 2 to 4 barges carrying about 300 tons of freight.

The navigation of the Assiniboine usually begins in the first week in May, and for the want of water, closes early in September. If the obstructions complained of be removed, it is expected that steamers can ply until the end of October.

Mr. Henderson estimates the sum of \$6,000.00 as being sufficient to effect the improvements he has reported on, and states that a steamer, at an expense of \$60.00 per day, will be required for the removal of snags.

The Honorable Mr. Royal under date 25th September 1880 calls attention to the state of the Assiniboine above Portage de la Prairie where the navigation is obstructed by boulders scattered in the channel, which put a stop to steamboat navigation as soon as the water falls to low summer level. The removal of these boulders would enable steamers now navigating the river to ascend fully 100 miles above

the Portage. The proper time to remove these boulders is during August and September when the river is at its lowest stage.

Mr. J. P. M. Lecourt in reply to a letter from the Department (2864) states that during the season of 1880 *four* steamers plied on the Assiniboine, *two* of which draw when loaded 4 to 4½ feet, the other two drawing less. He adds that 3800 passengers were conveyed by these steamers, freight being generally towed in barges to permit the passage through the rapids.

The depth of water in the rapids at low water is generally 20 inches, varying to 3 feet. During spring freshets the water is sometimes on a level with the banks, at which times there is a sufficiency for any possible navigation.

Mr. Lecourt states that to obtain an uniform and navigable channel during the period of low water by dredging, and the removal of obstructions from the rapids would be very costly, and suggests the construction of wing dams at points marked on the plan accompanying his report, which I may state only shows *two*, and the removal of large boulders and rocks: his approximate estimate of cost is \$12,000, \$8,000 to be expended between Winnipeg and Portage de la Prairie, and \$4,000 between that place and Fort Ellice.

Mr. Lecourt calls attention to the wing dam built in 1879 at the foot of the St. James rapid, states that *two* gaps of 30ft. each have been broken through it, and recommends its repair during this winter at a cost of \$600.

Before any expenditure is made, it is extremely desirable that an Assistant from this office should visit this river, to determine where the greatest obstructions exist, and to prepare a scheme for their removal.

I have the honor to be, Sir,  
Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

F. H. ENNIS, Esq.,  
Secretary, Department Public Works.

(Reference No. 2942.)

WINNIPEG, MANITOBA, 29th January, 1880.

SIR,—I have much pleasure in informing you that the works on the Assiniboine River, under my charge, are progressing very satisfactorily.

At its mouth where the Assiniboine flows into Red River, to Armstrong's Point, a distance of about (1½) one and a half miles from Winnipeg by land, and about (2½) two and a half by river, is where the first obstructions exist, a few boulders being deposited in the channel. The second obstruction is about (1) one mile west of this point, but owing to a heavy freshet which occurred after the river was frozen, caused the ice to gorge so much that it will be impossible to get these obstructions removed this winter.

From this point to Silver Heights, (St James Parish) distant from Winnipeg about (5) miles by road, and (7) seven by water, is where the next obstructions existed, but by about the 3rd prox. those will all have been removed.

I may mention that two wing-dams are now in course of construction, one about (3½) three and a half miles distant from Winnipeg by road, and (5) by water, the other about four and a half miles distant by road; the former is about (240) two hundred and forty feet in length—the latter about (215) two hundred and fifteen feet; both commencing at the south bank of the river, extending in a north-easterly direction to the navigable channel. The upper dam has been completed, the other

I expect will be about the 5th prox. These wing-dams are being constructed of large oak piles, averaging about (12) twelve feet long, and about (12) twelve inches diameter, driven down in the bed of the river about (8) eight feet at (4) four feet centres sheeted on the upper side with (2) two inch oak plank, backed with stones about (8) eight feet in width at bottom, sloping to about (5) five at the top, thus :

(DIAGRAM.)

The planks are put together in sections of (12) twelve and (16) sixteen feet and of the required depth with strips (6) six inches broad, at about (4) four feet centres, firmly nailed with wrought iron nails, then put down close to piles firmly imbedded in bottom of river, the upper plank being spiked to the piles with (6) six-inch wrought iron spikes, after which the stones are firmly packed to the back of planking.

I am of opinion that the dams will answer the purpose intended. Since the upper dam was completed, the ice has risen to a height of about (6) six inches for a large area around it, and will, I have no doubt, increase considerably as the silt on the bed of the river fills up the crevices among the stone backing.

My attention will next be directed to the obstructions at the point commencing at, and known by "Hall's Rapids," distant about (11) eleven miles from Winnipeg by road, extending to what is called "Big Bend," a distance of about (5) five miles, where there will be a considerable number of boulders to remove.

With the balance of appropriation now at my disposal, and the water being unusually high for this season of the year, caused in a great measure, I have no doubt, by the ice-gorge at Armstrong's Point, I am afraid I shall not be able to remove the whole of the obstructions at this point; nevertheless, I can remove a good many, and shall endeavour to take out the largest of the boulders, and those most in the way.

I may mention were there means at my disposal, another wing dam is required at Sturgeon Creek, distant about (9) nine miles from Winnipeg by road.

The next deposit of boulders obstructing the navigation is at St. Xavier, distant about (20) twenty miles from Winnipeg by road, about (60) sixty by river.

There is an obstruction at White Horse Plains, Hudson Bay Company's Post, by a fallen tree imbedded in the river. This is known to steamboat men by a "snag," but can only be removed when there is no ice in the river.

The next obstruction is at Baie St. Paul, distant from Winnipeg about (30) thirty miles by road. The deposit of boulders at this point extends for about (2) two miles; from this point to Portage La Prairie, there are no stone obstructions, but there are a considerable number of snags which require to be removed.

Portage La Prairie is distant from Winnipeg about (60) sixty miles by road, and about (150) one hundred and fifty by river, the difference in the distance being owing to a great number of bends in the river. The steamboats loaded with freight usually come down in (15) fifteen hours.

From Winnipeg to Headingly (17) seventeen bends, from Headingly to White Horse Plains (16) sixteen, from White Horse Plains to Baie St. Paul (13) thirteen bends, from Baie St. Paul to High Bluff (21) twenty-one bends, from High Bluff to Portage La Prairie (11) eleven bends. Total number of bends in the Assiniboine River from Winnipeg to Portage La Prairie (78) seventy-eight.

For a distance of about (40) forty miles above, or west of the Portage (by water), there are a considerable number of "snags," which require to be removed. In a portion of this distance the river is studded with islands. To improve navigation, a few short wing-dams to connect some of the small islands will be required.

For a distance of about (60) sixty miles further West (which brings us to the mouth of the Little Saskatchewan), is pebble, or gravel bottom, with a few boulders at intervening distances for about (12) twelve miles.

From the mouth of the Little Saskatchewan to "Fort Ellice" there are no obstructions to navigation. The Steamer "Marquette" made several successful trips

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from Winnipeg to Fort Ellice, during high water last season. In addition to the "Marquette" the following steamers plied regularly last season, during high water, between Winnipeg and Portage La Prairie, viz: The "Alpha," "Prince Rupert," and the "Cheyenne". These steamers draw from (14) fourteen to fifteen inches of water without freight, they are capable of carrying from (150) one hundred and fifty to (250) two hundred and fifty tons of freight, the amount of freight being regulated according to depth of water. When fully loaded, about from (3) three to (4) four feet of water is required. They usually carry from (2) two to (4) four barges in tow along with them. The barges have a carrying capacity of about (300) three hundred tons, and draw less water than the steamers.

I believe it is the intention of the North-West Transportation Company to put (2) two additional steamers of more tonnage than any hitherto on the route, next season, if depth of water will permit.

Navigation upon the Assiniboine River, usually opens about the first week of May, and closes about the first or second week of September; but when the obstructions referred to shall have been removed, it is expected that navigation will extend until about the latter part of October.

If an additional appropriation of about from (5) five to (6) six thousand dollars, could be granted, I am of opinion that such an amount would almost be sufficient to remove the whole of the obstructions, and make the Assiniboine a good navigable stream from Winnipeg to Fort Ellice.

To remove the "snags" alluded to, I am of opinion that to hire one of the before mentioned light steamers, would be the best method; by using the machinery of the steamer there would be no difficulty in removing the whole of them. At a cost of about (60) sixty dollars per day a steamboat with crew and tacking complete could be hired.

I have the honor to be, Sir,  
Your obedient servant,

WM. HENDERSON,

To S. CHAPLEAU, Esq.,  
Secretary, Public Works.

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 APPENDIX No. II.
 

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 REPORT ON IMPROVEMENTS REQUIRED—RIVER ASSINIBOINE.
 

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(Reference No. 9714.)

DOMINION PUBLIC WORKS OFFICE,

WINNIPEG, MANITOBA, 27th November, 1880.

SIR,—In accordance with the instructions of your letter (No. 2864) dated the 3rd August last, relative to the navigation of the River Assiniboine, I have the honor to submit a report on the subject, together with a plan and estimate of the cost of removing obstructions between Winnipeg and Portage La Prairie.

I beg to state that I obtained all the information possible, from the captains of the steamboats which have been plying on the river, and from others familiar with the country, in order to assist me in the examination of the subject.

During the past season the following steamboats made regular trips up and down the Assiniboine—viz: the "Manitoba," 170 feet long, and 300 tons burthen; the "Minnesota," 170 feet long, and 300 tons; the "Alpha," 100 feet long, and 100 tons; and the "Marquette." The first and second vessels when loaded, draw from 4 to 4½ feet of water, the others rather less. Three of these boats belong to the Winnipeg and Western Transportation Company, who are building four larger boats to be ready by next spring. The "Marquette" is owned by the North-West Transportation Company. It is said that about 1,700 cabin and 1,100 deck passengers were transported by the steamers of the former company, and about 600 cabin and over 400 deck passengers by the one steamer of the latter company. Much freight would also have been carried had the water permitted the steamers to pass through the rapids thus loaded; however, freight was conveyed on a barge towed by the steamers.

The height of water over the rapids at low water is generally about 20 inches, and varies from that to 3 feet. During the spring freshets the water is sometimes on a level with the banks, and at that time there is, of course, a sufficiency of water for any possible navigation.

The work of dredging and removing obstructions in the rapids, in order to obtain a uniform and navigable channel at the periods of low water, would be very costly, but I would suggest the construction of wing dams as marked out on the plan; this would procure a sufficient depth of water for the present purposes of navigation, also that the large boulders and rocks be removed, which could be effected in certain cases by the simple appliance of a crane and pulley, as many are detached and moveable; those which are too large to be treated in this manner could be got rid of by the use of dynamite or some other explosive.

I beg to draw your attention to the wing-dam already constructed at the foot of St. James Rapids; there are two gaps in it, each being about 30 feet wide. I would recommend that the repairing of this dam be effected this winter. I estimate the cost at \$600. If the work be delayed, I fear that the cost will be much greater next summer and further damages will ensue.

In accordance with the plan enclosed, I have estimated the cost of making the river navigable as far as the Portage at \$8,000, and a further sum of \$4,000 would extend the improvements to Fort Ellice. This, I would desire to be understood is an

approximate estimate, as other difficulties, at present unknown, might present themselves when the work would be in progress, though, from the general character of the river, I do not fear they will arise.

I have the honor to be, Sir,  
Your obedient servant,

J. P. M. LECOURT,  
*Architect and C. E.*

F. H. ENNIS, Esq.,  
Secretary, Department of Public Works,  
Ottawa.



## APPENDIX No. 12.

REPORT OF CHIEF ENGINEER ON THE PROJECTED IMPROVEMENTS OF  
THE RIVER SASKATCHEWAN.

(Reference No. 11090.)

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 22nd January, 1881.

SIR,—Under date of 21st June, 1879, Mr. C. J. Brydges, Land Commissioner of the Hudson's Bay Company, called attention to the condition of the River Saskatchewan up to Edmonton, to which point the steamers of his Company now run. He states that this service is performed by three steamers, one plying between Lake Winnipeg and Grand Falls, which are impassable for vessels. Here the Company has built a tramway about four miles in length, to overcome the falls, which involves the transshipment of both passengers and freight; a second steamer runs from the head of the falls to Carleton House, while the third completes the journey to Fort Edmonton. Mr. Brydges further states that his Company is prepared to place upon Lake Winnipeg and the Saskatchewan such steamboat accommodation as may be necessary for the proper development of the country through which the Saskatchewan runs; but to enable it to do this effectually, certain improvements are required which if carried out will very materially improve the condition of the navigation.

Mr. Brydges refers,—*First* to the necessity of dredging the bar at the mouth of the Red River. This has formed the subject of a separate report submitted to you on 23rd December last, (No. 10,337.)

*Second.* The removal of boulders at the Rocher Rouge Rapid, up which steamers are now worked by means of warps attached to points on the shore.

*Third.* The improvement of the Flying Post Rapids, Cedar Lake.

*Fourth.* Tobin's Rapids, which are about three miles in length, and are the cause of much detention during low water.

*Fifth.* Nepowin Rapids.

*Sixth.* Cole's Falls.

*Seventh.* Rapide de Laley.

At the three last mentioned places the channel is] obstructed by boulders, and the steamer has to ascend with the assistance of warps.

*Eighth.* Crooked Rapid.

*Ninth.* The Demicharge Rapid. At this place, Mr. Brydges states a pier is required at the head of the rapids to which to attach a warp to assist the steamers in their passage up. At present 2,200 yards of warp is required, and if a pier be built this length can be reduced to 1,700 yards.

Mr. Brydges places the cost of these improvements at \$20,000.

In a letter dated 19th September, 1879, Mr. Brydges describes Cole's Falls as a very swift rapid with a narrow channel, encumbered with rocks and boulders. He states improvements can very easily be effected by the construction of two wing dams so as to increase the volume of water in the channel, and by the removal of a number of rocks which can be used in the construction of the dams.

Tobin's Rapids are very shallow, with very little water late in the season. Here he suggests wing dams should be constructed and some rocks removed from the channel.

The Demicharge Rapid is at the foot of a small lake and the current is extremely swift and strong. On the up passage the steamer has to be assisted by a rope about one and a quarter miles in length, which is carried across the lake at the head of the rapids and fastened to trees on the shore, and it frequently takes a day for the steamer to warp itself up the rapids.

In his letter of 4th October, 1880 (No. 8274), Mr. Brydges again reverts to the construction of the piers at the Rocher Rouge and Demicharge Rapids, which he thinks would probably cost from \$5,000 to \$6,000 a piece: but he is unable to estimate the cost of the wing dams and the removal of boulders at Cole's Falls and Tobin's Rapids.

On 11th October, 1880, Mr. Brydges, in replying to letter (No. 4082) from this Department asking whether the Hudson's Bay Company would build the piers at the Demicharge and Rocher Rouge if the Government undertook the other improvements asked for by him, states that his Company has already expended very considerable sums for the improvement of the navigation between Red River and Edmonton, at the head of navigation of the Saskatchewan, have also at considerable yearly expense placed buoys to mark the tortuous channel at the mouth of the Red River, have built commodious wharves and warehouses near the mouth of the Saskatchewan below the Grand Falls, and also higher up after the rapids have been passed, and also a tramway four miles in length, to overcome these rapids, which involves a yearly expense for maintenance and working, and although under the circumstances thus stated it would only seem reasonable that the Government should carry out the works for the improvement of the navigation of this river, yet, on behalf of his Company he is prepared to say, that provided the Government will undertake during the next year to dredge a channel to a proper depth at the mouth of the Red River, and to execute the works at Cole's Falls and Tobin's Rapids, his Company will undertake the required works at the Demicharge and Rocher Rouge.

Under date 15th October, 1880 (No. 8531), an Order in Council was passed directing that estimates be prepared for the execution of the works at Cole's Falls and Tobin's Rapids, and submitted to Parliament at its next (the present) Session.

As before stated the works at these places consist in the building of wing dams and the removal of boulders from the channel, and further than this, there is not any information to enable me to estimate the amount required for the execution of these works, and it will be absolutely necessary that a thorough examination be first made to determine the nature, position, and extent of what is required for the improvement of the river at the points named, and their ultimate cost.

As works might be proceeded with before 30th June, 1882, I beg leave to recommend that the sum of \$20,000 be placed in the Estimates for 1881-82 towards their construction.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

F. H. ENNIS, Esq., Secretary,  
Public Works Department.

## APPENDIX No. 13.

## REPORT ON DREDGING VICTORIA HARBOUR, B. C.

(Reference No. 2,732.)

PUBLIC WORKS DEPARTMENT,  
VICTORIA, B. C., 12th January, 1880.

SIR,—I have the honor to submit, for the information of the Honorable the Minister of Public Works, and in accordance with the instructions contained in your letter, No. 275, dated 11th November last, a Report upon Victoria Harbour Improvements, together with plans and sections of same, showing the rocks and shoals, the portion of the harbour improved by dredging, the rocks to be removed, those removed, and the portion of the harbour still to be dredged.

The plan marked 1 shows the soundings taken in 1859 and the position of the sections. The sections marked 1, 3, 5, 7, 9, 11, 13, 15, 17 and 18, show the bottom of the channel in 1859, and, for purposes of comparison, the bottom of the channel on the bar at the entrance to the harbour, taken by Captain Devereux, in 1879, and also the bottom when finished to 14 feet at low water. Dredging operations have been continued in a fitful way since 1872. The results are shown in detail in schedule A. Operations have never been, in any one year, continuous, and, as pointed out in my Annual Report 1876, this enhances the cost of the work. A glance at the results will demonstrate this. In 1872-73 the dredger worked for four months, and the cost was 83c. per cubic yard. In 1873-74 she worked three months, cost 70c. per cubic yard. In 1874-75 she worked ten and one-half months, cost 28c. per cubic yard. In 1875-76 she worked eight months, cost 32c. per cubic yard. It is to be noted, however, that in 1873-74 the work was confined to the summer months, which will account for cost being less than that of the previous year, although the work was for a shorter period.

In 1859 the water at the entrance to the harbour would only admit of the entrance of vessels, drawing 18 feet at extreme high water springs. Now, vessels having that draught, can get in at half tide; and vessels drawing 21 to 22 feet, can enter at high water springs. In 1859 the entrance at the Spit was only 390 feet wide, it is now 590 feet. It was formerly very tortuous, and for this reason, long ships found it extremely difficult, even in fair weather, to make the sharp turn necessary at the Spit. It is now a comparatively straight course. The course of a vessel coming into the harbour in 1859 and now, are, for purposes of comparison, both shown on plan 1.

Dredging hitherto has been confined to the area marked A on plan. The number of cubic yards removed from this space and the number to be removed are shown in schedule B.

The area B, especially along the front of the wharves, appears to have silted up from one to three feet in spots. This is due chiefly to the fact that most of the streets of Victoria are made of sandy gravel, which, with heavy traffic, becomes mud or dust, according to the season. The heavy rains of winter wash down into the harbour the mud from a large extent of country. On New Year's day the harbour waters were the colour of strong coffee.

The western portion of area C is, from its general shallowness, and the many rocks existing there, whose tops are uncovered at low tides, unfit for the

accommodation of merchant ships carrying heavy cargoes. The cost of improving it would be so enormous that I have not attempted to make any estimate of it. The removal of the "Beaver Rock," now nearly accomplished, has greatly facilitated the passage of vessels to and from their berths. The removal of "Tuzo Rock" will give still more room, especially when the wind is strong from south-east. This was the rock upon which that splendid steamer the *Pacific* struck a few years ago, in going to her berth.

The area D will, some day, be a very valuable part of the harbor, from its sheltered position and good anchorage. The portion above James' Bay bridge is, at low water, at times highly offensive, and there is no doubt that the question of reclaiming it must, sooner or later, engage the attention of the Legislature or Municipal Council.

The proceeds of the sale of the land would go a long way towards paying for the erection of the sea-wall, which would supersede the bridge, and for the dredging. New punts would be required for this work, which could be run up a tramway by means of a small stationary engine, and made to deposit the mud at any desired spot.

The cost of dredging areas B, C and D will be greater than that of A, owing to the greater distance to which the mud would have to be towed unless the scheme for filling up Sandy Bay be adopted.

In this case the cost will be very materially reduced, for the simple reason that, instead of the working days averaging 18 per month, they will amount to 26, there being no detention in towing the punts, due to wind, and but little detention from coaling. I have based my estimate on the removal of 400 yards a day, the ordinary working expenses, including ordinary light repairs, being about \$58 a day.

The rocks known as "Beaver," "Tuzo," and "Dredger" are the only ones which will be required to be removed until the commerce of the Port shall have materially increased, and the former may be said to be removed, as in fact there is where it once stood at least 12 feet at low water.

It would appear, then, that in order to get a depth of 14 feet at low water springs over the bar and as far as the wharves, which means nearly 24 feet at high water springs, with a channel clear of rocky obstructions, it will be necessary that the dredging of areas A, B and C should be completed, and that the "Dredger" rock should be removed at the cost shown below :

Dredging area A.....	\$48,831 64
"    "    B.....	6,823 85
"    "    C.....	6,387 16
	-----\$62,042 65
Removal of "Dredger" rock.....	16,625 00
	-----
	<u>\$78,667 65</u>

SCHEDULE A — Tabulated results of Dredging.

Period of Dredging.	Cubic Yards re- moved.	Actual Cost of Dredging.	Vessels, Machinery, &c.	Total Cost.	Cost, including Repairs, per Cubic Yard.	Cost, excluding Repairs, per Cubic Yard.	Time occupied —Months.	Remarks.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
<b>AREA A.—1872-'73.</b>								
7th March, 1872, to 30th June, 1873.....	9,941	8,268 51	4,707 87	12,976 38	1 30	0 83	4	
1873-'74.								
1st July, 1873, to 23rd Sept., 1873.....	13,712	9,617 73	1,464 88	11,082 61	0 81	0 70	3	
1874-'75.								
1st July to 18th Aug., 1874.....	47,301	13,443 66	Tug.....6,250 00	24,780 87	0 52	0 28	10½	
18th Aug., 1874, to 30th June, 1875.....			Mach. 5,087 21					
1875-'76.								
1st July, 1875, to 29th Feb., 1876.....	37,264	11,944 88	3,057 40	15,002 28	0 40	0 32	8	
1876-'77.								
1877-'78.								
1878-'79.								
1879-'80.								
11th Oct., 1879, to 4th Dec., 1879.....	9,414	2,583 99	11,807 17	14,391 16	1 52	0 27	1½	
	117,632	45,858 77	32,374 53	78,233 30				

{ Wages of Caretaker, &c., &c. \$566 62  
do do ..... 541 64  
do do ..... 480 00  
Repairs to Tug..... 440 35  
{ Tug earned ..... 400 00

From 1872 to 1880.—Cost per cubic yard, excluding cost of vessels and machinery..... \$0 39  
do do including do do and repairs and .....  
do do excluding the first cost of the dredger only..... 0 66

**SCHEDULE B.—Estimated Cost of Dredging the various Areas and of the Removal of Rocks.**

	Cubic Yards	Cost per Cubic Yard.	Excluding Repairs.	Including Repairs.	Time Required.
<b>AREA A.</b>		\$	\$	\$	Working Days.
	93,907	0 28	26,293 96		} 336
Say 279 cubic yards per diem.	93,907	0 52	.....	48,831 64	
<b>AREA B.</b>					
Assuming that mud be deposited outside the Harbor .....	12,407	0 30	3,722 10	.....	} 59
Say 207 cubic yards per diem.	12,407	0 55	.....	6,823 85	
Assuming that mud be deposited in St. James' Bay .....	12,407	0 14	1,736 98	.....	} 31
	12,407	0 30	.....	3,722 10	
<b>AREA C.</b>					
Outside Harbor .....	12,283	0 28	3,439 24	.....	} 44
	12,283	0 52	.....	6,387 16	
Inside Harbor .....	12,283	0 14	1,719 62	.....	} 31
	12,283	0 30	.....	3,684 90	
<b>AREA D.</b>					
Outside the Harbor.....	93,147	0 30	27,944 10	.....	} 443
	93,147	0 55	.....	51,230 85	
Inside the Harbor .....	93,147	0 14	10,040 58	.....	} 232
	93,147	0 30	.....	27,944 10	

**REMOVAL OF ROCKS.**

*Beaver Rock.*

Estimated content in cubic yards .....	884
do do removed .....	850
do do to be removed.....	34
Amount of Contract.....	\$11,950 00
Paid on account of Contract .....	6,721 85
Amount payable on completion.....	5,228 15

*Tuzo Rock.*

Estimated contents in cubic yards, 1,015.	
do cost of removal at \$25 per cubic yard .....	\$25,375 00

*Dredger Rock.*

Estimated contents in cubic yards, 475.	
do cost of removal at \$35 per cubic yard .....	\$16,625 00

I have the honor to be, Sir,  
Your most obedient servant,

**B. W. PEARSE,**  
*Resident Engineer.*

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 APPENDIX No. 14.
 

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 REPORT OF HON. J. W. TRUTCH, ON DREDGING FRASER RIVER.
 

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## BRITISH COLUMBIA.

(Reference No. 10,720.)

VICTORIA, B.C., 28th December, 1880.

SIR,—I have the honor to forward, for your information, a copy of two letters to me of the 9th and 10th instants respectively, and of the enclosures therewith, from Mr. George Turner, reporting the close for the season of the work of dredging in Fraser River, which has been carried on under his direction since June last, and the results attained which are more particularly shown in a chart accompanying his letter of the 9th instant, and further stating that the dredger, tow steamer and punts had been moored in the Coquitlam River on the 3rd instant, and all hands employed on the work duly paid off; but that on the 8th instant, in consequence of an extraordinary freshet and break up of the ice, these vessels broke away from their anchorage, and the steamer and two of the punts were carried out into the Fraser River and received some damage. The whole of these vessels are now, however, again moored in the Coquitlam River in a position which has hitherto been always considered the safest berth on the Fraser River during winter, and are left under the charge of a watchman who has been employed on previous occasions in a similar capacity.

The expenditure on this work under Mr. Turner's superintendence has amounted, as far as I can ascertain at present, to \$7,383.28, and adding the cost of fitting up and towing the dredger and punts to the Fraser River, viz.: \$1,600.07 (which sum was paid by direct remittance from the Department at Ottawa). The total expenditure on this service since your instructions were received that the dredger was to be despatched to the Fraser up to the present date, is \$8,938.35.

The only other payment to be made this year on this account, that I am aware of, is the sum of \$40 for wages of the watchman in charge of the vessels, so that I believe it will be found that the sum of \$9,000, to which your instructions to me limited the expenditure on this work, will not have been exceeded.

I consider that Mr. Turner's selection of the locality at which the dredger has been employed was as judicious as any that could have been made, and the work executed has been certainly temporarily, at least, beneficial, in as far as a new channel 13 feet in depth has been created, which reduces the distance to be traversed by steamers and other vessels of 10 feet draft and over from New Westminster to the mouth of the Fraser River by more than two (2) miles. It is very uncertain, however, in my judgment, what permanent results may ensue from the alteration thus effected in the course of the river.

This can only be ascertained after the summer freshet has been experienced under the new conditions created.

The main impediments to navigation from the Straits of Georgia to New Westminster consist in the tortuousness and shallowness of the channel through the sands at the mouth of the Fraser, and in the changes which it undergoes after each succeeding year's freshet.

The depth at low water in this channel through these sands is only ten (10) feet as at present reported, whilst there is more than that depth of water at all times in the channel of the river from its mouth to New Westminster. It seems of no real advantage to incur expenditure in still further increasing the depth of the river channel beyond that now existing in the channel between the mouth of the river and the sandheads, and I am, therefore, unable to recommend that any further outlay be made on this account.

I have the honor to be, Sir,  
Your obedient servant,

JOSEPH W. TRUTCH.

The Honorable

HECTOR L. LANGEVIN, C.B.,  
Minister of Public Works, Ottawa.

NEW WESTMINSTER, 9th December, 1880.

SIR,—I have the honor to report that, in accordance with your instructions, the dredger, tug and punts have been moored in Coquitlam River, the engines dismantled, properly white leaded, &c., and everything made secure for the winter. The tug will require to be thoroughly overhauled and a sleeve put in before being able to resume work.

The dredger will also require some new castings for the upper reels of her ladders and other general repairs.

I have herewith enclosed a plan of the bar on which the dredge has been working, giving the depth of water before commencing work in black figures and the present depth in red, also a copy of the diary kept by the foreman in charge.

The length of line worked over by the dredger is two thousand (2,000) feet, and two hundred and fifty (250) feet in width along which a channel has been cut from three (3) to seven (7) feet, giving a depth of water at the lowest tide of thirteen feet in the shallowest place and at ordinary high tide, twenty-one (21) feet, which I am of opinion will be considerably deepened by the next summer freshet.

Forty-four thousand (44,000) yards of sand have been lifted by the dredger during the season's work, and one hundred and five thousand (105,000) yards moved from the bar by the action of the current and the working of the dredger combined.

I beg to suggest that the channel be marked out by two small buoys, one at the lower and the other at the upper end or about two thousand (2,000) feet apart. I have erected four beacons, two on the main river and two on the slough; the two on the slough are very hard to see from the main river, owing to the distance, the nearest place they can be erected being one and a half ( $1\frac{1}{2}$ ) miles from the main river with a back ground of timber; the ground is also very low and of fine sand making it impossible to get a large stick deep enough in the ground to make it secure from the wash of the tide and drift timber.

I have the honor to be, Sir,  
Your obedient servant,

(Signed) GEORGE TURNER.

The Honorable J. W. TRUTCH,  
Agent, Dominion Government, Victoria, B.C.



APPENDIX No. 15

REPORT OF B. W. PEARSE RESIDENT ENGINEER. ON IMPROVEMENT OF COTTONWOOD CANYON, UPPER FRASER RIVER, B.C.

(Reference No. 3972.)

PUBLIC WORKS DEPARTMENT,  
VICTORIA, B.C., 8th March, 1880.

SIR,—I have the honor to transmit herewith, for the information of the Hon. the Minister of Public Works, a copy of the Report made by Mr. G. B. Wright on the work performed at Cottonwood Canyon, in Fraser River, together with a copy of his Report upon the work still remaining to be done to render the river at this point navigable for light draught steamers.

I also append tracings of the plans furnished by Mr. Wright showing the position and size of all the rocks in the canyon, and a section of the river itself.

The amount expended on this work has been :

Tools and implemen'ts .....	\$3,062 01
Powder .....	500 00
Scows and boats.....	600 00
Wages and provisions.....	4,262 72
Transport, men and materials (materials, 6 cts. per lb.).....	1,309 04
Stationery .....	35 00
Miscellaneous .....	228 23
	<hr/>
	\$9,997 00

I append a list marked "Schedule A" of tools, boats, &c., stored at Quesnel, which will be available for future service.

Also, list marked "Schedule B" of articles, with their values, left at the canyon, which it was found impossible to get down to Quesnel.

The following is an estimate of the cost of completing this work, based upon past experience, and upon the assumption that the tools and stores now in hand will be used in the work.

Estimate of cost of completion :—

		Cub. yds.	
Rock "N" } Flinty.....	171	at \$30 per cubic yard...	\$5,130 00
" "O" } .....	124		
" "I" } .....	5		
" "L" } .....	40		
" "K" } Granite.....	169	at \$12 per cubic yard...	2,023 00
	<hr/>		
Rock "B" } Slate.....	230		
" "C" } .....	110		
" "P" } .....	150		
	<hr/>		
	490	at \$12 per cubic yard...	5,880 00
	<hr/>		

Estimation of cost of completion.—*Continued.*

		Cub. yds.		
Rock "A"	Granite.....	506		
" "B"	" .....	191		
" "2"	Slate .....	104		
" "3"	" .....	94		
" "M"	Boulders.....	150		
" "G"	Granite.....	352		
		<hr/> 1,397	at \$6 per cubic yard...	8,382 00
				<hr/> \$21,420

I estimate the value of the plant and materials in hand at about \$3,250; the total expenditure has been \$9,997; the total amount of rock blasted and removed has been 564 cubic yards, which gives us at the rate of \$12 per cubic yard. This cannot, but be considered as a good result, in view of the enormous cost of transport, high rate of wages, provisions, &c., which obtain in the interior of the mainland of this Province. It costs \$4 to \$4.50 per cubic yard, to blast the rock in and near Victoria; and it has cost Mr. Spence, the contractor for the "Beaver" rock in this harbour, from \$16 to \$36 per cubic yard.

If it be determined to proceed with this work, it will be well to place the sum of \$10,000 on the Estimates for this year, and the balance, say (including supervision and cost of examination of work) \$12,000 on the Estimates for 1882-83.

I have, &c.,  
(Signed)

B. W. PEARSE,  
*Resident Engineer.*

S. CHAPLEAU, Esq.,  
Secretary Public Works Department,  
Ottawa.

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COPY OF MR. G. B. WRIGHT'S REPORT ON WORK PERFORMED AT  
COTTONWOOD, CANYON, FRASER RIVER.

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VICTORIA, B.C., 20th March, 1880.

SIR,—I have the honor to present my report of work performed on the Cottonwood Canyon, in accordance with your letter of instructions dated September 12th, 1879.

My blasting operations were commenced on the 13th of October, previous to which time I had been constructing buildings for protection against the cold, and a powder-house which could be kept at a uniform temperature of about 50° F. to prevent the dynamite from freezing. We ceased blasting December 10th. During the latter part of October the river rose fifteen feet, a height hitherto unprecedented at that season of the year. This, of course, caused a temporary suspension of our work for several days. On the 28th November the Canyon was closed by ice. After this time, the fluctuations in the stage of water caused by float ice rendered our work very irregular. Frequently the stream would rise in half an hour from one to three feet, as the ice was dammed below, and fell as rapidly when the obstructions were washed away. In December, the extreme cold caused the formation of "anchor ice" upon the bottom of the river, and the water rose gradually to a height of seven feet above

low-water mark. In descending the river after the cessation of work, I passed over a ridge of anchor ice extending quite across the river, the thickness of which I estimated at seven or eight feet.

I have blasted and partially removed 564 cubic yards of rock, of which 284 yards were removed from the points "F" and "V" and 57 yards from the rock "G" into the deep channel. The low-water rocks "T" and "U" containing 132 cubic yards were thoroughly shattered by blasts, and left in heaps for the rapid water and ice to carry away in the spring. About 90 cubic yards in rocks "N" and "I" were blasted and left to the action of the current. As the channel is deep upon all sides of these rocks there is no doubt that every vestige of broken rock will be carried away by the spring freshet.

I recapitulate the quantities:—

Point "f"	250	cubic yards removed.			
" " V "	35	"	"	"	
Rock "G"	57	"	"	"	and blasted
" " T "	57	"	"	"	" "
" " U "	75	"	"	"	" "
" " N "	40	"	"	"	" "
" " I "	50	"	"	"	" "

564

In accomplishing this work I used 663 lbs. of Giant and Hercules powder—300 bushels of charcoal, and consumed 269 lbs. of steel. My pay-lists amounted to \$3,922.22, a considerable portion of labor being expended in constructing houses for cooking and sleeping in, and in removing the plant and tools to Quesnel after the work was suspended.

I used Giant powder, No. 1, and Hercules powder, No. 1. I found the former more easy to explode, more susceptible to the influence of extreme cold, more speedy in its action, and more effective in acting in a downward direction. I consider it much the better agent to employ in moderate weather. The Hercules powder seemed equally as strong in its effects, but does not break the rock deeper than the drill holes. It is more lateral in its action. All dynamite must be somewhat affected by the temperature in winter blasting, even when exposed but a few moments to the cold. The Hercules loses less of its force when frozen, than the Giant, and I think it less dangerous to handle. In one instance, a cartridge which had for 11 days been exposed to a temperature varying from 13° to 30° Fahr. did excellent execution when exploded.

Our electrical battery worked very satisfactorily, but was useless on account of the inefficiency of the exploders. When charges of either Giant or Hercules powder had been exposed for a few moments to the cold the detonators would burst and break the cartridges without exploding them. With proper detonators I think the battery could be safely depended upon to discharge from four to six blasts simultaneously. The Bickford treble tape fuze never failed, although often extending several feet under water, but it was impossible in using fuze to obtain simultaneous explosions of all the blasts. In some instances when using Giant powder, the shock of one blast would discharge the others.

The sizes of the drill steel which I employed were 1 inch, 1½ inch, and 1¾ inch. The bits were three inches in width, striking hammers, 8½ and 9 lbs. each. Three men formed a "gang," and the distance sunk in a day varied from 18 inches to 6 feet in depth. It would average about 3 feet. Our cartridges were placed in heavy tin tubes of 2 inches diameter, water-tight and closed at the top with a wooden plug, if intended for complete immersion. It was necessary to fill these tubes in the powder-house, otherwise the explosive substance, if it touched the frozen side of a drill hole would adhere firmly, and require great pressure to force it to the bottom.

The rock at the upper portion of the canyon, including rocks "A," "K" and "G," consists of a hard, compact granite. The remainder is of a slaty texture of which

portions can be easily drilled. It is, however, interspersed with strata of flinty rock, resembling marble, and exceedingly hard. The rocks "N" and "I" are entirely of this nature.

I erected a bench mark "A" on the right bank of the river  $6\frac{1}{4}$  feet above high water and  $33\frac{1}{2}$  feet above low water. My water-gauge is a broad, flat iron solidly bolted to the rock near eye-bolt "I," as indicated in the chart, and plainly marked in feet and inches. I have sunk into the rocks to a depth of eighteen inches, eye-bolts marked from I to V, along the proposed line of cutting; their position is also indicated in the chart.

I found the fall of water from rock "A" to rock "G" to be  $4\frac{1}{4}$  feet, 17 inches of which is caused by the obstructing point "A" and the rock "G," which confines the channel into a space of 220 feet in width. The remaining 34 inches was caused by the rock "N," and the projecting point "F" which has been removed.

Opposite the rock "N" the rapidity of the current in the south channel is  $7\text{--}8\frac{1}{2}$  statute miles per hour. In the north channel it is  $8\text{--}50$ .

The autumn of 1879 was very unfavorable for the prosecution of the work. The river remained at a very high stage until the middle of October, and the unusual rise which occurred at the end of that month kept the water up until the close of the season.

The scow which I procured is too small for the purpose. A new one, sixty feet in length and 18 feet in width, with long sloping bow and stern, and  $4\frac{1}{2}$  feet depth of hold, will be required to continue the work. The present one can be used to good advantage in removing the rock when blasted.

I have deemed it best to present in a separate report the work which I consider necessary to complete the improvement of the river at this point. Accompanying there are two charts of the canyon plans, and sections of the various rocks to be removed, and a cross section of the river at the point where the greatest obstructions exist.

Should a further appropriation be made for this purpose, and the work be given out by contract, I would suggest that the contract be given out as early as possible in this season. The system of hand-drilling is exceedingly slow and expensive, and drilling by steam is absolutely essential. The length of time during which the water is at a proper stage for working is so short that great expedition is necessary in sinking the holes. It will also be advisable to procure from the manufactories dynamite packed in cartridges larger in size than that usually sold upon this coast and, if possible, encased in gutta percha coverings. In many cases, this would avoid the use of tin tubes to enclose the explosive material. The entire contract should be given to one party, although the work will necessarily extend over two seasons, in order that the size of the contract may enable him to purchase the proper machinery. I would also suggest that the contractor be allowed to use the boats, buildings and tools belonging to the Government, paying at cost price for any materials consumed.

I append a list of tools, boats, materials &c. the greater portion of which are stored at Quesnel. As I presume that any future work which may be performed here will be done by contract, I have left directions at Quesnel that sales should be made of articles there at a stated list of prices. I have arranged that the perishable goods which still remain at the canyon shall be removed to Quesnel whenever the navigation opens in the spring.

The extreme difference between high and low water at the canyon is twenty seven feet three inches; the fall, from a point situated 1,000 feet above rock "A" to the lower end of the Canyon, is six feet six inches.

All the measurements upon the plans and sections are in feet and inches. The red lines indicate the limits of the proposed cuttings, the spaces which are colored yellow show the rocks which were blasted by myself.

Low-water line is intended to correspond with the extreme lower end of the iron water-gauge. For a few hours after the ice began to run the water fell about a foot lower, but it was caused evidently by a jam of ice above. At any stage when steamers will be able to run, the water will be at least three feet above low-water mark.

My entire expenditure in the work has not exceeded the amount appropriated amounting to the sum of \$10,000, as you will perceive by the vouchers which I have from time to time handed to you.

I have, &c.,

(Signed) G. B. WRIGHT.

Hon. B. W. PEARSE,  
Resident Engineer.

COPY OF MR. G. B. WRIGHT'S REPORT ON WORK REMAINING TO BE  
DONE AT COTTONWOOD CANYON, FRASER RIVER.

VICTORIA, B.C., 20th March, 1880.

SIR,—In specifying the work which I consider necessary in order to render Cottonwood Canyon navigable for powerful stern-wheel steamers, I will state that there are two classes of obstructions to navigation, viz., those which render the river difficult or impossible in a high stage of water, and those which render it difficult, but not impossible in a low stage of water.

The former consist partly of high projecting points which confine the water into a narrow space and create powerful eddies, and in some places extremely rapid currents, through which it is dangerous to attempt to take a steamer, owing to the difficulty of steering. The low-water obstructions are rocks which are situated in the channel itself, some of which make their appearance above the surface at a medium stage of water and others not at all. Naturally, then, low-water rocks also have their influence in creating eddies during the high stage.

By reference to the charts of the river which accompany this report, it will be seen that the most formidable low-water obstruction is the rock "N." This rock is about 60 feet in length and 40 feet in width, lying a little diagonally across the stream, distant 100 feet from the south bank, and forming a partial dam to the rapid current. The depth of the south channel varies from 10 to 18 feet, and the north channel is about 20 feet. The rock falls abruptly to a depth of 30 feet, both above and below. The south channel is the one followed by boats, and would be the steamboat channel if the rock were removed. At low water the rock projects above the surface 8 inches. At any stage, when steamers are likely to run on the river, it is covered by two or three feet of water.

Estimating to a depth of six feet below low-water mark, the depth to which it will be necessary to remove this rock, it originally measured 208 cubic yards. Forty cubic yards have been blasted away, leaving 168 yards yet to be removed. The rapid current will carry away the rock as fast as it is thoroughly broken, leaving it in the deep portion of the river below.

A small rock, "O," situated ten feet below "N," near its southern point, containing about 3 cubic yards, should also be blasted to a depth of 6 feet below the low-water mark.

The rock marked "I" originally contained 174 cubic yards, of which 50 have been blasted away. This rock should be removed to a depth of four feet below low-water mark. The water is deep above and below at a medium stage; the difference in the heights of water above and below this rock is 13 inches.

The foregoing rocks are extremely hard to drill, being composed of a flinty rock somewhat resembling marble after it is blasted.

The rocks "G" and "K," containing 352 and 40 cubic yards respectively, and the point "A" at eye-bolt "I" reduces the channel of the river to 220 feet in width. They are a hard granite, difficult to drill, but I judge will blast well. The rock "G" can be deposited after being broken in the deep channel just below.

The point "A" will have to be transported on scows below station 4 and deposited in the deep channel.

The various points "B," "C," "D," "2," "3" and the small rock "L," also some small unmeasured rocks within the dotted red line at "P" estimated at 150 cubic yards, also some loose boulders at the point "M" will also have to be removed below rock "N" and deposited in the channel when the depth is not less than 30 feet.

The plans and sections which accompany this report show the shape and dimensions of the various rocks. The red lines indicate the outside line of cutting. The measurements upon the plans are in feet and inches.

Accompanying this report, I also hand you a recapitulation of work necessary, showing the rock as designated in the chart, the dimensions and character of each, and the depth below low-water mark to which each is to be removed.

I have, &c.,

(Signed) G. B. WRIGHT,

Hon. B. W. PEARSE,  
Resident Engineer.

Rocks to be removed from Cottonwood Canyon.

Designated in Chart.	Nature.	Cubic Yards.	
"N"	Flinty	168	To be removed to a depth of 6 <sup>3</sup> / <sub>4</sub> feet below low water
"O"	do	3	" " 6 " "
"K"	Granite	40	" " 6 " "
"I"	Flinty	124	" " 4 " "
"G"	Granite	352	" " 1 " "
"L"	Slate	5	" " 3 " "
"A"	Granite	506	" " 3 " " outside of line D, remainder to low water.
"B"	Slate	230	To be removed to a depth of 3 feet below low water, outside of line F, remainder 1 foot below low water.
"C"	do	110	To be removed to a depth of 3 feet below low water, outside of line D, remainder 1 foot below low water.
"D"	do	191	To be removed to a depth of 1 foot below low water.
"2"	do	104	" " 1 " "
"3"	do	94	" " 1 " "
"P"	do	150	" " 3 feet " "
"M"	Bould'rs	150	" " low water line.
		2227	

Rocks L, A, B, C, D, 2, 3, P and M to be removed below Rock N, and deposited when water is not less than 30 feet in depth.

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REPORT OF H. F. PERLEY, ENGINEER, ON IMPROVEMENT OF  
COTTONWOOD CANYON, UPPER FRASER RIVER, B.C.

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DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 13th April 1880.

Mr. Pearse reports that, during the past year, the sum of \$9,997 was expended on the obstructions in this canyon. From this amount he deducts \$3,250, the value of the plant on hand, leaving \$6,747 as the actual expenditure for the removal of 564 cubic yards of rock, or at the rate of \$12 per cubic yard.

He submits the following estimate of the cost of completing the removal of rocks and portions of rocks to permit steamboat navigation at any time:—

171 cubic yards, at \$30 00.....	\$5,130 00
659 " " " 12 00.....	7,908 00
1,397 " " " 6 00.....	8,382 00
2,227.....	Totals.....\$21,420 00

I judge that the quantity of plant on hand is only sufficient for an expenditure of \$10,000.00 during the year, and that it is not desirable that any further amount should be expended on plant.

There is not anything in the Supplementary Estimates of 1880-81 for this work.  
(See Pearse's Report preceding.)

HENRY F. PERLEY,  
*Engineer.*

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 APPENDIX No. 16
 

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 SLIDES AND BOOMS—SAGUENAY DISTRICT.
 

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(Reference No. 6048.)

PETITE DÉCHARGE SLIDE,  
SAGUENAY, 30th June, 1880.

SIR,—I have the honor to transmit to you my report for the year ending 31st June, on the work entrusted to my care. A sum of \$2,250.00 has been expended at Lake St. John for the supply weir and repairs to the dams; the balance of \$2,650.00 went for repairs to the slide. The grant was \$4,900.00

The boom is in good order, but I cannot say as much for the slide; it would require to be rebuilt, for it has entirely deteriorated. I hope, with the grant of this year, to be able to renew a portion of the slide and repair the remainder for the passage of the timber next year.

I have the honor to be, Sir,  
Your most obedient servant,

DAMASE BOULANGER,  
*Superintendant.*

S. CHAPLEAU, Esquire,  
Secretary, Public Works, Ottawa.

(Reference No. 10,261.)

OTTAWA, 22nd December, 1880.

SIR,—Herewith I transmit a Report by Mr. Assistant Rosa, on the repairs and renewals required to the slides, &c., Lake St. John, and for the completion of the improvements being effected in the channel of the Saguenay below Chicoutimi.

Mr. Rosa estimates that the sum of \$12,500 will be required at Lake St. John, viz. :—

To rebuild 1,000 feet in length of slide.....	\$6,500
Repairing dams, &c.....	2,500
Rebuilding bulkhead, slide and dam adjoining.....	3,500
	<hr/>
	\$12,500

Mr. Rosa places the amount required to complete the improvement in the channel of the Saguenay at \$7,600.

I have the honor to be, Sir,  
Your obedient servant,

HENRY F. PERLEY,  
*Chief Engineer.*

F. H. ENNIS, Esq., Secretary,  
Public Works Department,  
Ottawa.



(Translation.)

QUEBEC, 18th December, 1880.

SIR,—In reply to letters of the Department, Nos. 3,738 and 3,751, dated 16th September last, I have the honor to make the following report on the works which are under my direction.

DAMS, BOOM AND SLIDE AT LAKE ST. JOHN.

This slide, which was constructed in 1857 or 1858, was 5,840 feet in length. The extraordinary rise in the waters of Lake St. John in 1876 carried away Dam No. 7, the upper portion of the bulkhead and 940 feet of the slide adjoining it, also 880 feet of the lower part of the slide. In 1877, Mr. Price rebuilt, in a temporary manner, Dam No. 7, the upper part of the bulkhead and the 940 feet of slide adjoining it.

This year, Dam No. 7 and the bulkhead should be rebuilt, because another accident might occur.

The slide holds by dint of costly repairs, which have to be renewed every year. By your letter No. 2,576, dated the 15th July last, \$6,500 was granted this year to renew 1,000 feet in length of the slide, but inasmuch as no grant was made for repairs, we were compelled to use some of that amount for unavoidable repairs to the dams and especially to the slide. Thus, in place of making 1,000 feet of new slide, we shall make but 600 or 700 feet this year.

See the annexed Table for an estimate of the various works to be done in 1881-82.

I annex a Table shewing the names of the work under my direction, where they are located, the number and date of letter authorizing the expenditure, the amount authorized for each work, the amount expended in 1879-80, the amount expended from 1st July to 31st December, 1880, the amount required or the balance of the appropriation to carry on the work from 1st January to 30th June, 1881, and the amount required for the fiscal year 1881-82.

The whole respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

JOSEPH ROSA,

*Engineer-in-Charge.*

H. F. PERLEY, Esq., Engineer-in-Chief,  
Department of Public Works, Ottawa.

N. B.—Portions of Messrs. Perley's and Rosa's above reports have been omitted.

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 APPENDIX No. 17
 

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 SLIDES AND BOOMS—ST. MAURICE DISTRICT.
 

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(Reference No. 8071.)

SUPERINTENDENT'S OFFICE,

ST. MAURICE DISTRICT WORKS,

THREE RIVERS, 24 Sept., 1880.

S. CHAPLEAU, Esq., Secretary,  
 Department of Public Works,  
 Ottawa.

SIR,—I have the honor to submit to you my Report on the state of the public works under my superintendence, during the fiscal year ended 30th June, 1880.

## ESTABLISHMENT AND WORKING.

The expenditure for the staff and carrying on the works, for the year ending the 30th June, 1880, was \$14,522.52 or \$1,157.33 more than that for the last year. This increase is due to the fact that, last spring, the water kept high for a longer time than during the preceding years, and for this reason the employees were engaged for a longer time on the works.

## REPAIRS.

Amount appropriated to repairs:

3rd September, 1879.....	\$1,800 00
16th do do .....	5,500 00
27th do do .....	150 00
24th December, do .....	800 00
19th January, 1880.....	10,200 00
29th do do .....	1,000 00
Total.....	\$19,456 00
Amount expended .....	17,307 03

## STATION No. 1. MOUTH OF THE ST. MAURICE.

Construction of a pier 12 x 35 x 17 ft. high. (*Porte à Perron*.)

Piers Nos. 3, 4, 6, 8, 17, 18, 19, 29, 31, 32, 35, 36, 37 and 43, repaired.

## STATION No. 2. CAP AUX CORNEILLES.

Pier No. 14, repaired.

Two small mooring piers constructed.

Pier No. 1, raised.

400 feet of wharf on the east side.

Piers Nos. 2, 3, 4, 5, 9, 11, 13, 15, 16 and 22, repaired.

## STATION NO. 3. SHAWENEGAN.

*Chutes des Grès.*

300 feet of 3 feet Boom, new.  
 500 feet of 4 feet Boom, new.  
 500 feet of single Stick Boom repaired.  
 1 Wharf 124 feet long, and 16 feet high, repaired.

*Shawenegan Bay.*

Placed in the wharf at Grand Remou, 1,930 feet of wood: 1,812 lbs. of iron; 80 yards of stone.  
 3 piers 11 x 11 x 15 ft. on the shoals. 1,350 ft. of new boom, of 3ft. on the shoals; 1,360 ft of new boom, of 5 ft. to retain the timber in the Bay.  
 Placed platforms on two piers.  
 Repaired 5 piers.  
 Placed a 3-inch sheeting on one pier.  
 80 yards of stone in the piers of the Bay.  
 The wharf on which the house is built, lengthened 44 feet and raised 2 feet.  
 Placed 144 yards of stone.  
 6 pieces of boom repaired.  
 Repaired the house in the Bay.

*Above the Falls.*

308 feet of slides made anew.  
 Repaired the remainder of the slide in several places.  
 700 feet of new boom, of 3 feet.  
 Lengthened the slide wharf, 60 by 8 feet.  
 A dam of 60 feet by 10, at the head of the falls.  
 Raised 3 piers, 5 feet.  
 2 pieces of boom repaired.  
 Placed 10 cross pieces on a boom.  
 A barge 28 feet long.  
 Covering a shed 50 x 14 feet.  
 A store-house 12 x 12 feet.

*Les Hêtres.*

650 feet of new boom, 28 inches.  
 A new pier 13 x 13 x 6 feet.  
 25 pieces for single booms.

## STATION NO. 4. GRAND-MÈRE.

*Les Hêtres.*

600 feet of boom in round timber.  
 A barge 20 feet long.

*Grand-Mère.*

200 feet of new boom, of 4 feet.  
 117 feet of new boom, of 5 feet.  
 600 feet of boom repaired.

*Petites Piles.*

Building of a dam 110 x 23 x 7 feet high.

## STATION No. 5. LA TUQUE.

Blasting the rock of the head of the falls.

I caused to be built, at the head of the booms at the mouth of the St. Maurice at the place called "*Porte à Perron*",—a pier, in order in the first place to make the mooring of the boom more secure, to keep it out from the bank in order to put it more in a line with the current, and also to make easier the working of the gate which is placed here, and which must be opened every moment: I have the pleasure of informing you that the object proposed in building this pier has been attained, since, at the present time, everything is working in a satisfactory manner.

At the *Cap aux Corneilles* Station I made Pier No. 14 firm. This pier which is indispensable to the safety of the booms has threatened to go to ruin for some time past; it was several feet out of the perpendicular. Several other piers were repaired, as mentioned in the statement above given.

The wharf built at Grès, within the Shawenegan Station, is situated on the same spot as the one which was last year carried away by the high water. The object of its construction was to prevent the saw-logs from entering on the inside of the rock upon which this wharf is built, for once there, the pieces of timber, swept away by the water from the falls, were carried under the mills which are built at this place, and threatened to destroy everything. Mr. Baptist, the proprietor of these mills, appeared to be very well satisfied with the work.

The slide at the Falls of Shawenegan, which was in a very bad state, has been completely repaired. A length of 308 feet has been renewed. The booms which were still serviceable have also been repaired, and new ones put in the place of those which were entirely worn out.

A dam of 110 feet has been constructed at Petites Piles, "*Grand Mère Station*," on the point of rock, in the same position as that which had been made a few years ago and which was carried off by the water. The object of this work is to direct the current towards the middle of the river and by that means prevent the logs from passing over the point of rock. Of late years the timber accumulated in considerable quantities on this rock, and the difficulty of getting it out of this place necessitated a large amount of work on the part of those engaged in getting out logs, and caused of necessity great detriment to lumber merchants. This year, thanks to the dam which has been constructed, and which I consider fit to stand any str. in, the timber has been got down easily at this point.

During last winter I was empowered by the Department to expend the sum of \$1,000 at La Tuque Station, in widening the river at the head of the chute, at which point it is not over 50 feet wide. Work was commenced towards the latter end of March and was discontinued in the first days of May, immediately after the break-up. A sum of \$768 was expended during the period, and the success we had with so small an amount convinces me that if a further sum of \$2,000 were spent at that point, the benefit which would result would be considerable for the lumber business, in the first place, and also for the cultivation of the lands situated above the fall. The river, as I said above, is very narrow at the entrance of the

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chute, and in spring the water not finding a sufficient natural outlet, overflows the flats, renders any attempt to cultivate the lands almost useless, deposits when it falls an enormous quantity of logs buried in the sand and entails a heavy outlay for floating them. This year the water did not rise so high as in previous years and the timber has been got down more easily; this is due, I am quite convinced, to the work done last winter at the rock.

About 300,000 pieces of timber were brought down the St. Maurice last year. Though the water remained high for a long time last spring no serious accident occurred.

I have the honor to be, Sir,  
Your obedient servant,

CHARLES LAJOIE,  
*Superintendent St. M. W.*

(Translation.)

Name of Work.	Province and County in which Work is situated.	Number and Date of Document authorizing Expenditure.	Expenditure Authorized.	Expenditure from 30th June, '79, to 1st July, 1880.	Amount required on 1st July, for finishing Works.	Remarks.
Entrance of the St. Maurice, raising piers.	Three Rivers, P. Q.	19th Jan., 1880, No. 983. 8th Sept., 1879	\$ cts. 2,167 00	\$ cts. 1,943 00	\$ cts. 242 64	Work finished since 1st July, 1880.
			1,800 00 130 00	2,017 05		
Cap aux Cornelles, repairing and raising piers	do	19th Jan., 1880, No. 983.	2,181 00	1,889 74	250 00	Work done. P. E. Normand, Contractor.
Chutes des Grès, construction of a pier	County of St. Maurice, P. Q.	16th Sept., 1879, No. 132.	800 00	1,832 96		Work finished since 1st July, 1880.
Shawenegan, repairing slide and booms.	do	16th Sept., 1879, No. 132. 24th Dec., 1879, No. 739. 19th Jan., 1880, No. 983.	3,700 00			Estimate for pier at Des Grès too low by about..... \$275 00 Salary of Edouard Duchêne charged to expenditure on Des Grès pier, instead of to Shawenegan ..... 237 00  The over-expenditure is due to want of energy on the part of the foreman ( <i>contre-maitre</i> ). Neither our remonstrances, nor even those of Mr. Desaulnier sufficed to spur him on.
			800 00 3,235 00			
Grand Mère, to repair booms	County of Champlain, P. Q.	Total..... 19th Jan., 1880, No. 983.	7,735 00	6,804 82		The order for making the timber for the Grand Mère booms was given too late to get it done by contract. It had to be done by the day and 3 or 4 miles of road dug in the snow to get it out. The dam at Petites Piles has been made 15 feet longer than the plan. Nothing has been done at Manigance Rapids, by order of the Department (dispatch) 3rd Feb., 1880.
			627 00	794 89		
Petites Piles, construction of a dam	do	16th Sept., 1879, No. 132.	1,000 00	1,256 71		
			1,000 00			
La Tuque blasting rock at head of Chute	do	29th Jan., 1880, No. 1,073	1,000 00			
	do	19th Jan., 1880, No. 983.	1,000 00	788 81	2,000 00	

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 APPENDIX No. 18
 

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 SLIDES AND BOOMS, OTTAWA DISTRICT.
 

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(Reference No. 7908.)

 OTTAWA RIVER WORKS OFFICE,  
 OTTAWA, 18th September, 1880.

SIR,—I have the honor to submit the following report on the works under my charge on the Ottawa River and tributaries, for the year ended 30th June last.

The water on the Ottawa during the latter part of 1879, fell so much that, during the low water season, considerable quantities of logs had to be laid up or were stranded and did not reach the lower stations that year; but upon the whole, the "drives" were successfully managed and the great bulk of the timber reached its destination in due time.

A bridge across the new canal leading to the Gatineau pond from the river, was carried away by a barge at the time of high water and had to be reconstructed during the months of July and August. Certain fences near the creek discharging from the Gatineau pond were carried away by logs and timber when the river was in flood and they had to be rebuilt last fall.

The roadway approach at the northerly end of the Hull slide bridge was repaired and raised and a stone crossing laid to accommodate foot passengers to the extensive manufacturing establishments in the neighbourhood and to the Railway Station.

At the village of Plantagenet on the South Nation River, a short slide and boom were constructed for the purpose of facilitating the passage of timber and logs at the mill-dam, and for procuring a more reliable means of reaching the Ottawa River. This stream has been lumbered on for many years, but there is still some marketable timber that can be taken out to advantage, now that the limits that were easy of access on the other tributaries are becoming exhausted.

The Hull and Chaudière slides, after the timber running season of 1879, were thoroughly overhauled and the planking repaired; the booms, aprons and side piers were extended and strengthened and the foundations wedged up and levelled off before the frost set in. The bridge on the main road spanning the Hull slide from the immense traffic over it, and being considerably dilapidated had to be reconstructed. The work was done when the least possible interruption to the traffic was experienced and a bridge fully more serviceable than the former structure is now used by the public on that important thoroughfare.

At the Sault au Recollet station, on the branch of the Ottawa River, known as Rivière des Prairies back of Montreal, some of the boom piers had been damaged by the shoving of ice and the striking of dram of timber and cordwood. The corners of the piers had to be timbered anew and protected with boiler plate and the plank sheeting where damaged, strengthened and repaired. The bodies of the piers were also overhauled and the scow for changing the position of the booms and regulating the tension of the chains was re-constructed.

During the winter months, preparations were made for the commencement of the repairs at the out-lying stations and as the season advanced the dams and piers at Crooked Chute on the Petewawa River were patched and strengthened, and the dams at Ryan's, Poplar and Patton's Chutes on the Dumoine River were repaired and stanchied. At the third chute of the Petewawa, the single stick slide and boom piers had been a good deal shattered and needed repairs. These works have been in existence upwards of 22 years, and as perishable materials enter largely into their con-

struction, a system of patching has to be resorted to in order that the works may be kept together. The boom piers in the Ottawa River, at the mouth of the Petewawa, had also to be strengthened and the deterioration from tear and wear as far as possible made good.

At the Gatineau Station near the mouth of the river of that name, there is an extensive system of booms which has to bear the immense strain of the logs descending in the drives for which that, the largest tributary of the Ottawa, is noted. The line of booms had to be overhauled and the links and timbers repaired. Large quantities of bark and other rubbish which had accumulated in the channels of the sorting gaps were removed.

On the Madawaska River, which has been one of the principal lumber feeders of the Ottawa for about half a century the works, exposed as they are to the action of sudden and destructive floods every spring and affording an outlet for very large quantities of square timber saw logs and rafting materials are constantly in need of repairs even during the running season.

Last winter certain repairs had to be executed at the High Falls and Ragged Chute Stations, about thirty-five miles from the mouth; the work consisted of renewing the hardwood sheeting of the foot of the slide, buttressing the piers by placing additional timbers with stone filling and strengthening the booms where necessary at Springtown Station, lower down the river, where the works consist of an extensive retaining boom and piers extending obliquely across the river: certain overhauling of the timbers and boom chains had to be attended to, and further provision made for the boom's accommodating itself to different heights of water; and at the Arnprior Station, the slide bottom was made secure and the side piers supported by substituting sound timbers for some that were found, on examination, to be decayed. In the Ottawa River near the mouth of the Madawaska, the boom piers had to be repaired by placing new timbers and additional stone filling, and certain patching had to be done over the line of the boom.

At the Chats Station on the main river, through which almost all the square and sided timber from the Upper Ottawa passes, the curved side of the slide had been subjected to such friction from cribs carried by the swift volume of water over the steep pitch, that it was found necessary to face the same with elm planking adapted to the peculiar shape of the pier.

The guide boom at the head of the slide was damaged and had to be reconstructed, and the apron at the foot which receives the impact of the timber passing in cribs over a very steep pitch had to be wholly renewed.

The planking of the Coulonge single stick slide had to be repaired during the winter months, and the upper timbers of the guide boom piers renewed where worn out; and the same may be said of the Black River Slide, which, from the steepness of the lower pitch requires from time to time a shingling of hard wood timber with the ends exposed to the friction which bears heavily on the bottom at this section of the slide.

At the Calumet Station, the slides and other works are quite extensive and have been many years in existence, and although repaired yearly as occasion calls for, the time is not far distant when a reconstruction of some of the more exposed portions of the works will be absolutely required. The governing of the water for these slides is attended with great difficulty; and as the arrivals of timber from the remote limits in the Temiscamingue and Kippewa districts are at a much later period of the season than when rafts were ready for passage in the early history of the works, means adapted to the altered circumstances, have to be devised to control the water so that it may be used to the best advantage.

The same remarks apply to the Mountain and Portage-du-Fort Stations, but the works, there, are not nearly so extensive as at the Calumet. At the three last named stations, everything in the shape of ordinary repairs was attended to and the works were in readiness for the Spring business. The planking of the Joachim Slide was repaired and the side piers and booms made efficient before the running season commenced. At the Rocher Capitaine Station, one of the side piers was damaged, but



certain temporary repairs were made to it and the booms, so that the works could be used during the season. Repairs of a more permanent nature will be executed when the water falls and the foundations are accessible.

At the Cheneaux Boom, a pier was repaired and strengthened, and the boom connections carefully examined and adjusted.

All the works under my charge were inspected during the Winter season and repaired where necessary, and on the opening of navigation were ready for use. The waters of the Ottawa and tributaries were higher last spring than they have been for a number of years, and nearly up to the pitch of 1876, the memorable year of high water; and it was with the greatest care that the works were watched at some of the stations, where the dams &c., being old, had to withstand the almost unparalleled strain put on them by the local floods and the run of the north west waters.

In the early spring no serious accidents occurred and timber and saw-logs were soon on the move. Seldom has such a favorable year for "driving" been experienced by the raftsmen, as the water kept at a point much above the average height during the months of April, May and June.

Towards the end of May, and while there was a large body of logs waiting at the head for passage, certain large masses of rock slipped from the mountainous side of the gorge through which the single stick slide on the Coulogne River passes, and made a complete gap in the works for about 250 in length, and as this break occurred where the slide bottom was from 40 to 50 feet above the foundation timbers, the interruption to business on that stream promised to be very serious. Prompt measures, however, were adopted to obviate the difficulty and a temporary slide diversion constructed near the upper end of the works through which the logs were passed with a small percentage of damage, after something less than a week's delay.

The single stick slide bottom and sides on the Dumoine River were somewhat damaged while the drive was passing in spring, but no time was lost in laying new plank and putting additional stone filling in the side piers; and additions were built to support the foundations where the underpinning had been washed out.

The superstructure of the Union Suspension Bridge at this City, was examined at short intervals and repairs made to the skein wires, &c., where necessary. The connections with the substructure in the vaults were also closely examined and found to be in good order. The stringers, hand rails, posts and other portions of the wooden superstructure being considerably decayed after twenty years use, should be renewed; and an estimate of the probable cost will shortly be submitted.

I am glad to say that there are very good prospects of a large increase in the volume of the Lumber trade (in all its branches) throughout the Ottawa Valley, and the chances are that the Government Works on the various streams will be taxed to their utmost capacity for years to come in furnishing an outlet for the products of the forests. It is, therefore, all the more necessary that the works should be maintained in an efficient state to meet the requirements of the trade. A few years ago, from 200,000 to 300,000 saw logs constituted the arrivals of that class of timber at this city, in a season; now there are between one and two millions of pieces annually passing through the Deschênes Lake, and the Gatineau River also shows a very heavy increase in this branch of the lumber trade.

It is gratifying to know that the extensive timber limits, spread over the territory served by the Ottawa River Works have not recently been devastated by such bush fires as were wont to sweep the country and destroy more valuable timber than the lumbermen took to market.

In respectfully submitting the above,

I have the honor to be, Sir,  
Your obedient Servant,

GEO. P. BROPHY,  
*Superintendent, O. R. Works.*

STATEMENT of Expenditure for Repairs and Construction of Works on the

Name of		
Work.	Province.	County.
Bridge over Gatineau Canal.....	Quebec .....	Ottawa .....
do do .....	do .....	do .....
Fence at Gatineau Creek.....	do .....	do .....
Fence at continuation of Creek.....	do .....	do .....
Northerly approach Hull bridge.....	do .....	do .....
South Nation slide and boom .....	Ontario .....	Prescott .....
Bridge over Hull slide .....	Quebec.....	Ottawa.....
Hull slide .....	do .....	do .....
do and Chaudiere slide.....	do and Ottawa.....	Ottawa and Carleton.....
do do .....	do do .....	do do .....
Sault au Recollet booms .....	do .....	Laval and Hochelaga.....
Chaudiere slide.....	Ontario .....	Carleton.....
Petewawa slide (Crooked Chute).....	do .....	North Renfrew .....
Dams on Dumoine River.....	Quebec .....	Pontiac .....
Sault au Recollet booms.....	do .....	Laval and Hochelaga.....
Chaudiere slide.....	Ontario .....	Carleton .....
Piers at 3rd Chute and mouth of Petewawa.....	do .....	North Renfrew .....
Mountain slide, Ottawa River.....	Quebec.....	Pontiac .....
Gatineau boom, Gatineau .....	do .....	Ottawa .....
Upper Madawaska River Works.....	Ontario .....	South Renfrew.....
Arupior slide and booms, mouth of Madawaska.....	do .....	do .....
Chats slide, Ottawa River.....	do .....	Carleton .....
Coulouge, Coulouge .....	Quebec .....	Pontiac .....
Calumet, Ottawa .....	do .....	do .....
Portage du Fort slide.....	Ontario.....	North Renfrew .....
Chemam boom slide .....	do .....	South Renfrew .....
Black River slide, Black River.....	Quebec.....	Pontiac .....
High Falls slide, Madawaska.....	Ontario.....	South Renfrew .....
Coulogne, Coulogne .....	Quebec.....	Pontiac .....
do do .....	do .....	do .....
Black River slide, Black River.....	do .....	do .....
Chaudiere, Chats and Joachim slides.....	Ottawa, Ontario & Quebec.....	Carleton and Pontiac. ...
High Falls slide, Dumoine Rivér .....	Quebec.....	Pontiac.....
Total.....		

MEMO.—Certain liabilities for repairs, which could only be executed at low water, were incurred

OTTAWA, 21st September, 1880.

Ottawa and tributaries for the fiscal year ended 30th day of June, 1880.

Letter authorizing expenditure.		Expenditure authorized.	Expenditure or Liabilities incurred from 30th June, 1879, to 1st July, 1880.	Amount required on 1st July 1880, for completion.	Remarks.
Number.	Date.				
	1879.		\$ cts.	\$ cts.	
50,394	July 3.....	375 00	390 19	.....	Repairs.
50,963	August 11.....	120 00	104 00	.....	do
50 609	July 15.....	80 00	68 00	.....	do
51,797	September 25. ...	210 00	200 00	.....	do
51,720	do 18.....	60 00	52 00	.....	do
50,899	August 5.....	598 40	488 45	.....	Construction.
311	November 11.....	700 00	698 54	.....	Repairs.
			68 58	.....	do
			406 52	.....	do
			180 28	.....	do
			252 41	.....	do
			218 69	.....	do
			365 10	.....	do
			225 10	.....	do
			493 22	.....	do
			139 91	.....	do
			373 62	.....	do
			199 62	.....	do
			532 31	.....	do
49,999	June 9.....	12,500 00	1,283 02	.....	do
			284 03	.....	do
			399 50	.....	do
			168 14	.....	do
			683 68	.....	do
			399 10	.....	do
			116 70	.....	do
			609 30	.....	do
			794 65	.....	do
			121 27	.....	do
			409 61	.....	do
			139 95	.....	do
			98 21	.....	do
			114 60	.....	do
		14,643 40	11,077 77	.....	

returns of which will be made on or before 30th September. The amount will be about \$1,500.

D. SCOTT,  
Accountant, O. R. Works.

## APPENDIX No. 19.

## SLIDES AND BOOMS—NEWCASTLE DISTRICT.

STATEMENT showing the quantity of timber which passed through the Trent Slides, and the revenue therefrom, so far as ascertained.

(Reference No. 90097

PETERBORO, 21st Dec., 1880.

SIR,—In compliance with a telegram received from Mr. Braun, "to supply the necessary information asked for by the Department of Public Works," I herewith send you the information asked for in your telegram of Saturday night, 18th instant.

The information is as complete as can be obtained, no record having been kept at "Fenelon Falls" Station, previous to the year 1873.

In the year 1876, as previously explained in my letter on the subject, dated 10th August last, tolls were levied at "Fenelon Falls," and the Collector returned such to the Department of Inland Revenue.

I enclose his statement of the amount of tolls collected from June, 1876, to 1879, together with a statement showing the number of saw-logs, pieces square timber, cedar, &c., during that period, that were registered.

I also enclose a statement, as accurate as can be obtained from data furnished by Gilmour & Co.—in whose possession all the books of the company are kept—of the quantity of saw-logs, square timber and cedar that passed down the "Trent slides" since the year 1846.

In my communication of the 10th August last, I enclosed an abstract statement, showing total receipts and expenditure on "Trent slides" account, each year from 1855 to 1880.

"Fenelon Falls" slide is the only one of the "Government Works," exclusive of those on the River Trent, at which tolls are collected.

The revenue derived from locks and rents is not included in the enclosed statement.

I am, Sir, your obedient servant,

THOMAS D. BELCHER,  
*Engineer.*

F. BRAUN, Esq., for F. H. ENNIS, Esq.,  
Secretary, Dept. of Railways and Canals, Ottawa.

APPENDIX No. 19—Continued.

STATEMENT of the quantity of saw-logs, square timber and cedar that passed down the "Trent Slides" since the year 1846.

Year.	Loose Logs.	Loose Timber.	Loose Cedar.	Cribs of Logs.	Cribs of Timber.	Cribs of Cedar.
1846...		61,130				
1847...	5,061	33,830				
1848...		12,653				
1849...					878	
1850...	10,600				1,126	
1851...	22,800				1,313	
1852...						
1853...						
1854...						
1855...						
1856...						
1857...						
1858...	18,079			497	3,650	
1859...	274,081				744	59
1860...				868	456	78
1861...	1,800			700	2,141	8
1862...	22,000			250	1,567	43
1863...						
1864...						
1865...						
1866...						
1867...						
1868...						
1869...	325,214					
1870...	113,000	2,036	1,600			
1871...	224,354	3,061	19,174			
1872...	195,153	2,184	62,459			
1873...	398,569	1,796	193,711			
1874...		89	89,910			
1875...	175,331	144	53,553			
1876...	195,148	696	142,624			
1877...	63,435	989	140,832			
1878...			69,856			
1879...	114,355		144,892			

APPENDIX No. 19--Continued.

“FENELON FALLS” SLIDE, at which tolls are collected.

	Station.	Saw Loos,	Boom Timber.	Cedar.	Square Timber.
1879.					
July 2.....	Fenelon Falls .....				500
do 3.....	do .....	7,000	87		
do 3.....	do .....	3,940	60		
do 5.....	do .....	16,000	450		1,600
do 6.....	do .....	3,292	60		
Aug. 7.....	do .....	49,000	500		2,100
do 27.....	do .....	12,000	130		120
do 27.....	do .....	10,336	284		
1880.					
May 1.....	do .....	21,115			
do 4.....	do .....	2,250			
do 20.....	do .....	13,000	1,500		
do 31.....	do .....	28,000	275		
June 2.....	do .....	4,000			
do 5.....	do .....	43,000	675		
do 16.....	do .....	23,000	464		
do 17.....	do .....	26,500	492		
do 21.....	do .....	13,600	147		
do 23.....	do .....	10,376	39		
do 25.....	do .....	27,000	50		
	Total.....	313,409	5,213		4,320

RECAPITULATION.

1876.....	Total.....	140,729	2,213		4,887
1877.....	do .....	232,436	2,644		4,355
1878.....	do .....	179,623	2,323	600	2,850
1879.....	do .....	91,568	1,671		4,320
1880.....	do .....	221,841	3,642		

(Signed)

GEO. MARTIN,  
Slide Master, &c.

T. D. BELCHER, Esq.

APPENDIX No. 19—*Concluded.*

DR.

CASH ACCOUNT FROM JUNE, 1876 to 1879.

CR.

	\$	cts.		\$	cts.
Receipt acknowledged .....	1,422	16	Deposit account .....	1,530	55
do No. 159,426 .....	17	93	Cash since .....	100	00
Cheque from Biglow & Frounce, Port Perry, in 1876. ....	90	24	do on hand .....	73	48
do from McDougall & Ludgate, Peterboro', 1876. ....	126	58			
do from Ulyott & Sadler, Peter- boro', 1877 .....	47	12			
	1,704	03		1,704	03

FENELON FALLS, 7th Jan., 1880.

You will see by the statement that the cheques sent the Department by the parties themselves, in 1876 and 1877, will balance my account to date.

Yours, &amp;c.,

(Signed)

GEO. MARTIN.

APPENDIX No. 20

REPORT OF THE SUPERINTENDENT.

TELEGRAPH AND SIGNAL SERVICE,  
OTTAWA, Nov. 22, 1880.

SIR,—I have the honor to report, that upon the 18th of October the Submarine electric cable was successfully laid between l'Anse à-Fougères, on the Coast of Gaspé, Province of Quebec, to the South-West Point of the Island of Anticosti, the total length of cable paid out being  $44 \frac{24}{100}$  nautical miles.

October 20th—The Bird Rock was connected with Goose Isle, Magdalen Islands, the length of cable used being  $18 \frac{28}{100}$  nautical miles.

October 27th—Meat Cove, Cape Breton, was connected with Coffin Island, Magdalen Islands, the distance by cable being  $54 \frac{20}{100}$  nautical miles.

October 31st—The entrance to the Big Bras d'Or Lake, Cape Breton, was crossed by a heavy shore end cable,  $\frac{1}{2}$  of a nautical mile in length.

November 15th—The Island of Grand Manan, from Long Eddy Point to Liberty Cove, Campo-Bello Island, was connected by cable, the distance being  $77 \frac{28}{100}$  nautical miles.

November 18th— $\frac{83}{100}$  of a nautical mile (being the balance of cable on hand) was laid and buoyed between Welch Pool, Campo-Bello and Eastport, State of Maine, thus leaving  $\frac{17}{100}$  of a mile to complete the connection. This small section of cable has since been purchased at Halifax, N. S., and will be laid during the present week.

Meanwhile, the land lines throughout the Magdalen Islands, a distance of  $84 \frac{1}{2}$  miles, have been completed and nearly  $\frac{3}{4}$  of the work upon 240 miles in length of land line has been constructed upon the Island of Anticosti. Also the land lines upon Grand Manan and Campo-Bello, 24 miles, have been completed and the 126 miles between Meat Cove and North Sydney, Cape Breton, is under construction. All the above lines will be in operation by the end of June next.

The following amounts have been expended to date, on account of the \$200,000 granted for the Gulf Telegraph service, last session of Parliament:

Contract (including extras) completed by the "India Rubber Gutta Percha and Telegraph Works Company," of London, England.....	\$116,296 54
Wire for land lines on Anticosti and Magdalen.....	5,048 87
Amount paid on contracts account, Anticosti and Magdalen's insulators, poles, &c., included .....	30,611,94
To the above amount must be added:	
Cost of Grand Manan land lines, including $\frac{1}{2}$ mile extra cable.....	3,000 00
Balance of Anticosti line, say.....	8,000 00
Land line from Meat Cove to North Sydney, 126 miles.....	12,600 00
Total .....	\$175,557 35

Included in the above expenditure is the sum of \$10,000, account the Grand Manan and Campo-Bello cables and land lines plus \$12,600 for the land lines through



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Cape Breton, which were not provided for in the original estimate upon which the \$200,000 was granted.

Inclusive of the amount which may be claimed by the Department of the Marine and Fisheries for the use of the S.S. "Newfield," there will thus be as nearly as I can estimate at present, about \$25,000, balance to the credit of the aforesaid grant of \$200,000.

I have the honor to be, Sir,  
Your most obedient servant,

F. N. GISBORNE.

The Honorable the  
Minister of Public Works.

## APPENDIX No. 21.

## REPORT OF THE SUPERINTENDENT.

TELEGRAPH AND SIGNAL SERVICE,  
OTTAWA, November 30, 1880.

SIR,—I have the honor to submit the following report upon the above service.

*British Columbia.*

The Dominion Government have acquired, by purchase at a very moderate cost, all the land lines and cables belonging to the "Western Union Telegraph Company." An agreement has also been entered into with said Company, whereby the through tariff rates have been very materially reduced; the total economy realized thereby being over \$30,000 per annum. The old land lines between Yale and New Westminster, and also between Quesnel and Barkerville have been entirely reconstructed and a new submarine cable to connect Vancouver's Island with the mainland *vid* Nanaimo and Point Gray will probably be laid before the close of the present year.

*Gulf of St. Lawrence.*

Submarine electric cables have been successfully laid between the Island of Anticosti, and the coast of Gaspé, between the Bird Rock and the Magdalen Islands, and between Cape Breton, and the Magdalen Islands, all of which are in perfect working order. Land lines have also been constructed about two-thirds of the distance between English Bay and Fox River, Anticosti, and throughout the Magdalen Islands. The above important service has been carried out at a cost considerably below the original estimates and the amount granted by Parliament for such purpose.

*Atlantic Coast.*

A land line between Canso and Halifax has been constructed also between the Low Point Lighthouse and Lingan, Cape Breton. A submarine cable has been laid across the mouth of the Big Bras d'Or Lake, and a land line is now under construction between Meat Cove and North Sydney, Cape Breton.

*North Shore River St. Lawrence.*

Land lines are under construction between Baie St. Paul and Chicoutimi, and between Murray Bay, and the mouth of the River Saguenay, all of which will be completed early next spring.

*Bay of Fundy.*

Submarine cables have been successfully laid between the Islands of Grand Manan and Campo Bello, also between the latter Island and Eastport, State of Maine. Land lines have also been constructed over both Islands. All of which will be in effective operation before Christmas.

*Semaphores.*

A full sized apparatus has been constructed and approved of, as suitable for the service.

*Telephones*

Await perfection of recent improvements, and the necessary grant of money for their introduction into the public service.

All of which is respectfully submitted by

Your most obedient servant,

F. N. GISBORNE,  
*Superintendent.*

Hon. H. L. LANGEVIN, C. B.  
Minister of Public Works.

## APPENDIX No. 22.

## STATEMENT SHOWING LENGTHS OF FISHING COASTS, FISHING STATIONS, ETC., IN THE PROVINCE OF QUEBEC.

Reference No. 11236.

OTTAWA, 7th April, 1880.

SIR,—As you are specially charged, in the Ministry, with the interests of the Quebec division of the Province of Quebec; as a large proportion of the Fisheries in the Gulf of St. Lawrence are within this division, and as the Service of the Protection of the Fisheries, established in 1852, is required on such portions of the coasts of this division and Province as are unprovided with Municipal, Judiciary, Police, or any Civil or Protective legal organization whatever, we address ourselves to you, with the request that you be pleased to use your influence in favor of continuing that service, which was in a great measure interrupted last year.

We are of opinion that that important service cannot be dispensed with, and, therefore, hope that a suitable steamer will shortly be purchased and put in commission to replace the *Lady Head*, wrecked in 1878.

Hereto will be found appended a summary of statistics which show at a glance somewhat of the importance of the interests involved.

We have the honor to be, Sir,

Your obedient servants,

P. FORTIN,

And other Members of Parliament.

TO HON. H. L. LANGEVIN, C. B.  
Minister of Public Works,

TABLE showing Unorganized Fishing Coasts in the Province of Quebec, length of Coast Lines, Centres of Operation, &c., &c.

General Divisions.	Length of Coast Line in Nautical Miles.	Fishing Centres of Operation.	Fishing Boats employed.	Fishing Schooners employed	Remarks.
*Labrador.....	500	106	804	76	Newfoundland and United States.
Anticosti.....	300	24	147	34	
Magdalenes.....	100	15	403	128	17 and 111 Maritime Provinces and the United States.
Totals.....	900	145	1,354	232	

\*The value of the annual fishery productions of this Division (Labrador) is \$1,167,554.30.

N.B.—In the numbers, above given, of vessels employed, there are not included the Schooners from the Maritime Provinces, the United States, or those from the French Colony of St. Pierre and Miquelon, which number from 750 to 1,000 vessels which frequent these coasts annually, but do not report at the Custom Houses. These are estimated as being manned by from 8,000 to 10,000 men.

## APPENDIX No. 22—Continued.

COMPARATIVE STATEMENT of the Value of the Several Fisheries in the Gaspé, Bonaventure, Labrador, Magdalen Islands and Anticosti Island Divisions, during the Years 1877 and 1878.

Kinds of Fish.	Quantities.		Value.	
	1877.	1878.	1877.	1878.
			\$ ct <sup>s</sup> .	\$ cts.
Summer cod fishing ..... Qtls.	223,596	253,902	1,117,980 00	1,269,510 00
Autumn do ..... "	37,626	36,344	188,130 00	181,720 00
Herrings, pickled ..... Brls.	63,229½	44,853	316,147 20	224,265 00
do smoked ..... Boxes.	700	22	175 00	5 50
Mackerel, pickled ..... Brls.	5,339½	8,583	53,395 00	85,830 00
do preserved in cans. .... Lbs.	960	5,136	144 00	770 40
Haddock ..... Qtls.	248	666	1,240 00	3,330 00
Ling ..... "	99	25	495 00	125 00
Halibut ..... Brls.	227½	286	1,365 00	1,716 00
Salmon, pickled ..... "	2,232½	2,729	26,790 00	32,748 00
do fresh, in ice ..... Lbs.	326,548	489,786	16,327 40	24,489 30
do preserved in cans. .... "	100,605	139,574	15,090 75	20,936 10
do smoked ..... Boxes.	1		4 00	
Trout ..... Brls.	276½	134	2,212 00	1,072 00
Eels ..... "	23	17	230 00	170 00
Sardines ..... "	60		300 00	
Tunny ..... "	2		10 00	
Lobsters, preserved in cans. .... Lbs.	450,669	731,008	67,600 35	109,651 20
do fresh ..... "	5,000		250 00	
Cod tongues and sounds. .... Brls.	234	242	2,106 00	2,178 00
Seal skins ..... Pieces	13,097	26,404	16,371 25	33,005 00
Porpoise skins ..... "	12	1	48 00	4 00
Seal oil ..... Galls.	58,470	111,833	29,235 00	55,916 50
Porpoise oil ..... "	95	100	76 00	80 00
Whale oil ..... "	13,716	5,600	6,858 00	2,800 00
Cod oil ..... "	224,875	211,870	112,437 50	105,935 00
Fish and Clams used as bait and manure. Brls.	181,596	91,055	181,596 00	91,055 00
Fish used for local consumption..... "	11,554½	10,921	46,218 00	43,684 00
Total.....			2,202,831 75	2,290,996 00
				2,202,831 75
Increase.....				88,164 25

RETURN of Fishing Stations, kinds of Vessels, Number of Men, kind of Nets used, kinds of Fish and Fish Oils, &c.  
GENERAL RECAPITULATION, 1878

Divisions.	Vessels.				Fishing Boats.		Flat Boats.		No. of Fishermen.		No. of Shoremen.		NETS AND SEINES.					
	Number.	Tons.	Value.	Number of Sailors.	Number.	Value.	Number.	Value.	Number.	Value.	Salmon Nets.		Cod Seines.		Herring Seines.			
											Yards.	Value.	Yards.	Value.	Yards.	Value.	Yards.	Value.
County of Gaspé.....	44	2,815	105,100	223	1,670	\$ 96,195	1,249	\$ 12,351	3,372	1,694	116	24,683	8,514	100	72	50	100	
County of Bonaventure.	42	4,385	202,580	253	331	16,072	280	2,455	743	214	631	30,377	14,940	.....	.....	.....	.....	
Labrador.....	298	2,187	58,950	296	872	38,953	533	7,744	1,834	1,085	372	40,253	12,688	29	6,070	7,350	81	
Magdalen Islands.....	17	609	25,200	76	403	16,800	142	882	1,035	486	.....	.....	.....	.....	.....	.....	.....	
Anticosti Island..	34	.....	.....	160	147	6,145	154	1,567	300	78	14	1,101	369	1	120	80	1	
Total.....	435	10,016	391,830	1,008	3,423	173,577	2,328	24,969	7,284	3,567	1,133	96,414	36,491	31	6,290	7,502	87	

Divisions.	Herring Nets.						Mackerel Seines.		Mackerel Nets.		Capelin Seines.		Lance Seines.		Seal Nets.		Brush Fish's.		Trout Nets.			
	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.	Yards.		
																					Number.	Value.
County of Gaspé.	3,612	110,482	\$ 42,622	1	60	75	130	5,081	1,726	137	6,331	4,837	27	565	1,024	.....	.....	7	210	11	348	
County of Bonaventure.....	562	20,292	5,104	.....	.....	.....	145	4,696	1,734	99	3,740	2,920	.....	.....	.....	.....	.....	6	56	9	202	
Labrador.....	38	4,139	1,603	2	410	516	18	600	245	82	5,269	5,231	28	1,565	1,718	.....	.....	10,764	9,787	2	70	
Magdalen Islands	399	10,560	3,030	.....	.....	.....	634	31,700	7,608	5	420	320	.....	.....	.....	.....	.....	165	16,910	7,940	.....	
Anticosti Island..	248	10,630	4,453	.....	.....	.....	4	200	.....	22	1,185	1,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Total.....	4,829	166,103	56,872	3	470	591	931	42,277	11,373	345	16,945	14,423	55	2,130	2,742	344	27,674	17,727	15	336	34	1,260

Return of Fishing Stations, kinds of Vessels, Number of Men, kind of Nets used, kinds of Fish and Fish Oils, &c.—Concluded.  
GENERAL RECAPITULATION, 1878.

Divisions.	Salmon, Cured, brls.		Salmon, Fresh, in ice.		Salmon, in cans, lbs.		Salmon, Smoked.		Summer Fishing.		Fall Fishing.		Haddock, quintals.		Ling, quintals.		Halibut, brls.		Herring, brls.		Herring, Smoked, boxes.		Mackerel, brls.		Trout, brls.		Sardines, brls.		Eels, brls.		Tunny, brls.		Cod Tongues and Sounds.			
	No. of Seals.	No. of Seal-skins.	No. of Whales.	No. of Porpoises.	Seal Oil, galls.	W hale Oil, galls.	Porpoise Oil, galls.	Cod Oil, galls.	Herring and Mackerel, brls.	Capelin and Lancee, brls.	Smelt, Squid and Trout, brls.	Cod Roes, brls.	Clams, brls.	LOBSTERS, Preserved in cans, lbs.	Mackerel, Preserved in cans, lbs.	Fish used for Local Consumption, brls.																				
County of Gaspé.....	2	2	9	.....	2	5,120	.....	45,196	8,649	4,066	693	263	170	240,960	.....	2,118																				
County of Bonaventure.....	20,075	20,075	.....	.....	83,759	.....	10,773	1,119	7,215	520	1,137	304	149,112	.....	3,669																					
Labrador.....	6,039	6,039	1	.....	27,178	480	145,336	603	60,142	.....	1,157	539	321	390,048	.....	3,512																				
Magdalen Islands.....	288	288	.....	.....	894	.....	7,316	1,573	1,455	.....	.....	24	.....	.....	1,177																					
Anticosti Island.....	26,404	26,404	10	1	111,853	5,600	3,249	13,049	72,878	1,213	2,581	1,334	780,120	5	10,921																					
Total.....	2,739	489,786	139,574	.....	253,902	36,344	666	25	286	44,853	22	8,583	134	.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

## APPENDIX No. 23

## PROPOSED CODE FOR FISHERY BULLETIN.

(Reference No. 5,368.)

## OUR FISHERIES AND THE TELEGRAPH.

SIR,—It has always appeared to me, since my connection, in 1852, with the fisheries of the Gulf and Lower River St. Lawrence, that a powerful auxiliary is wanted to the fisheries which are practised there. This auxiliary is the telegraph, by which all the important facts or incidents which take place in a country or locality can be made known almost instantaneously.

The coast-line telegraph, which girdles the coasts of Gaspesia, affords the means of supplying, for the benefit of the fishing industry (and we know that it is the principal industry of that country), every day, and to all persons engaged in it, all the facts and incidents concerning it, which may contribute to facilitate its operations and multiply its products.

But a system is necessary to collect and arrange all these facts, and present them to the interested public in a convenient form and at suitable localities.

The form of Bulletin which I send you enclosed, seems to me, after study and reflection, the most concise and useful shape to be given to these facilities. It will be seen, after examination, that all the important fishes which are fished either for food or bait, on the coasts of Gaspesia, are inscribed in it. There are also columns relating to fishing boats and to meteorological reports, &c., &c. Moreover, any despatch coming from the Meteorological Bureau at Toronto will be published, giving weather probabilities and storm warnings for the next twenty-four hours.

The Bulletin will be posted, at noon, at each of the thirty-eight stations established at the various fishing centres, along the coast telegraph line, from Matane to Carleton, on an extent of sea coast of 300 marine miles, and all the fish merchants, fishermen and others will be allowed to peruse or take a copy of the said bulletin gratuitously.

The dispatching of the information by each telegraph operator at the thirty-eight telegraph stations before mentioned, will begin at 10 o'clock, a.m., by the centre as well as by the extremities of the line. By means of the Code, of which I send you a form, this dispatching will be easy, speedy and free from errors.

You will see that, in the Code, under the head of "fishing," not only are to be found the names of the food and bait fishes, but also the following words: *extra, good, average, bad, none*. By these words are expressed the different gradations in the produce of the fishing of these different fishes in each locality. This will enable the fishermen to follow, day by day, the course of the fishes and to ascertain their presence, abundance or absence, in all these localities. It seems to me that this is useful information, since the fishermen will then know where the fish abound, and especially where bait is to be found, thus having the means of procuring them, so to speak, at all times.

The bulletin will also indicate if the boats are fishing or not, and the direction and velocity of the wind, etc., etc.

In a word, I would say that this bulletin will give ample and precise information each day:—

1st. On the produce of the fishing of the day before.

2nd. On the bait supply of the preceding night.

3rd. And on the appearance of the cod fishing, the state of weather and wind of the day, up to the moment at which the despatching for the bulletin begins; and



moreover, a despatch coming from the Meteorological Bureau, dated 10 o'clock a.m., indicating weather probabilities and storm warnings for the coming twenty-four hours.

The columns headed "remarks," will contain extraordinary news, and at times information relating to the fisheries carried on along the other sea coasts.

I have put myself in communication with the Montreal Telegraph Company which, as you know, owns this Coast Line Telegraph, and I have ascertained that the collecting and despatching of all telegraphic information composing the bulletin, can be made on such reasonable conditions that the Government can hardly refuse to adopt a measure which, in the opinion of all, cannot fail to give a new impulse to our sea coast fisheries and greatly facilitate their prosecution.

It is almost needless for me to add that it is intended to extend this adaptation of telegraphy, which I now submit to you, as an auxiliary to the fisheries for the coast of Gaspé, to all our sea coasts, as these coasts become girded by telegraph wires. The reasons for which the coasts of Gaspesia are first indicated for the adaptation of this system, being, that they are now, in their whole length, girded by telegraph wires and supplied with telegraph stations in all the fishing localities.

I think it my duty to submit this project to your consideration; and I enclose for your perusal a series of letters (25 in number) from scientists, fishery outfitters, leading fishermen and others engaged in the fishing industry, testifying as to its utility and influence on the fishing industry of the Dominion, and also to its value to our coasting trade and foreign navigation.

I have the honor to be, Sir,  
Your obedient servant,

P. FORTIN.

To the Honorable  
The Minister of Public Works,  
Ottawa.

MONTREAL, 20th May, 1880.

SIR,—On my return to Montreal I did not fail to see the officials of the Montreal Telegraph Company, in order to examine once more with them the question of the best means to be adopted for transmitting from one telegraph office to another, the information required for the making up of the Fishery Bulletin.

The following is what appeared to be the most easy and most practicable.

At 10 a.m., all the telegraph stations being ready, the most remote station at one of the extremities of the system, say No. 1, sends its items of information in accordance with the Code, and the operators at all the other stations, say from 2 to 30, receive them and enter them at once in the Bulletin. Then the second station does a like task for the stations from 3 to 30 and for No. 1. The 3rd station next supplies its information to those from 4 to 30 and to 1 and 2. And so on with all the other stations. This makes, for the 30 stations, 30 different messages sent by each one to 29 different stations each time, that is to say, 30 messages sent and 841 received each day.

For the seven months which the fishery season and season of navigation last, this would make 6,300 messages sent and 176,610 (one hundred and seventy-six thousand six hundred and ten) received. Over and above the local information, there would also be the Reports of Toronto Meteorological Office to be transmitted to all the stations, but I must mention that the company are already paid for that.

The work necessitated by all these messages will last about *one hour and a half*.

As the Departments of Marine and Public Works will, I presume, decide as to what items of information will make up the Bulletin, they will doubtless furnish the forms for recording the same. Now, if I might venture to offer an advice, it would be the following: It is essential to the extension of the fishing industry in Canada that this bulletin should be published and posted up at all the fishing centres. This

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will be one of the surest means of stimulating and sensibly increasing the yield of this industry. Norway, a country so eminently practical, more especially in matters relating to fisheries and navigation, has used the telegraph as an auxiliary to the fishing industry for some fifteen years past, at the least, and derives the best results therefrom.

We perceive this ourselves in Canada, since the Norwegians are competing with us in a manner which is daily becoming more injurious to our trade in dry cod, on the foreign markets to which we ship that product. I ask, at least, for a fair and honest trial of this Bulletin, and with that view I suggest that, for this year, the Bulletin system shall comprise but 30 stations, namely, from Cap de Chatte to Paspebiac. We know there is little fishing beyond these extreme points.

To-morrow I shall have the honor to submit to you a copy of the form of Bulletin I have already submitted to the Minister of Marine, and which has, I think, been referred to you, with some corrections I thought well to make in order to give greater value to the Bulletin and render it more comprehensive.

I have the honor to be, Sir,  
Your obedient servant,

P. FORTIN.

Hon. H. L. LANGEVIN, C.B.

APPENDIX No. 23—Continued.

CODE FOR FISHERY BULLETIN.

FIRST PART.		SECOND PART.	
<i>To Send.</i>		<i>To Receive.</i>	
Fishing .....	F.	F. Fishing .....	F.
Average .....	F. A.	F. A. Average .....	F. A.
Bank Cod .....	F. B. C.	F. B. C. Bank Cod .....	F. B. C.
Bait .....	F. B.	F. B. Bait .....	F. B.
Capelan .....	F. Ca.	F. Ca. Capelan .....	F. Ca.
Clam .....	F. Cl.	F. Cl. Clam .....	F. Cl.
Good .....	F. G.	F. G. Good .....	F. G.
Herring .....	F. H.	F. H. Herring .....	F. H.
Lance .....	F. L.	F. L. Lance .....	F. L.
Mackerel .....	F. M.	F. M. Mackerel .....	F. M.
None .....	F. N.	F. N. None .....	F. N.
Shore Cod .....	F. S. C.	F. S. C. Shore Cod .....	F. S. C.
Salmon .....	F. S.	F. S. Salmon .....	F. S.
Squid .....	F. S. Q.	F. S. Q. Squid .....	F. S. Q.
Poor .....	F. P.	F. P. Poor .....	F. P.
Extra .....	F. E.	F. E. Extra .....	F. E.
<hr/>		<hr/>	
Boats .....	F. B.	F. B. Boats .....	F. B.
do in .....	F. B. I.	F. B. I. do in .....	F. B. I.
do out .....	F. B. O.	F. B. O. do out .....	F. B. O.
<hr/>		<hr/>	
Temperature .....	T.	T. Temperature .....	T.
Cold .....	T. C.	T. C. Cold .....	T. C.
Dry .....	T. D.	T. D. Dry .....	T. D.
Fine .....	T. F.	T. F. Fine .....	T. F.
Humid .....	T. H.	T. H. Humid .....	T. H.
Rain .....	T. R.	T. R. Rain .....	T. R.
Snow .....	T. S.	T. S. Snow .....	T. S.
Warm .....	T. W.	T. W. Warm .....	T. W.
<hr/>		<hr/>	
Wind .....	W.	W. Wind .....	W.
Calm .....	W. C.	W. C. Calm .....	W. C.
East .....	W. E.	W. E. East .....	W. E.
Gale .....	W. G.	W. G. Gale .....	W. G.
Light .....	W. L.	W. L. Light .....	W. L.
Moderate .....	W. M.	W. M. Moderate .....	W. M.
North .....	W. N.	W. N. North .....	W. N.
North-East .....	W. N. E.	W. N. E. North-East .....	W. N. E.
North-West .....	W. N. W.	W. N. W. North-West .....	W. N. W.
South .....	W. S.	W. S. South .....	W. S.
South-East .....	W. S. E.	W. S. E. South-East .....	W. S. E.
South-West .....	W. S. W.	W. S. W. South-West .....	W. S. W.
Violent .....	W. V.	W. V. Violent .....	W. V.
West .....	W. W.	W. W. West .....	W. W.

APPENDIX

FISHERY Bulletin

Report of Yesterday's Fishing, Temperature, Wind, &c., the..... 1880.

Numbers.	Telegraph Station of	Distance, Miles.	Fishing for								
			Bank Cod.	Shore Cod.	Capelan.	Clam.	Herring.	Lance.	Mackerel.	Squid.	Salmon.
1	Matane.....	...									
2	Ste. Félicité.....	12									
3	Cap de Chatte, light house.....	31									
4	Cap de Chatte, Village.....	3									
5	Ste. Anne des Monts.....	9									
6	Rivière à la Marte.....	17									
7	Mont Louis.....	22									
8	Cap Madaleine.....	20									
9	Rivière Madeleine.....	1									
10	Grande Vallée.....	9									
11	Chloridorme.....	15									
12	Grand Etang.....	9									
13	Rivière au Rebard.....	21									
14	L'Anse aux Griffons.....	7									
15	Cap des Rosiers.....	8									
16	Grande Grève.....	11									
17	Péninsule.....	11									
18	Gaspé.....	15									
19	Sandy Beach.....	3									
20	Douglastown.....	4									
21	Pointe St. Pierre.....	15									
22	Barachois de la Malbaie.....	5									
23	Percé.....	11									
24	L'Anse du Cap.....	9									
25	La Grande Rivière.....	10									
26	Petit Pabos.....	4									
27	Grand Pabos.....	6									
28	Newport.....	14									
29	Port Daniel.....	17									
30	Shigouack.....	11									
31	Paspebiac.....	7									
32	New Carlise.....	5									
33	Bonaventure.....	11									
34	Kerr's.....	14									
35	New Richmond.....	11									
36	Maria.....	14									
37	Carleton.....	11									

Weather

23—Continued.

for.....1880.

State of To-day's Fishing, Temperature, Wind, &c.,  
the.....1880, up to 12 hrs. a.m.

Boats.	Temper- ature.	Wind.		Remarks.	Catch of Bait during the preceding night.	Kind most abundant.	Cod Fishing, appear- ance of.	Boats.	Temper- ature.	Wind.		Remarks.
		Direction.	Velocity.							Direction.	Velocity.	

probabilitsea.

## APPENDIX No. 24.

RESPECTING ADVANTAGES DERIVED BY FISHERIES IN NORWAY  
FROM TELEGRAPH SERVICE.

(Reference No. 10,929.)

OTTAWA, 16th January, 1881.

SIR,—On the 23rd of December last I had the honor of drawing your attention to the necessity of putting into operation, during the coming spring, the Fishery Bulletin, the forms for which I submitted to the Honorable the Minister of Marine and Fisheries, and which have been transferred to you, at first upon the coast of Gaspé, where the telegraphic system is complete, and the conformation of the coast is better adapted than any other place to this powerful aid to fishery operations.

I now take the liberty of returning anew to this important subject, because I have new facts to bring forward in support of my request.

I have already shown to you that Norway has for more than fifteen years past made use of the telegraph in order to render fishing operations more easy, less dangerous, and especially to increase the yield.

Now the results obtained under this system, the object of which is to make known, daily, to the fishermen all the facts of importance to the prosecution of their business, within the radius of any fishing ground whatever, have surpassed the most sanguine expectations.

I have just come across a very interesting article upon the Norwegian fisheries, published in the *Shipping Gazette*, of London, on the 8th October, 1880.

But inasmuch as this article is rather lengthy, as it touches upon all the kinds of fishing practised along the coasts of that country, I shall only quote that portion respecting the Lofoten Islands.

This group, composed of some ten islands, the principal of which is 45 miles in length, lies between 67° and 69° 30' north latitude, and is only separated from the mainland by narrow straits.

This group lies in a position parallel to the coast; that is to say, it extends from the south-west to the north-east.

The principal fishery engaged in, around the Lofoten Islands, is the cod fishing; in 1879 there were employed 25,556 men, forming the crews of 5,282 vessels and fishing boats, and the catch was 26,500,000 (twenty-six millions five hundred thousand) codfish.

Now, in order to show the important part which the telegraph plays in this fishing, and in the fish trade which results from it, I gather the following figures from the same report:

In 1878 there were sent and received at these Lofoten Islands 41,709 telegraphic despatches, in 1872 there were 19,268 of them, and in 1868, a few years after the establishment of the telegraphic system on these coasts, 4,172 telegrams only.

This fishery around the Lofoten Islands, which is carried on from the middle of January up to the end of March, has almost doubled within a certain number of years, owing to the measures of encouragement, protection and assistance taken by the Government of Norway.

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Before closing this letter, I repeat with regret that fish from Norway, prepared for some years back, according to the Gaspé method, now enter the principal foreign markets in disastrous competition with our own produce. Hence arises distress among our fishermen.

The fishermen of Newfoundland also suffer greatly from that competition.

So that greater facilities must be given to our fishermen in the exercise of their dangerous occupation, and one in general so poorly remunerated.

I have the honor to be, Sir,

P. FORTIN.

To the Honorable

H. L. LANGEVIN, C. B.

Minister of Public Works.

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 APPENDIX No. 25.
 

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 REPORT ON THE TEMISCOUATA ROAD.
 

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Reference No. 10109.

OTTAWA, 16th December, 1880.

SIR,—Herewith I transmit, for the information of the Honorable the Minister, a report by Mr. Elzéar Marquis who has had charge of the repairs made on the Temiscouata Road during the seasons of 1879 and 1880.

Mr. Marquis gives in detail the names of the bridges on which he made repairs, the nature of the work done, and the cost, amounting in each year to \$1,000.

At my request Mr. Marquis furnishes an estimate for the most urgent repairs to be executed during 1881 as follows:

1. To reconstruct the Cabano Bridge at the 41st mile, a single span of 65 feet and 14 feet high to cost \$1,800.
2. Re-constructing two bridges at the 64th and 66th miles, \$800.
3. To build three culverts with 4 feet openings each, \$160, making the total amount required \$2,700.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

*Chief Engineer.*

F. H. ENNIS, Esq.,  
Secretary, Public Works Department.

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FRASERVILLE, 14th December, 1880.

SIR,—In answer to your favor dated 2nd August 1880, requesting me to make a report on the works executed during the year 1879, upon the road to Lake Temiscouata, in connection with the sum of \$1,000 authorized to be expended during that period, I beg to submit the following report, which, I hope, you will find satisfactory.

1. I have reconstructed the bridge at 34 miles from the river St. Lawrence, known as the "Pont de la Savanne" (according to the old plan) with cedar and pine of the first quality, painted with two coats of fire proof paint, \$540.

2. Reconstructed the bridge at 28 miles from the St. Lawrence, known as "Perreault Bridge," with a span of 28 feet over water, \$190.

3. Repaired the bridge at the 32nd mile; known as "County Bridge"; one trestle and forty feet of railing.

4. Repaired the bridge at the 41st mile, known under the name of the "Cabano bridge," by raising by 12 inches the central pier and abutments of the bridge.

5. Temporary repairs to one trestle of the bridge at the 44th mile.

6. Repairs to the bridge of the 47th mile 125 feet of railing.

7. Repairs to the bridge of the 48th mile, to one trestle, repairs of a durable nature.

8. Repairs to the bridge at the 50th mile, changing the direction of water crossing the pier, and repairing stays of that pier.



9. Temporary repairs to the bridges at the 65th mile, known as "Griffin's Bridges," being one trestle and railings of the two large bridges.

10. Reconstruction of three culverts at the 60th, 61st and 67th miles, 4 feet openings.

The several repairs under Nos. 3, 4, 5, 6, 7, 8, 9, 10 having cost \$270, this amount and the ones above mentioned give a total of \$1,000, being the sum authorized for 1879.

In relation to the amount authorized for 1880, I beg to submit the following works:

1. Reconstructing the bridge at the 65th mile, known as "Griffin's Bridge," length 175 feet, height 13 feet; in cedar logs, with a flooring in cedar of 6 x 7 inches. Probable cost \$826.68.

2. Reconstructing the bridge at the 44th mile, known as "Pont à l'Ours," length 45 feet, height 6 feet. Cost, \$173.32, forming the total amount authorized for 1880.

In accordance with your request of the same date about urgent repairs, I have to mention the following repairs to be executed during 1881:

1. To reconstruct the Cabano Bridge, at the 41st mile, span of 65 feet, height 14 feet (on a new plan), to cost \$1,800.

2. Reconstructing the "Griffin Bridges," at the 64th and 66th miles, to cost \$800 so that the amount required for 1881, as established by the above figures, would be \$2,600, besides \$100 for the reconstruction of 3 culverts, with 4 feet openings, near the Provincial boundary line, making the total amount required \$2,700; by referring to the report of 1879, you may think proper probably to add a certain amount for sundry repairs for which the estimate has been given therein.

The whole respectfully submitted,

I have the honor to be, Sir,  
Your obedient servant,

ELZÉAR MARQUIS.

HENRY F. PERLEY, Esq.  
Ottawa.

APPENDIX No. 26.

No. 10101.—PROPERTY purchased by the Department of Public Works during the Fiscal Year ending 30th June, 1880.

Date of Sale.	Vendors.	Purchasers.	Property purchased.	For what purpose used.	Area of land.	Price of sale.	Remarks.
June 14, 1880.	W. J. Buchanan	Her Majesty	Steam Tug "C. W. Dennis"	Dredging		\$ cts. 2,500 00	
do 1880.	do	do	Steam Dredge "Nipissing" and two dump scoops	do		11,500 00	
Jan. 22, 1880.	Canada's Permanent Loan and Savings Society	do	Lots 1, 2, 3, 4, corner of George and Sussex Street, Ottawa, with buildings thereon constructed hitherto known as "Clarendon Hotel"	To be converted into a Geological Museum		20,000 00	

A. GOBEIL.

OTTAWA, 14th December, 1880.

## APPENDIX No. 27

REPORT OF THE SECRETARY OF THE OFFICIAL ARBITRATORS.

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(Reference No. 9843.)

OTTAWA, 1st October, 1880.

SIR,—I beg to transmit herewith a statement of the claims referred to and arbitrated or reported upon by the Official Arbitrators, in connection with the Department of Public Works, during the fiscal year ended 30th June, 1880.

I have the honor to be, Sir,  
Your obedient servant,

F. H. ENNIS,  
*Secretary O. A.*

S. CHAPLEAU, Esq., Secretary,  
Department of Public Works,  
Ottawa.

STATEMENT of Claims referred to and arbitrated or reported upon by the Official Arbitrators, in connection with the Department of Public Works, during the Fiscal Year ended 30th June, 1880.

Claimant.	Nature of Claim.	When referred.	Whether referred to one or more Arbitrators.	Whether referred for award or report.	Amount claimed.	Amount awarded or recommended to be paid.	Date of award or report.	Remarks.
Kinsman & Styles....	Contract for British Columbia Penitentiary: Extra work, damages and interest.	Aug. 12, 1879..	One Arbitrator....	For report, under Act 41 Vict., c. 8.	\$ cts. 9,266 00	\$ cts. 5,632 00	Sept. 18, 1879..	The Arbitrator has not allowed interest, leaving the question of interest claimed to be dealt with by the Department.
Ar Co.....	Piers below Quebec: Timber supplied for construction.	Sept. 17, 1879..	One Arbitrator....	For report, under Act 41 Vict., c. 8.	1,171 32	994 87	Feb. 23, 1880....	The Arbitrator made two reports on this matter, dated respectively 4th Nov., 1880, and 23rd Feb., 1880.
Narcisse Gagné.....	Damages resulting from the change of the Temiscouata Road.	Oct. 8, 1879.....	One Arbitrator ..	For report, under Act 41 Vict., c. 8.	200 00	Nil.	Nov. 3, 1879.	
Marshall Wood.....	Parliament Grounds, Ottawa: Designing the laying out of grounds, and services preparing models, plans, etc.	Feb. 3, 1880. ...	Whole Board .....	For award, under Act 31 Vict., c. 12.	15,000 00	13,050 00	March 1, 1880.	
Marshall Wood.....	Parliament Buildings, Ottawa: Making a pedestal for the statue of Her Majesty Queen Victoria.	Feb. 17, 1880....	Whole Board .....	For award, under Act 31 Vict., c. 12.	1,500 00	Nil.	March, 1880.	

F. H. ENNIS,  
Secretary O. A.

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 APPENDIX No. 28
 

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 QUEBEC HARBOR IMPROVEMENTS—RIVER ST. CHARLES AND  
 GRAVING DOCK AT LÉVIS.
 

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(Reference No. 8786.)

 HARBOR COMMISSIONER'S OFFICE,  
 QUEBEC, 25th October, 1880.

SIR,—In conformity with the instructions received from your Department, I have the honor to transmit you herewith, two reports prepared by the Resident Engineer, Mr. Woodford Pilkington: one on the harbor improvements and the other on the graving dock, for the fiscal year ended the 30th June last. They are accompanied with annexures containing all the information that have been required.

I am directed, in the meantime, to most respectfully draw your attention to the petition from the Commissioners on the question of building the cross wall in connection with the harbor improvements, which was forwarded by the Chairman to you on the 21st January last.

I am also directed, in support of said petition, to transmit the enclosed copy of a letter on the subject from Messrs. Kinipple & Morris, Engineers to the Commission, dated the 9th August last, and to which the Commissioners further most respectfully draw your attention.

I have the honor to be, Sir,  
 Your most obedient servant,

A. H. VERRET,  
*Secretary Treasurer.*

To the Honorable  
 HECTOR LANGEVIN, C.B.,  
 Minister of Public Works, &c., &c.,  
 Ottawa.

QUEBEC, 9th August, 1880.

To the President and Members of the Harbor Commission :

*Re Proposed Cross Wall.*

GENTLEMEN,—I understand that no vote of money has been made by the Government for the purpose of constructing the proposed cross wall in continuation of Dalhousie street, and which is necessary to complete the scheme of wet dock and tidal basin as originally designed and shown in the competition report.

It is very desirable, with the view of avoiding loss of time, that the foundations of the entrance works should, if possible, be proceeded with immediately, for if this is not done it will involve the loss of a whole season. I need hardly say that without the completion of the cross wall the value of the works under construction, as regards producing an adequate revenue, is much reduced.

We have the honor to be, Gentlemen,  
 Your obedient servants,

(Signed) W. MORRIS,  
 KINIPPLE & MORRIS.

Certified true copy,

A. H. VERRET,  
*Secretary Treasurer Q. H. C.*

Report on the Graving Dock Works at St. Joseph de Lévis, Quebec : —

RESIDENT ENGINEER'S OFFICE,  
QUEBEC HARBOR IMPROVEMENTS,

6th October, 1880.

In reply to the instructions, by abstract, from the letter of the Hon. the Minister of Public Works, dated Ottawa, September 16th, 1880, I have to report as follows:—

The Graving Dock at St. Joseph de Lévis, Parish of Lançon, Quebec, was commenced by the Quebec Harbor Commissioners, under the Resident Engineer, Woodford Pilkington, M.L., C.E., in November, 1877, and was carried on previous to tenders being invited for the present contract, to the month of March, 1878, during which time the sum of \$6,298.20 was expended in excavation on the site of the Dock, which work was afterwards taken over by Messrs. Larkin, Connolly & Co., as an executed part of their contract, signed August 17th, 1878, and the above sum deducted from the contract amount of their tender for excavations given in the Bills of quantities under this head; the Harbor Commissioners being afterwards recredited with this amount of expenditure under the first certificate.

The work of excavating for, and building this graving dock, was taken in hand under contract with the Quebec Harbor Commissioners, by Messrs. Larkin, Connolly & Co., on the 17th August, 1878, for a lump sum of \$330,953.89. The works to be delivered over to the Quebec Harbor Commissioners, finished complete, on the 1st day of June, 1882.

The first payment was made to the contractors on the 30th October, 1878, on which date the sum of \$2,701.80 was paid them for excavation, after having deducted the amount of work done by the Resident Engineer, making a total expenditure to that date of \$9,000, after deducting and retaining ten per cent as per contract.

The next payment made was the sum of \$9,000; \$2,564 of this being for rock excavating; \$3,400 on account of materials received on the lands of the Harbor Commissioners for the construction of the graving dock; and the balance, of \$3,986, was a payment on account for the construction of a road to the site of the graving dock and Government wharf as an item extra to the contract, and apart from it, making a total payment by the Harbor Commissioners to the 30th June, 1879, of \$18,000.

— 1879-80 —

DURING THE YEAR COMMENCING JULY 1st, 1879, AND ENDING  
JUNE 30th, 1880.

The works have not progressed as rapidly as was expected. This can be accounted for in great measure by the tides in the spring and early summer not falling within some feet of low water mark, ordinary spring tides.

The commencement of the entrance works was thus delayed for a considerable time, and it was not until Monday, the 7th June, when His Excellency the Governor-General the Marquis of Lorne, graciously laid the first stone of the wing wall, that the water became low enough to bed the masonry of the superstructure.

Thus, the inner work of excavation and building depending on the completion of the wing walls and coffer dam, both of which had to be constructed by tide work, became also delayed.

During this fiscal year there has been employed on the works during the working months an average force of 125 men on the different pay-lists of the contractors, including the limestone quarries of St. Vincent de Paul and the granite quarries of Murray Bay.

The amount of advance made to Messrs. Larkin, Connolly & Co., under certificate for work done, labor, materials, &c., under contract with the Harbor Commissioners of Quebec, from July 1st, 1879, to June 30th, 1880, inclusive, amounted to \$45,653.94,

less 10 per cent. retained, or \$41,088.55 nett, making with the \$18,000, amount of previous advance, a total of \$59,088.55 to the end of this fiscal year.

*Progress of Works to June 30th, 1880.*

Both the wing walls of the dock entrance works were complete to the line of the outer apron, 30 feet from the caisson recess, and banked up with suitable material from the excavation to a foot nearly below coping level.

The retaining wall between the Government property and Mr. Patton's mill on the east, now under construction, will be completed before the end of the season.

The coffer dam is finished all but a few closing and key piles, clay puddle and back strutting, and awaits the completion and setting of the above mentioned retaining wall to shut out the water from the works as effectively as possible, the drainage and leakage being subject to discharge by pumping in the ordinary way.

The excavation of the dock pit of which 39,000 cubic yards, out of a total of 50,000 cubic yards, have up to this time been removed, and is the only work at present proceeding on the Dock site.

The stone cutting for the graving dock has been continued steadily at the quarries of St. Vincent de Paul, about 95 per cent. of the whole being now ready, 45,000 superficial feet having been delivered by the North Shore Railway, and the balance in transit or piled for transport.

Thus, with the completion of the excavation now in part down to grade, and of the arterial drains and lower concrete, the building of the dock, it is believed, will be carried on with successful expedition.

Since the termination of the fiscal year, there has been advanced to these contractors on certificate, a sum of.....	\$ 43,174 59
Less 10 per cent. retained.....	4,317 45
	\$38,857 14

On masonry, wing walls, concrete, coffer dams and bollards fixed, forming a total advance of.....	\$108,728 53
Less 10 per cent. retained.....	10,872 45
	\$97,856 08

Deducting thus from this amount a sum of \$6,180 gives a sum of \$91,676.08 in remainder, being the total expenditure to the present date on the dock works, including advances on materials on the ground.

The work still to be done includes the balance of excavation, masonry and concreting of the dock proper, together with the engine house, pump wells and culverts, representing the equivalent unappropriated amount of the lump sum of \$239,277.81.

The travelling caisson for closing the dock has arrived from England, the work in all its details having been undertaken by Messrs. Richardson & Co., of Newcastle, at a low rate. This will require to be put together on the finished portion of the dock floor available for this purpose, next year, at the cost of the Commissioners.

With regard to the pumping machinery, the first section of which, viz: the auxiliary engine and drainage pump, are well in hand. The entire machinery, comprising also the engines, gearing and main pumps, sluice valves, &c., have been let by contract, to be erected, finished complete, to Messrs. Carrier, Lainé & Co., of Point Levis, Quebec, for a sum of \$32,000, none of which has as yet been drawn on account.

I have the honor to be, Sir,

Your obedient servant,

WOODFORD PILKINGTON, M. I. C. E.,  
*Resident Engineer.*

To A. H. VERRÉT, Esq.,  
Secretary-Treasurer.

Report on the Harbor Extension and Dock Works, in the River St. Charles, Quebec, now named "The Princess Louise Embankment and Docks":—

RESIDENT ENGINEER'S OFFICE,  
QUEBEC HARBOR IMPROVEMENTS,

12th October, 1880.

SIR,—Following the instructions conveyed to me, by abstract, from the letter of the Hon. the Minister of Public Works, dated Ottawa, September 16, 1880, I have to report as follows in statement of the progress made from the commencement of these works, viz: From the 2nd of May, 1877, to June 30th, 1879, and from July 1st, 1879, to June 30th, 1880, the end of the last fiscal year, together with a statement of work yet required to be done to complete this contract, and lastly a statement of the proximate cost of the works in the section now in progress.

The schedules of explanatory synopsis, showing the details of expenditure, under the contract for each of the above named periods, with details of proximate cost form two annexures to this report, marked A and B.

These works were twice tendered for, the tenders first received not having been considered satisfactory, for several reasons; and it appears to me needful briefly to revert to this and the circumstances therewith connected, in order to explain fully the nature of this contract in relation to the work done, the amount of expenditure to date and the proximate estimate of cost of works, now constructed, when completed.

The tenders first received were for a lump sum, subject to deduction or addition for work not done, or for extra work that might be imposed "pro rata" to the extent of 10 per cent.

But the Harbor Commissioners were to find the ballast and stone filling, a sufficiency of which, for these purposes, having supposed to arrive and be wasted yearly in the "ballast ground," as it is termed, of the St. Lawrence. This was considered a dangerous binding condition and, for one reason, necessitated the calling for fresh tenders. The second reason was that the quantity of dredging proposed was insufficient to enable the works themselves to be banked up, and further to enable large sized vessels "to reeve" into the channel space allotted for these purposes along the quay walls.

For these purposes, 250,000 yards of extra dredging were called for, to form part of the supplementary tender at a price per cubic yard for excavating and depositing in the works, and a schedule of prices at which the contractors would engage to supply ballast and stone filling for concrete and backing, in the event of the Commissioners being unable to supply these materials as aforesaid.

These two items alone made an increase in the work to be done by the contractors under the final tender of \$62,500 for dredging, and a contingent open amount of \$40,000 approximately for materials to be supplied as aggregates for concretes, clay and stone filling, backing, etc. Thus the contract became subjected to increase on these two items by a sum of \$102,500.

Beside this, during the progress of the works, it was deemed advisable, in order to accommodate the trade of the port, and in the interest of the smaller craft not so free to use the inside works, and also for the improvement of the work itself to construct the northern face of the proposed embankment in close faced crib-work to coping level. This addition was accepted by the contractors as an independent extra contract, subject in all respects to the conditions of the original, subject to the deductions on the stone pitching for labor only, imposed a total outside extra of \$50,995.68.

The ultimate proximate cost of works became thus increased by a total sum of \$153,495.68.

The construction of this latter work was an exceedingly wise addition to the permanent works, and was undertaken at a time when the market price of materials was so low that a profit might be now realized, if in order for sale, on the materials alone thus employed. It becomes, then, properly noticeable at this point, that the amount of expenditure at this time is not in the ratio of the bulk sum of \$529,296.31



of the tender originally received for certain work, labor and materials, particularly mentioned in the bills of quantities, but of a sum greater than that by reason of the aforesaid additions of \$682,791.99.

The expenditure to date appearing thus in the former case "pro rata" excessive, in the latter just and legitimate.

During the first year the contractors, Messrs. Peters, Moore & Wright were able only to sink the crib-work specified in the outer face as far as the east and west salient angles, to cut off at low water the south channel of the River St. Charles from the main stream, the ebb tide still passing from the upper reaches of the river across the site of the works and further commence the construction of suitable plant; the sum of \$52,698.13 having been certified to and paid the contractors, less 10 per cent. retained.

In the second season, to the end of the fiscal year terminating June 30th, 1879, a further sum of \$166,626.90 was certified to and paid, less 10 per cent, making a total of \$220,325.03, less 10 per cent.

During the fiscal year from July 1st, 1879, to June 30th, 1880, a sum of \$239,902.03 was paid on certificate, less 10 per cent., making a total of \$450,267.33, less 10 per cent., or \$405,240.66 nett.

For the quarter just ended of the current fiscal year, *i.e.*, for the months of July, August and September, a sum of \$61,747.28, less 10 per cent. retained, has been paid to the contractors, making a total to date of \$512,014.61, less 10 per cent, or a nett sum of \$460,813.22.

The balance of work, then, still to be done, according to the proximate estimate from the contract rates of the lump sum and supplementary schedules is in amount the difference between \$682,791.99 and \$511,974.34, or the sum of \$170,817.65. The quantities representing the approximate cost of the works are shewn in column No. 4 of the synopsis annexure B, as forming a possible total of \$673,459.16, and the quantity of work still to be done on this basis would amount to \$161,485.52.

The contract time for completion of this section of the works, expired on the 2nd October, 1880. No extension of time has as yet been granted, but the contractors have put in a request for an extension of time, shewing cause. This point has been referred to the engineers. As the works stand, it is in my view impossible to complete them before the end of the fiscal year ending June 30th, 1881, at earliest.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

WOODFORD PILKINGTON, M. I. C. E

*Resident Engineer.*

To A. H. VERRET, Esq.,  
Secretary-Treasurer.

QUEBEC HARBOUR IMPROVEMENTS.—(Annexure A.)

SYNOPSIS of work done from the 2nd May, 1877, to the end of the Fiscal Year ending 30th June, 1880.

Nature of Works.	From 2nd May, 1877, to 30th June, 1879.		From 30th June, 1879, to 30th June, 1880.		Required to complete Contract.		Approximate cost of Works	
	Quantities.	Amount.	Quantities.	Amount.	Quantities.	Amount.	Quantities.	Amount.
<i>Dredging.</i>								
In Tidal Harbour Channel.....	126,777 C. yds	\$ 31,694 25	20,268 C. yds	\$ 5,067 00	2,955 C. yds	738 75	150,000 C. yds	\$ 37,500 00
do do Trench.....	90,280 do	29,792 40	do do	do	10,370 do	3,422 16	100,650 do	33,214 50
In Wet Dock Channel.....	21,086 do	6,219 20	88,660 do	17,732 00	50,244 do	10,048 80	17,000 do	34,000 00
do Trench.....	52,780 do	13,195 00	34,475 do	8,618 75	6,195 do	1,548 75	93,450 do	23,362 50
In Tidal Basin, "Supplementary Particulars"	14,573 do	3,643 25	88,000 do	22,000 00	147,427 do	36,856 75	250,000 do	62,500 00
For Northern Crib-work.....	2,952 do	731 25	do do	do	do do	do	do do	731 25
<i>Northern Crib-work.</i>								
Sub-structure.....	798 L. ft.	4,128 04	.....	.....	.....	.....	.....	4,128 04
do do.....	580 do	9,533 83	.....	.....	.....	.....	.....	9,533 83
do do.....	3,000 do	16,033 43	.....	.....	.....	.....	.....	16,033 43
do do.....	45,500 C. ft.	9,116 77	3,440 L. ft.	41,878 91	.....	.....	.....	50,995 68
do do.....	120 L. ft.	1,787 92	.....	.....	.....	.....	.....	1,787 92
Tidal Harbour Crib Blocks.....	31 No.	40,364 14	.....	.....	.....	.....	.....	40,364 14
Wet Docks do.....	.....	.....	30 No.	21,515 40	25 No.	17,929 50	.....	39,444 90
Masonry.....	3,702 C. ft.	2,221 20	45,496 C. ft.	27,287 60	84,793 C. ft.	50,875 96	133,991 C. ft.	80,394 76
<i>Concrete.</i>								
Tidal Harbour Blocks 8 to 1.....	6,975 C. yds	33,131 25	.....	.....	.....	.....	.....	33,131 25
do do 4 to 1.....	3,379 do	21,118 75	.....	.....	.....	.....	.....	21,118 75
South Wet Docks do 8 to 1.....	.....	.....	4,148 C. yds	19,703 00	3,332 C. yds	15,827 00	7,460 C. yds	33,536 00
do do 4 to 1.....	.....	.....	1,373 do	8,578 12	1,103 do	6,890 63	2,475 do	15,468 75
In masonry backing 8 to 1.....	1,335 C. yds	6,341 20	3,190 do	15,182 00	6,370 do	30,258 05	10,895 do	51,751 25
Concrete in foundations, South Wet Docks, 16 to 1.....	.....	.....	2,056 do	6,168 30	1,772 do	5,317 50	3,828 do	11,485 80
Extra concrete.....	.....	.....	814 do	3,866 50	.....	.....	.....	3,866 50
Extra piling.....	.....	.....	.....	624 65	.....	.....	.....	624 65

	1,360 80	551 72	2,195 12	2,746 84
<b>Bollards</b> .....				
Preparing foundations, South Tidal Harbour.....	1,360 80			1,360 80
Preparing foundations, South Wet Harbour.....		1,000 00	989 00	1,989 00
<i>Stone.</i>				
Facing to Northern Grib-work.....	1,535 Tons.			614 00
Backing to Tidal Harbour block.....	12,824 1/2 do	434 40	13,910 1/2 Tons.	5,564 20
In concrete do.....	8,356 do			3,342 40
Backing to Wet Dock Blocks.....	8,677 Tons.	3,470 80	2,000 00	5,470 80
In concrete Wet Dock Blocks.....	5,008 do	2,003 20	1,996 80	4,000 00
In extra concrete.....	116 do	46 40		46 40
do backing.....	102 do	41 09		41 09
<i>Clay.</i>				
Backing Tidal Harbour.....	7,554 28	87 75		1,976 32
do Wet Dock.....	1,888 57	346 75	353 25	700 00
<i>Handling Materials.</i>				
Stone toeing.....	2,461 C. yds			246 10
do in Tidal Harbour.....	15,711 do			1,571 10
do Wet Dock.....		873 10		3,334 40
Contingent Fund.....	8,731 C. yds		3,858 99	3,858 99
<i>Miscellaneous Items.</i>				
In forming roadway.....			8,829 80	8,829 80
Toeing to Tidal Harbour wall.....			161 00	161 00
<i>Ladders.</i>				
No. 4 in Tidal Harbour.....			94 12	94 12
No. 8 in Wet Dock.....			198 40	198 40
Pitching slope.....			340 50	310 50
Stone for roadway, etc.....			20,000 00	20,000 00
<b>Totals</b> .....	243,209 65	207,057 44	223,192 07	673,459 16

Certified.

(Signed) WOODFORD PILKINGTON, M.I.C.E.,  
Resident Engineer.

QUEBEC HARBOUR COMMISSION.—ANNEXURE B.

STATEMENT showing the Particulars of Contracts awarded by the Quebec Harbour Commissioners, in connection with the Construction of the Graving Dock at Lévis, up to 30th June, 1880.

Nature of Contracts.	Date of Contract.	To whom Awarded.	Date of Completion of Contracts.	Net Amount of Contracts.	Deductions from Contracts.	Additions to Contracts.	Total Amount of Contracts.	Total Amount paid to Contractors.	Total Engineering Expenses.	Sundries, including Salaries of Inspectors.	Total Expenditure	Total Amount received from Federal Government	Designation of Statute Authorizing Expenditure.	Expenditure Incurred each Fiscal Year, to date.		Amount Available for Completion on 1st July, 1880.	Amount required for Completion on 1st July, 1880.	REMARKS.
														1878-79.	1879-80.			
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Graving Dock .....	August 17, 1878.....	Messrs. Larkin, Connelly & Co.....	June 1, 1882.....	339,953 89	.....	6,866 66	337,820 55	59,226 06	16,580 43	6,344 34	82,150 83	125,000 00	38 Vic., cap. 56.....	35,845 60	71,339 23	292,815 17	350,000 00	The figures of the last column can only be considered as approximate, the engineering and sundry expenses being calculated on the average of the previous years. The contract for the boilers in connection with the Graving Dock, estimated at about \$12,000, has not been awarded; but the cost of same, as estimated, has been added to the amount required for completion of the Dock.
Caisso .....	do 7, 1879. ....	Messrs. Wigham, Richardson & Co..	January 7, 1880.....	29,221 50	1,460 00	766 03	28,527 53	25,034 00	.....	.....	25,034 00	.....	do do .....	.....	.....	.....	.....	
Rumping machinery, engines, &c.	March 30, 1880.....	Messrs. Carrier, Laine & Co.....	March 1, 1881.....	32,000 00	.....	.....	32,000 00	.....	.....	.....	.....	.....	do do .....	.....	.....	.....	.....	
											107,184 83							

STATEMENT showing the Particulars of the Contract awarded by the Quebec Harbour Commissioners in connection with the Harbour Improvements, up to 30th June, 1880.

Nature of Contract.	Date of Contract.	To whom Awarded.	Date of Completion of Contract.	Net Amount of Contract.	Deductions from Contract.	Contract Additions.	Total Amount of Contract.	Total Amount paid to Contractors.	Total Engineering Expenses.	Sundries, including Salaries of Inspectors.	Interest on Amounts Expended.	Total Expenditure	Total Amount received from Federal Government	Designation of Statute Authorizing Expenditure.	Expenditure Incurred each Fiscal Year, to Date.			Amount Available for Completion on 1st July, 1880.	Amount required for Completion on 1st July, 1880.	REMARKS.
															1877-78.	1878-79.	1879-80.			
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Harbour Improvements .....	May 2, 1877.....	Messrs. Peters, Moore & Wright .....	October 2, 1880.....	529,296 31	*	143,495 68	682,791 99	422,122 74	34,276 05	13,130 82	15,775 64	485,305 25	425,000 00	36 Vic., cap. 62.....	52,633 95	167,513 88	265,157 42	241,694 75	310,000 00	The figures of the last column are only approximate. *Work not in construction on final certificate.

Certified,

A. H. VERRET,  
Sec. Treasurer.





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**REPORT RESPECTING OPERATIONS OF LIFTING BARGE**

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## APPENDIX No. 29.

## REPORT RESPECTING OPERATIONS OF LIFTING BARGE.

(Reference No. 10,467.)

HARBOR COMMISSIONER'S OFFICE.

QUEBEC, 24th December, 1880.

SIR,—I have the honor to transmit you herewith my report on the operations of the lifting barge for the present year.

I have the honor to be, Sir,  
Your most obedient servant,

A. H. VERRET,  
*Secretary-Treasurer.*

To the Hon. HECTOR L. LANGEVIN, C.B.,  
Minister of Public Works, etc., etc., etc.,  
Ottawa.

HARBOR COMMISSIONERS' OFFICE.

QUEBEC, 24th December, 1880

SIR,—I have the honor to report as follows on the operations of the lifting barge for the season of 1880.

The barge left her winter quarters in the 10th of May, but on account of some important repairs and changes made to her machinery, she was unable to resume her work before the 21st of the same month.

The services of the former master, Captain Claude Giguère, having been secured, the barge was immediately placed under his command, the crew being composed as follows:—The master, two mates, a chief engineer with an assistant, a diver, a cook and nine sailors. Two more sailors were subsequently required and added to the crew.

The work of clearing the obstructions caused by the boulders inside the Fly Bank, already commenced the two previous years, has been continued with great success during the whole season, with the exception of four instances, when the services of the barge were specially required.

Three hundred and seventy-five boulders have been secured of the following average weights:

1	weighing about 50 tons.
1	“ “ 30 “
1	“ “ 20 “
1	“ “ 15 “
1	“ “ 12 “
1	“ “ 10 “
5	“ “ 5 “
91	“ “ 4 “
150	“ “ 3 and
123	“ “ 2 “

The owner of Wolfe's Cove, Mr. John Roche, has been kind enough as to allow the largest boulders to be landed and blasted at his cove.

The debris of the same, as well as other boulders, have been dumped in the deep water channel opposite St. Joseph de Levis.

By adding the 139 boulders previously raised, it gives a total of 514 boulders raised inside the Fly Bank since the work of clearing the obstructions of this portion of the harbor has been commenced.

Fifty pieces of copper belonging to the out-sides of ships' bottoms, and a certain quantity of lead have also been found scattered around the boulders.

After a careful examination of their size by competent judges, it was clearly established that each of them represented a very serious damage to the ship that had touched.



In my report for the year 1878 I stated that a vessel belonging to the Allan Line, which had touched one of the boulders raised that year, had sustained damages to the amount of eight thousand dollars. It is, in presence of such an evidence, very easy to infer that a very large amount of damages to shipping is represented by the above-mentioned copper.

In the month of August obstructions having been reported in existence round the Pointe à Carcy Wharf, the Commissioners took advantage of the presence of the barge at that end of the harbor, for dumping boulders and taking coal, and caused a survey to be made of all the surroundings of the wharf. The result of the survey was that at the end, one of the lower fenders was found started, with 30 fathoms of chain entangled in it; at the two sides, north and south, one block of Ohio stone, one flat iron knee, thirty fathoms of chain and one piece of oak forty feet long have also been found. The whole was safely raised and landed.

The block of stone was subsequently surrendered to the Hon. Thomas McGreevy, M.P., upon the proof that he was the owner of the same.

It has always been the custom to allow the lifting barge to go to the assistance of ships whose anchors were lost or entangled, it being understood that the expenses be borne by the owner of the vessel applying for assistance.

During the season the services of the barge have been required three times:—

The first, by the agent of the steamship *Texas*, for a lost anchor, which was raised.

The second, by the master of the barque *Bonochan*, for the purpose of raising and disentangling the anchors of his vessel which, during a gale on the lower ballast ground, had become entangled with those of the ship *Red Jacket*. The nest that had been found, consisting of three anchors and one hundred and thirty-five fathoms chain, was, after two days' work, safely secured and disentangled.

The third and last, by the master of the ship *Zambese*, for two lost anchors. Owing to the fact that not a single length of chain was attached to either of them they could not be found.

When, last year, the Commissioners applied for an allowance of ten thousand dollars (\$10,000), they stated it was to enable them to complete the work of clearing the harbor; they were under the impression that the work could really be completed during last season; but owing to the large quantity of boulders found, far larger than anticipated, it has been impossible to complete the work. Now that this so important and so much needed improvement has been undertaken at the special request of all those interested in the shipping trade, it is considered as a necessity to complete it, and the Commissioners do therefore most respectfully request that the Government will allow them a further sum of ten thousand dollars (\$10,000) to enable, this time, to complete the work of clearing the harbor.

As you are aware, all the anchors and chains raised by the lifting barge remaining on hand in 1879, have been sold in conformity with the instructions received from your Department.

One anchor has been reserved for the purpose of keeping it as a souvenir of the successful operations of the barge.

It is the intention of the Commissioners to place that anchor in the centre of the piece of ground in rear of the Custom House, which is now being converted into an open exchange.

The anchor so reserved, is the largest raised, and is described in my report for the year 1878.

The annexed comparative statement contains the usual particulars furnished to your Department as to the cost of the lifting barge and her yearly working expenses from the beginning of her operations in 1875, as also the yearly quantity of anchors, chains, boulders, &c., secured by her during the same period.

In conclusion, I am most happy to state, that the master of the barge, Captain Giguère, has, in the execution of his duties, continued to give the same satisfaction as formerly.

I have the honor to be, Sir,  
Your most obedient servant,

A. H. VERRET,  
Secretary-Treasurer.

## QUEBEC HARBOUR

## LIFTING

STATEMENT showing the cost of the Lifting Barge, her yearly working of, and what

*Annexed to the Report on the operations of Lifting*

Cost of the Lifting Barge built in 1874-75.		Working expenses in 1876.		Working expenses in 1876, including repairs.		Working expenses in 1877, including repairs.		Working expenses in 1878, including repairs.		Working expenses in 1879.		Working expenses in 1880, including repairs.		Quantity of Anchors, Chains, Boulders, etc., raised in					
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	1875	1876	1877	1878.	1879.	1880.
35,184	66	1,735	29	15,307	79	11,766	00	1,055	23	9,832	73	7,885	84	4 anchors and about 250 fathoms of chain.	57 anchors and 1,425 fathoms of chain.	101 anchors and 3,291 fathoms of chain.	8 anchors, 96 fathoms of chain, 18 boulders, the wreck of the steamer "Bidder," and about one-fourth of the wreck known as "L'Original."	3 anchors, 101 fathoms of chain, 121 boulders, and the remainder of the wreck known as "L'Original."	375 boulders, 4 anchors, 195 fathoms of chain, 50 pieces of copper, weighing 280 lbs., 270 lbs. of lead, 1 block stone, 1 flat-iron knee and 1 piece of oak, 40 ft.

N.B.—The 4 anchors raised in 1880, together with 135 fathoms of

COMMISSIONERS.

BARGE.

expenses; also yearly quantity of chains, anchors, etc., raised and disposed remaining on hand.

*Barge in the Harbour of Quebec for the year 1880.*

Quantity of Anchors, Chains, etc., disposed of in						Quantity of Anchors, Chains, etc., on hand 31st Dec., 1880.	Proceeds of the sale of Anchors, Chains, etc., in					
1875.	1876.	1877.	1878.	1879.	1880.		1875.	1876.	1877.	1878.	1879.	1880.
None.	11 anchors and 3,231 lbs. of chain.	36 anchors and 99,074 lbs. of chain and broken anchors sold as scrap.	14 anchors, 79,080 lbs. of chain, 7 shackles and 1 stock.	All the stock on hand of anchors, chains and scrap.	3 shackles, 60 fathoms of chain and all the copper and lead on hand; also old rope belonging to the barge.	173 shackles; also 1 anchor that has been reserved as a souvenir of the operations of the barge. See last annual report.	None.	\$ 839 88	\$ 1,761 53	\$ 1,447 18	\$ 3,400 25	\$ 2,057 45

chain, and the block of stone have been examined by their owners.

Certified.  
(Signed)

A. H. VERRET,  
*Secretary-Treasurer.*

## APPENDIX No. 30

ANNUAL REPORT OF THE MONTREAL HARBOR COMMISSIONERS, ON  
THE DEEPENING OF CHANNEL BETWEEN QUEBEC AND MONTREAL.

(Reference No. 9320.)

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, 16th November, 1880.

SIR,—In compliance with the request contained in your letter of the 16th September, I beg to transmit herewith for the information of the Honorable the Minister of Public Works, copy of our Chief Engineer's Report on the dredging operations for deepening the ship channel between Montreal and Quebec for the fiscal year ended the 30th June, 1880.

With reference to the various questions asked, it is not possible to answer them exactly as the position of the Commissioners is a peculiar one with regard to the channel works, no grant having been made for this purpose but merely a loan, the interest and principal of which they are required to provide for.

In answer to the 1st question, I may state that by the Act 36 Vic. Cap. 60 (1873) the Government were authorized to advance \$1,500,000 to the Commissioners to deepen the channel to a width of not less than 300 feet and a depth of not less than 22 feet at low water. Loan to bear interest at 5 p.c. per annum and a sinking fund of 1 p.c. after 1st July, 1878.

2nd, 3rd and 4th Questions. Commissioners have from time to time submitted statements of amounts expended, and have received a Government Warrant for same. As the Books of the Trust are only made up on the 31st December of each year, it is impossible to make any proper subdivision at the dates mentioned.

(5th) \$194,000. Amount available for completion, 1st July, 1880.

(6th) \$374,000. Probably amount required for completion, 1st July, 1880.

(7th) As you are no doubt aware the works themselves produce no direct revenue.

The net revenues of the Harbour were as follows:

1867.....	\$122,092
1868.....	116,388
1869.....	136,026
1870.....	164,783
1871.....	194,738
1872.....	226,085
1873.....	249,234
1874.....	266,137
1875.....	238,491
1876.....	228,016
1877.....	218,296
1878.....	222,610
1879.....	265,350

The dredging plant cost \$533,189. Not including the value of certain harbour plant previously on hand, and now employed in the channel works.

I have the honor to be, Sir,  
Your obedient servant,

H. D. WHITNEY,  
*Secretary.*

S. CHAPLEAU, Esq.  
Secretary,  
Department of Public Works.

HARBOUR COMMISSIONERS OF MONTREAL.  
CHIEF ENGINEER'S OFFICE.  
MONTREAL, 8th November, 1880.

DEAR SIR,—In accordance with the request of the Minister of the Department of Public Works, I beg to submit the following report upon the work of deepening the ship channel between Montreal and Quebec during the Government fiscal year ended 30th June, 1880.

The work carried on during the year is the continuation of the deepening of the channel from 22 feet to a depth of 25 feet at low water, the breadth made being 300 to 325 feet in the straight portions, with enlargements at bends and other necessary points.

The places at which the greatest quantity of work has been done are in the rock dredging at Cap Charles and Cap la Roche, and the earth dredging at Cap Levrard, Champlain, Lake St. Peter, Contrecoeur and Montreal.

Lesser quantities have also been done at Port St. Francis, Pte. Marie, Cap St. Michel, Varennes, and Pointe aux Trembles.

The following are the chief details of the year's work, the cost of the dredging at each place being generally taken as that of the previous summer because the expenditure cannot well be sub-divided to the end of the Government fiscal year which occurs in the middle of the working season.

*Cap Charles.*—The south half breadth of the channel was dredged through the shale rock shoal to a depth of 23 feet 3 inches, and a cut of similar depth was commenced in the north half. During the year ended 30th June, 19,917 cubic yards of shale and boulders were raised at an average cost of about 80 cents per yard.

*Cap la Roche.*—During the summer of 1879 dredging was continued as usual in the new channel through the rock shoal, and by the 12th November the work had so far progressed that the south half breadth or 150 feet in width was opened with a minimum depth of 19½ feet at lowest water, or some 3 feet more than in the old channel.

Dredging was resumed as usual in the spring of this year. Total shale and boulders raised during the fiscal year 30,948 cubic yards at an average cost of about 70 cents per yard.

*Cap Levrard and Vicinity.*—Dredging has been continued upon the new lines of channel and a total quantity of 34,321 cubic yards of clay and boulders raised during the year at a cost of about 39½ cents per yard.

*Champlain Point and Champlain Village.*—One dredge continued deepening at those two points during the summer of 1879.

Total quantity raised 18,282 cubic yards at an average cost of about 52 cents per cubic yard.

*Port St. Francis.*—A small amount of dredging was done in the early part of this year. Total quantity raised 2,866 cubic yards.

*Lake St. Peter.*—Two elevator dredges and one spoon dredge continued work in Lake St. Peter until the stormy autumn weather of 1879, and by that time the channel had been deepened to 25 feet at low water from No. 3 (or lower) light vessel

up to within about  $2\frac{1}{4}$  miles of the white buoy. Work was resumed this spring with three elevator dredges, and up to 30th June they were engaged in deepening and widening the bends at No. 1 and 2 light vessels.

Total quantity dredged during the fiscal year 747,135 cubic yards at a cost of about 6 cents per cubic yard.

*Contrecoeur Channel.*—The deepening to 25 feet at low water was continued in the autumn of 1879 with dredges which were removed from Lake St. Peter, and the lower parts of the river. At the close of the season about one third of the channel had been finished to the increased depth.

Total quantity dredged during the fiscal year, 119,150 cubic yards at an average cost of  $10\frac{3}{4}$  cents per cubic yard.

*Pointe Marie.*—A few small shoals which were required to complete the channel to 25 feet at low water were removed in the early part of the present summer. Total dredged to 30th June, 41,680 cubic yards, costing about 17 cents per yard.

*Cap St. Michel and Varennes.*—A few small shoals were also dredged away at these points in the fall of 1879 and spring of 1880. Total raised to 30th June, 18,270 cubic yards.

*Pointe aux Trembles.*—In the fall of last year and the spring of the present year two dredges were employed in continuing the deepening to 25 feet. Total quantity dredged during the fiscal year 5,100 cubic yards of clay, boulders, &c., and 2,355 cubic yards of earth and shale rock, costing an average of about 70 cents per yard.

*Montreal.*—The main ship channel through the harbour was further deepened and improved in 1879. Total quantity dredged during the fiscal year, 22,139 cubic yards, costing  $27\frac{1}{2}$  cents per yard.

The aggregate quantity of dredging at all points for the Government fiscal year ended 30th June last, is 1,063,434 cubic yards, as against 806,383 cubic yards in the preceding year.

The expenditure on working account which is made up only at the end of the Harbour Commissioner's year ending 31st December, was for 1879, \$143,354, with an aggregate of 843,210 cubic yards dredged as against \$149,017 for 1878, with an aggregate of 1,084,636 cubic yards dredged.

The floating plant employed in the work consisted of:—One Clyde built elevator dredge No. 1 (old,) two ordinary elevator dredges for working in earth, two large bucket elevator dredges also for earth, three rock working elevator dredges, three spoon dredges part of the time, one stone lifter with steam gear, one stone lifter with hand gear, seven screw tugs; one side wheel tug, five barges (coal tenders and smith's shops),—twenty-one hopper bottom scows, and three flat scows.

Yours respectfully,

(Signed,) JOHN KENNEDY,  
Chief Engineer

H. D. WHITNEY Esq.,  
Secretary.

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 APPENDIX No. 31
 

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 PETITION FROM THE COUNTY OF WELLAND, FOR THE PROMOTION  
 OF TRADE AND COMMERCE VIA ST. LAWRENCE.
 

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(References Nos. 4248, 5664.)

ST. CATHARINES, 23rd March, 1880.

SIR,—Enclosed I have the honor to hand you a petition from the County of Welland, on the subject of the carrying trade of the Dominion. This petition is similar to the one I sent you yesterday.

I have the honor to be, Sir,  
 Your most obedient servant,

JAMES MURRAY,  
*Chairman of the Ship-owners Association.*

TO MAJOR DEWINTON,  
 Secretary to  
 HIS EXCELLENCY THE GOVERNOR GENERAL,  
 Ottawa.

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PETITION to *His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, K.T., K.C.M.G., Governor General of Canada, in Council.*

The petition of the undersigned ship-owners, manufacturers, merchants, ship-builders, master mariners, and others interested in the trade, inland shipping and commerce of Canada, humbly sheweth:

That the promotion of trade and commerce by the St. Lawrence route between the populous and fertile territories lying in the interior of the continent and the Atlantic seaboard, has always been deemed of national importance.

That the prosperity of the extensive shipping interests which have grown up in connection with that route, is a matter of national concern. That for a term of years extending from 1874 to the present time, the competition of rival routes by rail, and especially the great water route by Buffalo, the Erie Canal and Hudson River, to the port of New York, has been unprecedentedly keen and persistent, and so successful as to leave for transport by our route merely a small fraction of the entire amount of produce moved forward.

Thus the quantities of grain and flour (reduced to bushels) exported from New York, Philadelphia, Boston and Baltimore, were in 1878, 157,491,000 bushels, and in 1879, 194,984,000 bushels. The same exported from Montreal in 1878 were 16,051,622 bushels, in 1879, 18,138,973 bushels.

That coincidentally, rates of freight to Kingston and Montreal were forced so low in order to get business at all, as to leave little or no margin of profit, and frequently to entail positive loss on the season's business to the Canadian vessel owner.

The commercial value of Canadian inland shipping afloat has been decimated, and it has been impossible to make provision from its surplus earnings to replace

with new ones, vessels that have become worn-out and worthless. No increase of Canadian inland tonnage is taking place, and, in a word, our vessel property bears more the character of a liability than of a valuable asset such as it once was.

That the Canal authorities of New York State, ever on the alert to maintain and extend traffic on the Erie Canal, and to uphold the commercial supremacy of New York city, from time to time, as the urgency of the case might demand, have reduced the Canal tolls, and always with beneficial results.

The returns of traffic and tolls, on the Erie Canal, more especially for the years 1878 and 1879, (being those in which this liberal policy has been carried out most fully,) are in evidence.

That the profits of the business done under this policy, both on the Erie Canal and on the lake route to its entrance at Buffalo, are satisfactory, is shown by the fact that a very large number of new Canal boats, and at least a dozen of Lake craft of the largest size (viz.: 1,600 to 2,000 tons burthen), for the Buffalo route, are in process of construction for immediate use.

Moreover, the selling price of inland American tonnage afloat, judging from recent transactions, has risen from fifty to one hundred per cent. over previous prices.

That during the occurrence of the events before referred to, Canadian inland shipping has been left to fight its own battle as best it could.

The tolls on the Welland and St Lawrence Canals, with one trifling exception, remain as they were when rates of freight were sufficiently high to allow a fair margin of profit over all expenses whatever.

That the advantages for competition against ourselves conferred upon the water route to New York by the low tolls (boats and numerous articles are toll free) on the Erie Canal, the large size of the upper lake craft employed for transportation on that route, the assistance afforded by a plentiful supply of westerly-bound freight and the cheapness of ocean rates of freight from New York to Europe, render the outlook gloomy for extensive or profitable business on our water route to Montreal unless some substantial relief is afforded from the burdens resting upon it.

That the falling off in the amount of traffic carried on and tolls collected on the Welland and St. Lawrence Canals, and the deserted and desolate appearance presented by those costly highways of commerce, so conspicuous the last and several previous years, must be expected to continue unless some liberal policy shall be adopted pointing to a better state of affairs.

Meanwhile the present large staff of Canal employés will be maintained as hitherto in comparative idleness, although capable, without being overworked, of forwarding quadruple the tonnage offering to pass the locks.

On more than one occasion, last fall, for twenty-four consecutive hours lock-tenders were not required to turn a gate winch. At the same time the resources of the Erie Canal were taxed to their utmost to move produce forward.

Your petitioners feel that they cannot too strongly urge attention to the fact, that notwithstanding the most prodigal expenditure of public money to overcome the barriers to traffic interposed by nature on the upper St. Lawrence and in the Niagara Peninsula, and to make adequate provision for the transportation down the St. Lawrence route of the natural products of half a continent; and notwithstanding, also, the deepening and other improvements of the channel of our great Canadian river below Montreal to make a spacious fairway for the largest ocean ships that float, the port of Montreal has not become a favorite place of resort for ocean shipping.

A considerable traffic has undoubtedly been developed along the St. Lawrence,—the case could not well be otherwise, but, after all, it is hardly more than the shadow of what is possible, and was contemplated, in constructing and enlarging the Welland and St. Lawrence Canals.

The bare statement that the grain and flour received at Montreal in 1878 was only 7.12, and in 1879 only 6.80 per cent. of the aggregate received at Atlantic cities, is sufficient to arrest attention.

And it should especially be observed that during these weeks in particular, towards the close of the season of navigation, when our inland shipping should be



the most actively and profitably employed in transporting the natural products of the Great West to the seaboard, as is the case with our American rivals, scarcity of ocean tonnage at Montreal becomes the most likely. The owners of such ocean ships as may happen to be there then, dictate their own terms for rates of freight, which is usually six or seven cents per bushel higher than rates simultaneously from New York to Europe, on a route considerably longer. Thereupon the Canadian inland vessel owner is compelled to accept any rates of freight from Chicago or Milwaukee to Montreal that may be offered, though, as has happened not unfrequently, considerably less than that obtained at the same time between those ports and New York. Presently the shipper rejects the Montreal route altogether on account of the uncertainty of getting ocean tonnage to carry his grain to Europe. He prefers one or other of the rival American routes.

Thereupon business for Canadian propellers and sailing vessels in the grain trade dwindles away, and the season of navigation closes in a most unsatisfactory manner. Being the direct opposite of that on the Buffalo and Erie Canal routes.

Such is a bare statement of the facts as they occurred the last and several previous years, and will occur hereafter unless proper remedial measures are adopted. The grounds are readily stated for the disfavor with which the port of Montreal, as compared with New York, is regarded by the owners and captains of ocean shipping. Montreal is situated hundreds of miles away inland from the Atlantic,—navigation of the Gulf of St. Lawrence, particularly during the fall months, is undesirably hazardous, the result being high rates of insurance on hulls and cargoes. A rapid river must be ascended entailing heavy pilot fees, and in the case of a sailing vessel, costly towing (more than half the produce exported from New York is carried in sailing vessels,) must be employed. In the harbor itself heavy dues on vessels and cargoes are imposed. The port is only open half the year, and there is usually a scarcity of westerly freight to assist in meeting the expenses of the round trip.

It is not surprising, in view of these facts, that the owner or captain of any ocean ship, having made the experiment of a casual trip up the St. Lawrence to Montreal, after counting the cost on his return to the Atlantic, feels no inclination to repeat his visit.

The natural drawbacks to Montreal as an ocean port, may be irremediable, but the expenses attending the visit of an ocean ship are more or less capable of reduction. Montreal could be made a free port of entry, the expenses of pilotage could be borne like those of the St. Lawrence lights, out of the general treasury, and a subsidy for towage with a low fixed tariff of rates would go very far to revolutionize the traffic between the Atlantic and Montreal, and secure for the expensive Welland and St. Lawrence Canals that amount of business they were constructed and enlarged to accommodate.

Your petitioners therefore humbly pray that you will be pleased to adopt such measures as are best calculated to remedy the evils above complained of.

Signatures follow :—

Reference No. 11,256,

ST. CATHARINES, January 29 1881.

SIR,—In compliance with your telegram of yesterday, I have herewith enclosed the petitions and letter to Sir John, also copies of Statistics.

We are now engaged in compiling additional statistics suggested by the enormously increased traffic on the Erie Canal during the past season, and we are also preparing statistical data, which we think, will be conclusive evidence, of the superiority of the St. Lawrence route for cheap and rapid transportation from, and to the West and Europe, over the Erie Canal, even if State Engineer Seymour's suggested improvements of the Erie Canal, and the removal of tolls are carried into effect.

I would here wish to call the attention of the Government to the fact, that the traffic on the Erie Canal for the past season has been upwards of 6,000,000 tons, this reduced to bushels of 60 lbs. will give upwards of 200,000,000 bushels, and this immense

traffic has been accomplished on a Canal not having one half the lockage capacity of the present Welland Canal and having a length of 352 miles against 70 miles of the Dominion Canals, from Lake Erie to Montreal.

There is in connection with this matter a very important fact that should be known by the Government, viz : The Erie Canal delivered in the City of New York during the past season a greater quantity of tons of produce, than did all the great Railway lines leading into that City.

As soon as the statistics are prepared which are now under consideration, we will be ready to wait on Ministers and give such further information as may be desired on this most important subject.

I am, Sir,

Your most obedient servant,

(Signed)

JAS. S. MURRAY,  
*Chairman Ship Owners Association.*

F. H. ENNIS, Esq., Secretary  
Department of Public Works,  
Ottawa.

OTTAWA, 31st March, 1880.

To the Right Honorable  
Sir JOHN A. MACDONALD,  
Premier of Canada.

SIR,—For the purpose of supporting the petition of numerous ship-owners, merchants and others, and also of various Boards of Trade, regarding the tolls, dues and expenses imposed upon vessels and their cargoes on the St. Lawrence route, and now under the attention of the Government, the following statistical tables and statements are adduced. The figures are taken from trustworthy sources, and corroborate the various contentions set forth in the petition. It is respectfully submitted that the shipping interests of Canada on the St. Lawrence route to the sea, but particularly from Montreal westward to the upper lakes, have a substantial grievance in that ample attention has recently been paid by the Government and Parliament to the wants and requirements of the manufacturing and agricultural interests of the country, while, on the contrary, the shipping interests referred to have received no corresponding consideration.

Yet those shipping interests have suffered more, from the long-continued commercial and industrial depression and the competition of our southern neighbors, than their sister interests, while, in national importance, they have always held equal rank, and have always lain very near to the hearts of the Canadian people. Without the due development and prosperity of those shipping interests, a suitable return from the enormous sums invested in the Welland and St. Lawrence Canals cannot be obtained. With regard to the inland tonnage of Canada, according to register, it represents 136,987 tons, and, when new, an investment of some \$8,000,000.

The vessels are wearing out, and, under the combined effect of depreciation in value, due to this cause, and the unremunerative nature and small amount of their business of late years, this large sum bids fair, finally, to become a total loss.

From the earnings of the vessels, the owners have been unable to set aside anything to replace old with new ones. And, when the enlargement of the Welland and St. Lawrence Canals shall have been completed, the spectacle will be presented of a great artery of commerce, representing an investment of upwards of \$30,000,000, without Canadian shipping to navigate it. Moreover, there will occur the national calamity that our hardy seaman population, always regarded as essential to Canadian as to British greatness, must die out or leave for a foreign country, as, in fact, they have already done in large numbers.

With reference to the inter-provincial trade, the promotion of which is a point of national policy, it must, inevitably, be largely increased by the means of assistance called for by the petition.

Vegetable and animal food from the west will be laid down cheaper in the Maritime Provinces, and their coal and other products sent westward to Montreal and Ontario at cheaper rates and in larger quantities than hitherto.

Most respectfully submitted,

Signatures follow:

WELLAND CANAL.

	1878-9. Tons. 918,324	1877-8. Tons. 1,079,200	1876-7. Tons. 1,100,849	1875-6. Tons. 1,097,198	1874-5. Tons. 1,116,418	1873-4. Tons. 1,503,750	1872-3. Tons. 1,330,629	1871-2. Tons. 1,263,223	1870-1. Tons. 1,439,060
Tonnage of Freight.....	\$	\$	\$	\$	\$	\$	\$	\$	\$
Total Tolls collected.....	185,947 28	217,518 97	218,779 13	215,326 81	223,525 69	302,891 49	259,461 12	256,338 03	287,046 54
Capital cost of Canal.....	16,861,638 26	15,308,940 86	13,170,547 80	10,970,585 28	9,401,107 07	8,353,987 16	7,607,565 55	7,525,284 35	7,471,604 63
Annual cost of Staff & Maintenance	124,100 00	133,279 80	116,274 49	145,619 56	147,344 71	161,224 84	118,597 31	93,713 42	98,757 74
Amount spent on Enlargement.....	1,552,697 41	2,138,392 19	2,199,962 61	1,569,478 19	1,047,119 91	746,420 61			
	1863 Tons. 1,141,120	1862 Tons. 1,243,774	1861 Tons. 1,020,483	1860 Tons. 944,084	1859 Tons. 709,611				
Tonnage of Freight.....	\$	\$	\$	\$	\$				
Tolls collected.....	231,311 32	291,794 98	241,768 38	177,960 77	139,412 56				

ST. LAWRENCE CANALS.

	Tons. 489,636	Tons. 537,862	Tons. 590,001	Tons. 604,719	Tons. 654,709	Tons. 682,980	Tons. 706,192	Tons. 681,218	Tons. 706,192
Tonnage of Freight.....	\$	\$	\$	\$	\$	\$	\$	\$	\$
Tolls collected.....	73,671 76	77,749 38	81,969 84	88,534 27	90,091 81	100,741 33	98,120 85	98,315 78	91,935 21
Capital cost of Canals.....	12,586,211 66	11,475,800 54	9,840,595 00	8,304,630 59	7,923,645 73	7,706,833 83	7,521,674 20	7,480,608 23	7,443,900 08
Annual cost of Staff & Maintenance	122,354 33	120,827 52	137,334 76	145,862 31	128,660 62	122,271 36	131,105 78	104,742 08	95,935 64
Amount spent on Enlargement.....	1,110,411 12	1,635,205 51	1,535,964 41	377,984 86	219,811 88	186,159 65			
	Tons. 895,133	Tons. 964,394	Tons. 886,908	Tons. 733,596	Tons. 911,768				
Tonnage of Freight.....	\$	\$	\$	\$	\$				
Tolls collected.....	116,465 84	145,490 95	151,061 24	102,986 36	72,905 05				

Government aid to Dredging St. Lawrence below Montreal up to June 30, 1879, \$1,166,000.  
 Total cost of Canal Enlargement to June 30, 1879, — Welland Canal, \$9,254,971.72. St. Lawrence Canals, \$5,064,537.46.

## EFFECTS OF REDUCTION AND REMOVAL OF CANAL TOLLS.

By Order in Council 19th May, 1860, a refund of 90 per cent. of Canal Tolls, in certain cases, at Port Colborne, and free traffic on the St. Lawrence Canals was provided for. This was done to promote the grain trade from the Upper Lakes to Montreal. It operated well, but it was nevertheless repealed in 1863.

Port of Montreal—Grain received and exported, including flour reduced to bushels :—

	Bushels Received.	Bushels Exported.
1859.....	3,389,017	537,898
1860.....	5,423,354	2,918,647
1861.....	14,487,734	9,758,586
1862.....	16,824,864	10,963,988
1863.....	12,452,897	7,151,521
1864.....	8,822,029	6,289,824
1865.....	7,584,449	4,389,291
1866.....	8,819,364	4,541,892
1867.....	7,876,819	4,818,830

The above columns of figures show in strong colors the effect of reduction of Canal tolls in increasing traffic, and the precedent furnished by the Order in Council of May, 1860, for the present action in a similar direction is good.

The figures as follows, which show the effect of the May Order in Council on the net tolls on the Canals are equally suggestive; they support the contention that compensating tolls directly accrued from the refunding tolls at Port Colborne on account of increased canal business.

Net revenue from all sources on the Canals :—

1859.....	\$49,402 48
1860.....	19,567 49
1861.....	36,967 26
1862.....	44,763 35

Thus the net revenue in a very brief space of time was brought nearly to the figure prevailing before the refunding of tolls. The recent experience of the Erie Canal increase of business caused by reduction of tolls is precisely the same, and it may be taken as an axiom that a reduction in canal tolls does not necessarily cause a loss to the State, even directly, while the indirect gain to the prosperity of its citizens is immense.

Business will certainly increase on the St. Lawrence route by a reduction or removal of tolls, dues and expenses, just as they did on that route in 1860-1-2, under the Order in Council of 19th May, 1860, and as it has recently done on the Erie Canal under the reduction and abolition of its tolls. The St. Lawrence route will gain in the greatly increased tonnage what it loses in lower tolls.

While varying greatly between maximum minimum prices at the two points, probably the average difference in the price of a bushel of wheat in Chicago and Liverpool is 33 cents. This difference is chiefly made up by the various expenses, charges and profits dependent upon, or arising from, the transport of the grain from point to point. If, by reducing his expenses, the Canadian carrier of western produce is enabled to so proportionably reduce his rates of freight as to under-bid his American rival by the New York route for cargoes at Chicago, or other western points of shipments, then he stands to get the carrying business for the Canadian route. For this purpose largely the Canadian canals were constructed and enlarged. The reduction or abolition of the canal tolls and harbor dues at Montreal, and the cost of pilotage and towing below Montreal, will immensely develop the traffic on the St. Lawrence route with the Welland and St. Lawrence Canals being at their present size; and once

the enlargement is completed, make the St. Lawrence route the cheapest possible between the interior of the continent and the ocean.

50,000,000 bushels of western grain transported down the St. Lawrence annually, additional to the present traffic, means, as between Chicago and Liverpool, at least \$15,000,000 spent yearly in an infinite variety of ways among Canadians, a prize fully justifying the adoption of a bold and liberal policy by the Government on the St. Lawrence route.

STATEMENT of Rates of Freight from Montreal and New York to Liverpool, during the Months of September, October and November, 1879.

AUTHORITIES :

W. J. Patterson, Secretary Corn Exchange, Montreal.		Munn & Jenkins, New York.	
Date.	Rates on Grain from Montreal, per 480 lbs.	Rates from New York per Steamer, on Grain, per 60 lbs.	Montreal higher than New York.
			cts.
1879.			
Sept. 5.....	5s to 5s. 9d. = 15c. to 17½c. per 60 lbs.....	7d. = 14c.....	3½
do 12.....	5s. 3d. to 6s. = 15½c. to 18c. do.....	8½d. = 13c.....	5
do 19.....	5s. 3d. to 6s. = 15½c. to 18c. do.....	7½d. = 15½c.....	2½
do 26.....	5s. 9d. to 6s. 6d. = 17½c. to 19½c. per 60 lbs.....	8½d. = 16½c.....	3
Oct. 3.....	6s. to 6s. 6d. = 18c. to 19½c. per 60 lbs.....	9d. = 18c.....	1½
do 10.....	6s. to 7s. 6d. = 18c. to 22½c. do.....	9d. = 18c.....	4½
do 17.....	7s. to 7s. 6d. = 21c. to 22½c. do.....	8d. = 16c.....	6½
do 24.....	7s. 6d. to 8s. = 22½c. to 24c. do.....	7½d. = 15½c.....	8½
do 31.....	6s. 6d. to 7s. = 19½c. to 22½c. do.....	7d. = 14c.....	8½
Nov. 7.....	6s. 6d. to 7s. = 19½c. to 21c. do.....	8d. = 16c.....	5
do 14.....	6s. to 6s. 6d. = 18c. to 19c. do.....	6½d. = 13c.....	6½

NOTE.— Montreal higher than New York on eleven comparisons 5 cents per bushel; on seven comparisons from October 1st, 6 cents per bushel.

OCEAN RATES OF FREIGHT.

STATEMENT of Average Rates of Freight on Grain from Montreal and New York to Liverpool, during the Months of September, October and November, 1871-72.

AUTHORITIES :

William J. Patterson, Montreal.		E. H. Walker, New York.		
Date.	Rates on Grain, 480 lbs., Montreal.	Rates on Grain from New York, 60 lbs.		Montreal higher than New York.
		Steam.	Sail.	cts.
1872.		Steam.	Sail.	
September...	6s. 7½d. to 7s. 3d. = 19¼c. to 21¾c. per 60 lbs	10½d. to 10½d.	= 21¼c. to 20¾c...	about equal.
October .....	8s. 9d. to 9s. 2d. = 26¼c. to 27¾c. do ...	10½d. to 10½d.	= 21¼c. to 20¾c...	5½
November....	7s. 3d. to 8s. 9d. = 21¼c. to 26¼c. do ...	9½d. to 9d.	= 18½c. to 18c....	5½
1871.				
September...	7s. 4½d. to 7s. 9d. = 22¼c. to 23¼c. do ...	11½d. to 11d.	= 23c. to 22c....	½
October .....	8s. 4d. to 8s. 9d. = 25c. to 26¼c. do ...	11d. to 10½d.	= 22c. to 20¾c...	4½
November ...	8s. 4d. to 8s. 9d. = 25c. to 26¼c. do ...	8½d. to 7½d.	= 16½c. to 15¼c.	9½

OCEAN RATES OF INSURANCE.

Statement of rate of Insurance on grain in first-class Sailing Vessels and first class Iron Steamers from Montreal to Liverpool, in September, October and November.

Authority.—Hugh McLennan, Montreal.

	Sailing Vessels.	Steam Vessels.
September 1st to 15th.....	Per cent. 2,	Per cent. 1
do 16th to 30th.....	do 2½,	do 1½
October 1st to 15th.....	do 3,	do 1½
do 16th to 31st.....	do 4,	do 2
November 1st to 5th .....	do 4½,	do 2½
do 6th to 10th.....	do 5½,	do 2½
do 11th to 15th.....	do 6½,	do 3

Rates on grain varied according to class and loading of vessels: per regular lines 30c. net; outsiders, full cargo, \$1 to \$1.50; outsiders, general cargo, 50c. to 75c.; sail, full cargo, \$2 to \$3; sail, general cargo, \$1 to \$1.50.

ACTUAL COST OF TRANSPORTATION.

Comparative statement of actual cost of moving a bushel of grain from Chicago to Montreal by Canadian propeller, and from Chicago to New York by steam barge to Buffalo and Erie Canal boat to New York.

Cost of freighting 16,000 bushels of wheat from Chicago to Montreal, per steamer, 20 days for the round trip.

Chartering Boat at Chicago.....	\$ 20 00
Trimming 16,000 bushels at \$2.....	32 00
Canal Tolls, Vessel and Cargo.....	117 00
Elevating and Shovelling Lighterage, 4,000 bushels, at Kingston.....	20 60
Freight from Kingston to Montreal on Lighterage.....	120 00
Elevating and Shovelling at Montreal.....	60 00
20 days' wages at \$15.....	300 00
20 days provisions at \$6,—20 hands.....	120 00
Insurance on Hull, 20 days, at \$3.....	60 00
Incidentals .....	100 00
Proportion of American tonnage tax, 1 trip.....	20 00
Shortage .....	25 00
Depreciation in value 7 per cent. on \$30,000.....	262 50

\$1,656 50

Cost of moving one bushel of grain, by propellor, from Chicago to Montreal, 10 35-100c.

Cost of moving a cargo of 60,000 bushels of wheat, by steam barge, from Chicago to Buffalo, round trip 12 days.

Chartering .....	\$60 00
Trimming at \$2.....	120 00
Elevating and Shovelling at Buffalo.....	300 00
12 days' wages at \$20.....	240 00
12 days provisions, at \$7,—26 hands.....	84 00
Fuel.....	350 00
Insurance on Hull, 12 days, at \$9 .....	108 00
Incidentals .....	100 00
Shortage .....	100 00
Depreciation in value 7 per cent. on \$60,000, \$4,200 per year of 17 trips.....	247 00

\$1,709 00

Cost of moving one bushel of wheat from Chicago to Buffalo 2 85-100c.

Cost of moving a cargo of wheat by Erie Canal boat from Buffalo to New York.

Cost of a Canal Boat and equipments, including horses,—say \$3,000; cargo of wheat 210 tons.

Average number of days the Canal is open 220.

Wages from Buffalo to New York.....	\$50 00
Insurance on Cargo.....	12 50
Commission .....	12 75
Tolls.....	81 14
Trimming at Buffalo.....	8 40
Towing at Buffalo.....	3 00
Horse account.....	32 58
Horse Feed and Stabling at Troy.....	6 00
River Towing down .....	12 50
Wharfage in New York .....	1 50
Elevating in New York.....	42 00

\$262 37

Add—7 per cent. depreciation in value.....	\$21 00
Incidentals, Insurance, &c.....	10 00
Actual cost of return trip.....	95 00

\$135 00

\$397 00



Actual cost of moving one bushel of wheat from Buffalo to New York, 5 7-10c.  
 Total cost of moving one bushel of wheat from Chicago to New York, 8 55-100c.  
 Total cost of moving one bushel of wheat from Chicago to Montreal, by propeller,  
 10 35-100c.

[NOTE.—A very considerable proportion of the grain moved to Buffalo by lake is by a steam barge and two or more tow barges, all of large size. The actual cost of transport by this method does not exceed 1½ cents per bushel.]

THE LARGER THE VESSEL THE LESS THE COST OF TRANSPORT.—The relative profit of moving freight by larger over smaller vessels is succinctly put by Mr. Richmond, President of the Buffalo Board of Trade, as follows:—

“At the same rates a vessel carrying 60,000 bushels of corn makes a profit of \$740 on the round trip from Chicago to Buffalo and return, where a vessel carrying 21,000 bushels gains but \$83.30, the rates in this case being 2 cents per bushel for corn and \$1.00 per ton for coal (carried on the return trip), giving to each vessel the same proportionate return cargo. Calling the rate 4 cents per bushel for corn and \$1.00 per ton for coal, the smaller vessel would gain \$743.50, where the large one would show \$2,540 on the profit side of the ledger.”

#### INLAND RATES OF FREIGHT.

1879—Rates of freight per bushel for wheat: Chicago to Buffalo, by lake, average, May, 3cts.; June, 2cts.; July, 2½cts.; August, 5cts.; September, 5½cts.; October, 7½cts.; November, 6½cts.

Canal freights, Buffalo to New York, average: May, 5cts.; June, 4½cts.; July, 5cts.; August, 6½cts.; September, 8½cts.; October, 9½cts.; November, 10½cts.

Total average freights, Chicago to New York: May, 8cts.; June, 6½cts.; July, 7½cts.; August, 11½cts.; September, 13½cts.; October, 17cts.; November, 16½cts.

1879—Average freights, Chicago (or Milwaukee) to Montreal: May, 8½cts.; June, 7cts.; July, 6½cts.; August, 10cts.; September, 11½cts.; October and November, few charters to speak of; one propeller in the early part of October got 12½cts.

1872—Average freight, Chicago (or Milwaukee) to Montreal: May, 15cts.; June, 17½cts.; July, 17½cts.; August, 16½cts.; September, 27cts.; October, 30cts.

#### UPPER LAKE VESSELS MOVING TOWARDS TIDE WATER.

Number of grain vessels passing Port Colborne en route for Chicago, Milwaukee, Toledo and Detroit, to Kingston or Montreal: 1879—September, 132; October, 53; November, 9.

1879—Number of arrivals of vessels, mostly grain, at Buffalo: September, 659; October, 716; November, 355.

[NOTE.—These grain vessels would average three times the tonnage of an equal number of our own.]

#### MOVEMENT OF GRAIN.

Receipts of grain and flour (reduced to bushels) at Buffalo by lake, and Lake Shore & Michigan Southern Railway:—

	1877.	1878.	1879.
Bushels.....	87,273,141	117,599,239	123,992,451
Foreign exports of breadstuffs (flour, reduced to bushels) from New York:—			
	1877.	1878.	1879.
Bushels .....	58,871,221	104,740,191	117,216,312

Foring exports of breadstuffs (flour reduced to bushels) from Montreal:—

	1877.	1878.	1879.
Bushels .....	13,822,934	16,001,622	18,138,973

Exports of grain and flour (reduced to bushels) from New York, Philadelphia, Boston and Baltimore, in

1878—Bushels.....	157,491,000
1879—Bushels.....	194,984,000

### PILOTAGE.

Charges for a sailing vessel of 1,000 tons register, loaded, drawing 21 feet of water, River St. Lawrence:—

From sea to Quebec, \$3.60 per ft. draft.....	\$ 75 60
From Quebec to Montreal, \$2 per ft. draft.....	42 00
From Montreal to Quebec, \$2 per ft. draft.....	42 00
From Quebec to sea, \$3.15 per ft. draft .....	66 15
	\$225 75

Towage has averaged of late years for a 1,000 ton ship on 21 feet draft, from Bic (150 miles below Quebec) to Montreal and back, about \$575.00.

### MONTREAL HARBOR CHARGES.

Expenses of an 800 ton grain ship at Montreal harbor 10 days: Wharfage, \$60; harbor fees, \$24; health officer, \$1; hospital fees, \$16; Custom House, \$7.50; discharging ballast, \$52.50; ceiling for cargo, \$360; elevator charges, \$88; bags for one-third cargo, \$125; broker's commission, \$120; inspector's certificate, \$8.25.

ST. CATHARINES, March 27th, 1880.

L. S. OILLE, Esq., M. D.,

*President Board of Trade, St. Catharines.*

DEAR SIR,—In reply to your request for statements of rates of freight and insurance on merchandize imported by me from the ports of Liverpool, London and Glasgow *via* Montreal and New York, during 1879, also rates in previous years *via* these routes

I would say that for several years past we have imported nearly all our goods *via* New York, for the reason that *freights, insurance and dispatch* have been in favor of New York, notably so since the formation at that port of Transportation Companies, such as the "Merchants' Despatch," by rail, who give particular attention to Ontario importations.

For many years we got all our importations *via* Montreal and Portland, and whilst we would prefer to give our own ports the trade, there were so many advantages to be gained by the New York route, since the abolition of the noxious harbor dues, customs charges, cartages, &c., at that port, that we have given New York the preference.

Annexed you will find a schedule of rates, freight and insurance as paid by us for 1879-80. As we import continuously throughout the year, our shipments are not large at any time, therefore it is fair to presume we are charged the highest rates prevailing.

Trusting that you will succeed in the mission in which you are engaged, and that we will have our Canadian ports placed on equal footing with those of our neighbors,

I am yours respectfully,

H. CARLISLE,

Per GEO. C. CARLISLE.

The schedule referred to by Mr. Carlisle is omitted.

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ST. CATHARINES, Ontario, March 30, 1880.

L. S. OILLE, Esq.,

*President Board of Trade.*

DEAR SIR,—Having read the communication of Mr. Carlisle to you of date (27th March), with reference to the route by which he obtains his goods from Europe, I beg to say that I endorse all he has said and obtain all my merchandise by the same route, on through bills of lading to St. Catharines.

Yours, etc.,

J. D. TAIT,

Per W. THOMSON,

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ST. CATHARINES, Ont., March 20th, 1880.

L. S. OILLE, Esq.,

*President Board of Trade.*

DEAR SIR,—We beg to say that, like Mr. Tait, we obtain our goods from Europe *via* New York for the same reasons that are assigned by them, and on through bills of lading to St. Catharines.

Yours, etc.,

R. WOODRUFF & Co.

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#### EFFECTS OF THE REDUCTION AND ABOLITION OF TOLLS ON THE ERIE CANAL.

In the year 1877 the tolls on Canal boats, flour, meats and numerous other articles, were abolished altogether, and a general reduction made in the balance of the tariff of tolls.

	Tons of freight moved West- ward through Buffalo.	Tons of freight moved East- ward through Buffalo.	Total tons.
1875	555,237	1,219,538	1,774,775
1876	313,036	941,474	1,254,510
1877 Tolls reduced	395,080	1,459,122	1,854,202
1878	432,472	1,946,602	2,389,074
1879	499,453	1,830,843	2,330,296

NOTE.—The Erie Canal was open 25 days less time in 1879 than in 1878, and in addition, navigation was arrested 14 days in midsummer on account of breaks. To make a fair comparison between 1879 and 1878 at least 10 per cent. should be added

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to the traffic of 1879, to equalize the time. This being done, traffic in 1879 exceeded the enormous increase of 1878.

That the traffic of 1878 and 1879 was not even greater was due to deficiency of Canal boats ; 200 new ones are being made for the traffic of 1880.

Tolls collected in Buffalo.

1875.....	\$789,830
1876.....	58,644
1877.....	467,921
1878.....	628,439
1879.....	591,652

## APPENDIX No. 32.

(Reference No. 11249.)

OFFICE OF THE QUEBEC BOARD OF TRADE,  
18th October, 1880.

SIR,—I have the honor to enclose you from the Council of the Quebec Board of Trade, at the earliest possible date since receipt of your letter requesting information relative to Port charges, &c., &c., the following data relative thereto :

Philadelphia.....	Ship Owners' Manual.
do .....	Rates of Towage.
Baltimore, .....	Sundry Port charges, Annex A.
do .....	Revised rates of Towage.
do .....	Sundry Port charges, Annex B.
do .....	do do C.
Boston, .....	Index to the Port charges.
Quebec, .....	Pilotage Tariff, Annex D.
do .....	Harbour Commissioners' Tariff for Moorage and Wharfage.

Referring to charges for New York, I would respectfully beg to say, that full information on the subject may be found in "*Hunter's Port Charges of the World,*" Part 1. pp. 121 to 137, published at 42 South street, New York.

Unavoidable delay has occurred in transmitting the above, owing to the recent receipt of some of the enclosures.

In reply to your enquiry No. 2.—"What reduction in dues your Board would recommend either as to tonnage dues on vessels, or Wharfage rates on goods, in order to successfully compete with the above mentioned Ports?"

The Council would remark, that if it were compatible with the policy of the Government to take such measures as would result in the abolition of all tonnage dues on vessels visiting this Port, it would be productive in a great measure to the general welfare of the country at large.

Your enquiry No. 4.—

"What remedy your Board would propose to lessen the cost of towage of vessels sailing from "Father Point to Quebec," has also received the consideration of the Council, and they beg to respectfully express their opinion that the rates of towages can only be reasonably regulated by public competition; and would add that from such competition, the charges of late years in this Port, for towages have been so reduced as to have caused nearly a total loss of all capital invested therein, either by private individuals or Stock Towing Companies.

I have the honor to be

Your obedient servant,

F. H. ANDREWS,  
Secretary.

Honorable HECTOR L. LANGEVIN, C. B.,  
Minister of Public Works,  
Ottawa.

A.

Department.  
 SYDNEY L. WRIGHT,  
 Manager Baltimore Office.

Office of  
 PETER WRIGHT & SONS,  
 No. 44 Second Street.

BALTIMORE, August 2nd, 1880.

HENRY DINNING, Esq.,  
 Quebec.

DEAR SIR,—In answer to your favor 15th July, would say :

*Wharfage*—Sail vessels pay \$2.00 per day both loading and unloading ballast or general cargo.

Vessel pays no wharfage on cargo or ballast.

*Discharging ballast*—25 cents per ton if carted away and 40 cents per ton if scowed away.

*Loading General Cargo*—30 cents per ton. Cotton, 40 cents per bale. Petroleum, 6½ cents per barrel.

Ballast pays no wharfage, and general cargo wharfage varies with the character of the article. Ballast, is in demand to fill in new wharves constantly building.

*Steamers*—Same as above, except they pay no wharfage while loading either full grain or general cargo, or while discharging cargo; they only pay wharfage (\$2.00 per day) when tied up to a wharf waiting orders.

Very truly yours,

SYDNEY L. WRIGHT,  
 Manager.

B.

Department.  
 SYDNEY L. WRIGHT,  
 Manager Baltimore Office.

Office of  
 PETER WRIGHT & SONS,  
 No. 44 Second Street.

BALTIMORE, July 12th, 1880.

II. DINNING, Esq.

DEAR SIR,—Your favor July 5th just received, and in answer beg to state as follows :

*Pilotage*—The rate is uniform; Sail or Steam tonnage, inward or outward bound, vessels drawing less than 12 feet, \$3.50 per foot; from 12 feet to 15 feet, \$4.00 per foot; over 15 feet, \$5.00 per foot.

*Government tonnage dues*—Steamship or Sailing vessel, 30 cents per ton, gross measurement.

*Wharfage on grain exported*.—No wharfage is charged either on vessel or cargo.

*Cost of loading grain*—Steam or Sail—Vessel pays  $\frac{3}{8}$  cent per bushel Elevator charges and  $\frac{1}{2}$  cent per bushel for sewing in addition for grain taken in bags, vessel also pays \$2.50 per 1,000 bu. in bulk for trimming and \$5.00 per bu. in bags, for trimming.

*Towing*—All tug boats charge uniform price as per published schedule, one of which we herewith send you.

Any further information we can give you please command us, and would be pleased to receive copy of the table you are preparing.

Very truly yours,

SYDNEY L. WRIGHT,  
 Manager.

## C.

## MEMO. OF PORT CHARGES AT BALTIMORE, MD.

- Pilotage in and out.*—On vessels drawing 12 to 15 feet, \$1 per foot.  
 “ “ “ 15 feet and over, \$5 per foot.
- Towage.*—On vessels 600 to 800 tons, in ballast, from \$13 to \$130, as to distance from the City to Fort Carroll (6 miles), or Cape Henry (175 miles).  
 do On loaded vessels “ “ “  
 \$14 to \$152, which rates are fixed by an Association.
- Quarantine.*—From May 1st to November 1st, 1c. per register ton.
- Custom House.*—Entry, \$2 to \$3. Clearance, same. Permits, 20c. each. Bonds, 40c. each.
- Surveyor.*—\$5 to \$10.
- Tonnage Tax.*—U. S. tax of 30c. per ton demanded on all foreign vessels once in a year.
- Wharfage.*—None on steamers. On sail vessels about \$2 per day.  
 do On cargo, always paid by the Consignee or Shipper.
- Stevedore.*—Discharging ballast, 25c. per ton.  
 Do general cargo, 30c. per ton (2240 lbs).  
 Loading do do 30c. do do  
 do Grain in bulk, \$1.75 per 1,000 bushels.  
 do Grain in bags, \$5.00 do do  
 do Petroleum per barrel, 5c. per barrel.  
 do Cotton, 25c. per bale.  
 do Flour, 2c. per barrel.
- Ceiling for Grain.*—1c. to 1¼c. per bushel.
- Hire of Bags.*—3c. each, less 5 to 10 per cent.
- Sewing Bags.*—½c. per bushel.
- Elevator charge.*—¾c. per bushel.
- Commissions.*—2½ per cent on inward or outward freight.  
 There is no charge for Port Warden, Light or Hospital dues.

BALTIMORE, July 15th, 1880.

D.

(From Quebec Board of Trade.)

PILOTAGE TARIFF.

FROM 1ST MAY TO 10TH NOVEMBER.				FROM 10TH NOVEMBER TO 19TH NOVEMBER.				FROM 19TH NOVEMBER TO 1ST MARCH.				FROM 1ST MARCH TO 1ST MAY.			
Upwards.		Downwards.		Upwards.		Downwards.		Upwards.		Downwards.		Upwards.		Downwards.	
Draught of Water.		Draught of Water.		Draught of Water.		Draught of Water.		Draught of Water.		Draught of Water.		Draught of Water.		Draught of Water.	
Pilotage 18s.—\$3.60.		Pilotage 15s. 9d.—\$3.15.		Pilotage 23s.—\$4.60.		Pilotage 20s. 9d.—\$3.15.		Pilotage 28s.—\$5.60.		Pilotage 25s. 9d.—\$5.15.		Pilotage 20s. 6d.—\$4.10.		Pilotage 18s. 3d.—\$3.65.	
Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.	Ft.	\$ cts.
4	14 40	4	12 60	4	18 40	4	16 60	4	22 40	4	20 60	4	16 40	4	14 60
5	18 00	5	15 75	5	23 00	5	20 75	5	28 00	5	25 75	5	20 50	5	18 25
6	21 60	6	18 90	6	27 60	6	24 90	6	33 60	6	30 90	6	24 60	6	21 90
7	25 20	7	22 05	7	32 20	7	29 05	7	39 20	7	36 05	7	28 70	7	25 55
8	28 80	8	25 20	8	36 80	8	33 20	8	44 80	8	41 20	8	32 80	8	29 20
9	32 40	9	28 35	9	41 40	9	37 35	9	50 40	9	46 35	9	36 90	9	32 85
10	36 00	10	31 50	10	46 00	10	41 50	10	56 00	10	51 50	10	41 00	10	36 50
11	39 60	11	34 65	11	50 60	11	45 65	11	60 61	11	56 65	11	45 10	11	40 15
12	43 20	12	37 80	12	55 20	12	49 80	12	67 20	12	61 80	12	49 20	12	43 80
13	46 80	13	40 95	13	59 80	13	53 95	13	72 80	13	66 95	13	53 30	13	47 45
14	50 40	14	44 10	14	64 40	14	58 10	14	78 40	14	72 10	14	57 40	14	51 10
15	54 00	15	47 25	15	69 00	15	62 25	15	84 00	15	77 25	15	61 50	15	54 75
16	57 60	16	50 40	16	73 60	16	66 40	16	89 60	16	82 40	16	65 60	16	58 40
17	61 20	17	53 55	17	78 20	17	70 55	17	95 20	17	87 55	17	69 70	17	62 05
18	64 80	18	56 70	18	82 80	18	74 70	18	100 80	18	92 70	18	73 80	18	65 70
19	68 40	19	59 85	19	87 40	19	78 85	19	106 40	19	97 85	19	77 90	19	69 35
20	72 00	20	63 00	20	92 00	20	83 00	20	112 07	20	103 00	20	82 00	20	73 00
21	75 60	21	66 15	21	96 60	21	87 15	21	117 60	21	108 15	21	86 10	21	76 65
22	79 20	22	69 30	22	101 20	22	91 30	22	123 20	22	113 30	22	90 20	22	80 30
23	82 80	23	72 45	23	105 80	23	95 45	23	128 80	23	118 45	23	94 30	23	83 95
24	86 40	24	75 60	24	110 40	24	99 60	24	134 40	24	123 60	24	98 40	24	87 60
25	90 00	25	78 75	25	115 00	25	103 75	25	140 00	25	128 75	25	102 50	25	91 25

In.		In.		In.		In.		In.		In.		In.		In.	
1	0 30	1	0 20	1	0 38	1	0 34	1	0 46	1	0 42	1	0 34	1	0 30
2	0 60	2	0 52	2	0 76	2	0 69	2	0 93	2	0 86	2	0 68	2	0 61
3	0 90	3	0 79	3	1 15	3	1 04	3	1 40	3	1 28	3	1 02	3	0 91
4	1 20	4	1 05	4	1 54	4	1 38	4	1 86	4	1 72	4	1 37	4	1 22
5	1 50	5	1 31	5	1 91	5	1 73	5	2 34	5	2 15	5	1 71	5	1 52
6	1 80	6	1 58	6	2 30	6	2 08	6	2 80	6	2 57	6	2 05	6	1 82
7	2 10	7	1 84	7	2 69	7	2 42	7	3 26	7	3 00	7	2 39	7	2 13
8	2 40	8	2 10	8	3 06	8	2 76	8	3 74	8	3 43	8	2 73	8	2 43
9	2 70	9	2 36	9	3 45	9	3 12	9	4 20	9	3 85	9	3 07	9	2 74
10	3 00	10	2 62	10	3 84	10	3 46	10	4 66	10	4 29	10	3 42	10	3 04
11	3 30	11	2 89	11	4 21	11	3 81	11	5 14	11	4 72	11	3 76	11	3 34
12	3 60	12	3 15	12	4 60	12	4 15	12	5 60	12	5 15	12	4 10	12	3 66



APPENDIX No. 33

HARBOUR COMMISSIONERS OF MONTREAL,

(Reference No. 9009.)

SECRETARY'S OFFICE,  
MONTREAL, 30th September, 1880.

To the  
Honorable HECTOR LANGEVIN, C.B.,  
Minister of Public Works,  
And Honorable Sir CHARLES TUPPER, K.C.M.G.,  
Minister of Railways and Canals,  
OTTAWA.

GENTLEMEN,—The letter from the Honorable Mr. Langevin of the 29th June last requesting information concerning the ports of New-York, Philadelphia, Boston, Baltimore and Montreal, was duly received.

Answers thereto have been delayed owing to the difficulty of procuring the necessary information as to the various Ports named, but I have the honor now to reply as far as possible to questions therein contained:

FIRST.—*A statement showing the comparative cost of transport viâ the Erie and St. Lawrence Canals.*

The answer to this comparison may be made between the cost of transport from Chicago to New York, 1,400 miles by water, and Chicago to Montreal, 1,260 miles by water.

Reference to statement A herewith appended will show that for the three years 1879, 1878 and 1877, the average freight rate per bushel of wheat, as nearly as can be ascertained, was from Chicago to New York  $10\frac{6}{100}$  cents, and to Montreal  $10\frac{9}{100}$  cents, being a difference in favor of Montreal of  $5\frac{7}{100}$  mills. Corn it will be seen was  $1\frac{9}{100}$  mills in favor of Montreal. But when the difference of mileage is taken into account, Montreal is dearer by  $3\frac{9}{100}$  mills on wheat and  $7\frac{6}{100}$  mills on corn than New York.

	C. M.
Thus, if 1,400 miles cost $10\frac{6}{100}$ cents, 1,260 miles should cost.....	9.60
The actual rate from Chicago to Montreal.....	10.09
Being as already stated $3\frac{9}{100}$ mills against Montreal.....	.39
Corn in place of $9\frac{5}{100}$ would be.....	8.57
Corn, Chicago to Montreal, actual cost.....	9.33
Making a difference against Montreal and in favor of New York of $7\frac{6}{100}$ mills .....	.76

SECOND.—*The tolls charged on both routes.*

In statement B will be seen a list of chief articles comparing the Erie and St. Lawrence Canal tolls. Vessels of all kinds are free on the Erie, as also are Agricultural Products whether vegetable or animal, domestic spirits, woollens and cottons. Steamers are charged on the St. Lawrence Canals  $2\frac{1}{2}$  cents and sail or other vessels  $3\frac{3}{4}$  cents, per ton; Agricultural Products 35 cents and unenumerated, in which are

placed domestic manufactures, 60 cents. Salt is charged on the Erie 35 cents per ton for home and  $87\frac{1}{2}$  cents for foreign salt. 20 cents is only charged on St. Lawrence. Coal and petroleum are charged respectively  $8\frac{3}{4}$  cents and  $17\frac{1}{2}$  cents per ton on the Erie, as against 20 and 40 cents by the St. Lawrence; unenumerated by Erie 35 cents, by St. Lawrence 60 cents. The remainder including grain, etc., is cheaper by St. Lawrence 20 cents against 35 cents for Erie.

A copy of the Erie rates is hereto appended (B 1.) The St. Lawrence rates will be found in Inland Revenue Report of 1879, page 179.

THIRD.—*A statement showing the comparative cost of Harbour dues in Montreal, New York, Philadelphia, Boston and Baltimore.*

The basis on which the charges are arranged at the different ports is so diverse that no satisfactory comparison can be made with Montreal.

In Boston, Philadelphia and Baltimore, the principal wharves are either owned or leased by companies or private parties, and the rates of wharfage, and the items on which it is charged are determined only by commercial considerations and vary greatly from time to time. In New York the wharves are also owned by or leased by companies or persons, but the rates of wharfage, although fixed by law, apply only to a portion of the wharves. The large railway and ship lines as a rule are owners or lessees of the wharves they occupy, and therefore only pay wharfage in the form of interest or rent.

In Boston, the custom is to charge the vessel no wharfage, but to charge it on the cargo, except in the case of grain shipped at the stationary elevators of the Railway companies on which no wharfage is charged.

In New York, on the other hand, vessels not at their own wharves pay wharfage at the rates fixed by law and the cargo is free, but in the case of vessels receiving grain at the railway stationary elevators the practice is to make no wharfage charge, either to vessel or grain. The legal rate for vessels in foreign trade lying at the wharves of general wharfingers is two cents for the first 200 tons and  $\frac{1}{2}$  cent for each additional ton per ton when receiving or discharging cargo, and half rates when lying idle. Coastwise and inland vessels are charged a different and lower tariff.

In Philadelphia the wharves are also all private property or leased to private parties, but there are no legal regulations as to wharfage. The custom known is to charge about  $\frac{3}{4}$  cent to one cent per ton per day on vessels and nothing on cargo.

The large railway and steamship lines as a rule own the wharves they use, and vessels at the Railway Elevator wharves pay wharfage as at other places.

In Baltimore the city has built a number of wharves where city property fronts on the Harbor, but all other wharves are private property, and the city as well as others compete for business as best they can. There are no wharfage charges established by law, and as the wharf room is generally in excess of the demand, the competition is keen, but sometimes the reverse is the case and the rates are therefore extremely variable.

In a general way the practice is to charge both the vessel and cargo, but at the railway wharves at which the bulk of the foreign shipping lies, steamers pay nothing, sailing vessels about  $\frac{1}{2}$  cent per ton per day, and cargo passing over the railway pays nothing.

In all these ports the wharves are usually provided with store houses, and a very considerable part of the wharfinger's revenue is derived from storing goods, and very frequently the wharfage proper is made subordinate to the storing.

In the case of the elevator on the railway wharves, the wharfage is entirely merged in the freight or elevating charges on the grain.

The harbor dues on foreign shipping and cargoes, so far as they can be ascertained and epitomised, will be found in statement C hereto appended.

FOURTH.—*What reduction on dues your Board would recommend either as to tonnage dues on vessels or wharfage rates on goods, in order to successfully compete with the ports already mentioned?*

Montreal can only be properly compared with New York. The ports of Philadelphia, Baltimore and Boston may be said to be purely railroad ports in so far as the

carriage of cereals is concerned, having practically no canal communication with the Western States, while New-York has the Erie Canal against our Welland and St. Lawrence Canals; and as Montreal is only a summer port, say six to seven months a year, she must for her cereal exports depend mainly (till our Pacific Railway is opened through) on our canal system, and in this connection it may be well to give the receipts by Canal and Railway at New York.

Statement D thereto appended shows the receipts by canal and railway during seven months of navigation, as well as for the whole year.

In the seven months of canal navigation, it will be seen that  
 in 1877 there was received at New York..... 47,248,265 bus.  
 which was increased in 1879 to..... 54,095,806 "  
 being an increase of..... 6,847,541 "

or 14 per cent.

During the same seven months, in 1877 there came by rail  
 to New-York..... 30,526,406 bus.  
 and in 1879..... 59,820,200 "  
 showing an increase of..... 29,293,794 "

or 96 per cent.

For the whole year of 1877, the total amount received by canal  
 was..... 48,356,176 bus.,  
 and for 1879..... 57,044,406 "  
 an increase of..... 8,688,230 "

or 18 per cent.

For the whole year of 1877 the total amount received by rail  
 was..... 50,892,967 bus.  
 and for 1879..... 101,929,243 "  
 an increase of..... 51,036,276 "

or 100 $\frac{1}{4}$  per cent.

As it is clear therefore that rail is now competing in a marked degree against water communication, and as our port depends almost entirely on canals, the greatest reduction possible should be made so as to enable Montreal to hold her fair share of the trade. Were it possible to entirely abolish the tonnage and wharfage dues as well as the canal tolls, it would no doubt be a great advantage to the Port, but pending that desirable result, every reduction possible should be tried, say in tonnage dues on sail and steam ocean craft, as well as on the inland craft carrying through cargoes either way. Goods should have their wharfage rates reduced by being charged on box, bale or other kinds, without reference to the contents as at present, thus greatly simplifying the tariff and assisting the carriers whether by land or water, who are obliged to grant their bills of lading, weight and contents unknown.

Such a reduction of the charges would help the Port materially, but would of necessity entail a large loss to the revenue, and could only be undertaken when the Government assumes the Lake and River debt as well as the cost of buoying the St. Lawrence and of any future improvements to the ship channel which may become necessary, as is done in case of similar works elsewhere.

In New York, Philadelphia, Boston and Baltimore, all the lighting, buoying and dredging not only of the rivers, but also of the harbors, is carried out at the expense

of the Federal Government, thus leaving to the cities or other proprietors of wharves only the expense of constructing their own wharfage.

FIFTH.—*The comparative cost of pilotage at all the above mentioned Ports, and what remedy your Board would propose in order to reduce the cost of this service below Quebec as well as from Quebec to Montreal.*

By reference to statement E, will be seen the rates charged at the respective ports.

Montreal, it will be observed, has by far the longest pilotage, the distance from sea being 345 miles.

The same rate per foot for all draughts is charged on the St. Lawrence, and in this respect we are entirely different from the practice at all the other ports, which is to charge a higher rate the deeper the draft, and which certainly seems fair to the smaller vessels. A 12 foot vessel to and from Montreal pays \$141.00, and the same vessel at New York and Philadelphia only \$76.20, or \$64.20 less, while a 24 foot vessel pays at Montreal \$282, against New York \$270, a difference of only \$12, or about four per cent, as against over 80 per cent on the small vessel.

It will be also noted in the statement that a vessel under sail from Quebec to Montreal is charged \$4.20 up and \$2.80 down, or \$7.00 per foot, while if towed only \$4.00 is charged. As a rule, however, all the sailing vessels are now towed between Quebec and Montreal up and down.

Below Quebec the tariff is the same whether sailing up or being towed, but as a great deal less time is consumed and great labor and anxiety avoided in towing, it seems reasonable that a reduction should be made upon the rates for vessels in tow of at least 33½ per cent.

Between Quebec and Montreal it has been suggested that when tugs have a Branch Pilot on board, that vessels under 500 tons register, or if larger when drawing under 16 feet of water, should not be required to employ a pilot. If this can be done it would no doubt help the smaller class of vessels, which are so much wanted for *ports of call*.

SIXTH.—*What remedy your Board would propose to lessen the cost of towage of sailing vessels from Father Point to Quebec, and from Quebec to Montreal?*

This question is a very difficult one to answer. Some years ago, about 1874, a tariff was agreed to by the tug boat owners, which at the time was considered very high by the ship owners, and discounts were subsequently given till the tariff was practically abandoned, and for probably the last three years, barely one-third to one-half of the tariff rate has been paid by regular trading vessels.

Strange vessels however, coming to the River for the first time, are met by the tugs, and if they are unaware of the competition, are sometimes induced to pay tariff rates, the captains supposing the tariff was a legal status, and they are much surprised to afterward find that it is simply an obsolete tariff of the tug owners themselves, and that they have been overcharged.

Captains conversant with the route make their own bargains, and as has already been noted, manage to arrange for from one third to one-half of the rate of 1874.

If the tug owners could be got to agree upon reasonable maximum rates so that the strangers would feel that they were not imposed upon, it would no doubt in the end not only benefit the tug owners themselves, but would prevent much vexation and annoyance to vessels visiting our river for the first time.

The very low average rates of the last three years have been very disastrous to the tug boat owners, and it is patent to any observer that with a few exceptions of the class named, vessel owners have little cause to complain of the rates charged during that time.

I am having prepared a list of as many as possible of the vessels which have been towed to the Port this year, with amount paid for towage, the results of which when completed will be furnished to you for your information.

In addition to this, a statement is also being prepared at the Custom House showing the tonnage dues and amounts received on the different classes of goods, both for inward and outward wharfage, for the present season. This will enable the Board

to determine what reductions or alterations should be made, and the probable loss of revenue to be caused thereby.

I have the honor to be,  
Gentlemen,  
Your obedient servant,  
ANDREW ROBERTSON,  
Chairman.

STATEMENT A.

FREIGHT RATES of Wheat and Corn from Chicago to New York *via* Buffalo and Erie Canal—1,400 miles—and to Montreal *via* Welland and St. Lawrence Canals—1,260 miles—in years 1879, 1878 and 1877.

W H E A T .

Year.	New York.		Montreal.		c. m.
	Per bush.	Per ton.	Per bush.	Per ton.	
	c. m.	\$ c. m.	c. m.	\$ c. m.	
1879.....	11 60	3 86 66	9 94	3 31 36	
1878.....	9 15	3 04 89	8 95	2 98 33	
1877.....	11 24	3 74 66	11 38	3 79-20	
Totals...	31 99	10 66 21	30 27	10 08 79	
Average	10 66	3 55 40	10 09	3 36 26	
					New York, per bushel..... 10 66
					Montreal do ..... 10 09
					Difference in favor of Montreal... 0 57
					\$ c. m.
					New York, per ton..... 3 55 40
					Montreal do ..... 3 36 26
					Difference in favor of Montreal 0 19 14

C O R N .

					c. m.
1879.....	10 44	3 72 50	9 87	3 54 28	
1878.....	8 31	2 96 78	8 43	3 01 06	
1877.....	9 83	3 51 07	9 70	3 46 70	
Totals...	28 58	10 20 35	28 00	10 20 04	
Average	9 52	3 40 12	9 33	3 34 01	
					New York, per bushel..... 9 52
					Montreal do ..... 9 33
					Difference in favor of Montreal... 0 19
					\$ c. m.
					New York, per ton..... 3 40 12
					Montreal do ..... 3 36 26
					Difference in favor of Montreal 0 6 11

Although, as appears by above tables, wheat was carried at  $5\frac{7}{10}$  mills less per bushel, and corn  $1\frac{9}{10}$  mills less per bushel from Chicago to Montreal, when the difference of distance to Montreal, which is 140 miles or 10 per cent. less than to New York, is taken into account and a corresponding reduction is made on the freight rates, it shows that the carriage to New York is cheaper by  $3\frac{9}{10}$  mills per bushel for wheat, and for corn  $6\frac{8}{10}$  mills for an equal distance on New York route.

STATEMENT B.

COMPARATIVE STATEMENT of Canal Tolls on principal articles of commerce from Lake Erie to Montreal *vid* Welland and St. Lawrence Canals, and from Lake Erie to New York *vid* Erie Canal.

	Erie.	Welland and St. Lawrence.
	cents.	cents.
Steamboats—per ton .....	Free.....	2
Sail and other boats .....	do .....	3½
Grain—per ton .....	35	20
Iron .....	35	20
Salt—home .....	35	20
Salt—foreign .....	87½	20
Coal .....	8½	20
Iron ore .....	17½	5
Sawed lumber .....	52½	15
Petroleum .....	17½	40
Agricultural Products, vegetable and animal .....	Free.....	35
Pork, beef, bacon, cheese .....	do .....	35
Butter, lard, tallow, wool .....	do .....	35
Cotton, tobacco, hemp, clover .....	do .....	35
Flax Seeds, hops, cattle, sheep .....	do .....	35
Hogs, horses .....	do .....	35
Unenumerated .....	35	60
Ordwood .....	70	40
Domestic Spirits .....	Free.....	60
Domestic Woollens .....	do .....	60
Domestic Cottons .....	do .....	60

RATES OF TOLL, 1880.—B 1.

ESTABLISHED by the Canal Board on Persons and Property transported on the Erie, Champlain, Oswego and the Cayuga and Seneca Canals, to take effect on the Opening of Navigation.

Toll is to be computed upon the weight ("1,000 Pounds per Mile") of all articles contained in the following List, unless otherwise stated opposite to the articles excepted.

	Towards Tide.	From Tide.
	CTS. M. FR.	CTS. M. FR.
Boats.....	Free	Free
THE FOREST.		
Fur and peltry .....	Free	Free
PRODUCTS OF WOOD.		
Ashes, pot and pearl .....	0 0 5	0 0 2½
Ashes, leached .....	Free	Free
Lath, per M. per mile.....	0 0 1	0 0 1
Lath, per 1,000 lbs per mile.....	0 0 7½	0 0 7½
Staves and heading .....	Free	Free
Shingles, per M. per mile .....	0 0 1¼	0 0 1¼
Shingles, per 1,000 lbs.....	0 0 5	0 0 5
WOOD FOR FUEL.		
Slab wood, per cord.....	0 1 0	0 1 0
Cordwood do .....	0 2 0	0 2 0
*LUMBER No. 1.—By weight per 1,000 lbs. per mile.		
White pine, white wood, bass wood, cedar boards, planks, scantling, and all sidings and other sawed stuff, less than one inch thick (except such as is enumerated in Lumber No. 3).....	0 0 7½	0 0 7½
Oak, hickory, beech, sycamore, black walnut, butternut, maple, ash, elm, fir, tamarack, yew and cherry .....	0 0 5	0 0 5
Hemlock and spruce.....	0 0 3½	0 0 3½
*LUMBER No. 2.—By measurement per 1,000 feet per mile.		
Boards, planks, scantling, railroad ties, pickets for fences, and sawed timber, sidings and other sawed stuff, less than one inch thick reduced to inch measure (except such as is enumerated in Lumber No. 3); and all kinds of red cedar, cedar posts, estimated that a cord, after deducting for openings, will contain 1,000 feet .....	0 1 5	0 1 5
Hemlock and spruce, per 1,000 feet, per mile.....	0 1 0	0 1 0
*LUMBER No. 3.—By weight, per 1,000 pounds per mile.		
Hoop poles, hand spikes, rowing oars, broom handles, spokes, tree-nails, fillies, boat and ship knees, plane stocks, pickets for fences, railroad ties, last blocks, stuff (manufactured or partly manufactured) for boxes, chairs and bedsteads, hop poles, brush handles, brush backs, looking-glass backs, gun stocks, plough beams and plough handles.....	0 0 7½	0 0 7½
Sawed stuff for window blinds not exceeding one-fourth of an inch in thickness.....	0 2 0	0 2 0

B- 1—Continued.

	Towards Tide.	From Tide.
	CTS. M. FR.	CTS. M. FR.
†TIMBER.		
Square and round, transported by rafts, per 100 cubic feet.....	0 5 0	0 5
AGRICULTURE.		
<i>Products of Animals.</i>		
Pork.....	Free	Free
Beef.....	"	"
Bacon.....	"	"
Cheese.....	"	"
Butter.....	"	"
Lard, tallow and lard oil.....	"	"
Wool.....	"	"
Hides.....	0 0 5	0 0 2½
<i>Vegetable Food.</i>		
Flour.....	Free	Free
Wheat.....	0 0 5	0 0 2½
Rye.....	0 0 5	0 0 2½
Corn.....	0 0 5	0 0 2½
Corn meal.....	Free	Free
Barley.....	0 0 5	0 0 2½
Barley malt.....	0 0 5	0 0 2½
Oats.....	0 0 5	0 0 2½
Bran and ship stuffs.....	0 0 5	0 0 2½
Peas and beans.....	0 0 5	0 0 2½
Apples.....	0 0 5	0 0 2½
Potatoes.....	0 0 5	0 0 2½
Dried fruit.....	Free	Free
<i>All other Agricultural Products.</i>		
Cotton.....	Free	Free
Manufactured tobacco.....	"	"
Hemp.....	"	"
Glover and grass seed.....	"	"
Flax seed.....	"	"
Hops.....	"	"
MANUFACTURES.		
Domestic spirits.....	Free	Free
Oil meal and cake.....	"	"
Leather.....	"	"
Furniture.....	0 0 5	0 0 2½
Bar and pig lead.....	Free	Free
Pig iron.....	0 0 5	0 0 2½
Bloom and bar iron.....	0 0 5	0 0 2½
Castings and ironware.....	0 0 5	0 0 2½
Domestic woolens.....	Free	Free
Domestic cottons.....	"	"
Domestic salt.....	0 0 5	0 0 5
Foreign salt.....	0 1 2½	0 1 2



B. 1—*Concluded.*

	Towards Tide.	From Tide.
	CTS. M. FR.	CTS. M. FR.
<b>MERCHANDISE.</b>		
Sugar .....	0 0 5	0 0 2½
Molasses .....	0 0 5	0 0 2½
Coffee .....	Free	Free
Nails, spikes and horse shoes .....	0 0 5	0 0 2½
Iron and steel .....	0 0 5	0 0 2½
Railroad iron .....	0 0 5	0 0 2½
Flint enamel, crockery, glassware .....	0 0 5	0 0 2½
All other merchandise.....	0 0 5	0 0 2½
<b>OTHER ARTICLES.</b>		
Live cattle, hogs and sheep.....	Free	Free
Stone, lime and clay.....	0 0 5	0 0 2½
Gypsum .....	0 0 5	0 0 2½
Rock, phosphates and superphosphates .....	Free	Free
Anthracite coal .....	0 0 1¼	0 0 1¼
Bituminous coal.....	0 0 1¼	0 0 1¼
Copper ore.....	0 0 5	0 0 2½
Iron ore .....	0 0 2½	0 0 2½
Petroleum or earth oil, crude or refined.....	0 0 2½	0 0 2½
Articles not specified .....	0 0 5	0 0 2½

\*Lumber shall not be cleared by measurement when carried in a boat having other articles on board paying toll by weight, but such lumber shall in all cases be also cleared by weight.

When a cargo is composed entirely of lumber, which can be cleared by weight or measurement, the whole of such cargo shall be cleared by measurement or weight as the shipper or master may elect, and in no case shall a portion of any such cargo be cleared by measurement, and the other portion by weight.

†In the measurement of timber, bark adhering to the wood and refuse stuff are to be estimated as forming part of the timber and to be rated accordingly.

I certify the foregoing to be a correct list of the rates of toll established by the Canal Board, with the concurrence of the Legislature, to take effect on the opening of navigation.

G. W. SCHUYLER,  
*Auditor.*

CANAL DEPARTMENT,  
ALBANY, STATE OF NEW YORK,  
16th April, 1880.

STATEMENT C.

COMPARATIVE STATEMENT of Wharfage charges on Vessels in Foreign Trade and on Staple Goods in various Atlantic Ports in 1880.

	MONTREAL.	BOSTON.	NEW YORK.	PHILADELPHIA.	BALTIMORE.
Steamships in oreign trade	1½c. per ton per day.	Free—except when not receiving or discharging cargo.	2c. per ton per day on first 200 tons and ½c. on each additional ton. ½ rate when lying idle. Receiving or discharging grain at Elevators—FREE.	1c. per ton per day.	Free at Railway wharves. About ½c. per ton per day at other wharves
Sailing Vessels.....	½c. do do	do do	do do	½ to ¾c. do	About ½c. per ton per day.
Coal, Ballast, Bricks. ....	10c. per ton.				10c. per ton.
Iron, Steel and Iron Rails..	25c. do				15c. do
Agricultural Implements, Machinery .....	30c. do				20c. do
Grain in bulk—per 100 bushels.....	25c. except Oats.				25c. per 100 bushels.
Oats, per 100 bushels.....	15c.				25c. do
Flour, Beef, Pork, Fish....	2c. per barrel.				3c. per barrel.
Dry Goods—per 2,000 pounds or 40 c. ft.....	50c. per ton.				5c. per ton.
Groceries not enumerated, in small boxes.....	30c. do				1c. per box.
Ales, Beer.....	25c. do				3c. per barrel.
Liquors .....	40c. do				3c. do
Crockery, Earthenware, &c, in crates.....	15c. do				10c. per crate.
Glassware and China in packages .....	20c. do				5c. per box.
Butter.....	30c. do				1c. p. package (say 30c. p. ton)
Cotton, Hemp.....	30c. do				5c. per bale (say 20c. p. ton)
Coffee, Dried Fruit.....	30c. do				1c. per bag.
Sugar.....	30c. do				6c. per hogs-head (say 6c. per ton.)
Molasses.....	30c. do				10c. per hogs-head (say 15c. per ton.)*

\*NOTE.—Half rates if received from or delivered to lighters outside. Free at Railway wharves if goods are received or forwarded by rail. This note refers only to Baltimore.

## PORT OF NEW YORK.

All vessels in foreign trade pay 30 cents per ton per annum to the Federal Government, and having paid at one American Port are free at others for 12 months from date of payment.

Part of the wharves are owned by the City Department of Docks, and the remainder by companies or private persons, but the wharves belonging to the City are all leased by the year and the dues from these as well as from other wharves are all collected by the lessees or owners.

The rental charged for one of the City piers of modern construction of 550 to 600 feet in length by 75 feet is about \$30,000 per annum, and for old piers of 400 or 500 feet long, from \$8,000 to \$15,000 per annum. The large Ship and Railway lines are, as a rule, lesses or owners of the wharves used by them.

The custom of the Port is to charge wharfage on vessels only, the cargo (unless stored on the wharf) being free; at the Railway Elevator wharves, vessels taking grain are also free, all dues being included in the freight or elevating charges.

The rates of wharfage on vessels are limited by statute of the State of New York, and for vessels in foreign trade are as follows:

Vessels of 200 tons and under, 2 cents per ton per day.

Vessels over 200 tons, 2 cents per ton per day for the first 200 tons, and  $\frac{1}{2}$  cent per ton for the additional tonnage.

Vessels not receiving or discharging cargo, half rates.

Coastwise, river and canal boats, &c., are charged different and lower rates

## PORT OF BOSTON.

Vessels in foreign trade are charged a yearly Government tax of 30 cents per ton, provided it has not been already paid in another American port.

The wharves are all in the hands of companies or individuals who charge wharfage at such rates and in such manner as may be agreed upon.

The State Government has reclaimed a large space and built extensive docks at South Boston, but these also are leased or to be leased to Railway companies.

The custom of general wharfingers is to charge wharfage on cargo and not on the vessel while loading or discharging, but this is mere custom and there are no legal restrictions.

The following may be considered the wharfingers' nominal tariff on staple goods from which discounts, varying from 25 to 75 per cent, are allowed, according to quantity and circumstances:

General merchandise if by measurement,  $\frac{1}{2}$  cent per c. ft.

do do if by weight, 30 cents per ton.

Iron and steel, 40 cents per ton.

Grain loaded at the Railway Elevators, free.

## PORT OF PHILADELPHIA.

Vessels in foreign trade pay the yearly Government tax of 30 cents per ton, if not previously paid at another American port.

The wharves are all owned by companies or individuals, except a few built by the City on City property, but these are leased by auction, so that practically all the wharves are under private control.

The wharfage rates are subject to no legal restriction except that a wharfinger is not allowed to discriminate between different vessels or to prevent a vessel from occupying his wharf when otherwise idle.

The custom is to charge wharfage on vessels, but none on the cargo unless stored on the wharf. The majority of wharves are however well provided with sheds in which goods are stored when required, and for this storage charges are made which yield a considerable part of the wharfinger's revenue.

The larger Steamship and Railway companies as a rule own or lease the wharves they occupy.

The following are average wharfage charges on vessels :

At Girard Point Grain Elevator :—

Steamers.....	1 cent per ton per day.
Sailing vessels under 500 tons .....	\$3 per day
“ “ 500 to 800 “ .....	4 “
“ “ 800 to 1000 “ .....	5 “
“ “ over 1000 “ .....	6 “

At wharves for general wharfage :—

Vessels under 500 tons.....	\$4 <sup>1</sup> / <sub>2</sub> per day
“ 500 to 600 “ .....	5 “
“ 600 to 800 “ .....	6 “
“ 300 to 1000 “ .....	7 “
“ over 1000 “ .....	10 “

PORT OF BALTIMORE.

Vessels in foreign trade pay the yearly Government tax of 30 cents per ton, if not previously paid at another American port.

The wharves are all owned by companies or individuals, except a few built by the City on City property.

The shipping engaged in foreign trade, and especially the steamers, are as a rule berthed at the Railway Companies' wharves, and at these no wharfage charges are made upon steamships or upon goods passing over the railways.

Coastwise and inland vessels are usually berthed at private or City wharves, and the custom is to charge wharfage on both vessel and cargo. There is however no legal tariff or restriction, and in consequence of keen competition between the wharfingers for some time past, the charges have been exceedingly variable. Nearly all the wharves are provided with store houses, and in the case of goods paying storage the wharfage charges proper, both on vessel and cargo, are greatly modified.

The following rates payable under the tariff of the Baltimore and Ohio Railway wharves, on goods not passing over the railway, may be taken however as average wharfage charges :

Bags—Coffee, dried fruit, seeds, spices.....	1 cent each.
“ Nitrate soda, feathers, nuts, rice .....	1 <sup>1</sup> / <sub>2</sub> “
Bales—Hides, hemp, cotton, dry goods. ....	} 5 “
“ Indigo, malting, bark.....	
Barrels—Flour, beef, pork, lard, fish, Ale in glass.....	} 3 “
“ Liquors, Vinegar, Sal Soda, oil.....	
Boxes—Canned goods, Candles, cheese, raisins. ....	} 1 “
“ Tobacco, oranges, lemons.....	
“ Meat .....	1/2 “
“ Herrings.....	3 “
Cases—Dry Goods, &c under 40 c. feet .....	5 “
“ “ undes 80 c. feet .....	10 “
“ “ over 80 c. feet .....	25 “
“ Tobacco .....	5 “
Casks—Tallow, liquors.....	5 “
Crates—Crockery, &c.....	10 “
Grain, in bulk—per bushel.....	1/4 “
Coal, bricks, ballast.....	10 cents per ton.
Iron, salt, slate, plaster.....	} 15 “
Bones, granite, marble .....	
Agricultural implements, cordage.....	} 20 “
Machinery, grindstone.....	

Steamers are free at Railway wharves.

Sailing vessels 400 to 600 tons .....	\$1.50 per day.
“ “ 600 to 800 “ .....	1.75 “
“ “ 800 and over.....	2.00 “

STATEMENT D.

Aggregate Receipts of Grain, Flour and Meal in New York during years 1879, 1878 and 1877.

RECEIPTS FOR TWELVE MONTHS.

Year.	By Canal.	Coastwise.	By Rail.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.
1879 .....	57,044,406	4,151,241	101,929,243	163,124,800
1878 .....	67,935,872	3,616,219	85,350,079	152,862,170
1877 .....	49,256,176	4,064,639	60,892,937	103,315,000

Receipts during seven months' navigation, May to November, inclusive.

Year.	By Canal.	Coastwise.	By Rail.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.
1879 .....	54,095,806	2,393,514	59,820,220	116,309,540
1878 .....	62,319,667	2,074,562	46,881,467	111,275,696
1877 .....	47,248,265	2,185,216	30,526,466	79,359,889

Receipts during five months winter, December to April, inclusive.

Year.	By Canal.	Coastwise.	By Rail.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.
1879 .....	2,948,600	1,757,707	42,119,023	46,815,350
1878 .....	1,586,205	1,531,657	38,418,612	41,586,754
1877 .....	1,107,911	1,879,421	20,366,561	23,353,893

New York proportion of Exports in 1877 was 50.10 per cent.  
do do do 1879 was 49.75 per cent.  
Montreal do do 1877 was 13.55 per cent.  
do do do 1879 was 8.77 per cent.

For details see Statement D., 2nd part.

## STATEMENT D—2ND PART.

Showing the rates of exports of Grain, Flour and Meal, for years 1879, 1878 and 1877 from the following Ports.

PORTS.	1877.	1878.	1879.
New York .....	50.10	50.74	49.75
Philadelphia.....	10.82	14.06	12.93
Baltimore.....	20.74	18.69	22.26
Boston.....	4.74	6.09	6.29
Montreal.....	13.55	10.42	8.67
Total.....	100.00	100.00	100.00

Philadelphia, Baltimore and Boston, it will be seen, have made considerable gain at the expense of New York and Montreal. The loss of New York is comparatively trifling, being only  $\frac{3.5}{100}$  per cent., while Montreal in the two years has no less than  $4\frac{7.8}{100}$  per cent.

## STATEMENT E.

Rates of Pilotage of steamers at various Ports, from 12 to 24 feet draft of water, from May to November—Winter rates higher.

Draft of Water.	Montreal.	New York.	Philadelphia.	Baltimore.	Boston.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
24 Feet.	283 00	270 00	264 00	240 00	222 00
22 do	258 50	247 50	242 00	220 00	181 50
20 do	235 00	192 00	200 00	200 00	150 00
18 do	211 00	172 80	162 00	180 00	117 90
16 do	188 00	121 60	144 00	160 00	92 80
14 do	164 50	106 40	116 48	112 00	76 30
12 do	141 00	76 80	76 80	96 00	55 56

## PILOTAGE DISTANCES:—

Montreal to Father Point.....	345 miles.
New York to Sandy Hook.....	25 "
Philadelphia to Light Boat.....	128 "
Baltimore to Cape Henry.....	160 "
Boston to Sea.....	8 "

Steamers and sailing vessels are charged the same rates at all ports except Montreal, but the latter when towed from Quebec to Montreal and back, are charged \$2.00 per foot, being 50 cents less than steamers.

Vessels between Quebec and Montreal when under sail, are charged \$4 $\frac{20}{100}$  per foot upward and \$2.80 per feet downwards, equalling \$7.00 per foot, but when towed only \$4.00 is charged for both ways.

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 APPENDIX 34.
 

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 HARBOR DUES AND TRANSIT CHARGES AT MONTREAL AND  
 ATLANTIC PORTS.
 

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Reference 9,342.

 LETTER FROM THE SECRETARY OF THE BOARD OF TRADE, AND THE CORN  
 EXCHANGE ASSOCIATION.

MONTREAL, 12th November, 1880.

 Hon. H. L. LANGEVIN, C. B.  
 Minister of Public Works,  
 Ottawa.

SIR,—By instructions from the President of the Board of Trade, and the President of the Corn Exchange Association, I have the honour to transmit the joint reply of their respective Boards to your letter of 28th June, in which you were pleased to request answers to certain inquiries relating to Canal Tolls, Harbour dues, &c. The communication is in four sections, viz:—

1. Statements relating to the Carrying Trade; on pages to inclusive.
2. Replies in detail to the inquiries contained in your letter; on pages to inclusive.
3. Additional information; on pages to inclusive.
4. Summary of conclusions; on pages and

It is regretted that so much time has elapsed before this joint answer could be presented, but it seemed to be essential that all particulars in any way bearing upon the subject should be succinctly laid before you,—and in doing this, much more time has been occupied than was at first anticipated.

I am now to express to you the hope that the varied information submitted may enable you, in concert with your Colleague, the Minister of Railways and Canals, to present such recommendations to the Government as will secure the speedy removal of all the burdens and disabilities which prevent the expansion of Canadian Commerce by the River St. Lawrence. If this should be the result of your deliberations, you will be instrumental in conferring a great boon upon the Mercantile and Shipping interests, as well as upon the general trade of the whole country.

I am only further to suggest that if you consider it desirable to have a few more copies of the enclosed document, to enable you to furnish one to such of the Cabinet Ministers as may, along with yourself wish to examine the details submitted,—I am directed by the Presidents to comply with any instructions from you in the matter.

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

WM. J. PATTERSON,  
*Secretary Board of Trade, and Corn Exchange Association.*

## INTRODUCTORY.

F. W. HENSHAW, Esq.,  
*President Board of Trade ;*

AND

ROBERT ESDAILE, Esq.,  
*President Corn Exchange Association :*

GENTLEMEN.—Communications were addressed to you respectively, by the Honorable the Minister of Public Works, in which he requested sundry information, that he might “ be in a position to fully enter into and discuss the question recently laid before the Federal Government by the several Deputations from the East and West of Canada,—viz., the freedom, as far as practicable, of the St. Lawrence route.” The letters to you were precisely alike. The following is a copy :—

OTTAWA, 28th June, 1880.

SIR,—In order to be in a position to fully enter into and discuss the question<sup>s</sup> recently laid before the Federal Government by the several Deputations from the East and West of Canada, viz :—the freedom, as far as practicable, of the St. Lawrence route, I am desirous of acquiring certain information which, I believe the Corn Exchange Association (the Board of Trade,) and other Public Bodies can furnish me with, the possession of which would enable me, together with my colleague, the Minister of Railways and Canals, to lay before the Privy Council such Report upon the subject as would form the basis of our discussions.

I have therefore the honor the request that you will furnish me with the following Statements :

- 1st. A statement showing the comparative cost of Transport viâ the Erie Canal and the St. Lawrence Canal.
- 2nd. The Tolls charged on both routes.
- 3rd. A statement showing the comparative cost of Harbor Dues in Montreal, New York, Philadelphia, Boston and Baltimore.
- 4th. What reduction in Dues your Board would recommend, either as to Tonnage dues on Vessels, or Wharfage rates on Goods, in order to successfully compete with the Ports above-mentioned ?
- 5th. The comparative cost of Pilotage at all the above-mentioned Ports, and what remedy your Board would propose in order to reduce the cost of this service below Quebec, as also from Quebec to Montreal.
- 6th. What remedy your Board would propose to lessen the cost of Towage of sailing vessels from Father Point to Quebec and from Quebec to Montreal.

I will thank you to let me have the information above named as soon as practicable, and also to furnish any further data bearing upon this subject.

I remain, Sir,

Your most obedient servant,

HECTOR L. LANGEVIN.

It having been determined that the inquiries could be more satisfactorily made and reported upon jointly, than were your Corporations to submit separate statements, the undersigned was instructed to make investigation and submit proposed answers to the Minister's questions; presenting all particulars in the form that may be considered most explicit and useful. This I now have the honor to do; and the only apology that can be made for the delay in presenting my report, is the range of the investigation that seemed necessary, extending over long periods,—and the diversity of particulars which were considered to have a bearing upon the general question.

My aim has mainly been to collect and systematise all available information bearing, directly on indirectly, on matters referred to in the foregoing letter.



This communication has assumed dimensions which, at the outset, were not contemplated. After much condensation, the first section is but little more than a synopsis of the progress of the Carrying Trade of North America during the past quarter of a century. The second, embracing the replies to the Minister's inquiries, is worth examining; and it is hoped that the result of the consideration which the subject is receiving from the mercantile community and the Government, may be the adoption of a policy that will preserve the trade of Canada's Great Water Highway from being broken down, as has been that of the Erie Canal.

The inquiry, of which the matter in the following pages is the out-come, has been a tedious but congenial one; and I have only further to express my solicitude that the particulars adduced may tend to the speedy initiation of measures that will free the inland and ocean commerce of Canada from every obstructive burden.

I am, Gentlemen,  
Your obedient servant,

WM. J. PATTERSON,  
*Secretary.*

Montreal, 6th November, 1880.

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## STATEMENTS RELATING TO THE CARRYING TRADE.

## TRANSPORTATION FROM LAKE ERIE.

The table on this page shows the volume of traffic which has been flowing from the level of Lake Erie towards the sea-board during the past twenty-four years,—the quantities of vegetable food of all kinds that were carried eastward by the New York Central and Erie railroads,—the quantities of breadstuffs moved in the same direction via the New York Canals,—the quantities of general eastward traffic by each of these routes,—and the combined aggregates of food and merchandise so transported.

A glance at the last column of that statement will show, in a general way, that the eastward current of traffic during the entire period, has been great, and steadily increasing,—the most notable exceptions being in 1875 and 1876. The railway columns indicate that, for many years by the Erie railway, and since 1869 by the New York Central, much the larger proportions of breadstuffs and general merchandise have passed from the Lake Erie region by these channels; while the Canal traffic, especially in breadstuffs, cannot be said to have been maintained at what it was years ago,—for, since 1861 and 1862, as regards Flour and Wheat, no year's business has equalled either of these. The immense increase in railway traffic to the sea-board through the State of New York, is all the more remarkable when it is remembered that other trunk lines have, for several years, been drawing away freight from the Western and North Western States to ocean ports at Philadelphia and Baltimore. Some idea of the magnitude and growth of the transportation of breadstuffs diverted to these cities, may be formed from the table on page 176.

YEARS.	NEW YORK CENTRAL RAILWAY.		ERIE RAILWAY.		NEW YORK CANALS.		AGGREGATE BY RAILWAYS & CANALS.	
	Tons of Vegetable Food.	Aggregate Tonnage.	Tons of Vegetable Food.	Aggregate Tonnage.	Tons of Wheat and Flour.	Aggregate Tonnage.	Tons of Food.	Grand Aggregate of Tonnage.
1856.....	283,027	776,112	148,943	993,321	475,385	4,116,082	906,355	5,825,415
1857.....	275,941	838,791	120,617	978,066	263,141	3,344,061	659,699	5,160,918
1858.....	301,507	765,407	154,534	816,965	454,831	3,665,192	910,872	5,237,564
1859.....	249,751	834,319	112,727	869,072	250,872	3,781,684	613,350	5,485,075
1860.....	343,872	1,028,183	197,233	1,139,554	710,138	4,650,214	1,251,243	6,817,951
1861.....	441,562	1,167,302	243,959	1,253,419	1,054,295	4,507,635	1,739,816	6,928,356
1862.....	469,885	1,387,433	261,824	1,632,955	1,177,299	5,598,785	1,909,008	8,619,173
1863.....	405,380	1,449,604	228,632	1,815,096	816,446	5,557,692	1,480,458	8,822,392
1864.....	461,511	1,557,148	215,986	2,170,798	606,891	4,852,941	1,284,388	8,580,887
1865.....	349,103	1,275,299	212,677	2,234,350	420,643	4,729,654	982,423	8,239,303
1866.....	454,663	1,692,197	297,963	3,242,792	289,166	5,775,220	1,140,792	10,620,209
1867.....	495,194	1,667,926	277,432	3,484,546	332,589	5,688,325	1,105,215	10,840,797
1868.....	568,680	1,816,599	302,451	3,908,243	390,852	6,442,225	1,261,982	12,197,067
1869.....	764,831	2,281,885	322,978	4,312,249	636,670	5,859,080	1,724,479	12,453,174
1870.....	1,297,481	4,122,000	468,976	4,852,505	575,681	6,173,769	2,342,141	15,148,274
1871.....	1,459,919	4,532,056	745,670	4,844,208	678,450	6,467,888	2,884,039	15,844,152
1872.....	1,158,894	4,393,965	711,720	5,564,274	356,917	6,673,370	2,274,531	16,631,609
1873.....	1,452,962	5,522,724	584,030	6,312,702	682,827	6,364,782	2,719,819	18,200,208
1874.....	1,678,476	6,114,678	791,265	6,364,276	726,702	5,804,588	3,196,413	18,283,542
1875.....	1,669,070	6,001,954	674,174	6,239,946	686,709	4,859,958	3,029,953	17,101,858
1876.....	2,109,339	6,803,680	775,464	5,972,818	357,633	4,172,129	3,233,486	16,948,627
1877.....	1,787,112	6,351,356	706,571	6,184,451	385,072	4,955,963	2,878,755	17,489,770
1878.....	2,628,190	7,695,413	1,067,574	6,150,568	811,908	5,171,320	4,507,672	19,017,301
1879.....								

The following concise statement shows the eastward and westward traffic earnings of the New York Central and the Erie railways, and the Canals respectively for a period of twenty-four years,—the rates per ton per mile being also given. It appears that, though the rate by canal is 33 to 50 per cent. less than by the railways, the water route has not been able to hold its own.

YEARS.	N. Y. CENTRAL RAILWAY.		ERIE RAILWAY.		NEW YORK CANALS.	
	Amount of Freight earned.	Average rate per ton per mile.	Amount of Freight earned.	Average rate per ton per mile.	Amount of Freight and Tolls.	Average rate per ton per mile.
	\$		\$		\$	
1856	4,328,041	2 97 cents.	4,545,782	2 48 cents.	6,573,225	1.11 cents.
1857	4,559,276	3.13 "	4,097,610	2.45 "	3,876,000	7.89 mills.
1858	3,700,270	2.59 "	3,843,310	3.32 "	4,502,437	7.97 "
1859	3,337,148	2.13 "	3,195,869	2.17 "	3,665,806	6.72 "
1860	4,095,934	2.06 "	3,884,343	1.84 "	8,049,450	9.94 "
1861	4,644,449	1.96 "	4,351,464	1.73 "	9,369,378	1.08 cents.
1862	6,607,331	2.22 "	6,642,915	1.89 "	10,780,431	9.59 mills.
1863	7,498,509	2.40 "	8,432,234	2.09 "	9,065,005	8.76 "
1864	8,543,370	2.75 "	9,855,087	2.31 "	10,039,609	1.15 cents.
1865	8,776,028	3 31 "	10,726,264	2.76 "	8,605,961	1.10 "
1866	9,671,920	2 92 "	11,611,023	2.45 "	10,160,051	1.00 "
1867	9,151,750	2 53 "	11,204,689	2.04 "	8,663,119	0 90 "
1868	9,491,427	2 59 "	11,425,739	1.92 "	9,012,659	0 88 "
1869	10,457,582	2 20 "	13,046,804	1 60 "	8,492,131	0 92 "
1870	14,327,418	1 86 "	12,328,027	1 37 "	7,552,988	0 83 "
1871	14,647,580	1 65 "	13,232,235	1 47 "	10,779,887	1 02 "
1872	16,259,647	1 69 "	14,509,745	1 52 "	10,648,711	1 02 "
1873	19,616,018	1 57 "	15,015,808	1 45 "	9,267,503	0 88 "
1874	20,348,735	1 47 "	13,740,042	1 31 "	6,972,607	0 73 "
1875	17,899,762	1 27 "	12,287,400	1 21 "	4,863,137	0 66 "
1876	17,593,265	1 05 "	11,429,930	1 07 "	3,898,919	0 68 "
1877	16,424,316	1 02 "	10,647,807	0 96 "	4,839,033	0 57 "
1878	19,045,830	0 91 "	11,914,489	0 97 "	3,936,520	0 42 "
1879						

The foregoing particulars regarding the eastward movement from Lake Erie have been gathered out of the Annual Reports of the Auditor of the New York State Canals.

TRANSPORTATION FROM LAKE ONTARIO.

The following summary statement shows the aggregate of Flour and Grain which passed eastward from the level of Lake Ontario during the past eleven years. The details have appeared from time to time in the Annual Reports of the Trade and Commerce of Montreal :—

	BUSHELLS.		BUSHELLS.
1869.....	30,852,440	1875.....	28,582,150
1870.....	30,120,551	1876.....	27,856,724
1871.....	35,659,298	1877.....	31,324,811
1872.....	31,878,595	1878.....	29,808,195
1873.....	32,449,369	1879.....	33,963,698
1874.....	35,124,651		

The annual average movement appears to have been 31,601,853 bushels. The lowest quantity (in 1876) was 11·85 per cent. below the average; the highest (in 1871) was 12·84 per cent. above it; while the quantity in 1879 was 7·47 per cent. above the average of the period, and only 9·09 per cent. above the quantity in 1869.

The following per centages show that the current of transportation from Lake Ontario to the seaboard does not nearly all flow down the River St. Lawrence :—

—	Oswego.	Charlotte.	Fair Haven.	Cape Vincent.	Ogdensburg.	Montreal.
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
1869.....	43·42	0·27	.....	0·68	13·36	42·27
1870.....	40·77	0·37	.....	1·51	15·43	41·92
1871.....	39·64	0·29	.....	1·49	13·89	44·69
1872.....	28·83	0·69	.....	1·35	14·00	55·21
1873.....	26·34	0·24	.....	0·97	11·39	61·06
1874.....	37·02	0·30	.....	0·97	11·96	49·75
1875.....	29·48	0·67	.....	1·02	8·94	59·89
1876.....	27·57	0·54	.....	1·05	3·50	67·54
1877.....	29·23	0·12	0·10	0·74	10·91	58·61
1878.....	17·34	0·20	0·50	0·76	11·20	70·00
1879.....	23·00	0·05	0·73	0·65	9·72	65·85

It appears that the movement via Oswego has diminished considerably,—a good deal of variation has taken place as regards Ogdensburg—while the figures for Montreal indicate an increase. During five years (1870 to 1874) the annual average for Montreal was 50·53 per cent. of the whole; while during the last half of the decade, the yearly per centage was 64·38.

## TRAFFIC MOVEMENT FROM BOTH LAKES.

The preceding statements show separately the movements from Lakes Erie and Ontario, and how small, comparatively speaking, is the traffic of the latter;—a concise view of this transportation question has also been presented in a series of tables by the Commissioner of Inland Revenue, and presented in his Annual Report to the Dominion Government. Mr. Brunel's classification is comprehensive, and the contrasts are made clearly—confirming, from a different stand-point, the conclusion from figures derived from other sources. The following table is re-formed from his Report:

	New York Canals.	Welland Canal.	New York Central and Erie Railways.	Cleared at Buffalo and Ton- awanda.	Cleared at Oswego.	Via Welland Canal, from U.S. to U.S. Ports.
	1	2	3	4	5	6
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1870..... { Total .....	1,295,010	596,749	1,766,457	802,592	238,181	337,384
{ Increase or decrease .....	-0-58	+18 43	+62 36	+2-05	+11 06	+0 04
1871..... { Total .....	1,850,199	668,676	2,205,589	1,315,693	297,424	384,585
{ Increase or decrease .....	+42-03	+32-59	+102-75	+67-29	+11-05	+13-94
1872..... { Total .....	1,674,320	623,448	1,870,614	1,317,276	169,818	316,619
{ Increase or decrease .....	+28-53	+23-73	+71-96	+67 50	-36-59	-6-19
1873..... { Total .....	1,745,171	540,050	2,036,992	1,432,174	131,765	236,743
{ Increase or decrease .....	+33-97	+7 18	+87 25	+82-01	-50-08	-29-86
1874..... { Total .....	1,767,598	622,558	2,791,517	1,157,503	243,325	290,114
{ Increase or decrease .....	+35 96	+23-55	+156-62	+47 18	-9-14	-14-04
1875..... { Total .....	1,305,550	511,990	2,343,241	1,017,559	126,763	291,473
{ Increase or decrease .....	+0-22	+1-61	+115 04	+29-38	-52-71	-13-55
1876..... { Total .....	1,064,293	455,022	2,875,803	783,331	99,975	181,895
{ Increase or decrease .....	-18-29	-9-59	+165-40	-0 39	-62-67	-46-11
1877..... { Total .....	1,408,984	406,567	2,493,683	1,223,100	126,899	169,836
{ Increase or decrease .....	+15-07	-19-03	+129-23	+25 52	-52 61	-49 68
1878..... { Total .....	1,912,734	438,889	3,695,764	1,614,301	93,149	161,117
{ Increase or decrease .....	+46 83	-12-89	+239-74	+109 08	-65 21	-52 26
1879..... { Total .....	1,833,399	422,725	4,353,617	1,565,543	127,163	126,407
{ Increase or decrease .....	+40-74	-16-10	+300-22	+99-07	-52-51	-62-54

In the preceding table for the decade 1870 to 1879 inclusive, all the increases (+) or decreases (-) from year to year relate to the figures for 1869.

1. There were only two years (1870 and 1876) during which the quantities of food-stuffs carried by the New York Canals were less than in 1869, the difference in 1870 not being worth noting;—in each of the other years, with one exception, the increase was large.

2. As regards the movement by Welland Canal, there were increases during the first six years of the period, but diminutions during the last four which averaged 14.40 per cent. for each.

3. The movements eastward by the two great trunk railways in the State of New York, show a very different result. Every one of the ten years shows aug-

menting traffic; the increase in 1870 was 62.33 per cent., bounding upward year by year, until in 1879 the augmentation was over 300 per cent.

4. The Canal clearances at Buffalo and Tonawanda show large increases, except in 1870 and 1876.

5. The Canal Clearances at Oswego, show a constant *minus* (—) difference, except in 1871.

6. Since the first two years of the decade, the quantities of breadstuffs passing through the Welland Canal, between U. S. ports, have decreased,—the diminution becoming much larger in the four years 1876 to 1879.

### MOVEMENT OF BREADSTUFFS AT THE SEA-BOARD.

The tabular statement on the opposite page shows concisely the total quantities of Breadstuffs received at, and shipped from, the Atlantic sea-board, during ten years,—Flour and Meal being given in bushels:—

	Boston.	New York.	Phila- delphia.	Baltimore.	New Orleans.	Montreal.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1870... { Receipts.. .....	13,102,703	69,921,175	15,307,011	13,819,101	15,480,179	13,106,630	140,736,799
{ Shipments.....	.....	29,455,814	.....	.....	.....	13,631,310	.....
1871... { Receipts.. .....	15,037,943	89,543,673	20,102,425	17,389,443	14,601,922	16,808,108	173,483,514
{ Shipments.....	.....	43,595,502	.....	.....	.....	16,186,484	.....
1872... { Receipts.....	17,068,088	90,930,336	24,117,150	20,571,499	15,256,805	18,115,670	186,059,546
{ Shipments.....	.....	43,901,493	.....	.....	.....	17,522,957	.....
1873... { Receipts.. .....	17,926,202	92,137,971	24,949,157	19,693,517	13,214,226	19,989,094	187,316,167
{ Shipments.....	2,145,364	54,278,072	4,807,620	9,049,545	1,433,278	17,912,572	89,626,451
1874... { Receipts.....	18,000,002	107,273,158	24,625,591	24,936,208	12,295,333	17,676,188	204,806,480
{ Shipments.....	3,186,318	66,088,650	6,671,334	12,555,090	2,394,476	16,739,580	167,635,438
1875... { Receipts.. .....	18,321,063	93,895,082	28,195,330	22,048,569	9,669,296	17,324,137	189,453,477
{ Shipments.....	3,987,959	50,686,401	8,846,515	11,407,489	774,927	15,363,184	91,066,475
1876... { Receipts.. .....	22,753,698	95,949,252	35,546,845	35,310,276	9,544,194	19,086,600	218,190,865
{ Shipments.....	6,043,298	55,500,158	22,016,515	24,761,307	2,145,818	18,167,642	128,634,738
1877... { Receipts.....	23,215,457	103,313,782	25,727,260	34,590,303	10,055,381	18,825,184	215,697,367
{ Shipments.....	5,974,621	62,418,317	13,473,965	25,842,450	3,101,232	17,346,678	128,157,263
1878... { Receipts.....	27,291,781	152,862,170	45,474,650	47,075,240	14,529,304	21,934,170	309,167,315
{ Shipments.....	12,941,359	107,919,044	29,876,327	39,724,954	7,606,427	20,899,187	218,867,298
1879... { Receipts.. .....	32,798,829	163,124,890	47,398,455	66,799,926	14,895,836	23,192,749	348,210,685
{ Shipments.....	15,774,076	124,350,932	32,310,473	55,629,594	7,065,416	22,755,946	257,886,437
*1880... { Receipts.. .....	24,821,240	124,870,001	37,253,615	43,974,977	13,311,647	19,137,515	268,377,995
{ Shipments.....	16,243,017	105,608,677	25,621,840	39,832,634	11,753,340	20,309,822	219,369,380

A close examination of the figures in the column for Montreal, will show an increase of receipts in 1879 of 5.74 per cent. over 1878, the latter year indicating 16.51 per cent. over 1877. The increase of shipments in 1879 over 1878 was 17.15 per cent.,—the increase in the latter year over 1877 being 15.61 per cent. Notwith-



standing this local increase, the augmented movement along the sea-board shows that there had been a steady relative decrease, for a number of years, until the present season, when there appears, so far, to be a small increase. The table gives the following results :—

	Receipts.	Shipments.
In 1870, Montreal's proportions were	9·31 per cent.	.....
1871, " "	9·69 "	.....
1872, " "	9·73 "	.....
1873, " "	10·67 "	19·98 per cent.
1874, " "	8·63 "	15·55 "
1875, " "	9·14 "	16·87 "
1876, " "	8·75 "	14·12 "
1877, " "	8·72 "	13·53 "
1878, " "	7·09 "	9·54 "
1879, " "	6·66 "	8·82 "
*1880, " "	7·13 "	9·26 "

The figures for 1880, to which an asterisk (\*) is prefixed, in the foregoing table, only include the receipts and shipments at the several ports for the first nine months of the year. They are not from official sources ; but have been so carefully collated, as to warrant the belief that they afford a fair approximate statement for general comparison. A small increase in the per centages of receipts and shipments is shown. It is believed that had the tenth month's business for all the ports been included in the table on page 176, the per centages for Montreal would have been decreased ; because the receipts and shipments during October, at this port, for the past and present years, show the following unfavorable contrast :—

	1879.	1880.	Decrease.
Receipts, bushels.....	3,976,126	3,321,402	654,724
Shipments, " .....	3,671,150	3,230,961	440,189

INFERENCES FROM THE FOREGOING STATEMENTS.

1st. The current of traffic, say, of grain for Great Britain, appears to flow increasingly eastward without regard (1) to distance, and preferring the longest route ; (2) this preference being against the cheaper mode of transport by the Welland Canal and River St. Lawrence ; and (3) a fair inference is, (as shown on p. 173,) that railway transport is now much less expensive than it was twenty or thirty years ago. To enable carriers by water, therefore, to maintain a fair relative position, every impediment must be removed, and every item of expense reduced.

2nd. The information tabulated in one of the statements (p. 173) shows, that the great reductions in Canal freights and tolls, from time to time, during the past quarter of a century, have not sufficed to increase, or even to maintain the volume of traffic by the water route.

3rd. The re-imposition of full rates of toll upon merchandise passing through the Canadian Canals in 1863,—(that is to say, the Order-in-Council dated 19th May, 1860, which provided for a refund of 90 per cent. of the tolls in certain cases, at Port Colborne, was rescinded before the opening of navigation in 1863,)—did not lead, for instance, to an increase in the average rate of freight on Wheat from Chicago to Montreal,—reductions being made *pari passu* both by the Welland and the Erie.

4th. The opinion is entertained in Toledo, that the " cheapest route from thence " to Liverpool, via Montreal, has additional advantages over the extra charges in Buffalo and New York for transfer, and is a great protection to western shippers." When the enlargement of the Welland Canal is finished, and the removal or reduction of all encumbering tolls and charges is accomplished, the advantages referred to may be realized. Meantime, that opinion seems to be practically confined to those who give expression to it,—as may be inferred from the table and remarks on pp. 175-176.

5th. Whatever means may be adopted with a view to increase the export and import trade of the Dominion via the River St. Lawrence, it would seem scarcely worth while to consider what effect, if any, would be produced by that action upon east-bound freight from the Western States, other than that in which Canadians may have a direct interest.

6th. The railway from Fort William, on Lake Superior, to Winnipeg and Selkirk, —as well as 150 miles of the main line of the Canada Pacific, to the westward of the latter point,—will be completed before Autumn, 1881, and there is no good reason to doubt that the surplus grain-crop of Manitoba will find its way by railway and the lakes, via the Welland Canal and the River St. Lawrence to Montreal,—if not driven away by high rates of freight and other charges. This alone ought to be sufficient incentive to endeavor to lessen or entirely remove all the rates and dues that can be so dealt with.

REPLIES TO THE INQUIRIES OF THE MINISTER OF PUBLIC WORKS.

I. AND II.—RATES OF FREIGHT AND CANAL TOLLS.

1st. A Statement showing the comparative cost of transport *via* the Erie Canal and the St. Lawrence Canals.

2nd. The Tolls charged on both routes.

Years.	Chicago to New York, Via Buffalo.				Chicago to New York, Via Oswego.			Chicago to Montreal, by Schooner to Kingston.
	Number of days in Canal.	Highest rate, Chica- go to Buffalo.	Highest rate, Buffalo to New York.	Average rate of freight.	Highest rate, Chica- go to Oswego.	Highest rate, Oswego to New York.	Average rate of freight.	Through Rates.  Cts.
		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
1861 .....	8½	26	30	27½	30½	22	27	.....
1862 .....	8½	17	24½	26½	22½	18	26½	26
1863 .....	9	12½	25	23	17	18	23	16
1864 .....	10	18	22	28½	24	18	28½	18½
1865 .....	10	19	26	26	27	18	27	18½
1866 .....	10	23	23	30½	30	20	31½	18½
1867 .....	10	15	25	22½	18½	17	22½	17½
1868 .....	10	13½	24	23	16	17	23	17½
1869 .....	10	12	25	23	16½	20	23	16
1870 .....	10	10	16	17	15	12	18½	16
1871 .....	11	18	17	20½	20	14	21½	14½
1872 .....	11	18	17	24½	20	14	22½	21½
1873 .....	11	13	13	19	20	9	22	18
1874 .....	11	6½	11½	14	11½	7½	15	12
1875 .....	11	6½	11	11½	10	9½	12½	11
1876 .....	11	5	10	9	7½	9	11	10
1877 .....	11	6	12	11	10	13	13	10
1878 .....	10	5½	8½	9	8½	7½	13	8½
1879 .....	.....	.....	.....	.....	.....	.....	.....	e

Rates by propellers are variable, according to the state of trade—sometimes higher than by schooner to Kingston, and sometimes lower. On the average there is probably no difference.

The foregoing table shows the average of the rates of freight in each year since 1861; (1) from Chicago to New York via Buffalo and Erie Canal; (2) from Chicago to New York via Oswego; and (3) from Chicago to Montreal via Kingston. The columns showing highest rates by the U. S. water route are worthy of examination,—especially during the earlier years of the period; while the average rates by the three routes, has been largely in favor of that via the river St. Lawrence, until within the past few years. It scarcely needs to be stated, however, that, while *average* rates for periods of years are *convenient* criteria, they do not always afford sufficient data for conclusions regarding particular seasons. It would be impossible to go into more detail here, however. The average time of the trip of a grain-laden propeller from Chicago to Montreal is less than is occupied by a loaded canal boat in passing through the Erie Canal.

The rates of freight averaged in the table on page 178 include the canal tolls, —transfer charges at Kingston being also included in the rates to Montreal. The full toll per ton of 2000 lbs., on Wheat passing down the Welland Canal, is 20c., or say  $\frac{1}{2}$  per bushel of 60 lbs. When this rate is paid, the cargo is entitled to pass *free* through the St. Lawrence Canals. This has been the tariff rate for more than twenty years,—except when by Order-in-Council, of 19th May 1860, a refund of 90 per cent, in certain cases, was directed to be made at Port Colborne, and free traffic was provided for on the St. Lawrence Canals. The Order-in-Council was revoked in 1863, as stated on p. 177.

The rates by the Erie Canal on a bushel of wheat transported from Buffalo to Troy, in each season of navigation during nineteen years, were as follows :—

	FREIGHT AND TOLLS.			TOLLS ALONE WERE.				FREIGHT AND TOLLS			TOLLS ALONE WERE.		
	c.	m.	f.	c.	m.	f.		c.	m.	f.	c.	m.	f.
1861.....	15	7	5	5	1	7	1871.....	12	6	2	3	1	0
1862.....	15	8	4	6	2	1	1872.....	13	1	0	3	1	0
1863.....	15	3	9	6	2	1	1873.....	11	5	7	3	1	0
1864.....	18	7	8	6	2	1	1874.....	10	1	1	3	1	0
1865.....	16	8	4	6	2	1	1875.....	8	0	1	2	0	7
1866.....	16	9	6	6	2	1	1876.....	6	7	1	2	0	7
1867.....	15	6	9	6	2	1	1877.....	7	3	9	1	0	3
1868.....	15	6	5	6	2	1	1878.....	5	9	9	1	0	3
1869.....	16	3	1	6	2	1	1879.....	.....	.....	.....	1	0	3
1870.....	11	2	2	3	1	0	1880.....	.....	.....	.....	1	0	3

No tolls are levied on any of the following articles when transported on the New York Canals :—

* Pork	* Wool.	Hops.
* Beef.	* Live cattle, hogs and sheep.	Domestic spirits.
* Bacon.	Cotton.	Oil Cake.
* Cheese.	Tobacco unmanufactured.	Bar and pig lead.
* Butter.	Hemp	Domestic woollens,
* Lard.	Clover and grass seed.	“ cottons.
* Tallow.	Flax seed.	Coffee.

The rate of toll that would be levied on the articles to which an asterisk (\*) is prefixed, on passing *each way* through the Welland Canal, is 20c. per ton; the rate upon the others is 40c. per ton.

## III.—HARBOR DUES AND OTHER CHARGES.

3rd. A Statement showing the comparative cost of Harbor Dues in Montreal, New York, Philadelphia, Boston and Baltimore.

It may be stated here, that the Council of the Board of Trade had the questions of Pilotage, Towage, and Harbor Charges, under consideration more than a year ago; and a report was made which contained an *approximate* comparative statement of charges to a vessel of 600 tons register, drawing 18 feet water, inwards and outwards, as follows :

	PILOTAGE.	TOWAGE.	WHARFAGE.
Boston.....	\$ 86 37	\$ 60 00	.....
New York .....	172 80	100 00	{ \$6 per day and fee of \$9.
Philadelphia .....	162 00	120 00	\$3 per day.
Baltimore.....	162 00	150 00	\$1 per day.
Montreal.....	193 50	\$450 @ \$600	\$4.50 per day.

Foreign ships pay a yearly tax of 30c. per ton register in the United States ports.

This general statement was necessarily partial, for the column of "Wharfage" does not include ordinary charges to which all vessels are liable, owing to the difficulty that was experienced in obtaining details. The particulars given on pp. 180 to 187 inclusive, admit of very much fuller and specific comparisons.

As supplementary to the taxes and dues levied at the ports referred to by the **MINISTER OF PUBLIC WORKS** the subjoined list shows the various items of charge exacted by the Federal Government upon all vessels engaged in the foreign trade on entering or leaving United States ports,—as provided for by the Customs and Navigation Laws.

## U. S. CHARGES ON VESSELS INWARD.

Tonnage duties on Vessels, in the foreign trade, built in the U. S., per ton register.....	\$ .30
Tonnage duties on Foreign Vessels, per ton register.....	.50
Tonnage tax (besides the duty, in certain cases,) per ton register.....	.30
Light-money, per ton register....	.50
Entry fee at Custom House, when cargo is free goods.....	2.50
“ “ “ when cargo contains dutiable goods.....	5.50
General Order.....	.20
Each Jurat.....	.20
Permits. To land Chronometer, Sails, &c.....	.20
United States Hospital Money. Charged on American Vessels for each employé on board for their time of service since date of last entry of Vessel in a U. S. port,—per month.....	.30
Post Entry.....	2.00
U. S. Commissioner's fees for paying crew, per man.....	.50

## U. S. CHARGES ON VESSELS OUTWARD.

U. S. Commissioner's fees for shipping crew, per man.....	\$2.00
Charge for log-book and papers.....	3.00
Clearance from Custom House.....	2.50
Bill of Health.....	.20
Crew Bond.....	.40
Crew List certified.....	.25
Shipping Articles.....	.20

A communication recently received from the Assistant-Secretary of the Treasury of the United States, affords the following particulars from the Navigation Laws, on the subject of "Tonnage Duties," which are worth recording here:—

SEC. 4219.—Upon vessels which shall be entered in the United States from any foreign port or place there shall be paid duties as follows:—

- (a.) On vessels built within the United States but belonging wholly or in part to subjects of foreign powers, at the rate of thirty cents per ton.
- (b.) On other vessels not of the United States, at the rate of fifty cents per ton.
- (c.) Upon every vessel not of the United States, which shall be entered in one district from another district, having on board goods, wares, or merchandise taken in one district to be delivered in another district, duties shall be paid at the rate of fifty cents per ton. Nothing in this section shall be deemed in anywise to impair any rights or privileges which have been or may be acquired by any foreign nation under the laws and treaties of the United States relative to the duty of tonnage on vessels.
- (d.) On all foreign vessels which shall be entered in the United States from any foreign port or place, to and with which vessels of the United States are not ordinarily permitted to enter and trade, there shall be paid a duty at the rate of two dollars per ton; and none of the duties on tonnage aboved-mentioned shall be levied on the vessels of any foreign nation if the President of the United States shall be satisfied that the discriminating or countervailing duties of such foreign nations, so far as they operate to the disadvantages of the United States have been abolished.
- (e.) In addition to the tonnage-duty aboved imposed, there shall be paid a tax, at the rate of thirty cents per ton, on vessels which shall be entered at any custom-house within the United States from any foreign port or place; and any rights or privileges acquired by any foreign nation under the laws and treaties of the United States relative to the duty of tonnage on vessels shall not be impaired.
- (f.) And any vessel, any officer of which shall not be a citizen of the United States shall pay a tax of fifty cents per ton. (See § 4131.)

SEC. 4220.—No vessel belonging to any citizen of the United States, trading from one port within the United States to another port within the United States, or employed in the bank, whale, or other fisheries, shall be subject to tonnage tax or duty, if such vessel be licensed, registered or enrolled.

SEC. 4221.—In cases of vessels making regular daily trips between any port of the United States and any port of the Dominion of Canada, wholly upon interior waters not navigable to the ocean, no tonnage or clearance fees shall be charged against such vessel by the officers of the United States, except upon the first clearing of such vessel in each year.

SEC. 2793.—Enrolled or licensed vessels engaged in the foreign and coasting trade on the northern, northeastern and northwestern frontiers of the United States, departing from or arriving at a port in one district to or from a port in another district, and also touching at intermediate foreign ports shall not thereby become liable to the payment of entry and clearance fees, or tonnage tax, as if from or to foreign ports: but such vessels shall, notwithstanding, be required to enter and clear.

SEC. 4223.—The tonnage duty imposed on all vessels engaged in foreign commerce shall be levied but once within one year, and, when paid by such vessel, no further tonnage tax shall be collected within one year from the date of such payment. But this provision shall not extend to foreign vessels entered in the United

States from any foreign port, to and with which vessels of the United States are not ordinarily permitted to enter and trade.

SEC. 4224.—Vessels which pay tonnage duties once in a year, shall pay the same either at their first clearance from or entry at, according to priority, a custom-house in the United States in each calendar year. Nothing in this section shall be construed to prevent customs officers from collecting such tonnage duty at the entry of vessels at their respective custom-houses during the calendar year if the same has not previously been paid for such year.

SEC. 4225.—A duty of fifty cents per ton, to be denominated “light-money,” shall be levied and collected on all vessels not of the United States, which may enter the ports of the United States. Such light money shall be levied and collected in the same manner and under the same regulations as the tonnage duties.

SEC.—4226. The preceding section shall not be deemed to operate upon unregistered vessels, owned by citizens of the United States, and carrying a sea-letter, or other regular document, issued from a custom-house of the United States, proving the vessel to be American property.

*Vessels entering from a foreign port or place.*—I. All merchant vessels entered in the United States from any foreign port or place, are subject to the payment of tonnage duty. They may be divided into two principal classes, namely :—Vessels of the United States, and vessels not of the United States. Vessels of the United States are those documented according to law. They pay 30 cents per ton under paragraph *e*, § 4219, except those any of whose officers are not citizens of the United States, which pay 50 cents per ton under paragraph *f*. The officers of a vessel are, under the rulings of the Department, the master and mates, and, in addition, the engineers and pilots, if a steam-vessel.

II.—Vessels of the United States may be divided, in relation to the rates of tonnage duty, into five classes :

1. Vessels built in the United States, but belonging wholly or in part to subjects of foreign powers.

2. Vessels not built in the United States, and belonging wholly or in part to subjects of foreign powers.

3. Vessels wherever built, owned in whole or in part by subjects of foreign powers, which enter from a foreign place where vessels of the United States are not ordinarily permitted to enter and trade.

4. Vessels not built in the United States, but belonging to citizens of the United States, and provided only with a sea-letter, or other custom-house document proving the vessel to be American property.

5. Vessels without documents.

III.—Vessels of class I pay 30 cents per ton under paragraph *a*, § 4219, 30 cents per ton additional under paragraph *e*, and 50 cents per ton “light-money” under § 4225, making \$1.10 in all.

Vessels of class 2 pay 50 cents per ton under paragraph *b*, 30 cents per ton additional under paragraph *e*, and 50 cents per ton “light-money” under § 4225, making \$1.30 in all.

Vessels of class 3 pay \$2 per ton under paragraph *d*, 30 cents per ton additional under paragraph *e*, and 50 cents per ton “light-money” under § 4225, making \$2.80 in all.

Vessels of class 4 pay 50 cents per ton under paragraph *b*, and 30 cents per ton additional under paragraph *e*, making 80 cents per ton; and if the owner or master refuses to take the oath required by § 4226, 50 cents per ton “light-money,” under § 4225 must be paid, making \$1.30 per ton.

Vessels of class 5 pay the same as vessels of class 1 or 2, accordingly as they are vessels built in the United States or not. The collector must satisfy himself, by evidence presented, that the vessel was built in the United States, before admitting her to payment under class I at \$1.10 per ton. (No importations can be permitted in vessels of class 5. See § 2597, Rev. Stat.)

1.—PORT OF BOSTON.

The following are the rates and dues levied on sea-going vessels at this port:—

Customs Entry—100 tons and over, dutiable cargo.....	\$5.50
“ “ free cargo.....	3.17
Custom Clearance—under license.....	0.50
“ “ under register.....	1.50
“ “ foreign vessel coastwise.....	2.00
“ “ foreign.....	3.30

**With reference to the foregoing particulars from local sources, see the list of U. S. Government charges upon foreign vessels, as well as upon American vessels in the foreign trade, on pages 180, 181, 182.**

Wharfage, Dockage—Vessels discharging cargo, or loading grain at elevators, or other cargoes at the wharves, are free from wharfage.  
 Steamers, 1c. per day per ton register.  
 Sailing vessels over 200 tons register  $\frac{1}{2}$ c. per ton per day.

Lay-Days free from Dockage as follows:—

<i>Loading.</i>		<i>Discharging.</i>	
200 to 500 tons .....	20 days.	200 to 500 tons.....	7 days.
500 to 800 “ .....	25 “	500 to 800 “ .....	10 “
800 to 1100 “ .....	35 “	800 to 1100 “ .....	15 “
1100 to 1500 “ .....	40 “	1100 to 1500 “ .....	20 “
Over 1500 “ .....	45 “	Over 1500 “ .....	25 “

**NOTE**—The foregoing information is from an “*Index to the Port of Boston.*” Some explanations and further information have been received from a reliable source as follows:—

Wharfage.—No charge for wharfage is made to the vessel;—the shipper or receiver pays it. When a vessel goes to a railroad dock to discharge, the wharfage is free on that portion of the cargo which goes over the road;—and the same rule applies to a vessel loading at a railroad dock; that portion of her cargo which comes over the road is free from wharfage. In all cases where cargo is received from, or delivered to lighter or other vessel over side, while the vessel is at a wharf, the goods so received or delivered are subject to half-wharfage.

Particular Rates.—When the goods do not come over a railroad, to its dock where the vessel is loading, the charges on principal articles are as follows:—

Flour per brl.....	4c.	Butter, per tub.....	1c.
“ per sack.....	2c.	Hay, per ton.....	40c.
Cheese, per box.....	1c.	Cattle Feed per bag.....	2c.
Lard, per tierce.....	7c.	Cattle, per head.....	15c.
Bacon, per box.....	6 $\frac{1}{2}$ c.	Sheep or Hogs, per head.	4c.

N. B.—Cattle, sheep, and Live Stock, are invariably subject to wharfage, whether coming over the railway or not.


*Grain-Transfer and other Charges.*

Grain in bulk, delivered by floating elevator, $\frac{3}{4}$ c. to $1\frac{1}{4}$ c. per bushel.	
“ “ loading and trimming, per 1000 bush.....	\$1.50 to \$2.
Hire of bags (to be returned to port,) each.....	.05
Stowing and sewing bags, each.....	.01 $\frac{1}{2}$
Ceiling (Lining) for cargo, $1\frac{1}{4}$ c. per bush ;—should serve for 3, 4, or 5 voyages.	
Surveyor's fee.....	\$10.00

2.—PORT OF NEW YORK.

The following rates and dues are paid by all sea-going vessels :—

Quarantine Dues.....	\$6.50
Hospital Dues—for Captain.....	1.50
for each Mate.....	1.00
for each Seaman.....	50
Health Officer.....	6.50

 *With reference to the foregoing particulars from local sources, see the list of U. S\* Government charges upon foreign vessels, as well as upon American vessels in the foreign trade, on pages 180, 181, 182.*

Wharfage—All vessels of 200 tons and under, per ton...2c. per day.  
 All vessels over 200 tons, 2c. per day for each of the first 200 tons ; and for each additional ton  $\frac{1}{2}$ c. per day.

The owner, or lessee of a wharf may charge 5c. per ton per day, for all merchandise left on his wharf, after 24 hours have elapsed from the time of being landed or left there.

Harbor Master's Fee, from \$3 to \$24, according to size of vessel,—the legal charge being  $1\frac{1}{2}$ c. per ton.

Ballast—discharging .....	35c. per ton.
Loading, stone, f. o. b .....	60c. “
“ shingle, f. o. b.....	65c. “
“ earth, f. o. b.....	50c. “

*Grain-Transfer and other Charges.*

Elevating—into single-deck vessels, including trimming, per 1000 bushels.....	\$7.00
into double-deck vessels, including trimming, per 1000 bushels.....	8.00
Delivering in bags on ocean vessels, per 1000 bushels.....	6.25
“ “ coastwise vessels including trimming..	2.50
Loading bags, per 1000 bushels.....	5.00
Hire of bags (to be returned to port,) per 100 bags.....	4.00
Ceiling (Lining) for Grain in bulk, per 100 bushels.....	75

3.—PORT OF PHILADELPHIA.

The charges paid by all sea-going vessels are as follows :—

Entrance Fee.....	\$2.50	Clearance Fee.....	\$2.50
Harbor Master..	2.00	Bill of Health.....	.20
Surveyor's Fee .....	3.00	Certified Manifest.....	.20
Manifest Stamp.....	\$1 to \$2		



**With reference to the foregoing particulars from local sources, see the list of U. S. Government charges upon foreign vessels, as well as upon American vessels in the foreign trade, on pages 180, 181, 182.**

Wharfage Dues on a Ship.....\$4.00 per day.  
 " on a Barque, Brig, or Schooner... .. 3.00 "

While, in a general way, these rates are correct, the following items are more specific:—Charges at the city wharves, from \$2 to \$5 per day; at the oil piers, \$3.50 per day for vessels under 300 tons; \$4.50 on vessels between 300 and 500 tons; \$5.50 on vessels between 500 and 800 tons; \$6.50 on vessels between 800 and 1,000 tons; and \$7 for vessels of over 1,000 tons. Rates at grain-loading wharves do not exceed \$2 per day,—at some wharves free.

Spanish, Portuguese, Italian, Russian, and South American Ships pay a sum of \$2.50 in addition to charges for Pilotage.  
 Stone ballast—\$1.00 to \$1.50 per ton.

#### Grain-Transfer and other Charges.

Loading Grain in bulk, per 1,000 bushels.....	\$2.40
" in bags, " .....	5.60
Hire of bags, (to be returned to port,) per 100 bags.....	3.00
Ceiling (Lining) for bulk grain, $\frac{3}{4}$ c. to 1c. per bushel.	
Surveyor's Fee.....	10.00

#### 4.—PORT OF BALTIMORE.

The following rates are levied on all sea-going vessels:—

Vessels with dutiable cargo pay as follows:—

Customs Entry.....\$2.50

" Survey..... 3.00

" Permits..... .20

Vessels with duty-free cargo pay:—

Customs Entry.....\$2.50

" Survey..... .67

**With reference to the foregoing particulars from local sources, see the list of U. S. Government charges upon foreign vessels, as well as upon American vessels in the foreign trade, on pages 180, 181, 182.**

Quarantine and Doctor's fees—1c. per ton register.

Wharfage per day:—Vessels of less than 400 tons.....\$1.25  
 400 to 600 tons..... 1.50  
 600 to 800 tons..... 1.75  
 800 tons and upwards. 2.00

These rates apply to wharves owned or leased by individuals, where cargoes of all descriptions are landed and shipped. At wharves owned by the City or State, the rate is 1c. per ton register per day; at the grain elevator, \$1.50 per day for vessels up to 500 tons register, and \$2 if larger; at oil wharves, \$3.50 per day on all vessels irrespective of size.

Ballast:—Discharging, per ton..... 20c. to 30c.  
 Loading and cost of earth or stone, per ton..... 50c. to 70c.

*Grain-transfer and other charges.*

Elevating bulk grain, per 100 bushels.....	38c.
Trimming " per 1,000 bushels.....	\$1.50
Stowing bags per 1,000 bushels.....	.05
Bag-hire (bags to be returned to port,) per 100.....	3.00
Sewing bags, per 100.....	.50
Ceiling (Lining) for Grain in bulk, 1½c. per bushel; the same lining, with slight repairs, should serve for 4 or 5 voyages.	
Surveyor's Fee.....	10.00

5.—PORT OF MONTREAL.

The following dues and charges are levied on all sea-going craft :—

Hospital Dues .....	2c. per ton register.
Police Dues .....	3c.
Wharf Dues :—	
" Steamships, of 50 tons register, and upwards, per day.....	1½c. per ton register.
" Sailing Vessels, of 50 tons register, and upwards, per day.....	¾c. " "

The Harbor Commissioners are authorized by an Order in Council, dated 19th April, 1880 to levy rates upon " all merchandise, animals, and things whatsoever, landed or shipped in the harbor." The printed tariff contains an enumeration of nearly 300 items to which specified rates are attached. The charges on two-thirds of these are at the rate of 20c. to 50c. per ton, viz :—on 13 items, 20c. per ton; on 38 items, 25c. per ton; on 80 items, 30c. per ton; on 28 items, 40c. per ton; and on 19 items, 50c. per ton.

Wheat, maize, peas, barley, malt, are charged 25c. per 100 bushels; and Oats 15c. per 100 bushels.

It is also provided :— " On all goods, wares, and merchandise whatsoever, the quantity of which by weight, measurement, or other mode of estimate provided for in the tariff, cannot be conveniently ascertained, it shall be lawful for the Harbor Commissioners to levy a rate of ¼ of 1 per cent, on the value thereof."

*Grain-transfer and other charges, 1880.*

The Harbor Commissioners levy the following rates (as above-noted) :—

Upon wheat, indian corn, barley, malt, peas, &c., per 100 bushels.....	25c.
" Oats, per 100 bushels .....	15c.

\* Trinity Dues—5 p. ct. on all Pilotage—is a charge deducted from the pilotage accounts, and is understood to go into the Fund for Decayed Pilots.

Transfer rates by floating elevators are:—

Elevating, (one-half of which is payable by the receiving vessel) per bush.....	½c.
Filling and sewing Grain bags, each bag.....	¾c. to 1c.
Hire of Grain bags, including filling and sewing (to be returned to port,) per bag.....	4½c.
Through cargoes of grain by railway from the West for shipment at Montreal for Europe, are transferred from the cars, floated to vessel in harbor, and put f. o. b., for a charge of 1¾c. per bu. for all local expenses, which charge is usually included in the through-freight rate.—Free storage for a term of 10 days is also granted when required.	
Storage of Grain cargoes—	
¼c. per bu. for first five days.	
¼c. per bu. for each of next three terms of five days each respectively.	
¼c. per bu. for each succeeding term of 10 days.	
Winter rate for the season (Nov. 1 to May 15) 2½ c. per bu.	
Charges for Lining (Ceiling) for Grain-cargoes:—	
Wooden ships, per register ton.....	45 to 60c.
Iron ships, which are not lined higher than the turn of the bilge, per ton.....	20 to 40c.
The same lining, with occasional slight repairs, should serve for three or four voyages.	
Steamers with water-ballast tanks, when tank covers are clear, dry and caulked, require no lining	
Port Warden's Fee.....	\$4 to \$6

*Special Rates and Charges, 1880.*

Harbor Towages—For one tug.....	\$5 @ \$10
For two tugs.....	\$20
Ballast—Wharfage on.....	10c. per ton
Carting away.....	20c. “
Laid down alongside, when required.....	50c. “
Tallyman, when required.....	\$2.00 per day of 10 hours.
Watchman, “.....	\$2.00 for 12 hours.
Customs Officer—overtime when discharging,	\$2.50 per night.
Shipping-Master's Fee for British Vessels, for each man shipped or discharged.....	50 cents.
Noting Protest, \$1.00:—Extending Protest, when required,	\$5 00.
Stevedore's charges for discharging inwards, and loading outwards cargoes, are from 16c. to 20c. per ton, for both weight and measurement.	

IV.—REPEAL AND REDUCTION OF HARBOR DUES.

4th. What reduction in Dues your Board would recommend, either as to Tonnage Dues on Vessels, or Wharfage rates on Goods, in order to successfully compete with the Ports above-mentioned ?

1. Through rates of freight for merchandise, for instance, from Great Britain to Toronto and other points in Ontario, are practically the same, whether the ocean carriage terminates at New York, Boston, or Montreal. There are no wharfage rates imposed at either of the two former ports, or merchandise in transit for inland

points either in the U.S. or Canada. Wharfage rates at Montreal, however, are a considerable item. Taking the keenness of competition in every department of mercantile life into account, it is thought that an effectual remedy would be, *to have all these rates promptly repealed*, for they weigh heavily on the foreign commerce of the Dominion, and send freight past Canadian ships and steamers into round-about foreign channels, to find cheaper access to cities and towns in Ontario.

2. The following statement shows the operation of the tariff which the Montreal Harbor Commissioners were, in April last, authorized to enforce (see page 186;) and it demonstrates the necessity for reducing the dues:—

		1878	1879	1880 To 1st October
<i>Sea-going traffic:</i>				
Wharfage dues on Imports .....		\$59,216	\$84,207	\$91,200
do. Exports .....			{ 67,644	57,500
do. Steamships .....	}	103,046	{ 41,975	54,800
do. Sailing Vessels.....			{ 16,442	
		\$162,262	\$210,268	\$203,500
<i>Local traffic:</i>				
Wharfage dues on Goods.....		\$8,190	\$6,648	} \$30,514
do. Barges.....		18,497	17,625	
do. Steamboats, &c.....		25,473	22,891	
		\$52,160	\$47,164	\$30,514
		162,262	210,268	203,500
<b>Yearly Totals.....</b>		<b>\$214,422</b>	<b>\$257,432</b>	<b>\$234,014</b>

The harbor revenue in 1879 amounted to \$269,596;—the dues levied on imported and exported merchandise, appear to have been 56.52 per cent. of that income. If the dues on the steamships and sailing vessels carrying the goods were added, the burden imposed would be about 66 per cent. The effect would simply be, the addition of about \$180,000 to the cost of the property carried to and from the port of Montreal,—which would have been saved in the ports of Boston, New York, Philadelphia and Baltimore.

3. The subjoined statement shows how wharfage charges affect steamships and sailing vessels in the several Atlantic Ports, as compared with Montreal, according to the rates cited on pages 183, 184, 185 and 186,—the example being that of a 1,500-ton vessel:—

	Steamships.	Sailing Vessels.
* Boston.....per day.....	\$15.00	\$ 7.50
New York. do. ....	10 50	10 50
Philadelphia, do. ....	4 00	4 00
† Baltimore .. do. ....	2 00	2 00
Montreal .... do. ....	22.50	11.25

4. It is understood that, during the past ten years, the revenue from foreign traffic averaged 74.37 per cent. of the total revenue,—the expenditure on harbor works in ten years being about \$80,000 less than was spent in seven years upon works in the river. The amount paid as interest on the Government loan in four years was not much under \$200,000, and on the Harbor debt in ten years \$340,000. The revenue, in ten years, from wharfage dues on sea-going vessels was \$1,738,600;—if the Harbor Trust were immediately relieved by Government, and by the City of Montreal, from debt obligations, an immense reduction (say 75 per cent.) in wharfage dues might signalize the opening of navigation in 1881.

\* For some exceptions to the rule in Boston harbor, see page 183, under the word "Wharfage."

† For exceptions, see paragraph near the foot of page 185.

5. It will be observed that this suggested reduction does not affect revenue from local sources; such would very likely be increased by the influx of sea-going vessels. In that case, the Harbor Trust could give attention to other reductions and economies, which would soon make Montreal the cheapest port in the world for the sea-going craft of all nations.

## V.—RATES OF PILOTAGE.

5th. The Comparative cost of Pilotage at all the above mentioned Ports, and what remedy your Board would propose in order to reduce the cost of this service below Quebec, as also from Quebec to Montreal.

### 1.—PORT OF BOSTON.

The rates for piloting a 600-ton sailing vessel, drawing 18 feet water, from Boston Light (distance 9 miles from Boston proper) are:—

Inward, \$3.80 per foot draft.....	\$68.40
Outward, \$2.75 “ “ .....	49.50
	\$117.90

Pilotage is practically compulsory, both for steam and sail vessels;—they generally lay-to and wait for a Pilot, rather than incur risk without one. If a vessel is boarded 15, 20 or even 25 miles outside of Boston Light, in summer, (say April to November,) the Pilot is entitled to no more than if he had been taken within 100 yards of it. In winter he is entitled to distance-money, but must go on board four miles beyond Minot's Light, which is 9 miles further out than Boston Light,—the total distance being 22 miles. The distance money for 18 feet draft would be \$13.68, making the winter rate \$131.58.

All U.S. vessels, regardless of size, are exempted from the necessity to engage a Pilot when under coasting license. Vessels under 300 tons register when sailing under a register, may decline the services of a Pilot, and pay half pilotage.

### 2.—PORT OF NEW YORK.

The charges for piloting a 600-ton sailing vessel drawing 18 feet water from Sandy-Hook to New York (a distance of 21 miles) are:—

Inward, \$5.50 per foot draft.....	\$99.00
Outward, \$4.10 “ “ .....	73.80
	\$172.80

The distance from the Battery, (the southern point of the city,) to the bar, and over it, at Sandy-Hook, is 21 miles. When the wind is fair, Pilots usually leave the vessel when well over the bar; if the wind is ahead, they take the vessel to the light-ship, which is 6 miles farther.

The sum of \$4, is added to the rates inward and outward respectively, between 1st November and 1st April.

Pilotage is compulsory for all foreign vessels; but the Act regulating the service provides that “no master of a vessel belonging to a citizen of the United States, and licensed and employed in the carrying trade by way of Sandy-Hook, shall be required to employ a licensed Pilot.”

3.—PORT OF PHILADELPHIA.

The cost of pilotage from Philadelphia to the Capes of the Delaware (10½ miles) for a 600-ton sailing vessel drawing 18 feet water, would be :—

Inward, \$4.50 per foot draft.....	\$81.00
Outward, same rate .....	81.00
	\$162.00

Pilotage is compulsory for all vessels arriving from, or bound to, a foreign port. Spanish, Portuguese, Italian, Russian, and South American ships have to pay \$2.50 in addition to the usual cost of pilotage.

4.—PORT OF BALTIMORE.

The pilotage distance to Cape Henry is 177 miles. The charges to a 600-ton sailing vessel, drawing 18 feet water, are :

Inward, \$5 per foot draft,.....	\$90.00
Outward, same rate, .....	90.00
	\$180.00

If a vessel is hailed outside the limit at the Cape, she must take a Pilot ; but if inside on being hailed, it is optional with the master to do so or not.

Coasting vessels pay a yearly tax of 6c. par ton, and are exempt from pilotage.

5.—PORT OF MONTREAL.

The pilotage charges to a 600-ton sailing vessel, drawing 18 feet water, when towed, are as follows :—

Father Point to Quebec, 161 miles, \$3.60 per foot...	\$64.80
Quebec to Father Point, —\$3.15 per foot,.....	56.70
	\$121.50
Quebec to Montreal, 150 miles, \$2 per foot.....	\$36.00
Montreal to Quebec, same rate... ..	36.00
	72.00
	\$193.50

It should be stated that, from 10th to 19th of November, the rates from Father Point or Bic to Quebec and return, are \$1.60 and \$4.15 per foot draft respectively. The pilotage of a vessel of 18 feet draft, towards the close of the season, would therefore be \$229.50.

It appears from the foregoing pilotage statements, that the disadvantage to Montreal, is very much more one of *distance* than *expense*. The rates are all higher to other ports than to Montreal ; and the totals for the summer season compare as follows :—

	Total mileage.	Pilotage charges.
To and from Boston.....	18 .....	\$117.90
“ New York.....	42 .....	172.80
“ Philadelphia.....	206 .....	162.00
“ Baltimore.....	354 .....	180.00
“ Montreal.....	622 .....	193.50

1. It is suggested that when the system of telegraphic communication in the Gulf and River St. Lawrence is completed, pilotage arrangements may be very much simpli-

fied, and the services of Pilots be made more available than heretofore, and their numbers largely reduced. This may be effected by the establishing of a station or stations, with which the masters of in-coming vessels could communicate by use of the electro-signal service.

2. The Pilot-service ought to be an open one,—to which all competent men should be admitted, and each Pilot allowed to receive and hold all his own earnings.

3. No deep-sea pilotage charges should be exacted from any vessel, upward or downward, when in tow of a tug, the Master of which is a duly licensed Pilot of the first-class.

4. Rates of pilotage should be reduced, and all ineffic ent or incapable men removed from the Pilot rolls.

VI.—THE TOWAGE QUESTION.

6th. What remedy your Board propose to lessen the cost of Towage of Sailing Vessels from Father Point to Quebec and from Quebec to Montreal.

Although rates of towage at other ocean ports are not asked for by the Minister of Public Works, it has been considered worth while, as far as practicable, to make a comparison on a basis similar to that on which the information about Pilotage has been given.

1.—PORT OF BOSTON.

The rate for towing a 600-ton vessel, drawing 18 feet water, from Boston Light to dock, and *vice versa*, are :—

Inward .....	\$35-00
Outward.....	35-00
	\$70-00

If a vessel takes a tug outside of Boston Light, inwards,—or is towed outward beyond that Light,—the additional service is a matter of agreement between the vessel and the tug.

2.—PORT OF NEW YORK.

A 600-ton vessel may be towed at the following rates :—

Inward,.....	\$35.00
Outward,.....	35.00
	£ 7

Masters of vessels make bargains with tug-boats to tow in accordance with the necessities of the case. Sometimes, wind and tide favoring, the tug leaves the vessel at the Narrows, which is 6 miles from the Battery ;—with wind and tide unfavorable, the tug will go 15 to 20 miles.

“ There are no legal rates established for towing, the charge depending on distance, state of weather, and size of vessel. In favorable weather, a vessel of 300 or 400 tons can be towed in for \$30 ; 600 tons, \$35 ; 1,000 tons, \$45, and if the vessel knows where she is to be docked, this is included. *If the vessel is, for any reason, obliged to use steam to come in, much higher rates are required.* Outward towage is governed by the same rules.”

## 3.—PORT OF PHILADELPHIA.

The charges for towing a 600-ton vessel, drawing 18 feet water, from the Capes of the Delaware to the city, a distance of 103 miles, would be:—

Inward, 50c. per mile.....	\$51.50
Outward, 75c. per mile.....	77.25
	<hr/>
	\$128.75

Summer rates are by agreement. Inward-bound craft frequently sail up to Reedy Island, which is 46 miles from the city, and there take steam. It is not usual for outward vessels to tow below Reedy Island. In that case the towage would only cost \$57.56.

The tug-boats on the Delaware River are said to be the most powerful in the world, being each of about 2,500 horse power.

## 4.—PORT OF BALTIMORE.

Towage charges on a 600-ton vessel, 18 feet draft of water, from Cape Henry to Baltimore, 177 miles, would be:—

Inward.....	\$142.00
Outward.....	142.00
	<hr/>
	\$284.00

## 5.—PORT OF MONTREAL.

It would be misleading to quote rates of towage here, as in the foregoing examples; for the simple reason that though tow-boat officials sometimes refer to the "regular tariff," there is practically no recognized tariff of rates for tug-boat service in the Gulf and River St. Lawrence. There seems to have been one, however, bearing date 1874; because the Canada Shipping Company framed a list of charges for season 1880, for the services, when required, of their tug "Lake," the terms being mentioned as 50 per cent less than those of 1874. According to that reduction a 600-ton vessel, drawing 18 feet water, would be charged 4 c. per ton for first-class service, from Quebec to Montreal, or \$276 for the trip, (the downward rates by both tariffs being 25 per cent less,) while the charge under the *regime* of 1874 would presumably be \$552. But there was in 1875, a towage tariff issued by "Opposition Tow-Boats," according to which the rate for a vessel as above, was 91c. per ton, or \$546 up from Quebec. The difference between the supposed-to-be regular tariff of 1874, and the one of 1876, was so small as to lead to the belief that the opposition was of a very nominal kind,—serving only to mislead unsuspecting ship-masters. The above-mentioned Company's rate from Father Point to Quebec is \$175, or \$306.25 both ways.

## 6.—HOW THE TOWAGE BUSINESS IS WORKED.

The towing-service in the River and Gulf of St. Lawrence has been characterized as inefficient,—it being alleged that there are steamers of one kind and another engaged in it, that were not originally intended for that sort of work, and which, as might be expected, are poorly adapted for it. The tariff rates charged, too, are exorbitantly high, the mode of exacting them is arbitrary and irregular, often



oppressive—it seeming to be the settled belief of tow-boat organizations, that the commerce of Canada's Great Water-Highway *must* afford them revenue.\*

A number of detailed lists have been obtained of vessels,—showing tonnage, draft, rates of charge, &c., &c.,—towed for varying distances between Bic and Quebec up to Montreal, and return, in the seasons of navigation 1875, 1879 and 1880;—and they indicate how inconsistent and inequitable are the rates levied. It would unnecessarily swell this answer, to give the lists here referred to in full; but the following brief *résumé* of some of them may be sufficiently explicit.

*Season of Navigation, 1878.*—Out of one list of 24 vessels towed up to Montreal and back to Quebec, the sum exacted in four instances was \$550, the tonnages being respectively 803, 349, 690 and 349. Four vessels paid \$500 each, the respective tonnages being 744, 699, 739 and 388. Four vessels paid \$300 each, the respective tonnages being 633, 398, 490 and 288. A vessel of 633 tons paid \$285, and one of 414 tons paid \$.12.

*Season of Navigation, 1879.*—Out of one list of 14 vessels, one of 510 tons paid \$811.45;—one of 813 tons paid \$500;—\$450 was paid for one of 729 tons;—\$440 for 830 tons;—\$425 for 628 tons, and \$195 for 521 tons.

*Season of Navigation, 1880.*—Out of 14 vessels, the amount exacted in two instances was \$500 each, the tonnages respectively being 871 and 872. The sum of \$450 was paid for 787 tons;—\$400 each for 729, 364 and 354;—\$350 for 769;—\$330 for 396;—\$250 for 237;—\$230 for 147;—and \$225 for 249 tons.

*Further for 1880.*—A barque of 1000 tons paid \$600 for towage from below Quebec to Montreal and return; while a ship of 1135 tons had to pay \$1,325. In the latter instance, the Master was on his first trip to the River St. Lawrence; and he imagined the matter was all right when, without stating any sum, the official on the tug said he would be *towed up for 20 per cent. less than the tariff rate!* A barque of 770 tons was charged \$250; while another of 500 tons had to pay \$810 for like service. A brigantine of 508 tons recently paid \$260 from below Quebec to Montreal and return; the same Agents having, in 1879, a barque of 510 tons which had to pay more than three times that amount for similar service. A tug offered to take a vessel up to Montreal and back to Quebec for \$450,—to which the Captain assented, on condition that if his agent at the latter port had made any arrangement, he should not be required to pay more than the Agent had bargained for. On arrival it was found that an agreement had been made for \$300.

The vessels which suffer most are those which come into the St. Lawrence trade for the first time; and their experience is often so hard and cheerless that they never return. The greatest perplexity and annoyance experienced by owners of tonnage in Europe are believed to arise mainly from the uncertainty of towage expenses; and there can hardly be a doubt that this keeps away many a ship from Montreal, giving color to the exaggerated reports which have gained credence respecting exorbitant charges of every kind to which all vessels are subjected.

#### 7.—SUGGESTIONS TOWARDS A REMEDY.

1. Rates of towage should be reduced to a minimum, and the Harbor Trust of Montreal might be empowered to provide towage facilities, at not more than cost of service.

2. Or, a Company with suitable vessels, might be subsidised for the purpose of procuring strict adherence to rates *under* cost to vessels.

\* A well-informed person at Quebec, writes somewhat roughly, under date 20th September, as follows;—

“The Tariff made by the Beaver Line, is just one-half of that for 1876, but we don't even get that for four-fifths of the vessels. There have been seven vessels taken up this year, that have paid full tariff; but that was caused by the ignorance of the Masters, and the unblushing lying of Agents, which some of the Tug-owners keep for the purpose. Several of us have given orders not to take Montreal vessels at the low rates current,—but to give Quebec vessels a preference in all cases. The detention of Pilots up and down, expenses in current, and moorages in harbor, have rendered the business, at current rates, a losing one.”

3. Or, it might be worth considering, whether the service should be left open to competition by all tow-boats that may be *licensed* as to their fitness, and to be governed by a uniform tariff of rates, which shall be maxima. Vessels towed could be left, during the busy season, in Hochelaga Bay, until there is berth-room,—and then brought up by the chain-tug, and docked by a harbor-tug, at fixed rates, which should be deducted from the tow-boats' accounts.

4. The Captain of all tug-boats should be licensed Pilots.

5. For the prevention of any possible over-charge, all rates for towage might be made payable at the Office of the Harbor Trust.

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### ADDITIONAL INFORMATION.

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#### RATES OF OCEAN FREIGHT.

There is a current theory that the larger the vessel the less the cost of transport. As regards the Upper Lake Trade, the President of the Buffalo Board of Trade has put the case thus:—

“At the same rates a vessel carrying 60,000 bushels of corn makes a profit of \$740 on the round trip from Chicago to Buffalo and return, where a vessel carrying 21,000 bushels, gains but \$83.30, the rates in this case being 2 cents per bushel for corn and \$1.00 per ton for coal (carried on the return trip), giving to each vessel the same proportionate return cargo. Calling the rate 4 cents per bushel for corn and \$1.00 per ton for coal, the smaller vessel would gain \$743.50 while the larger one would show \$2,540 on the profit side of the ledger.”

Writing to the Secretary, under date 2nd November 1874, the late Hon. John Young, then Chairman of the Montreal Harbor Commission, said:—

“The effect on the cost of outward freight, by deepening of the channel to 20 feet, and employing the large ship, has been to reduce freight 33½ per cent, compared with the rates current previous to the improvement of the channel . . . . . The Harbor Commissioners believe that the cost of freight will thus be diminished, and as a consequence, that the value of what is exported will be increased to the producer, and imports cheapened to the consumer.”

Only a day or two before Hon. Mr. Young's decease, he requested that a statement of ocean freight rates at Montreal should be prepared,—going as far back as the record of the Corn Exchange Association would admit of,—he being of opinion that the quotations would show a continuance of the reduction.

Since then a good deal of labor and care have been expended in arranging a table of average rates of Ocean freight for heavy grain to Liverpool, by steamships and sailing vessels, for each month and for each year from 1861 to 1879 inclusive,—see next page.

AVERAGE Rates of Freight for Heavy Grain per 400 lbs. from Montreal to Liverpool.

Year.	May.		June.		July.		August.		September.		October.		November.		Average for Year.	
	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.
1861.	8 3	s. d.	7 6	s. d.	7 7½	s. d.	6 1½	s. d.	9 5	s. d.	8 1½	s. d.	9 6	s. d.	7 10	s. d.
1862.	6 10½	10 0	7 0½	7 0	7 11½	9 2	9 6½	10 5	9 9	11 1	9 9	11 1	9 9	12 5	8 7	10 4
1863.	6 7½	7 11	6 3½	8 0	6 2½	7 10	6 3	5 10½	3 10½	5 2	3 11½	5 2	3 11½	6 4	5 7½	6 10
1864.	5 3	6 3½	6 0	6 9½	5 1	5 5	5 6	5 11	4 7½	5 0	4 7½	5 0	4 7½	6 4	5 3½	5 10
1865.	3 9	3 9	3 9	3 9	4 11½	4 11½	4 6	5 0	4 6	6 1	4 1½	6 1	5 0	6 0	4 0½	4 10
1866.	7 0	5 2½	6 2	6 2	4 9	5 0	4 4½	4 10	4 2	4 10	5 10	6 1	5 0	7 11	4 8	5 10½
1867.	5 1	6 6	4 7	6 6	4 8½	6 1½	5 3½	6 3	4 2	6 3	7 10	9 4	8 9	11 10½	6 2	7 6
1868.	4 3	6 10½	4 6	5 7½	4 2½	4 2½	4 0	7 5	4 9	7 6½	5 6	6 7	5 3	7 0	4 10	5 8½
1869.	3 4½	4 6	4 6	5 5½	4 11½	5 8½	5 7½	7 0	4 9	7 6½	7 0	8 2	7 0	8 5	6 2	5 5½
1870.	5 5½	5 7½	4 9	6 0½	4 3	4 11½	6 1	4 16½	5 5	5 5	4 8	4 11	4 10½	6 5	5 0	5 6
1871.	5 3	5 10½	6 1	6 10½	5 10½	5 10½	6 8½	7 1	7 6½	7 0	7 0	8 6	7 1	8 6	6 5	7 1½
1872.	4 4	4 10	5 2	5 2	6 1	6 1	6 0	6 11	6 11	6 11	8 5	9 0½	7 6	7 9	6 4	6 6½
1873.	8 7	7 1½	8 6	8 11½	7 6	8 9	7 7	8 4	9 10	10 8	8 5	9 0½	12 6	13 6	8 10	9 7
1874.	8 7	8 11	7 3	8 11½	5 7	6 1	4 9	4 0	4 1½	4 1½	3 6	4 6½	4 1½	5 7½	5 3	5 10½
1875.	4 7½	4 5½	5 1	5 8½	4 7½	5 5	5 8½	5 9	5 2½	5 1½	6 1	7 2	8 7½	8 7½	5 11	6 0
1876.	4 7½	4 6	5 8½	5 8½	4 7½	5 5	4 0	4 0	5 2½	5 1½	6 1	7 2	8 7½	8 7½	5 5	5 5
1877.	4 0½	4 4	4 4	4 4	3 7½	3 7½	4 10	4 10	4 7	4 7	8 2½	8 2½	7 10	7 10	5 5	5 8½
1878.	5 6	5 6	5 11½	5 11½	5 1	5 1	4 4½	4 4	4 7	5 6½	5 2	5 2	5 11	5 11	5 2½	5 2½
1879.	3 5	3 5	3 7	3 7	3 9	3 9	5 4	5 4	5 8½	5 8½	No quotations.	7 0	No quotations.	6 6	4 4	5 0½

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The average annual rates for steam and sail are shown in the last column. Separating these yearly averages into two periods of nine years each,—the first one (1862 to 1870,) gives an average rate of 5s. 7d. Stg. per 480 lbs. for sail-craft, and 6s. 6d. for steamships,—the averages for the second (1871 to 1879,) being respectively 5s. 11d. and 6s. 3d. These results show an increase of 4d. for sail-craft, during the last period, but a *decrease* of 3d. for steamships. It would appear, therefore, that, on the foregoing theory, all the advantages of larger vessels have not yet accrued to Montreal exporters. There can be no doubt, however, that the greater tonnage of the vessels employed in the regular grain-carrying trade of the River St. Lawrence (especially of steamships) in later years, has given facilities for vastly more rapid transportation of larger cargoes.

A remark made elsewhere, regarding freight-rates on inland waters, may be repeated here, viz., that while *averages* for periods of years are *convenient* criteria, they do not always afford sufficient data for conclusions. The tables on pp. 197 and 198 will enable the enquirer to ascertain the rates of ocean-freights on one day in each week during the seasons of summer navigation in 1878 and 1879, at Montreal, Boston, New York and Baltimore; while a table on page 199 affords data for comparing rates once a week at New York and Montreal, in the present year (1880).

COMPARATIVE RATES from Montreal and Boston to Liverpool for Two Years.

DATE.	1878.					1879.							
	Montreal to Liverpool. Per 480 lbs.				Boston to Liv- erpool. p.60 lbs	Montreal to Liverpool. Per 480 lbs.				Boston to Liv- erpool. p.60 lbs			
	Sail.		Steam.		Steam.	Sail.		Steam.		Steam.			
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	d.	
Jan. 3				9	0	to							
do 10													8½
do 17													9
do 24													9
do 31													10
Feb. 7													10
do 14													10
do 21													9
do 28													9
Mar. 7													8
do 14													7
do 21													7
do 28													6
April 4													6
do 11													7
do 18													6½
do 25													7
May 2													6½
do 9													6½
do 16	5	0	to	5	6	5	0	to	5	6			7
do 23	5	3	"	5	9	5	3	"	5	9	3	3	4
do 30	5	3	"	5	9	5	3	"	5	9	2	6	3
June 6													7
do 13	5	9	"	6	0	5	9	"	6	0	2	9	4
do 20													9
do 27													6
July 4													6
do 11													6
do 18	4	6	"	5	0	4	6	"	5	0	2	9	4
do 25	4	6	"	5	0	4	6	"	5	0	3	9	4
Aug. 1	4	0	"	4	6	4	0	"	4	6	3	0	4
do 8	4	0	"	5	0	4	0	"	5	0	3	0	4
do 15	4	0	"	4	6	4	0	"	4	6	2	9	4
do 22	4	0	"	4	6	4	0	"	4	6	3	0	3
do 29	4	3	"	5	0	4	3	"	5	0	3	3	4
Sept. 5	4	6	"	5	0	4	6	"	5	0	2	9	4
do 12	4	6	"	5	0	4	6	"	5	0	2	9	4
do 19	4	0	"	5	0			"			3	3	4
do 26	4	3	"	4	6	4	3	"	4	6	3	3	4
Oct. 3	5	0	"	5	3	5	0	"	5	3	3	0	4
do 10													3
do 17													0
do 24	4	6	"	5	0	5	0	"	5	0	2	9	4
do 31	5	0	"	5	6	5	0	"	5	6	3	3	4
Nov. 7	5	6	"	6	0	5	6	"	6	0	3	0	4
do 14	6	6	"	7	0	6	6	"	7	0	3	0	4
do 21													6
do 28													6
Dec. 5													6
do 12													6
do 19													6
do 26													5

COMPARATIVE RATES from New York and Baltimore to Liverpool for Two Years.

DATE.	1878.				1879.			
	New York to Liverpool. Per 60 lbs.		Baltimore to Liverpool. Per 60 lbs.		New York to Liverpool. Per 60 lbs.		Baltimore to Liverpool. Per 60 lbs.	
	Steam.	Sail.	Steam.		Steam.	Sail.	Steam.	
	d.	d.	d.	d.	d.	d.	d.	d.
Jan. 3	9½	8½	11	to 11½	5½	.....	6	
do 10	10	8½	10½	" 11	6	.....	6½	
do 17	9½	8	11	" 11½	5½	.....	6½	
do 24	9½	7½	11	" 11½	6½	6	7	
do 31	9½	7½	11	" 11½	5½	6	7½	
Feb. 7	9½	7½	11	11	5½	5½	8	
do 14	10	7½	11	11	6	5	6½	
do 21	9	7½	11	11	6	5½	6½	7
do 28	8	7½	10½	to 11	6	5½	7½	
Mar. 7	7½	7	10	" 10½	6½	5½	7½	
do 14	6½	6½	9½	9½	6½	5½	7½	
do 21	6½	6½	9	to 9½	6	5½	7½	
do 28	7	6½	9	9½	5½	5½	7	
April 4	8½	7½	9	9	5½	5½	6½	7
do 11	8	7	8½	8½	6	5½	6½	
do 18	7	6½	8½	8½	6	5½	7½	
do 25	7½	7	8½	8½	6½	5½	6½	
May 2	8½	8	9	9	5½	5½	6½	
do 9	8	7	9½	to 9½	5½	5½	6½	
do 16	8	7	8½	" 8½	5½	5	6½	
do 23	7½	6½	8	8½	5	5	6	
do 30	8	7	8	8	5½	5	5	
June 6	8½	7	8½	8½	5	5	5	
do 13	8½	7	8½	9	5	4½	4½	5
do 20	8½	7½	9	9	4½	4½	6	asked.
do 27	7½	7	8½	to 9	4	4	4	4½
July 4	7	.....	8½	" 8½	4	4	4	4½
do 11	7	.....	8½	8½	5	4	5	
do 18	6½	.....	7	7	6½	.....	7	7½
do 25	6	5	8	8	7	.....	7½	8
Aug. 1	7½	6	8	8	7½	.....	8	8
do 8	8	6	8	8	8	.....	8	8
do 15	8	.....	7½	to 8	7	7½ to 8	8	8
do 22	7½	7	7½	7½	7	7	8	8
do 29	7	7	7½	to 8	7	7	7½	8
Sept. 5	6½	.....	7	7½	7	.....	7	7
do 12	5½	.....	6½	to 7	6	.....	6½	6½
do 19	5½	.....	6½	" 6½	7	7	6½	6½
do 26	6½	.....	6½	6½	7	.....	7	8
Oct. 3	6½	6	6	6	9	9	9	9
do 10	6½	6½	6	to 6½	9	9	9	9
do 17	7½	.....	8	8	8	8	9	9
do 24	7½	.....	8	8	7	6½	8	8
do 31	8	7½	8	8	6	6	9	9
Nov. 7	7½	7½	8½	8½	8	7	9	9
do 14	7½	7½	8½	to 8½	6	7	9	9
do 21	7½	7½	8½	" 8½	6	7	7	7
do 28	7½	7½	8½	8½	6	6	6	6
Dec. 5	7½	7½	7½	to 8	5	5	5	5
do 12	6	.....	8	8	4	4	4	4
do 19	5½	.....	7	7	4	4	5	5
do 26	5½	.....	7	to 7½	3	.....	5	5

The following quotations for 1880, show rates in Montreal as compared with New York:—

Date	Montreal.						New York.		
	Per quarter of 480 lbs.			Per bushel of 60 lbs.			Per bushel of 60 lbs.		
	Iron Clipper and Steam.						Steam.	Sail	
1880.	s.	d.		s.	d.	d.	d.		
May 7.....	4	0	@	4	6	==	6 $\frac{1}{2}$	@	6 $\frac{1}{2}$
do 14.....	3	9	"	4	3	==	5 $\frac{5}{8}$	"	6 $\frac{1}{8}$
do 21.....	3	9	"	4	3	==	5 $\frac{5}{8}$	"	6 $\frac{1}{8}$
do 28.....	3	6	"	4	0	==	5 $\frac{1}{2}$	"	6
June 4.....	3	6	"	4	0	==	5 $\frac{1}{2}$	"	6
do 11.....	3	9	"	4	3	==	5 $\frac{5}{8}$	"	6 $\frac{1}{8}$
do 18.....	4	0	"	4	3	==	6	"	6 $\frac{1}{2}$
do 25.....	4	3	"	5	0	==	6 $\frac{1}{2}$	"	7 $\frac{1}{2}$
July 2.....	4	9	"	5	3	==	7 $\frac{1}{2}$	"	7 $\frac{1}{2}$
do 9.....	4	9	"	5	6	==	7 $\frac{1}{2}$	"	8 $\frac{1}{2}$
do 16.....	4	6	"	5	6	==	6 $\frac{1}{2}$	"	8 $\frac{1}{2}$
do 23.....	5	0	"	5	6	==	7 $\frac{1}{2}$	"	8 $\frac{1}{2}$
do 30.....	5	3	"	6	0	==	7 $\frac{1}{2}$	"	9
Aug. 6.....	5	6	"	6	0	==	8 $\frac{1}{2}$	"	9
do 13.....	5	0	"	5	9	==	7 $\frac{1}{2}$	"	8 $\frac{1}{2}$
do 20.....	4	0	"	5	0	==	6	"	7 $\frac{1}{2}$
do 27.....	3	6	"	4	3	==	5 $\frac{1}{2}$	"	6 $\frac{1}{2}$
Sept. 3.....	3	0	"	4	0	==	4 $\frac{1}{2}$	"	6 $\frac{1}{2}$
do 10.....	2	9	"	3	6	==	4 $\frac{1}{2}$	"	5 $\frac{1}{2}$
do 17.....	2	9	"	3	6	==	4 $\frac{1}{2}$	"	5 $\frac{1}{2}$
do 24.....	2	9	"	3	9	==	4 $\frac{1}{2}$	"	5 $\frac{1}{2}$
Oct. 1.....	3	3	"	4	0	==	4 $\frac{1}{2}$	"	6
do 8.....	4	0	"	5	0	==	4	"	7 $\frac{1}{2}$
do 15.....	4	0	"	5	0	==	6	"	7 $\frac{1}{2}$

There is a consideration that must not be overlooked, viz: that, other things being equal, the prevalence of high rates of ocean freight might be expected to induce vessels to seek the port where these can be obtained. A fair axiom would be:—High rates of freight, *cet. par.*, should bring tonnage to the St. Lawrence,—more vessels would, by competition, tend to lower rates,—and this cheapening of transportation would naturally bring more freight to Montreal. The question is, therefore, a pertinent one:—What has prevented more vessels from seeking the port where they could seemingly earn most money?—and the reply is,—nothing but the more than countervailing charges that would be incurred. The hoped-for advantages of lower rates of freight, will be the result of lower port dues, less exorbitant towage charges, cheaper pilotage, and such improvements for navigating the River and Gulf as will lead to lower rates of insurance.

But notwithstanding all the drawbacks and disadvantages, there are, this year, two features in the trade of the River St. Lawrence, deserving of notice. (1.) There has been a steady flow of Grain from the West for shipment across the Atlantic on other than Montreal account; and (2.) steam tonnage seeking charter, appears to be beginning to prefer Montreal over other Atlantic ports when offering rates are the same. As before suggested, this is, no doubt, to be attributed to the increased depth of water in the ship-channel, as well as to the agitation about reduction of dues and other charges.

## CRAFT FOR PORTS OF CALL.

It is worthy of note that, while the charges incident to the deepening of the ship-channel bear heavily upon tonnage and merchandise, this is measurably compensated for by the much larger class of steam and sail vessels now engaged in the regular trade between Montreal and Great Britain; for it seems that increased carrying capacity has not, within the past fifteen or twenty years, further resulted in materially lessening freight rates. But there is another class of serviceable vessels, of much smaller tonnage, (say 400 to 700 tons,) and that with a full cargo, draw from 15 to 18 or 19 feet of water, which it is considered desirable to keep in the St. Lawrence trade. It is alleged on behalf of such craft, hailing from Norway, Sweden, Germany, Austria, Italy, Spain, &c., that the improvement of the ship-channel to any depth beyond 20 feet, involves an inequitable per centage of assessment on them. The pilotage and harbor charges, and especially the uncertain and arbitrary rates often levied for towage, have tended to drive them away. The table on this page shows the number and tonnages of vessels (steam and sail) which came to the port of Montreal during the past decade, and cleared with Grain to ports of call. "for orders."

The decrease of vessels and cargoes in 1879 is remarkable, and unless the shipments formerly "for orders" are now being made direct to Continental Ports, it may be fairly inferred that shippers of Grain have so far lost some advantage which they formerly had when they used the class of vessels here referred to. The enlarged capacity of steam and sail vessels in the regular trade, and the constantly increasing per centage of steam tonnage, do not entirely compensate for their absence. From the statements on pp. 192, 193, 194 about towage, it will be seen how heavily and arbitrarily the charges for that service, bear upon the class of vessels which have heretofore been in favor for ports of call.

There is another view of this part of the subject, as regards the trade of Montreal, which is very seldom taken into account,—viz., the loss that would be sustained by tradesmen and dealers, if the vessels here referred to are compelled to forsake the St. Lawrence. It may be stated, on the authority of firms doing business in this city, that, exclusively of pilotage, towage, harbor dues, &c., the average disbursements of vessels of 600 to 1,000 tons register, is about \$800 each. If this be so, then the absence of 35 port-of-call vessels in 1879, (that being the difference as compared with 1878), involved a loss to the local trade of \$28,000.

Year.	No. of Vessels.			TONNAGE.			CARGOES.						
	Steam.	Sail.	Total.	Steam.	Sail.	Total.	Wheat.	Corn.	Peas.	Oats.	Barley & Rye.	Flour.	Total.
							Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1870	...	...	26	.....	.....	9,835	306,395	.....	16,000	.....	.....	1,600	330,395
1871	...	...	74	.....	.....	27,203	408,463	2,376	.....	.....	.....	.....	430,839
1872	14	66	80	11,653	25,136	36,789	363,810	1,791,126	15,000	.....	.....	.....	2,169,936
1873	18	56	74	14,305	20,413	34,718	1,561,133	556,734	29,338	.....	.....	3,519	2,164,809
1874	21	75	96	17,018	31,301	48,319	1,727,864	716,778	180,169	35,207	.....	1,000	2,665,018
1875	1	93	94	955	37,474	38,429	1,639,233	241,699	261,063	.....	.....	.....	2,161,995
1876	2	90	92	2,117	35,491	37,608	738,084	1,122,793	156,837	102,437	.....	1,284	2,126,571
1877	26	60	86	21,474	27,862	49,336	1,243,155	971,724	208,211	24,360	445,317	.....	2,894,767
1878	12	77	89	11,502	34,803	46,305	1,210,880	958,698	383,088	17,747	47,380	.....	2,617,793
1879	...	54	54	.....	24,132	24,132	725,161	319,500	291,900	.....	17,901	.....	1,354,462



RATES OF MARINE INSURANCE.

The question of Marine Insurance is one of considerable importance in relation to the trade of the River and Gulf of St. Lawrence—rates heretofore having often constituted a considerable charge both upon imports and exports, and sometimes without equitable discrimination as to risk. The following are comparative (*nominal*) rates at the ports of New York and Montreal:—

	NEW YORK.		MONTREAL.	
	Sail.	Steam.	Sail.	Steam.
	per cent.	per cent.	per cent.	per cent.
To London .....	$\frac{3}{4}$ @ $\frac{2}{4}$	1 @ 1	$\frac{3}{4}$ @ 3	$\frac{1}{2}$ @ $1\frac{1}{2}$
Liverpool .....	" " $\frac{2}{4}$	" " 1	" " 3	" " $1\frac{1}{2}$
Glasgow .....	" " $\frac{2}{4}$	" " 1	" " 3	" " $1\frac{1}{2}$
Cork .....	" " $\frac{2}{4}$	" " 1	" " 3	" " $1\frac{1}{2}$
Havre .....	" " $\frac{2}{4}$	" " 1	" " 3	" " $1\frac{1}{2}$
Hamburg } .....	$\frac{3}{4}$ " $\frac{2}{4}$	$\frac{3}{4}$ " $1\frac{1}{2}$	$\frac{3}{4}$ " 3	$\frac{3}{4}$ " $1\frac{1}{2}$
Bremen } .....				
Bordeaux .....	1 " 2	$\frac{1}{2}$ " 1	1 " $3\frac{1}{2}$	1 " 2
Smyrna } .....	$1\frac{1}{2}$ " 2	$\frac{3}{4}$ " $1\frac{1}{2}$		
Trieste } .....				

The rates thus formulated would be apt to mislead, without a word or two of explanation; for, even if the quotations were uniformly obtained, there is a deduction of 20 per cent. made at both ports by American Companies, and 10 per cent. by European ones, the rates of the latter being said to be lower. Both of the statements give a wide range for the season. At Montreal, before the 1st of September, risks have been taken this year on grain in A 1 steam tonnage at  $\frac{3}{8}$ ths per cent., and at  $\frac{1}{2}$  to  $\frac{3}{4}$ ths per cent. by iron clippers and steamers in the regular trade. There is a rule—not exactly an iron-clad one,—by which there is a rise in rates of  $\frac{1}{8}$ th per cent. on and after 1st September, and further similar advances on 15th September, 1st October and 15th October respectively. Each addition of  $\frac{1}{8}$ th per cent. is equal to \$1 on every 1,000 bushels of wheat so insured; the increase of  $\frac{1}{2}$  per cent. within the six weeks would, therefore, be equal to \$4 on every 1,000 bushels of wheat, and would add more than \$7,000 to the cost of the quantity (about 1,785,000 bushels) shipped from Montreal from 1st September to 20th October, in the present year. It is said that the ratio of advance on and after 15th October depends upon the weather; this therefore, involves a special arrangement.

The rates tabulated above are somewhat higher for Montreal risks, than for those of New York. It has been remarked, however, that insurances have been effected on some occasions lately in which the difference favored shippers here; and Insurance Companies appear now to be tacitly acknowledging the lessened risk by the competition which exists at variable rates, and below what may be called tariff charges. To say the least of it, there seems to be no good reason now for the same Companies exacting higher premiums on grain cargoes, for instance, shipped from Montreal, than are accepted by them from New York; for, during a period of seven years, (1873 to 1879 inclusive), of all the shipments from Montreal under the Port Warden's regulations,—not a single accident or loss occurred all that time, in consequence of a vessel being grain-laden. On the other hand, during a period of about nine months, (1st September, 1878, to 11th June, 1879), of the vessels which loaded grain at New York, seven (7) were abandoned, and thirteen (13) reported missing.

The arrangements which have been in progress during the past three years, at the instance of the Dominion Government, for extending the telegraphic system to the principal islands of the Gulf,—notably, Anticosti, the Magdalen and St. Paul's

Islands, Bird Rocks, &c., are now on the eve of completion. The light-houses in the River and Gulf of St. Lawrence will be placed in telegraphic connection with the shore-lines and signal stations, to work in accord with the International Code, which is capable of indicating 78,642 distinct signals. The project includes the establishment of a daily *Telegraphic Bulletin*, for transmitting frequent reports about the weather, vessels passing inward or outward, casualties, and communicating with pilot stations, tug companies, &c. When the work is completed,—as it will probably be about the opening of navigation in 1881,—it will be easy and safe for ships to navigate the great Canadian Water Highway. This surely warrants a considerable reduction in rates of marine insurance, and a large increase in the steam and sail fleet in the trade of the St. Lawrence.

### SUMMARY OF CONCLUSIONS.

1. The carrying trade of Canada, viâ the River St. Lawrence, is embarrassed by a multitude of charges and rates of one kind and another; some are large, while many, singly and apart from the others, erroneously appear to persons unacquainted with details, to be of very little consequence. Water-borne merchandise from and to the West by the St. Lawrence route should be relieved from every extraneous burden,—otherwise, our fair share of West-bound traffic, and the proportionate volume of the eastward traffic will continue to decrease. Such an untoward result would make it appear that the many millions of dollars invested in the canals and ship-channel have been expended in vain. It seems, therefore, to be the dictate of wisdom that the water-highways of the Dominion should, in the meantime, be made available for enlarging and extending Canadian commerce, whether they yield any present direct revenue to the Government or not.

2. Montreal can be made the cheapest and best Port in the world, for sea-going steam and sail tonnage. Such a consummation would be of incalculable benefit to the trade and commerce of the whole country; and the hearty co-operation of the shipping interest and the commercial organizations, with the Harbor Trust, the civic authorities, and the Dominion Government, is invoked for its accomplishment.

3. The Dominion Government should immediately relieve the Harbor Trust from the expense attending the deepening of Lake St. Peter, and improving the Ship-Channel between Montreal and Quebec.

4. Wharfage on all ocean cargoes, inward and outward, should be reduced to the lowest possible rates, or if practicable abolished. Wharfage on ocean tonnage should be reduced to the level of Baltimore and Philadelphia, and abolished on grain-carrying inland craft.

5. Canal tolls on breadstuffs and provisions should be abolished, and inland traffic should be exempted from all obstructive charges. The use of the electric light in the harbor of Montreal, now admits of loading and unloading at night,—to prevent detentions, therefore, between Kingston and Montreal, it will be essential to have Lakes St. Louis and St. Francis lighted, so as to be navigable by night for tows of barges.

6. The Harbor Trust of Montreal ought to be authorized to provide for an efficient towage service, at lowest possible rates.

7. With a view to greater efficiency, and to provide for the anticipated increase of vessels coming into the St. Lawrence trade, the Pilotage service should be remodelled, and pilotage charges reduced.

8. Rates and charges incident to the transfer, storage, and loading of Grain cargoes should be reduced to a minimum.

9. An effort should be made to reduce rates of premium of ocean marine insurance in accordance with lessened risks secured by the Port Warden's service, and the electro-signal and telegraphic system in the Gulf and River St. Lawrence.

## APPENDIX 35.

Reference No. 9763.

## MEMORANDUM BY THE HARBOUR COMMISSIONERS OF MONTREAL.

(Submitted to the Honorable the Minister of Public Works on the 31st March, 1879.)

The work of improving and deepening the navigation between Montreal and Quebec has been carried on, partly by the Government and partly by the Commissioners authorized by Government, or by the Commissioners acting as agents of the Public Works Department since the year 1841. In that year an Act was passed, authorizing its prosecution by the Board of Works; but after the expenditure of about \$300,000, it was abandoned, and nothing further done till 1851, when an Act was passed authorizing the Harbour Commissioners of Montreal to undertake the improvements. This action was largely the result of persistent efforts made by the late Hon. John Young, who claimed that the Government plan of operations had been defective, and that the work was quite feasible, in which view he was supported by the opinions of eminent engineers, Messrs. McNeil, Childs Gzowski, and the late Sir Wm. E. Logan, who reported on the subject, and operations were accordingly recommenced on the 12th June, 1851, and in November of that year a channel had been successfully completed, having a minimum depth of 14 feet with 12 feet on the flats of Lake St. Peter, thus securing an improved navigation to the extent of 2 feet draught of water in the short period of five months.

By the 24th August, 1853, a channel 150 feet wide and 16 feet deep was obtained, and the great success of the operations encouraged the Commissioners to increased efforts, and backed by special meetings of the Board of Trade, and general public support they increased the plant and resolved to secure if possible, 20 feet depth and 300 feet width in the improved channel.

By the year 1859, 18 feet had been reached, and the work tested by Commander Orlebar, R. N., who surveyed the St. Lawrence by order of the Admiralty, and who stated in his report dated 26th February, 1860: "That he found a channel through-  
"out at lowest water of 18 feet with 11 feet on the flats, and when plans of the river  
"are published, it will be apparent to all how judiciously and successfully have all  
"the late improvements been carried out; while the facilities of the navigation of  
"the river are a benefit to the whole people, they are eminently calculated to  
"increase the trade and commerce of the Canadas with the whole world."

In 1865, the channel of 20 feet deep, and 300 feet wide was finished and tested, though it took a considerable period to accustom pilots and shipmasters to its use.

Nothing further was done however until 1873, when 36 Vic. chap. 60, authorized the Department of Public Works to proceed with the improvement under arrangement with the Harbour Commissioners limiting the expenditure to \$1,500,000. Consequent upon this legislation the Commissioners proceeded under the authority of the Department of Public Works to build new and powerful dredges, scows and other appliances at an aggregate cost exceeding \$500,000, and at the close of last season they had secured and officially tested a navigable channel of 22 feet, after expending a total sum of \$1,120,000. It is believed that the remaining \$380,000 unexpended, and the probable value of the plant will suffice to complete in three years the further work required to establish a reliable channel of 25 feet at low

water, the accomplishment of which is admitted to be necessary in order to obtain the full advantage of the whole outlay for this improvement.

The importance of this work thus described, in developing the St. Lawrence as our great commercial highway, can hardly be over estimated. It is no longer necessary to argue for the superiority in economy of large vessels over small ones as that question has been settled by universal consent and experience, while it is also an obvious fact that the exchange from small inland craft to the large ocean carrier should be made at the nearest possible point for the saving of time and money. This condition has been secured at Montreal where the canal system terminates by the improvement in Lake St. Peter and the river channel now under discussion, before the commencement of which, vessels of 400 tons could not ascend the St. Lawrence without lightering cargo at ruinous cost, while now first-class steamers of 3,000 to 4,000 tons and the largest class of sailing ships frequent the port.

In fact, therefore, the improved channel to Quebec is a necessary continuation of the great St. Lawrence canals, and without it these works would practically fail in their object, and the outlay upon them, especially the wisdom of enlarging them must be greatly questioned. From every point of view, we claim the Ship Channel is entitled to be considered as a public undertaking, the benefits of which are widely diffused, and in which the whole country shares to the same degree as in other public works undertaken by the Government, in the cheapening of transport, and the consequent additional value given to all the products of the country.

The heavy burden assumed by the Commissioners under the legislation of 1851, and the great public advantage resulting from their operations, soon became generally understood and appreciated, and after lengthened agitation, such concurrence of opinion was obtained in the public obligation to assume the outlay, that, in 1860, the Government relieved the Commissioners of further payment either of principal or interest on the existing bonds, and made advances supposed to be sufficient to complete the channel to a depth of 20 feet. The appropriations, however, proved insufficient, and besides the loss of interest and payments out of surplus revenue previous to 1860, the Harbour of Montreal contributed a capital sum exceeding \$300,000 to these works, beyond the payments assumed and made by the Government. In the agreement executed with the Commissioners by the Hon. A. T. Galt on behalf of the Government, dated 23rd May 1860, the following statement occurs: "The works for deepening the ship channel now appertain to the Department of Public Works, but are to be conducted by and carried on under the direction of the Harbour Commissioners of Montreal."

From the completion of the 20 ft. channel in 1865 till 1873, no outlay of consequence was made, but from that time under 36 Vic. cap, 60, up to 31st December 1878, a sum of \$1,170,009 has been expended, as already mentioned, the entire interest of which has been paid out of Harbour Revenue. In 1878 the payment amounted to \$46,949, and is of course constantly increasing while it now reaches a sum equal to the whole wharfage dues collected on sea-going vessels both sailing ships and steamers.

When provision is made for interest on bonds issued for improving the Harbour of Montreal, and the necessary yearly outlay for repairs, as well as expenses of management, practically nothing now remains for providing improvements absolutely required to maintain the position of the Port. The necessity for changes to meet the altering conditions of trade and improvements in the channel is constantly pressing upon the attention of the Commissioners, and an elaborate report of eminent engineers, has been made upon the subject, whose recommendations must, however, in the present position of matters, remain entirely in abeyance.

Apart from these considerations, however, the Commissioners are convinced of the necessity for reducing their tariff of charges in order that the Port of Montreal may favorably compare in expense with her rivals, New York, Boston, Philadelphia and Baltimore, without which the power to attract Western trade through Canadian routes will be destroyed, and as a matter of fact statistics show that the St. Lawrence is steadily and seriously losing ground in the proportion of this Western business it

obtains, nor can this be remedied or even Canadian traffic be retained in our own channels, unless measures be taken to reduce the charges now necessarily imposed.

Under these circumstances the Commissioners deem it their duty to lay the facts before the Government, and to urge most strenuously that action be taken at once in the direction they desire, to the end that the channel improvements now being conducted by them, may now, as before, be accepted and treated as public works, and the outlay not made chargeable upon any local revenues, but form part of the general expenditure of the Dominion.

They make this application with the more confidence in view of the fact that neither for principal or interest, or even the guarantee of interest on any outlay for the construction or maintenance of the Harbour of Montreal has any aid from the Government ever been received. The amount of outstanding Bonds issued for these purposes entirely on the credit and responsibility of the Trust is \$1,729,887.

On behalf of the Harbour Commissioners.

(Signed)

THOMAS CRAMP,  
*Chairman.*

Harbour Commissioners' Office,  
Montreal, 31st March, 1879.

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#### HARBOUR COMMISSIONERS OF MONTREAL.

HARBOUR COMMISSIONERS OFFICE.  
MONTREAL, 1st December, 1880.

The Hon. H. L. LANGEVIN, C. B.  
&c. &c.

DEAR SIR,—Feeling the importance and the urgent necessity for some action regarding the River and Lake Channel debt, the Board of Harbour Commissioners have prepared a Memorial to His Excellency the Governor in Council on the subject which will be sent up to-morrow. I have the honor now to send you herewith two printed copies of the same, as also copies of the memorandum submitted to the Hon. Minister of Public Works by this Board in 1879.

I am requested to ask your most favorable consideration of these documents, and I confidently trust the result will be satisfactory to us.

Will you be good enough to let us know when you will be in a position to receive a deputation from this Board on the subject. The time is getting short now, but the Board had hopes that you would desire to take up the question before the meeting of Parliament.

Allow me also to ask if you have looked at the draft of the Bill sent by this Board to the Hon. Minister of Marine. Recent events on the River, added to representations by those interested in its navigation, render it necessary that the powers asked for in that Bill should be obtained, and we trust you will secure its passage the coming session.

If you desire it a few more copies of the memorial will be sent.

With highest regards,  
I remain,

Your very obedient servant,

HENRY BULMER,  
*Acting Chairman.*

## APPENDIX No. 36.

## Reference No. 9876.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, P.C., K.T., G.C.M.G., Governor-General of Canada, &c., &c., in Council assembled.

The Memorial of the Harbour Commissioners of Montreal respectfully represents, That your memorialists feel it to be their duty to approach your Excellency in Council, with reference to the important work with the direction of which they are charged by the Government of the Dominion.

That on the 31st of March, 1879, they had the honor of submitting to members of your Excellency's Government, a memorandum (a printed copy of which is herewith enclosed), setting forth the progress that had been made since the year 1851, in deepening and enlarging the channel through Lake St. Peter, showing that since the 12th June, 1851, the channel which at that time had only an available depth of 12 feet, had been so far improved and enlarged as to have a minimum depth of 22 feet, and a minimum width of 300 feet. And that in order to attain that measure of success, your memorialists had then expended out of the loan provided for by the 36 Vic., Chap. 60, a sum of \$1,120,000, of which an outlay of about \$500,000 was represented by plant and machinery, all of which still remain on hand.

That since your memorialists submitted that memorandum they have continued the works for the improvement of the channel, and in so doing, a further sum of \$304,000 was expended upon them during the years 1879 and 1880, by means of which a large portion of the channel, has been further deepened to a minimum depth of 25 feet.

That if your memorialists are permitted to continue their operations during next season, they will be able to complete the deepening of the entire channel to the above stated minimum depth of 25 feet, and that the expenses of so doing will not exceed the amount authorized to be raised under the Act above mentioned for the purpose of deepening the channel to a minimum depth of 22 feet at low water. The value of the plant and materials on hand being sufficient to cover the apparent excess of the total expenditure above the sum of \$1,500,000 contemplated by the said Act.

That while your memorialists do not deem it necessary to trouble your Excellency with similar observations to those contained in the said memorandum respecting the value and advantages to the country and to its trade, of the work which they have been mainly instrumental in carrying through during the last 30 years; they beg leave to refer to those observations, and to state that the further experience of two seasons confirms them in the opinion they have expressed as to the incalculable importance to the Dominion of the improvement of the great marine highway of the St. Lawrence. And they would urge upon your Excellency's consideration, the reasons given in that memorandum for regarding the expenses of that improvement as properly chargeable upon the revenues of the Dominion, rather than upon those of the Harbour of Montreal.

Your memorialists desire further to observe that public attention has been forcibly attracted during the past seasons to the necessity for lightening the burthens upon

shipping frequenting the harbours on the St. Lawrence accessible to sea-going vessels, and more especially the Harbour of Montreal. Not specially in the interest of that harbour, but of the entire trade and shipping of the Dominion; the prosperity of which depends upon establishing the charges upon shipping at rates which will compare favorably with those of the Northern and Central Harbours of the United States. And with this view, some reduction of the existing rate of charges in the Harbour of Montreal, and its approaches has been urgently pressed both upon your memorialists and upon the public generally.

That as shown by the said memorandum the interest paid by your memorialists in 1878, upon the amount thus expended under the Act of 1873, was \$46,949, and that during the year 1879 the increased expenditure increased the amount of interest paid in that year to the sum of \$54,532.72, while the total revenue of the Harbour from ships and steamers during the summer season was only \$58,417.50, shewing a margin only of \$3,884.33 out of the total receipts from sailing and steam vessels visiting the Harbour, to assist in covering the maintenance of the Harbour and the payment of the debt appropriate to it, now amounting to nearly \$1,800,000. And that when the returns for the recently closed season of navigation have been received, the results will be in a similar proportion to those of the season of 1879.

That from the foregoing statement of facts it is obvious that no reduction can be made upon the existing Harbour dues, so long as the Harbour is held liable for the interest upon the expenditure on the Lake St. Peter and River channel. And that in fact the expenditure of the entire appropriation will throw upon the harbour an annual payment by way of interest greater than the entire present revenue of the Harbour, derived from sailing and steam vessels.

That moreover in order to maintain the position of the Harbour of Montreal as the great terminal port for sea-going vessels, improvements and extensions of various kinds are needed and have been recommended by eminent engineers, which it is impossible for your memorialists to contemplate making while burthened with the interest of the expenditure upon the river channel. And that such improvements are as essential to the maintenance and encouragement of the shipping trade of the St. Lawrence, as the reduction of the expenses to be incurred in reaching and using ports on that river and especially the Harbour of Montreal.

That in view of the facts already stated it is impossible for your memorialists to contemplate any material improvement of the Harbour or any reduction of rates, so long as they are burthened with the interest upon the expenditure made in the improvements of the channel of the River St. Lawrence; and they would respectfully urge upon your Excellency's consideration the fact that the cost of those improvements to the channel of the River St. Lawrence, are as properly and justly chargeable upon the country, as the cost of the series of canals of which that great highway forms the extension. And that there is no more ground for throwing the burthen of those improvements upon the Harbour of Montreal, than there would be for imposing upon the localities at the termini of the various canals of the Dominion the expenses of constructing those canals.

That in the spring of the present year your memorialists again brought the said memorandum, and the facts and circumstances which had afterwards transpired, under the notice of your Excellency's Government; and that they then had the honor of receiving from members of your Excellency's Cabinet an assurance that your Excellency's Government would be prepared to submit to Parliament at its next Session a scheme for the relief of the trade by the St. Lawrence route, which would include the assumption of the debt incurred for the improvement of the Lake and River.

That your memorialists communicated that assurance to the public through the Board of Trade of Montreal, and by other means, and that it was received with great satisfaction.

Your memorialists therefore would respectfully and earnestly urge upon your Excellency in Council, that some measure be taken for the relief of your memorialists,

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and of the Harbour of Montreal from the share of the public burthen thus unjustly imposed upon them, in order that your memorialists may avail themselves of the portion of their revenue heretofore appropriated to the payment of interest upon the cost of that public work, in order to reduce the burthens upon shipping and to complete the improvement of the Harbour of Montreal as the central shipping port of the Dominion.

And your memorialists as in duty bound will ever pray.

(Signed,)

HENRY BULMER,  
*Acting-Chairman.*

(Signed,)

H. D. WHITNEY,  
*Secretary.*

HARBOUR COMMISSIONERS' OFFICE,  
Montreal, 1st December, 1880.



## APPENDIX No. 37.

## STATEMENT of Opening and Closing of Navigation.

Name of Port.	Province.	County.	Date of Closing, 1879.	Date of Open- ing, 1880.	Depth of Water available at low water.	Remarks.	Reference to Appendix.
Barrington .....	Nova Scotia...	Shelburne .....	Open during whole year..		Ft. in. 12 to 20	At anchorage, wharves dry at low water .....	38
Digby .....	do .....	Digby .....	do .....		18	About 10 ft at end of steamboat pier.....	38
Halifax .....	do .....	Halifax .....	do .....		20 to 30	At wharves, 70 ft. to 180 ft. in harbour..	38
Liverpool .....	do .....	Queen's .....	do .....		7	On bar, at Brooklyn 24 ft .....	38
Lockeport .....	do .....	Shelburne .....	do .....		8	.....	38
Lunenburg.....	do .....	Lunenburg.....	do .....		12	.....	38
Parrsboro' .....	do .....	Cumberland .....	do .....		.....	Dry in harbour.....	38
Pictou.....	do .....	Pictou .....	Dec. 17	Apr. 17	19	At wharves, 40 ft. in harbour.....	38
Shelburne.....	do .....	Shelburne.....	Open during whole year..		40 to 60	.....	38
Sydney .....	do .....	Cape Breton.....	Dec. 30	May 6	48	.....	38
Windsor.....	do .....	Hants... ..	Dec. 20	April 9	.....	Dry .....	38
Yarmouth .....	do .....	Yarmouth.....	Open during whole year..		13	.....	38
Buctouche.....	N. Brunswick..	Kent.....	Nov. 27	Apr. 15	12	8 ft. on bar.....	38
Chatham.....	do .....	Northumberland	Dec. 1	Apr. 24	35 to 40	In harbour, 17½ ft. on Horseshoe bar .....	38
Dalhousie .....	do .....	Restigouche.....	Dec. 27	May 5	30	South Channel, 70 ft. North Channel.....	38
Dorchester .....	do .....	Westmoreland...	Dec. 20	Apr. 10	10	.....	38
Moncton .....	do .....	do .....	Dec. 24	Apr. 10	.....	Dry .....	38
Newcastle .....	do .....	Northumberland	Nov. 28	Apr. 24	30	Same remark as for Chatham.....	38
Riehubcto.....	do .....	Kent.....	Nov. 17	May 4	12	.....	38
Sackville.....	do .....	Westmoreland...	End of	End of	.....	.....	38
Shediac.....	do .....	do .....	Dec. 13	Apr. 26	12	.....	38
St. Andrews.....	do .....	Charlotte.....	Open during whole year..		14	In inner harbour .....	38
St. John .....	do .....	St. John .....	do .....		24	At entrance of harbour, 60 ft. in harbour .....	38
St. Stephen.....	do .....	Charlotte.....	do .....		6	30 ft. at the Ledge, 4 miles below the town.....	38
Charlottetown...	P. E. Island...	Queen's .....	Dec. 30	May 3	20	40 to 60 ft. in stream .....	38
Georgetown.....	do .....	King's.....	Jan. 25	Apr. 15	18	At railway wharf, 30 ft in stream .....	38
Souris.....	do .....	do .....	Jan. 3	Apr. 15	20	18 ft. at end of railway wharf .....	38
Summerside .....	do .....	Prince.....	End of	Beg. of	16	At railway wharf, 26 ft to 30 ft. in harbour, L.W. sps.....	38
Chicoutimi.....	Quebec.....	Chicoutimi.....	Nov. 15	May 13	10	.....	38
Malbaie .....	do .....	Charlevoix .....	Dec. 20	Mar. 21	8 to 14	.....	38
Eboulements.....	do .....	Charlevoix.....	End of	Beg. of	.....	.....	40
Baie St. Paul.....	do .....	do .....	Nov. 1	April	over 36	.....	41
			do	do	over 36	.....	41

## APPENDIX No. 37—Continued.

Name of Port.	Province.	County.	Date of Closing, 1879.	Date of Open- ing, 1880.	Depth of Water available at low water.	Remarks.	Reference to Appendix.
Quebec.....	Quebec.....		Nov. 28	April 3	6 to 168		42
Three Rivers.....	do		Dec. 1	Apr. 28	17	At Richelieu and Ontario Navigation Co's wharf.	
Berthier( <i>en haut</i> )	do	Berthier	Nov. 27	Apr. 26	7 to 8		43
Montreal.....	do		Dec. 19	Apr. 17	20.5	22 ft. ordinary low water	44
Coteau Landing	do	Soulanges	Jan. 1	Mar. 1	12		45
New Carlisle.....	do	Bonaventure	End of 1880	In Apr.	10.6	At end of proposed pier	46
Carleton.....	do	do	Nov. 30	Beg. of April	18 to 24		47
Matane.....	do	Rimouski	Beg. of Dec.	do	17	Upper end new pier; 12 ft. old pier; 5 ft. on bar	48
Rimouski.....	do	do	Dec. 20	End of March	8	L. W. sps., 10 ft. 6 in. half tide	49
L'Islet.....	do	L'Islet	End of Nov.	Apr. 15	7		50
Napanee.....	Ontario	Lennox	Dec. 15	April 1	7		51
Trenton.....	do	Hastings	Nov. 20	April 6	14	In harbour, 9 ft. on bar	52
Shannonville.....	do	do	Nov. 15	Apr. 10	6.6		53
Belleville.....	do	do	Dec. 14	April 6	5 to 9	At docks, 9 feet in channel	54
Cobourg.....	do	Northumberland	Dec. 1	Apr. 14	8		55
Port Hope.....	do	Durham	Closed for a very short time		12		56
Newcastle.....	do	do	Nov. 28	April 1	8.6		57
Port Darlington.	do	do	Dec. 10	Mar. 25	8		58
Toronto.....	do	Toronto	Dec. 24	Feb. 19	11 6 to 15.6		59
Oakville.....	do	Halton	Dec. 12	Mar. 22	10		60
Port Stanley.....	do	Elgin	Dec. 20	Mar. 28	10	At entrance	61
Port Dover.....	do	Norfolk	Dec. 9	April 1	7 to 8.6	12 ft. to 15 ft. in the creek.	62
Port Burwell.....	do	Elgin	Nov. 28	April 2	7.6 to 8		63
Morpeth.....	do	Kent	Open all winter		9	11 ft. at outer end of dock	64
Kingsville.....	do	Essex	do	do	7 to 9		65
Sarnia.....	do	Lambton	do	do	4 to 40		66
Bayfield.....	do	Huron	End of Dec.	Beg. of Mar.	8		67
Goderich.....	do	do	Dec. 18	Apr. 1	10	At entrance	68
Port Albert.....	do	do	Oct. 15	May 10	6		69
Inverhuron.....	do	Bruce	Nov. 16	May 13	20	At end of pier, 500 ft. from shore	70
Kincardine.....	do	do	Dec. 2	April 9	9		71
Southampton.....	do	do	Dec. 5	April 9	4.6 to 16		72
Owen Sound.....	do	Grey	Dec. 4	Mar. 2	9		73
Meaford.....	do	do	Feb. 1	Apr. 15	10		74
Presqu'Isle.....	do	do	1880	do	do		75
Collingwood.....	do	do	Dec. 15	April 1	12		76
Winnipeg.....	Manitoba	Simcoe	Dec. 9	Apr. 20	12		76
		Selkirk	Nov. 1	Apr. 26	6		77

APPENDIX No. 38

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Reference No. 9514.

OTTAWA, 23rd November, 1880.

SIR,

I beg leave to enclose a statement received from Mr. J. E. Boyd referring to the opening and closing of Harbors in the Maritime Provinces, &c.,—asked for by your letter of the 28th of October last, addressed to that gentleman.

I have the honor to be, Sir,

Your obedient servant,

HENRY F. PERLEY,

*Engineer.*

F. H. ENNIS, Esq.,  
Secretary,  
Public Works Department.

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RETURN required by Secretary of Department of Public Works, Letter 28th October, 1880, No. 4,270, Sub. 30.

Province.	References to Notes.....	a.	b.	Number and Class of Vessels Entered at Port during 1879.				Depth of Water at Ordinary Tides.		Revenue for Calendar Year 1879.			
				c.	d.	e.	f.	g.	h.	k.	l.		
	Name of Port.	Date of Closing, Autumn, 1879.	Date of Opening, Spring, 1880.	Steamers.	Ships and Barques.	Brigs, Barguen-tines and Brigantines.	Schooners.	Total.	At High Water. Feet.	At Low Water. Feet.	Gross. \$ cts.	Net. \$ cts.	
Nova Scotia.	Barrington .....	Open during the whole year...	do	49	2	.....	250	292	17 to 25	12 to 20	4,086 00	3,256 00	
	Digby .....	do	do	357	53	234	2,622	3,266	43	18	.....	.....	
	Halifax .....	do	do	.....	.....	.....	348	270	25 to 35	20 to 30	5,732 00	4,130 00	
	Liverpool .....	do	do	.....	.....	41	.....	389	12	7	6,973 51	6,385 51	
	Lockeport .....	do	do	.....	.....	.....	.....	583	13	8	13,789 30	13,111 09	
	Lunenburg .....	do	do	.....	.....	.....	.....	.....	17	12	3,010 00	2,460 00	
	Parrsboro' .....	do	do	.....	40	.....	380	420	30	Dry	43,469 00	34,924 00	
	Pictou .....	do	17 April	do	351	45	40	1,494	1,840	25	19	2,747 56	.....
	Sheburne .....	do	Open during the whole year...	do	77	25	7	185	294	45 to 65	40 to 60	4,974 18	.....
	Sydney, C.B. ....	do	30 May	do	45	21	19	144	229	51	48	.....	.....
	Windsor .....	do	20 April	do	76	3	37	315	385	18	Dry	67,416 00	66,493 00
	Yarmouth .....	do	Open during the whole year...	do	.....	.....	.....	.....	431	27	13	.....	.....
	New Brunswick.	Buctouche .....	November	27 April	.....	9	.....	92	101	16	12	999 33	.....
Chatham .....		December	1 do	.....	190	32	229	451	40 to 45	35 to 40	19,297 12	15,297 12	
Dalhousie .....		do	27 May	5	59	.....	.....	100	.....	30 in South and 70 in North Channel.	3,502 00	3,434 00	
Dorchester .....		do	20 April	10	.....	.....	.....	80	51	10	14,868 30	.....	
Moncton .....		do	24 do	10	.....	.....	45	45	25	.....	7,355 00	4,111 00	
Newcastle .....		November	28 do	.....	109	12	21	142	40	30	7,053 38	5,393 38	
Richibucto .....		do	17 May	4	28	10	.....	38	15	12	7,053 18	6,908 67	
Sackville .....		do	End of Dec.	.....	.....	.....	.....	52	40	4	3,116 97	.....	
Shediac .....		December	13 April	26	190	40	.....	180	410	18	12	19,641 87	14,126 00
St Andrews .....		do	Open during the whole year...	do	305	193	94	2,265	2,847	37	14	704,834 02	.....
St. John .....		do	do	do	.....	.....	.....	117	117	46	24	61,309 61	56,454 41
St. Stephen .....		do	do	do	.....	.....	.....	2,265	2,888	30	6	.....	.....

Charlotte town	December	30	May	31	658	3	12	1,345	2,236	28	20	184,698	70	183,814	81
Georgetown	January 25,	'80	April	15	15	4	15	360	379	22	18				
Souris	do	3,	'80	do	13	2	7	117	126	23	20				
Summerside	End of Dec.	.....	May, beginning	.....	.....	.....	.....	.....	.....	22	16				

*a.* Barrington—Depth at anchorage. Wharves dry at low water. *b.* Digby—About 10 feet at end of steamboat pier at low water. *c.* Halifax—At wharves. Depth in harbor from 70 to 180 feet. *d.* 985 from foreign ports, 2,281 coasting vessels. *e.* Liverpool—Vessels not classified by Collector. They range from 100 to 200 tons burthen. *f.* Depth on Bar at Brooklyn Breakwater. The depth is 24 feet at low water. *g.* Lunenburg—Vessels not classified. Brigantines and schooners from 80 to 300 tons burthen. Depth at wharves sufficient for vessels of 300 tons. Depth in harbor 20 to 22 feet at low water. *h.* Parrsboro'—In harbor. *i.* Pictou—Number of entries much larger for 1880. *k.* Revenue for 1880 will be larger. *l.* At wharves. 40 feet in harbor. *m.* Shelburne—Coasting steamers. *n.* All other vessels from foreign ports. *o.* Sydney, C. B.—Exclusive of outports. *p.* Windsor—Nearly all schooners. Average tonnage 200 tons. *q.* Ectouche—8 feet on Bar, 24 to 3 fathoms on anchorage inside the Bar. *r.* Chatham—Depth in harbor. Depth on Horseshoe Bar 17½ feet at low water, 20 to 23 feet at high water. *s.* Revenue smallest for many years. *t.* Dalhousie—Coasting steamers *u.* 22 coasting vessels, 19 from foreign ports. *v.* Dorchester—Brigantines and schooners from 80 to 270 tons. *w.* Moncton—29 coasting, 16 sea going. Revenue and shipping in 1880 will far exceed that of 1879. *x.* Newcastle—See note to "Chatham." *y.* Sackville—From 25 to 40½ tons. Shipping in 1880 exceeds that of 1879 both in number and size. *z.* Shediac—Coasting steamers and schooner. *aa.* Foreign ports. *ab.* St. Andrews—Depth in inner harbor. *ac.* Coasting steamer entered 449 times. *ad.* St. John—Depth at entrance of harbor. In the harbor there is an average depth of 60 feet at low water and 82 feet at high water, ordinary tides. *ae.* 1,066 vessels from foreign ports, 1,781 coasting vessels. *af.* St. Stephen—Usual time of closing and opening, 20th December and 10th March. *ag.* 61 sea-going vessels, 227 coasters. *ah.* Large vessels load and discharge at "The Ledger," four miles below the town, where there is a depth of 30 feet at low water. *ai.* Charlottetown—Including 218 sailing vessels from foreign ports; not classed, and 37 steamers from foreign ports, balance coasters. *aj.* 40 to 60 in stream. *ak.* Georgetown—Mail (coasting) steamer weekly during navigation. *al.* Depth at Railway Wharf. 30 feet in stream at low water. *am.* Souris—Mail (coasting) steamer weekly during navigation. *an.* Depth in harbor. At end of Railway Wharf depth is 18 feet. *ao.* Summerside—Depth at Railway Wharf. 26 to 30 feet in harbor at low water springs.

NOTE.—This Return is compiled from information received from the Collectors of Customs at the various Ports, and is supposed to be correct.

(Signed),  
 JOHN EDWARD BOYD,  
 Engineer in Charge, Harbors, &c., Maritime Provinces.

SAINT JOHN, N.B., 16th November, 1880.

## APPENDIX No. 39.

## HARBOR OF CHICOUTIMI

Reference No. 9288.

(Translation.)

OFFICE OF THE TOWN COUNCIL OF CHICOUTIMI.

CHICOUTIMI, 10th November 1880.

SIR,—In reply to your letter dated the 30th October last, addressed to the Mayor of the Council of this Town, and asking for information on the following points respecting the Port of Chicoutimi, to wit :—the closing of the port in 1879,—its opening in 1880,—the number and class of vessels frequenting this port, with the dues collected during the year 1879, and the depth of water at low tide,

I have the honor to inform you in reply :

1st. That the closing of this port in 1879, took place on the 15th November, and its opening in 1880 on the 13th May.

2nd. That 31 (sailing) vessels entered the port in 1879, and ten schooners, including those of the Messrs. Price, and also the steamboats of the St. Lawrence Company which run regularly to this port during the season of navigation.

3rd. There are no revenues from the port, with the exception of the collections made of the Hospital dues from vessels of 100 tons and upwards, which revenues are shown in the Annual Report made to the Government by the Collector of Customs,—and also the revenue derived from pilotage and going to the Corporation of Pilots.

4th. The depth of water at low tide is 10 feet.

I have the honor to be, Sir,

Your obedient servant,

JOS. LACROIX,

*Sec. Treasurer.*

S. CHAPLEAU, Esq.,  
Secretary of Department of Public Works,  
Ottawa.

APPENDIX No. 40.

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## HARBOR OF LES EBOULEMENTS.

Reference No. 9174.

(Translation.)

EBOULEMENTS, 6th November, 1880.

SIR,—I acknowledge the receipt of yours of 30th October last, to which I hasten to reply. I have the honor to inform you that the harbor of Les Eboulements, usually closes during the latter part of November, and opens in the beginning of April. The number of vessels which entered the harbor during the year 1879, amounts to from 250 to 300 (schooners);—we have a line of steamers touching here eight times a week;—a large English vessel visited us as well as a large steamer and several tow-boats. The harbor yields no revenue; there are 36 feet and more of water at low tide. This information is the best my knowledge enables me to give, seeing that I had no early intimation of your requirements.

I have the honor to be,  
Your obedient servant,

W. JOS. TREMBLAY,  
*Mayor.*

The Honorable the Minister of  
Public Works, Ottawa.

APPENDIX No. 41

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## HARBOR OF BAIE ST. PAUL.

Reference No. 9366.

(Translation.)

EBOULEMENTS} 5th Nov., 1880.

SIR,—I have the honor to inform you that the letter addressed to the Mayor of Baie St. Paul came to me; seeing that there is no Mayor at Baie St. Paul, I take the liberty of answering it; I can give you the information just as well as if I lived there. The Harbor of the Baie St. Paul is not as much frequented as that of Les Eboulements. Nearly 100 schooners have visited the former Harbor during the summer of 1879,—and also steamboats eight times per week. As regards the opening of navigation, it occurs at the same date as given for Les Eboulements,—and the depth of water is the same.

I have the honor to be, Sir,  
Your obedient Servant,

W. JOS. TREMBLAY,  
*Mayor.*

The Honorable  
The Minister of Public Works,  
Ottawa.

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APPENDIX No. 42

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## HARBOR OF QUEBEC.

Reference No. 9118.

HARBOUR COMMISSIONERS OFFICE.

QUEBEC, 8th November, 1880.

S. CHAPLEAU, Esq.,  
Secretary Public Works Department  
Ottawa.

SIR,—In reply to your letter of the 30th ultimo, I have the honor to transmit you the enclosed statements containing the information required by the Honorable the Minister of Public Works.

Allow me to remark that the revenue of last year is the lowest since the reorganization of the Commission. In 1877 it has reached \$89,029.16

I have the honor to be, Sir,

Your most obedient servant,

A. H. VERRET,  
*Secretary-Treasurer.*

DOMINION OF CANADA—PORT OF QUEBEC.

COMPARATIVE STATEMENT of the Number and Tonnage of Sailing Vessels and Steamers, with the Number of Men employed, entered Inwards and Outwards, for the Years ending on the 31st December, 1878, and 1879; shewing the Countries from whence they came and for which they cleared, whether with cargo or in ballast; also, distinguishing the Countries to which they belonged:—

(Compiled by Mr. L. N. G. Belleau, of H. M. Customs.)

RETURN OF VESSELS INWARDS FOR THE YEARS ENDING 31ST DECEMBER, 1878, AND 1879.		1878.		1879.		RETURN OF VESSELS OUTWARDS FOR THE YEARS ENDING 31ST DECEMBER, 1878, AND 1879.		1878.		1879.			
	Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.		Ves- sels.	Tons.	Men.	Ves- sels.	Tons.	Men.
Total Vessels arrived.....	666	616,523	15,892	628	611,918	15,842	Total Vessels cleared.....	672	603,705	15,473	610	589,493	15,003
Vessels with Cargoes.....	325	357,804	10,372	314	372,519	10,916	Vessels with Cargoes.....	672	603,705	15,473	640	589,493	15,003
do in Ballast.....	341	258,719	5,520	314	239,399	4,926	do in Ballast.....	.....	.....	.....	.....	.....	.....
Total.....	666	616,523	15,892	628	611,918	15,842	Total.....	672	603,705	15,473	640	589,493	15,003
Number of Steamers.....	167	177,672	6,517	130	221,158	7,747	Number of Steamers.....	93	157,461	5,993	104	184,243	6,566
do Sailing Vessels...	559	438,851	9,375	498	390,760	8,095	do Sailing Vessels...	579	446,244	9,480	536	405,250	8,437
Total.....	666	616,523	15,892	628	611,918	15,842	Total.....	672	603,705	15,473	640	589,493	15,003
British Vessels.....	475	482,551	13,020	419	474,941	12,869	British Vessels.....	489	475,779	12,727	436	457,784	12,105
Foreign do.....	191	133,972	2,872	209	136,977	2,973	Foreign do.....	183	127,926	2,746	204	131,709	2,898
Total.....	666	616,523	15,892	628	611,918	15,842	Total.....	672	603,705	15,473	640	589,493	15,003
Under what Flag—							Under what Flag—						
British.....	475	482,551	13,020	419	474,941	12,869	British.....	489	475,779	12,727	436	457,784	12,105
United States.....	6	4,378	85	3	3,006	47	United States.....	6	4,776	80	2	2,055	33
French.....	5	1,618	62	1	424	15	French.....	5	2,763	61	1	404	15
Norwegian and Swedish...	165	116,762	2,484	198	128,764	2,808	Norwegian and Swedish...	159	109,911	2,412	191	122,959	2,709
German Empire.....	11	15,951	146	4	2,786	60	German Empire.....	9	6,539	123	6	2,672	63
Portuguese.....	1	1,599	23	.....	.....	.....	Portuguese.....	2	1,689	32	1	414	12

Russian.....	2	2,249	38	2	1,070	25	Russian.....	2	2,249	38	1	470	11
Danish.....	1	1,505	34	1	327	18	Danish.....	1	1,505	34	1	927	18
Belgian.....	665	616,523	15,892	628	611,918	15,842	Italian.....	672	603,705	15,473	640	589,493	15,003
Total.....	666	616,523	15,892	628	611,918	15,842	Total.....	672	603,705	15,473	640	589,493	15,003
Whence Arrived—							For what Country—						
United Kingdom.....	544	542,021	14,145	461	509,178	13,557	United Kingdom.....	588	574,839	14,676	548	562,000	14,180
Newfoundland.....	13	2,015	121	9	1,211	75	Newfoundland.....	30	3,940	211	36	4,441	244
St. Pierre et Miquelon.....	4	608	30	1	68	4	St. Pierre et Miquelon.....	8	788	44	14	973	67
United States.....	4	2,473	57	17	1,157	19	British West Indies.....	21	9,067	250	8	181	7
British West Indies.....	9	1,950	70	31	3,472	132	France.....	5	2,654	69	9	6,181	113
France.....	24	15,226	355	31	19,290	430	Portugal.....	3	1,898	44	1	3,681	58
Spain.....	2	1,243	31	9	8,661	165	Belgium.....	1	871	16	3	480	11
Portugal.....	6	3,258	77	2	623	19	Holland.....	1	777	23	1	1,601	35
Belgium.....	5	4,704	104	7	5,297	112	Germany.....	2	459	12	1	665	15
Holland.....	6	4,225	92	7	4,133	97	Gibraltar.....	5	1,639	45	11	4,560	120
Norway and Sweden.....	28	18,202	403	57	33,876	770	South America.....	1	228	9	1	227	9
Italy.....	6	7,867	142	6	5,666	102	Africa.....	3	2,022	48	2	1,936	39
Germany.....	8	6,731	139	9	8,405	150	Peru.....	4	4,623	86	2	2,696	41
South America.....				2	1,108	26	Australia.....						
Africa.....				3	2,452	54	Isle of Man.....						
Gibraltar.....				2	1,443	31	Total.....	672	603,705	15,473	640	589,493	15,003
Brazil.....	4	3,069	69	3	3,560	58							
Sicily.....	1	133	6	1	262	9							
Greece.....	1	1,320	26	1	2,006	32							
Egypt.....	1	1,478	25										
Total.....	666	616,523	15,892	628	611,918	15,842							

N.B.—Flags.—Under the German Empire are included vessels of Prussia, Hamburg, Bremen, Mecklenberg, &c.

COMPARATIVE STATEMENT of Vessels entered Inwards and Outwards at the Port of Quebec, shewing the number of Vessels, Tonnage, and number of Men employed, distinguishing the number of Vessels entered and cleared at Out-Ports, for the Years 1875, 1876, 1877, 1878, and 1879:—

INWARDS.

	1875.			1876.			1877.			1878.			1879.		
	Ves-sels.	Tons.	Men.	Ves-sels.	Tons.	Men.	Ves-sels.	Tons.	Men.	Ves-sels.	Tons.	Men.	Ves-sels.	Tons.	Me.
Port of Quebec .....	775	552,627	17,661	920	795,531	20,428	928	836,822	20,135	606	580,642	15,050	579	582,952	15,197
Out-Port of Chicoutimi .....	34	17,392	442	29	16,081	399	27	17,945	400	32	22,620	485	28	17,400	581
do Tadoussac .....	5	2,021	57	3	1,258	37	5	3,215	72	7	2,737	77	6	2,583	67
do Escoumains .....	1	654	14	14	6,799	173	1	3,271	9	5	1,752	59	.....	.....	.....
do Sault-au-Cochon .....	6	3,272	78	4	2,061	50	8	4,441	105	8	3,745	102	5	3,631	73
do Petsiamitz .....	3	1,449	39	6	2,886	77	13	9,406	198	8	5,027	119	10	5,352	124
Grand Total for Quebec.....	824	577,315	18,291	976	824,616	21,164	932	872,100	20,919	666	616,523	15,852	628	611,918	15,842

OUTWARDS.

Port of Quebec .....	770	637,232	17,575	950	743,098	19,313	938	828,739	19,845	610	567,069	14,612	585	559,767	14,319
Out-Port of Chicoutimi .....	35	17,401	448	29	16,081	399	27	17,945	400	33	22,802	492	34	18,160	420
do Tadoussac .....	5	2,071	57	3	1,258	37	5	3,215	72	8	3,310	89	6	2,583	67
do Escoumains .....	1	654	14	14	6,799	173	1	3,271	9	5	1,752	59	.....	.....	.....
do Sault-au-Cochon .....	6	3,272	78	4	2,061	50	8	4,441	105	8	3,745	102	5	3,631	73
do Petsiamitz .....	3	1,449	39	6	2,886	77	13	9,406	198	8	5,027	119	10	5,352	124
Grand Total for Quebec.....	820	652,039	18,161	986	772,173	20,049	992	864,017	20,629	672	603,705	15,473	640	589,493	15,003

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 QUEBEC HARBOUR COMMISSION.

Date of the closing of the Harbour of Quebec in the autumn of 1879: 28th November.

Date of the opening of the navigation in the Harbour of Quebec and below in 1880: 3rd April.

Date of the opening of the navigation in the Harbour of Quebec and above in 1880: 30th April.

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Statement of the Gross and Net Revenue of the Harbour of Quebec during Calendar year 1879: \$49,191.79 Net—\$64,721.45 Gross.

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Statement of the arrivals in the Harbour of Quebec during the year 1879, in connection with the coasting trade:—

Cargoes by Schooners.....	1,042
do Bateaux.....	1,602
do Barges.....	239
do Steamboats.....	346
Total.....	3,229

Representing an aggregate tonnage of 286,354 tons inwards.

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Statement showing the draft of water available at low water in the Harbour of Quebec:—

According to Bayfield' survey the available draft of water varies from one to twenty-eight fathoms.

(Certified),

A. H. VERRET,  
*Secretary-Treasurer.*

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 APPENDIX No. 43.
 

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 HARBOR OF BERTHIER, (EN HAUT) P. Q.
 

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Reference No. 9,347.

(Translation.)

BERTHIER, 13th November 1880.

Sir,—In reply to the letter sent to me from your office on the 30th October last, I have the honor to state :—

That the Port of Berthier is a free port ;—that the closing of navigation into this Port, in 1879, took place on the 27th November ;—that the opening of navigation in 1880 occurred on the 26th of April :—

That, generally speaking, navigation within this Port commences about the 20th April and continues up to the first day of December.

That animals, agricultural produce &c., are despatched from the Port of Berthier,—1stly, in sailing vessels, schooners and scows, frequenting this Port, almost without interruption during the whole of the season. The capacity of these vessels varies from one hundred and twenty-five (125) to two hundred tons. 2ndly, by means of steamboats which place Berthier in daily communication with the City of Sorel, and three times a week with Montreal and the intermediate ports.

That, at low water, the depth of the St. Lawrence, from the Chicot River to the western extremity of "*Ile au Poin*," is generally from seven (7) to eight (8) feet ; in some places, it reaches a depth of fifteen (15) feet ; but it was only from four to five (5) feet, on the shoals, before the Dredging operations were carried out during the summer of 1880 ;—

That before the completion of these works the scanty depth of water upon the shoals caused serious inconvenience to the navigation of our river, in almost every case vessels could only take one half or two-thirds of their cargo, which fact compelled the owner of the vessel to collect a higher rate for his freight on the carriage of products, a grave injury to the merchant and consequently to the producer.

That the Town of Berthier, is the centre of business not only of the Parish of Berthier, but of several neighboring Parishes, that these Parishes are recognized as being the richest in the Province of Quebec.

That the trade in animals and especially in grain and hay, is effected on a much more considerable scale than from any other place on the North bank of the St. Lawrence river between the cities of Montreal and Quebec.

That the Branch line of Railway, now building, and intended to unite the Q. M. O. and O. Railway with the South-Eastern Railway at Sorel, by passing through Berthier, must of necessity cause a considerable increase in the trade of this place.

That we are willing to acknowledge that the dredging which has already been accomplished has produced a marked improvement in the condition of navigation here,—and that we have every reason for believing that these works will be continued without interruption during the course of next summer and until they are wholly

complete, inasmuch as they are for the interests of navigation, trade and the agricultural class of this part of the Province.

I have the honor to subscribe myself,  
with the highest consideration,  
Your very humble and very obdt. servt.

L. TRANCHEMONTAGNE,  
*Mayor, Town of Berthier.*

To the Honorable  
The Minister of Public Works,  
Ottawa.

## APPENDIX No. 44

(Reference No. 9160.)

HARBOUR COMMISSIONERS OF MONTREAL.

SECRETARY'S OFFICE,

MONTREAL, 10th November 1880.

SIR,—As requested in your letter of the 30th ultimo, I beg to hand you herewith certain information respecting the Harbour of Montreal required by the Honorable the Minister of Public Works.

Navigation closed in 1879 on the 19th December and opened in 1880 on the 17th April.

The following statement shows the number, tonnage, and classification of sea-going vessels that arrived in port in 1879:

Steamships.....	289	Tonnage.....	378,353
Ships.....	33	“ .....	38,412
Barques .....	121	“ .....	65,223
Brigs.....	5	“ .....	1,404
Brigantines .....	37	“ .....	8,560
Schooners... ..	127	“ .....	15,017
<b>Total Vessels.....</b>	<b>612</b>	<b>Total tonnage.....</b>	<b>506,969</b>

And the following is a similar statement of sea-going vessels from the Maritime Provinces in 1879 :—

Steamships.....	62	Tonnage.....	40,686
Ships.....	2	“ .....	1,733
Barques .....	59	“ .....	33,271
Brigs.....	1	“ .....	457
Brigantines.....	16	“ .....	3,660
Schooners.....	80	“ .....	8,573
<b>Total Vessels.....</b>	<b>220</b>	<b>Total Tonnage.....</b>	<b>88,380</b>

The inland vessels numbered 5,698 with a tonnage of 817,423.

(Reference No. 9864.)

HARBOUR COMMISSIONERS' OFFICE,

MONTREAL, 7th December, 1880.

DEAR SIR,—I have the honor herewith to send you a statement shewing the sources from which the revenue of the Harbour Board is derived. The items in one or two cases, you will see, are only approximate, as the books are not fully made up for this year, but they are sufficiently near to being exact for practical use.

You will be pleased to observe that there is a gratifying increase in the revenue over last year, but in dealing with the question of a large reduction, in the port charges, the Commissioners would likely take the figures for 1879 as a basis, The



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statement for that year is not so full as is the one for 1880, but it is probable that the general proportion are about the same in each particular line.

I am sorry especially that the charges on all grain laden inland craft could not be shown for that year. That is one of the charges that the Ontario forwarders are desirous of having removed.

I have to thank you for letter of the 4th instant, assuring us that our business is receiving your full consideration. I laid that letter before the Board, yesterday, and I am desired to say that, so soon as a deputation can be of any use in giving you more information, we shall be ready to go to Ottawa.

In the meantime I remain, dear Sir, with much respect,

Your obedient servant,

(Signed)

HENRY BULMER,  
*Acting Chairman.*

To the Honorable H. L. LANGEVIN, C.B.,  
Minister of Public Works,  
Ottawa.

1880.

STATEMENT OF REVENUE.

1879.

SEA-GOING TRAFFIC.	\$	\$	\$	SEA-GOING TRAFFIC.	\$	\$
Wharfrage dues—Inwards.....	84,207			Wharfrage dues—Inwards (as under) :		24,800
do Outwards.....	67,645		151,852	Coal and coke.....		1,161
Tonnage dues on steamship.....	41,976		58,417	Drugs, dye-stuffs, &c.....		6,457
do sailing ves-els.....	16,442			Dry foods.....		862
Total revenue from Sea-Going Traffic.....		210,269		Earthenware, chinaware, crockery, &c.....		551
Local Traffic.....		58,081		Fish.....		1,446
				Fruits, dried, green, &c.....		1,757
				Glassware and window glass.....		4,451
				Groceries.....		47,405
				Hardware, iron, steel, steel rails, &c.....		2,856
				Liquors, ale, beer and porter, wine, brandy, gin, &c.....		2,844
				Paints, oil and varnish, &c.....		2,681
				Soda ash and bleaching powder, &c.....		11,550
				Sugar and molasses.....		1,439
				Bricks, drain pipes, cement, clay, sand, &c.....		1,015
				Stationery, books, paper, &c.....		1,905
				Sundries.....		
				Wharfrage dues—Outwards (as under) :		112,780
				Grain—		
				Barley and rye.....	1,247	
				Corn, Indian.....	17,913	
				Flour and meal.....	8,318	
				Oats.....	2,614	
				Peas.....	7,254	
				Wheat.....	20,763	
				Produce—		56,109
				Apples.....	3,359	
				Butter and cheese.....	7,371	
				Canned meats.....	88	
				Feed.....	497	
				Hay.....	1,092	
				Lard and tallow.....	933	
				Meats of all kinds.....	1,100	
				Other articles.....		14,440
				Tonnage dues on steamships.....		10,677
				do sailing vessels.....		55,044
						23,669
						83,226
						78,643

			274,649
<b>Total revenue from Sea-Going Traffic.....</b>			
<b>LOCAL TRAFFIC.</b>			
Wharfage on grain-laden propellers .....	1,835		
do do barges .....	6,852		
Other items, say .....		8,687	
		42,313	51,000
<b>Total net Revenue, say .....</b>			<b>325,649</b>
<b>Total net Revenue.....</b>	<b>265,350</b>		

H. D. WHITNEY,  
*Secretary.*

HARBOUR COMMISSIONERS' OFFICE.  
MONTREAL, 8th December, 1880.

## APPENDIX No. 45;

## HARBOR OF COTEAU LANDING, P.Q.

Reference No. 9,324.

COTEAU LANDING, 12th November, 1880.

To the Honorable the Minister  
of Public Works, Ottawa.

SIR,—In reply to your letter of October 30th, I would state that the Harbor of Coteau Landing was not closed the autumn of 1879 until about the first of January, 1880, and was open before the 1st March, in fact the Harbor never closes, until after the ice takes in Lake St. Francis and is open in the spring before the ice breaks up in the lake.

Regarding the vessels that frequent the harbor they are as follows: the Richelieu and Ontario Navigation Company's through line of steamers from Montreal to Hamilton, calling daily on their way up and down. Two market boats from Cornwall to Montreal, calling twice a week on their way down and up. The steamer Alexandria from Trenton to Montreal, once a week, on her way down and up. The steamer C. Anderson, plying between Valleyfield and Coteau Landing as a ferry boat, twice a day.

I cannot give the exact number of tugs and barges that frequented the harbor, but, an idea may be given in the matter, by the fact, that over 200,000 bushels of grain were shipped from this port, during the season of 1879, in barges—(capacity from 10,000 to 15,000 bushels.)

As to the question of gross and net revenue of the harbor, the wharves are leased, the one by the Richelieu and Ontario Navigation Company, the other by the St. Francis Navigation Company. Consequently Coteau Landing receives nothing from the harbor. The depth of water is 12 feet, at low water.

I have the honor to be, Sir,  
Your obedient servant,

RALPH SULLIVAN.  
*Mayor.*

## APPENDIX No. 46

## HARBOR OF NEW CARLISLE, P.Q.

Reference No. 9,360.

NEW CARLISLE, 12th November 1880.

SIR,—I have the honor to acknowledge Mr. Secretary Chapleau's letter of the 30th ultimo, respecting information required about the Harbor of New Carlisle, and in answer thereto beg to submit the following information: The last vessel that unloaded in the said Harbor of New Carlisle, did so late in the month of December, and vessels might have done so up to 15th January 1880; there are four schooners and one brigantine belonging to this Port, and these, besides six other schooners, took in freight and unloaded cargoes here, during the season of 1879, besides the S. S. "City of St. John" calling four times per week with freight and passengers, as well as the S. S. "Beaver" calling twice a week fortnightly also, with freight and passengers, for the aforesaid Harbor. A great number of other vessels, of all classes, frequently come for shelter to this Harbor. And if a wharf were erected, a large number of vessels would be thereby attracted thereto, and would be a great boon for fishing boats and other small crafts. I am sorry to be unable to state the amount of revenue derived from the said harbor, during the year 1879. Navigation was here open early in the month of April, 1880.

Respecting the draft of water available at low water, I would respectfully call your attention to Mr. Roy's, C. E., plan and report of the Harbor in New Carlisle, which I presume is in your hands.

The whole respectfully submitted.

I have the honor to be, Sir,  
Your obedient servant,

D. CARCAND,  
*Mayor.*

To the Honorable  
The Minister of Public Works, Ottawa.

Reference No. 9792.

NEW CARLISLE, 27th Nov. 1880.

I have the honour herewith to enclose a return, showing the number, description and tonnage, of the different vessels which were entered at the Port of New Carlisle, for the fiscal year 1879.

The harbour of New Carlisle, where the proposed wharf is to be built, lying within the Port of New Carlisle, we think it right to enclose you the accompanying statement, as all vessels freighted for New Carlisle and Paspébiac the adjoining Municipality, are entered at the Custom House at Paspébiac, where for some years past, the Custom House authorities have had their office; previous to which the Custom House Office was at New Carlisle.

I may further observe, that the distance between the Court House at New Carlisle, and the Custom House at Paspébiac, is between three and four miles only, and that from New Carlisle Point, to the Light House on Paspébiac Point, the distance is about the same.

Between these two points, lies the Harbour of New Carlisle and Paspébiac. As all vessels entering with freight for New-Carlisle or Paspébiac, are necessarily so, entered

at the Custom House and nowhere else, I have no means of ascertaining what vessels may have entered this Port, with freight for New Carlisle only. It frequently occurs that vessels having freight and passengers for New Carlisle proper, land such freight and passengers at Paspebiac, owing to the want of a wharf at the former place, whilst at Paspebiac, where there are two large commercial houses, having private wharves for their own use, these firms grant others *i. e.*, (when they deem fit) the privilege of landing freight and passengers at their wharves. I give you all these explanations and write you at some length, so that you may be able to understand our position, and how at first, through misapprehension of the subject, I sent my former letter to your Department.

I have the honor to remain, Sir,  
Your most obedient Servant,

D. CARCAND,  
*Mayor.*

MEMORANDUM of Ships and Vessels that have entered and cleared at the Port of New Carlisle for the fiscal year ending June 30, 1879.

No.	Vessels.	Tons.	Men.	No.	Vessels.	Tons.	Men.
<i>Inwards.</i>				<i>Outwards.</i>			
	<i>Coastwise.</i>						
70	Steamers.....	24,131	1,185	72	Steamers.....	24,967	1,212
6	Brigs.....	1,638	67	14	Ships.....	1,897	98
17	Brigantines.....	3,210	120	10	Sloops and Boats.....	160	24
172	Schooners.....	6,490	579	148	Schooners.....	5,175	481
285		35,469	1,951	244		32,199	1,815
244		32,199	1,815				
509	Vessels in and out.....	67,668	3,766				
<i>Inwards.</i>				<i>Outwards.</i>			
		<i>From Sea.</i>					
16	Ships.....	2,942	138	47	Ships.....	6,644	347
6	do.....	652	33				
16	do.....	2,298	110				
38		5,892	281				
47		6,644	347				
85		12,566	628				
		\$	cts.			\$	cts.
Value of goods imported.....		75,244	00	Duty collected.....		14,185	00
				Value of exports.....		425,239	00

W. T. MEAGHER,  
*Pro Collector.*

## APPENDIX No. 47

## HARBOR OF CARLETON, P.Q.

Reference No. 9357.

(Translation.)

CARLETON, PROVINCE OF QUEBEC, 11th November, 1880.

SIR.—I have received your circular letter of 30th October last, No. 4353, subject 12, in relation to the Harbor of Carleton, P. Q.

In reply to the questions you ask, I may say that in the autumn of 1879, the harbor of Carleton was free from ice up to the last day of the month of November, and that in the spring of 1880, it was open for navigation from the first week of the month of April.

With regard to the number of vessels entering the port during the year 1879, I am unable to give it exactly, for any period of time, for the very simple reason that no person has kept a record of the matter. Vessels holding a license from the Department of Customs, make no entry at the office of the Collector for this port; they come and go without making any declaration, so that no one can give the number of these vessels or state to what class they belong. The number of entries at the Custom House has been very small since the adoption of the system of licenses, ten or twelve years ago; and it has fallen off still more since the establishment of a line of steamers between Campbellton, N. B., and Gaspe Basin, P. Q. The steamer "City of St. John," which has run on this line for the last two years, makes four trips a week, stopping each time at Carleton to take on or land passengers and freight.

Another steamer, the "Beaver," also calls at Carleton once a week. The establishment of these two lines of steamers accounts for the falling-off in the number of sailing vessels entering our port, one of the finest harbors on the Gaspe coast.

As to the revenue of the Harbor of Carleton, I am not in a position to furnish you with any such precise information as would warrant my taking the responsibility of making a report. But I do not hesitate to say that the revenue of the Harbor of Carleton is as large if not larger than that of any other port on the Bay of Chaleurs, with the exception, however, of Paspébiac, which is one of the most important harbors of the Province of Quebec.

I am very certain that business will increase still more when we shall have a wharf to facilitate the carrying of freight and passengers; for, from all appearances, Carleton will soon become a favorite watering-place and be largely visited by tourists in search of beautiful scenery or for the enjoyment of sport.

The average depth of water at low tide in the harbor or Bay of Carleton is from three to four fathoms; in fact there are places where you find from five to six fathoms at low tide.

Vessels of large tonnage can also find good anchorage by advancing towards Magouacha Point, a little to the west of the harbor. The tide usually rises about one fathom, with an increase, at times considerable, at certain periods of the year.

I regret my inability to furnish you with more precise information as to all these matters, but I trust nevertheless that these details, though very incomplete, may be of some service to you.

I shall always be happy to afford you any information you may think proper to ask for.

I have the honor to be,

Sir,

Your most obedient servant,

ROMAIN LANDRY.

*Mayor of Carleton.*

Hon. H. L. Langevin, C. B.,  
Minister of P. W., Ottawa.



## APPENDIX No. 48.

## HARBOR OF MATANE, P.Q.

Reference No. 9502.

MATANE, 18th November, 1880.

Sir,—In answer to yours, I beg to inform you that the Harbor of Matane closed in the autumn of 1879, about the commencement of December and re-opened in the spring 1880, about the commencement of April. Six vessels loaded here, tonnage varying from 1,000 to 400 tons, with the exception of one Brig, of about 200 tons, which loaded inside of the Harbor and also several schooners.

The Revenue of the Harbor may have given about forty dollars. The draft of water available on the bar at low water is five feet, and inside, at upper end of New wharf, seventeen feet, diminishing gradually in 280 feet to 12 feet, being opposite old wharf.

Might I take the liberty of remarking that there are several boulders, in the channel, which render navigation dangerous, and might be removed at very little expense.

I would also take the liberty of stating that, since the new wharf has been made, the channel has always been the same, and has always been deepening whereas before, the water would branch off and form three channels, and at low water we could hardly get out with a small boat.

Hoping the enclosed information satisfactory.

I have the honor to be, Sir,

Your humble and obedient servant,

ALEXANDER FRASER,  
*Mayor.*

Hon. H. L. LANGENIN,  
Minister of P.W., Ottawa.

## APPENDIX No. 49

## HARBOR OF RIMOUSKI, P.Q.

Reference No. 9617.  
(Translation.)

RIMOUSKI, 22nd November, 1880.

SIR,—I received on my return from a journey the letter of your secretary dated the 30th ultimo. I was unable to procure the information necessary to enable me to reply until Saturday last.

I venture to hope that the items of information embodied in the report accompanying this letter, may help to promote the project to which the delegates from Rimouski, called your attention in the month of December last.

I have the honor to be, Sir,  
Your obedient servant,

P. L. GAUVREAU.

Hon. H. L. LANGEVIN,  
Minister of Public Works.

*Answers to certain inquiries contained in a letter from the Department of Public Works, Ottawa, dated 30th October, 1880 :*

The harbour of Rimouski was not closed for navigation in the autumn of 1879 before the 20th December, and the navigation opened and might easily have been carried on as early as the end of March, 1880. Ninety schooners, at the least, entered the harbor of Rimouski during the season of 1880. The following steamers employed in towing on the St. Lawrence below Quebec, made the number of trips set forth in the following list:

"Anglesea", say.....	130 Tons.	.....	7 Trips.
"Admiral Porter".....	140 "	.....	4 "
"Rocket".....	200 "	.....	2 "
"Beaver".....	160 "	.....	5 "
"Champion No. 1".....	140 "	.....	1 "
"Champion No. 2".....	120 "	.....	6 "
"Rupert".....	160 "	.....	2 "
"Rhoda".....	120 "	.....	10 "
"Contest".....	130 "	.....	3 "
"Margaret M.".....	180 "	.....	1 "
"Beaver," Gaspé.....	150 "	.....	1 "
"Druid".....	250 "	.....	2 "
"Conqueror No. 2".....	140 "	.....	3 "
Gilmour's Yacht.....	60 "	.....	2 "

A Norwegian vessel, the "Nightingale," 680 tons, took a cargo of wood from this port. The Harbour Master told me he had collected nothing during the season of 1879.

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In spring tides at lowest water the depth at the wharf is only 8 feet. In ordinary tides,  $10\frac{1}{2}$  to 11 feet.

The tender "Rimouski" performed the service of delivering and landing the mails steadily from the end of April to the 20th November 1880. And all the steamers of the Allan line carrying the mail, called at Rimouski.

I take the liberty of remarking that the addition made to the pier, a few years ago, has had the effect, owing to its form, of causing the sand and mud to accumulate, and year by year there is less water in the basin provided to protect the tender from northerly and north-easterly winds. The basin should be cleaned out and deepened. If a pier were erected further out, to be used as a coal depot, many steamers would certainly call here for coal, and thus a considerable amount of traffic would accrue to the Intercolonial Railway,

L. GAUVREAU,  
*Mayor of Rimouski.*

## APPENDIX No. 50.

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HARBOR OF L'ISLET, P.Q.

Reference No. 9233.

(Translation.)

L'ISLET, 6th November, 1880.

To the Honorable  
The Minister of Public Works,  
Ottawa.

SIR,—In reply to your circular of the 30th October last, requesting information from me respecting the closing of navigation at the Long Wharf at L'Islet in 1879, and the opening of navigation in the spring of 1880,—I have the honor to inform you that navigation in 1879 closed only at the end of November and opened in 1880 on the 15th of April. The Harbor of L'Islet is only visited by vessels of small tonnage engaged in the coasting trade.

No sea-going vessel can come alongside the wharf because the depth there at low tide is only seven feet, and besides the approach to the wharf is rendered difficult by reason of a chain of rocks 600 feet distant from it,—it would be extremely advisable to have this obstruction removed. There is no revenue derived from the wharf.

I have the honor to be, Sir,  
Your obedient servant,

U. C. CARON,  
*Mayor.*

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 APPENDIX No. 51
 

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## HARBOR OF NAPANEE, ONT.

Reference No. 9282.

The harbor at Napanee closed December 15th, 1879, and opened April 1st, 1880.

The following vessels frequented the harbour during the year 1879:—

Canadian schooners.....	205
do steamers.....	26
United States schooners.....	26
do steamers .....	2
do sloops.....	2
Total.....	<u>261</u>

Harbor revenue *nil*; no harbour dues collected at this port.  
Draft of water available at low water, 7 feet.

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## APPENDIX No. 52.

## HARBOR OF TRENTON, ONT.

Reference No. 9,387.

TRENTON, 10th November, 1880.

SIR,—In reply to your circular from the Department of Public Works, dated Ottawa 30th October 1880, I beg to inform you that, in 1879, the last vessel cleared from this Port on the 20th day of November.

In the spring of 1880, the first vessel entered the harbor the 6th of April.

The following are the number and class of vessels frequenting this harbor during the Calendar year of 1870, viz.:

FROM THE UNITED STATES.		COASTING	
CLASS.	No.	CLASS.	No.
Paddle Steamers.....	28	Paddle Steamers.....	30
Screw do.....	17	Screw do.....	339
Schooners, Canadian.....	145	Schooners.....	33
do Foreign.....	22	Barges.....	7
Barges, Canadian.....	8		
do Foreign.....	1		
	221		409

No harbor dues are collected by this Municipality, the draft of water at low water, in the harbor, is about fourteen feet. I may say that there is a bar at the entrance of the harbor which would prevent vessels coming or going out, drawing more than nine feet of water, at low water.

I have the honor to be,  
Your obedient servant,

GEO. H. GORDON,  
*Reeve.*

Honorable Minister  
of Public Works, Ottawa.

P. S. The returns given for 1879 will be largely increased this year.

G. H. G.

APPENDIX No. 53.

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## HARBOR OF SHANNONVILLE, ONT.

Reference No. 9,339.

SHANNONVILLE, 15th November 1880.

S. CHAPLEAU, Esq.,  
Secretary Department Public Works,  
Ottawa.

SIR,—Your communication of the 30th October, addressed to the Mayor of Shannonville, and requesting information concerning the opening and closing of the Harbor, &c., was handed to me by the Postmaster. There being no Mayor, I will endeavor to furnish the information required, as near as possible.

- 1st. Harbor closed fall 1879, about 15th November.
- 2nd. Harbor opened spring 1880, about 10th April.
- 3rd. There visited the Harbor during the season of 1880, thirty vessels, comprising schooners and steam-barges.
- 4rd. There are no Harbor dues collected here.
- 5th. Depth at low water, six and one half feet.

Your obedient servant,

P. L. LAZIER,  
*Collector of Customs,*  
per S. W. L.

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 APPENDIX No 54
 

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## HARBOR OF BELLEVILLE, ONT.

Reference No. 9139.

HARBOUR MASTER'S OFFICE.

BELLEVILLE, 8th November 1880.

R.S. PATTERSON, Esq.,  
Mayor, Belleville.

SIR,—In compliance with your request of Saturday last, I beg to make the following statement :

Navigation closed in the Belleville Harbour on the 14th December 1879, and opened on 6th April, 1880.

The number of sailing vessels which called at the Belleville Harbour during the season of navigation 1879, was..... 172  
The number of steamer calls during same time..... 910

Total..... 1082

The total amount of revenue collected from all sources during the year 1879.

On exports..... \$2,324.35

On imports..... 1,225.34

Total..... \$3,549.69

The depth of water at low water in the Belleville Harbour at the principal docks ranges from 5 to 9 feet with about 9 feet of water in the channel leading into the Harbour.

Trusting that the above will be satisfactory to you and all concerned.

I am your obedient Servant,

ALEX. WATERS,  
*Harbour Master.*

9th November, 1880.

Hon. Commissioner of Public Works,  
Ottawa.

DEAR SIR,—I have the honour to enclose statement as per your favour of October 30th, with reference to our harbour, and will be happy to furnish any additional information you may require.

Very respectfully yours,

R. S. PATTERSON.



(Reference No. 8064.)

STATEMENT of the number of vessels which arrived at the Port of Belleville from the United States Ports and Coastwise during the fiscal year ended 30th June, 1879.

Canadian Vessels.	No. of vessels.	Tons Register.	United States Vessels.	No. of Vessels.	Tons Register.	TOTAL.	
						Vessels.	Tons Register.
From United States .....	185	28,612	From United States	30	3,195	} 815	70,950
Coastwise .....	600	39,143	Coastwise.....	.....	.....		
	785	67,755		30	3,195		
Value of Exports \$986,414..			Value of Imports \$242,576.				Duty collected, \$44,989.

Fiscal Year, ending 30th June, 1880.

From United States.....	227	28,199	From United States,	16	1,302	243	29,501
Coastwise .....	703	52,300				703	52,300
	930	80,499		16	1,302	946	81,801
Value of Exports \$919,175.			Value of Imports \$203,287.				Duty collected, \$43,027.79.

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 APPENDIX No. 55.
 

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## HARBOR OF COBOURG, ONT.

Reference No. 9,167.

COBOURG, November 11, 1880.

S. CHAPLEAU, Esquire,  
Public Works.

SIR,—I respectfully acknowledge receipt of your communication of 30th ultimo, and under give you the information asked for, viz:

Navigation closed at Cobourg harbor on the 1st December, 1879, and opened in 1880 on the 14th April.

Steamers frequented harbor 1879.....	365
Sailing vessels " .....	148
	<u>513</u>
Harbor gross revenue.....	\$6,258.15

Harbor depth low water, 8 feet.

I have the honor to be, Sir,

Your obedient Servant,

G. PERRY.

## APPENDIX No. 56.

## HARBOR OF PORT HOPE, ONT.

Reference No. 8,996.

PORT HOPE, 3rd November, 1880.

S. CHAPLEAU, Esq.,

DEAR SIR,—I have the honour to acknowledge the receipt of your circular dated 30th October, 1880, containing certain questions relating to the Harbour of Port Hope, and I beg to submit the following answers in reply thereto.

Questions Nos. 1 & 2—During the winter of 1879-1880 the harbour was never closed to such an extent but that a vessel could have entered it with safety, and on Christmas day 1878 and New Year's day 1879, the sailors of the Port held boat races.

Question No. 3—The number of vessels entering the harbour during the season of 1879, for the purpose of trade and shelter combined were 405 schooners and 450 steamers, ranging from 100 to 350 tons each in measurement.

Question No. 4.—The gross revenue of the Harbour in 1879 amounted to \$18,428.97. Working expenses \$6,329.78 interest in debt and sinking fund \$8,400, net revenue \$3,659.19.

Question No. 5.—The present depth of water in the Harbour is 12 feet. The water in Lake Ontario is down to within 3 inches of zero, as indicated by the Toronto water mark. With a moderate outlay for dredging, the depth of water in the Harbour could be very much increased.

I am your obedient servant,

JAS. H. HUGENNAN,  
*Secretary.*

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 APPENDIX No. 57
 

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## HARBOR OF NEWCASTLE, ONT.

Reference No. 9,269.

NEWCASTLE, 12th November, 1880.

SIR,—In accordance with instructions in a letter received from your Department on the 30th ultimo requesting returns, &c. of the Newcastle Harbour, I beg leave to submit the enclosed report.

Yours respectfully,

FRANCIS NICHOLSON,  
*Secretary Harbour Commissioners.*

The Secretary  
Public Works Department,  
Ottawa.

RECEIPTS AND EXPENDITURE for the Newcastle Harbour from 16th June 1879 to 21st June, 1880.		\$	cts.	\$	cts.
Received for Wharfage on Grain, &c.....				3057	80
Paid for current expenses.....	1024	21			
				<u>\$2033</u>	<u>59</u>
Paid Debenture and Interest for improvements of Harbour....	1012	44			
Paid for Dredging.....	205	92		1218	36
				<u>\$ 815</u>	<u>23</u>
Balance.....					
			No.	Tons.	
Number of Vessels and Steamers with their aggregate Tonnage.....			101	7400	
Last vessel leaving harbour 1879, November 28. First vessel arriving in harbour 1880, April 1st. Harbour free of ice nearly all the year round.					
Draft of water available at low water 8 feet 6 in.; can be dredged 20 feet if necessary, having soft clay bottom.					

JOHN J. ROBSON,  
*Chairman N. H. Commissioners.*

FRANCIS NICHOLSON,  
Secretary.  
Newcastle, November 12, 1880.

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APPENDIX No. 58

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## PORT DARLINGTON HARBOR, ONT

Reference No. 10,263.

PORT DARLINGTON, 20th December, 1880.

S. CHAPLEAU, Esq.,  
Secretary, Ottawa.

SIR,—In answer to your circular of 30th October, I would say the harbour closed about 10th of December 1879, and opened in spring 25th March, 1880. Two hundred and sixty steamers and fifty-nine schooners called.

The gross earning was \$5,600.00. Net revenue, \$2,950. Depth of water, about eight feet.

Yours truly,

JOHN McCLELLAN.  
*Harbor Master.*

## APPENDIX No. 59.

## HARBOR OF TORONTO.

Reference No. 9,032.

COMMISSIONERS OF THE HARBOUR OF TORONTO,  
 TORONTO, November 5, 1880.

S. CHAPLEAU, Esq.,  
 Secretary Department of Public Works,  
 Ottawa.

DEAR SIR, -- In answer to your communication of the 30th ult., I have to state that the Harbour of Toronto was closed in the autumn of 1879, on December 24, and was clear of ice in the spring of 1880 on February 19.

The following is a statement of the vessels frequenting the harbour in 1879:

Steamboats loaded.....	554
"    light.....	110
Propellers loaded .....	245
"    light .....	43
Sailing vessels loaded.....	1106
"    "    light.....	163
<b>Total .....</b>	<b>2221</b>
The total Revenue for 1879 was.....	\$11,422.56
"    Expenditure .....	6774.53

The water ranged from 11 ft. 6 inch. to 15 ft. 6 inch.

I remain, Sir,  
 Your obedient servant,  
**MORGAN BALDWIN,**  
*Harbour Master.*

APPENDIX No. 60.  

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## HARBOR OF OAKVILLE, ONT.

Reference No. 9,343.

TOWN OF OAKVILLE, 15th November, 1880.

SIR,—Your favor 4,326, 30th ult., received, and in reply thereto beg to say:—

1. Oakville Harbor closed in 1879, 12th December.
2. Oakville Harbor opened spring 1880, 22nd March.
3. Number of vessels that frequented the harbor, 143.
4. In the main, grain-carrying vessels 150 to 275 tons.
5. Net revenue, \$877.50.
6. Expenditure, \$1,030.15.
7. Draught of water, 10 feet.

P. A. McDOUGALL,  
*Mayor.*S. CHAPLEAU, Esq.,  
Secretary Public Works Department,  
Ottawa.

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 APPENDIX No. 61
 

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## PORT STANLEY HARBOR, ONT.

Reference No. 9184.

 PORT STANLEY, ONT.,  
 9th November 1880.

 The Honorable  
 The Minister of Public Works,  
 Ottawa.

DEAR SIR,—In answer to your favor of 30th ult., I beg to say the Port Stanley Harbor was closed on the 20th day of December 1879, and opened on 23rd March 1880.

The class of vessels entering the harbor during 1879-80 were as follows :

Canadian sailing vessels .....	57
Canadian steam.....	37
American sailing vessels.....	4
American steam.....	3
Coasters sailing .....	4
Coasters steam.....	4

The class of vessels using the harbor are the general run of canal sized vessels, larger vessels not caring to take this harbor for shelter on account of the narrow entrance and light water, there being only about 10 feet at the entrance. If the entrance was widened and deepened hundreds of vessels would run in, that now run to Long Point for shelter.

I am unable to get the revenue for you ; the Harbor Master informed me it was against his instructions to give such information, and informed me if you would address Mr. F. Broughton, G. W. R. Hamilton, he would probably furnish you with the desired information.

Your obedient servant,

 M. PAYNE,  
*Reeve*



## APPENDIX No. 62.

## PORT DOVER HARBOR, ONT.

Reference No. 9630.

PORT DOVER, 30th November, 1880.

SIR,—In reply to a letter of enquiry from your Department relative to the Port Dover Harbor, I beg to answer as follows:—

(A) Navigation closed at this harbor on the 9th December, 1879.

(B) Navigation opened at this harbor on the 1st of April, 1880.

(C) Vessels employed in the coasting trade frequenting the Port Dover Harbor during the year ending 30th June, 1880:

Arrived, 115. Departed, 123.

Tonnage from 18 to 230.

Including steam vessels and sail vessels, besides those vessels trading between Canada and United States, for the above period.

No. steam and sail—Inwards, 89.—Tonnage, 9093

Outwards, 91.— “ 9681

(D) The gross and net revenue of the harbor I could not procure accurately as Harbor Master had returned his last year's books to the head officer G. T. Railway. He supposed, however, the gross would be about \$200.

(E) The draught of water available at low water is from seven (7) to eight and one-half feet (8½ ft)

After passing through the harbor over into the creek, there is from twelve (12) to fifteen (15) feet of water for the distance of half a mile up the creek.

I might mention that, during a severe gale a few days ago, a large fleet of vessels were wind-bound under the lee of Long Point. Had there been a sufficient depth of water in this harbor they would have come in here, as they sent several small boats to see if they could not get in here.

Hoping the above statement will be satisfactory.

I have the honor to be,

Your obedient servant,

OZIAS ANSLEY, *Reeve,*

Port Dover.

To the Hon. Minister of Public Works, Ottawa.

## APPENDIX No. 63

## PORT BURWELL HARBOR, ONT.

Reference No. 9,375.

PORT BURWELL, 8th November 1880.

JAS. E. DEACON, Esq.,  
Secretary Harbour Co.,  
Port Burwell.

DEAR SIR.—In a letter received from the Department of the Honorable the Minister of Public Works, dated Ottawa, 30th October last, relating to several matters regarding the Harbour of Port Burwell, I am requested, among other things, to give the gross and net revenue of the harbor, during the calendar year 1879. Will you kindly give me a detailed or other satisfactory statement in writing of the gross and net revenue of the harbour for the calendar year, above named on or before the tenth instant, as I am requested to have my reply in on the 15th of this month.

Your immediate attention will much oblige

Yours truly,

W. BACKHOUSE.

PORT BURWELL, Ont., 11th Nov. 1880.

SIR,—Yours of the 30th Oct. I duly received, and now beg leave, most respectfully, to lay before you, for the information of the Honorable the Minister of Public Works, answers in as far as I can procure them to the several inquiries contained in your letter, viz: Navigation closed at this Port on the 28th November 1879, and opened on the 2nd April 1880. The number and class of vessels from the lowest to the highest tonnage in each class I give below in tabular form.

The number of British sailing vessels trading from here with foreign ports divided into three classes as to rates of tonnage.			The number of British sailing vessels trading coastwise classified same as in the case of Foreign traders.		
Class from 30 to 50 Tons. No. 19.	Class from 51 to 100 Tons. No. 3.	Class from 101 to 350 Tons. No. 10.	Class from 30 to 50 Tons. No. 15.	Class from 51 to 100 Tons. No. 8.	Class from 101 to 350 Tons. No. 17.
The number of British steamers trading from here with Foreign Ports, classified as above.			The number of British steamers trading coastwise, classified as above.		
Class from 30 to 50 Tons. Nil.	Class from 51 to 450 Tons. Nil.	Class from 101 to 450 Tons. Nil.	Class from 30 to 50 Tons. Nil.	Class from 51 to 100 Tons. Nil.	Class from 101 to 450 Tons. No. 6.

The gross amount of harbour dues collected was \$90.75

From the outer end of the west pier to very near if not clear to the channel bank the distance is about 800 feet. The extension of that pier, out that distance, would make this the *best* and most *secure* harbour of refuge on the whole of Lake Erie, situated as it is about midway of the lake. The average depth of water from the outside of the bar, to the channel bank is about  $7\frac{1}{2}$  to 8 feet and between the inside of the bar and the end of the west pier is about  $7\frac{1}{2}$  to 8 feet. If that pier was extended out about the number of feet first above given, all breakers and bars would be avoided, and a great saving of life and property secured.

The bar at the mouth of the harbour which commences to form about the first of June and continues to increase in volume until the close of navigation every year, is about 150 feet from the end of the pier, and varies from forty to sixty feet in width, crossing the entire entrance to the harbour, and sometimes at low water mark, there is not over five feet of water on it, never more than  $7\frac{1}{2}$  feet.

From a life-long experience and observations, coupled with the several opinions of the various vessel owners and captains, who have frequented this port for upwards of forty years, there never has been expressed but one opinion, viz: "extend a pier on the west side to the channel bank and all will be safe; you will then have at least from 40 to 50 vessels of all grades a year, to the one you have now."

The harbour when originally built was 180 feet wide; some years after it was built, it was narrowed down to 95 feet in width, so that vessels, drawing over five feet of water, cannot wind or round to, inside of the piers. The bar is chiefly formed by south west and S.S. west winds. The water inside the piers at low water mark was in the fall of 1879, 7 feet 3 inches, and is now 7 feet 6 in.

You will observe that the gross and net revenue of the harbour are not given. As soon as possible after the receipt of your letter, I called upon the Secretary of the Harbour Co. Mr. James E. Deacon, who resides here, requesting the information asked for by you—in fact, I showed him your letter, he refused to comply with my request. I then wrote him as per copy enclosed, to which he gave a most insulting verbal reply, and refused my request. About seven years ago the harbour was sold to an American Company, chiefly residents of Detroit, Michigan, whose exorbitant charges are a great detriment to the place, preventing many vessel owners and shippers from making this a shipping point. The harbour is in a most wretched state while the dues are kept fearfully high. You will see by the following partial list of rates handed me by some of the heaviest shippers and vessel owners doing business here, viz: Vessels of 50 tons and under are charged 50 cts. all vessels over 50 tons \$1.00. Lumber, 25 cts. per M. feet. Grain of all kinds, 1 ct. per bushel, Coal, 50 cts. per ton; Barrel bulk, 5 cents each, Cordwood, 10 cts. per cord, Tan bark, 25 cts. per cord. Cases Mdse, 3 cts. per 100 lbs., all other things in proportion.

All of which is most respectfully submitted,

W. BACKHOUSE,  
*Reeve of Port Burwell.*

To the Secretary of the  
Hon. the Minister of Public Works.  
Ottawa.

## APPENDIX No. 64

## HARBOR OF MORPETH, ONT.

Reference No. 9,326.

MORPETH, Ont., 12th November, 1880.

SIR,—In reply to your favor of the 30th ultimo, No. 4,350, handed to me by the Postmaster of this place, I beg to say:—

1. That the Village of Morpeth is not a corporation of itself, but is within the limit of the municipal corporation of the Township of Howard; consequently it has no civic officers other than those of the Township.

2. That there is no harbor at present other than a private dock leading into the lake, without any protection.

3. Owing to the mildness of last winter, no ice forming, the dock was open to vessels all the winter.

4. The number of vessels calling during the last season would probably be about 40, ranging from 75 to 250 tons burden.

5. No public revenues are collected at this dock or port other than Customs, and Morpeth being under the jurisdiction of the outport of Rondeau, all of those collections come under the collections of that port.

6. The depth of water at the dock is usually nine feet; at the outer end of dock about eleven feet.

I have the honor to be,  
Your most obedient servant

JOHN DUCK, J.P.

To the Honorable  
The Minister of Public Works,  
Ottawa.

APPENDIX No. 65

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## ARBOR OF KINGSVILLE, ONT.

Reference No. 9407.

KINGSVILLE, ONTARIO, 8 November, 1880.

SIR,—In answer to your inquiry regarding the harbour at this place, I beg to say that in consequence of the peculiar mildness of the winter of 1879-1880, the harbour was never closed by ice. It usually closes about 15th December, and opens about 1st April. I cannot ascertain the exact number of vessels frequenting the harbour as no record was kept by the owner of the wharf, but from information derived from him and Collector of Customs at this port, I can place the number at about 200 vessels, principally schooners. The harbour being a *natural one*, there is no revenue derived from it; at low water the draft is from 7 to 9 feet.

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

J. H. SMART.  
*Reeve Kingsville.*

To the Honorable The Minister of Public Works,  
Ottawa.

## APPENDIX No. 66

## HARBOR OF SARNIA, ONT.

Reference No. 9,098.

MAYOR'S OFFICE,  
SARNIA, 6th November, 1880.

SIR,—I am directed by his Worship the Mayor of Sarnia to answer the queries contained in your communication of the 30th of October last, as follows:

1st. The harbour of Sarnia was not closed at all during the winter of 1879-80.

2nd. The number and class of vessels frequenting the harbour for the fiscal year ending 30th June, 1880, as taken from the report of the Collector of Customs at this port was 1,053 screw steamers; 417 paddle steamers, 219 schooners.

This statement does not include 5 ferry boats which ran continuously during 1879 and 1880, to the present time.

3rd. No dues are collected at this harbour.

4th. The draft of water obtainable at low water varies in this harbour from 4 feet to 40 feet.

I have the honour to be, Sir,

Your obedient servant,

EDWARD H. JOHNSTON,  
*Clerk, Town of Sarnia.*

S. CHAPLEAU,  
Secretary Public Works Department,  
Ottawa, Ont.

Statement of facts and statistics submitted by the delegation from Sarnia asking for improvement of Sarnia Harbour.

January 1881.

1. It is the only available harbour into which vessels from Lake Huron can safely enter as a Harbor of Refuge during a storm.

2. It is insufficient in size to give accommodation to the number of vessels frequently seeking refuge there during a storm, accidents often happening for want of room.

It is not sufficiently large for the vessels and steamers wintering there, they being frequently jammed by the ice and injured.

4. This harbour is open from one to two months every fall later than the upper Lakes harbours, and it opens from a month to six weeks earlier every spring than navigation up the Lakes, and in some years it is open all winter as in 1879 and 1880.

5. A considerable portion of the dredging required to be done consists on the surface of soft earth easily removed.

6. The increased number and size of vessels now being used, makes some improvement in this harbour a matter of necessity.

## STATISTICS.

1. No. of vessels frequenting Sarnia harbour for the fiscal year ending 30th June 1880, as taken from the report of the Collector of Customs as this Port, 1689, not including 5 Ferries running all winter.

2. No. of vessels frequently gathered in the harbour during a storm from 100 to 200.

3. No. of vessels at present wintering in this harbour 42.

4. No. of vessels passing and repassing during past season of seven months by actual count, 45,000, about 215 a day, 1 every seven minutes.

Average for each of the past five years, 42,000.

5. Freight received and forwarded from this Port by River and Lake in 1880:

Grain.....	3,816,600 bushels.
Flour.....	154,500 bls.
Lumber.....	20,000,000 feet.
Shingles.....	3,800,000
Staves and Hoops.....	2,000,000
Lath.....	1,500,000
Ties.....	45,000
Coal.....	14,194 tons.
Saw logs.....	400,000 feet.
Salt.....	2,500 bls.
Cordwood.....	6,000 cords.
Railway Iron.....	12,100 tons.
Merchandise.....	3,000 do
Customs.....	\$50,275
Excise.....	29,000

GEORGE LEYS,  
Mayor. [L.S.]

JOHN A. MACKENZIE,  
THOMAS KENNY.

## APPENDIX No. 67

## HARBOR OF BAYFIELD, ONT.

Reference No. 9126.

BAYFIELD, Ont., 5th November, 1880.

SIR,—In reply to your letter of 30th ult. I have the honour to report as follows:—

First.—That navigation closed in 1879 about the end of December, and opened in 1880 about the beginning of March.

Second.—The class of vessels which visited the harbour in 1879 were the North West Transportation Co. Steamer twice a week; several tugs and barges and a number of sailing vessels such as usually sail on the lakes.

Third.—I cannot tell you the tonnage as we have no Custom office, Harbour Master or Lighthouse. All vessels come and go at pleasure free of charge, we have no revenue therefrom.

Fourth.—The draft of water is about 8 feet at present, the storms of last fall filled up the channel. Our Council sent a petition to the Government for the dredge, but as yet she has not come, whereby vessels have this year been prevented from getting inside when drawing over 8 feet water. We have the best harbour on the east shore of Lake Huron if we only had a little deeper water at the entrance. This I hope you will give us next Spring.

I have the honour to be, Sir,

Your obedient servant,

JOHN ESSON, *Reeve.*

To the Honorable  
Minister of Public Works,  
Ottawa.



APPENDIX No. 68

HARBOR OF GODERICH, ONT.

Reference No. 9454.

OTTAWA, 20th November 1880.

SIR,—I beg to inform you that I communicated with the Harbor Master at Goderich with reference to his declining to furnish the Mayor of that place with certain information required by your Department, and he informs me that his reason for declining was, that he was not aware that the Government would sanction him giving statements from his books without instructions from this Department, and that he so informed the Mayor.

I beg also to enclose herewith copy of letter and enclosures received from the Harbor Master giving the desired information.

I am, Sir, Your most obedient servant,

JOHN HARDIE,

for Deputy Minister of Marine, &c.

F. H. ENNIS, Esq.,  
Secretary, Department of Public Works.

HARBOUR MASTER'S OFFICE,

GODERICH, 18th November 1880.

SIR,—In answer to your letter of the 13th inst, I beg to forward you the enclosed statement showing that this harbour closed in 1879 on the 13th day of December, and opened on the first of April, 1880.

The number of vessels arrived were one hundred and forty-nine (149), the registered tonnage being twenty-eight thousand and twenty-nine tons (28,029).

The number of steamers were one hundred and seventy-four (174) with a registered tonnage of seventy-nine thousand nine hundred and thirty-one tons (79,931).

The gross receipts of the harbour in 1879 were.....	\$1,699 79
“ net “ “ “ .....	1,182 79

The lowest water at the entrance to the harbour was ten (10) feet.

I am, Sir, Your obedient servant,

T. N. DANCEY,

Harbour Master.

Wm. SMITH, Esq.,  
Deputy Minister of Marine, &c.,

HARBOUR MASTER'S OFFICE,

GODERICH, 18th Nov. 1880.

Return of vessels arriving at Goderich, Ontario, from 1st January to December 31, 1879.

Schooners, 139.—Tonnage, 28,029. Steamers, 174.—Tonnage, 79,931

Navigation closed on the 13th December 1879.

“ opened on the 1st April, 1880.

Amount collected in 1879 as Wharfinger.....	\$1,482 79
“ “ “ Harbour Master.....	217 00

\$1,699 79

Salary of Wharfinger.....	\$300 00
“ Harbour Master.....	217 00

\$57 00

Gross receipts.....	\$1,699 79
Net receipts .....	1,182 79

The lowest water at the entrance of the harbour in 1879 was ten (10) feet.

T. N. DANCEY, Harbour Master.

## APPENDIX No. 69

## PORT ALBERT HARBOR, ONT.

Reference No. 9331.

PORT ALBERT, 15th November, 1880.

DEAR SIR,—The Postmaster has handed me your letter of the 30th ultimo, addressed to the Mayor, relative to closing and opening of this harbor in 1879 and 1880. I beg leave to state from memory that on the 15th October, 1879, the last boat loaded, and on the 10th May, 1880, the first boat loaded. Fifty boats called during the season of 1879, principally scows, a few steam barges and schooners. Owing to very low water, many of those vessels were obliged to leave with half loads. The consequence was that a lot of stuff was not shipped that season, and from the fact that the harbor was in such a bad state of repair on account of no dredging being done, (as was promised us,) only ten dollars was collected during that season. Six feet of water was the greatest depth at the outer end of the north pier, where all those boats loaded. I may here state that the water in the lake was *eighteen* inches lower in 1879 than in 1880.

In conclusion, permit me to say that as the Government are now improving our harbor, they will put some one in proper authority to keep on record a statement of the matter now in question.

I am, dear Sir,  
Faithfully yours,

A. C. HAWKINS,  
*Superintendent Harbour Works.*

Secretary Public Works Department,  
Ottawa.

APPENDIX No. 70.

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## HARBOR OF INVERHURON, ONT.

Reference No. 9,341.

INVERHURON, 8th November, 1880.

DEAR SIR,—Your favor of 30th October now lies before me, and in reply would say our harbor closed here on November 16th, 1879, and opened May 13th, 1880. The following is the number of steamers, vessels, &c., reported here during the season ending 16th November, 1879:—52 steamers, 6 steam barges, 5 tugs, 35 sailing vessels.

The gross revenue of the harbor was \$150.00.

The net revenue of the harbor was \$112.50.

It would be double what it now is if there was sufficient shelter for vessels to load. There is 20 feet of water at present at the end of pier, 500 feet from shore.

Yours very truly,

CHAS. B. LOWE.

S. CHAPLEAU, Esq.,  
Ottawa.

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 APPENDIX No. 71.
 

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## HARBOR OF KINCARDINE, ONT.

Reference 9,349.

KINCARDINE, 12th November, 1880.

SIR,—I have the honor to acknowledge receipt of your favor, and beg to say that in 1879 the number of vessels arriving at and departing from this harbor were as follows:—32 barques and brigs, 94 schooners, 20 scows, 8 tugs, 84 screw propellers, and 42 paddle-wheel steamers. The draught of water at low water was 9 feet. The harbor was closed on 2nd December, 1879, and opened 9th April, 1880. Exports—Wheat, 94,565 bushels; barley, 50,925 bushels; salt, 10,125 tons. Imports—Lumber, 4,537,674 feet; cordwood, 1,920 cords; fish, about 1,000 packages. These are the principal items, but there are a great many other things which to classify and particularize would take a great deal of time and trouble. You can, from the foregoing, see the importance of this harbor.

I have the honor to be,  
Your obedient servant,

J. A. MACPHERSON,  
*Mayor.*

Hon. Minister of Public Works,  
Ottawa.

Certified correct.

H. T. HENDON,  
*Harbour Master.*

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**APPENDIX No. 72**

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**HARBOR OF SOUTHAMPTON, ONT.**

Reference no. 9247.

SOUTHAMPTON, 10th November 1880.

To the Hon. H. LANGEVIN.

SIR,—In answer to the inquiries contained in your communication of the 30th ult.

The harbour at Southampton closed on the 5th of December 1879, and opened on the 9th of April 1880. Of vessels frequenting this harbor 16 were steamers, sailing vessels 34.

Fees collected for harbour dues from 9th April of the present year to this date November 9th, are \$74.50 as per Harbour Master's report which accompanies this.

With respect to the depth of water available at the landing pier there is but little difference as to its depth since it was examined by your Engineer Mr. H. A. Gray in October last. I may add that the sand is gradually filling in along the south side of the pier and also on the north side, so that the larger steamers can only be brought to the pier with the utmost care to prevent their striking the bottom. This difficulty, we trust the Department will take such means to remedy as may seem to them most expedient to preserve and increase the usefulness of this already valuable work, and thus further its value to the commercial and travelling community.

I remain, Sir,  
Yours most obediently

W. S. SCOTT  
*Reeve of Southampton.*

List of Vessels which entered the Port of Southampton liable to payment of Harbour Masters' Fees, under the Act 36 Vic., chap. 9, intitled "An Act to provide for the appointment of Harbour Masters for certain ports in the Provinces of Nova Scotia and New Brunswick," from 31st December, 1879, to 31st December, 1880.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Fee Received.
							\$ cts.
April 9	Detroit	Schooner	J. Waters	Picton	176	E. Peters	1 50
do 22	Pike Bay	do	Marcopola	Toronto	145	A. Young	1 50
do 24	Michael's Bay	do	Pheby Catherine	Picton	143	James Boggie	1 50
do 25	Sarnia	Propeller	Quebec	Sarnia	700	E. Anderson	5 00
do 28	Chatham	Schooner	Marcopola	Toronto	145	A. Young	5 00
do 28	Sarnia	Propeller	Ontario	Sarnia	700	N. Robertson	5 00
May 2	do	do	Asia	St. Catharines	400	N. McGregor	2 50
do 2	Detroit	Schooner	Nemesis	Goderich	100	J. Spence	1 00
do 3	do	do	Argo	Port Dover	132	R. Pringle	1 00
do 5	Sarnia	Paddle	Manitoba	Sarnia	524	J. Moore	4 00
do 7	Duluth	Propeller	Quebec	do	700	E. Anderson	4 00
do 8	Pike Bay	Schooner	Argo	Port Dover	132	R. Pringle	3 00
do 9	Sarnia	Propeller	Sovereign	St. Catharines	360	E. McGregor	1 50
do 9	Pike Bay	Schooner	Marcopola	Toronto	145	A. Young	1 50
do 12	Duluth	Propeller	Ontario	Sarnia	700	N. Robertson	1 50
do 12	Sarnia	do	Quebec	do	700	E. Anderson	1 50
do 13	Duluth	do	Asia	St. Catharines	400	J. Byers	1 00
do 15	Sarnia	do	Ontario	Sarnia	700	N. Robertson	1 00
do 17	Detroit	Schooner	Nemesis	Goderich	100	J. Spence	1 00
do 18	Sable	do	Galedonia	Owen Sound	100	G. McAuley	1 00
do 19	Duluth	Paddle	Manitoba	Sarnia	524	J. Moore	1 00
do 19	do	Propeller	Quebec	Picton	700	E. Anderson	1 00
do 20	do	Schooner	Pheby Catherine	Port Dover	143	J. Boggie	1 00
do 22	Chatham	do	Argo	Port Dover	132	R. Pringle	1 00
do 22	Sarnia	do	Quebec	Sarnia	700	E. Anderson	1 00
do 23	Goderich	Propeller	Ford River	Marquette	250	P. McCollough	2 00
do 23	Sarnia	Propeller	Sovereign	St. Catharines	360	E. McGregor	2 00
do 24	Duluth	do	Ontario	Sarnia	700	N. Robertson	2 00
do 26	Sarnia	Paddle	Manitoba	do	524	J. Moore	2 00
do 29	do	Propeller	Ontario	do	700	N. Robertson	2 00
do 29	do	Scow	Ella	Dresden	100	E. McLean	1 00

May	31	Duluth	Propeller	Quebec	Sarnia	E. Anderson	700
do	31	Kincardine	Schooner	Argo	Port Dover	R. Pringle	132
June	1	Detroit	do	Nemesia	Goderich	J. McAnley	100
do	2	Sauble	do	Caledonia	Owen Sound	E. McGregor	360
do	2	Duluth	Propeller	Asia	St. Catharines	E. Anderson	700
do	4	Sarnia	do	Quebec	Sarnia	C. Wiggins	199
do	4	Detroit	Schooner	Grace Amelia	Port Burwell	E. McGregor	364
do	4	Duluth	Propeller	Sovereign	St. Catharines	J. Moore	624
do	7	Sarnia	Paddle	Manitoba	Sarnia	N. Robertson	700
do	7	Duluth	Propeller	Ontario	do	do	700
do	9	Duluth	do	do	do	E. Anderson	700
do	10	Duluth	do	Quebec	Goderich	E. McLean	20
do	11	Sauble	do	Sarah Day	Owen Sound	do	50
do	11	Sauble	do	Sauble Queen	Sarnia	E. Anderson	700
do	12	Sarnia	do	Quebec	do	J. Moore	524
do	14	Duluth	Paddle	Manitoba	Dover	J. Giddy	63
do	14	Pentanguish	do	Georgian	do	J. Moore	524
do	16	Sarnia	do	Manitoba	Sarnia	H. Devill	313
do	16	Sarnia	do	Arabie	Kingston	N. Robertson	700
do	17	Cleveland	Schooner	Ontario	Sarnia	E. Anderson	700
do	17	Duluth	Propeller	Quebec	Sarnia	N. Robertson	700
do	20	Duluth	Propeller	Ontario	do	C. Wiggins	199
do	20	Chatham	do	Grace Amelia	Port Burwell	R. Pringle	132
do	21	Detroit	Schooner	Argo	Port Dover	J. Spence	100
do	21	do	do	Nemesia	Goderich	do	100
do	21	do	do	Abeonia	Saugen	M. Mathony	50
do	21	do	do	John Stephenson	Napauce	do	150
do	23	Pike Bay	do	Quebec	Sarnia	E. Anderson	700
do	23	Sarnia	Propeller	Manitoba	do	J. Moore	524
do	24	Duluth	Paddle	Argo	Port Dover	R. Pringle	132
do	24	Sauble	Schooner	Manitoba	Sarnia	J. Moore	524
do	26	Sarnia	Paddle	Ontario	do	N. Robertson	700
do	27	Duluth	Propeller	Quebec	do	E. Anderson	700
do	29	do	do	Ontario	do	E. McLean	50
do	29	Sarnia	do	Sauble Queen	Owen Sound	J. B. Forrest	175
do	29	Sauble	do	Gladstone	Kingston	E. Anderson	700
do	29	Detroit	Schooner	Quebec	Sarnia	N. Robertson	700
July	1	Sarnia	Paddle	Manitoba	do	E. McLean	50
do	3	Duluth	do	do	do	J. Moore	524
do	4	Sarnia	do	do	do	J. Giddy	63
do	7	Duluth	do	do	Port Dover	R. Pringle	132
do	8	Kincardine	do	Argo	Toronto	A. J. Young	145
do	8	Detroit	Schooner	Marcopola	Owen Sound	McLean	50
do	8	do	do	Sauble Queen	Sarnia	N. Robertson	700
do	8	Sauble	Propeller	Ontario	do	E. Anderson	700
do	8	Duluth	do	Quebec	do	N. Robertson	700
do	10	do	do	Ontario	do	E. Anderson	700
do	10	Sarnia	do	Quebec	do	J. Moore	524
do	14	do	do	Quebec	do	do	524
do	16	Duluth	Paddle	Manitoba	do	do	524

List of Vessels which entered the Port of Southampton liable to payment of Harbour Masters' Fees, &c.—Continued.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Fees Received.
							\$ cts
July 16.....	Kingston.....	Schooner.....	Lady Dufferrin.....	Port Burwell.....	313	J. Ervine.....	.....
do 17.....	Chatham.....	do.....	John Stephenson.....	Napanee.....	136	M. Mathoney.....	.....
do 18.....	Sarnia.....	Paddle.....	Manitoba.....	Sarnia.....	624	J. Moore.....	.....
do 21.....	do.....	Propeller.....	Ontario.....	do.....	700	N. Robertson.....	.....
do 23.....	Duluth.....	do.....	Quebec.....	do.....	700	E. Anderson.....	.....
do 23.....	Montreal.....	do.....	Acadia.....	Hamilton.....	373	S. Malcolmson.....	.....
do 25.....	Sarnia.....	do.....	Quebec.....	do.....	700	E. Anderson.....	.....
do 25.....	Detroit.....	Schooner.....	Argo.....	Port Dover.....	132	R. Pringle.....	.....
do 25.....	do.....	do.....	Nemesia.....	Goderich.....	100	J. Snence.....	.....
do 25.....	do.....	do.....	Regina.....	St. Catharines.....	100	L. Sherman.....	.....
do 26.....	Duluth.....	Propeller.....	Manitoba.....	Sarnia.....	624	J. Moore.....	.....
do 28.....	Sarnia.....	do.....	do.....	do.....	524	J. Moore.....	.....
do 29.....	Duluth.....	do.....	Ontario.....	do.....	700	N. Robertson.....	.....
do 1.....	do.....	do.....	Quebec.....	do.....	700	E. Anderson.....	.....
do 1.....	Sarnia.....	do.....	Ontario.....	do.....	700	N. Robertson.....	.....
do 1.....	Detroit.....	Schooner.....	Argo.....	Port Dover.....	132	R. Pringle.....	.....
do 3.....	do.....	do.....	Regina.....	St. Catharines.....	100	L. Sherman.....	.....
do 4.....	Sarnia.....	Propeller.....	Quebec.....	Sarnia.....	700	E. Anderson.....	.....
do 6.....	Duluth.....	Paddle.....	Manitoba.....	do.....	524	J. Moore.....	.....
do 8.....	Sarnia.....	do.....	do.....	do.....	524	J. Moore.....	.....
do 8.....	Duluth.....	Propeller.....	Sovereign.....	St. Catharines.....	364	E. McGregor.....	.....
do 9.....	Detroit.....	Schooner.....	Silgo.....	do.....	250	J. Griffith.....	.....
do 11.....	Sarnia.....	Propeller.....	Ontario.....	Sarnia.....	700	N. Robertson.....	.....
do 12.....	Duluth.....	do.....	Quebec.....	do.....	700	E. Anderson.....	.....
do 15.....	Detroit.....	Paddle.....	Manitoba.....	do.....	524	J. Moore.....	.....
do 16.....	Duluth.....	do.....	Adie Allen.....	Windsor.....	68	W. Allen.....	.....
do 16.....	Windsor.....	Schooner.....	Marcopola.....	Toronto.....	145	A. J. Young.....	.....
do 18.....	Toledo.....	Paddle.....	Manitoba.....	Sarnia.....	524	J. Moore.....	.....
do 19.....	Duluth.....	Propeller.....	Ontario.....	do.....	700	N. Robertson.....	.....
do 21.....	Kingston.....	Schooner.....	Shandon.....	St. Catharines.....	374	R. Robertson.....	.....
do 21.....	Detroit.....	do.....	Galedonia.....	Owen Sound.....	100	G. McAuley.....	.....
do 22.....	Sarnia.....	Propeller.....	Ontario.....	Sarnia.....	700	N. Robertson.....	.....
do 22.....	Duluth.....	do.....	Quebec.....	do.....	700	E. Anderson.....	.....



Aug.	22	Georgian Bay	Schooner	Jennie Rumbell	Goderich	150	A. Boggie
do	25	Pike Bay	do	Gladstone	Kingston	176	J. B. Forrest
do	25	Sarnia	Propeller	Quebec	Sarnia	700	E. Anderson
do	26	Duluth	Paddle	Manitoba	do	524	J. Moore
do	27	Port Huron	Schooner	Huron	Picton	250	S. P. McGrevie
do	29	Detroit	Paddle	Manitoba	Sarnia	524	J. Moore
do	29	Duluth	Schooner	Caledonia	Owen Sound	100	G. McAuley
do	29	Sarnia	Propeller	Asia	St. Catharines	400	J. Ryers
do	29	Detroit	Schooner	Nemesis	Goderich	100	J. Spence
do	29	do	do	Argo	Port Dover	132	R. Pringle
Sept.	1	Kingston	do	Emerald	St. Catharines	384	J. Calahan
do	1	Sarnia	Propeller	Ontario	Sarnia	700	N. Robertson
do	3	Duluth	do	Quebec	do	700	E. Anderson
do	5	Sarnia	do	do	do	700	do
do	7	Duluth	Paddle	Manitoba	do	524	J. Moore
do	7	Chatham	do	Enterprise	do	200	J. Mordan
do	7	do	Propeller	do	Dresden	150	do
do	7	do	Schooner	Dauntless	Oakville	100	do
do	9	Sarnia	Paddle	Manitoba	Sarnia	524	J. Moore
do	9	Pike Bay	do	Mary Ann	Goderich	20	J. McMaster
do	11	do	Schooner	Lady Dufferin	Port Burwell	313	J. Ervine
do	12	Detroit	do	Argo	Port Dover	132	R. Pringle
do	12	do	do	Nemesis	Goderich	100	J. Spence
do	12	Sarnia	Propeller	Ontario	Sarnia	700	N. Robertson
do	12	Detroit	do	J. J. Morley	Detroit	30	C. D. Waterman
do	15	Sarnia	do	Quebec	Sarnia	700	E. Anderson
do	15	Michael's Bay	Schooner	Jenny Rumbell	Goderich	150	A. Boggie
do	15	do	do	Amazon	Port Dover	100	E. Harns
do	15	Saubie	do	Argo	do	132	R. Pringle
do	19	Duluth	Paddle	Manitoba	Sarnia	524	J. Moore
do	19	Windsor	Schooner	John Stephenson	Napanee	136	M. Mathony
do	22	Sarnia	do	Tecumseh	Goderich	200	McPherson
do	22	do	Paddle	Manitoba	Sarnia	524	J. Moore
do	23	do	Propeller	Ontario	do	700	N. Robertson
do	23	Goderich	Paddle	Georgian	Port Dover	63	J. Giddy
do	23	Sarnia	Schooner	Marcopola	Toronto	145	J. Young
do	24	Duluth	Propeller	Quebec	Sarnia	700	F. Anderson
do	25	Kingston	Schooner	Sligo	St. Catharines	250	J. Griffith
do	26	Detroit	do	Regina	do	100	L. Sherman
do	26	Sarnia	Propeller	Quebec	Sarnia	700	E. Anderson
do	27	Detroit	Schooner	Hercules	Hamilton	280	do
do	27	do	Propeller	Asia	St. Catharines	400	J. Ryers
Oct.	1	Sarnia	do	Ontario	Sarnia	700	N. Robertson
do	2	Duluth	Schooner	Caledonia	Owen Sound	100	G. McAuley
do	2	Johnston Harb.	do	Regina	St. Catharines	100	L. Sherman
do	5	Saubie	Paddle	Manitoba	Sarnia	524	J. Moore
do	5	Sarnia	do	Clinton	St. Catharines	292	J. Mesrudley
do	5	Kingston	Schooner	Clyde	do	250	H. Brooks
do	5	do	do	Grumpy	do	250	T. Reed

List of vessels which entered the Port of Southampton liable to payment of Harbour Masters' Fees, &c.—Continued.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Fee Received.
							\$ cis.
1880.							
Oct. 5.....	Georgian Bay.....	Schooner.....	Rosebud.....	Detroit.....	50	E. Anderson.....	.....
do 7.....	Duluth.....	Propeller.....	Quebec.....	Sarnia.....	700	N. Robertson.....	.....
do 7.....	Sarnia.....	do.....	Ontario.....	do.....	700	G. Granville.....	1 00
do 7.....	Sable.....	Schooner.....	Kitty Pringle.....	Sauguen.....	50	E. Brunley.....	.....
do 8.....	Detroit.....	do.....	New Hampshire.....	Detroit.....	100	E. Anderson.....	.....
do 10.....	Windsor.....	Propeller.....	Quebec.....	Sarnia.....	700	R. Pringle.....	.....
do 10.....	Sable.....	Schooner.....	Argo.....	Port Dover.....	143	McDougal.....	.....
do 12.....	Michael's Bay.....	do.....	Phoebe Catherine.....	Picton.....	360	N. McGregor.....	.....
do 14.....	Sarnia.....	Propeller.....	Sovereign.....	St. Catharines.....	132	R. Pringle.....	.....
do 16.....	Detroit.....	Schooner.....	Argo.....	do.....	100	G. McAuley.....	.....
do 16.....	Chatham.....	do.....	Caledonia.....	Owen Sound.....	150	E. Brunley.....	.....
do 16.....	Sable.....	do.....	New Hampshire.....	Detroit.....	204	E. Forrest.....	.....
do 16.....	do.....	do.....	Gladstone.....	Kingston.....	700	N. Robertson.....	.....
do 21.....	Sarnia.....	Propeller.....	Ontario.....	Sarnia.....	524	J. Moore.....	0 50
do 21.....	Duluth.....	Paddle.....	Manitoba.....	do.....	47	G. Brooks.....	3 00
do 23.....	Collingwood.....	do.....	R. D. McPherson.....	do.....	332	S. Flanagan.....	.....
do 23.....	Detroit.....	Schooner.....	Mary Jane.....	St. Catharines.....	700	E. Anderson.....	.....
do 23.....	Duluth.....	Propeller.....	Quebec.....	Sarnia.....	132	R. Pringle.....	.....
do 23.....	Sable.....	Schooner.....	Argo.....	Port Dover.....	100	G. McAuley.....	.....
do 27.....	do.....	do.....	Caledonia.....	Owen Sound.....	296	.....	.....
do 28.....	Collingwood.....	Propeller.....	Prince of Wales.....	Montreal.....	1,000	.....	.....
do 28.....	do.....	Schooner.....	Hotchkiss.....	Collingwood.....	700	E. Anderson.....	.....
do 30.....	Sarnia.....	Propeller.....	Quebec.....	Sarnia.....	261	J. Craig.....	1 00
Nov. 2.....	Goderich.....	Schooner.....	E. W. Rathbun.....	Napawee.....	250	.....	2 00
do 3.....	Sarnia.....	Propeller.....	Matimoras.....	Montreal.....	284	A. Anderson.....	2 00
do 3.....	do.....	do.....	Russell.....	Quebec.....	284	J. Kenneday.....	2 00
do 3.....	do.....	do.....	Benson.....	do.....	284	J. Wiggins.....	2 00
do 3.....	do.....	do.....	Manely.....	do.....	199	A. Davidson.....	.....
do 3.....	Chatham.....	do.....	Grace Amelia.....	Port Barwell.....	50	G. McAuley.....	.....
do 8.....	Sable.....	Propeller.....	Sable Queen.....	Owen Sound.....	100	.....	.....
do 8.....	Chatham.....	Schooner.....	Caledonia.....	do.....	.....	.....	.....
Total.....							68 00

D. CASCADEN, Harbour-Master, Southampton.

## APPENDIX No. 73

## HARBOR OF OWEN SOUND, ONT.

Reference No. 9,266.

OWEN SOUND, 12th November 1880.

SIR,—In reply to your letter of the 30th October, I have the honor to give the following particulars:—

1. Date of closing of Owen Sound harbor in 1879 was 4th December.
2. A vessel arrived in the harbor 2nd March, 1880, but navigation was not fairly opened until 18th April. The harbor lights were up for first time, 19th April.
3. The number and class of vessels which frequented the harbor in 1880 were:—Side-wheel steamer, 1; propellers, 17; tugs, 11; schooners, 9; steam barge, 1; barges, 3. Twenty-eight different vessels went into the dry dock.
4. The gross revenue from harbor dues in 1879 was \$137.00; the net revenue, \$62.15. After the beginning of June 1879, no harbor dues were collected because of the inefficient state of the harbor, nor have any dues been collected during 1880. The salary of the Harbor Master and whatever other expenses have been incurred have been paid out of current town revenues.
5. The depth of water available in 1879 at low water was 9 feet.

I have the honor to be, Sir,  
Your obedient servant,

CHAS. E. BARNHART, *Mayor*,  
Town of Owen Sound.

S. CHAPLEAU, Esq.,  
Secretary, P. W. Dept.

## APPENDIX 74.

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### HARBOR OF MEAFORD, ONT.

Reference No. 9,314.

TOWN OF MEAFORD.

MAYOR'S OFFICE, 15th November, 1880.

SIR,—In reply to your letter of the 30th October 1880, No. 4,349, Subject 13, I beg to state that the date of the closing of the harbour for the year 1879 was the first day of February 1880, and the date of its opening in the spring of 1880 was the fifteenth day of April 1880, and on the other side hereof I beg to hand you a statement shewing the number and class of vessels which frequented the harbour, the gross and net revenue of the harbour during the calendar year 1879 and the draft of water available at low water.

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

J. D. MCGEE,  
Mayor.

S. CHAPLEAU, Esq.,  
Secretary Public Works Department,  
Ottawa.

STATEMENT shewing the number and class of vessels which frequented the Meaford harbour, the gross and net revenue of the harbour during the Calendar year 1879, and the draft of water available at low water.

Steamers calling regularly on their trips to Lake Superior Ports, also to Sault Sainte-Marie and Chicago.

Lake Superior Line Steamers :—  
Francis Smith.  
City of Winnipeg.  
City of Owen Sound.

New England Transportation Line Collingwood to Chicago Steamers :  
Lake Erie,  
Canada,  
Columbia,  
Northern Queen.

Georgian Bay Transportation Company Line—Collingwood to Sault Sainte-Marie Steamers :—  
Manitoulin,  
Emerald,  
Northern Belle.

Steamers :—Jane Miller  
America,  
Vanderbilt.

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Fishing Tugs—belonging to Meaford.

Othello,  
Rescue,  
Belle and

Ten Fishing Schooners (small)

1879	{	Gross Revenue of the harbour &c.—1 year's Rent.....	\$1000 00
		Net Revenue.....	\$ 630 71

Draft of water available at low water-mark—Ten feet.

## APPENDIX No. 75

## HARBOR OF PRESQU'ISLE, ONT.

Reference No. 9361.

BRIGHTON, 16th November 1880.

The Honorable  
the Minister of Public Works.

SIR,—In reply to your circular, No. 4316 and dated Ottawa 30th October 1880, I beg to state :

That the Harbour of Presqu'Isle closed on or about the 15th day of December in the fall of 1879, and opened on or about the 1st April in the Spring of 1880.

That the number of vessels regularly reporting inwards and outwards at the Custom House here for the season of 1879 was as follows :

No. of vessels, 81 ; tonnage, 7014.

No. of steamboats, 70 ; tonnage, 4936 ; besides a large number of vessels entering the harbour for shelter and running coastwise. That the draft of water, available in the season of 1879 was twelve feet, so I am informed by the party who has charge of the Buoys, in said Harbour, and the water was very low, in fact, lower than it had been for the last 20 years.

I beg also to add that the circular above referred to would have been earlier replied to, but it seems to have been missent to Presqu'Isle on Lake Erie and only reached me yesterday.

I have the honor to be, Sir,

Your obedient servant,

THOS. WEBB,  
*Reeve of Brighton Village.*

## APPENDIX No. 76

## HARBOR OF COLLINGWOOD, ONT.

Reference No. 9359.

COLLINGWOOD, Ontario, 12th November 1880.

To the Honorable the Minister of Public Works.  
Ottawa.

SIR,—I have the honor to reply to your enquiry in relation to the date of the closing of the harbour of Collingwood in the Autumn of 1879, and of its opening in the spring of 1880, and also with a statement shewing the number and class of vessels which frequented the harbour, and the revenue of the harbour during the calendar year 1879, and the draft of water available at low water. Which is as follows:

Navigation closed in the fall of 1879 on the 9th day of December.  
" opened in the spring of 1880 on the 20th day of April.

Although the navigation closed and opened on the above dates the harbour was not frozen over until the 6th day of January 1880, and was clear again on the first day of April.

## VESSELS plying between the Port of Collingwood and Foreign Ports, during the Season of 1879.

	Vessels.	Tonnage.	Crew.
Inward bound .....	150	68,042	1,987
Outward bound .....	143	63,973	1,964
Total .....	293	132,014	3,951

## VESSELS in the Coasting Trade, to and from the Port of Collingwood, in the Year 1879.

	Vessels.	Tonnage.	Crew
Inward bound .....	298	115,355	4,728
Outward bound .....	292	100,698	4,644
Total .....	590	215,453	9,372

QUANTITY and Value of Grain, and Weight of Merchandise, received during the  
Season of 1879.

	Quantities.	Value.
	Bush.	\$
Indian corn .....	2,591,393	1,036,557
Wheat .....	851,523	874,120
Flour .....	13,840	69,200
Other grain .....	439,260	301,200
<b>Total</b> .....	<b>3,895,956</b>	<b>2,281,077</b>

GENERAL MERCHANDISE, 65,275 TONS.

Amount of lumber cut on the Georgian Bay in 1879, during running season,  
145,000,000 feet.

STATEMENT showing Fishing done in Season of 1879.

Names of Owners.	Number of Boats.	Tonnage.	Yards of Net.	Value.	Fish Taken.	Value.	Number of Men.
				\$		\$	
W. A. Clark .....	6	36	48,000	3,600	90,000	6,300	12
J. & C. Noble .....	8	48	64,000	4,380	120,000	8,400	16
A. Clark .....	1	6	8,000	560	15,000	1,050	2
W. Clelland .....	1	6	8,000	560	15,000	1,050	2
R. Clelland .....	1	6	8,000	560	16,000	1,150	2
W. Bishop .....	1	6	8,000	560	16,000	1,150	2
W. & A. Buie .....	1	6	10,000	600	15,500	1,050	3
A. & W. Buie .....	2	10	17,000	1,000	25,000	1,800	3
C. Duffey .....	2	12	16,000	1,000	30,000	2,100	4
A. Collins .....	1	6	8,000	600	16,000	1,200	2
J. Darling .....	1	6	8,000	550	15,000	1,000	2
J. Clark .....	1	6	8,000	600	16,000	1,200	2
D. Clark .....	2	12	16,000	1,000	30,000	2,000	4
Tugs—							
W. A. Clark .....	1	30	.....	1,700	.....	.....	4
J. & C. Noble .....	1	25	.....	2,000	.....	.....	4
G. Stalker .....	1	25	.....	1,500	.....	.....	4
<b>Total</b> .....	<b>31</b>	<b>246</b>	<b>227,000</b>	<b>20,870</b>	<b>419,500</b>	<b>27,450</b>	<b>68</b>



NAMES and Capacity of Steamers plying to and from the Port of Collingwood in 1879.

Names.	Length.	Beam.	Depth.	Draft.	Where Trading.	Passenger Accommodation.	Trips.	Tonnage.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.				
Propeller "Northern Queen" ..	183 0	28 7	13 2	13 6	Sault Ste. Marie.	150	Semi-weekly	629
do "Northern Belle" ....	149 0	27 3	10 0	10 0	do	100	do	513
do "Maganettawan" ....	105 0	18 0	13 0	13 0	Waubashene	50	do	269
do "Canada" .....			14 0	14 0	Chicago		Weekly	726
do "Lake Erie" .....			14 0	14 2	do		do	739
do "Columbia" .....			13 6	13 8	do		do	650
do "California" .....			14 4	14 6	do		do	
do "City of Winnipeg" ..	200 0	32 0	15 0	14 0	Duluth	175	do	
do "City of Owen Sound" .....	190 0	30 0	14 0	14 6	do	177	do	
do "Vanderbilt" .....	95 0	23 0	9 0	9 0	do		do	
do "Wales" .....	170 0	28 0	13 0	13 0	Buffalo	40	do	
Steamer "Francis Smith" ..	190 0	50 0	12 0	12 0	Dulath	100	do	
do "Wabuno" .....	136 0	32 0	9 0	9 0	Parry Sound	50	Daily	
Tug "Mary Ann" .....								
do "Susan O Doty" .....								
do "Sandford Davis" .....								
do "Freddy Hochkiss" .....								

STATEMENT of Population, Manufacturers, Trade and Commerce of the town of Collingwood.

The population of Collingwood is 4,315.

Value of manufactures. Trade and commerce, \$1,250,000.

Harbour dues collected at the port in 1879, \$267.

Draft of water available at low water is 12 feet.

SIR,—I have the honor to submit the foregoing in reply to information asked for in your letter, but as it only asks for the year 1879, and as the business at this port was so enormously increased during the year of 1880, I shall have great pleasure in forwarding to you the statistics of same if should require them.

I have the honor to remain  
Yours obediently,

ADAM DUDGEON,  
*Mayor.*

## APPENDIX No. 77.

## HARBOR OF WINNIPEG, MAN.

Reference No. 9351.

CITY CLERK'S OFFICE, CITY HALL,  
WINNIPEG, 10th November 1880.

SIR,—In answer to your communication asking for information relative to the tonnage of the port of Winnipeg, &c., I beg to say that as the statistics asked for were in the possession of the Customs authorities here, I have taken the liberty of handing your letter to G. B. Spencer, Esq., Collector, who has kindly promised to forward the required information forthwith.

I am, Sir, your most obedient servant,  
(For the Mayor)

A. M. BROWN,  
*City Clerk.*

The Honorable  
The Minister of Public Works,  
Ottawa.

Reference No. 9429.

CUSTOM HOUSE, PORT OF WINNIPEG,  
15th November, 1880.

SIR,—At the request of the Mayor of this city, I have the honor to reply to a letter addressed to him by the Secretary of the Department of Public Works, dated Ottawa, October 30th, 1880, No. 4,351, and to report that the Harbor of Winnipeg closed November 1st, 1879, and opened on the 26th April 1880, and that the number and class of vessels that frequent this port are as follows:—

- 6 Barges.
- 4 Stern wheel steamers.
- 3 Steam propellers.
- 1 Side wheel steamer.

There are no harbour dues and the entrance and clearance fees, nil.

The available draft of water—available at low water at this city, is about 6 feet but on the rapids, in the upper Red River, in Manitoba, about three feet, and on the rapids of River Assiniboine about 2½ feet for the year 1879.

I have the honor to be,  
Your obedient servant,

GEO. B. SPENCER,  
*Collector of Customs.*

To the Minister of the  
Department of Public Works,  
Ottawa.

APPENDIX No. 78.

List of Ministers, Deputy-Ministers, Secretaries, Chief Engineers and Chief Architects of the Department of Public Works, from 1st July 1867, to 30th June 1880.

Ministers.		Deputy-Ministers.		Secretaries.		Chief Engineers.		Chief Architects.	
Name.	Date of appointment.	Name.	Date of appointment.	Name.	Date of appointment.	Name.	Date of appointment.	Name.	Date of appointment.
Hon. Wm McDougall, C.B. ....	July 1, 1867	T. Trudeau .....	Mar. 15, 1874	F. Braun.....	Mar. 8, 1864	John Page .....	Oct. 31, 1863	Thos. S. Scott....	Feb. 17, 1872
Hon. H. L. Langevin, C.E. ....	Dec. 8, 1869	G. F. Bailhaigé.	Oct. 4, 1879	S. Chapleau.....	Oct. 4, 1879	H. F. Perley.....	Nov. 25, 1880		
Hon. Alex. McKenzie .....	Nov. 7, 1873			F. H. Ennis.....	Nov. 4, 1880				
Sir Charles Tupper, C.B.....	Oct. 17, 1876								
Hon. H. L. Langevin, C.E. ....	May 20, 1879								

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# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE

YEAR ENDING 30th JUNE

1880.

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Printed by Order of Parliament.

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PART II.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1880



## SCHEDULE.

Accompanying this Report are the following Documents therein referred to :

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# REPORT

## OF THE

# POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1880.

*To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, P.C., K.T., G.C.M., G., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honor to present to Your Excellency, to be laid before Parliament, the Report of the Canada Post Office for the year ended 30th June, 1880, with the accompanying Returns and Statements.

The following Table affords information with respect to the number of Post Offices in operation up to the 1st November, 1880, the extent of Post Routes and of the Mail travel thereon, the number of letters, newspapers, post cards, &c., passing by Post, the total Revenue and Expenditure of the year, and the extent of the Money Order and Post Office Savings Bank business.

The 16,446,939 miles of annual Mail travel in 1880 was performed as follows:—

By ordinary land Post Routes, with conveyance by stage	
or other vehicle, on horseback or on foot.....	9,766,554
By steamboat or sailing packet.....	641,983
By railway—Postal Car Service.....	3,834,914
“ Without Postal Car.....	2,203,488
	6,038,402
	16,446,939



TABLE showing the Number of Post Offices, Extent of Mail Travel, Number of Letters and Newspapers, &c., the Postal Revenue and Expenditure, Money Order and Post Office Savings Bank Business in the Dominion of Canada, for the Year ended 30th June, 1880.

Provinces and Territories.	Extent of Mail Service.		Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1880.						Number of Books, Packets and Misellaneous Articles.	No. Posted otherwise than from Office of Publication.	Number of Parcels by Parcel Post.
	1st November, 1880.	Number of Miles of Post Route, 1880.	Annual Rate of Mail Travel in Miles, 1880.	Letters.	Post Cards.	Registered Letters.	Free Letters.	Posted from Offices of Publication at 1c. per lb.			
Ontario.....	2,427	15,224	7,809,408	26,000,000	5,000,000	1,340,000	1,050,000	Lbs. 2,410,473	3,600,000	3,400,000	120,000
Quebec.....	1,123	9,179	3,905,665	11,500,000	1,800,000	440,000	240,000	1,462,379	1,450,000	1,400,000	52,000
Nova Scotia.....	1,008	6,771	2,282,623	3,600,000	500,000	100,000	70,000	195,911	350,000	160,000	20,000
New Brunswick.....	784	3,998	1,640,676	2,900,000	360,000	80,000	60,000	186,576	230,000	160,000	14,000
Prince Edward Island...	234	991	345,645	600,000	60,000	24,000	14,000	57,149	50,000	34,000	3,600
British Columbia.....	50	2,335	178,036	500,000	20,000	16,000	10,000	14,185	80,000	20,000	2,400
Manitoba.....	106										
Keewatin.....	7	2,113	284,886	700,000	60,000	40,000	20,000	34,445	110,000	60,000	5,000
North-West Territory...	34										
	5,773	40,611	16,446,939	45,800,000	7,800,000	2,040,000	1,464,000	4,361,118	6,870,000	5,224,000	217,000

Provinces and Territories.	Postal Revenue and Expenditure.		Money Order Business for year ended 30th June, 1880.		Post Office Savings Bank for year ended 30th June, 1880.			
	Revenue for year ended 30th June, 1880.	Expenditure for year ended 30th June, 1880.	Number of Money Order Offices 30th June, 1880.	Amount of Money Orders issued in year ended 30th June, 1880.	Number of Savings Bank Offices 30th June, 1880.	Number of Depositors, 30th June, 1880.	Total Amount deposited during year to 30th June, 1880.	Amount of Deposits and Interest to credit of 30th June, 1880.
	\$ cts.	\$ cts.		\$ cts.			\$ cts.	\$ cts.
Ontario .....	1,008,087 84	1,129,601 63	461	3,939,501 20	264			
Quebec .....	374,898 13	575,659 91	112	676,828 69	42			
Nova Scotia .....	127,383 03	243,974 37	111	2,285,200 09				
New Brunswick .....	103,256 78	197,715 36	79	870,623 57				
Prince Edward Island .....	22,348 79	63,775 94	6	91,754 70				
British Columbia .....	13,186 26	47,715 73	11	171,137 51				
Manitoba .....								
Keewatin .....	27,435 00	38,168 20	5	172,396 97	1			
North-West Territory .....								
Less Revenue of following year included in accounts of 1879-'80 .....	\$1,681,565 97	\$2,266,611 14	775	\$7,207,442 79	297		\$2,720,216 00	\$3,945,669 11
Revenue for year ended 30th June, 1880 .....	33,547 99							
	\$1,648,017 98							

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There was an addition of 1,013 miles of new Post Route established during the year, and the rate of annual Mail travel was augmented by 290,905 miles.

These additions in Post Routes and Mail travel represent increased postal facilities in many localities where such accommodation appeared to be much needed, and includes also the extension of Railway lines used for the conveyance of mails. The contract providing for the transport of the Mails by steamer between Victoria, British Columbia and San Francisco, for five years from 1st August, 1875, at a cost of \$54,000 per annum, expired this year, and tenders having been invited by public advertisement for a new contract, the service was awarded to Messrs. Goodall & Perkins of San Francisco, from whom was received the lowest tender, at \$490 per round trip, equal to \$17,640 per annum. The service has been very satisfactorily performed under the new contract since it commenced on the 1st of August last.

Constant attention has been given to the progress of settlement in Manitoba and the North-West Territories, and to the measures necessary to provide such additional facilities for postal communication, as might from time to time appear to be required. In furtherance of this object the Chief Post Office Inspector has recently been for some time in Manitoba and adjacent section of the North-West, and the following extract from his statement of the present condition of the postal arrangements and extent of correspondence, will conveniently afford a description of what has been done.

“The growth of the Postal Service in Manitoba, Keewatin and the North-West Territory during the last nine years has been very remarkable.

“In the year 1871, when I arrived at Winnipeg to arrange for the establishment of such a service as the wants of the country seemed then to require, I found in operation only six regular Post Offices. A single mail bag, and that not a very large one, carried twice in each week in a Red River cart, between Winnipeg and the United States frontier at Pembina, was the only provision made for the correspondence outwards and inwards, whilst the time occupied in the travel of a letter to or from the other Provinces of the Dominion, was from two to three weeks.

“There are now in Manitoba, Keewatin and the North-West Territory, 147 Post Offices, of which 79 have been established within the last fourteen months.

“The average number of bags received daily at the Winnipeg Post Office alone is about 31, the aggregate weight being three-fourths of a ton. The average number of bags despatched daily from Winnipeg is about 25.

“The average weight of the mail despatched every three weeks to Edmonton (950 miles west of Winnipeg) and intermediate offices is nearly one ton. The number of letters, postal cards, papers, books and parcels posted daily at Winnipeg is over 2,000, out of which 1,600 are letters, whilst the value of the stamps sold to the public in the city is at the rate of \$16,000 per annum.

The actual time required for the travel of a letter now between

" Winnipeg and Windsor, Ontario, is.....	2½ days.
"    "    Toronto.....	3 do
"    "    Ottawa.....	3½ do
"    "    Montreal.....	3½ do
"    "    Quebec.....	4 do
"    "    Halifax.....	5 do
"    "    St. John, N.B.....	5 do

" On those portions of the Canadian Pacific Railway over which trains are running, mails are carried as follows:—

Route.	Miles.	Frequency.	Whether by Postal Car Service or through Bags in charge of Railway.
Winnipeg and St. Vincent, United States.....	67	Daily .....	Postal car.
do Selkirk.....	22	do .....	In charge of railway.
do Keewatin.....	140	Semi-weekly.....	do
do Portage la Prairie.....	70	Daily .....	do

" The principal distributing Post Offices are:—

" 1. Emerson (the frontier office), on the line of the Pembina branch of the Canadian Pacific Railway, from which point routes branching to the west and North-West serve thirty offices.

" 2. The travelling Post Office on the Railway between St. Vincent and Winnipeg, from which are served five offices.

" 3. Winnipeg, from which city routes branching east, north and west serve 110 offices.

" In order to insure the utmost possible despatch, direct exchanges of mails are now made by means of through closed bags, which are carried through without being opened or delayed by the way.

Between	And
Emerson.....	Windsor, Ont. St. Vincent. United States Post Office Agents on St. Vincent and St. Paul Railway.
Travelling Post Office on Railway, Winnipeg and St. Vincent.....	Windsor, Ont. United States Post Office Agents, St. Vincent and St. Paul.
Winnipeg.....	Railway Mail Clerks between Toronto and Montreal. Toronto. Windsor, Ont. United States Post Office Agents, St. Vincent and St. Paul. St. Vincent.

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“Money Order offices are in operation at Winnipeg, Emerson, Gladstone and Selkirk. At Winnipeg a large Money Order business is transacted, the aggregate amount of Orders issued and paid each month being about \$20,000.

“The large amount of correspondence carried to and from nearly all the newly-established offices is most remarkable, and has no precedent in the older parts of the Dominion. So rapid, indeed, has been the increase in this correspondence, that the revenue from it has in some cases been found sufficient to defray the expense of the transport of the mail.

“So vast is the Territory, so large the area of the settlements, and so great the distance as yet between them, that for some years to come the Postal Service must necessarily be attended with an outlay considerably in excess of the postage collections, an outlay fully warranted, however, by the great convenience and encouragement afforded thereby to the pioneers of the remote districts, which, no doubt, will ere long be inhabited by large and prosperous communities.

“In the productiveness of the soil, its adaptability for immediate cultivation, and in its level surface, over which there are thousands of miles of trails, formed either by the Indians or by the ordinary traffic, nature seems to have made provision for a rapidity of progress unprecedented in those portions of the Dominion where the settlements have had necessarily to be preceded by the clearing away of the forest and the construction of roads. An outlay, therefore, which either for postal or other purposes might at first sight seem extravagant, will be found not only justifiable in the present but in the future to yield ample returns.”

#### FREE DELIVERY BY LETTER-CARRIERS.

The following statement shows the average weekly delivery by letter-carriers in November, 1880:—

It will be seen by the comparison at the foot of the statement, that the aggregate increase since November, 1879, is about 29 per cent., the increase in the number of letters being in about the same proportion as the increase in the number of papers.

This large increase in the delivery by letter-carriers has, no doubt, been to a considerable extent occasioned by a higher price having been charged for rent of boxes in city offices from the 1st of January last, which had the effect of lessening the number of boxes rented by the public, and of thus transferring to the delivery by letter-carrier of correspondence which in the previous year had been delivered through the discontinued boxes.

STATEMENT showing the Weekly Average of Letters and Papers Delivered by Letter Carrier under the Free Delivery System, taken in November, 1880.

	Local or "Drop" Letters.	Register- ed Letters.	Other Letters.	Total Letters.	News- papers, &c.	Total Letters and Newspapers, &c.	Number of Car- riers employed, inclusive of Su- perintendents.
Halifax.....	2,764	119	8,346	11,229	4,275	15,504	9
Hamilton.....	7,713	651	13,584	21,948	7,847	29,795	16
London.....	3,063	239	13,605	16,907	6,369	23,276	10
Montreal (including Pt. St. Charles).....	14,003	1,501	28,523	44,027	12,516	56,543	48
Ottawa.....	6,393	409	12,341	19,143	15,930	35,073	14
Quebec (including St. Sauveur).....	3,367	412	11,283	15,062	6,623	21,685	13
St. John.....	1,929	218	9,715	11,862	4,365	16,227	9
Toronto.....	25,675	2,396	14,315	76,416	22,449	98,865	44
Totals.....	64,907	5,945	145,742	216,594	80,374	296,968	163
Totals in 1879.....	54,914	4,035	109,523	167,572	64,566	232,138	149
Increase.....	10,893	1,910	36,219	49,022	15,808	64,830	14

Upon the above averages the total Annual Delivery would be as follows, viz. :—

	Letters.	Newspapers, &c.	Total Letters, Newspapers, &c.
In 1880.....	11,262,888	4,179,448	15,442,336
In 1879.....	8,713,744	3,357,432	12,071,176
Increase in 1880.....	2,549,144	822,016	3,371,160

RAILWAY MAIL SERVICE.

SINCE November, 1879, 208½ miles of Railway over which Mails are carried have been put in operation, viz. :—

Name of Railway.	Places between which Railways have been opened since 1st November, 1879.	Miles.
Canada Central.....	Pembroke and Mackey's.....	47
Belleville and North Hastings.....	Belleville and Madoc.....	29½
Prince Edward County.....	Pictou and Trenton.....	31½
Canadian Pacific.....	Winnipeg and Cross Lake.....	100
	Total.....	*208½

\*The difference of 1½ miles in the above and the following statements is occasioned by an error in the length of the Hamilton and North Western Railway in the statement for 1879, which should have been 135½ miles instead of 137 miles.

On the 1st December, 1880, trains carrying the mails in charge of the Baggage-man commenced running over portions of the Canadian Pacific Railway, as follows :—

Between Winnipeg and Portage la Prairie, daily, Sundays excepted 68 miles.  
do Cross Lake and Rat Portage, semi-weekly... 40 do

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thus making the total additional miles of railway on which mails are carried up to the 1st December, inclusive, 316½.

COMPARATIVE STATEMENT of Railway Mail Service in November, 1879, and November, 1880.

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 the Railways.	Distance travelled.		Daily.	Yearly.
November, 1880.....	5,959	80	12,378½	7,354	19,732½	6,176,350½
do 1879.....	5,752½	75	12,077½	6,810½	18,888½	5,912,022½
Increase.....	206½	5	301½	543½	844½	264,328½

ABSTRACT showing Distances travelled daily with Mails on each Railway in Canada on 1st November, 1880.

Name of Railway.	Actual length of Railway in Miles.	Daily Service by Travelling Post Office.		Daily Service by Bags in charge of Company's Servants.
		No. of Postal Cars on Road	Distance Travelled in Miles.	Distance Travelled in Miles.
<i>Nova Scotia.</i>				
Intercolonial .....	839	7	1,908	1,223
Halifax and Cape Breton .....	40			80
Windsor and Annapolis .....	116	1	260	142
Western Counties .....	67			134
Spring Hill and Parrsboro' .....	32			64
Prince Edward Island .....	196½	1	98½	403½
<i>New Brunswick.</i>				
Albert County .....	45			90
Elgin Branch .....	12			24
St. John and Maine .....	91	2	182	91
Fredericton Branch .....	23			138
New Brunswick and Canada .....	118			236
Chatham Branch .....	9			72
Grand Trunk .....	1,049½	14	2,809	1,605½
<i>Quebec.</i>				
Lévis and Kennebec .....	45	1	90	
Quebec, Montreal, Ottawa and Occidental .....	288½	4	580	176
Laurentian .....	15			30
Quebec Central .....	49	1	98	
International .....	69	1	138	
Massawippi Valley .....	38	1	76	76
South Eastern .....	172	4	360	
Waterloo and Magog .....	23	1	46	
Vermont Central .....	68	2	136	100
<i>Ontario.</i>				
St. Lawrence and Ottawa .....	54	3	324	
Canada Central .....	209½	3	533	235
Kingston and Pembroke .....	61	1	122	
Belleville and North Hastings .....	29½			59
Prince Edward County .....	31½	1	63½	63½
Midland .....	142	2	240	199
Victoria .....	56	1	112	
Whitby, Port Perry and Lindsay .....	45	1	90	
Toronto and Nipissing .....	113	1	176	176
Northern and North Western .....	382½	6	764½	300½
Toronto, Grey and Bruce .....	191½	2	390	98
Great Western .....	647	13	1,825½	1,385
Welland .....	25	1	100	
Port Dover and Lake Huron .....	63	1	126	
Canada Southern .....	338½	3	601	75½
<i>Manitoba and North-West.</i>				
Canadian Pacific .....	165	1	130	77½
	5,959	80	12,378½	7,354



REVENUE.

The Postal Revenue included in the accounts of this year was \$1,681,565.97, but of this \$33,547.99 properly belongs to the following year, and deducting this amount, the true Revenue of the year ended 30th June, 1880, was \$1,648,017.98.

The Postal Revenue of the previous year was \$1,534,363.68, and the increase in this year in comparison with this amount was \$113,654.30, equivalent to rather more than 7 per cent., and it is anticipated that this rate of augmentation will be maintained in the current year ending the 30th June next.

About 96 per cent. of the postage collections are derived from postage stamps, post cards and envelopes, and the issue for the year ended 30th June last was \$1,603,814.69 whilst the average of the three preceding years was but \$1,454,360.78.

EXPENDITURE.

The total expenditure included in the accounts of this year was \$2,86,611.14.

This was an increase upon the expenditure of the previous year of \$119,344.79 being an augmentation at the rate of 5½ per cent. on the expenditure of the previous year.

This increase arose mainly upon the charges for compensation and allowances to Postmasters and Stamp Vendors, and upon Salaries to Clerks and Letter-Carriers in the City Post Offices, and to Railway Mail Clerks.

With a continuous increase in the number of Post Offices in operation, and of mail service and accommodation of every description, there must necessarily be a relative increase in the expenditure required for the maintenance of the service.

REGISTRATION.

The estimated number of registered letters, passing annually by post in Canada, was, for 1880, two millions and forty thousand, and of this number seventy miscarried.

The causes of failure in these seventy cases were as follows :—

Registered letters contained in mail packages stated to have failed to reach destination .....	8
Registered letters lost, embezzled or mis-delivered, the value contained having been made good or recovered from the persons responsible.....	48
Registered letters lost, embezzled or mis-delivered, loss not recoverable .....	2
Registered letters stolen from the Post Office, or from mails under conveyance, and value of contents recovered.....	2
Registered letters stolen from the Post Office, or from mails under conveyance, and loss not recoverable.....	8
Registered letters accidentally destroyed.....	2
	70

Besides the influence of the Registration system in securing and proving the safe delivery of all the letters registered, save 70, it was effective in 50 out of those 70, in recovering and restoring the amounts lost. Of the remaining 20 cases, 18 were due to the loss of entire mail packages and other casualties of a character against which mere registration is inoperative as a preventative.

There were also 48 cases in which a portion of the contents of registered was supposed to be missing. In 7 of these cases there was proof that the responsibility for the loss complained of attached to officers of the Post Office, and the amounts shewn to have been lost were made good by them; but in the other 41 cases there was no sufficient evidence to establish how or where the discrepancy arose.

It is impossible to form any exact estimate as to what proportion of the letters registered may usually contain bank bills as enclosures, but probably more than half would come within this class, and considering the liability there is to error on the part of the senders and receivers of such letters, with respect to the amounts really sent or received therein—and the risk that such letters run of being tampered with as well before posting as after delivery from the Post Office—it is, perhaps, surprising that in dealing with upwards of a million registered letters, containing remittances in the shape of bank bills, the complaints of difference between the amounts stated to have been enclosed and received should not be more numerous than they are.

No doubt, the section of the Larceny Act of 1869, which makes it a penal offence to wilfully and falsely pretend or allege that money had been enclosed in a post letter, when such was not the case, has had a very salutary effect; nevertheless, it occasionally happens that it becomes manifest that this offence has been committed, and several convictions have taken place under the Statute.

#### DEAD LETTERS.

The number of ordinary letters, circulars and postcards,  
sent to the Dead Letter Office, during this year,  
was..... 511,470

And these were received—

From the United Kingdom.....	7,225
“ United States.....	67,695
“ British Colonies.....	720
“ Foreign Countries .....	24
“ Post Offices in Canada.....	435,806
	<hr/>
	511,470

The number of letters, circulars, postcards, &c., sent to  
the Dead Letter Office for special reasons, such as a  
want of proper address, non-payment of postage, &c.,  
was..... 80,915

Total..... 592,385

9,132 registered letters were included in the dead letters received, and 3,782 of the ordinary dead letters were found to contain value when returned to the writers.

The details of how the letters and other matter passing through the Dead Letter Office were disposed of, and of the articles of value found therein, will be found in Part III of the returns accompanying the Report.

It appears remarkable that so many registered letters should every year find their way to the Dead Letter Office, but the explanation probably is that a considerable portion of such letters were registered because the senders were doubtful as to the accuracy of the address, and desired to preserve by registration evidence of the posting; and the means of tracing the letters in the event of failure to reach the persons for whom they were intended.

**MONEY ORDER SYSTEM.**

The total amount of Money Orders issued during the year ended 30th June, 1880, was.....	\$7,207,442 79
The total amount of Money Orders paid within the same year was.....	7,069,714 55
<b>Amount of Post Office Savings Bank deposits received through the Money Order Accounts was</b>	<b>2,720,216 00</b>
<b>Amount of Post Office Savings Bank withdrawals paid to Depositors through the Money Order Accounts was.....</b>	<b>1,820,213 16</b>
<b>Total. ....</b>	<b>\$18,817,586 50</b>

The corresponding total for last year was..... \$16,832,043 18  
 —being an increase in Money Order business this year of \$893,405.95, and in Savings Bank transactions of \$1,092,137.37.

There were 772 Money Order Offices in operation on the 30th June, 1879, and 9 additional Post Offices were authorized to transact Money Order business and 6 offices were closed during the fiscal year, making the total number of offices in operation on the 30th June, 1880, 775, distributed as follows:—

Ontario .....	451
Quebec.....	112
Nova Scotia.....	111
New Brunswick.....	79
Manitoba.....	5
Prince Edward Island .....	6
British Columbia.....	11

The expenses of the past few years having suggested to this Department and to the Postal Administration at Washington, several modifications, which would make the exchange of Money Orders between the Dominion of Canada and the United States less costly and more convenient to the Departments, and to the public, an amended convention between the Post Office Department of the United States and the Post Office Department of the Dominion of Canada, to carry these changes into effect was mutually agreed upon, approved by the President of the United States, and came into force on the 1st July last, the rates of commission charged on Money Orders issued in the Dominion of Canada and payable in the United States from that date being fixed as follows :—

For any sum not exceeding.....	\$10 — 10 cents.
Exceeding \$10 and not exceeding.....	20 — 20 “
“ 20 “ “	30 — 30 “
“ 30 “ “	40 — 40 “
“ 40 “ “	50 — 50 “

It is satisfactory to state that the Money Order business between the two countries is steadily increasing, the amount of Money Orders issued in Canada on the United States and in the United States on Canada, for the four months ended 31st October last, shows an increase of 66 per cent. over the same period of the fiscal year ended 30th June, 1880.

The exchange of Money Orders with the United States during the year has been as follows :—

	Issued.	Paid.
Ontario.....	\$202,949 24	\$189,269 73
Quebec.....	62,358 27	133,469 18
Nova Scotia.....	59,974 01	105,330 16
New Brunswick.....	46,542 98	48,651 80
Manitoba.....	11,968 17	2,773 13
Prince Edward Island.....	10,718 53	11,099 76
British Columbia.....	26,560 53	4,043 97
	<hr/>	<hr/>
	\$421,071 73	\$494,637 73
		421,071 73
		<hr/>
Total issues and payments.....		\$915,709 46
		<hr/>

The corresponding total for last year was..... \$643,456 83

The total number of Money Orders issued during the year ended 30th June, 1880, was 306,088, being an increase of 24,363 over the number issued during the year ended 30th June, 1879, and 36,671 over the issue of the previous year.

\* Copy appended to this Report.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post Cards and Stamped Envelopes, for the Year ended 30th June, 1880.

RECEIPTS.										ISSUE.					
Denomination.	Stamps on hand from last year.	Received from Manufacturers.	Surplus on transactions of the year.	Returned by Post-masters unfit for use.	Returned by Post-masters fit for use.	Total Number of Stamps on hand.	Amount.	Denomination.	Issued to Post-masters during the year.	Suspense Items.	Stamps destroyed as unfit for use.	Stamps on hand, 30th June, 1880.	Total Number of Bands, Post Stamps, Post Cards, Stamped Envelopes, &c.	Amount.	
							\$ cts.	Cents.						\$ cts.	
1	78,500	450,000	.....	330	100	528,930	2,644 65	1	361,100	.....	330	167,500	528,930	2,644 65	
2	2,195,500	20,175,000	.....	3,440	800	22,378,740	223,787 40	2	17,636,000	.....	3,440	4,789,300	22,378,740	223,787 40	
3	539,800	2,100,000	.....	1,789	500	2,642,089	52,841 78	3	2,220,500	.....	1,789	419,800	2,642,089	52,841 78	
5	3,034,500	42,450,000	100	9,005	3,660	45,497,205	1,364,916 15	5	37,187,500	.....	9,005	8,300,700	45,497,205	1,376,916 15	
6	67,700	1,675,000	90	2,957	450	1,746,197	87,309 85	6	1,389,490	.....	2,957	353,750	1,746,197	87,309 85	
10	152,250	450,000	.....	139	100	602,489	36,149 34	10	531,500	.....	139	70,850	602,489	36,149 34	
12½	26,450	195,000	.....	117	50	221,617	22,161 70	12½	121,900	.....	117	99,600	221,617	22,161 70	
1	644,550	.....	.....	1,520	950	647,020	80,877 50	15	13,400	.....	1,520	632,100	647,020	80,877 50	
2	6,500	55,000	.....	.....	25	61,525	9,228 75	Registered	46,350	.....	.....	15,175	61,525	9,228 75	
5	162,850	2,125,000	.....	1,293	500	2,289,643	45,792 86	Registered	1,744,450	.....	1,293	543,900	2,289,643	45,792 86	
8	32,095	200,000	.....	934	300	233,329	11,666 45	Registered	181,995	.....	934	50,400	233,329	11,666 45	
	34,375	.....	.....	3,524	2,800	40,699	3,255 92	Registered	.....	.....	3,524	37,175	40,699	3,255 92	
P. Bands..	379,165	187,000	100	32	601	576,898	7,211 22½	P. Bands..	304,400	.....	32	272,466	576,898	7,211 22	

1 cent P. Cards...	1,162,600	7,949,000	.....	293	2,500	9,114,492	91,144 92	1 cent P. Cards...	8,252,299	200	293	861,700	9,114,492	91,144 92		
2 cent P. Cards...	86,831	.....	.....	142	2,692	91,665	1,833 30	2 cent P. Cards...	.....	.....	142	91,523	91,665	1,833 30		
2 cent P. Cards	12,800	30,000	.....	.....	350	43,150	863 00	P. U. ....	26,500	.....	.....	16,680	43,150	863 00		
P. U. ....	59,828	100,000	25	.....	89	159,942	2,079 24½	1 cent Envelopes	121,100	.....	.....	38,842	159,942	2,079 24½		
1 cent Envelopes	299,510	.....	.....	30	2,090	301,630	9,953 79	3 cent Envelopes	261,900	.....	30	39,700	301,630	9,953 79		
No. 1....	235,130	.....	.....	.....	98	235,228	7,888 13½	Envelopes No. 2....	70,700	.....	.....	164,528	235,228	7,888 13½		
3 cent Envelopes																
No. 2....																
													2,061,597 96½			

Value of issue during the year, to 30th June, 1880 :

Ontario .....	\$954,374 54
Quebec.....	346,818 65
New Brunswick .....	103,437 50
Nova Scotia.....	132,072 50
British Columbia.....	16,671 00
Manitoba.....	29,404 00
Prince Edward Island.....	21,036 50
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	1,603,814 69

STATEMENT of the Business of the POST OFFICE SAVINGS BANK, Canada,  
Supplementary Statement

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Number of withdrawals during period.	Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of Accounts opened during period.
			\$	\$	*	\$	\$	
Three months ended 30th June, 1868....	81	3,247	212,507	65.44	166	8,857.48	53.35	2,146
Year ended 30th June, 1869.....	213	16,653	927,885	55.71	4,787	296,754.35	61.99	6,429
Year ended 30th June, 1870.....	226	24,994	1,347,901	53.93	9,478	664,555.51	70.11	7,823
Year ended 30th June, 1871.....	230	33,256	1,917,576	57.66	15,148	1,093,438.86	72.10	9,424
Year ended 30th June, 1872.....	235	39,489	2,261,631	57.27	19,325 <sub>829</sub>	1,571,665.19 <sub>206,900.00</sub>	81.33	10,846
Year ended 30th June, 1873.....	239	44,413	2,306,918	51.94	22,159 <sub>1,641</sub>	1,925,999.32 <sub>397,300.00</sub>	86.91	11,995
Year ended 30th June, 1874.....	266	45,329	2,340,284	51.63	24,248 <sub>1,566</sub>	2,086,243.42 <sub>382,400.00</sub>	86.04	12,048
Year ended 30th June, 1875.....	268	42,508	1,942,346	45.69	24,637 <sub>1,317</sub>	2,041,879.04 <sub>300,100.00</sub>	82.88	10,516
Year ended 30th June, 1876.....	279	38,647	1,726,204	44.66	23,127 <sub>1,005</sub>	1,783,257.97 <sub>238,200.00</sub>	77.11	10,218
Year ended 30th June, 1877.....	287	36,126	1,521,000	42.10	21,643 <sub>841</sub>	1,525,682.98 <sub>200,400.00</sub>	70.49	8,971
Year ended 30th June, 1878.....	295	40,097	1,724,371	43.00	21,065 <sub>879</sub>	1,486,158.73 <sub>227,500.00</sub>	70.55	10,058
Year ended 30th June, 1879.....	297	43,349	1,973,243	45.52	22,326 <sub>900</sub>	1,475,048.79 <sub>258,400.00</sub>	66.07	10,755
Year ended 30th June, 1880.....	297	56,031	2,720,216	48.55	26,043 <sub>673</sub>	1,820,213.16 <sub>195,600.00</sub>	69.89	14,407
Four months to 31st October, 1880....	301	20,735	973,629	.....	7,829 <sub>112</sub>	552,997.53 <sub>25,100.00</sub>	.....	5,084

\* The figures in smaller type in these two columns exhibit further withdrawals, not paid to names in Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors Statement.

† Partly estimate.

The fluctuations in the expenses of management, and in the average cost of each transaction, — mainly attributable to payments in one year for services not wholly chargeable to that year.

year by year, from the 1st April, 1868, to 30th June, 1880, with a to the 31st October, 1880.

Number of Accounts closed during period.	Number of Accounts Remaining Open at close of period.	Cost of Maintaining the Post Office Savings Bank.					Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account, at close of period.
		Total Expenses of Management, including Salaries, Compensation to Post-masters, Inspection, Printing, Stationery, &c.	Average cost of each Transaction, viz: of each Deposit or Withdrawal.	Percentage of Cost of Maintenance to Balance due to Depositors.	Losses sustained.	Interest Allowed to Depositors.		
		\$	\$		\$	\$	\$	\$
44	2,102	8,389.43	.....	.....	.....	939.37	204,588.89	97.33
1,319	7,212	5,808.14	0.23 $\frac{4}{10}$	0.67	.....	21,094.72	856,814.26	118.80
2,857	12,178	8,128.12	0.20 $\frac{5}{10}$	0.51	.....	48,689.08	1,588,848.83	130.41
4,449	17,153	11,108.40	0.20	0.44	.....	84,273.68	2,497,259.65	145.59
6,940	21,059	12,242.34	0.20 $\frac{1}{10}$	0.39	.....	116,174.55	3,096,500.01	147.04
9,528	23,526	15,093.78	0.22 $\frac{7}{10}$	0.47	.....	126,932.88	3,207,051.57	136.32
10,606	24,968	14,442.71	0.20 $\frac{7}{10}$	0.45	.....	126,273.31	3,204,965.46	128.36
11,190	24,294	12,539.59	0.18 $\frac{7}{10}$	0.42	.....	120,758.06	2,926,090.48	120.44
10,097	24,415	14,662.14	0.23 $\frac{7}{10}$	0.53	.....	110,116.08	2,740,952.59	112.27
9,312	24,074	15,149.13	0.26 $\frac{2}{10}$	0.57	.....	104,067.86	2,639,937.47	109.60
8,597	25,535	15,266.08	0.25	0.55	6,126.67	103,834.29	2,754,484.03	107.87
8,845	27,445	16,100.03	0.24 $\frac{5}{10}$	0.51	.....	110,912.56	3,105,190.80	113.14
10,487	31,365	19,134.14	0.23 $\frac{3}{10}$	0.49	.....	136,075.47	3,945,669.11	125.86
3,119	33,330	.....	.....	.....	.....	151,488.37	4,392,688.95	.....

depositors in cash, but at their request paid over to the Finance Department to be inscribed in their having, as shown, passed out of the Books of the Post Office Savings Bank, does not appear in this

where not explained by variations in the amount of business and the number of transactions,—are



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**POST OFFICE SAVINGS BANK.**


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The number of Post Offices transacting Savings Bank business was 297 in June last, and four have since been added.

The business of the year ended 30th June, 1880, as compared with the previous year was as follows:—

	1879.	1880.	Increase.	Percentage of Increase.
Number of Deposits.....	43,349	56,031	12,682	30 p.c.
Amount do .....	\$1,973,243	\$2,720,216	\$746,973	38 p.c.
Number of Withdrawals.....	22,326	26,043	3,717	17 p.c.
Amount do .....	\$1,475,048	\$1,820,213	\$345,165	32 p.c.
Number of open Accounts.....	27,445	31,365	3,920	14 p.c.
Balance to Depositors' credit.....	\$3,105,191	\$3,915,669	\$840,478	27 p.c.

The five months that have passed since the 30th June, 1880, have been marked by a continued increase in the business, taxing to the utmost the ability of the Central Office staff to keep pace with the increase, the number and amount of transactions being largely in excess of those for the corresponding period in 1879. Exceptional causes in the autumns of both 1879 and 1880 doubtless contributed to swell the volume of deposits at those seasons—in 1879 the failure of certain chartered banks, and in the present year the general reduction by the Canadian banks of the rate of interest on deposits. In this connection, although not relating to the business of the year ended 30th June, 1880, may be recorded the withdrawal (by Order in Council of 3rd September, 1880) from depositors in the Post Office Savings Bank, of the privilege of converting their Savings Bank deposits into 5 per cent. Dominion Stock—the Order going into effect on 31st October, 1880—and the notice given by the Postmaster-General, on 27th November, 1880, to those depositors in the Post Office Savings Bank among whom is held the \$155,000 at 5 per cent., (remaining of the \$1,159,400 held at that rate in 1871, when the acceptance of deposits at 5 per cent. ceased,) of a reduction of the rate of interest thereon to 4 per cent.

Various circumstances having drawn attention to the Post Office Savings Bank rule (as fixed by Statute) of allowing interest only from the first of each calendar month, in other words, of disallowing interest on any sum for the month in which deposited or withdrawn—a calculation of the operation, during the past year, of this rule shews that there was thereby effected a saving to the Government of about \$8,000, or somewhat more than one-fifth of one per cent. on the Savings Bank

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moneys in the hands of the Government. The interest allowed to depositors for the year, while nominally 4 per cent. (*and in reality* 4 per cent. to those whose deposits were not disturbed by withdrawals), was actually a charge to the Government of only  $3\frac{3}{4}$  or  $3\frac{1}{2}$  per cent., the difference, or saving, being sufficient to cover almost half the expenses of management of the Post Office Savings Bank.

The Post Office Savings Bank sustained no losses by fraud or otherwise during the year ended 30th June, 1880, and attempts to commit fraud in connection with deposits in the Post Office Savings Bank are fortunately extremely rare. The claims to the moneys of deceased depositors, investigated and paid during the year ended 30th June, 1880, numbered 216, being 56 more than in 1879.

The proportion of depositors who avail themselves of the privilege of depositing and withdrawing at pleasure, at any Post Office authorized to transact Savings Bank business, continues about the same as in previous years, one in every twelve transactions, or 8 per cent., being of this character.

JOHN O'CONNOR,  
*Postmaster-General.*

POST OFFICE DEPARTMENT,  
OTTAWA.

## AMENDED CONVENTION

BETWEEN THE

### POST OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST OFFICE DEPARTMENT OF THE DOMINION OF CANADA

FOR AMENDING THE SYSTEM OF EXCHANGE OF MONEY ORDERS.

*Signed May 29, 1880, and June 4, 1880.*

The Post Office Department of the United States of America, and the Post Office Department of the Dominion of Canada, being desirous of amending the system of exchange of Money Orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles amending the existing Convention.

#### ARTICLE 1.

The transfer of sums of money may be made by means of postal money orders from the Dominion of Canada to the United States, and from the United States to the Dominion of Canada.

#### ARTICLE 2.

1. The money orders issued in the Dominion of Canada for payment in the United States, shall conform, as nearly as practicable, to model "A," hereto annexed, and the money orders issued in the United States for payment in the Dominion of Canada, shall, in the same manner, conform to model "B" also hereto annexed.

2. Each money order shall be delivered to the remitter thereof to be forwarded by him at his own expense to the payee.

3. The filling up of the order, in writing, must be in the English language, and in Roman letters and Arabic numerals, without alteration or obliteration, and the name of the Exchange Office through which the advice is forwarded for certification must be stated thereon.

4. The maximum amount of each order is fixed at fifty dollars.

5. No order shall contain a fraction of a cent.

6. The maximum of the order may be increased from fifty dollars to one hundred dollars, by mutual agreement between the Post Office Departments of the two countries.

#### ARTICLE 3.

1. The service of the Postal Money Order System between the two countries shall be performed exclusively through the agency of one or more offices of Exchange, and, for this purpose, each Postal Administration is authorized to establish or to abolish offices of Exchange within its own jurisdiction, but in either case due notice of such action must previously be given to the other Administration. For the present the offices of Exchange on the part of the Dominion of Canada shall be,—

Quebec, Que.  
Montreal, Que.  
Kingston, Ont.  
Toronto, Ont.

St. John, N.B.

Hamilton, Ont.  
London, Ont.  
Victoria, B.C.  
Winnipeg, Man.

and on the part of the United States,

Bangor, Me.  
St. Albans, Vt.  
Buffalo, N.Y.

Detroit, Mich.  
St. Paul, Minn.  
Portland, Oreg.

2. Each of these offices of Exchange shall, at the close of each week's business, make out in duplicate a certified list of all the money orders issued in its own country for payment in the other, the advices of which, received from its inland offices, shall have been stamped as genuine during such week. One copy of each of these lists shall be transmitted to the Superintendent of the Money Order System at Washington, D.C., and the other to the Superintendent of the Money Order Branch, Ottawa, Ontario.

3. The above-mentioned weekly lists when made out by the Canadian Exchange Offices shall conform to model "C," and when made out by the United States Exchange Offices, to model "D," both models being hereto annexed.

4. The weekly lists, and also the entries therein, shall be numbered consecutively throughout the fiscal year, beginning with number one on the first day of July, and ending with the last number included in the business of the year.

5. After the close of the quarter ending June 30th of each year, supplementary lists may be sent, if occasion requires, containing an entry of every order issued during that quarter, the advice of which had not been previously certified.

6. Should it happen during any week that no advices of money orders have been received at an Exchange office, a list must nevertheless be forwarded; but in such event, the words "no business" must be written across the list.

7. Each Department or Administration shall promptly acknowledge to the other the receipt of every list received from any Exchange office in the other country, and shall, as soon after its receipt as possible, give notice of any errors which it may discover therein.

#### ARTICLE 4.

In the exchange of money orders between the two countries, one dollar in Canadian money shall be taken as the equivalent of one dollar in United States money. This standard in either country shall be gold value.

#### ARTICLE 5.

1. A fee, to be fixed by the country of origin, shall be collected from the remitter upon each sum of money transmitted under this Convention.

2. Each Administration shall communicate to the other the tariff or schedule of fees to be established by it under the provisions of this Article, and also any subsequent change therein.

3. The person entitled to the payment of a Money Order issued in pursuance of this Convention shall not be subjected under any pretext whatever to any commission or tax on account of the payment of such order.

4. Each Postal Administration shall keep the fee which it receives for orders issued within its jurisdiction, but shall pay to the other a commission of one-half of one per centum upon the total amount of such orders, and shall also refund to the Administration of the country of origin one-half of one per cent. on the amounts of all void orders and orders the repayment of which shall have been authorized.

#### ARTICLE 6.

1. Payment of a money order, in pursuance of this Convention, can be exacted only at the paying post office named upon the order, but not until after the receipt by that office of the advice required by Articles hereof. But the Chief Office in either country may, at its discretion, cause a money order to be paid at an office other than that named upon the advice. Lists of such changes shall be sent to the Chief Office in the other country at such periods as may be mutually agreed upon between the two Administrations.

2. Each of the two Administrations reserves the right to authorize the transfer, within its Territory by means of endorsement, of the ownership of orders originating in the Territory of the other.

#### ARTICLE 7.

1. The two Administrations shall designate, each for itself, the Post Offices which are authorized to issue and to pay money orders under the provisions of this Convention.

2. Each Administration shall furnish to the other before the first day of July, 1880, a list of the post offices within its jurisdiction authorized to issue and to pay such orders, and shall also promptly notify the other, in advance of any such changes that may subsequently be made in said List.

3. In the United States List shall be stated the County and State, and in the Canadian List, the Province and County, in which each money order office is located

#### ARTICLE 8.

1. A post office in either country, which issues a money order payable in the other, is required to transmit, by the first mail after the issue thereof, through the agency of one of the Exchange Offices in the country in which the order originated, to the post office charged with its payment, an advice corresponding in number, date, and amount to the order of which it forms a part.

2. Each advice must express legibly and in written characters the following, to wit:

(a) The name of the issuing office.

(b) The name of the office where payment is to be made and also of the State or Territory if payable in the United States, and if payable in the Dominion of Canada, of the Province where such office is located.

(c) The amount which is to be paid to the owner of the order in the country of destination.

(d) The surname and the given name or names, or at least the initials of the latter, as well as the residence of the remitter and also of the payee. It will be sufficient, however, for the purpose, to make use, in case of a business house, of its business designation, and in case of a corporation or other organization, of the name of the manager, or the authorized agent thereof.

3. Each advice from either country, if found correct, shall, in order to be valid, be stamped at one of the Exchange Offices of the country of origin, with the date of its receipt at said office, and with a special number corresponding to that upon the Lists described in Article 3 hereof.

4. The advices, after such stamping, shall be forwarded by the first mail after their receipt, in envelopes addressed to the postmaster of the office where payment is to be made. These envelopes shall be of a special form to be used for this purpose only.

5. The advices required by this Article shall, if issued in the Dominion of Canada, conform as nearly as practicable to model "A (1)," and if issued in the United States, to model "B (1)," both of which models are hereto annexed.

#### ARTICLE 9.

1. At the request of the paying office a lost or missent advice will be replaced without delay by a duplicate thereof, to be issued by or through the agency of the Exchange Office, which certified the original. The form of duplicate advice shall be prescribed by the Administration of the country in which the order originated, and such duplicate to be valid must bear the stamp of the Exchange Office.

2. Each application for a duplicate advice shall be made upon a blank conforming or analogous to model "E" hereto annexed, and must be forwarded to the Exchange Office in an envelope.

## ARTICLE 10.

The orders drawn by each country upon the other shall be subject as regards payment to the regulations which govern the payment of domestic orders in the country on which they are drawn.

## ARTICLE 11.

1. The money orders issued in pursuance of this Convention shall be valid during a period of twelve months after the date of their issue.

2. After the expiration of that period the advice of an unpaid order shall be returned to the Administration of the country of origin, and the amount thereof shall be credited to and remain at the disposal of that Administration.

3. At the close of every month, each of the two Administrations shall forward to the other a detailed statement of all the orders which shall have become invalid during such month under this Article.

## ARTICLE 12.

Orders lost or destroyed may be replaced by duplicates, to be issued by the Administration of the country of payment.

## ARTICLE 13.

1. An order, or a duplicate thereof, may be repaid to the remitter upon presentation at the issuing office, but only in case the corresponding advice is in the possession of the issuing postmaster. For this purpose, in case the advice has gone forward, it shall be returned by the paying to the issuing Administration upon the request of the latter.

2. The Administration of the country of origin will not therefore authorize repayment of lost, missent or destroyed orders until after the Administration of the country of destination shall have returned the advice, or shall have furnished a declaration that it has not paid the order and will not pay it if presented.

3. The amounts of orders, the repayment of which shall have been authorized, shall be credited to the Administration of the country of origin, and for this purpose the Administration of the country of destination shall cause to be made out and forwarded at the close of each fiscal quarter a detailed list of the advices of all orders originating in the other country, the repayment of which shall have been authorized during the quarter.

## ARTICLE 14.

1. Within six weeks after the close of each fiscal quarter, two copies of an account shall be prepared similar to model "F," hereto annexed, and transmitted to the Post Office Department of the United States by the Post Office Department of the Dominion of Canada, exhibiting the balance found due on the exchange of money orders during the quarter, one copy of which, after proper verification and acknowledgment, shall be returned to the Post Office Department of the Dominion of Canada. If this verified account shows a balance in favor of the Post Office Department of the Dominion of Canada, that of the United States will transmit with such verified copy of the quarterly account, a bill of exchange on Montreal, Canada, for the amount of said balance, payable to the Post Office Department of the Dominion of Canada. The latter will then send an acknowledgment of receipt to the Post Office Department of the United States. If on the other hand, said account, after verification and acknowledgment as aforesaid, shows a balance in favor of the Post Office Department of the United States, then the Post Office Department of the Dominion of Canada will, upon receipt of the certified copy of the same, transmit to that of the United States a bill of exchange for the amount thereof on New York.

The United States Post Office Department will then send in return an acknowledgment of receipt.

2. If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Ten Thousand dollars, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

3. The expense attending the remittance of bills of exchange shall invariably be borne by the Post Office Department by which the payment is to be made.

4. Payments may also be made in money or by drafts or bills of exchange on points other than Montreal and New York, by mutual agreement between the two Departments.

#### ARTICLE 15.

The paid orders shall remain in the possession of the Administration which shall have paid them, but each of the two Administrations agrees to place, temporarily, at the disposal of the other, any paid order, the return of which shall have been requested.

#### ARTICLE 16.

The two Postal Administrations may, by mutual agreement, make modifications if found expedient, in matters of detail connected with the execution of the provisions of the present Convention, in order to provide for greater security against fraud, or for the better working of the international system.

#### ARTICLE 17.

Each of the two Administrations is empowered under extraordinary circumstances, which may be of a nature to warrant the measure, to suspend temporarily the money order service between the two countries, provided, however, that notice of such suspension be given to the other Administration immediately, and if deemed necessary by means of the Telegraph.

#### ARTICLE 18.

The present Convention shall take effect on the first day of July, 1880, and shall remain in force until one year after one of the two contracting parties shall have notified the other of its intention to terminate it. During such final year the Convention shall continue to be fully and entirely executed, without prejudice to the adjustment and payment of the accounts after the expiration of the term in question.

Done in duplicate, and signed at Washington on the fourth day of June, in the year of Our Lord One thousand eight hundred and eighty, and at Ottawa, Canada, on the 29th day of May, in the year of Our Lord One thousand eight hundred and eighty.

D. M. KEY,

*Postmaster General  
of the United States.*

[Seal of the Post Office Department  
of the United States.]

JOHN O'CONNOR,

*Postmaster General  
of Canada.*

[Seal of the Post Office Department  
of the Dominion of Canada.]

I hereby approve of the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

R. B. HAYES.

[Seal of the United  
States.]

By the President:

WM. M. EVARTS,  
*Secretary of State.*

Washington, June 5, 1880.

RETURN of Passages, Number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Halifax, and from Halifax to Liverpool, from 6th November, 1879, till 18th April, 1880.

STEAMSHIP.	CAPTAIN.	Left Liverpool.	Arrived at Halifax.	Passage.			Number of Passengers.	Canadian Freight.	Left Halifax.	Arrived at Liverpool.	Passage.			Number of Passengers.	Barrels.		Flour and Meal.		Bushels Grain.	Kegs Butter.	Boxes Cheese.	Sundries.	Provisions.	Deals and Staves.	Total Barrel Bulk.	Remarks.
				Days.	Hours.	Minutes.					Days.	Hours.	Minutes.		Ashes.	Apples.	Barrels.	Sacks.								
		1879.	1879.				Tons.		1879.	1879.																
Sarmatian	Aird	Nov. 6	Nov. 16	8	7	13	287	948	Nov. 29	Dec. 8	8	16	31	44											Bulk of homeward cargo embarked at Baltimore.	
Circassian	Wylie	do 13	do 23	9	1	45	161	791	do 6	do 15	8	13	58	41											do do do	
Sardinian	Dutton	do 20	do 28	7	16	0	293	900	do 13	do 21	8	1	0	61											do do do	
Moravian	Graham	do 27	do 6	8	12	30	97	865	do 20	do 29	8	13	0	58											do do do	
Peruvian	Smith	Dec. 4	do 13	7	23	55	138	1,178	do 27	Jan. 4	7	17	5	21											do do do	
Sarmatian	Aird	do 11	do 23	10	8	45	128	719	do 3	do 13	9	2	0	49											do do do	
Prussian	Ritchie	do 18	do 28	10	3	30	62		do 10	do 20	10	3	30												do do do	
Hibernian	Archer	Dec. 18	Jan. 2	14	8	0	73	913	Jan. 17	Jan. 27	9	18	0	52											do do do	
Austrian	Richardson	do 25	do 3	9	18	0	52		do 17	do 27	9	18	0	52											do do do	
Circassian	Wylie	do 1	do 12	10	4	0	121	1,422	do 1	do 12	10	4	0	120											Broke down; mails came by New York.	
Sardinian	Dutton	Jan. 6	do 18	8	5	0	68	908	do 1	do 18	8	6	0	78											Bulk of homeward cargo embarked at Baltimore.	
Moravian	Graham	do 8	do 18	10	16	0	65		do 7	do 18	10	16	0	65											do do do	
Caspian	Trocks	do 15	do 24	9	15	55	99	1,149	do 14	do 25	10	15	40	59											do do do	
Circassian	Wylie	Jan. 15	Jan. 24	9	15	55	99	1,149	do 14	do 25	10	15	40	59											Bulk of homeward cargo embarked at Baltimore.	
Sarmatian	Aird	do 22	Feb. 2	10	18	35	122	1,158	do 21	Mar. 2	9	5	55	56											do do do	
Peruvian	Smith	do 29	do 9	10	18	35	107	1,170	do 28	do 8	8	3	20	29											do do do	
Hibernian	Archer	Feb. 5	do 20	14	4	0	99	1,233	Mar. 6	do 16	9	15	0	70											do do do	
Sardinian	Dutton	do 12	do 22	9	7	0	128	1,614	do 13	do 22	8	18	0	47											do do do	
Moravian	Graham	do 19	do 29	9	16	0	146	1,302	do 20	do 30	8	20	0	29											do do do	
Nova Scotian	Richardson	do 26	Mar. 10	11	9	0	115	1,144	do 3	Apr. 12	8	10	0	62											do do do	
Polynesian	Brown	Mar. 4	do 16	11	8	40	220	1,561	Mar. 30	do 8	9	4	0	52											do do do	
Sarmatian	Aird	do 11	do 21	9	17	3	247	1,270	Apr. 10	do 19	8	23	23	78											do do do	
Circassian	Wylie	do 18	do 28	9	13	5	242	1,216	do 17	do 29	9	15	10	46											do do do	
Hibernian	Archer	do 25	Apr. 5	11	3	0	261	1,151	do 29	do 29	9	15	10	46											do do do	
Sardinian	Dutton	Apr. 1	do 12	9	17	0	458	1,179	Apr. 24	May 2	8	16	0	78											Bulk of homeward cargo embarked at Baltimore.	
Peruvian	Smith	do 8	do 18	9	8	0	362	822	May 1	do 10	7	22	54	89											do do do	
				219	3	1	3,972	24,613					205	13	26	1,346										
Average passage Westward.....				8	22	30	Average passage Eastward.....				9	23	3													

RETURN of Passages, Number of Passengers and Cargoes of the Steamships of the Montreal Ocean Steamship Company, under Contract for the Conveyance of the Mails from Liverpool to Quebec, and from Quebec to Liverpool, from 15th April, 1880, to 20th November, 1880.

STEAMSHIP.	CAPTAIN.	Left Liverpool.	Arrived at Quebec.	Passage.			Number of Passengers.	Freight.		Left Quebec.	Arrived at Liverpool.	Passage.			Number of Passengers.	Barrels.		Flour and Meal.		Bushels Grain.	Kegs Butter.	Boxes Cheese.	Sundries.	Provisions.	Deals and Staves.	Total Barrel Bulk.	Remarks.
				Days.	Hours.	Minutes.		Quebec.	Montreal and West.			Days.	Hours.	Minutes.		Ashes.	Apples.	Barrels.	Sacks.								
		1880.	1880.				Tons.		1880.	1880.																	
Prussian	Ritchie	April 15	do 15	10	8	55	910	212	1,618	do 15	do 24	9	5	15	166	150	223			55,582	306	256	56	1,408		15,098	Detained 13 dys. 5 hrs. by ice. do 9 dys. 16 hrs. do
Polynesian	Brown	do 15	May 9	10	8	55	910	212	1,618	do 15	do 24	9	5	15	166	347	197			72,625	245	1,321	2,594	330		21,135	
Moravian	Graham	do 22	do 12	10	9	0	877	151	1,516	do 15	do 24	9	5	15	166												
Sarmatian	McDougall	do 29	do 11	9	19	30	1,089	203	1,345	May 22	June 1	9	20	30	125	135	114			62,174	155	888	640	159	4,293	17,327	
Circassian	Wylie	May 6	do 19	8	12	27	925	55	1,186	do 29	do 7	9	2	5	105	53			87,818	521	4,904	933	196	8,714	20,126		
Sardinian	Dutton	do 13	do 23	8	18	0	751	137	1,219	June 5	do 16	8	17	1	166	67	81			83,619	1,527	8,080	590	175	6,489	24,169	
Peruvian	Smith	do 20	do 31	9	16	5	717	44	878	do 12	do 22	9	5	25	120	46			45,568	2,595	8,482	533	228		15,047		
Polynesian	Brown	do 27	June 7	9	5	55	554	93	525	do 20	do 29	9	5	55	154				45,976	1,770	11,575	451	305	6,535	22,424		
Moravian	Graham	June 3	do 14	9	12	0	647	69	910	do 26	July 5	9	0	118					45,568	2,186	5,728	154	1,687		18,109		
Sarmatian	Aird	do 10	do 21	10	6	0	588	53	1,003	July 5	do 12	8	23	15	129	44			57,044	1,574	6,689	664	469	577	16,895		
Circassian	Wylie	do 17	do 27	8	17	30	603	96	1,163	do 10	do 19	8	13	25	139	100			42,139	1,542	14,055	927	1,621	4,616	20,893		
Sardinian	Dutton	do 24	July 4	8	8	0	780	79	1,845	do 17	do 26	8	10	0	156	215			61,545	845	12,979	715	424		21,297		
Peruvian	Smith	July 1	do 11	8	9	30	523	83	1,119	do 24	Aug. 2	8	9	5	120	50			22,522	2,207	13,782	1,013	1,289		15,426		
Polynesian	Brown	do 8	do 17	8	2	5	544	68	1,501	do 31	do 9	8	11	10	128	113			60,224	3,935	13,109	472	445	3,606	22,197		
Moravian	Graham	do 15	do 24	8	7	0	527	113	1,120	Aug. 7	do 16	8	18	0	76	40	6		45,718	3,398	96	1,015	320	5,176	17,694		
Sarmatian	Aird	do 22	do 31	8	1	5	581	44	1,400	do 14	do 23	9	2	40	93				40,698	3,657	10,186	634	318	6,988	18,090		
Circassian	Wylie	do 29	Aug. 7	8	10	32	473	56	1,450	do 28	do 30	8	22	40	91				52,308	3,525	12,705	1,378	491	6,352	22,164		
Sardinian	Dutton	Aug. 5	do 15	8	13	0	483	62	1,498	do 21	Sept. 6	8	15	0	138				45,755	4,558	6,769	735	309	11,053	22,017		
Peruvian	Smith	do 12	do 21	8	8	25	349	68	1,197	Sept. 4	do 13	8	11	20	81	35	2,990		31,634	6,048	9,248	607	350		17,327		
Polynesian	Brown	do 19	do 29	8	12	55	445	181	1,411	do 11	do 23	9	7	45	122				48,345	5,881	7,566	677	500	4,130	20,931		
Moravian	Graham	do 26	Sept. 6	9	19	0	447	106	910	do 18	do 27	9	0	0	88	57	2,824		36,824	6,083	5,091	578	236	2,874	17,238		
Sarmatian	Aird	do 2	do 11	8	14	25	440	50	1,104	do 25	Oct. 4	8	20	55	103				34,945	5,095	8,340	878	357	1,400	18,128		
Circassian	Wylie	do 9	do 19	9	1	42	378	72	984	Oct. 2	do 11	8	15	0	102	59	14,84		48,242	5,327	9,960	152	930	4,229	21,549		
Sardinian	Dutton	do 16	do 26	8	13	0	358	143	1,140	do 9	do 18	8	13	30	112				48,140	5,236	5,237	825	1,359	2,636	20,985		
Peruvian	Smith	do 23	Oct. 2	8	5																						



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**PART I.**

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REPORT No. 1.

STATEMENT of the Revenue and Expenditure of the Post Office DEPARTMENT of the Dominion of Canada, within the Year ended 30th June, 1880.

REVENUE.	Amount.	EXPENDITURE.	Paid by Cheque from Parliamentary Appropriation.	Paid by Postmasters from their Revenue Collections.	Total.
	\$ cts.		\$ cts.	\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1879.....	57,865 50	Conveyance of mails by Land.....	509,266 33	766 75	510,033 08
Postage paid in money, on letters.....	12,483 91	do do Steamboats, &c.....	55,186 47	.....	55,186 47
do do newspapers and periodicals.....	43,611 18	do do Railways.....	493,035 47	.....	493,035 47
do do way letters.....	76 69	Making and repairing mail bags and locks.....	11,198 87	29 69	11,228 56
Amount collected by letter carriers.....	1,162 41	Salaries, forward allowances, allowances towards rent, fuel and light; also discount to stamp vendors.....	1,068,687 14	796 44	1,069,483 58
Rents of letter boxes and drawers.....	17,419 54	Travelling expenses.....	592,770 90	465,708 89	1,058,479 79
Postage stamps and post cards sold.....	1,573,100 89	Tradesmen's bills.....	14,828 85	.....	14,828 85
Miscellaneous receipts.....	1,527 29	Rents and taxes.....	61,683 53	46 25	61,729 80
	1,707,247 41	Stationery, printing and advertising.....	6,578 45	.....	6,578 46
		Fuel and light.....	37,039 02	.....	37,039 02
		Miscellaneous disbursements.....	14,366 58	86 63	14,453 21
			22,316 55	1,701 88	24,018 43
Less—Miscellaneous and dead letters..... \$ 2,435 40					
Balances due by Postmasters, 30th June, 1880.....	25,246 04				
	25,246 04				
Net Revenue.....	1,681,565 97				
Balance.....	605,045 17				
	\$2,286,611 14				
					\$2,286,611 14

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, A.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Ontario, within the Year ended 30th June, 1880.

RE NUM.	EXPENDITURE.		Total.	
	Amount.	Amount.		
Balances due by Postmasters, 30th June, 1879.....	\$	cts.	\$	cts.
Postage paid in money, on letters.....	23,322	99	198,674	90
do do newspapers and periodicals.....	6,800	85	5,089	74
do do way letters.....	24,104	73	261,782	04
Amount collected by letter carriers.....	49	54	5,007	06
Rents of letter boxes and drawers.....	769	13	527,305	68
Postage stamps and post cards sold.....	5,965	27	19,297	50
Miscellaneous receipts (including \$319.76 received at Dept.).....	946,748	37½	16,712	99
	824	90	10,478	73
	1,008,585	78½		
Less—Mis-sent and dead letters.....			8,177	86
Deducting the balances due to Postmasters, 30th June, 1880.....			35,554	67
	527	94½	496	16
Net Revenue.....	1,008,057	84	21,348	59
Balance.....	121,543	79	6,053	43
			13,437	88
	\$1,129,601	63		
			\$1,129,601	63

Report:

2 A. { Conveyance of mails by Land... .. 198,674 90  
do Steamboats, &c... .. 5,089 74  
do Railways..... .. 261,782 04  
Making and repairing mail bags and locks .. 5,007 06

3 A. { A. Salaries..... .. 527,305 68  
B. Forward allowances..... .. 19,297 50  
C. Allowances towards rent, fuel and light .. 16,712 99  
D. Discount to stamp vendors..... .. 10,478 73

4 A. { A. Travelling expenses..... .. 8,177 86  
B. Tradesmen's bills..... .. 35,554 67  
C. Rents and taxes..... .. 496 16  
D. Stationery, printing and advertising... .. 21,348 59  
E. Fuel and light..... .. 6,053 43  
F. Miscellaneous disbursements..... .. 13,437 88

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 1, B.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, within the Year ended 30th June, 1880.

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1879.....	22,939 12	Report:		
Postage paid in money, on letters.....	2,950 83	2 B. { Conveyance of mails by Land.....	114,575 83	
do do newspapers and periodicals.....	14,623 79	do do Steamboats, &c.....	7,322 30	
do do way letters.....	15 97	do do Railways.....	141,388 74	
Amount collected by letter carriers.....	.....	do do Making and repairing mail bags and locks.	2,863 21	
Rents of letter boxes and drawers.....	6,430 57	3 B. { A. Salaries.....	256,263 63	266,150 08
Postage stamps and post cards sold.....	337,854 83	B. Forward allowance.....	6,128 16	
Miscellaneous receipts (including \$390.56 received at Dept).....	642 89	C. Allowances towards rent, fuel and light	2,210 11	
		D. Discount to stamp vendors.....	5,159 89	
	385,458 00	4 B. { A. Travelling expenses.....	4,486 02	
Less—Mis-sent and dead letters.....	.....	B. Tradesmen's bills.....	14,556 31	
Balances due by Postmasters, 30th June, 1880, 9,906 32	.....	C. Rents and taxes.....	3,083 30	
		D. Stationery, printing and advertising.....	8,283 23	
Net Revenue.....	374,886 13	E. Fuel and light.....	3,310 77	
Balance.....	200,761 78	F. Miscellaneous disbursements.....	6,028 41	
				39,748 04
	\$575,659 91			\$575,659 91

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No 1, C.**

**STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Nova Scotia, within the Year ended 30th June, 1880.**

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1879 .....	5,916 12	Report:		
Postage paid in money, on letters .....	1,438 26	2 C. {		
do newspapers and periodicals .....	1,959 11	Conveyance of mails by Land .....	101,851 11	
do do way letters .....	10 00	do do Steamboats, &c. ....	6,964 43	
Amount collected by letter carriers .....		do do Railways .....	27,220 54	
Rents of letters boxes and drawers .....	1,478 69	Making and repairing mail bags and locks .....	1,589 97	
Postage stamps and post cards sold .....	126,347 16	A. Salaries .....	88,354 51	
Miscellaneous receipts .....	137,149 34	B. Forward allowances .....	2,310 00	
		C. Allowances towards rent, fuel and light .....	2,320 00	
		D. Discount to stamp vendors .....	1,002 22	137,626 05
Less—Mis-sent and dead letters .....	\$ 400 29	A. Travelling expenses .....	782 32	
Balances due by Postmasters, 30th June, 1880, 9,366 02	9,766 31	B. Tradesmen's bills .....	4,519 71	
		C. Rents and taxes .....		
		D. Stationery, printing and advertising .....	3,301 39	
Net Revenue .....	127,383 03	E. Fuel and light .....	2,455 55	
Balance .....	116,591 34	F. Miscellaneous disbursements .....	1,311 62	
				12,361 59
	\$243,974 37		\$243,974 37	

**JOHN O'CONNOR,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

**REPORT No 1, D.**

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of New Brunswick, within the Year ended 30th June, 1880.

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
Balances due by Postmasters, 30th June, 1879.....	\$ 4,497 37	Report: {	\$ cts.	\$ cts.
Postage paid in money, on letters.....	734 81	Conveyance of mails by Land.....	42,044 97	
do do newspapers and periodicals.....	1,865 76	do do Steamboats, &c.....	7,350 00	
do do way letters.....	393 28	do do Railways.....	50,575 51	
Amount collected by letter carriers.....	721 12	Making and repairing mail bags and locks.....	896 56	
Rents of letter boxes and drawers.....	99,571 46	A. Salaries.....	79,167 40	
Postage stamps and post cards sold.....	38 00	B. Forward allowances.....	1,230 00	
Miscellaneous receipts.....	107,822 40	C. Allowances towards rent, fuel and light.....	986 31	100,867 04
LESS—Mis-sent and dead letters.....	\$ 204 66	D. Discount to stamp vendors.....		
Balances due by Postmasters, 30th June, 1880... 4,360 93	4,565 63	A. Travelling expenses.....	645 22	
		B. Tradesmen's bills.....	3,920 37	
		C. Rents and taxes.....	2,925 00	
		D. Stationery, printing and advertising... ..	2,642 16	
		E. Fuel and light.....	1,115 03	
		F. Miscellaneous disbursements.....	1,829 00	
Net Revenue.....	103,256 78			13,076 78
Balance.....	94,458 68			
	\$197,715 36			\$197,715 36

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**REPORT No. 1, E.**

**STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Manitoba (including Keewatin and the North-West Territories), within the Year ending 30th June, 1880.**

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
Balances due by Postmasters, 30th June, 1879.....				
Postage paid in money, on letters.....	\$ 253 17	Report: { Conveyance of mails by Land.....	\$ 21,973 06	
do do newspapers and periodicals.....	207 46	do do Steamboats, &c.....	1,988 64	
do do way letters.....	344 45	do do Railways.....	428 51	
Amount collected by letter carriers.....	0 01	{ Making and repairing mail bags and locks		
Rents of letter boxes and drawers.....	519 89	{ A. Salaries.....	9,540 04	
Postage stamps and post cards sold.....	26,381 70½	{ B. Forward allowances.....	165 00	
Miscellaneous receipts.....		{ C. Allowances towards rent, fuel and light	155 00	
		{ D. Discount to stamp vendors.....	145 95	24,390 21
	27,706 63½	{ A. Travelling expenses.....	614 25	
Less—Mis-sent and dead letters.....		{ B. Tradesmen's bills.....	1,470 15	
Balances due by Postmasters, 30th June, 1880. \$ 49 21½		{ C. Rents and taxes.....	53 00	
		{ D. Stationery, printing and advertising.....	183 53	
		{ E. Fuel and light.....	453 00	
		{ F. Miscellaneous disbursements.....	598 97	3,772 00
Net Revenue.....	27,435 14			
Balance.....	10,733 06			
	\$38,168 20			\$38,168 20

**JOHN O'CONNOR,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

REPORT No. 1, F.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of British Columbia, within the Year ended 30th June, 1880.

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
	\$ cts.		\$ cts.	\$ cts.
Balances due by Postmasters, 30th June, 1879.....	521 91	Report:		
Postage paid in money, on letters.....	170 99	2 F. {	* 19,058 44	
do do newspapers and periodicals .....	141 85	do do Steamboats, &c.....	15,870 00	
do do way letters.....	1 17	do do Railways.....		
Amount collected by letter carriers.....		Making and repairing mail bags and locks		
Rents of letter boxes and drawers .....	1,541 25	A. Salaries .....	10,750 66	
Postage stamps and post cards sold.....	15,994 17½	B. Forward allowances.....	162 50	
Miscellaneous receipts .....	17 00	C. Allowances towards rent, fuel and light	140 00	
		D. Discount to stamp vendors.....	33 90	31,928 44
	18,388 3¼	A. Travelling expenses.....	31 00	
Less—Mis-sent and dead letters.....	\$ 20 80½	B. Tradesmen's bills.....	799 04	
Balances due by Postmasters, 30th June, 1880. ....	181 28	C. Rents and taxes.....	15 00	
		D. Stationery, printing and advertising...	376 92	
Net Revenue.....	18,186 26	E. Fuel and light.....	331 58	
Balance.....	29,529 47	F. Miscellaneous disbursements.....	146 69	1,700 23
				\$47,715 73

\* Owing to a change in the arrangement of the accounts, this amount includes the payment in full for three quarters, and in part for the fourth quarter.

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEEB,  
Accountant.



REPORT No. 1, G.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Prince Edward Island, within the Year ended 30th June, 1880.

REVENUE.	Amount.	EXPENDITURE.	Amount.	Total.
	\$		\$	\$
Balances due by Postmasters, 30th June, 1879. ....	414 22	Report:		
Postage paid in money, on letters.....	180 71	{ Conveyance of mails by Land.....	11,855 37	
do newspapers and periodicals.....	571 49	do do Steamboats, &c.....	12,590 00	
do do way letters.....		do do Railways.....	10,080 00	
Amount collected by letter carriers.....		Making and repairing mail bags and locks	363 25	
Rents of letter boxes and drawers.....	762 75	A. Salaries.....	14,836 28	34,878 62
Postage stamps and post cards sold.....	20,203 19	B. Forward allowances.....	1,003 00	
Miscellaneous receipts.....	4 50	C. Allowances towards rent, fuel and light	120 00	
		D. Discount to stamp vendors.....	22 50	
	22,136 86	A. Travelling expenses.....	92 18	15,981 78
Add—Balances due to Postmasters, 30th June, 1880. \$243 84		B. Tradesmen's bills.....	918 55	
Less—Mis-sent and dead letters.....	31 91	C. Rents and taxes.....	6 00	
		D. Stationery, printing and advertising.....	503 20	
Net Revenue.....	22,348 79	E. Fuel and light.....	728 85	
Balance.....	31,427 15	F. Miscellaneous disbursements.....	666 76	2,915 54
	\$53,775 94			\$53,775 94

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



PROVINCE OF ONTARIO.

REPORT No. 2, A.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aberarder and Railway Station.	J. Cairns.....	Foot or vehicle...	1	3	12 months....	26 00
Aberdour and Railway Station...	G. Christie.....	Optional.....	2	6	12 do ...	62 40
Aberfeldy and Aughrim.....	B. Holmes .....	do .....	2	3	12 do ...	23 00
Acton and Knatchbull.....	W. Langrill.....	do .....	5	2	12 do ...	75 00
Acton and Speyside .....	R. McPherson.....	do .....	5	2	12 do ...	75 00
Adare and Centralia.....	W. McNamee.....	do .....	2 1/2	3	3 do ...	18 75
Addison and Railway Station...	E. S. Wiltse.....	Vehicle.....	7	6	6 do (to Sept. 30, '79)	62 50
do do .....	A. Taplin.....	do .....	7	6	6 from do	79 50
Adelaide and Strathroy .....	J. Freele.....	do .....	7	6	12 months...	169 00
Adolphustown and Napance.....	J. H. Roblin.....	do .....	24 1/2	6	12 do ...	537 35
Agincourt Station and L'Amareux .....	W. Nash .....	Horse or vehicle.	4	3	12 do ...	100 00
Ahmie Lake and Spence.....	J. McCartney.....	Optional.....	9	1	12 do ...	40 00
Ailsa Craig and Denfield.....	C. Langford.....	do .....	6	6	2 mo 13 d's	25 00
Albert and Marysville.....	W. McMurray.....	do .....	9 1/2	3	12 months...	150 00
Alberton and Lynden.....	H. S. Lowden.....	do .....	7	6	12 do ...	244 00
Albion, Casleberg and Mount Wolfe .....	T. Robb .....	do .....	6 & 12	3	12 do ...	205 25
Albion and Macville.....	G. Taylor.....	do .....	3	3	12 do ...	95 00
Albion and Railway Station...	R. H. Booth.....	Horse or vehicle.	1	24	12 do ...	100 00
Albury and Rednersville.....	J. Rose .....	do .....	4	3	12 do ...	48 52
Aldboro' and Rodney.....	J. Hawkins.....	do .....	6	6	12 do ...	195 00
Aldershot and Waterdown.....	A. Baker.....	Horseback.....	2 1/2	12	12 do ...	197 00
Alexandria and Athol.....	P. A. Fisher.....	do .....	25	6	12 do ...	449 00
Alfred and L'Orignal.....	W. Johnston.....	Optional.....	15 1/2	3	12 do ...	145 00
Algonquin and Maitland.....	W. L. McKenzie.	Horse or vehicle.	6	2	12 do ...	70 00
Allanburg and Railway Station.	J. Waters.....	On foot.....	1	12	12 do ...	93 88
Allandale and Holly.....	J. Brown.....	do .....	3 1/2	6	9 do (to Dec. 31, '79)	112 50
do do .....	W. H. Crosby....	do .....	3 1/2	6	3 from do	37 50
Allandale and Painswick .....	W. J. Coulter.....	Horse or vehicle.	3 1/2	6 & 3	12 months...	118 66
Allandale and Railway Station.	M. J. Hamlin.....	On foot .....	1	24	12 do ...	75 00
Allan Park and Hampden.....	H. Byers.....	Optional.....	5	2	12 do ...	45 00
Allenford and Skipness .....	O. Reid .....	Horse or vehicle.	4	1	12 do ...	33 00
Allenwood and Elmvale.....	J. Harvey .....	Optional.....	6	1 & 2	12 do ...	52 57
Alliance and Strathburne.....	J. Smith .....	Vehicle.....	3 1/2	3	5 mo. 6 d's.	29 56
Alliston and Elmgrove.....	J. Berridge.....	Horse or vehicle.	14	6	12 months...	275 00
Alliston and Railway Station...	do .....	do .....	1	12	12 do ...	75 00
Alliston and Rosemont.....	J. Henderson.....	Optional.....	8	6	12 do ...	294 00
Alloa and Edmonton.....	R. Campbell.....	do .....	3	3	12 do ...	36 00
Alma and Railway Station.....	J. Johnston.....	do .....	1	12	12 do ...	83 00
Alma and Winfield.....	T. Howes.....	Horse or vehicle.	8	3	12 do ...	130 00
Almonte and Clandeboye.....	H. Kennedy.....	do .....	12	3	12 do ...	196 00
Almonte and Clayton.....	E. Blair .....	Vehicle.....	13	6	12 do ...	275 00
Almonte and Railway Station...	E. Dowdall.....	Optional.....	1	24	12 do ...	125 60
Alport and Bracebridge.....	W. H. Taylor.....	Vehicle.....	4	2	Part of Seasons '78-'79 and '79-'80.	32 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Alton and Cataract.....	J. Dwyer.....	Vehicle.....	3	6	3 months (to June 30, '79)	35 00
do do.....	A. McLean.....	do.....	3	6	9 from do	112 50
Alton and Marsville.....	J. Hanna.....	do.....	15	6	12 months...	462 50
Alton and Railway Station.....	W. E. Stevens.....	Optional.....	1	12	12 (less fine)	69 00
Alvinston and Railway Station.....	J. W. Brannan.....	Vehicle.....	1	12	12 months...	50 00
Amaranth Station and Railway Station.....	A. Lamb.....	Horse or vehicle.	1	6	12 do ...	40 00
Amberley and Lochalsh.....	J. McLennan.....	do.....	4	2	12 do ...	40 00
Amberley and Lurgan.....	J. McCriundle.....	Optional.....	4	3	12 do ...	80 00
Ambleside and Wroxeter.....	M. Walsh.....	Horse or vehicle.	10	6	9 do (to Dec. 31, '79)	165 00
do do.....	P. O. Malley.....	do.....	10 1/2	6	3 from do	61 25
Ameliasburg and Belleville.....	J. S. Tice.....	Optional.....	11 1/2	6	12 months...	400 00
Ameliasburg and Hilber.....	do.....	Horse or vehicle.	14	3	12 do ...	190 00
Amherstburg and Oxley.....	A. Elliott.....	do.....	20	6	12 do ...	373 00
Amherstburg and Railway Station.....	A. Wilcox.....	Vehicle.....	1	12 &		
Amherstburg, Windsor, &c.....	A. M. McKay.....	do.....	18	6 & 3	12 do ...	225 30
Amiens and Lobo.....	J. Adams.....	do.....	11	3	12 do ...	435 40
Amigari and Railway Station.....	L. Petrie.....	Optional.....	1 1/2	12	7 do ...	120 00
Ancaster and Hamilton.....	S. D. Lawder.....	Vehicle.....	7	12	12 do ...	29 16
Ancaster and Hamilton.....	S. D. Lawder.....	Vehicle.....	7	12	7 do ...	225 00
Anderson and Granton.....	J. Anderson.....	Horse or vehicle.	15	2	12 do ...	195 00
Augus and Railway Station.....	J. R. Brown.....	Optional.....	1	12	12 do ...	24 00
Ansonia and Theealon River.....	S. Marks.....	do.....	8	1	3 do ...	13 00
Anton Mills and Railway Station.....	J. McLaughlin.....	do.....	1 1/2	6	7 mos. 20 dys	23 42
Appin and Glen Willow.....	A. Moore.....	do.....	5 1/2	2	12 months...	60 00
Appin and Mayfair.....	J. Dalton.....	Horse or vehicle	3 1/2	3	12 do ...	75 00
Appleby and Railway Station.....	P. Prescott.....	Optional.....	1 1/2	6	12 do ...	81 12
Appleton and Railway Station.....	W. Young.....	Horse or vehicle.	3 1/2	12	12 do ...	148 00
Apsley and Cheddar.....	T. Eastland.....	do.....	20	1	12 do ...	140 00
Apsley and Peterboro'.....	do.....	do.....	40	3	12 do ...	480 00
Apto and Craighurst.....	H. O'Neill.....	Optional.....	5	6	4 mos. 12 dys	45 17
Apto and Phepston Station.....	do.....	do.....	6	6	4 mos 12 dys (to Dec. 31, '79)	58 28
do do.....	P. Gallagher.....	do.....	6	6	3 from do	36 25
Arden and Tamworth.....	G. Boomhower.....	Horse or vehicle.	20	2	9 months (to Dec. 31, '79)	93 00
do do.....	J. Babcock.....	do.....	20	2	3 from do	24 50
Ardrrea and Orillia.....	W. Blair.....	do.....	8 1/2	2	12 months...	145 00
Argyle and Railway Station.....	D. Mitchell.....	Optional.....	1 1/2	6	12 do ...	60 00
Arkona and Keyser.....	T. Dowden.....	Horse or vehicle	5 1/2	2	12 do ...	45 00
Arkona and Thedford.....	W. McAuslan.....	Vehicle.....	7 1/2	6	12 do ...	70 00
Arkona and Watford.....	A. Cutler.....	do.....	24	6	12 do ...	195 00
Armadale and Unionville.....	W. Weatherill.....	Optional.....	5 1/2	3	12 do ...	110 00
Arm and Kincardine.....	J. Shewfelt.....	do.....	11	2	12 do ...	45 00
Armstrong's Mills and Guelph.....	R. S. Armstrong.....	Horse or vehicle.	8	2	12 do ...	50 00
Arnott and Railway Station.....	W. G. Murray.....	Optional.....	1 1/2	12	12 do ...	52 00
Arnrior and Fitzroy Harbor.....	L. Brunette.....	Vehicle.....	12	6	12 do ...	270 00
Arnrior and Railway Station.....	C. Tierney.....	do.....	1 1/2	24	12 do ...	100 48
Arnrior and White Lake.....	D. Dasha.....	do.....	20	3	12 do ...	245 00
Aros and Victoria Road.....	C. MacInnes.....	Optional.....	3 1/2	2	12 do ...	70 00
Arthur and Fergus.....	R. B. Coulson.....	Vehicle.....	12	6	12 do ...	237 00
Arthur and Mönck.....	J. Jackson.....	Foot or vehicle.	12 1/2	2	12 do ...	98 00
Arthur and Railway Station.....	C. C. Green.....	Optional.....	1	24 &		
Arva and Ballymote.....	F. Bernard.....	Horse or vehicle.	8 1/2	12	12 do ...	63 80
				2	6 do (to Sep. 30, '79)	32 88

REPORT No. 2, A —Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
Arva and Union Hill.....	F. Bernard.....	Optional.....	11½	2	6 mos. from Sept. 30, '79	44 50
Arva and Vanneck .....	W. Bernard.....	Horse or vehicle.	12	3	12 months...	153 32
Ashburnham and Peterboro' .....	O. Billings.....	do .....	½	12	6 mo. 19 days	27 58
Ashdad and Bagot.....	J. Hartney.....	do .....	6	1	6 months...	15 00
Ashdown and Turtle Lake.....	A. Ross.....	do .....	6½	1	12 do ...	50 00
Ashdown and West Grove.....	J. West.....	do .....	5	1	12 do ...	40 00
Ashgrove and Georgetown.....	E. Nixon.....	do .....	3½	6	12 do ...	195 00
Ashley and Railway Station.....	G. Follis.....	Optional.....	1	3	12 do ...	50 00
Ashton and Prospect .....	W. Burrows ..	do .....	11	3	12 do ...	219 00
Ashton and Railway Station.....	D. Robertson...	Horse or vehicle.	2	6	12 do ...	76 00
Askin and London.....	G. Shaw.....	do .....	1	6	12 do ...	78 00
Aspdin and Stanleydale.....	E. Aspdin.....	do .....	7	1	12 do ...	56 00
Aspdin and Utterson .....	T. W. Aspdin...	Optional.....	7½	2	9 do (to Dec. 31 '79.)	56 25
do do .....	J. Aspdin.....	do .....	7½	2	3 from do	28 00
Atherley and Fawn.....	B. Hopkins.....	do .....	4	2	12 months...	38 00
Atherley and Railway Station .....	C. E. Hewitt.....	do .....	1	6	12 do ...	30 00
Atherley and Sebright.....	E. Herring.....	Horse or vehicle.	14	2	3 do (to June 30, '79)	45 00
do do .....	A. Snider.....	do .....	14	2	9 from do	112 50
Atherton and Delhi.....	H. W. Cook.....	do .....	3	2	12 months...	25 00
Athlone and Tottenham.....	M. J. Casserly...	Optional.....	15	6	12 do ...	239 00
Athol and Kerry .....	J. Campbell.....	Horse or vehicle.	4	3	3 do (to June 30, '79.)	22 25
do do .....	K. McRae.....	do .....	4	3	9 from do	59 25
Attercliff Station and Dunnville .....	N. Hodges.....	do .....			Special trips	4 25
Attercliff Station and Railway Station .....	J. Thompson.....	Optional.....	3	6	9 mo. 22 days	20 26
Auburn, Carlow and Fordyce...	J. Willard.....	do .....	6½ & 8	6 & 3	12 months...	229 00
Aughrim and Bothwell.....	A. T. Augustine	do .....	9	6	12 do ...	200 00
Aultsville and East Williamsburg .....	C. Wells.....	Vehicle.....	2½	6	12 do ...	65 50
Aultsville and Gallingertown...	J. Jackson.....	Horse or vehicle.	5	2	3 do to June 30, '79)	15 00
do do .....	G. H. Gallinger.	do .....	5	2	9 from do	37 50
Aurora and Railway Station.....	D. W. Doan.....	Foot or vehicle..	4	24	12 months...	100 00
Aurora and Schomberg .....	H. Isaacs.....	Vehicle.....	15	6	12 do ...	400 00
Aurora and White Rose.....	J. Lloyd.....	do .....	4	2	12 do ...	90 00
Avening and Railway Station.....	J. Pringle.....	Optional.....	4	12	6 do ...	25 00
Avon and Ingersoll.....	A. M. McKay.....	Vehicle.....	11	6	3 do (to June 30, '79)	81 50
do do .....	E. Harris.....	do .....	11	6	9 from do	221 25
Aylmer and Dorchester Station .....	R. U. Wright.....	do .....	20½	6	12 months...	450 00
Aylmer and Grovesend, &c.....	H. M. Lyon.....	do .....	10 & 13	2 & 3	12 do ...	182 40
Aylmer and Kingsmill.....	F. Hunter.....	do .....	4½	6	3 do ...	50 00
Aylmer and Port Bruce .....	W. H. Wannacott	do .....	9	3	3 do ...	45 00
Aylmer and Railway Station.....	S. Pierce.....	do .....	9	12	12 do ...	78 40
Ayr and Galt.....	W. Hilborn.....	Optional.....	12	6	12 do ...	290 00
Ayr and Paris Station.....	W. and T. Gam- mage, Sureties..	do .....	7	6	3 do to June 30, '79)	49 75
do do .....	W. Hilborn.....	do .....	7	6	9 from do	130 50
Ayton and Clifford .....	T. Davis.....	Horse or vehicle.	9	6	11 less fine (to Feb. 23, '80)	255 00
do do .....	J. Feather.....	do .....	9	6	1 from do (less fine).	21 75

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Baden and Wellesley .....	J. Wilhelm.....	Vehicle .....	9	6	12 months...	316 25
Badgers and Shrigley.....	G. Sandilands...	Horse or vehicle.	2½	2	12 do ...	30 00
Bagnet and Burnstown.....	J. E. Halliday...	Vehicle.....	5	3	12 do ...	68 00
Bagnet and High Falls.....	T. Dillon.....	Optional.....	13 &			
Baillieboro', Bewdley and Millbrook .....	J. Jewison.....	Horse or vehicle.	4 & 7	1 & 3	12 do ...	84 11
Bala and Gravenhurst.....	J. Board.....	Optional .....	18	2	Part of Seasons '78-'79 & '79-'80.....	204 48
Bala and Port Carling.....	N. Orchard.....	do .....	12	2	12 months...	132 00
Balderson and Playfair.....	A. W. Playfair...	Horse or vehicle.	6	3	12 do ...	225 75
Baldwin and Railway Station...	T. H. Morton.....	Optional.....	1	12	2 do ...	94 00
Ballantrae and Railway Station	R. Hill.....	do .....	1	12	12 do ...	5 00
Ballantyne's Station and Railway Station .....	J. Heysop .....	On foot.....	½	2	12 do ...	60 00
Ballycroy, Connor and Palgrave Station.....	R. Gower.....	Optional.....	4½ &			26 25
Balsam Lake and Victoria Road	J. Cunningham..	do .....	3	3 & 6	12 do ...	195 00
Balt more and Cobourg.....	G. Kelly .....	Horse or vehicle..	4	2	10 do ...	50 00
Bamberg and St. Agatha.....	F. Walter .....	do .....	5½	2	3 do (to June 30, '79)	70 00
do do .....	A. Starr.....	do .....	5½	2	9 from do	15 00
Banda and Glencairn Station.	J. Hood .....	Optional.....	2½	6	6 months...	45 00
Banda and Stayner .....	W. Morrow.....	Horseback .....	13	6	6 do ...	50 00
Banks and Collingwood .....	W. Johnson .....	Optional.....	8	1	12 do ...	200 00
Barclay and Cambay Station...	J. S. Crewess....	do .....	3	3	9 do ...	52 00
Bardsville and Falkenburg...	M. Moore.....	do .....	6	1	Season 1879..	41 25
Bark Lake and Rockingham....	J. Donaldson....	Horse or vehicle..	21	1 & 2	12 months...	26 40
Barkway and Gravenhurst....	J. T. May .....	Optional.....	12	1	12 do ...	149 00
Barratt and Commanda Creek...	J. Crokery.....	do .....	9	1	9 do ...	35 00
Barrie and Fergusonvale.....	W. H. Crosby....	Horse or vehicle.	43	3	4 mos. 10 dys	57 50
Barrie and Hillsdale.....	J. Holmes.....	Optional.....	15	6	1 mo. 21 dys (to Sept. 30, 1879) .....	141 11
do do .....	C. Waugh .....	do .....	15	6	6 from do	110 59
Barrie and Midhurst.....	W. H. Crosby....	do .....	5	3	4 mos. 21 dys (to Dec. 31, 1879) .....	148 50
do do .....	A. Fraser.....	do .....	6	3	3 from do	45 46
Barrie and Penetanguishene...	J. Holmes.....	Vehicle.....	32	6	4 mos. 10 dys	23 25
Barrie and H. & N. W. Railway Station.....	W. H. Crosby....	Horse or vehicle.	½	12	12 months (less fine) ..	288 41
Barrie and N. Railway Station..	do .....	do .....	1	42 &		42 96
Barriefield and Kingston.....	J. Ryan.....	Optional.....	1½	6	12 do ...	112 55
Bath and Conway .....	W. Aylesworth..	Vehicle.....	12	6	6 do ...	50 00
Bath and Railway Station.....	do .....	do .....	3½	12	12 do ...	175 00
Bath and Stella.....	A. McMullen....	Optional.....	7	3	9 do (to Dec. 31, '79)	180 00
do .....	A. Stevenson....	do .....	7	3	3 from do	105 00
Batteau and Railway Station...	W. Bouchier....	do .....	1½	12	9 months...	37 25
Batt-rees and Kingston.....	J. Holder.....	do .....	16	3	12 do ...	23 46
Bayfield and Seaforth .....	E. Elliott.....	Vehicle.....	15	6	12 do ...	187 48
Bayham and Ingersoll.....	C. Cook .....	do .....	20	6	12 do ...	324 00
Bayville and Brackbridge.....	J. Langton.....	Horse or vehicle.	16	2	12 do ...	495 00
Bayville and Dorset .....	G. A. Phillips..	Optional.....	18	1	6 do ...	194 00
Bayville, Dwight & Grassmere.	J. C. Huckias...	do .....	19 &	7½	1 9 do ...	26 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Baysville and Menomonee .....	J. Williams.....	Horse or vehicle.	5	1	12 months...	\$ 40 00
Bayview and Morley.....	J. Lemon.....	Optional.....	7 &			
Beachburg and Gower Point. ....	T. M. Carswell, jun .....	Horse or vehicle.	11½	2	12 do ...	74 58
Beachburg and Westmeath .....	T. Cecire .....	do .....	7	6	12 do ...	156 49
Beachville and Embro.....	J. Eisinger and Sureties .....	do .....	6	6	12 do ...	158 00
Beamsville and Campden .....	J. H. McComb...	do .....	5	6	9 do (to Dec 31, '79)	77 07
do do .....	J. B. Groble.....	do .....	5½	6	3 from do	37 50
Beatrice and Windermere.....	F. Richardson...	do .....	27	3	6 months...	88 80
Beaver and St. Eugène.....	R. Brassard.....	do .....	6	1	1 do ...	2 50
Beaumont and Railway Station.	J. Cameron.....	Optional.....	½	12	12 do ...	45 00
Bedford Mills and Newboro' .....	J. P. Tett.....	Horse or vehicle.	6	3	9 do ...	52 50
Beechwood and Seaforth.....	J. Reedy.....	Optional.....	6½	2	12 do ...	69 00
Beeton and Railway Station.....	J. McClain.....	do .....	½	12	3 do (to June 30, '79)	25 00
do do .....	W. Kirton.....	do .....	½ 12 &	18	9 from do	59 10
Beggsboro' and Stanleydale.....	J. McArdie, jun...	do .....	20	1	12 months...	101 00
Belfast and Lanes.....	W. Phillips.....	do .....	4 &			
Belfast and St. Helen's.....	do .....	do .....	11	2	12 do ...	45 00
Belfountain and Erin.....	N. Herring.....	do .....	2½	6	12 do ...	100 00
Belgrave and Marook.....	P. Porterfield...	do .....	3½	3	12 do ...	80 00
Belgrave and Railway Station...	D. Barkley.....	do .....	½	3	12 do ...	60 00
Belleville and Bridge-water.....	J. Campbell.....	do .....	½	12	12 do ...	140 00
Belleville and Madoc.....	E. Cameron.....	Vehicle.....	30	6	6 do ...	480 00
do do .....	do .....	do .....	26	6	6 do (to Sept. 30, '79)	175 00
do do .....	S. Sargent.....	do .....	26	6	6 from do .	287 00
Belleville and Railway Station..	Lake and Jenkins .....	do .....	½	12	1 mo. 21 dys.	13 50
Belleville and Sidney Crossing..	W. R. Vandervoort .....	Horse or vehicle	6½	2	12 months...	80 00
Belleville and Stirling .....	H. S. Ferguson...	Vehicle.....	16	6	12 do ...	225 00
Bell Ewart and Lefroy Station..	E. V. Hanmer...	On foot.....	1	12	12 do ...	100 00
Belmont and London .....	R. Wagguner...	Horse or vehicle.	13	6	3 do (to June 30, '79)	148 00
do do .....	G. Davidson .....	do .....	13	6	9 from do .	202 50
Belton and Railway Station.....	J. Morden.....	On foot.....	65 yds	6	2 months ...	15 00
Belton and St. Ives .....	H. Powell.....	Optional.....	6	3	2 do ...	77 92
Ben Lomond and Woburn.....	W. Forfar.....	do .....	2	6	12 do ...	50 00
Benmiller and Goderich.....	J. Miller.....	Horseback .....	6	2	12 do ...	80 00
Bensfort and South Monaghan..	A. Galloway .....	Horse or vehicle.	5	3	12 do ...	70 00
Berkley and Railway Station...	G. Fleming.....	Optional.....	½	6	12 do ...	60 00
Berlin and Cross Hill.....	J. T. Wilford .....	Vehicle.....	16½	6	12 do ...	425 00
Berlin and Glen Allan.....	T. Hunt.....	do .....	22	6	12 do ...	497 00
Berlin and West Montrose.....	A. Michener .....	do .....	14½	6	12 do ...	364 00
Bethany and Liff rd. ....	W. Davis, jun...	Horse or vehicle.	30	6	12 do ...	386 00
Bethany and Railway Station...	D. Rowan.....	do .....	½	24	12 do ...	75 00
Bexley and Victoria Road .....	J. Belfry.....	Optional.....	6	3	12 do ...	110 00
Billings' Bridge and Ottawa.....	J. Donaldson...	do .....	3	6	12 do ...	96 00
Binbrook and Glanford Station.	R. Wickett.....	Horse or vehicle.	5	6	6 do ...	72 00
Binbrook and Rentonville Station .....	do .....	Optional.....	5	6	6 do ...	72 00
Birkhall and Brigen .....	F. McKenzie...	Horse or foot .....	1½	3	6 do ...	22 50
Birr and Devizes.....	W. S. Hodgins...	do .....	10½	2	12 do ...	125 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bishop's Mills and Oxford Mills..	W. McLalland...	Horse or vehicle.	8	3	7 months (to Oct. 31, '79)	83 41
do do	J. Crozier .....	do	8	3	5 from do ..	48 33
Blackbank and Honeywood .....	R. G. Newell .....	Horseback .....	3½	2	12 months ...	50 00
Blackburn and Rock Village.....	J. Hudson .....	do .....	5	1	12 do ...	30 00
Black Creek and Railway Station .....	J. H. Allen .....	Optional.....	½	12	12 do ...	18 00
Black Heath and York.....	J. Blain.....	do .....	5½	2	12 do ...	75 00
Black's Corners and Whittington .....	S. Black.....	do .....	5½	1	12 do ...	35 00
Blessington and Shannonville.....	C. Earle .....	Horse or vehicle.	11½	3	12 do ...	180 00
Bloomington and Freiburg .....	F. Rombach .....	do .....	2½	6	5 do ...	52 08
Bloomington and New Germany .....	do .....	do .....	3½	6	5 do (to Jan. 31, '80)	72 91
Bloomington and New Germany .....	G. Zinga.....	do .....	3½	6	2 from do ..	29 16
Bluevale and Railway Station..	J. McCullough ..	Optional.....	¾	12	3 months (to June 30, '79)	18 50
do do	W. Ross.....	do .....	¾	12	9 from do (less fine)..	73 00
Blythe and Railway Station.....	R. Sellars .....	do .....	½	12	12 months ...	75 00
Blythe and Sunshine .....	R. Crittenden...	Horse or vehicle.	10	1	12 do ...	46 48
Bobcaygeon and Fenelon Falls..	J. Simpson .....	Optional.....	11	6	12 do ...	285 00
Bobcaygeon and Peterboro' .....	E. Bottom .....	Vehicle .....	22	6	12 do ...	600 00
Bobcaygeon and Silver Lake.....	D. Hunter .....	Optional.....	9	1	6 do ...	25 00
Bogart and Chapman .....	W. Rodgers.....	do .....	7	2	6 months (to Sept. 30, '79)	36 50
do do	P. Lusk .....	do .....	7	2	6 from do ...	29 00
Bognor and Woodford .....	W. D. Rorke .....	Foot or vehicle..	6	2	12 months ...	40 00
Bolingbrook and Glen Tay.....	S. Hanna.....	Horse or vehicle.	17	1	12 do ...	75 00
Bolsover and Dartmoor .....	J. Dunn .....	do .....	17	1	12 do ...	51 48
Bolsover and Portage Road Station .....	D. Munro .....	do .....	4	6	12 do ...	131 44
Bonnechere and Tramore .....	D. McDonald.....	Foot or vehicle .	10	1 & 2	12 do ...	65 00
Bornholm and Brodhagen .....	M. Detwiler .....	Horse or vehicle.	4	3	12 do ...	75 00
Bornish and Sable .....	A. McDonald.....	Vehicle .....	3	3	12 do ...	45 00
Boskung and Minden .....	J. Beatty .....	Horse or vehicle.	14	1	12 do ...	65 00
Bosworth and Riverbank .....	J. G. Hollis .....	Optional.....	3	2	12 do ...	40 00
Botany and Thameville .....	A. McBrayne .....	do .....	4	2	12 do ...	52 00
Bothwell and Clachan.....	J. Hillman.....	Vehicle .....	6	3	12 do ...	94 00
Bothwell and Florence .....	M. Lebu .....	Optional.....	9	6	9 do (to Dec 31, '79)	75 00
do do	R. L. Bobier .....	do .....	9	6	3 from do ..	72 50
Bouck's Hill and Hoatic .....	J. P. Bedsted .....	do .....	6	2	12 months ...	41 24
Boulter and Combermere.....	J. Lynch .....	Horse or vehicle	18	1	11 do ...	61 68
Boulter and York River .....	T. Walker .....	Optional.....	22	1	12 do ...	95 00
Boardeau and Sequin Falls .....	J. A. Bourdeau ..	do .....	11	1	12 do ...	40 00
Bowling Green, Farmington, Laurel and Laurel Ry. Station	H. Lipsett.....	do .....	3.3½ & 1½	2 & 6	12 do ...	158 00
Bowmanville and Casarea.....	F. Henderson.....	Vehicle .....	18	6	12 do ...	479 00
Bowmanville and Tyrone .....	J. Bell.....	do .....	7	6	12 do ...	134 00
Bowood and Fernhill .....	D. R. Owen .....	Horse or vehicle	4	3	12 do ...	90 00
Bracebridge and Gravenhurst...	J. T. Harvie.....	Stage.....	13	6	Part of Seasons '78-79 and '79-80.	150 00
Bracebridge and Huntsville....	W. Hewitt.....	Horse or vehicle	26	6	12 (less fine)	498 00
Bracebridge and Monsell.....	G. Gregg .....	Optional.....	7	1	12 months...	40 00



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Bracebridge and Muskoka Falls.	J. Sinclair.....	Not specified.....	3	3	9 months...	49 00
Bracebridge and Port Carling...	W. Davidson....	Optional.....	22	2	Part of Seasons '78-79 and '79-80..	110 00
Bracebridge and Rosseau.....	J. T. Harvie....	do .....	27	6	do ...	356 98
Bracebridge and Ziska.....	W. H. Spencer...	do .....	5	2	12 months...	60 00
Brackenrig and Point Kay.....	W. Davidson....	do .....	4	2	Season 1879.	32 03
do do .....	C. Kaye.....	do .....	4	2	Part of Seasons '78-79 and '79-80..	19 97
Bradford and Deerhurst .....	J. Wood.....	Foot or vehicle..	5	3	3 months (to June 30, '79)	25 00
do do .....	W. McWilliam...	do .....	5	3	6 from do...	44 50
Bradford and Newton Robinson	J. McDermott...	Vehicle.....	10	6	12 months...	198 00
Bradford and Railway Station...	do .....	do .....	1	24	12 do ...	75 00
Bradshaw and Wilkesport.....	W. Bradshaw...	Optional.....	6	2	12 do ...	48 00
Braemar and Strathallan.....	A. Anderson....	do .....	5½	3	12 do ...	73 48
Braeside and Railway Station...	J. Gilles, jun...	On foot.....	1½	12	12 do ...	40 00
Bramley and Railway Station...	J. Gordon.....	Optional.....	1½	12	13 do ...	30 00
Brampton and Edmonton.....	K. Campbell....	do .....	4½	6	6 do (to Sept. 30, '79)	100 00
do do .....	J. E. Sterling...	do .....	4½	6	6 from do...	69 50
Brampton and Huttonsville...	C. Brooks.....	do .....	4	3	12 months...	85 00
Brandy Creek and Ry. Station...	E. R. Crombie...	Vehicle.....	1	12	12 do ...	30 00
Brantford and Burch.....	J. Herriman...	do .....	7	3	12 do ...	146 00
Brantford and Langford.....	L. Strobridge...	Horse or vehicle.	8	6	12 do ...	184 00
Brantford and Norwich.....	J. Herriman...	Optional.....	24	6	12 do ...	695 00
Brantford and B. & L. H. Railway Station	J. Hale.....	Vehicle.....	1	12	12 do ...	100 48
Brantford and G. W. Ry. Station	do .....	do .....	½	As req.	12 do ...	423 90
Brantford and Simcoe.....	F. Finch.....	Stage.....	24	6	12 do ...	960 00
Brantford & Street Letter Boxes.	A. D. Clement...	Optional.....	24	6	12 do ...	314 00
Breadalbane and Lochinvar Corners	J. R. Campbell..	do .....	3½	6	12 do ...	80 00
Brechin and Railway Station ..	M. O'Neil.....	do .....	1	6	12 do ...	87 00
Brentwood and Railway Station	J. O'Connell....	do .....	½	12	12 do ...	50 00
Brewster and Park Hill.....	S. G. Gaton.....	Vehicle.....	16	3	12 do ...	200 00
Bridgewater and Flinton.....	W. Wagar.....	Foot or vehicle..	12	2	12 do ...	83 20
Bridgewater and Madoc.....	J. J. Keller.....	do .....	21	2	9 do ...	172 50
Bridgewater, Madoc and Queensboro'	W. Keller.....	Horse or vehicle.	20 & 7	2 & 1	3 do ...	60 00
Bridgewater and Queensboro' ...	do .....	do .....	7	1	9 do ...	30 00
Bridgen and Railway Station...	D. H. McLean...	Optional.....	½	6 & 12	6 do (to Sept. 30, '79)	7 48
do do .....	J. Dawson.....	do .....	½	12	6 from do..	12 50
Bright, Washington, and Railway Station.....	A. Gatzka.....	Vehicle.....	6 & 1½	6 & 12	12 months...	239 00
Brighton and Campbellford.....	J. C. Sandford...	do .....	20	6	12 do ...	225 00
Brighton and Smithfield.....	T. J. Brown....	do .....	4	6	12 do ...	140 00
Brighton's Corners and New Ross	T. Curry.....	Optional.....	4½	1	12 do ...	29 00
Brisbane and Coningsby.....	J. W. Burt.....	Stage.....	4	2	12 do ...	30 00
Broadbent and McKellar.....	T. Patterson...	Optional.....	7	1	12 do ...	40 00
Brocton and Parkdale.....	T. Coles.....	do .....	2	6	12 do ...	65 00
Brockville, and Morristown, U.S	J. Powers.....	Boat or vehicle..	2	6	12 do ...	150 00
Brockville and Railway Station	W. Curry.....	Vehicle.....	½	24	12 do ...	189 45
Brockville and Sherwood Spring	N. Latham.....	Horse or vehicle.	8	1	3 do (to June 30, '79)	12 25

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

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			Miles.	No. of Trips per week.		
Brockville and Sherwood Spring	G. Hudson	Horse or vehicle.	8	1	9 mos. from June 30, '79	\$ 28 50
Brockville and Street Letter Boxes	H. Mitchell	On foot		18	12 months	10 00
Brockville and Westport	R. W. J. Copeland	Vehicle	44	6	12 do	984 00
Bronte Station and Palermo	L. Thirston	Optional	3	6	12 do	220 00
Brookfield Station and Railway Station	E. W. Brookfield	do	2	6	12 do	40 00
Brooklin and Railway Station	M. A. Gibbs	do	8	12	12 do	160 00
Brookdale and Stratford	G. Mitchelson	Vehicle	14	2	12 do	145 00
Brougham and Markham	A. J. Wotten	Optional	12	6	12 do	388 12
Brougham and Whithy	J. Scott	do	12	6	12 do	215 00
Brucefield and Railway Station	J. Coates	do	1	12	12 do	62 60
Brudenell and Castile	E. Bennett	Horse or vehicle.	9	1	12 do	52 00
Brudenell and Emmett	J. Costello	do	14	2	12 do	95 00
Brunner and Topping	S. Crozier	Optional	4	1	12 do	45 00
Brunswick and Railway Station	F. Thompson	do	1	12	12 do	60 00
Brussels and Cranbrook	J. Hicks	Vehicle	5	6	3 do (to June 30, '79)	36 00
do do	V. Gramm	do	5	6	9 from do	103 50
Brussels and Railway Station	J. Stretton	Optional	1	12	3 less fine (to June 30, '79)	5 25
do do	R. Laidlaw	do	1	12	9 from do	56 25
Buckhorn and Rondeau	J. K. Morris	Horse or vehicle.	4	3	12 months	90 00
Buckingham Railway Station and Cumberland	G. G. Dunning	Horseback	2	12	12 do	180 00
Buinessan and Pomona	D. MacInnes	Optional	3	2	12 do	52 00
Burford, Cathcart, etc	D. Dunn	do	4	3 & 4	12 do	222 76
Burges' Corners and Douglass	H. Johnston	do	5	6	12 do	174 00
Burgessville and Newark	J. T. Moore	Vehicle	5	3	12 do	110 00
Burgessville and Oxford Centre	N. Schooley	Horse or vehicle.	14	3	9 do (to Dec. 31, '79)	180 00
do do	C. Ward	do	14	3	3 from do	54 00
Burgessville and Railway Station	T. Swindal	Optional	1	12	12 months	47 10
Burk's Falls and Huntsville	J. F. Hanes	do	28	2	12 do	280 00
Burlington and Guelph	G. McCoy	Vehicle	37	6	12 do	1,025 00
Burlington and Port Nelson	J. Ewing	Optional	1	6	12 do	60 00
Burlington and Railway Station	do	do	1	12	12 do	82 50
Burlington Railway Station and Zimmerman	T. Watson	Vehicle	8	6	6 do (to Sept. 30, '79)	150 00
do do	T. Ware	do	8	6	6 from do	132 50
Burnhamthorpe and Cooksville Road	J. Jordan	Stage	13	6	12 months	65 00
Burnley and Roseneath	J. McCann	Horse or vehicle.	5	3	12 do	100 00
Burnt River and Rettie's Station	S. Moore	Optional	1	3	12 do	40 00
Bury's Green and Fell's Station	H. Fell	do	2	2	12 do (45.15) paid last yr	
Byrnedale and Woodslee	W. S. Lindsay	do	5	2	12 months	60 00
Byron and London	J. B. Wells	do	6	3	12 do	88 00
Cadmus and Cartwright	T. W. Robertson	do	2	6	12 do	48 00
Caistorville and Winona	J. Williams	do	16	3	12 do	230 00
Calder and Railway Station	J. Cowling	do	4	2	12 do	38 00
Caldwell and Caledon	J. Shields	Horse or vehicle.	12	3	12 do	108 00
Caledon and Railway Station	N. Patterson	Optional	1	12	12 do	70 00

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						\$ cts.
Caledon East and Lockton.....	B. Ingoldsbey.....	Horse or vehicle.	4½	3	12 months...	65 00
Caledonia and Cayuga.....	E. Wigg.....	Vehicle.....	11	6	9 do ...	307 50
Caledonia and Conboyville.....	S. Arrell.....	Optional.....	6	2	9 do ...	39 50
Caledonia and Gianford.....	W. T. Terryberry & C. D. Potts.....	Vehicle.....	6	3	3 do (to Sept. 30, '79)	25 00
do do .....	J. McLemont.....	do .....	6	3	6 from do ..	55 00
Caledonia and Railway Station.	P. McMullen.....	do .....	½	As req.	9 months... Season, 1879	135 00
Caledonia Springs and L'Original Calumet Railway Station and L'Original.....	J. Rocton..... J. Lee and C. Sequin.....	Horse or vehicle... Boat or vehicle...	9 3	3 6	12 months...	20 00 235 50
Calumet Railway Station and Vankleek Hill.....	W. Lawlor.....	Vehicle.....	12	6	12 do ...	300 00
Gambay and Railway Station .....	R. Moffatt.....	Optional.....	2½	12	12 do ...	180 00
Gambay Station and Linden Valley .....	C. Birchard.....	do .....	2½	6	9 do ...	0 75
Cameron and Railway Station.....	J. Bryson.....	do .....	½	6	12 do ...	85 00
Camerontown and Railway Sta- tion.....	A. Cameron & Ex	Horse or vehicle.	200 yds.	12	12 do ...	50 24
Camerontown and Summerstown	A. Cameron, jun	do	3	6	12 do ...	96 00
Camilla and Elba .....	R. Agnew.....	do	5½ & 4	2	12 do ...	75 00
Camlachie and Erroll .....	G. Writing.....	Optional.....	2	3	12 do ...	52 00
Camlachie and Hillsborough.....	T. Blair.....	do .....	7	2	12 do ...	117 00
Campbellford and Stirling.....	J. Weese.....	Horse or vehicle.	7	3	12 do ...	200 00
Campbellford and Trent Bridge.	F. E. Lee.....	Optional.....	8	1	4 do ...	16 66
Campbell's Cross, Cheltenham and Cheltenham R'y Station..	J. Sanderson.....	Horse or vehicle.	½-7 & 9½	12	do ...	321 00
Campbellton and Dutton Station	N. McBride.....	Optional.....	5	2	3 do (to June 30, '79)	19 50
do do .....	A. McCann.....	do .....	5	2	9 from do ..	52 50
Campden and Candaaville.....	J. B. Groble.....	Vehicle .....	10	3	6 months...	75 00
Campden and Rosedene .....	do .....	Horse or vehicle.	6	3	6 do ...	65 00
Canaan and Sarsfield .....	T. Larmour.....	Vehicle .....	3	3	12 do ...	60 00
Canboro', Canfield and Warner.	F. Smith.....	Optional.....	4½ & 2½	6 & 2	6 do ...	49 00
Canfield and Welland .....	P. Swarts.....	Vehicle.....	35	6	6 do ...	414 52
Canfield Station and Cayuga.....	T. Humphries.....	do .....	6½	12	12 do ...	380 00
Cannifton and Wallbridge.....	F. B. Prior.....	Optional.....	6	3	12 do ...	75 00
Cannington and Pefferlaw.....	W. H. Jackson..	Vehicle .....	10 & 8½	3	12 do ...	194 24
Carrington and Railway Station	D. Campbell.....	Optional.....	24	12	12 (less fine)	139 00
Cape Croker and Colpoy's Bay..	E. Cross.....	do .....	15	1	12 months..	18 48
Cape Rich and Meaford .....	R. Cox.....	Stage .....	10	2	12 do ...	120 00
Cardwell and Picton.....	L. D. Harrison..	Optional.....	7½	3	6 do (to June 30, '79)	57 00
do do .....	G. McGuire.....	do .....	7½	3	6 from do ..	44 00
Cargill and Railway Station.....	H. Cargill.....	do .....	½	6	2 months...	8 33
Carleton Place and Railway Sta- tion .....	G. A. Cornell....	Vehicle.....	½	12	6 do (to Sept. 30, '79)	20 41
do do .....	G. McPherson....	do .....	½	12	6 from do ..	25 12
Carling and Parry Sound.....	R. Blair.....	Optional.....	9	1	12 months...	65 00

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						\$ cts.
Carlingford and Sebringville.....	R. Crawford.....	Optional.....	11½	3	12 months...	148 16
Carlruhe and Clifford.....	J. Dopfer.....	do.....	12	6	12 do...	340 00
Carluke and Hamilton.....	R. Mayhew.....	Vehicle.....	13½	6	12 do...	345 00
Carmunneck and Monkton.....	M. McNaught.....	Stage.....	4	2	12 do...	60 00
Carnarvon and Minden.....	J. Melville.....	Optional.....	13	1	12 do...	60 00
Caron and Clarence Creek.....	F. Leblanc.....	do.....	7	1	1 do...	3 17
Carp and Elm.....	N. Smith.....	do.....	3	3	12 do...	75 00
Carrville and Patterson.....	G. Wiley.....	Horse or vehicle.	2½	3	12 do...	45 00
Carsonby and North Tower.....	B. Eastman.....	Optional.....	3½	2	12 do...	40 00
Carswell and Russell Station.....	D. Carswell.....	Horse or vehicle.	3	1	12 do...	25 00
Cashion's Glen and Cornwall.....	J. A. Grant.....	do.....	13	3	12 do...	135 00
Cashtown and Creemore.....	R. Mangan.....	Optional.....	2	6	6 do...	30 00
Casselman and Crysler.....	R. A. Castleman	Horse or vehicle.	10	3	12 do...	135 00
Cassels and Tavistock.....	J. Loth, jun....	Optional.....	6	2	3 do (to June 30, '79)	31 25
do do.....	S. Robertson....	do.....	6	2	9 from do..	77 25
Castleford and Railway Station	J. Warnock.....	Horse or vehicle.	2	6	12 months...	200 00
Castleford Station and Loch						
Winnock.....	R. Storie.....	Optional.....	½	6	12 do...	57 50
Cayuga and Dean's Station.....	J. O. Hoshol....	do.....	1½	12 &		
do do.....				18	11 do (to Feb 29, '80)	88 52
do do.....	C. Rebbetay....	do.....	1½	18	1 from do..	14 98
Cayuga and Fisherville.....	B. Ullman.....	Vehicle.....	6	6	12 months...	149 00
Cayuga and Kohler.....	M. Nopper.....	do.....	6	3	12 do...	135 00
Cayuga and Seneca.....	E. Wigg.....	do.....	11	6	3 do...	102 50
Ceda, Dale and Railway Station	W. Coleman.....	Optional.....	11	12	12 do...	60 00
Cedar Hill and Pakenham.....	S. Connery.....	Horse or vehicle.	½	2	12 do...	76 00
Centralia and Crediton.....	J. Shortt.....	Optional.....	5½	6	12 do...	175 00
Centralia and Mooresville.....	W. McNamee....	do.....	3½	3	3 do (to Sept 30, '79)	28 12
do do.....	J. McNamee....	do.....	3½	3	6 from do..	56 24
Centralia and Railway Station	J. Shortt.....	do.....	½	12	12 months...	25 00
Centre Augusta and Prescott...	G. Murphy.....	Horse or vehicle.	12	2	12 do...	99 72
Centreton and Grafton.....	W. Oulehan....	do.....	13½	3	12 do...	195 00
Centreville and Croydon.....	R. Caswell.....	Optional.....	5	3	12 do...	84 00
Chalk River and Petawawa.....	J. Wilson.....	do.....	13	2	Season, 1879	60 00
Chandos and Clydesdale.....	H. Caldwell....	Horse or vehicle.	5	1	12 months...	30 00
Chantry and Harlem.....	S. Chant.....	Optional.....	1½	3	12 do...	30 00
Chard and Peudleton.....	W. J. Brown....	do.....	4	1	6 do...	12 50
Charing Cross and Comber	J. Gilbula.....	Vehicle.....	27½	3	12 do...	550 00
Charing Cross and Harwich						
Centre.....	J. Mills, jun....	do.....	5	2	12 do...	50 00
Charing Cross and Railway Station	J. McEachren..	Optional.....	1½	12		
do do.....				& 6	12 do...	111 60
Charleston and Farmersville.....	E. J. Mulvena..	Horse or vehicle.	5½	2	12 do...	72 00
Chatham and Darrell.....	E. Hall.....	Optional.....	7	2	12 do...	58 00
Chatham and Dover South.....	A. Robert.....	Horseback.....	6	2	12 do...	75 00
Chatham and Dresden.....	H. Wees.....	Optional.....	16	6	12 do...	262 50
Chatham and Morpeth.....	T. K. Morris....	do.....	20	6	3 do (to June 30, '79)	143 75
do do.....	A. Graves.....	do.....	20	6	9 from do..	290 25
Chatham and Railway Station	W. Chrysler....	do.....	6	6	3 months...	12 50
Chatham and Rondeau.....	T. K. Morris....	do.....	12	6	12 do...	243 00
Chatham and Wallaceburg.....	D. Heywood and Surety.....	Vehicle.....			12 do...	300 00
Chatsworth and Railway Station	W. Gaudis.....	Optional.....	½	12	12 do...	95 00
Chatsworth and Strathaven.....	J. Price.....	do.....	9	2	12 do...	92 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Chatsworth and Sullivan.....	M. Lawson.....	Optional.....	5½	6	6 months (to Sept. 30, '79)	95 00
do do.....	T. Mills.....	do.....	5½	6	6 from do ..	95 00
Cheapside and Jarvis Station....	J. Johnson.....	Vehicle.....	13 & 13½	6	12 months...	304 20
Chepstow and Dunkeld Station.....	J. Shurter.....	Optional.....	2½	6	12 do ..	140 00
Cherry Valley and Point Petre.....	J. Scott.....	Horse or vehicle.	7	1	12 do ..	25 00
Cherry Valley and Salmon Point.....	A. B. Ketchum.....	do ..	6	2	5 mos. 4 dys.	20 60
Cherrywood and Whitevale.....	C. Cranston.....	Optional.....	5	2	12 months...	93 00
Chesterville and Connaught.....	P. Jordan.....	Horse or vehicle.	5	2	12 do ..	70 00
Chesterville and Russell.....	H. Fitzpatrick....	do ..	16	3	12 do ..	220 00
Chevalier and Railway Station.....	H. R. Marion.....	Optional.....	1	6	12 do ..	30 00
Cheviot and Riversdale.....	J. McLean.....	Horse or vehicle.	6	6	12 do ..	65 00
Chippawa and Clifton.....	J. Jenson.....	Vehicle.....	6	6	12 do ..	250 00
Chiselhurst and Cromarty.....	W. Wren.....	Optional.....	5	2	12 do ..	50 00
Christie's Corners and Heckston.....	G. Selleck.....	do ..	2½	2	12 do ..	38 75
Christina and Mount Brydges....	D. J. Bodman and E. Tuck, Sureties.....	do ..	4½	2	12 do ..	52 00
Churchill and Lennox.....	R. Heppenstall....	Horse or vehicle.	3	2	12 do ..	52 00
Churchville and Malton.....	S. Scales.....	Vehicle.....	11	6	12 do ..	300 00
Claibrassil and Oneida.....	J. Cossar.....	Optional.....	5	2	12 do ..	75 00
Claremont and Stouffville.....	A. Yake.....	do ..	19	6	12 do ..	290 00
Clarence and Clarence Creek.....	T. Perrin.....	Vehicle.....	5	6	12 do ..	89 82
Clarence and Thurso Station.....	J. B. Burgon.....	Boat or vehicle.	3	12	12 do ..	110 00
Clarke and Kendall.....	J. Hallowell.....	Horse or vehicle.	6½	6	12 do ..	155 00
Clarke and Railway Station.....	C. Mitchell.....	Vehicle.....	4½	12	12 do ..	200 96
Clarksburg and Heathcote.....	W. Dales.....	Horse or vehicle.	5	6	12 do ..	180 00
Clarksburg and Railway Station.....	P. Rowe.....	do ..	1½	12	12 do ..	90 00
Clarkson and Port Credit.....	C. E. Peer.....	Optional.....	3	3	10 do ..	108 10
Clarkson and Railway Station.....	W. W. Clarkson.....	Not specified ..	½	6	2 do ..	4 16
Clayton and Tatlock.....	P. Guthrie.....	Horse or vehicle.	14	1	12 do ..	56 00
Clear Creek and Cultus.....	E. Tansley.....	Vehicle.....	5	2	10 do ..	41 67
Clifford and Lakelet.....	R. Young.....	Optional.....	6	3	12 do ..	89 00
Clifford and Mount Forest.....	G. Hunt.....	Horse or vehicle.	16½	2	12 do ..	135 00
Clifford and Railway Station.....	J. Feather.....	Optional.....	½	12	12 do ..	49 92
Clifton and Niagara.....	W. Clark.....	Vehicle.....	15	6	12 do ..	430 00
Clifton and E. & O. Railway Station.....	W. W. Woodruff.....	Optional.....	½	12	12 do ..	52 00
Clifton and G. W. Railway Station.....	do ..	do ..	½	6	12 do ..	84 00
Clinton and Porter' Hill.....	J. A. Yuill.....	do ..	7½	3	4 do ..	45 00
Clinton and B. & L. H. Railway Station.....	do ..	do ..	½	24	9 do (to Dec 31, '79)	115 92
do do ..	R. Wiseman.....	do ..	½	24	3 from do ..	37 44
Clinton and London, Huron and Bruce Railway Station.....	J. A. Yuill.....	do ..	5½	12	9 months (to Dec 31, '79)	89 68
do do ..	R. Wiseman.....	do ..	5½	12	3 from do ..	29 64
Clontarf and Foyment.....	J. R. McDonald.....	Horse or vehicle.	8	3	3 months (to June 30, '79)	39 00
do do ..	F. Potter.....	do ..	8	3	9 from do ..	75 00
Clover Hill and Cook-town.....	H. Coleman.....	Optional.....	2½	6	12 months...	1 50
Clover Hill and Egbert.....	P. Size.....	do ..	4	2	12 do ..	69 00
Cloyne and Denbigh.....	J. Lane.....	do ..	28	2	12 do ..	312 00
Cloyne and Erinville.....	J. O'Brien.....	Horse or vehicle.	40	2	12 do ..	30 00
Cloyne and Harlowe.....	T. Neale.....	Optional.....	6½	1	12 do ..	50 00
Cobden and Railway Station.....	J. Ross.....	Vehicle.....	½	12	12 do ..	43 00

REPORT No. 2. A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Cobden Station and Eganville.....	C. W. Boland.....	Horse or vehicle.	18	6	12 months...	254 00
Cobourg and Harwood.....	W. Wellwood.....	Optional.....	16	3	12 do ...	101 12
Cobourg and Roseneath.....	J. McMillan.....	Vehicle.....	20	3	12 do ...	170 00
Colborne and Dundonald.....	M. W. Baker.....	Horse or vehicle.	7	2	12 do ...	70 00
Colborne and Norwood.....	W. J. Coon.....	Vehicle.....	31	6	12 do ...	500 00
Coldwater and Lovering.....	W. D. Lovering.....	Optional.....	6	1	12 do ...	50 00
Coldwater and Railway Station.	S. D. Eplett.....	do.....		12	12 do ...	120 00
Colebrook and Moscow.....	T. Gilligan.....	Horse or vehicle.	6	3	12 do ...	113 25
Colebrook and Odessa.....	H. Dear.....	Optional.....	11	6	3 do (to June 30, '79)	78 25
do do.....	K. Asselstine.....	do.....	11	6	3 months (to Sept. 30, '79)	57 50
do do.....	A. A. Babcock.....	do.....	11	6	6 from do ..	115 00
Coleman and Norway.....	C. Coleman.....	do.....	1½	3	12 months...	40 00
Collingwood and Flesherston.....	R. Taylor.....	do.....	30	6	6 do ...	325 00
Collingwood and Gibraltar.....	J. Glenn.....	do.....	10	1	12 do ...	52 00
Collingwood and N. Railway Station.....	D. Darroch.....	Vehicle.....	½	24		
Collingwood and H. & N. W. Railway Station.....	do.....	do.....	½	12	6 do ...	205 30
Collingwood and Railway Station.....	do.....	do.....	½	12	6 do ...	40 00
Collin's Bay and Railway Station.....	H. J. Hamilton.....	do.....			Special trip..	2 00
do do.....	W. Chapman.....	Optional.....	½	12	1 month (to April 30, '79)	2 08
do do.....	J. J. Losie.....	do.....	½	12	11 from do ..	38 50
Colpoys Bay and Owen Sound.....	J. Shackleton.....	do.....	23½	6	12 months...	750 00
Colwell and Railway Station.....	D. Ferguson.....	do.....	100			
Comber and Railway Station.....	D. McAlister.....	Vehicle.....	¾	6	12 do ...	2 00
Comvermere and Eganville.....	M. Furlong.....	do.....	35	3	3 do (to June 30, '79)	78 50
do do.....	A. H. G. Wilson.....	do.....	35	3	9 from do ..	145 00
Combermere and Purdy.....	W. Lake.....	Horse or vehicle.	6	1	12 months...	255 00
Comet and Vereker.....	T. Graveline.....	Optional.....	4	2	12 do ...	38 75
Commanda Creek and Restoule.....	C. Stephenson.....	do.....	8	1	12 do ...	80 00
Conboyville and Seneca.....	S. Arrell.....	do.....	6	2	3 do ...	80 00
Conroy and St Paul's Station.....	J. Smith.....	do.....	2½	2	12 do ...	13 00
Cookstown and Railway Station.....	H. Coleman.....	do.....	½	12	12 do ...	52 00
Cooksville and Toronto.....	J. J. Graham.....	Vehicle.....	16	6	12 do ...	75 00
Cooper's Falls and Washago.....	T. Cooper.....	Optional.....	7	1	12 do ...	475 00
Copetown and Orkney.....	J. McCarthy.....	do.....	6	3	12 do ...	40 00
Copleston and Petrolia.....	C. Napper.....	do.....	4½	6	12 do ...	130 00
Cornwall and Monckland.....	M. Maloney.....	Horse or vehicle.	13	3	12 do ...	175 00
Cornwall and Railway Station.....	A. Lalonde.....	Optional.....	1	2	12 do ...	155 00
Cornwall Centre and Mille Roches.....	D. McKay.....	do.....	2½	3	12 do ...	26 00
Corseley, Fingal and Railway Station.....	J. Horton.....	do.....	3 & ½	6		
do do.....	do.....	do.....			& 12 do ...	300 00
Corwhin and Nassagaweya.....	P. Little.....	Horse or vehicle.	6	2	12 do ...	76 00
Cotswold and Elora.....	S. Wilson.....	Vehicle.....	23	6	12 do ...	550 00
Cottam and Olinda.....	G. Wilsher.....	Optional.....	5	3	12 do ...	80 00
Coulson and Marchmont.....	E. Morrison.....	Vehicle.....	12	3	12 do ...	149 00
Courtright and Railway Station.....	D. Bennett.....	Optional.....	½	12	12 do ...	37 50
Coverley and Latona.....	J. Brander.....	Vehicle.....	13	2	9 do (to Dec. 31, '79)	90 00
do do.....	C. Parker.....	do.....	13	2	3 from do ..	30 00
Cowal and Iona Station.....	A. McNab.....	do.....	6	2	12 months...	75 60

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
Craigleith and Railway Station.	A. Fleming.....	Vehicle.....	1½	6	12 months...	48 00
Craigsholm and Garafraxa.....	W. Conner.....	Optional.....	3	3	12 do ...	40 00
Craigvale Station and Stroud.....	W. Webb.....	do .....	1½	12	12 do ...	100 00
Cranbrook and Moncrieff.....	J. McTaggart .....	do .....	4	1	12 do ...	40 50
Cranston and Mount Healy.....	J. King.....	do .....	2	2	12 do ...	52 00
Cranworth and Portland.....	P. Jones.....	do .....	5½	1	12 do ...	25 00
Credit and Sheridan.....	F. Lawrence.....	Horse or vehicle.	4	6	12 do ...	135 00
Crediton and Shipka.....	F. Heitzman.....	Optional.....	6½	2	12 do ...	52 00
Creektown and Fergusonvale.....	P. J. Marley.....	do .....	2½	1	12 do ...	10 00
Creemore and Lavander.....	W. Woodburn .....	Horse or vehicle.	6½	3	12 do ...	97 48
Creemore and Railway Station.	A. Gillespie.....	Optional.....	3	1	6 do ...	50 00
Creeighton and Hobart.....	D. Brotherston...	do .....	3½	2	12 do ...	30 00
Cressy and Pictou.....	F. Harrison.....	do .....	19	3	12 do ...	197 00
Crofton and West Lorne.....	J. Martin.....	do .....	3½	2	12 do ...	74 00
Crofton and Mountain View.....	J. C. Munro.....	Horse or vehicle.	5	3	2 do ...	70 00
Crossland and Phelpsston.....	H. Crossland.....	do .....	5	1	12 do ...	30 00
Chrysler and Morewood.....	P. Shaver.....	do .....	10	3	12 do ...	130 00
Chrysler and Wales.....	A. B. McLean.....	Vehicle.....	23	6	2 do ...	400 00
Cumberland and Russell.....	R. Young.....	Horse or vehicle.	21	3	12 do ...	235 00
Cumberland Road and Navan.....	T. E. Visser.....	Optional.....	4	2	12 do ...	40 00
Cumming's Bridge and Ottawa.	R. Cummings.....	do .....	1½	3	12 do ...	45 00
Currie's Crossing and Railway Station	W. D. Smith.....	do .....	½	6	12 do ...	25 00
Curry Hill and River Beaudette.	A. McLeod.....	do .....	4½	3	12 do ...	150 00
Cushing and Little Rideau.....	J. Little.....	do .....	4½	6	12 do ...	170 00
Dacre and Griffiths.....	J. Wark.....	do .....	19	2	12 do ...	174 00
Dacre and Entwistle.....	A. Jamieson.....	Horse or vehicle.	22	3	12 do ...	236 88
Dale and Ross Mount.....	J. Lill.....	do .....	4	2	2 do ...	45 00
Dalhousie Mills and Glen Robertson	W. T. Robinson.	Optional.....	3½	3	12 do ...	60 00
Dalkith and Kirk Hill.....	W. Robertson .....	do .....	5	6	12 do ...	200 00
Dalston and Onllia.....	J. Millard.....	do .....	40	6	12 do ...	460 00
Daveport and Fairbank.....	R. Wilson.....	Horse or vehicle.	2½	6	9 do (to Dec. 31, '79)	51 75
do do	G. Deacff.....	do .....	2½	6	3 from do ..	14 50
Dawn Mills and Dresden.....	H. Wees.....	Optional.....	5	6	9 months...	58 50
Dayton and Railway Station.....	M. S. Burkholder	do .....	½	6	12 do ...	50 00
Deaus and Railway Station.....	M. Shipway.....	Foot or vehicle...	18	9	½	110 24
Deerhurst and Gilford.....	J. Bolton.....	do .....	4½	3	3 do ...	22 25
Delaware and London.....	W. Battel.....	Vehicle.....	12	3	6 12 do ...	287 50
Demorestville and Peterson's Ferry	E. R. Nixon.....	Horse or vehicle.	9	6	12 do ...	248 00
Denfield and Moncrieff.....	J. Hodgins.....	Optional.....	17	3	12 do ...	138 00
Denfield and Railway Station.....	R. W. Rolston.....	do .....	16	12	12 do ...	40 00
Derryane and Kenilworth.....	A. Allen.....	do .....	6½	2	12 do ...	50 00
Desert Lake and Loughboro'.....	W. Hobbs.....	do .....	11	1	9 do (to Dec. 31, '79)	63 75
do do	J. Rolow.....	do .....	11	1	3 from do ..	18 50
Deux Rivières, Mattawa and Rapides des Jochims.....	J. McCool & Co..	do .....	26½ & 56½	3 & 2	6 months (to Sept. 30, '79)	238 50
do do	E. J. Smith.....	do .....	26½ & 56½	3 & 2	6 from do ..	299 50
Dexter and Sparta.....	N. Parker.....	Vehicle.....	4½	3	12 months...	70 00
Diamond and Klumburn.....	B. Walker.....	do .....	4	3	12 do ...	50 00

REPORT NO. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dingwall and Lisburn.....	P. D. McInnes .....	Optional.....	10	2	12 months...	50 00
Dingwall and Purple Grove.....	J. N. Logan .....	Horse or vehicle.	5	1	12 do	28 00
Dingwall and Railway Station .....	P. D. McInnes .....	Optional.....	4	12	12 do	57 00
Dixon's Corners and Dundela.....	J. E. Tuttle.....	do .....	4	2	12 do	50 00
Dobbin and Invermay.....	R. Dobbin .....	Horse or vehicle.	6	1	2 do	52 00
Doe Lake and Spence.....	W. Barr.....	Optional.....	14	1	12 do	94 88
Don and Toronto.....	A. Hogg.....	Horse or vehicle.	8	6	12 do	250 00
Donegal and Hammond.....	J. Hammond .....	Optional.....	3	2	12 do	50 00
Donegal and Newry.....	G. McGill.....	do .....	3	3	12 do	80 00
Dorchester Station and Gladstone .....	U. McMurray.....	do .....	6	2	12 do	60 00
Dorking and Hawkville .....	J. Baker.....	Horse or vehicle.	10	3	6 do (to Sept. 30, '79)	100 00
do do .....	J. Linahan .....	do .....	10	3	6 from do	87 50
Downeyville and Omemeo.....	B. Downey.....	do .....	5	3	12 months...	80 00
Downsview and Railway Station .....	R. Clarke .....	Optional.....	5	6	12 do	60 00
Drayton and Glenallan .....	R. Bailey .....	Vehicle.....	10	6	12 do	350 00
Drayton and Railway Station.....	Markle & Shaw.....	Optional.....	10	12	12 do	49 00
Dresden and Thamesville.....	T. W. Wilson.....	Vehicle.....	12	6	3 do	55 12
Dromore and Mount Forest.....	J. Bunston.....	Horse or vehicle.	15	3	12 do	260 00
Drum and Lotus .....	H. Byers.....	do .....	4	2	12 do	46 50
Drumbo, Wolverton, &c.....	T. Dawson.....	Optional.....	2 & 1/2	12	12 do	195 00
Drunquin and Milton.....	B. Hemstreet.....	Vehicle.....	18	6	12 do	357 00
Drysdale and Kippen.....	W. R. Hodgins.....	Optional.....	10	3	12 do	135 00
Duart and Palmyra.....	W. M. Curtis.....	Vehicle.....	7	6	3 do	75 00
Duart and Railway Station.....	A. Simkins.....	Optional.....	1	12	3 do	15 60
Dublin and Farquhar.....	T. DeCantillon ..	do .....	11	6	3 do (to June 30, '79)	96 00
do do .....	S. Campbell.....	do .....	11	6	9 from do	238 50
Dublin and Railway Station.....	G. J. Kidd.....	do .....	1	18	12 months...	188 40
Dublin Station and Harwich.....	T. P. Secor.....	do .....	4	6	12 do	170 00
Dunblane and Paisley.....	W. Meadows.....	Horse or vehicle.	6	3	12 do	117 00
Dunbar and Grantley.....	J. C. Munro.....	Optional.....	5	3	12 do	66 00
Dunbarton and Frenchman's Bay Station .....	W. Pizer.....	do .....	3	12	12 do	124 80
Dunbarton and Liverpool Market .....	do .....	do .....	1	6	12 do	76 00
Duncan and Heathcote.....	J. Emirey.....	Vehicle.....	5	1	12 do	48 00
Dunchurch and Glenila.....	W. McAmmond.....	Optional.....	7	1	1 do	3 33
Dunchurch and McKellar.....	A. Milleu.....	Vehicle.....	12	2 & 3	12 do	160 00
Dundalk Station and Hopeville .....	T. Johnson.....	do .....	12 & 1/2	12	12 do	127 50
Dundalk Station and Railway Station .....	J. J. Middleton.....	Optional.....	9	2 & 3	12 do	80 00
Dundalk Station and Ventry .....	C. Johnson.....	do .....	6	1	3 do	10 00
Dundas and Sheffield .....	J. Moore.....	Vehicle.....	14	6	12 do	340 00
Dunkeld and Railway Station .....	J. W. Young.....	Optional.....	5	6	9 do (to Dec. 31, '79)	60 00
do do .....	J. Fletcher.....	do .....	5	6	3 from do	20 00
Dunnville and Port Maitland.....	T. Siddall.....	Vehicle.....	7	6	12 months...	184 00
Dunnville and Railway Station .....	G. Sparling.....	do .....	2	12	12 do	109 90
Dunnville and Selkirk .....	S. Hoover.....	do .....	18	6	12 do	475 00
Dunnville and Welland Port.....	B. Sutherland.....	do .....	24	6	6 do (to Sept. 30, '79)	176 50
do do .....	S. Crownwhite ..	do .....	24	6	6 from do	149 50



REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Dunrobin, March and S'th March	H. Gainsforth.....	Vehicle .....	18	3	9 mo's. (to Dec. 31, 1879)	112 50
do do	W. Boucher.....	do .....	18	3	3 from do	25 00
Dunsford and Lindsay.....	E. Thurston .....	Optional .....	11	3	12 months...	97 00
Duntroon and Flesherton.....	R. Taylor.....	do .....	23	6	6 do ...	243 50
Duntroon and Railway Station.	J. Russell.....	do .....	12	6	do ...	30 00
Dunvegan and McPhee's Corners.....	J. McSweyn .....	Horse or vehicle.	13	6	12 do ...	300 00
Durham and Flesherton ..	H. J. Middaugh..	do .....	15	6	12 do ...	275 00
Durham and Latona ..	do .....	do .....	8	3	12 do ...	140 00
Durham and Mount Forest.....	J. Coyne .....	Vehicle.....	16	6	12 do ...	400 00
Durham and Walkerton.....	H. J. Middaugh..	do .....	17	6	12 do ...	295 00
Eagle and West Lorne ..	F. J. Lindenman	Optional.....	4 1/2	12	12 do ...	244 00
Eagle Lake and Haliburton.....	C. Wensley.....	Horse or vehicle.	7	1	12 do ...	35 00
Eastman's Springs and Ottawa.	D. H. Eastman...	do .....	13	1	12 do ...	91 66
Echo River and Garden River..	A. Findlay .....	Optional.....	7	1	6 months (to Sept. 30, '79)	20 00
do do	W. Findlay .....	do .....	7	1	6 from do	23 17
Eden Grove and Railway Station	T. Pinkerton ..	do .....	1	12	12 months...	20 00
Edgely and Thornhill Railway Station	D. Snider.....	do .....	2	2	12 do ...	41 60
Edgington and Sequin Falls...	J. Egington .....	do .....	9	1	3 do ...	12 50
Edmonton and Mayfield ..	W. Goulding....	do .....	3	3	12 do ...	60 00
Edwardsburg and Railway Station	J. Sullivan.....	Vehicle.....	1	6	10 do ...	25 00
Edwardsburg and Shanley.....	G. Hutchcroft..	Optional.....	9	2 & 3	12 do ...	80 00
Edwardsville and Molesworth..	S. Lougheed.....	do .....	4	2	9 do ...	37 43
Eganville and Pembroke.....	J. Foy .....	Horse or vehicle.	26	2	12 do ...	170 00
Eganville and Trsmore.....	C. W. Boland....	do .....	26	1 & 2	12 do ...	200 00
Egerton and Mount Forest.....	J. Hunter.....	do .....	16	2	12 do ...	208 00
Eglington, Toronto and Yorkville.....	J. Peacock.....	Vehicle.....	4 1/2	6	& 12 do ...	325 00
Elcho and Welland Port .....	J. Randall .....	Optional.....	4	2	12 do ...	45 00
Elder and Rosemont.....	W. Elder.....	do .....	7 1/2	2	12 do ...	80 00
Elder's Mills and Railway Station	W. Irvine.....	do .....	1	6	6 do (to Sept. 30, '79)	25 00
do do	J. Wright .....	do .....	1	6	6 from do	25 00
Eldon Station and Railway Station	M. Cameron.....	do .....	1	6	12 months...	25 00
Elia and Railway Station .....	J. Snider.....	do .....	1	6	12 do ...	25 00
Elizabethville and Port Hope..	J. Mouncey.....	Horse or vehicle.	3 1/2	6	3 do (to June 30, '79)	124 75
do do	S. Buckett.....	do .....	3 1/2	6	9 from do	374 25
Ellaton and Railway Station.....	E. Robins.....	do .....	1	6	12 months...	20 00
Ellisville and Seeley's Bay.....	G. Ellis .....	Optional.....	5	2	12 do ...	50 00
Elmbank and Malton.....	J. Sanders.....	Vehicle.....	4 1/2	6	12 do ...	117 48
Elmira and Fioradale .....	J. Devitt.....	Horse or vehicle.	4	2	12 do ...	55 00
Elmvale and Penetanguishene Road	J. Harvey.....	do .....	5	2	6 do ...	43 00
Elmvale Station and Waverley.	J. Cocksedge....	Vehicle.....	7	6	7 mo. 21 dys.	159 64
Elora and Inverhaugh.....	R. Ariss.....	Optional.....	4	1 & 2	12 months...	49 82
Elora and Pentland.....	R. Ford .....	Horse or vehicle.	5	2	12 do ...	40 00
Elora and Railway Station.....	T. Biggar.....	Vehicle.....	1	36	12 do ...	150 00
Elora and Salem.....	J. R. Wisler....	Optional.....	1	6	12 do ...	30 00
Elphin and McDonald's Corners	R. B. Wilson.....	Horse or vehicle.	6	1	12 do ...	84 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		No. of Trips per week.	Period.	Amount.
							\$ cts.
Ely and Katrine .....	V. C. Harvey.....	Vehicle.....	10	1	1	month...	5 00
Embrson and Port Sydney ...	H. Jarvis.....	Optional.....	12½	1	12	do ...	75 00
Embros, Harrington, &c.....	G. Mitchelson ...	Vehicle.....	20 &				
			30	3 & 6	12	do ...	530 00
Embrun and Grant.....	J. Edmonstone... do .....	do .....	8	2	12	do ...	65 00
Embrun and Russell.....	H. Irwin.....	do .....	5	6	12	do ...	100 00
Emsdale and Kearny.....	A. J. O'Neil.....	Optional.....	7	1	12	do ...	50 00
Emsdale and Star Lake .....	D. J. McDonald..	Vehicle.....	3	1	12	do ...	15 00
Enfield and Oshawa.....	W. Martyn.....	do .....	14	3.	3	do (to June 30, '79)	45 49
do do .....	L. J. Reattovie..	do .....	14	3	9	from do	104 25
Ennismore and Frankhill .....	G. Franks.....	Horse or vehicle.	6	1	12	months...	37 50
Enterprise and Verona.....	T. Parks.....	Vehicle.....	10	6	12	do ...	195 00
Erbaville and Waterloo.....	W. H. Erb.....	Horse or vehicle	5	1	3	do (to June 30, '79)	11 25
do do .....	J. Simmermacher	do .....	5	1	9	from do	30 00
Erie and Jarvis.....	R. McBurney.....	Optional.....	5	2	12	months...	72 00
Erin and Georgetown.....	J. Crozier.....	do .....	13	6	9	mos. (to Dec. 31, '79)	215 25
do do .....	R. Kennett.....	do .....	13	6	3	from do ..	150 00
Erin and Guelph .....	G. J. Mackelean.	Vehicle.....	20	6	9	mos. (to Dec. 31, '79)	412 50
do do .....	A. Sanders.....	do .....	20	6	3	from do ..	117 50
Erinsville and Napanee .....	J. Grange.....	Horse or vehicle.	18	6	12	months...	362 50
Essex Centre and Gesto .....	G. N. Turton.....	Optional.....	6½	3 & 6	12	do ...	137 50
Essex Centre and Railway Station .....	T. Rush .....	do .....	¼	12 &			
					18	12 do ...	89 66
Ethel and Railway Station.....	T. Clark.....	do .....	⅜	6	3	do (to June 30, '79)	15 60
do do .....	W. Spence.....	do .....	⅜	6	9	from do ..	58 68
Eugenia and Flesherton.....	G. Park.....	Horse or vehicle.	5	1	12	months...	37 50
Evelyn and London.....	H. Brown.....	Optional.....	12	2	12	do ...	139 00
Everett and Railway Station.....	W. M. Lockhart..	do .....	1½	12	12	do ...	30 00
Exeter and Hay.....	W. J. Whyte.....	do .....	1	6	12	do ...	68 83
Exeter and Railway Station.....	do .....	do .....	1	12	12	do ...	54 94
Exeter and St. Marys.....	C. Willis.....	do .....	24	3	12	do ...	340 00
Exeter and Sarepta.....	W. Reynolds.....	Vehicle.....	7	2	12	do ...	52 00
Fairfield East and Railway Station .....	A. C. Johns.....	do .....	1½	3	12	do ...	25 00
Fair Valley and Warminster.....	J. Robinson.....	Optional.....	4	3	3	do ...	7 50
Falkeburg and Ullswater.....	F. Richardson... do .....	do .....	12½	3	6	do ...	102 00
Falkland and Paris Station.....	J. Robinson.....	Vehicle.....	9	6	12	do ...	198 00
Faraday and Umfraville .....	G. Orr.....	Horse or vehicle.	10	1	5	do ...	20 83
Farmersville and Plum Hollow.....	V. W. O. Sherman	do .....	6	2	3	do (to June 30, '79)	17 00
do do .....	G. P. Wright....	do .....	6	2	9	from do ..	48 00
Farquhar and Lumley.....	W. Dinnin.....	Vehicle.....	4½	2	9	months...	33 75
Farran's Point and Oznabrock Centre.....	W. Gallinger....	Horse or vehicle.	6	6	12	do ...	170 00
Farran's Point and Railway Station .....	do .....	Optional.....	½	12	12	do ...	160 00
Fawkham and Railway Station.....	D. R. McDonald..	do .....	2	2	12	do ...	39 00
Fenelou Falls and Railway Station .....	G. H. Gatchell..	do .....	¼	12	12	do ...	95 00
Fennells and Gilford.....	J. Solton.....	do .....	2½	3	3	do ...	15 60
Fergus and Garafraxa .....	J. Robinson.....	Horse or vehicle.	8	6	12	do ...	168 00

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						\$ cts.
Fergus and Metz.....	R. Agnew.....	Horse or vehicle..	8	1	12 months...	52 00
Fergus and Mimosa.....	D. Campbell.....	do .....	18	2	12 do ...	168 00
Fergus and Railway Station.....	J. C. Morrow.....	Vehicle .....	36	12	do ...	150 00
Ferguson's Falls and Perth.....	J. Emison.....	Optional.....	17	3	12 do ...	198 00
Fermoy and Westport.....	E. Watt.....	Horse or vehicle..	8	2	12 do ...	70 00
Fesserton and Railway Station.....	G. Hopkins.....	Optional.....	3	6	6 do (to Sept. 30, '79)	10 00
do do .....	K. Jancowski.....	do .....	3	6	6 from do ...	15 00
Feversham and Maxwell.....	J. H. Perigoe.....	Horse or vehicle..	4	6	12 months...	80 00
Fingal and Port Talbot.....	J. Brown.....	do .....	7	3	12 do ...	89 76
Fingal and St. Thomas.....	T. Warren.....	Optional.....	7	6	12 do ...	219 00
Fish Creek and Granton.....	T. Stanley.....	Horse or vehicle..	5	2	12 do ...	75 00
Fitzroy Harbor and Kilmaurs.....	J. Drummond.....	Optional.....	5	2	12 do ...	52 00
Fleetwood and Franklin.....	J. Morrow.....	do .....	13	4	10 do ...	55 00
Flesherton and Meaford.....	J. Benson.....	Horse or vehicle..	31	2	12 do ...	315 00
Flesherton and Railway Station.....	W. Strain.....	Optional.....	13	12	12 do ...	157 00
Flesherton and Vandeleur.....	J. Rowe.....	Horse or vehicle..	6	2	12 do ...	65 00
Flesherton Station and Railway Station.....	W. Strain.....	Optional.....	1	12	3 do ...	7 80
Fletcher and Railway Station.....	P. T. Barry.....	do .....	1	6	12 do ...	22 61
Florence and Rutherford.....	J. Johnson.....	do .....	6	2	3 do ...	71 03
Florence and Shetland.....	D. M. Kirby.....	Horse or vehicle..	4	3	12 do ...	84 00
Fonthill and North Pelham.....	J. A. McQueen.....	Optional.....	8	3	6 do ...	68 00
Fordwich and Newbridge.....	J. Douglas.....	do .....	4	6	12 do ...	120 00
Fordwich and Railway Station.....	A. Mitchell.....	do .....	1	12	9 months (to Dec 31, '79).	60 00
do do .....	J. Ketchum.....	do .....	1	12	3 from do ..	18 75
Forest and Ravenswood.....	A. Nimmo.....	do .....	9	3	12 months...	180 00
Forester's Falls and Railway Crossing.....	J. Wark.....	Vehicle.....	17	6	12 do ...	350 00
Forest Mills and Roblin.....	J. McKittrick.....	Horse or vehicle..	5 & 7	2	12 do ...	72 23
Forfar and Harlem.....	W. Adrian.....	Optional.....	8	6	12 do ...	148 00
Formosa and Walkerton.....	M. Frank.....	Horse or vehicle..	8	6	12 do ...	215 00
Fort Erie and Garrison Road.....	J. N. Janson.....	Optional.....	4	2	12 do ...	65 00
Fort Erie and Railway Stations.....	G. Lewis.....	On foot.....	2	18 & 24	12 do ...	300 00
Fort William and Silver Islet.....	J. Livingston.....	.....	.....	.....	Special trips	30 00
Fort William and Thunder Bay.....	D. Grenier.....	Optional.....	7	2	Season, 1879	95 00
Fowler's Corners and Peterboro'	D. Fowler.....	Horse or vehicle..	7	2	12 months...	95 00
Frankford and Stockdale.....	H. S. Bowerman.....	Vehicle .....	2	3	12 do ...	36 00
Frankford and Trenton.....	J. A. Tompkins.....	do .....	8	6	12 do ...	180 00
Franklin and Mount Horeb.....	W. Reynolds.....	do .....	6	2	12 do ...	74 00
Franklin and Railway Station.....	W. Maguire.....	Optional.....	100	ft.	12 12 do ...	60 00
Franktown and Railway Station.....	W. Lightbody.....	Vehicle.....	1	12	12 do ...	93 50
Frankville and Irish Creek Railway Station.....	J. Logan.....	do .....	11	6	3 months (to June 30, '79)	47 99
do do .....	J. Cochran.....	do .....	11	6	9 from do ..	146 75
Freelton and Mountsberg.....	J. McCormick.....	Horse or vehicle..	3	3	12 months...	100 00
Freeman and Railway Station.....	A. Duffes.....	Optional.....	1	24	12 do ...	20 00
Frome and Talbotville Royal.....	J. Wait.....	Horse or vehicle..	3	3	12 do ...	64 48
Fullarton, Mitchell and Kussel-dale.....	W. Rogers.....	do .....	6 & 2	6 & 3	12 do ...	140 00
Fuller and Thomasburg.....	M. Mitts.....	Optional.....	4	2	12 do ...	40 00

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						\$ cts.
Gad's Hill and Nithburg.....	R. Armstrong....	Optional.....	7	2	6 mos. (to Sept. 30, '79)	35 00
do do.....	G. Zick.....	do.....	7	2	6 from do ..	30 00
Galt and Puslinch.....	F. Matheis.....	Vehicle.....	14	3	12 months...	196 25
Gamebridge and Railway Station.....	W. M. Stewart....	Optional.....	12	6	12 do ...	80 00
Gananoque and Howe Island.....	J. Graham.....	do.....	12	2	3 do (to June 30, '79)	22 50
do do.....	W. J. Souhrue..	do.....	12	2	9 from do ..	78 00
Gananoque and Pitt's Ferry.....	L. Root.....	do.....	14	2	12 months...	96 00
Gananoque Station and Marble Rock.....	G. Emery.....	do.....	4½	2	12 do ...	55 00
Gananoque Station and South Lake.....	W. Scott.....	Horse or vehicle.	4	2	12 do ...	55 00
Garafraxa and Hereward.....	J. S. Cowan.....	do.....	5	2	12 do ...	45 00
Garden Island and Kingston.....	J. Donnelly.....	Boat or sleigh...	2	6	12 do ...	100 00
Garnet and Railway Station.....	J. Leathong.....	Optional.....	½	12	12 do ...	90 00
Gabert and Victoria Railway Station.....	W. F. Ritchie....	On foot.....	½	12	5 do ...	16 66
Georgetown and Railway Station.....	T. Clark.....	Optional.....	½	12	6 do (to Sept. 30, '79)	37 50
do do.....	R. Bennett.....	do.....	½	12	6 from do ..	37 50
Georgetown and Salmonville.....	W. Wright.....	Vehicle.....	6	6	12 months...	172 00
Georgina and Railway Station.....	W. D. Townley..	Optional.....	½	12	12 do ...	40 00
Georgina and Roach's Point.....	E. Morton.....	Vehicle.....	12	6	12 do ...	250 00
Georgina and Vachell.....	J. Sheppard.....	Horse or vehicle.	20			
			14			
German Mills and Strasburg.....	W. Arnot.....	Optional.....	2	6	12 do ...	98 33
Gibson and Wyebridge.....	H. Tripp.....	do.....	10	1	6 do ...	37 00
Gibson and Wyevale Station.....	W. Gibson.....	do.....	5	2	7 mos 21 d's	33 20
Gilbert's Mills and Picton.....	M. Hunt.....	Horse or vehicle.	10	3	12 months...	110 00
Gilford and Railway Station.....	F. Maconchy.....	Optional.....	½	24	12 do ...	60 00
Glamis and Pinkerton Station	W. J. McKeeman	Horse or vehicle	9	6	12 do ...	261 00
Glamis and Tiverton.....	J. Urquhart.....	do.....	9	3	3 do (to June 30, '79)	37 43
do do.....	H. Cameron.....	do.....	9	3	9 from do ..	112 50
Glamorgan and Millbrook.....	K. Kennedy.....	Optional.....	6	2	12 months...	90 00
Glanford and Seneca.....	C. D. Potts & W. T. Terryberry, Sureties	Vehicle.....	6	3	3 do ...	25 00
Glanmire and Millbridge.....	S. Armstrong....	Horse or vehicle	7	1	12 do ...	32 00
Glanworth and Kellerby.....	T. L. Fowler.....	Optional.....	4½	2	3 do (to June 30, '79)	25 00
do do.....	J. Turnbull.....	do.....	4½	2	9 from do ..	71 00
Glanworth and Railway Station	do.....	On foot.....	½	12 & as req.	12 months...	70 92
Glascott and Latona.....	D. Quirk.....	Horse or vehicle.	7	2	9 do (to Dec. 31, '79)	36 00
do do.....	T. Moran.....	do.....	7	2	3 from do ..	12 00
Glastonbury and Latona.....	J. A. Carscallen.	Optional.....	4½	2	6 mos. (to Sept. 30, '79)	26 00
do do.....	E. F. Dunham....	do.....	4½	2	6 from do ..	19 50
Glen Annan and Railway Station	A. Anderson.....	do.....	½	12	12 months...	5 00
Glenarm and Woodville.....	J. O. Gilchrist..	do.....	24	2	12 do ...	125 00
Glencairn and Railway Station.	W. Grieve.....	do.....	½	12	12 do ...	60 00
Glencoe and Kilmartin.....	D. B. McIntyre..	do.....	½	3	8 do ...	47 50

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Glencoe and Strathburne .....	J. Smith.....	Optional.....	2	6	6 mos. (to Sept. 30, '79)	45 00
do do .....	H. Nash.....	do .....	2	6	6 from do	39 06
Glen Huron and Gravel Road....	S. T. Young .....	do .....	3	3	12 months...	76 00
Glen Major and Myrtle.....	J. Hamilton.....	do .....	1	6	12 do ...	70 00
Glenmeyer and Tilsonburg.....	J. Hall.....	Vehicle.....	6½	6	12 do ...	145 00
Glen Norman and Military Road	J. W. Doyle.....	do .....	10	3	12 do ...	150 00
Glen Oak and Longwood Station	J. McLeod.....	Optional.....	3	3	12 do ...	60 00
Glen Smail and Spencerville....	L. J. Hixon.....	do .....	5	3	9 do ...	48 03
Glen Tay and Perth .....	E. Ellis, jr.....	do .....	3	2	12 do ...	30 00
do do .....	R. Sutherland ...	Horse or vehicle.	4	6	9 do (to Dec. 31, '79)	101 25
Glenvale and Sharpton .....	A. Kimberley.....	do .....	4	6	3 from do	25 00
Glen Walker and Kilmartin.....	J. Carruthers, jr.	do .....	3	2	12 months...	50 00
Glen Walker and Railway Station	J. Hills.....	Optional.....	2½	3	4 do ...	13 33
do do .....	W. Macpherson..	do .....	½	6	6 do (to Sept. 30, '79)	8 10
do do .....	J. Greaves.....	do .....	½	12	6 from do	10 00
Gloucester Station and South Gloucester.....	J. Stackpole .....	do .....	3½	3	12 months...	60 00
Goderich and Kincardine .....	J. Gentles.....	Horse or vehicle.	38	6	12 do ...	1,180 00
Goderich and Lucknow .....	A. M. Polly.....	Vehicle.....	23	6	12 do ...	350 00
Goderich and Railway Station..	do .....	do .....	1	24	12 do ...	291 83
Goldsmith and Leamington .....	D. Reid, jr.....	Optional.....	10	3	12 do ...	109 48
Goldstone and Railway Station	J. Gibbons.....	do .....	1½	6	12 do ...	100 48
Gooderham and Kinmount.....	T. Grogan.....	do .....	20	1	12 do ...	130 00
Gooderham and Wilberforce....	W. Riley.....	Horse or vehicle.	17	1	4 do ...	40 00
Goodwood and Railway Station	M. Chapman.....	Optional.....	½	12	12 do ...	60 00
Gordon and Railway Station....	J. S. Smith.....	do .....	½	12	12 do ...	20 00
Gore Bay and Little Current...	H. May .....	do .....	35	3 pr	mo. Part of Sea- & 1 sons' 78-'79, and '79-'80.	150 00
Gormley and Unionville.....	J. Webber.....	Horse or vehicle.	23½	6	12 months...	369 00
Gorrie and Railway Station .....	H. Besanson.....	Optional.....	1½	12	12 do ...	150 00
Gorrie and Seaforth.....	J. Campbell.....	do .....	30½	6	6 do (to Sept. 30, '79)	332 50
do do .....	S. Welch.....	do .....	30½	6	6 from do	250 00
Gosport and Napanee .....	N. Outwater.....	Horse or vehicle.	15	1	12 months...	64 00
Gowanstown and Railway Station	R. Smith.....	Vehicle.....	½	6	9 do (to Dec. 31, '79)	55 50
do do .....	H. Markle.....	do .....	½	6	3 from do	16 50
Gowanstown and Shipley .....	E. Bristow.....	Optional.....	3	3	12 months...	80 00
Gowanstown and Wallace .....	T. Salter .....	do .....	3½	3	3 do (to June 30, '79)	15 00
do do .....	H. Markle .....	do .....	3½	3	9 from do ..	44 25
Graham's Bridge Railway Station and Snake River .....	G. Douglas.....	do .....	3	1	3 months...	7 50
Grass Hill and Railway Station.	W. Cameron.....	do .....	½	3	6 do ...	20 00
Grassmere and Huntsville.....	W. H. Green.....	do .....	6½	1	9 do (to Dec. 31, '79)	33 75
do do .....	W. R. Hilditch..	do .....	6	1	3 from do ..	10 75
Gravel Hill and Monckland ...	J. Crawford.....	Horse or vehicle	5	2	12 months...	50 00
Gravenhurst and Railway Station	D. Brown.....	Optional.....	¾	12	12 do ...	125 60
Gravenhurst and Uffington.....	J. H. Hale .....	do .....	11	3	12 do ...	140 00

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						\$ cts.
Gravenhurst and Walker's Point	W. Walker.....	Vehicle.....	14	1	Part of Seasons '78-79 and '79-80.	
Gravenhurst and West Gravenhurst	D. McPherson....	Optional.....	2½	6	7 months...	63 00
Greenbank and Wick Station	R. McRae.....	Vehicle.....	6	6	12 do ...	46 66
Green Bay and Little Current	J. Skippen.....	Optional.....	12	1 in S.S. & 3 pr. mo. in W.		180 00
Green River and Whitby Road	J. Windsor.....	do.....	1½	6	12 do ...	67 08
Green Valley Corners and Munroe's Mills	M. Munroe.....	Horse or vehicle.	6½	3	12 do ...	70 00
Grenfel and Railway Station	E. Tracey.....	Optional.....	2½	2	12 do ...	117 00
Gresham and Paisley	W. Meadows.....	Horse or vehicle.	9	2	12 do ...	45 00
Griffith and Matawatchan	J. McGregor.....	Optional.....	10	1	12 do ...	125 00
Grimby and Smithville	J. W. McGlashan	Vehicle.....	8	12	12 do ...	40 00
Grimby Camp and Railway Station	V. Phelps.....	do.....	1		Special trips	20 50
Guelpf and Hamilton	G. D. Porter.....	do.....	32½	6	12 months...	1,100 00
Guelpf and Ponsomy	J. L. Halley.....	do.....	12	3	12 do ...	193 00
Guelpf (W., G. & B.) Station and G. T. R. Crossing	J. Bookless.....	Optional.....	½	6	3 do ...	15 60
Guilds and Rondeau	J. G. Mountford, Surety.....	do.....	8	3	12 do ...	180 00
Guthrie and Steele	T. Guthrie.....	Horse or vehicle.	3	2	12 do ...	52 00
Hagersville and Railway Station	C. E. O. Hager...	Optional.....	½	As reqd.	12 do ...	343 56
Hagersville Station and Selkirk	D. Byers.....	do.....	14	6	12 do ...	197 00
Haley's Station and Harcourt	W. N. Hutton...	do.....	2	3	12 do ...	49 80
Haliburton and Victoria Railway Station	J. F. Young.....	do.....	½	12	12 do ...	50 00
Hamilton and Lowville	C. Raspberry.....	Vehicle.....	18½	6	12 do ...	490 00
Hamilton and Railway Stations	C. Armstrong...	do.....	½ & 1	12 & 24	12 do ...	753 60
Hamilton and Stoney Creek	G. Slingerland...	do.....	7	6	12 do ...	292 00
Hamlet and Perth	M. Stanley.....	Horse or vehicle.	9½	1	3 do ...	10 50
Hampton and Solina	J. C. Groat.....	do.....	2½	3	12 do ...	50 00
Hanover and Malcolme	C. Scarborough...	do.....	12½	3	12 do ...	211 16
Markaway and Markdale	H. Torkington...	Optional.....	7	1	3 do (to June 30, '79)	9 50
do do	W. Logan.....	do.....	7	1	9 from do ..	22 50
Harlock and Seaforth	T. Neilans.....	Vehicle.....	16½	3	12 months...	350 00
Harney's Crossing and Waller	P. Harney.....	Optional.....	1½	1	12 do ...	10 00
Harold and Wellman's Corners	P. Hubble.....	do.....	4	2	12 do ...	50 00
Harrisburg and Troy	A. Cumming.....	do.....	4½	6	3 do (to June 30, '79)	41 62
do do	A. Smith.....	do.....	4½	6	9 from do ..	112 50
Harrisburg and Weir	J. O. Misener...	do.....	2½	3	3 months (to June 30, '79)	8 75
do do	E. Williamson...	do.....	2½	3	9 from do ..	30 00
Harriston and Railway Stations	A. G. Markle....	do.....	½ & 1	12 & 24	12 months...	188 40
Hartford and Waterford, &c	A. B. Dean.....	Horse or vehicle.	17	3 & 6	12 do ...	255 00
Hartman, Vivian and Vivian Railway Station	N. L. McCormick	Optional.....	3 & ½	3 & 6	12 do ...	100 00

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			Miles.	No. of Trips per week.		
						\$ cts.
Havelock and Tilton.....	G. W. Gibson.....	Optional.....	3½	3	8 months...	33 33
Hawkstone and Railway Station	J. Mahoney.....	do .....	2½	12	12 do ...	87 92
Hawtrey and Lynedoch.....	J. Lambert.....	Vehicle.....	9	6	12 do ...	274 00
Hawtrey and Railway Station...	M. Nold .....	Optional.....	1	6	6 do (to Sept. 30, '79)	12 50
do do .....	G. Southwick.....	do .....	1	6	6 from do ..	12 50
Hawtrey Station and Kelvin .....	D. G. Adais .....	do .....	9	6	12 months...	275 00
Hayesland and Mill Grove.....	W. Edmonds.....	Horse or vehicle.	3½	3	12 do ...	65 00
Hayford and Sequin Falls .....	J. Edington.....	do .....	9	1	9 do ...	37 50
Haysville and New Hamburg.....	J. Hays .....	do .....	3	6	12 do ...	160 00
Hayward's Falls and Markdale..	O. C. Hayward..	do .....	11	2	12 do ...	130 00
Hazledean and Stittsville .....	J. Young.....	do .....	3½	3	6 do (to Sept. 30, '79)	40 00
do do .....	A. Abbott.....	do .....	3½	3	6 from do ..	37 50
Heather and Napier .....	D. McIntyre .....	Optional.....	5	1	12 months...	25 00
Hockston and Kemptville.....	J. Dickinson.....	Horse or vehicle.	13	3	12 do ...	225 00
Henderson and Railway Station	W. Henderson ..	On foot.....	10			
do do .....	M. Hudson.....	do .....	rods 6&12	3	do (to June 30, '79)	3 10
Hendrick and Railway Station..	A. R. McKellar..	do .....	16	As req.	9 from do ..	15 00
Henry and L'Orignal.....	E. Hall.....	Horse or vehicle.	4½	3	12 months...	26 00
Hensall and Railway Station .....	J. Sutherland.....	Optional.....	1	12	do ...	63 10
Hensall and Rodgerville.....	H. Doan .....	do .....	17	6	12 do ...	75 00
Hensall and Zurich .....	C. Buschlen .....	do .....	6½	6	12 do ...	120 00
Hepworth and Parkhead.....	W. Simpson .....	do .....	3	2	12 do ...	181 32
Hiawatha and Keene .....	J. Brumwell .....	do .....	6	1	12 do ...	55 00
Highfield and Malton .....	N. Heacock.....	Horse or vehicle.	3½	2	12 do ...	40 00
Highgate and Railway Station..	H. Bell.....	Optional.....	1	12	do ...	68 00
Highgate and Turin.....	D. Teetzel .....	do .....	4½	2	12 do ...	94 50
Hillier and Rosehall .....	J. G. Ferguson ..	Horse or vehicle.	1½	2	12 do ...	48 00
Hillsdale and Medonte .....	C. Waugh .....	do .....	9	3	12 do ...	50 00
Hinch and Newburg .....	W. Hinch .....	do .....	6	2	12 do ...	140 00
Hoath Head and Owen Sound..	J. W. Cross .....	Optional.....	7	1	12 do ...	61 00
Holland Landing and Railway Station.....	T. Kays .....	On foot.....	1	24	12 do ...	30 00
Holly Park, King and Nobleton	R. J. Wellar.....	Optional.....	8, 10 & 4½	3	12 do ...	75 36
Holmesville and Porter's Hill ..	E. Kelly.....	Vehicle.....	4	3	9 do ...	299 16
Holmesville and Railway Station	do .....	do .....	1	12	9 do ...	37 50
Holstein and Mount Forest.....	J. Walmley.....	Optional.....	6	3	12 do ...	30 00
Holstein and Murdoch .....	T. Pollock.....	do .....	3½	3	12 (6.36 paid last year).	75 00
Holt, Mount Albert and Mount Albert Railway Station.....	A. Clifford.....	do .....	2½ & 1½	6 & 12	12 months...	175 00
Honeywood and Singhampton...	J. H. Stinson.....	Horse or vehicle.	17	3	12 do ...	183 00
Hoodstown and Huntsville.....	J. F. Hanes.....	Optional.....	12	1	9 do ...	56 25
Hopetown and White .....	P. Corbett.....	Horse or vehicle.	12	1	12 do ...	50 00
Horning's Mills and Shelburne..	T. C. Lusty.....	do .....	6	6	12 (less fine)	174 00
Housey's Rapids and Malta.....	J. Housey.....	Optional.....	11	1	12 months...	88 00
Humber, Tormore and Weston ..	W. W. Scott.....	Horse or vehicle.	8 & 10	6 & 3	12 do ...	423 52
Humberstone and Railway Station .....	D. Stapf.....	do .....	12 & 12 & 24	12	do ...	131 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Huntsville and Port Vernon.....	J. F. Hanes.....	Optional.....	12	1	3 months...	19 75
Hurdman's Bridge and Ottawa.....	P. H. Cassidy.....	Horse or vehicle.	2	6	9 do ...	45 00
Hurdville and Waubamick.....	J. N. Hurd.....	Optional.....	5	1	12 do ...	25 00
Huston and Railway Station.....	R. Kirkby.....	do .....	1	12	12 do ...	96 00
Huston and Treacastle .....	do .....	Horse or vehicle.	4	6	12 do ...	96 00
Hybla and York River .....	W. McCormack.....	Optional.....	10	1	12 do ...	32 00
Hyde Park and Railway Station .....	J. F. Reeve.....	do .....	1	6	12 do ...	50 00
Ilderton and Railway Station.....	J. McQueen.....	do .....	7 <sup>1</sup> / <sub>2</sub>	12	12 do ...	40 00
Ingersoll and Lakeside.....	J. Lee .....	Vehicle.....	20	6	12 do ...	499 00
Ingersoll and Peebles.....	J. Dennis.....	Optional.....	6	3	12 do ...	100 00
Ingersoll and Port Burwell.....	E. Gray.....	Vehicle.....	32	6	12 do ...	855 00
Ingoldsby and Railway Station.....	A. Baker.....	Optional.....	5	2	12 do ...	80 00
Instioge and Railway Station.....	H. Armstrong.....	do .....	2 <sup>1</sup> / <sub>2</sub>	3	12 do ...	91 00
Inkerman and Iroquois.....	W. Wood.....	Vehicle.....	21	6	12 do ...	348 2 <sup>1</sup> / <sub>2</sub>
Innerkip and Woodstock.....	J. Yeo .....	Optional.....	27	6	12 do ...	455 00
Innisfil and Lefroy.....	W. Dickey.....	Horse or vehicle.	8 <sup>1</sup> / <sub>2</sub>	6	12 do ...	248 99
International Bridge and Railway Stations .....	J. M. McLachlan	Optional.....	7	24	6 do (to Sept. 30, '79)	25 00
do do .....	G. Graham.....	do .....	1	24	6 from do	25 00
Inverhuron and Tiverton.....	H. Cameron.....	do .....	3	3	12 months...	65 00
Invermay and Owen Sound.....	R. Shannon.....	do .....	18	6	12 do ...	580 00
Inwood and Railway Station.....	J. M. Cartwright	do .....	1	12	12 do ...	20 00
Iona and Railway Station.....	W. McLandress..	do .....	1 <sup>1</sup> / <sub>2</sub>	12	12 do ...	148 00
Irena and Rowena.....	T. S. Carter.....	Horse or vehicle.	3	2	3 do ...	8 75
Irish Creek Railway Station and Merrickville.....	S. Crozier.....	Vehicle.....	9	6	12 (less fine)	198 00
Ivy and Thornton.....	J. Goodfellow ...	Optional.....	4 <sup>1</sup> / <sub>2</sub>	6	12 months...	150 00
Jaffa and Orwell.....	J. O. Zavitz.....	do .....	3	2	12 do ...	60 00
Jarvis and Railway Station.....	E. Lea .....	Vehicle.....	3 <sup>1</sup> / <sub>2</sub>	18	12 do ...	94 20
Jockvale and Manotick.....	D. K. Clothier...	do .....	5	3	3 do (to June 30, '79)	20 00
do do .....	J. McKinstry.....	do .....	5	3	9 from do	45 00
Johnson and Owen Sound.....	W. Lemon.....	Optional.....	15	3	6 months(to Sept. 30, '79)	110 00
do do .....	J. D. Simpson ...	do .....	13	3	6 from do	104 7 <sup>1</sup> / <sub>2</sub>
Johnson's Mills and Zurich.....	C. Buchlen.....	Horse or vehicle.	4	2	12 months...	64 00
Jones' Falls and Morton.....	T. Kenny.....	Optional.....	3	2	12 do ...	40 00
Jordan and Pelham Union.....	J. Johnston.....	do .....	4	2	12 do ...	40 00
Juddhaven and Windermere.....	F. R. Judd.....	do .....	4	1	Part of Seasons '78-79 and '79-80.	20 00
Jura and Thedford.....	J. McCordie.....	Vehicle.....	7	3	12 months...	104 00
Keatsville and Rosseau.....	J. E. Keates.....	Optional.....	10 <sup>1</sup> / <sub>2</sub>	1	12 do ...	40 00
Keene and Lang.....	W. Edwards.....	do .....	2 <sup>1</sup> / <sub>2</sub>	6	12 do ...	59 00
Keene and Norwood.....	R. Grattan.....	Vehicle.....	18	3	12 do ...	215 00
Keene and Peterboro'.....	M. Kenely.....	do .....	12	6	12 do ...	335 00
Kelvin and Northfield Centre.....	J. W. Hainer.....	Optional.....	2	3	12 do ...	56 00
Kemble and Wolseley.....	A. Johnston ...	do .....	4 <sup>1</sup> / <sub>2</sub>	1	3 do (to June 30, '79)	11 25
do do .....	J. Hearn.....	do .....	4 <sup>1</sup> / <sub>2</sub>	1	9 from do	28 50
Kemptville and Merrickville.....	C. W. Putnam...	Vehicle.....	18	6	12 months...	400 00
Kemptville and Railway Station.....	R. Leslie.....	Optional.....	1	24	12 (less fine)	123 60



REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount
						\$ cts.
Kenilworth and Petherton .....	M. Earight .....	Optional .....	3	6	12 months...	125 00
Kenilworth and Railway Station .....	R. Gordon .....	do .....	3	12	12 do ...	75 00
Kenilworth and Riverstown .....	G. McGuire .....	do .....	3	6	12 do ...	95 00
Kenilworth and Wagram .....	J. Craig .....	do .....	5	2	12 do ...	76 00
Kenneway and Maynooth .....	M. Wait .....	do .....	14	1	12 do ...	80 00
Kenneway and Warton .....	A. Greig .....	do .....	6	1	1 month ...	2 50
Kent Bridge and Louisville Station .....	J. A. Langford .....	do .....	2½	6	12 months...	95 00
Keswick and Newmarket .....	W. Earl .....	Vehicle .....	14	6	9 do (to Dec. 31, '79)	279 00
do do .....	J. Kavanagh .....	do .....	14	6	3 from do	93 00
Killyleagh and Thornton .....	J. Goodfellow .....	Optional .....	3	2	9 months...	37 50
Kilmanagh and Mono Road Station .....	W. Williams .....	Horse or vehicle.	3	3	12 do ...	50 00
Kilmarnock and Smith's Falls .....	J. Corbett .....	do .....	8½	2	12 do ...	85 00
Kilsyth and Peabody .....	J. Magee .....	do .....	15	2	12 do ...	145 00
Kimball and Railway Station .....	J. Kimball .....	Optional .....	1½	6	12 do ...	12 48
Kimball and Wilkesport .....	B. Barr .....	Vehicle .....	7	6	6 do ...	75 00
Kincardine and Port Elgin .....	J. Gentles .....	do .....	24	6	12 do ...	500 00
Kincardine and Railway Station .....	do .....	Optional .....	1	12	6 (less fine, to Sept 30, '79)	46 50
do do .....	H. A. McIntosh .....	do .....	1	12	6 from do (less fine.)	61 50
Kincardine and Walkerton .....	J. McNeil .....	Horse or vehicle.	28	6	12 months...	640 00
King and Oak Ridges .....	E. Curtis .....	do .....	7½	6	12 do ...	215 00
King and Railway Station .....	J. Bridle .....	On foot .....	3	6	12 (less fine)	51 00
Kinglake and Straffordville .....	H. Walmsley .....	Optional .....	8	2	12 months...	60 00
Kingmill and Port Bruce .....	M. Millard .....	Vehicle .....	11½	6 &	12 do ...	292 50
Kingston and Loughboro' .....	L. Guess .....	do .....	17	6	4 do ...	81 66
Kingston and Newboro' .....	D. H. Manuel .....	do .....	41	6	12 do ...	973 00
Kingston and Newburgh .....	H. Finkle .....	do .....	22	6	12 do ...	495 00
King-ton and Perth Road .....	J. Stoness .....	do .....	18	3	12 do ...	200 00
Kingston and Picton .....	W. Aylsworth .....	do .....	40	6	6 do ...	650 00
Kingston and Portsmouth .....	W. Wilson .....	Horse or vehicle.	2	6	12 do ...	100 00
Kingston and Street Letter Boxes .....	J. Ryan .....	Optional .....	4	18	12 (less fine)	248 00
Kingsville and Oxley .....	E. R. Scratch .....	do .....	10	3	12 months...	144 00
Kingville and Pelee Island .....	Odette & Wherry .....	do .....	20	2	13½ weeks...	50 62
Kiukora and Sebringville .....	J. Stock .....	do .....	8 &	2	12 months...	103 19
Kinloss and Lucknow .....	W. Wadsworth .....	Stage .....	12	6	12 do ...	280 00
Kinmount and Minden .....	H. Workman .....	Optional .....	12	6	9 do ...	135 00
Kinmount and Mount Irwin .....	T. R. White .....	do .....	7	1	12 do ...	35 00
Kinmount and Railway Station .....	W. Davey .....	do .....	1½	12	12 do ...	50 06
Kip en and Railway Station .....	R. Mellis .....	do .....	12	12	12 do ...	80 00
Kirkfield and Railway Station .....	M. O'Neill .....	Vehicle .....	1½	12	12 do ...	52 00
Kirkwall and Rockton .....	J. T. Smith .....	Horse or vehicle.	15	6	12 do ...	150 00
Klineburg and Railway Station .....	M. Lellis .....	Optional .....	1½	12	12 do ...	150 00
Knapdale and Newbury .....	H. McLean .....	Horse or vehicle.	6	1	12 do ...	25 00
Korah and Sault Ste Marie .....	D. Everett .....	do .....	7	1	12 do ...	50 00
Kossuth and Preston .....	J. D. Groh .....	Optional .....	5½	2	12 do ...	49 00
Lafontaine and Panetanguishene .....	L. Moreau .....	Horse or vehicle.	9	2	12 do ...	75 00
Lakefield and Lakehurst .....	J. Irwin .....	Vehicle .....	19	3	12 do ...	244 00
Lakefield and Railway Station .....	W. Hamilton .....	Optional .....	1	12 &	18 3 do ...	18 06

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Lake Opinicon and Langboro'	W. D. Waters.....	Horse or vehicle.	17	2	12 months...	160 00
Lake Talown and Mattawa .....	J. McMeekin.....	do .....	24	1	12 do .....	150 00
Lambeth and Raper.....	J. Hawlett.....	Optional.....	4	2	12 do .....	35 00
Lamon and Sylvan.....	A. McLachlan .....	do .....	3 $\frac{1}{2}$	2	12 do .....	35 00
Lanark and McDonald's Corners	H. Hawkins.....	Horse or vehicle.	14	3	12 do .....	220 00
Lanark and Middleville .....	A. Lawson.....	do .....	7	1	12 do .....	40 00
Lanark and Perth.....	J. Wardrobe.....	Optional.....	12	6	12 do .....	64 00
Lanark and Rosetta.....	R. McFarlane.....	do .....	15	2	12 do .....	132 00
Lancaster and River Raisin.....	G. Grant.....	do .....	1	12	12 do .....	124 80
Langside and Lucknow .....	N. McDonald.....	do .....	7	2	12 do .....	59 00
Langstaff and Thornhill.....	H. Richards .....	do .....	1 $\frac{1}{2}$	6	12 do .....	41 00
Langton and Marston .....	J. A. Moore.....	Horse or vehicle.	5 $\frac{1}{2}$	2	12 do .....	60 00
Langton and Wilson.....	W. R. Reed.....	Vehicle .....	5 $\frac{1}{2}$	2	12 do .....	48 00
Lausdown and Warburton.....	J. H. Keating.....	Optional.....	4 $\frac{1}{2}$	1	12 do .....	27 72
Latimer and Wolf's Corners.....	T. Reynolds .....	do .....	1	3	12 do .....	35 00
Lavant and Watson's Corners...	A. Browning.....	Horse or vehicle.	13	1	12 do .....	69 09
Lawrence Station and Railway Station.....	N. Dewar.....	do .....	5	6	9 do (to Dec. 31, '79)	83 50
do do .....	C. B. Campbell.....	do .....	5	6	3 from do ..	42 25
Leamington and Rondeau .....	J. Hill.....	Vehicle.....	38 $\frac{1}{2}$	3	12 months...	400 00
Leamington and Windsor .....	G. Wigle.....	do .....	33	6	12 do .....	500 00
Leaskdale and Sutherland Station .....	J. Switzer.....	Optional.....	13	6	12 do .....	370 00
Lebanon and Moorefield .....	J. Sinclair.....	Horse or vehicle.	8	3	12 do .....	130 00
Lefavre and Monte Bello.....	H. Lefavre.....	Optional.....	3	3	12 do .....	40 00
Lefroy and Railway Station .....	H. McKeggie.....	Vehicle.....	1	12	12 do .....	50 00
Lemieux and Riceville.....	D. Metcalf.....	Optional.....	6 $\frac{1}{2}$	1	12 do .....	38 00
Lemonville and Stouffville.....	J. McMullen .....	do .....	6	6	12 do .....	175 00
Leskard and Newcastle.....	B. Dunsford.....	Vehicle.....	10	6	6 do (to Sept. 30, '79)	130 00
do do .....	J. Mason.....	do .....	10	6	6 from do ..	100 00
Lethbridge and Railway Station	G. A. Lehmann.....	Optional.....	100	6	12 months...	15 00
Lethbridge and Sparrow Lake...	A. Wianko.....	do .....	4 $\frac{1}{2}$	1	12 do .....	45 00
Letter Kenny and Rockingham.	J. Gallagher.....	Horse or vehicle.	6	1	12 do .....	46 00
Lieury and McGillivray .....	M. Coates.....	Optional.....	9	3	12 do .....	84 00
Lime Lake and Roblin.....	J. Maxwell.....	do .....	11	2	12 do .....	50 00
Lindsay and Midland Railway Station .....	B. Gunigle.....	On foot.....	1	24	12 do .....	195 00
Lindsay and W. P. P. & L., and Victoria Railway Stations.....	H. Workman.....	Optional.....	1	24	12 do .....	140 00
Linton and Lloydtown.....	J. Wreggitt.....	do .....	3 $\frac{1}{2}$	6	12 do .....	98 00
Linwood and St. Jacobs.....	F. Stricker.....	do .....	12	6	12 do .....	470 00
Lisbon and Wellesley .....	J. Zinkann.....	do .....	2	2	12 do .....	48 50
Lisle and Railway Station .....	T. H. Harrison.....	do .....	1	12	12 do .....	50 00
Lisle and Randwick.....	E. Wellar .....	do .....	6	3	12 do .....	75 00
Listowel and Mitchell.....	W. F. Hacking.....	Vehicle.....	23	6	12 do .....	624 00
Listowel and Molesworth .....	S. Lougheed.....	Optional.....	11	6	12 do .....	219 00
Listowel and Railway Station .....	R. R. Hay.....	do .....	1	12	12 do .....	61 35
Little Britain and Port Hoover.	R. W. Roach.....	do .....	7	3	12 do .....	100 00
Little Britain and Railway Station .....	do .....	do .....	2	12	12 do .....	150 00
Little Current and Manitowaning .....	G. B. Abrey.....	do .....	22	6 pr. mo.	Bal. of Sea. 1878-1879.	24 00
Little Current and Parry Sound	W. Bowers.....	do .....	180	3 pr. mo	do .....	192 00

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Little Current and Parry Sound	J. M. Ansley.....	Optional.....	180	1w. & 3per mo.	Sea. '79-'80..	1,380 00
Little Current and Sault Ste. Marie.....	W. C. Liscombe.	do .....	164	1w. & 3per mo	do ..	1,396 50
Little Current and Sheguindah.	D. Lewis.....	do .....	8	1	Season, 1879	31 00
Lochiel and Mongenais.....	E. Dewar.....	Horse or vehicle.	12	3	6 months (to Sept. 30, '79)	75 00
do do .....	J. Sicord.....	do .....	12	3	6 from do ..	55 00
Lockville and Pleasant Valley...	J. Kennedy.....	Optional.....	3	1 & 2	12 months...	36 25
Lombardy and Smith's Falls.....	D. F. Wood....	Horse or vehicle.	7	6	12 do ..	150 00
Londesboro' and Railway Station	J. Bell.....	Optional.....	5	12	12 do ..	94 20
London and London East.....	C. Lilley.....	Vehicle.....	1	18	12 do ..	138 00
London and Lucan.....	A. Jamieson....	do .....	16½	6	12 do ..	781 24
London and Nairn.....	J. Charles.....	do .....	21½	3	12 do ..	300 00
London and Petersville.....	J. R. Gurd.....	do .....	1	6	12 do ..	78 50
London and St. James' Park.....	J. Taylor.....	Optional.....	1	6	2 do ..	13 25
London and Street Letter Boxes	M. O'Meara....	do .....	½	12	12 do ..	78 50
Longford Mills and Railway Station	J. Thomson....	do .....	½	12	12 do ..	30 00
Longford Station and Rama .....	J. McPherson..	do .....	1½	6	12 do ..	60 00
Longwood and Middlemiss.....	T. Langtreys..	do .....	5	3	12 do ..	90 00
Longwood and Railway Station.	J. G. Begg.....	do .....	½	12	12 do ..	25 00
Longwood Station and Osman....	E. A. Langhton.	Horse or vehicle.	8	2	3 do ..	12 60
Lorneville and Railway Stations	T. Morrison....	Optional.....	¾	12	12 do ..	52 11
Lourdes and Ottawa.....	E. Dorion.....	Vehicle.....	3½	3	12 do ..	56 25
Lowbanks and Stromness.....	J. Michener....	Optional.....	6	2	12 do ..	73 00
Lucan and McGillivray and Station	J. Judge.....	Vehicle.....	3	12	12 do ..	173 00
Lucknow and Railway Station..	D. Campbell....	Optional.....	3	12	12 do ..	94 20
Lumley and Stewart's Corners..	W. Dinnie.....	Horse or vehicle.	3	3	3 do ..	11 25
Luther and Peepabun.....	S. Stuckey....	Optional.....	5	2	12 do ..	50 00
Luther and Tarbert.....	do .....	Horse or vehicle.	4½	2	12 do ..	50 00
Luther and Waldemar.....	D. Jenkins.....	do .....	4	6	12 do ..	143 00
Luttrell and Maidstone.....	H. McPharlin..	Optional.....	4½	2	12 do ..	65 00
Lyn and Railway Station.....	G. S. Buell....	do .....	1	6	12 do ..	62 80
Lyndhurst and Seeley's Bay.....	G. M. Witherel.	Horse or vehicle.	5	3	12 do ..	140 00
Lynedoch and Silver Hill.....	R. E. Smith....	Optional.....	5	3	12 do ..	95 00
Lynn Valley and Railway Station	J. Gray.....	do .....	½	As req.	12 do ..	15 00
Lynnville, Nixon and Railway Station	W. Hare.....	Vehicle.....	4	6	12 do ..	130 00
McDonald's Corners and North Lancaster	A. Leclair.....	Horse or vehicle.	3	6	12 do ..	100 00
McDonald's Corners and Ompah	W. Lock.....	do .....	22	1	12 do ..	156 00
McDonald's Corners and St. Raphael West.....	M. McDonell..	do .....	2	6	12 do ..	70 00
McGregor and Railway Station..	H. C. Leonard..	Optional.....	½	12	12 do ..	25 00
McIntosh Mills and Mallorytown	I. B. Mallory..	Vehicle.....	8	3	6 do (to Sept. 30, '79)	75 00
do do .....	R. W. Tennant..	do .....	8	3	6 from do ..	47 50
McKellar and Parry Sound.....	W. F. Thomson.	Optional.....	16	3	12 months...	199 00
Maberly and Perth.....	J. Emison.....	Horse or vehicle	21	2	7 do (to Oct. 31, '79)	81 67
do do .....	R. Davidson....	do .....	21	2	5 from do ..	58 33

REPORT NO. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Macbeth and Rigaud.....	A. McBean.....	Optional.....	6	3	12 months...	90 00
Madoc and Railway Station.....	S. Barnum.....	Vehicle.....	12	1	1 mo. 21 days	9 00
Madoc and Thanet.....	E. Cameron.....	Horse or vehicle.	31	2	3 month-(to June 30, '79)	73 75
do do.....	J. Smith.....	do.....	31	2	9 from do ..	225 00
Magnetawan and Nipissingan.....	J. Chapman.....	Optional.....	34	2	12 months...	500 00
Magnetawan and Pearceley.....	T. G. Pearce.....	do.....	6½	1	12 do ...	52 00
Magnetawan and Rosseau.....	A. Harvie.....	Vehicle.....	34	3	12 do ...	468 00
Malakoff and North Gower... .	E. Elliott.....	Optional.....	4	3	12 do ...	53 08
Mallorytown and Railway Station .....	R. W. Tennant.....	do.....	1	12	12 do ...	20 00
Mallorytown and Rockport.....	W. S. Andrews.....	Horse or vehicle.	11	3	12 do ...	164 00
Malone and Marmora.....	G. Richardson.....	do.....	13	2	12 do ...	95 00
Malta and Severn Bridge.....	T. Whyte.....	Optional.....	4	2	12 do ...	50 00
Malton and Sandhill.....	W. Hale.....	Vehicle.....	12	6	12 do ...	3-8 00
Malvern and Scarboro' Junction	W. S. Walton ...	Horse or vehicle.	23	6	12 do ...	345 00
Manchester and Railway Station	G. Houck.....	do.....	1	12	12 do ...	119 00
Mandamin and Oban.....	W. Carrick.....	Optional.....	3	3	12 do ...	78 00
Manilla and Railway Station.....	J. T. Skinner.....	do.....	2	12	6 do (to Sept, 30, '79)	109 50
do do.....	D. Black.....	do.....	2	12	6 from do ..	125 60
Manitowaning and Providence Bay .....	W. R. Abrey.....	do.....	33	1 in S. & 3 pr. mo.	in W 12 months...	262 95
Manotick and Railway Station..	J. Anderson.....	do.....	3½	6	3 do (to June 30, '79)	58 50
do do.....	W. Hicks.....	do.....	3½	6	9 from do ...	80 24
Mansford and Railway Station	A. Wooding.....	do.....	8	6	12 months...	32 00
Maple and Purpleville.....	D. Kinnee.....	do.....	12	6	9 do (to Dec. 31, '79)	213 75
do do.....	J. P. Rupert.....	do.....	14	6	3 from do ...	60 00
Maple and Railway Station.....	J. Hood.....	On foot... ..	½	12	12 months...	75 00
Mapleton and New Sarum .....	L. W. McLearn.....	Surety.....	4	3	12 do ...	75 75
Markdale and Railway Station..	E. D. Wilcox.....	Optional.....	1	12	12 do ...	60 00
Markdale and Traverston .....	J. Travers.....	do.....	7½	1	12 do ...	45 00
Markham and Milnesville.....	J. Gregory.....	Horse or vehicle.	2½	3	12 do ...	50 00
Markham and Railway Station..	J. Marshall.....	Optional.....	2½	24	12 do ...	65 00
Marmora and Norwood.....	C. Griffin.....	Horse or vehicle.	21	3	12 do ...	200 00
Marmora and Stirling .....	A. G. Scott.....	Vehicle.....	16	6	12 do ...	44 00
Marshville and Railway Station.	W. McOuet.....	Optional.....	3	6	3 do ...	24 75
Marshville and Wainfleet Centre	do.....	Vehicle.....	3½	6	9 do ...	74 25
Martintown and River Raisin...	J. C. Campbell.....	do.....	12	6	12 do ...	270 00
Marshville and Russell.....	S. T. Cheney.....	Optional.....	4	6	12 do ...	50 00
Matlock and Wyoming.....	J. P. Jarmaine.....	do.....	4	2	12 do ...	40 00
Matwin and Thunder Bay, etc.	J. Conmee.....	Vehicle.....	118	1	3 mos. 8 dys	105 00
Maxwell and Wareham .....	G. Wright.....	Horse or vehicle.	5	2	12 months...	55 00
Maynooth and Monteaale Valley	P. J. Greer.....	Optional.....	12	1	12 do ...	78 00
Maynooth and Thanet .....	W. Jarman.....	Horse or vehicle.	36	2 & 3	12 do ...	765 00
Meaford and Owen Sound .....	J. M. Barclay.....	do.....	19	6	12 do ...	246 00
Meaford and Railway Station...	S. Paul.....	Optional.....	1	12	12 do ...	60 00
Meaford and Strathnairn .....	R. Ford.....	Vehicle.....	8	1	12 do ...	50 74
Meaford and Walter's Falls.....	J. H. Deleree.....	Horse or vehicle.	14	2	12 do ...	128 00
Mecunoma and Uplands.....	R. Patton.....	Optional.....	10	1	12 do ...	68 75
Melauclon and Railway Station	J. Browa.....	do.....	½	6	12 do ...	68 64
Menie and Railway Station.....	J. Milne.....	do.....	9	1	12 do ...	50 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount
						\$ cts.
Merivale and Ottawa .....	E. B. Hopper.....	Optional.....	8	2	12 months...	80 00
Metcalfe and West Winchester..	L. Fleming.....	Horse or vehicle.	16	3	12 do ...	220 00
Michipicoton River and Sault Ste. Marie .....	P. W. Bell.....	Optional. ....	160	1 pr. mo	Sea. '78-'79..	180 00
Midland and Penetanguishene Road .....	T. B. J. Gladstone	do .....	2	12	4 months...	50 00
Midland and Railway Station...	do .....	On foot.....	1/2	12	8 do ...	40 00
Mildmay and Railway Station...	M. Campbell....	Optional.....	1/2	12	12 do ...	50 00
Milford and Piton .....	D. D. McKibbon..	Horse or vehicle.	10	6	12 do ...	199 00
Milford and Point Traverse .....	D. McLaughlin..	do .....	12	2	12 do ...	99 00
Millbrook and Mount Pleasant ..	J. Armstrong....	do .....	8	6	12 do ...	263 00
Millbrook and Railway Station...	W. Nugent.....	Foot or vehicle..	2	24	12 do ...	225 00
Mille Roches and Moose Creek..	S. Wood.....	Vehicle.....	21	3	9 do ...	173 25
Mille Roches Station and MoulINETTE .....	W. M. Tait.....	Optional.....	1	12	12 do ...	100 00
Mill Point and Napanee .....	E. W. Rathbun..	do .....	7	6	12 do ...	235 50
Milton and Railway Station.....	B. Hemstreet....	do .....	1/2	24	12 do ...	125 00
Milverton and Poole.....	E. Taylor.....	Vehicle.....	4	6	12 do ...	200 00
Minden and Railway Station ...	H. Workman....	Optional.....	7	6	3 do ...	45 00
Minden and Shedd'n .....	J. Lunan.....	do .....	24	6	12 (less fine)	573 00
Minesing and Railway Station...	M. Ronald.....	do .....	2	6	7 mo. 21 dys.	49 12
Mitchell and Railway Station...	H. P. Kennedy..	do .....	1/2	24	3 months (to June 30, '79)	39 00
do do .....	W. W. Hicks.....	do .....	3/4	24	9 from do	75 52
Mitchell's Bay and Oungah.....	C. B. Kinney....	Horse or vehicle.	9 1/2	2	12 months...	95 00
Moira and Plainfield.....	W. H. Dean.....	do .....	8	3	12 do ...	95 00
Moneymore and Roslin.....	J. Thompson....	Optional.....	6 1/2	1	12 do ...	30 00
Mono Centre and Orangeville...	D. Montgomery..	do .....	25	3	12 do ...	200 00
Mono Mills and Mono Road Station .....	J. Davis.....	do .....	9	6	12 do ...	345 00
Mono Mills and Relessey.....	J. Stinson.....	Horse or vehicle.	13	2 & 3	12 do ...	157 50
Monticello and Tarbert .....	E. Colbeck.....	do .....	9	2	12 do ...	100 00
Montrose and Port Robinson....	J. Burton.....	Optional.....	5	3	9 do (to Dec. 31, '79)	75 00
do do .....	W. Green.....	do .....	5	3	3 from do	20 00
Moose Creek and MoulINETTE....	W. Tate.....	do .....	20	6	3 months...	77 25
Moose Creek and Tayside .....	J. McPhail.....	do .....	3	3	12 do ...	52 48
Morningdale Mills and Stratford	J. Dillabaugh..	Vehicle.....	19	6	12 do ...	530 00
Morningdale Mills and Tralee...	J. Askin.....	Horse or vehicle.	10	3	12 do ...	115 00
Morpeth and Thamesville .....	W. McDonald....	Vehicle.....	15	6	12 do ...	293 00
Morrisburg and Waddington, U.S.	S. S. Stata.....	Optional.....	3	6	6 do (to Sept. 30, '79)	23 74
do do .....	W. J. Murphy & Co.....	do .....	3	6	6 from do	25 00
Morrisburg and West Winchester .....	C. Kittle.....	Vehicle.....	22 1/2	6	12 months...	600 00
Mosborough and Railway Station	J. I. Hobson....	Optional.....	1/8	6	12 do ...	40 00
Mosside and Sutherland's Corners .....	J. McCabe.....	Not specified....	5	2	1 do ...	4 33
Motherwell and St. Mary's.....	W. Roger.....	Horse or vehicle.	10	2	12 do ...	120 00
Mountain Grove and Parham....	J. Bender.....	do .....	11	2	12 do ...	110 00
Mount Albion and Rymal Station	J. Wright.....	Optional.....	2 1/2	3	13 do ...	100 00
Mount Forest and Railway Station .....	I. Coyne.....	Vehicle.....	1/2	2	12 & 24	53 20
Mount St. Patrick and Shamrock	J. Brady.....	Horse or vehicle.	5	2	12 do ...	80 00
Mount Sherwood and Ottawa....	T. Kennedy.....	Vehicle.....	3	6	12 do ...	60 00
Muirkirk and Palmyra, &c.....	A. Jenkins.....	do .....	8 1/2	6	18	225 00
Muirkirk and Railway Station..	A. McDonald....	Optional.....	1 1/2	12	9 do ...	19 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Muncey and St. C. B. Ry. Sta....	R. E. Whiting...	Optional.....	1½	6	2 mos. (to May 31, '79.)	6 67
Muncey and Railway Station....	A. McGregor....	do .....	¾	12	10 from do	20 83
Muskoka Mills and Penetanguishene.....	J. S. Huntoon...	Steamboat in S. & Optional in W	20	1	6 months...	92 00
Musselburg and Poole.....	G. Shearer.....	Horse or vehicle.	½	3	12 do ...	25 00
Myrehall and Plainfield.....	E. N. Gould.....	Optional.....	7½ & 8	1	12 do ...	38 45
Myrtle and Railway Station.....	J. Hall.....	do .....	¼	12	12 do ...	40 00
Napanee and Picton.....	Vorce & Potter.	Vehicle.....	24	6	12 do ...	1,190 00
Napanee and Switzerville .....	P. F. R. Miller...	Horse or vehicle.	6	3	12 do ...	75 00
Napanee and Tamworth.....	H. Finkle.....	Vehicle .....	22	6	12 do ...	189 00
Napier and Strathroy.....	H. E. Still.....	Optional.....	11	6	12 do ...	230 00
Nenagh and Orchard.....	T. Duignan.....	Horse or vehicle.	5½	3	12 do ...	97 50
Newboyne and Pentland.....	H. Joynt.....	Optional.....	5	2	12 do ...	40 00
Newbury and Wardsville.....	C. A. Frickleton	Vehicle.....	3	12	12 do ...	189 00
New Dublin and Railway Station .....	J. A. Brown.....	Optional.....	3½	2	12 do ...	40 00
New Edinburgh and Ottawa.....	J. W. Proctor....	do .....	1½	12	12 do ...	53 49
New Edinburgh and Ottawa Railway Station .....	do .....	On foot.....	5/8	6	12 do ...	40 00
Newholm and Port Sydney.....	D. Ferguson.....	Optional.....	6	1	12 do ...	35 00
New Lowell and Railway Station .....	A. Christie.....	do .....	½	12	12 do ...	24 00
Newmarket and Pine Orchard...	C. Ganton.....	do .....	4½	3	12 do ...	100 00
Newmarket and Railway Station .....	Ough & Emes....	Horse or vehicle.	½	24	12 do ...	104 00
Newry and Railway Station .....	R. L. Alexander	Optional.....	¾	6	12 do ...	61 80
Newry Station and Railway Station .....	D. Gordon.....	do .....	½	12	12 do ...	50 00
New Sarum and St. Thomas.....	G. W. Cloes.....	Horse or vehicle.	7	6	12 do ...	145 00
Niagara and Railway Station .....	R. Warren.....	do .....	¼	12	12 do ...	60 00
Niagara and St. Catharines .....	W. G. Donnelly.	do .....	12	6	12 do ...	300 00
Nober and Railway Station .....	F. G. Upper.....	Optional.....	1½	6	12 do ...	10 00
Norland and Uphill.....	J. Griffin.....	do .....	31	2	12 and extra trips.....	146 32
Normandale and Vittoria .....	J. Tuttle.....	Vehicle .....	4	3	12 months...	79 00
North Augusta and Railway Station.....	S. Mott.....	Horse or vehicle.	4½	6	3 do (to June 30, '79)	37 50
do do .....	N. E. Brown....	do .....	4½	6	9 from do	112 50
North Bruce and Queen Hill .....	D. McKinnou....	Optional.....	2½	3	12 months...	65 00
North Buxton and Railway Station .....	W. P. Walker & surety .....	do .....	½	12	12 do ...	25 00
Northcote and Renfrew .....	A. Frood.....	Vehicle .....	9	2	12 do ...	95 00
North Douro and Railway Station .....	W. Hamilton .....	Optional.....	½	12	9 do ...	47 20
North Gower and Osgoode Station .....	J. A. Lindsay....	Horse or vehicle.	8	6	12 do ...	195 00
North Keppel and Owen Sound.	T. Snelgrove.....	Foot or vehicle...	21	2	12 do ...	278 00
North Nation Mills Station and Wendover .....	W. Lamb.....	Optional .....	3	6	12 do ...	143 75
North Pelham and Ridgeville .....	J. A. McQueen...	Horse or vehicle.	10	3	6 do ...	58 00
North Valley and Oznabruck Centre.....	R. Dunbar.....	Optional .....	4	3	12 do ...	69 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

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						\$ cts.
Norwich and Railway Station...	W. R. Brown .....	Optional.....	3	12	12 months...	109 90
Norwood and Peterboro'.....	R. Nicoll .....	Vehicle .....	20	3	12 do ...	75 00
Norwood and Round Lake.....	H. Gerou .....	Horse or vehicle.	15	1	9 do ...	56 25
Nottawa and Railway Station...	J. Messenger.....	Vehicle.....	5	12	6 do ...	35 00
Oakland and Windham Centre Railway Station.....	W. B. Griffin and sureties.....	do .....	13	6 &	12 do ...	399 00
Oakville and Trafalgar .....	J. Doherty.....	Optional.....	4	6	12 do ...	163 00
Oakwood and Railway Station...	W. H. McLaugh- lin .....	do .....	2	12	12 do ...	93 60
Oban and Vyrer.....	W. Carrick .....	Horse or vehicle.	2	1	12 do ...	26 60
Ochil and Poland.....	R. Love, jr .....	do .....	12	1	12 do ...	52 00
Odessa and Violet .....	W. H. Perry.....	Optional.....	6	6	5 do ...	47 91
Odessa Road and Violet .....	do .....	do .....	1½	6	7 do ...	43 75
Ohsweken and Tuscarora .....	S. J. McKelvey ..	Vehicle.....	3½	3	12 do ...	120 00
Oil City and Oil Springs.....	J. Keating .....	Optional.....	2	6	5 do ...	83 33
Oil City and Railway Station...	do .....	Vehicle.....	1½	12 &		
Oil City and Railway Station and Oil Springs .....	do .....	Optional.....	2½	6	7 do ...	116 67
Oil City and Wheeler .....	do .....	do .....	6½	2	2 do ...	10 62
Old Montrose and Wheatley.....	T. M. & J. W. Fox, Sureties..	do .....	6	2	12 do ...	81 00
Oliver and Thorndale.....	J. G. McLeod .....	do .....	6	2	12 do ...	80 00
Omeme and Railway Station...	R. Grandy .....	do .....	1½	18 &		
Oneida and Railway Station .....	R. E. Glenn and Surety.....	do .....	1	6	12 do ...	195 83
Onondaga and Railway Station...	L. Buckwell .....	do .....	1	6	12 do ...	78 50
Orangeville and Railway Station	R. J. Poyntz .....	do .....	1	24	12 do ...	125 60
Orangeville and Vanatter.....	J. C. Reid .....	do .....	5	1	12 do ...	125 00
Orillia and Midland Railway Station .....	R. E. Fitzgerald	Horse or vehicle.	1	12	12 do ...	87 92
Orillia and Northern Railway Station .....	J. Harvie.....	do .....	1	24	12 do ...	188 40
Orillia and Warminster .....	do .....	Optional.....	7½	6	12 do ...	235 50
Orleans and Ottawa.....	H. Dupuis .....	Horse or vehicle.	9	3	12 do ...	150 00
Osgoode Station and Russell...	W. Bleakley.....	Vehicle.....	22	6	3 do (to June 20, '79)	123 59
do do .....	R. Young .....	do .....	22	6	9 from do	258 75
Oshawa and Raglan .....	L. Brooks.....	do .....	9	6	12 months...	300 00
Oso Station and Plevna .....	H. Lewis.....	do .....	25	1	12 do ...	148 00
Oso Station and Zealand.....	W. Armstrong...	Optional.....	3	1	12 do ...	25 00
Ossian and Sarnia.....	M. Gray.....	Vehicle .....	42 & 32½	3	12 do ...	338 16
Ottawa and Exhibition Grounds	W. Darcey.....	do .....	1½		Special trips	9 00
Ottawa and Post Office Depart- ment .....	E. Batterton.....	do .....	1	6	12 months...	339 00
Ottawa and Railway Stations...	T. Kennedy.....	do .....	1	As req.	12 do ...	830 50
Ottawa & Q. M. O. & O. Ry. St., (See Quebec for one Quarter).	H. McGarr.....	do .....	3	12	9 do ...	256 40
Ottawa and Richmond.....	W. H. Hamilton.	Stage.....	20	6	9 do (to Dec. 31, '79)	426 00
do do .....	H. Rielly.....	do .....	20	6	3 from do	142 00
Otterville and Railway Station...	L. Steinloff.....	Vehicle .....	12	12	12 months...	70 00
Overton and Roblin.....	W. Grange.....	Horse or vehicle	3½	2	6 do (to Sept. 30, '79)	37 50

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Overton and Roblin.....	W. M. Paul.....	Horse or vehicle	3½	2	6 mos. from Sept. 30, '79	30	00
Owen Sound and Railway Station.....	E. Patterson.....	Optional.....	1¼	12	12 months....	125	60
Owen Sound and Saugeen.....	T. Speirs.....	Vehicle.....	24	6	1 do (to April 30, '79)	55	75
do do .....	T. B. Dowsley ...	do .....	24	6	11 from do	232	83
Oxford Station and Railway Station.....	A. Holmes .....	Optional.....	½	3	12 months....	20	00
Paisley and Railway Station ...	R. Cruickshank.	do .....	½	12	12 do ..	50	00
Paisley and Scone .....	J. Gilhuly .....	Horse or vehicle	13	6	12 do ...	379	00
Paisley and Williscroft.....	G. Williscroft....	do .....	8	1	12 do ...	45	00
Pakenham and Panmure.....	W. Wilson .....	do .....	20	6	12 do ...	315	00
Pakenham and Railway Station	R. Clark.....	Optional.....	½	24	12 do ...	100	48
Palmer Rapids and Rockingham	A. McPhee .....	do .....	8	1	12 do ...	50	00
Palmerston and Railway Station	K. Wade.....	do .....	½	12	12 do ...	74	00
Parin-auville Station and Pen- dleton.....	J. Chabot .....	Boat or vehicle..	17	6	12 do ...	355	00
Paris and Railway Station.....	J. Robinson.....	Vehicle.....	1	As req.	12 do ...	300	00
Parkdale and Railway Station..	T. Coles .....	Optional.....	½	12 & 21	12 do ...	63	75
Park Hill and Sarepta.....	H. McCann.....	Horse or vehicle.	16	3	12 do ...	234	00
Park Hill and Strathroy.....	A. Robinson.....	Optional.....	18	3	12 do ...	300	00
Parry Sound and Rosseau.....	T. McGowan ...	do .....	24	3 & 6	6 do (to Sept. 30, '79)	461	00
do do .....	J. T. Harvie.....	do .....	24	6	6 from do (less fine)...	296	00
Patilio and Railway Station...	D. Coutts.....	Vehicle.....	½	6	12 months....	25	00
Pembroke and Railway Station.	J. Copeland.....	do .....	¼	24	12 do ...	135	00
Pembroke and Rapides des Joachims .....	do .....	do .....	52	3	Seas. '79-80	430	50
Penetanguishene and Railway Station.....	J. Smith.....	Optional.....	½	12	4 mo. 21 dys (to Dec. 31, 1879).	30	40
do do .....	E. McDonald.....	do .....	¼	12	3 from do	18	50
Penville and Tottenham.....	W. Child.....	do .....	6	6	12 months....	120	00
Perch Station and Railway Sta- tion .....	J. Irwin.....	do .....	½	2	12 do ...	20	00
Perm and Rosemont.....	W. Paisley.....	Horse or vehicle	8	6	12 do ...	178	00
Perth and Railway Station.....	J. Allan.....	Vehicle.....	¾	18	12 do ...	169	56
Perth and Stanleyville.....	M. Stanley .....	Horse or vehicle	9½	1	12 do ...	31	50
Perth and Tennyson .....	A. McGregor.....	do .....	10	1	6 do (to Sept. 30, '79)	18	00
do do .....	W. Devlin.....	do .....	10	1	6 from do	25	00
Perth to Westport.....	D. Wardrobe.....	Vehicle.....	22	2	12 months....	193	00
Peterboro' and Railway Station	J. G. Huston.....	do .....	½	24 & 30	12 (less fines)	216	90
Peterboro' and Warsaw.....	R. Deen.....	Horse or vehicle	16	2	3 months (to June 30, '79)	61	25
do do .....	P. Kennedy.....	do .....	16	3	9 from do	111	00
Petersburg and Roseville.....	W. Hillborn.....	do .....	12	6	12 months....	299	00
Petersburg and St. Agatha.....	J. Kaiser .....	do .....	2	6	12 do ...	100	00
Petrolia and Railway Station...	P. Barclay.....	Optional.....	½	6	12 do ...	25	00
Phepston and Vigo.....	D. Gallagher.....	Horse or vehicle	4½	3	3 do ...	20	00



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Nature of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Pictou and Trenton .....	J. W. Cannon...	Vehicle .....	31	6	12 months...	784 91
Pictou and West Lake.....	H. Lambert.....	Horse or vehicle	9½	2	12 do ...	100 00
Pinedale and Wick.....	J. Sornberger...	Optional.....	4	2	12 do ...	60 00
Pine Grove and Woodbridge.	J. Reaman .....	do .....	1½	6	12 do ...	70 00
Pinkerton and Railway Station.	S. A. King .....	Horse or vehicle	2	6	12 do ...	60 00
Plevna and Vennachar.....	D. W. Hughes...	Vehicle.....	17	1	12 do ...	68 00
Pointe aux Pins and Sault Ste. Marie.....	W. G. Foote.....	Horse or vehicle	9	3 pr mo.	Season '78-79	15 00
Point Edward and Sarnia .....	T. Symington...	Vehicle.....	2	6	12 months...	157 00
Point Fortune and Vankleek Hill.....	A. Lalonde.....	do .....	18	6	9 do (to Dec. 31, '79)	300 00
do do .....	J. B. Renaud.....	do .....	18	6	3 from do	86 50
Portage du Fort and Ross.....	M. McLaren.....	do .....	3	3	12 months...	60 00
Port Burwell and Simcoe.....	H. Swan .....	do .....	40	6	12 do ...	1,350 00
Port Cockburn and Trout Lake	H. Fraser .....	Optional.....	4	2	Part of seasons '78-79 and '79-80..	27 50
Port Colborne and Railway Stations .....	W. Lewis.....	Ft. or horseback	½	12 & 24	12 months...	148 96
Port Credit and Streetsville.....	T. Gill.....	Vehicle.....	9	12	12 do ...	600 00
Port Dalhousie and Railway Station.....	J. Gregory.....	Foot or boat ...	½	12	9 do (to Dec. 31, '79)	56 25
do do .....	J. Holford.....	do .....	½	12	3 from do ..	20 00
Port Dover and Railway Stations.....	D. Abel.....	On foot.....	¼	6 & 24	12 months...	197 82
Port Elgin and Railway Station	M. F. Eby.....	Optional.....	1	12	12 do ...	60 00
Port Elgin and Tara.....	P. Wardell.....	do .....	16	6	12 do ...	397 00
Port Elmsley and Railway Station .....	J. Healey.....	do .....	1½	3	12 do ...	52 00
Port Franks and Thedford.....	J. Dalziel.....	do .....	6	3	12 do ...	100 00
Port Hope and Railway Station	R. McBurney...	Vehicle.....	30	30	12 do ...	150 00
Port Lambton and Sarnia .....	J. Buckley.....	Optional.....	25	6	12 do ...	745 00
Port Lambton and Wallaceburg	D. McLean.....	Vehicle.....	23	2	12 do ...	100 00
Port Perry and Railway Station .....	W. Jamieson...	do .....	½	12	12 do ...	90 00
Port Perry and Scugog.....	W. W. Cook.....	do .....	7½	2	12 do ...	90 00
Port Perry and Shirley.....	J. Taylor.....	Horse or vehicle	5	2	6 do (to Sept. 30, '79)	30 00
do do .....	T. Espin.....	do .....	5	2	6 from do ..	20 00
Port Perry and Uxbridge.....	J. Twoby.....	Vehicle.....	13	6	12 months...	270 00
Port Robinson and Railway Station .....	W. Buchner.....	On foot.....	½	24	12 do ...	120 00
Port Rowan and Rowan Mills.....	S. Bresseau.....	Optional.....	5½	2	12 do ...	49 00
Port Rowan and Tilsonburg .....	W. R. Reed.....	do .....	34	6	12 do ...	580 00
Port Ryerse and Simcoe.....	L. Bates.....	Vehicle.....	6½	6	12 do ...	175 00
Port Severn and Waubashene.....	T. W. Buck.....	Optional.....	5	3	12 do ...	156 00
Port Stanley and Railway Station .....	M. Payne.....	do .....	½	24	12 do ...	158 00
Prescott, and Ogdensburg, U.S.	O. Plumb.....	Ferry or vehicle.	2	18	12 do ...	400 00
do do .....	E. R. Baldwin...	do .....	2	6	1 do ...	27 00
Prescott and Railway Station.....	G. Leslie.....	Vehicle.....	7	36	12 do ...	282 60
Preston and Strasburg.....	J. F. Hermann...	Horse or vehicle.	7	6	12 do ...	275 00
Preston and Waterloo.....	C. Kress.....	do .....	10	12	12 do ...	660 00
Primrose and Whitfield.....	J. Hamilton.....	do .....	4	3	12 do ...	50 00
Prince Albert and Railway Station .....	P. Hurd.....	Optional.....	½	12	12 do ...	80 00

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Queensville and Ravenshoe.....	N. Wass.....	Optional.....	6	3	12 months...	\$ 100 00
Rankin and Stafford.....	W. Wright.....	Horse or vehicle.	8	2	12 do ...	73 00
Ratho and Railway Station.....	J. Morrow.....	On foot.....	3 1/2	6	12 do ...	52 00
Ravenna and Thornbury.....	J. E. Reid.....	Horse or vehicle.	7 1/2	2	12 do ...	61 66
Reaboro' and Railway Station.....	J. Holbert.....	On foot.....	1 1/2	6	12 do ...	35 00
Red Rocks and Thunder Bay.....	D. McLaren.....	Optional.....	75	1 pr.	mo. Sea., '78-'79.	125 00
Renfrew and Railway Station.....	A. Jamieson.....	do .....	1 1/2	24	12 months...	251 20
Renton and Waterford .....	N. W. Pursel.....	Vehicle .....	22 1/2	3	12 do ...	220 00
Renton Station and Railway Station .....	T. Wilkinson.....	On foot .....	1/2	6	12 do ...	53 38
Renton Station and Tyneside.....	J. Neale.....	Optional.....	4	2	12 do ...	40 00
Riceville and Vankleek Hill .....	C. Nicholson.....	Horse or vehicle.	18 1/2	6	12 do ...	320 00
Richmond Hill and Railway Station .....	S. Proctor .....	do .....	3 3/4	12	12 (less fine)	124 60
Richmond Hill and Toronto .....	J. Palmer.....	Optional.....	16 1/2	6	12 months...	1 00
Richwood and Railway Station.....	W. Taylor.....	do .....	3/4	6	12 do ..	78 50
Ridgetown and Railway Station.....	L. S. Hancock.....	Vehicle.....	1	12 &	18 12 do ...	127 89
Ridgeway and Railway Station.....	B. M. Disher.....	On foot.....	1/2	12	3 do (to June 30, '79)	24 96
do do .....	R. Disher.....	do .....	1/2	12	9 from do ...	75 00
Ridgeway and Welland.....	A. G. Wilson.....	Vehicle.....	20	3	12 months...	198 00
Rivière Raisin and Vankleek Hill	A. McArthur.....	do .....	32	6	12 do ...	800 00
Rob Roy and Singhampton.....	W. Holden.....	Optional.....	6	1	12 do ...	35 00
Rockland and Railway Station.....	A. Campbell.....	Boat or vehicle.	1 1/2	6	12 do ...	95 00
Rockside and Salmouville.....	R. Smithson.....	Vehicle.....	4	2	12 do ...	53 00
Rodney and Railway Station.....	A. Humphrey.....	On foot.....	165 yds.	12	12 do ...	62 80
Roebuck and Spencerville.....	A. Lawrence.....	do .....	4 1/2	2	12 do ...	65 00
Rosebank and St. George .....	J. H. Fleming.....	Horse or vehicle.	5	3	12 do ...	105 00
Rosedale and Shedden. ....	C. Bowins.....	Vehicle.....	6	2	12 do ...	130 00
Rosemont and Shelburne.....	J. Hillock.....	do .....	12	6	12 do ...	450 00
Rouge Hill and Toronto.....	H. Alexander.....	do .....	17	6	12 do ...	400 00
Round Plains and Waterford.....	B. H. Ramage.....	do .....	4	3	12 do ...	95 00
Ruscom River and Railway Station.....	J. Duprey.....	do .....	1 1/2	6	12 do ...	40 00
St. Catharines and Railway Station .....	W. Chase.....	Horse or vehicle,	3 1/4	24	12 do ...	301 44
St. Catharines and Street Letter Boxes .....	P. Sheils.....	Optional.....	as req	12	do ...	314 00
St. George and Railway Station	J. H. Fleming.....	Horse or vehicle.	1	18	12 do ...	131 88
St. Lawrence and Wolfe Island	S. D. Woodman.....	do .....	12	1	12 do ...	50 09
St. Ola and Thwaite's Corners.....	W. Morton.....	Optional.....	6	1	12 do ...	40 00
St. Paul's Station and Railway Station .....	T. Dunseith.....	do .....	1 1/2	12	12 do ...	40 00
St. Thomas and C. S. Railway Station.....	M. A. Boughner.....	Vehicle.....	1	18	12 do ...	225 00
St. Thomas and L. & P. S. Railway Station.....	do .....	do .....	1	48	12 do ...	373 88
St. Thomas and St. C. B. Railway Station.....	O. Broughner.....	do .....	1	6	12 do ...	78 50
St. Thomas and Sparta.....	O. Bray.....	Optional.....	11	6	9 do (to Dec. 31, '79)	195 00
do do .....	J. Hannan.....	do .....	11	6	3 from do ..	60 00

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
St. Thomas and Street Letter Boxes.....	F. E. Ermatinger	Optional.....		As req.	12 months...	\$ 63 75
St. Thomas and Talbotville, &c.	J. Wait.....	do .....	3	6	12 do ...	120 00
Sable River and Wiarton.....	J. Hutchinson...	do .....	11	1	3 do to June 30, '79)	20 00
do do .....	J. H. Trout.....	do .....	11	1	9 from do ..	39 00
Sand Point and Railway Station	J. Young.....	do .....	1 $\frac{1}{2}$	36 & 24	12 months...	156 06
Sandwich and Windsor.....	A. J. Kennedy...	Vehicle .....	2	6	12 do ...	175 00
Sarnia and Port Huron, U.S.....	M. Sullivan.....	Optional .....	2	6	12 do ...	96 00
Saugeen and Railway Station	T. Lee.....	Vehicle.....	3	12	12 do ...	100 00
Sault Ste. Marie and Sault Ste. Marie, U.S.....	M. C. Pimm .....	Opti nal ... ..	1	6 & 1	12 do ...	152 80
Scotch Block and Railway Station	J. Turner.....	do .....	1 $\frac{1}{2}$	6	6 do ...	20 00
Seaforth and Railway Station...	S. Dickson .....	do .....	1 $\frac{1}{2}$	24	12 do (and extra trips)	110 85
Seagrave and Railway Station.	N. Thorn.....	do .....	1 $\frac{1}{2}$	6	12 months...	71 76
Seaton and Yorkville.....	B. Cole.....	do .....	1 $\frac{1}{2}$	6	6 do (to Sept. 30, '79)	30 00
do do .....	E. T. Handcock..	do .....	1 $\frac{1}{2}$	6	6 from do .	30 00
Sebringville and Railway Station	J. G. King and H. A. Scarth, St's	do .....	3 & 3	12	12 months...	109 53
Seneca and Railway Stations...	M. Young, Exx.	do .....	3 & 3	12 & 12		
Severn Bridge and Railway Station	W. Wilder.....	do .....	18	3	do ...	91 65
Shanty Bay and Railway Station	A. Budd.....	do .....	12	12	do ...	59 48
Shedden and Railway Station...	N. LeRoy.....	Vehicle .....	6	12	do ...	35 00
Shelburne and Railway Station.	E. Berwick.....	Optional .....	12	12	do ...	60 00
Sherkston and Railway Station.	H. B. Zavitz .....	do .....	12	12	do ...	62.80
Siloam and Uxbridge.....	A. Webster.....	Horse or vehicle.	5	3	6 do (to Sept. 30, '79)	50 00
do do .....	E. Wootten.....	do .....	5	3	6 from do ..	32 50
Silver Islet and Grand Portage, U.S.....	J. Conmee.....	Boat or otherwise	84	1	Seas. '78-79..	37 50
Silver Islet and Grand Maurais, U.S.....	do .....	Optional... ..	117	1	Bal. of Seasons '78-79...	635 00
Simcoe and Air Line Railway Station	L. Bates.....	Vehicle .....	1	12	12 months...	300 00
Simcoe and P. D. & L. H. Railway Station.....	H. Hall .....	do .....	1	24	12 do ...	113 04
Sinclairville and York.....	E. Wilson .....	do .....	6 $\frac{1}{2}$	2	12 do ...	150 00
Sligo and The Grange.....	A. McLaren.....	Optional.....	2	2	3 do ...	70 00
Smith's Falls and Railway Station	J. Corbett.....	do .....	3 $\frac{1}{2}$	24	12 do ...	7 50
Smithville and Welland Port....	J. F. Beattie.....	Vehicle .....	9	6	12 do ...	150 00
Solway and Walkerton.....	D. McIntyre.....	Optional .....	6 $\frac{1}{2}$	2	12 do ...	297 00
Sombra and Marine City, U.S.....	P. Cattanach....	Boat .....	2	3	12 do ...	60 00
Sombra and Thornyhurst.....	E. Thornbury....	Optional.....	2	3	12 do ...	36 00
Sombra and Wilkesport.....	N. Cornwall.....	do .....	6	2	12 do ...	71 50
Sonya and Railway Station.....	A. Black.....	do .....	8	3	6 do ...	70 00
South Cayuga and Upper Mills.....	T. Beasley.....	do .....	3 $\frac{1}{2}$	2	12 do ...	80 00
South March and Stittsville....	T. Smyth .....	Vehicle .....	15	6	12 do ...	28 00
South Mountain and Vancamp's Mills.....	W. Wood.....	Optional.....	5	3	6 do ...	438 00
Spencerville and Railway Station	M. Imrie.....	Horse or vehicle	1 $\frac{1}{2}$	6	9 do (to Dec. 31, '79)	30 00
do do .....	A. D. Landon....	do .....	1 $\frac{1}{2}$	6	3 from do .	58 63

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
Spencerville and Ventnor.....	J. McAuley.....	Optional.....	4	2	12 months...	\$ 60 00
Spring Arbor and Walsingham Centre.....	J. W. Hazen.....	do.....	2	3	12 do ...	26 00
Springfield and Railway Station	J. Dynes.....	do.....	1	12	3 do (to June 30, '79)	25 00
do do	J. Mann.....	do.....	1	As reqd.	9 from do .	46 80
Springford and Railway Station	J. Buckberrough	do.....	3	6	12 months...	150 00
Springville and Railway Station	W. Bidgood.....	Horse or vehicle	3	12	6 do (to Sept. 30, '79)	100 00
do do	T. H. Bell.....	do.....	3	12	6 from do ...	72 00
Spry and Steke's Bay.....	W. Lyons.....	Optional.....	8½	1	12 months...	45 00
Spry and Wiarthen.....	H. Trout.....	do.....	55	1	12 do ...	171 00
Stayner and Railway Station.....	J. H. McKeggie..	do.....	1	24 &		
Stayner and Vanvlack.....	J. Vanvlack.....	do.....	13	1	12 do ...	92 31
Stayner and Vigo.....	D. Gallagher.....	do.....	12	3	9 do ...	52 00
Stevensville and Railway Station.....	J. Clark.....	do.....	1	6 &		
Stittsville and Railway Station.	G. A. Burroughs	do.....	120	12	12 do ...	90 51
Stony Creek and Woodburn.....	J. Spera.....	Horse or vehicle.	15½	6	15 do ...	18 20
Stony Lake and Warsaw.....	S. Payne.....	do.....	12	3	12 do ...	115 00
do do	P. Kennedy.....	do.....	12	1	6 do (to Sept. 30, '79)	30 00
Stouffville and Railway Station.	M. Plint.....	Optional.....	1	24	6 from do .	25 50
Stratford and Railway Stations.	J. Forbes.....	Vehicle.....	3	4 &	12 months...	120 00
Strathroy and Street Letter Boxes.....	H. McColl.....	On foot.....	38	12 &	12 do ...	430 76
Sturgeon Bay and Railway Station	P. Christie.....	Optional.....	1	12	8 do ...	25 00
Sunderland and Railway Station	C. Wiels.....	do.....	1	24	6 do (to Sept. 30, '79)	10 66
do do	D. Malone.....	do.....	1	24	6 from do .	43 82
Sweaburg and Woodstock.....	W. Cody.....	do.....	6	3	12 months...	66 50
Sylvan and Widder.....	W. Randall.....	do.....	3	6	12 do ...	80 00
108 00						
Talbotville Royal and Tempo...	C. Wait.....	do.....	3	2	12 do ...	60 00
Tavistock and Railway Station.	G. Matheson.....	do.....	12	12	do ...	50 00
Teeswater and Railway Station.	W. Clark.....	do.....	12	12	do ...	100 00
Teeswater and Wingham.....	J. Cake.....	do.....	10	6	12 do ...	295 00
Thanet and The Ridge.....	J. McGregor.....	Horse or vehicle.	8	1	12 do ...	30 00
Thompsonville and Railway Station.....	W. Train.....	Optional.....	1	12	9 do (to Dec. 31, '79)	67 50
do do	C. Strongman.....	do.....	1½	12	1 do (to Jan. 31, '80)	8 08
do do	J. T. Schmieten-dorf.....	do.....	1½	12	2 from do ..	16 66
Thornhill and Railway Station.	R. Vanhorn.....	Horse or vehicle.	3	6	12 months...	183 40
Thornhill and Toronto.....	do.....	Vehicle.....	14	6	9 mo. 4 d's (to Jan 4, '79)	233 00
do do	W. T. Brown.....	do.....	12	6	2 mo. 27 d's (from do .)	58 82
Thornton and Railway Station.	J. Goodfellow ...	Optional.....	1	12	12 months...	75 00
Thorold and Railway Station....	A. L. Fitch.....	Vehicle.....	1	24	12 do ...	125 60
Tilsonburg and Railway Station	J. Ostrander.....	Optional.....	13	24	12 do ...	275 00

REPORT No. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Tioga and Railway Station .....	A. Lemon .....	Optional.....	1	12	12 months...	\$ 37 50
Toronto West Division .....					Special trips during snow blockade.....	6 00
Toronto and Railway Stations .....	J. Peacock .....	Vehicle.....	3 1/2 & 1 1/2	As req.	12 months...	880 40
do do .....	T. H. Blakeley...	do .....			Special trips	3 00
Toronto and Street Letter Boxes .....	J. Power .....	do .....	25	3	3 months (to June 30, '79),	473 75
do do .....	J. Bell .....	do .....	25	9	9 from do ...	975 00
Tottenham and Railway Station .....	M. J. Casserly ...	Optional.....	1 1/2	12	12 months...	19 00
Trenton and Wooler.....	H. Sharp .....	Horse or vehicle.	9	6	12 do ...	175 00
Tuscarora and Railway Station .....	S. J. McKelvey...	Optional.....	1/2	6	12 do ...	122 46
Tyrconnell and Wallacetown .....	S. Harris .....	do .....	4	6	12 do ...	95 00
Uffington and Vankoughnet .....	G. W. Taylor.....	do .....	6 1/2	2	12 do ...	50 00
Uford and Ulswater.....	F. Richardson...	do .....	21 r.t.	2	3 do ...	12 00
Uford, Ullswater and Windermere .....	H. W. Gill.....	do .....	22 & 16 r.t.	2	6 do ...	67 50
Uford and Windermere.....	do .....	do .....	16 r.t.	2	1 mo. 13 d's.	13 00
Unthoff and Railway Station .....	J. Overend .....	do .....	1 1/2	6	3 months...	6 25
Ulster and Railway Station.....	H. D. Henderson	do .....	1 1/2	12	12 do ...	46 92
Underwood and Willow Creek.....	J. S. Collison...	do .....	6 1/2	1	12 do ...	40 00
Unioaville and Railway Station .....	J. Stephenson...	do .....	1 1/2	12 & 2 1/2	12 do ...	76 96
Uptergrove and Railway Station .....	T. Mulvihill. ....	do .....	1 1/2	6	12 do ...	60 00
Utopia and Railway Station.....	T. Dawson.....	do .....	1 1/2	6	12 do ...	35 00
Uttoxeter and Wanstead .....	E. A. Jones.....	do .....	1 1/2	3	3 do (to June 30, '79)	22 25
do do .....	F. Johnston .....	do .....	6	3	9 from do ..	75 00
Uxbridge and Railway Station.....	N. Hamilton .....	Vehicle.....	1 1/2	24	12 months...	101 52
Uxbridge and Victoria Corners.....	J. Boden.....	Optional.....	18	3	12 do ...	145 00
Uxbridge and Zephyr.....	M. N. Dafeo.....	Horse or vehicle.	15 1/2	3	12 do ...	234 00
Vasey and Waverley .....	J. Mays.....	do .....	3 1/2	2	9 do (to Dec. 31, '79)	58 50
do do .....	R. Greenlaw.....	do .....	4	2	3 from do .	18 75
Victoria Harbor and Railway Station .....	M. Vasey.....	Optional.....	1/2	12	8 months...	26 66
Victoria Harbor and Waubashene .....	J. Anderson .....	do .....	7	6	6 do ...	117 36
Victoria Road and Railway Station .....	M. Heaphy .....	Vehicle.....	1/2	6 & 12	12 months...	65 72
Villanova and Railway Station.....	J. McAlpine .....	On foot.....	1/2	6	12 do ...	40 82
Vine and Railway Station.....	A. Bowman.....	Optional.....	1 1/2	12	4 do ...	16 66
Vittoria and Walsh .....	J. Davis .....	Vehicle.....	1/2	3	12 do ...	72 00
Waldemar and Railway Station.....	D. Jenkins.....	Optional.....	1/2	12	12 (less fine)	99 00
Wales and Railway Station .....	W. Baker.....	do .....	1 1/2	12	12 months...	62 50
Walkerton and Railway Station .....	H. McLean .....	Horse or vehicle.	1 1/2	24	12 do ...	120 00
Waikerville and Windsor .....	D. McGregor .....	Optional.....	1 1/2	12	12 do ...	120 00
Wallacetown and Railway Station .....	C. McGregor .....	do .....	2 1/2	12	12 do ...	157 00
Walnut and Watford.....	G. Turnbull.....	Vehicle.....	5	3	4 mos. (to July 31, '79)	26 00
do do .....	J. Bambridge.....	do .....	5	2	8 from do ..	42 20

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Warwick and Railway Station.	J. Smith.....	Optional.....	8	6	12 months...	193 00
Washago and Railway Station.	A. Marshall.....	do .....	3	12	12 do ...	36 00
Waterford and Railway Station	B. H. Rammage.	do .....	12 &	18	12 do ...	129 50
Waterloo and Railway Station..	T. Tilt.....	Vehicle.....	2	24	12 do ...	425 00
Waubashene and Railway Station	T. W. Buck.....	Optional .....	1/2	12	12 do ...	40 00
Weissenburg and West Montrose	R. Schmuck.....	do .....	5	2	12 do ...	70 00
Weldon and Railway Station....	J. E. Weldon....	do .....	1/4	6	12 do ...	12 50
Welland and B. & L. H. & Welland Railway Stations.....	E. Holder.....	On foot.....	1	24	12 do ...	125 00
Welland and Canada Southern Railway Station .....	D. Tufts.....	do .....	1/4	12	12 (less fine)	206 24
Welland and Welland Port ....	J. F. Beattie....	Vehicle.....	15	6	6 months...	182 00
Wesleyville and Railway Station	J. Barrowclough	Optional.....	1/2	6	12 do ...	94 20
Whitby and Railway Station....	J. Pringle.....	Vehicle .....	1/4	12	12 do ...	75 36
Whitehurst and Railway Station	J. Bell.....	Optional.....	1/16	3	12 do ...	36 00
White Oak and Wilton Grove Railway Station.....	H. Wall.....	do .....	3	6	12 do ...	68 75
Williamsford Station and Railway Station.....	A. Williams.....	do .....	1/16	6 &	12 do ...	40 00
Willow Grove and Railway Station.....	H. Stewart.....	do .....	1	6	12 do ...	69 58
Windsor and Detroit, U.S.....	B. G. Davis.....	Boat.....	2	As req.	12 do ...	474 00
Windsor and Railway Station...	J. Crampton....	Vehicle.....	1	6	12 do ...	155 91
Winger and Railway Station....	G. W. Moore....	Optional...	1/2	3	3 do (to June 30, '79)	15 00
do do	W. H. Swayze...	do .....	2 1/2	3	9 from do	45 00
Wingham and L. H. & B. Railway Station.....	D. Campbell....	Vehicle.....	3/4	12	12 months...	100 00
Wingham and W. G. & B. Railway Station.....	J. Perdue and G. McKay, Sureties	do .....	1/4	12	3 do (to June 30, '79)	18 72
do do	J. McCance.....	do .....	1/4	12	9 from do	60 00
Woodbridge and Railway Station	R. S. Haslam....	do .....	1/4	12	12 months...	100 00
Woodslee and Railway Station	W. S. Lindsay...	Optional.....	1/4	12	12 do ...	251 20
Woodstock and Railway Station	J. Sutherland....	Vehicle.....	1/4	12	12 do ...	200 00
Woodville and Midland Railway Station .....	J. Shaw.....	do .....	2	12	6 do (to Sept. 30, '79)	73 00
do do	C. Campbell.....	do .....	2	12	6 from do	73 00
Woodville and T. & N. Railway Station .....	J. C. Gilchrist...	do .....	1/4	6	12 months...	75 00
do do	J. Shaw .....	do .....	1/4	18	12 do ...	107 60
Wroxeter and Railway Station.	J. Gofton.....	Optional .....	1/4	12	12 do ...	130 00
Wyebridge and Wyevale Station	N. McRae.....	do .....	6	6	4 mo. 21 dys. (to Dec 31 '79)	77 71
do do	W. Edwards.....	do .....	5	6	3 mo from do	31 25
Suspension Bridge Tolls.....	W. G. Swan, Superintendent.	.....			12 months...	40 00
Total.....						\$198,674 30

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2, A.—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Byng Inlet and Waubashene .....	Maganetewan Lum- ber Co.....		1	Season, 1879 .....	300 00
Deux Rivières and Pembroke (see also Quebec) .....	Union Forwarding & Railway Co.....	82	3	do .....	250 00
Gravenhurst and Rosseau .....	} C. Wilkie ..... {	48	6	do .....	2,652 75
Gravenhurst and Point Kaye .....		51	2		
Port Carling and Port Cockburn.....		22	3		
Kingston and Cape Vincent, U.S.....	C. Hinckley.....	11	6	12 months.....	600 00
Kingsville and Pelee Island .....	A. M. McCormick.....	20	1	3½ do .....	60 00
Lindsay and Sturgeon Point.....	F. Crandell.....	10	2	5 do .....	44 00
Niagara and Toronto.....	W. A. Milloy.....	36	6	Season, 1879.....	528 00
Port Hope and Charlotte, U.S.....	C. F. Gildersleeve...	60	6	do .....	579 99
Port Stanley and Cleveland, U.S.....	T. Leach .....	74	3	Part of season, 1879.....	75 00
				Total .....	\$5,089 74

JOHN O'CONNOR.

*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT NO. 2, A—Detail of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Canada Central Railway .....	162½	12	12 months to 31st March, 1880	13,901 60
Canada Pacific Railway.....	113	1	6 mos. 1 dy. to 31st March '80	162 00
Canada Southern Railway.....	325	12	12 months to 31st March, 1880	21,034 24
Grand Junction and Belleville & North Hastings Railway.....	29½	6	1 mo. 21 dys. to 31st March, '80.	53 10
Grand Trunk Railway (to Province Line) ..	478½	As req'd...	12 months to 31st March, 1880	76,560 00
Grand Trunk Railway .....			Special trips with Br. mails...	333 50
Grand Trunk Railway (B. and G. Branch) ..	160½	do ...	12 months to 31st March, 1880	8,063 52
Great Western Railway (including leased lines).....	574¾	do ...	12 do do ...	69,992 20
Hamilton and North Western Railway	154	6 & 12	6 do to 30th Sept., 1879.	4,055 88
Kingston and Pembroke Railway (including side services).....	61	6	12 do to 31st March, 1880.	2,936 59
Midland Railway .....	128	6	12 do do do ...	8,230 24
Northern Railway .....	167½	12 & 24	6 do to 30th Sept., 1879	7,355 10
Northern and North Western Railways	154 & 167½	12 & 24	6 do to 31st March, 1880.	12,798 16
Port Dover and Lake Huron Railway.	63	6	12 do do do ...	3,165 12
St. Lawrence and Ottawa Railway....	54	As req'd...	12 do to 31st May, 1880 ..	9,089 52
Toronto, Grey and Bruce Railway.....	195	6	12 do to 31st March, 1880.	11,042 88
Toronto and Nipissing Railway.....	115	6	12 do do do ...	6,317 68
Victoria Railway .....	56	6	12 do do do ...	2,576 00
Welland Railway.....	25	12	12 do do do ...	1,884 00
Whitby, Port Perry and Lindsay Railway.....	45	6	12 do do do ...	2,260 80
			Total .....	\$261,782 04

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.



REPORT No. 2, A.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1880.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Mail bags, rivet-locks, seals, labels and repairs .....	3,280	12
S. & H. Borbridge .....	do labels, repairs, &c .....	439	83
Canada Cotton Manufacturing Co. ....	Canvas mail bags .....	147	50
Westfield Lock Works .....	Mail locks, &c. ....	131	71
Beaver Lock Works .....	Repairing mail locks. ....	72	45
T. Sonne .....	Mail bags for Letter Carriers .....	2	00
J. McKay .....	Sheep skins for labels. ....	4	50
G. C. Patterson & Co. ....	Stencilling mail bags. ....	14	10
T. Hill & Son .....	do do .....	13	90
Shannon & Meek .....	do do .....	11	37
T. Thompson .....	Repairing mail bags and making labels. ....	515	53
Loughrey & Tackaberry .....	do do do do .....	288	22
J. Philp .....	Repairing mail bags. ....	123	53
F. S. Warwicker .....	do do .....	6	00
C. W. Woods .....	do do .....	3	15
J. Thomson .....	do do .....	2	30
H. Faust .....	do do .....	1	85
C. W. Shaver .....	do do .....	1	50
B. Chapman .....	do do .....	0	75
J. Hicks .....	do do .....	0	75
H. McDonald .....	do do .....	0	75
J. McIntosh .....	do do .....	0	60
J. W. Boulden .....	do do .....	0	50
W. Leavens .....	do do .....	0	50
S. Lesslie .....	do do .....	0	50
W. Mills .....	do do .....	0	50
P. M. Zurich .....	do do .....	0	50
T. B. Sanders .....	do do .....	0	35
A. Benson .....	do do .....	0	25
J. M. Coulson .....	do do .....	0	25
J. Drysdale .....	do do .....	0	25
P. Maisonneuve .....	do do .....	0	25
J. Taylor .....	do do .....	0	25
P. M. Lyadhurst .....	do do .....	0	20
J. Maro .....	do do .....	0	15
J. Askin .....	do do .....	0	10
C. Graham .....	do do .....	0	10
Total .....		\$5,097	06

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF QUEBEC.

REPORT No. 2, B.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Abbotsford, Granby and Milton Abercorn, &c., and Railway Stations .....	J. C. West .....	Vehicle.....	19	6	12 months...	450 00
	South Eastern Railway Co....	Optional.....		As req.	6 do ...	500 00
Abercorn and Railway Station.	E. R. Shepard ...	do .....	12	6	do ...	37 50
Acton Vale and Railway Station	A. Q. Dubois....	On foot.....	12	12	do ...	42 00
Acton Vale and Roxton Falls ...	A. Messier.....	Vehicle.....	6	6	7 mos. 15 dys., to Nov. 15, 1879.....	137 50
do do .....	A. Q. Dubois....	do .....	6	6	Special trips	6 00
Acton Vale and St. Théodore d'Acton .....	P. Decelles .....	do .....	4	3	12 months...	50 00
Adamsville and Brigham .....	O. Bissette .....	do .....	4	6	12 do ...	120 00
Adderley and St. Pierre Bap- tiste .....	P. A. Drolet....	Horse or vehicle.	3	3	12 do ...	45 00
Agnes and Piopolis.....	C. F. X. Lan- glois .....	Vehicle .....	8½	3	4 do ...	50 00
Agnes and Railway Station.....	J. S. Wilson.....	Optional.....	6	2	9 do ...	27 00
Aird and Clarenceville .....	S. O. Clark. ...	Vehicle .....	4	3	12 do ...	63 00
Allan's Corners and Cairnside.	J. Bryson .....	do .....	4	2	12 do ...	52 00
Allard Settlement and Nouvelle Amqui and Railway Station ...	T. Keays .....	Horse or vehicle.	3	1	12 do ...	20 00
Ancienne Lorette Railway Sta- tion.....	A. Grant .....	On foot .....	60 yds	6	9mo. 24 dys.	19 58
Ancienne Lorette and Sub-Office	J. Dufresne.....	do .....	400 yds.	12	12 months...	50 00
Anderson's Corners and Dewitt- ville .....	G. Dufresne .....	Foot or vehicle..	2	6	12 do ...	60 00
Angeline and Clarins.....	J. Anderson.....	Horse or vehicle.	4	2	12 do ...	40 00
Angers and L'Ange Gardien Railway Station.....	O. Boisvert.....	Vehicle .....	4	2&3	12 do ...	45 00
Antoinette and Grenville .....	L. Monçon .....	Optional.....	½	6	12 do ...	60 00
Armagh and St. Raphael, .....	W. Munro .....	Vehicle .....	42	1	12 do ...	234 00
Arthabaska Station and Artha- baskaville .....	L. Boulanger....	do .....	15	3	12 do ...	69 00
do do .....	U. L. Dorais....	do .....	2½	12	12 do ...	80 00
Arthabaska Station and Bul- strode.....	J. Brochu .....	do .....	2½	6	12 do ...	48 00
Arthabaska Station and Rail- way Station .....	O. Piché.....	Optional.....	9	2	12 do ...	48 00
Arthabaska Station and Ste. Clothilde. ....	L. Foisey.....	do .....	200 yds.	12	9 do ...	24 00
Arthabaskaville and Chester....	T. Perreau.....	Vehicle .....	17	2	12 do ...	78 00
do do .....	S. Bourbeau .....	do .....	8	3	6 do (to Sept. 30, '79)	50 00
Ascot Corner and Railway Sta- tion .....	J. Brochu.....	do .....	8	6	6 from do	90 00
	A. Stacey. ....	Optional.....	½	12	12 months...	50 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Aston Station and Railway Station .....	A. Onellette .....	Vehicle .....	120 yds.	6	9 months...	15 00
Athelstan and Powerscourt .....	A. Montgomery..	do .....	2	3	12 do ...	32 00
Aubert Gallion and St. George, Beauce .....	W. M. Pozer .....	Horse or vehicle.	2	6	12 do ...	25 00
Aubrey and St. Jean Chrysotôme .....	J. Lefebvre .....	do .....	4	2	12 do ...	36 00
Avignon and Matapédia .....	A. Martin .....	Optional .....	7	1	6 do (to Sept. 30, '79)	16 74
do do .....	J. Blaquiere .....	do .....	7	1	6 from do	12 00
Avoca and Pointe au Chêne .....	J. McCallum .....	Horse or vehicle.	7	3	12 months...	108 00
Ayer's Flat and Libbytown .....	J. McFadzean .....	Vehicle .....	3½	2	9 do (to Dec. 31, '79)	19 50
do do .....	J. Libby .....	do .....	3½	2	3 from do	6 50
Ayer's Flat and Railway Station .....	H. G. Ayer .....	On foot .....	¼	12	12 months...	25 00
Aylmer and Ottawa .....	A. Proulx .....	Vehicle .....	9	12	3 do (to June 30, '79)	66 25
do do .....	A. M. Holt .....	do .....	9	12	9 from do	198 75
Aylmer and Portage du Fort .....	J. Wyman .....	do .....	50	6	Season, 1879	790 00
do do .....	do .....	do .....	50	6	Sea. '79-80...	552 00
Bagotville and Chicoutimi .....	F. S'mard .....	do .....	13	As req.	Season, 1879	26 25
Baldwin's Mills and Barnston .....	W. K. Baldwin .....	do .....	5	2	2 months...	8 00
Bassin du Lièvre and Buckingham Station .....	F. X. Nanaville .....	Optional .....	½	6	12 do ...	30 00
Batiscan and Three Rivers .....	X. Leboeuf .....	Vehicle .....	28	6	12 do ...	424 00
Batiscan Bridge and Railway Station .....	L. Duval .....	do .....	1	12	12 do ...	100 00
Batiscan Bridge and St. Pierre les Becquets .....	F. Magny .....	Boat .....	12	6	Season, 1879	12 00
Batiscan Bridge and St. Stanislas .....	P. Leboeuf .....	Vehicle .....	13	6	9 months (to Dec. 31, '79)	150 00
do do .....	F. X. Leboeuf .....	do .....	13	6	3 from do	43 75
Beauharnois and Caughnawaga .....	Mrs. P. Duquette .....	do .....	15½	6	12 months...	300 00
Beauharnois and Laberge .....	P. D. Laberge .....	do .....	5	2	3 do (to June 30, '79)	12 50
do do .....	A. Hebert .....	do .....	5	2	9 from do	37 50
Beauharnois and St. Louis de Gonzagues .....	B. Paré .....	do .....	10	6	12 months...	198 00
Beauharnois and St. Timothée .....	E. Rapin .....	do .....	9	6	12 do ...	198 00
Beaurivage and Parkhurst .....	F. Sylvain .....	Optional .....	3	3	12 do ...	32 00
Becancour and Railway Station .....	S. Charron .....	Vehicle .....	9	6	12 do ...	300 00
Becancour and Ste. Gertrude .....	C. Leblanc .....	do .....	10	3	12 do ...	156 00
Becancour Station and Ste. Julie de Somerset .....	A. Rennie .....	do .....	1½	12	12 do ..	55 00
Bedford and North Stanbridge .....	A. M. Stone .....	do .....	4½	3	12 do ..	75 00
Beebe Plain and Railway Station .....	J. L. House .....	On foot .....	¼	12	12 do ...	35 00
Bégon and Trois Pistoles .....	C. D'Auteuil .....	Optional .....	10½	3	12 do ...	110 00
Bevil Village and St. Hilaire Station .....	P. Authier .....	do .....	1	12	12 do ...	100 00
do do .....	J. R. Brillou .....	do .....	1	2	Special trips	9 34
Beresford and Ste. Adèle .....	J. O. Lallier .....	Horse or vehicle.	12	2	3 months...	21 00
Bernier and St. John's .....	H. Boudreau .....	Vehicle .....	3	6	5 do ...	16 66

REPORT NO. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
Bersimis and Pointe aux Esquimaux .....	Girouard and Beaudet.....	Optional.....	350	.....	Sea. '79-'80..	350 00
Bersimis and Sault au Cochon... Berthier (en bas) and Railway Station.....	P. Picard..... J. Beaudoin.....	Foot or boat..... do .....	26	1 & 2	12 months...	454 00 80 00
Berthier (en haut) and Isle Dupas .....	P. Moreau .....	Optional.....	2½	2	12 do ...	48 00
Berthier (en haut) and Lanoraie Berthier (en haut) and Railway Station .....	S. Laliberté..... F. Plante.....	Vehicle..... Optional.....	9	6 &	12 do ...	216 00
Berthier (en haut) and Ste. Elizabeth .....	J. Leclaire.....	Vehicle.....	9	6	12 do ...	116 53 184 00
Berthier (en haut, and St. Norbert .....	A. Jalbert.....	do .....	15	6	12 do ...	400 00
Berthier (en haut) and Sorel.....	S. Valois.....	Optional.....	5	14	12 do ...	444 00
Bethel and South Durham.....	W. Bartlett.....	Vehicle.....	6	2	5 do ...	20 82
Bic and Railway Station.....	G. Syvain.....	Optional.....	½	12	12 do ...	32 60
Birchton and Railway Station.....	G. N. Hodge.....	On foot .....	10	12	12 do ...	26 00
Birchton and Sawyerville .....	J. L. Taylor .....	Horse or vehicle.	6	6	1 do (to April 30, '79)	17 91
do do .....	C. O. Rice.....	do .....	6	6	11 from do ..	238 33
Bisson and Railway Station.....	F. Hamanne.....	Optional.....	½	7	10 mos., 10d's	34 47
Bisson and Saints Auges.....	do .....	do .....	6	2	12 months...	100 00
Black River Station and Railway Station .....	L. Olivier.....	On foot.....	150	yds.		
Blanche and Thurso.....	C. Abraham.....	Horse or vehicle.	16	3	12 do ...	20 00 64 00
Bolton Centre and Knowlton... Bolton Centre and Knowlton Landing .....	S. L. Green..... do .....	Vehicle..... do .....	9	6	6 mos., 22d's 6 months...	145 30 150 00
Bolton Forest and Railway Station .....	J. T. Channell...	do .....	½	6	12 do ...	26 00
Bonne Esperance and Pointe aux Esquimaux .....	W. H. Whiteley..	do .....			Special trip..	125 00
Bordeaux and Railway Station.....	G. Picard.....	On foot.....	2	12	6 months...	5 00
Boscobel and Roxton Falls.....	W. Hackwell.....	Horse or vehicle.	8	1	12 do ...	30 00
Boytou and Railway Station.....	J. Crosbie.....	Optional.....	¼	3	12 do ...	25 00
Brigham and Farnham Centre.....	T. Hill.....	Foot or vehicle.	2	6	12 do ...	60 00
Brigham and Railway Station.....	A. S. Newell.....	Optional.....	½	12	6 do ...	9 00
Bristol and North Bristol.....	W. Shirley.....	Horse or vehicle.	5	3	12 do ...	72 00
Britannia Mills and Railway Station .....	H. Guilbert.....	On foot.....	80	yds.		
Britonville and St. Sauveur.....	G. Hamilton.....	Horse or vehicle.	8	3	12 do ...	20 00 93 00
Broadlands and Cross Point.....	M. Adams.....	do .....	5½	2	12 do ...	50 00
Brome and Railway Station.....	H. H. Smith.....	Optional.....	½	6	9 mos., 19d's	48 13
Brompton and Brompton Falls.....	H. Addison.....	Horse or vehicle.	4	3	12 months...	80 00
Brookbury and Robinson.....	R. Rowe.....	Vehicle.....	5	1 & 2	12 do ...	30 00
Broughton and East Broughton	C. H. J. Hall.....	Horse or vehicle.	5	2	12 do ...	60 00
Broughton and St. Joseph.....	D. Morisset.....	do .....	12	2	12 do ...	115 00
Bryson and Fort Coulonge.....	D. Shea.....	Vehicle.....	16	3	6 do (to Sept 30, '79)	112 50
do do .....	J. J. McKelzie...	do .....	16	3 & 6	6 from do ..	105 00
Bryson and Portage du Fort.....	D. Shea.....	Horse or vehicle.	7	6	12 months...	195 00
Buckingham and Graphite City	J. Leggo.....	do .....	6	6	12 do ...	100 00
Buckingham and Guiges.....	M. Brazeau.....	do .....	12	1	12 do ...	52 00
Buckingham and Railway Station.....	J. Cosgrove.....	Vehicle.....	3	12	12 do ...	47 00

REPORT No. 2, B—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

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						\$ cts.
Buckland and St. Lazare.....	E. Labreque.....	Horse or vehicle.	15	3	12 months...	136 00
Buckland and St. Magloire .....	P. Tanguay.....	Vehicle.....	18	1	12 do ...	64 00
Burnside and St. Scholastique...	J. Wood.....	do .....	6	2	12 do ...	54 00
Cacouna and Railway Station...	J. B. Beaulieu...	Optional.....	5	12	12 do ...	193 00
Calumet Island and Collfield...	T. Piche.....	Boat or vehicle...	1½	6	12 do ...	85 00
Calumet Island and Dunraven...	J. Letts.....	Vehicle.....	5	2	12 do ...	60 00
Campbellton, N. B., & Paspebiac	F. S. Cyr.....	do .....	88	6	12 do ...	3,880 00
Canrobert and West Farnham...	D. Alix .....	do .....	5	6	12 do ...	125 00
Canterbury and Scotstown.....	R. Clark .....	do .....	4	2	12 do ...	42 00
Canterbury and Kirk's Ferry.....	J. Kirk .....	Boat or vehicle.	2½	2	12 do ...	62 50
Cantley and Lucerne .....	R. Blackburn.....	Optional.....	19	1	12 do ...	80 00
Cap à l' Aigle and Murray Bay..	J. Savard.....	Vehicle.....	3	As req.	Season, 1879	62 50
Capelton and Railway Station...	J. Sorel .....	On foot.....	¼	6	5 months (to Aug. 31, '79)	16 67
do do .....	R. P. Strickland	do .....	¼	6	7 from do ..	23 33
Cap Magdeleine and Railway Station	O. Toupin.....	Optional..	5	6	12 months...	125 00
Cap Magdeleine and Three Rivers	C. Godin .....	do .....			Sp'l service.	8 95
Cap Rouge and Quebec.....	C. Hough.....	Stage.....	9	6	2 months (to May 31, '79).	26 50
do do .....	J. Drolet.....	do .....	9	6	10 from do ..	165 83
Cap St. Ignace and Railway Station	C. Larue .....	Optional.....	1½	12	4 mo. 19 d's (to Dec. 31, '79)	31 19
do do .....	H. C. Larue .....	do .....	1½	12	3 from do ..	20 11
Cap Santé and Les Ecoreuils.....	P. Pagé .....	Vehicle.....	4½	6	12 months...	150 00
Cap Santé and Portneuf.....	E. Marcotte.....	do .....	5	6	12 do ...	150 00
Carillon and Lachute.....	A. Burch .....	do .....	10½	6	3 months (to June 30, '79)	105 00
do do .....	M. Campeau.....	do .....	10½	6	9 from do ..	144 00
Carillon and Point Fortune.....	J. Poitras.....	do .....	1	6	Season, 1879	34 00
do do .....	E. A. S. Denis ..	do .....	1		Special trips	2 25
Carillon and Vaudreuil Station.	R. Whyte.....	do .....	25½	6	Part Sea, '78-'79 & '79-'80	570 00
Carillon and Wharf.....	M. J. O. Fletcher	do .....	½	12	Season, 1879	38 00
Caughnawaga and Huntingdon.	A. McMaster.....	do .....	37	6	12 months...	950 00
Caughnawaga and Wharf .....	W. de Lorimier..	do .....	½	12	12 do ...	88 00
Causapsal and Railway.....	A. Blais.....	On foot.....	250 yds.	12	12 do ...	50 00
Cazaville and St. Anicet.....	J. Sullivan.....	Vehicle.....	6¾	3	6 do ...	44 50
Cedar Hill and Railway Station	T. Fréchette.....	On foot.....	1	6	2 mos. 6 d's	14 73
Cedars and St. Dominique Station	B. Hurteau.....	Vehicle.....	4½	6	12 months...	150 00
Chambly Basin and Railway Station	W. Vallée .....	Optional.....	¼	12	12 do ...	48 00
Chambly, Canton and Railway Station	J. Hackett.....	do .....	¼	12	12 do ...	48 00
Chambly, Canton and Ste Marie de Monoir.....	F. X. Dussault...	do .....			Special trips	16 50
Champlain and Railway Station	N. Hardy.....	Vehicle.....	2	12	12 months...	120 00
Champlain and Vincennes.....	M. Dessureau.....	Optional.....	5	3	12 do ...	80 00
Chantelle and Rawdon .....	D. Morin .....	Vehicle.....	17	2	12 do ...	130 00
Charlemagne and L'Assomption	J. B. Archambault.	do .....	9	6	12 do ...	312 00
Charlemagne and Montreal.....	M. Archambault	do .....	15	6	12 do ...	400 00

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						\$ cts.
Chartierville and La Patrie.....	A. Daigneau.....	Vehicle.....	9	2	12 months...	75 00
Chatboro' and St. Philippe.....	C. A. Bradford...	do .....	23	2	12 do ...	26 00
Chatillon and St. Zéphirin.....	J. Duplessis .....	do .....	5½	3	12 do ...	52 00
Chaudière Mills and Railway Station.....	A. Lémieux.....	Horse or vehicle.	3½	6	12 do ...	100 00
Chaudière Station and Railway Station.....	A. McTeer .....	On foot.....	200 yds.	6	12 do ...	20 00
Chelsea and Kingsmere.....	J. Fleury.....	Optional.....	4	3 in 5 & 2 in		
Chemin Taché and St. François Xavier de Viger.....	O. Tremblay.....	do .....	6	1	9 do ...	37 50
Cherry River and Magog.....	R. A. Buzzell.....	Horse or vehicle	4	2	12 do ...	30 00
Chester and North Ham.....	F. Rouleau.....	Vehicle.....	10	2	3 do (to June 30, '79)	23 50
do do .....	P. Cloutier.....	do .....	10	3	9 from do ..	55 11
Chichester and Fort Coulonge.....	J. Landon.....	do .....	21	3	9 months (to Dec. 31, '79)	258 75
do do .....	J. G. Poupore ...	do .....	21	3	3 from do ..	86 25
Chichester, Fort William and Pembroke.....	H. Jewell.....	Horse or vehicle.	11	3 & 6	6 months (to Sept. 30, '79)	212 50
do do .....	A. S. Maloney...	do .....	11	3 & 6	6 from do ..	150 00
Chicoutimi and Grande Baie.....	F. Simard .....	do .....	16	As req.	Season, 1879	27 00
Chicoutimi and Laterrière.....	J. Simard .....	Vehicle.....	10	2	3 months (to June 30, '79)	23 40
do do .....	P. Blackburn.....	do .....	10	3	9 from do ..	87 75
Chicoutimi and Roberval.....	A. Girard.....	do .....	77	3	12 months ...	1,000 00
Chicoutimi and St. Paul's Bay.....	P. Gagné.....	Horse or vehicle.	87	6	9 do ...	1,410 00
Chicoutimi and Tremblay.....	A. Tremblay .....	Boat or vehicle...	2	6	12 do ...	55 90
Chicoutimi and Wharf.....	F. Simard .....	Vehicle.....	½	As req.	Season, 1879	28 80
Clairvaux and St. Paul's Bay.....	J. Guay.....	Horse or vehicle.	8	1	12 months...	23 00
Clapham and Inverness (via Millfield).....	R. J. Briggs.....	Vehicle.....	13½	2	6 months (to Sept. 30, '79)	67 50
do do .....	J. Forbes.....	do .....	13½	2	6 from do ..	40 00
Clapham and Richardville (via New Ireland).....	D. Poudrier.....	Horse or vehicle.	9½	1	1 month....	4 25
Clarenceville and Lacolle Railway Station.....	S. O. Clark.....	Vehicle.....	4	6	12 months...	235 00
Clarenceville and Miranda.....	do .....	do .....	4	2	12 do ...	32 00
Coaticooke and Hereford.....	G. Thomas.....	do .....	15	1	12 do ...	100 00
Coaticooke and North Coaticooke.....	E. C. Ellis.....	Horse or vehicle.	1½	12	12 do ...	89 00
Coaticooke and Paquette.....	T. Paquette.....	Vehicle.....	22	2	12 do ...	200 00
Coaticooke and Rock Island.....	C. W. Lyan.....	do .....	19	6	3 do ...	129 25
Coaticooke and Stanstead.....	O. A. Parker.....	do .....	19	6	9 do ...	387 75
Collfield and Otter Lake.....	J. Hill.....	Horse or vehicle.	20	1	12 do ...	97 00
Como and Uka .....	C. Chauret.....	do .....	1	6	Part Sea. '78-'79 & '79-'80	29 20
Como and Wharf .....	J. Hodgson.....	do .....	¼	6	Season, 1879	11 52
Compton and Martinville.....	F. Pierce.....	Vehicle.....	6	3	12 months...	70 00
Compton and St. Edwidge.....	F. Courtemanche	do .....	10	3	12 do ...	108 00
Contrecoeur and Montreal.....	L. Hébert.....	do .....	30	6	12 do ...	800 00
Cookshire and Island Brook.....	J. Miller.....	do .....	10	3	12 do ...	125 00
Cookshire and Linda .....	D. B. Hall.....	do .....	5	1	12 do ...	26 00

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			Miles.	No. of Trips per week.		
						\$ cts.
Cookshire and Railway Station	S. J. Osgood.....	Foot or vehicle..	1	12	12 months...	52 00
Corbin and Frontier.....	A. Roberts.....	Vehicle.....	2	3	12 do ...	40 00
Cornwall and St. Regis.....	R. Tyre.....	Boat or vehicle..	6	2	12 do ...	60 00
Côteau du Lac and Côteau Landing.....	G. Gauthier ...	Vehicle.....	2	6	3 do (to June 30, '79)	20 00
do do	N. Cunningham..	do .....	2	12	9 from do ..	108 75
Côteau Landing and Railway Station .....	G. Gauthier.....	do .....	2	18	12 months...	120 00
Côteau Landing and St. Zotique	O. Prieur.....	do .....	23	6	12 do ...	60 00
Côteau Landing and Valleyfield	G. Gauthier.....	Boat or vehicle..	6	6	12 do ...	200 00
Côteau Station and Dalhousie Mills .....	A. Beautron.....	Vehicle.....	17	6	6 do ...	262 50
Côteau Station and Ste. Marthe	J. Campeau.....	do .....	13	6	12 do ...	280 00
Côteau Station and St. Poly- carpe .....	J. Lefevre.....	do .....	5	6	5 do ...	60 41
Côte St. Louis and Mile End...	M. Hotte.....	Optional.....	1	6	6 do ...	26 00
Côte St. Michel and Montreal...	L. Tassé.....	do .....	6	3	12 do ...	120 00
Côte St. Paul, Tannery West and Railway Station.....	F. Faure.....	do .....	10 & 3	6 & 18	12 do ...	180 00
Covey Hill and Vicars.....	W. Orr.....	do .....	2	6	12 do ...	52 00
Cowansville and Railway Station	J. Rooney.....	Vehicle.....	1	12	6 do ...	24 00
Craig's Road Station and Leeds	R. W. Lipsey.....	do .....	28	3	12 do ...	390 00
Cranbourne and Frampton.....	F. Couture.....	Optional.....	8	2	9 do (to Dec. 31, '79)	55 50
do do	N. Audet.....	do .....	8	2	3 from do ..	11 75
Cranbourne and St. Odilon.....	P. Paquette.....	do .....	3	2	12 months...	25 00
Cumberland Mills and River Gilbert .....	T. J. Taylor.....	do .....	8	1	12 do ...	40 00
Daillebout and Joliette.....	A. Riberdy.....	Vehicle.....	14	6	12 do ...	248 00
Daillebout and Ste. Beatrix ...	J. Marion.....	do .....	9	2	12 do ...	50 00
Dalesville and Edina.....	J. Tomalty.....	do .....	6	1	12 do ...	30 00
Dalesville and Lachute.....	P. McArthur....	Horse or vehicle.	6	3	12 do ...	99 00
Dalesville and Louisa .....	W. Watchorn....	Vehicle.....	5	1	1 do ...	1 83
Dalhousie Mills and River Beau- dette .....	S. Leblanc.....	do .....	13	6	5 do ...	118 75
Dalling and South Ely .....	L. W. Weed.....	Optional.....	6	3	12 do ...	90 00
Danby and Railway Station .....	W. Duff.....	do .....	10	12	12 do ...	12 00
Danville and St. George de Windsor .....	E. Marcotte.....	Horse or vehicle.	10	2	12 do ...	88 00
Danville and St. Patrick's Hill..	J. O. Stevens....	Vehicle.....	9	6	12 do ...	225 00
Danville and South Ham.....	G. Goodenough..	Horse or vehicle.	24	3	12 do ...	399 00
D'Auteuil and Kingsey Falls....	J. D. Morin.....	do .....	6	1	10 do ...	27 33
Denison's Mills and Richmond East .....	J. R. Denison....	do .....	7	2	12 do ...	90 00
Derby Line, Rock Island, Stan- stead and Stanstead Railway Station .....	H. A. Channell..	Vehicle.....	1	12	12 do ...	180 00
Deschambault and Railway Sta- tion .....	A. D. Hamelin... J. McMannis....	do .....	2	12	12 do ...	182 00
Dillonton and East Bolton.....	J. McMannis....	Optional.....	2	6	6 do ...	187 50
Dillonton and Railway Station..	E. M. Martin.....	do .....	3	6	6 do ...	28 00
Dixville and Railway Station...	O. Baldwin.....	do .....	1	12	12 do ...	60 00
Domaine de Gentilly and Gen- tilly.....	D. Beauchesne..	Vehicle.....	9	2	12 do ...	40 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
				No. of Trips per week.		
Dorval and Railway Station.....	J. Allard.....	Vehicle.....	3	12	11 months...	91 66
Doyle and Sheenboro'.....	J. Ereman.....	Horse or vehicle.	12	1	10 do ...	43 34
Drummondville and Melbourne..	C. Johnston.....	do .....	24	6	12 do ...	600 00
Drummondville and Railway Station.....	R. J. Millar.....	On foot.....	1/2	12	12 do ...	48 00
Drummondville and St. Cyrille de Wendover.....	J. B. Jannelle....	Vehicle.....	5 1/2	2	12 do ...	62 00
Dudswell Centre and East Dudswell .....	R. F. Bishop.....	Horse or vehicle.	4 1/2	2	12 do ...	42 00
Dudswell Centre and Railway Station .....	W. H. Lothroppe.	Vehicle.....	1 1/2	6 & 12	12 do ...	97 91
Dudswell Centre and South Dudswell.....	W. Bartlett.....	do .....	4 1/2	2	18 do ...	60 00
Dunany and Lachute.....	S. Smith.....	Horse or vehicle.	8	2	11 do ...	66 00
Dunany and Shrewsbury.....	J. Chambers.....	do .....	6	2	11 do ...	45 83
Dunboro', Scottsmore & Sweetsburg Railway Station.....	F. E. Scott.....	Vehicle.....	2 1/2 & 2	3 & 6	6 do ...	32 50
Dunboro' and Sweetsburg Railway Station.....	W. Wilson.....	do .....	4 1/2	6	6 do ...	50 00
Dundee and Huntingdon.....	A. McMaster.....	do .....	22 & 24	6	12 do ...	471 75
Dunham and East Dundam.....	R. A. Wales.....	do .....	3 1/2	3	3 do (to June 30, '79)	19 50
do do .....	O. Wales.....	do .....	3 1/2	3	9 from do	58 50
Dunham and Stanbridge Station	W. Turbull.....	do .....	13	6	12 months...	313 00
East Arthabaska and St. Fortunat (via East Chester).....	D. Boulanger.....	do .....	12	2	12 do ...	160 00
East Arthabaska and Stanfold (via Larochelle).....	do .....	Optional.....	9 & 12	3	12 do ...	78 00
East Broughton and Guizot....	J. L. Marcotte...	Horse or vehicle.	10 1/2	2	12 do ...	80 00
East Broughton and West Broughton .....	N. Lemieux.....	do .....	13	2	12 do ...	90 00
East Clifton, Hereford and Sawyerville.....	W. W. Sayer.....	do .....	28 & 6	2 & 1	5 do ...	104 16
East Clifton and Sawyerville....	J. A. Cairns.....	Vehicle.....	6	3	7 do ...	46 66
East Farnham and Railway Station.....	C. H. Mansfield..	do .....	1	6	12 do ...	60 00
East Magdala and Lyster.....	F. Leclerc.....	do .....	6	1	10 do (to Jan. 31, '80)	21 67
do do .....	A. Rousseau.....	do .....	6	1	2 from do	4 33
East Templeton and Perkins.....	J. Freney.....	Horse or vehicle.	9	2	12 months...	72 00
East Templeton and Railway Station .....	E. Mason.....	Vehicle.....	1	12	12 do ...	100 00
Edmundston, N.B., and Rivière du Loup .....	J. Turner.....	do .....	82	6	12 do ...	3,000 00
Egypte and St. Ephrem d'Upton	V. Laperche.....	do .....	4 1/2	6	12 do ...	225 00
Elgin Road and Railway Station	T. Franceur.....	Foot or vehicle..	1	3	12 do ...	30 00
Escuminac and Fleurant.....	J. T. Edwards...	Horse or vehicle.	8	1	12 do ...	30 01
Etchemin and Lévis.....	F. Samson.....	Vehicle.....	6	12	12 do ...	197 96
Etchemin and St. Jean Chrysotôme.....	A. Pichet.....	do .....	3	6	12 do ...	88 00
Farnboro' and West Shefford...	L. Wells.....	do .....	2 1/2	3	12 do ...	52 00



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						\$ cts.
Farndon and Haseville .....	T. Hase.....	Horse or vehicle.	7	2	12 months...	65 00
Farndon and Railway Station...	A. C. Truax.....	Optional.....	77	6	6 do ..	12 50
Father Point and Rimouski.....	M. Lauzier.....	Vehicle.....	6½	6	12 do ...	177 00
Fontenoy and Melbourne.....	R. Frazer.....	do .....	6	2	12 do ...	48 00
Foster and Railway Station....	W. M. Hillhouse	do .....	1	12 &		
Fox River and Grande Grève...	J. Dunn.....	Optional .....	19	3	5 do ...	18 00
Fox River and Ste. Anne des Monts .....	E. Lepage.....	do .....	107	1	3 do (to June 30, '79)	220 00
do do .....	J. B. Cloutier...	do .....	107	2	9 from do	237 50
Frampton and Ste. Hénédiène...	J. Doyle.....	Vehicle.....	13	6	6 mos. (to Sept. 30, '79)	1,050 00
do do .....	R. Redmond.....	do .....	13	6	6 from do	200 00
Frampton and Springbrook.....	A. Anderson.....	Horse or vehicle.	4	3	3 mos. (to June 30, '79)	124 00
do do .....	J. Clarke .....	do .....	4	3	9 from do	15 00
Franklin Centre and Starnesboro'	M. Boyce.....	Optional.....	2	6	6 mos. (to Sept. 30, '79)	45 00
do do .....	A. Lussier.....	do .....	2	6	6 from do	32 00
Frelighsburg and North Pinnacle	G. C. Chadburn,	Vehicle.....	6½	2	12 months...	32 00
Frelighsburg and St. Armand Station .....	A. Shelters.....	Horse or vehicle.	10	6	12 do ...	75 00
Frelighsburg and Sweetsburg...	E. Pickle.....	Vehicle.....	14	6	12 do ...	345 00
Frost Village and Waterloo.....	J. J. Wallace....	do .....	2½	6	2 do (to Dec. 31, '79.)	340 00
do do .....	A. Hebert.....	do .....	2½	6	6 from do	13 04
Fulford and Waterloo .....	G. England.....	do .....	4	2	12 months...	30 00
Garthby and Lake Weedon.....	F. Brière.....	do .....	6	1	6 do ...	40 00
Garthby and North Ham.....	E. Grenier.....	Horse or vehicle.	13 &	16	7 do ...	16 00
Garthby and Stornoway.....	do .....	do .....	16	1	6 do ...	43 00
Garthby Station and Lake Aylmer .....	E. Boucher.....	Vehicle.....	7	6	5 do ...	48 00
Garthby Station and St. Olivier de Garthby.....	L. Drapeau.....	do .....	4	3	2 do ...	95 83
Gaspé Basin and Grand Grève...	J. Lambert.....	Optional.....	12	3	12 do ...	6 50
Gaspé Basin and Percé .....	T. Tapp .....	Vehicle.....	36	6	12 ho ...	200 00
Gaspé Basin and Wharf.....	A. T. Carter.....	Optional.....	¼	As		1,876 00
Gatineau Point Railway Station and Templeton .....	J. O'Hagen.....	do .....	1½	6	req. Season, 1879	34 00
Genoa and St. Hermas .....	J. Gordon.....	do .....	3½	2	12 months...	80 00
Georgeville and Knowlton Landing .....	D. B. Bullock....	do .....	3	6	12 do ...	40 00
Georgeville and Magog.....	J. G. Cowie.....	Vehicle.....	10	6	12 do ...	100 00
Georgeville and Magoon's Point	A. Magoon.....	Horse or vehicle.	5½	2	12 do ...	200 00
Georgeville and Smith's Mills...	J. F. Bullock....	do .....	10½	6	6 do (to Sept. 30, '79)	52 00
do do .....	J. P. Williamson	do .....	10½	6	6 from do ..	154 00
Geraldine and Stockwell.....	C. Newman.....	Foot or vehicle...	3½	2	12 months...	125 00
Gould and North Hill.....	D. W. McDonald	Vehicle.....	4½	2	9 do ...	26 00
Gould and Robinson.....	R. C. McKay.....	do .....	12	6	1 do (to June 30, '79)	31 50
do do .....	C. Ross.....	do .....	12	6	9 from do ..	33 33
Granboro' and Granby.....	J. C. West.....	do .....	12	3	12 months...	239 99

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Granby and Railway Station.....	A. B. Foster.....	Optional.....	1	12	6 mos. (to Sept. 30, '79)	50 00
do do .....	E. Savage.....	do .....	1	12	3 mos. (to Dec 31, '79)	10 00
do do .....	J. C. West.....	do .....	1	12	3 from do ...	18 75
Granby and Roxton Pond .....	L. Tinning.....	Horse or vehicle.	12½	3	12 months...	195 00
Grande Baie and L'Anse St. Jean.....	R. Gaguon.....	Foot or canoe.....	54	1	12 do ...	167 04
Grande Baie and Wharf .....	E. Leveque.....	Foot or vehicle..	3	As		
Grande Ligne and Mount St. Nicholas .....	M. Boissoneault..	Optional.....	2½	req.	Season, 1879	36 00
Grand Entry and House Harbor .....	J. McPhail.....	do .....	20	3 pr.	12 months...	40 00
Grandes Coudées and Jersey, Beauce .....	M. Cabill.....	Horse or vehicle.	14	1	mo. Season, 1879	50 00
Grand River and St. Antonin.....	F. Queen.....	Optional.....	3	6	12 do ...	62 48
Grand River and St. Modeste.....	do .....	Horse or vehicle.	5	3	12 do ...	54 00
Grenville and Railway Station.....	H. F. Cramming.....	Optional.....	1½	6	12 do ...	49 00
Grondines and Railway Station.....	F. X. Thibaudeau	Vehicle.....	3½	6	12 do ...	10 00
Grondines and St. Casimir.....	F. X. Gingras...	do .....			Special trips	150 00
Guigues and Notre Dame du Laus.....	A. Bergeron.....	Optional.....	38	2	12 months...	1 00
Hadlow Cove Road and St. David de Lévis .....	L. A. Guay.....	On foot.....	1	6	12 do ...	80 00
Haley's Station and Portage-du-Fort .....	D. M. Rattray...	Vehicle .....	7	12	12 do ...	50 00
Hallerton and Hemmingford.....	J. Blair .....	do .....	4½	3	12 do ...	74 00
Harrington and Rivington.....	D. McIntosh.....	do .....	5	1	12 do ...	53 00
Hatley and Railway Station.....	B. Martin.....	do .....	3	6	12 do ...	26 00
Hedleyville and St. Roch de Quebec .....	J. DeBlois .....	On foot.....	1	2	12 do ...	200 00
Hemison and St. Malachie.....	S. Bagnall .....	Horse or vehicle.	3	6	12 do ...	62 60
Hemison and Standon.....	W. Wilson .....	do .....	9½	3	12 do ...	78 00
Hemmingford and Huntingdon.....	J. Latham .....	Vehicle .....	32	6	12 do ...	60 00
Hemmingford and Roxham.....	D. Hefferman.....	do .....	5	2	12 do ...	1,000 00
Henrysburg and Lacolle.....	G. Giroux .....	do .....	8	3	12 do ...	35 00
Henryville and Malmaison.....	M. Gamache.....	do .....	7½	6	4 do ...	96 00
Henryville and Stanbridge Station .....	P. Girard.....	do .....	8	6	8 do ...	116 66
Herbert and Mansonville.....	M. Geer .....	Optional .....	5½	2	3 do ...	126 00
Hereford and Canaan, U.S.....	A. H. Workman...	Vehicle .....	3	1	12 do ...	12 00
Hochelaga and Montreal.....	J. H. Brown.....	Foot or vehicle..	4	12	12 do ...	7 52
House Harbor and Magdalen Islands .....	P. Turnbull.....	Optional.....	30	ftly	Season, 1879	146 00
Hudson and Wharf.....	A. Vipond .....	do .....	¼	12	do ...	70 00
Hull Railway Station and Ottawa (see Ontario for 3 Qrs).....	H. McGarr.....	Vehicle .....	3	As		12 00
Hunterstown and Rivière du Loup.....	G. Blais.....	do .....	17	6	3 months...	98 10
Hunterstown and St. Elie .....	O. Martin.....	do .....	7½	3	12 do ...	360 00
Huntingdon and St. Anicet.....	O. Dupuis.....	do .....	13	6	6 do (to Sept. 30, '79)	80 00
do do .....	J. Sullivan.....	do .....	16	6	6 from do ..	145 00
Huntingville and Lennoxville.....	J. R. Moy.....	Optional.....	2	6	12 months...	139 50
Huntingville and Milby.....	do .....	On foot.....	2½	3	12 do ...	75 00
Inverness and Kinnear's Mills...	P. Devany .....	Vehicle .....	9	3	12 do ...	42 00

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						\$ cts.
Inverness and Leeds (via Glen Murray) .....	H. McCutcheon.	Horse or vehicle.	12	3	3 mos. (to June 30, '79)	55 00
do do .....	A. W. Gott .....	do .....	12	3	9 from do ..	112 11
Inverness and New Ireland .....	A. McLean .....	Vehicle .....	18½	3	9 do (to Dec. 31, '79)	111 00
do do .....	J. McLean .....	do .....	18½	3	3 from do ..	37 00
Inverness and Ste. Julie de Somersmet .....	A. Rennie .....	do .....	9	6	12 months...	195 00
Iron Hill and Sweetsburg .....	W. Moffatt .....	do .....	6	2	12 do .....	52 00
Isle aux Coudres and St. Paul's Bay .....	J. Dufour .....	Boat or vehicle..	12	2	12 do .....	220 00
Isle aux Grues and Montmagny .....	L. Lebel .....	do .....	7	1 & 2	12 do .....	193 33
Isle Bizard and Ste. Genevieve .....	A. Barbeau .....	Optional .....	½	6	12 do .....	36 00
Isle Perrot and Ste. Anne de Bellevue .....	B. Ricard .....	Horse or vehicle.	7	3	3 do (to June 30, '79)	20 00
do do .....	J. Monpetit .....	do .....	7	1	9 from do ..	60 00
Isle Verte and Notre Dame de l'Isle Verte .....	E. Simard .....	Boat or vehicle..	6	1	12 months...	50 00
Isle Verte and Railway Station .....	L. A. Bertram .....	Optional .....	1	12	12 do .....	80 00
Isle Verte and St. Eloi .....	J. Langlier .....	Horse or vehicle.	8	3	12 do .....	60 00
Isle Verte and St. Paul de la Croix .....	T. Theriault .....	do .....	10	1 & 2	12 do .....	72 92
Jersey and Marlow .....	M. Cahill .....	do .....	13	3	12 do .....	230 56
Jersey and St. Joseph Station .....	do .....	Vehicle .....	23½	6	12 do .....	774 00
Jobin Station and Railway Station .....	G. Garon .....	Optional .....	100			
Jobin Station and St. Bernard (via Newbois) .....	V. Filior .....	Vehicle .....	9	12	10 mo. 10 d's	34 47
do do .....	C. Genest .....	do .....	9	3	1 month (to April 30, '79)	11 00
Johnville and Railway Station .....	C. Smith .....	Optional .....	½	6	11 from do ..	117 23
Joliette and Railway Station .....	J. Mirault .....	Vehicle .....	6	6	12 months...	28 00
Joliette and Rawdon .....	O. Ethier .....	do .....	18	6	12 do .....	130 00
Joliette and Ste. Elizabeth .....	J. Mirault .....	Optional .....	10	6	12 do .....	460 00
Joliette and St. Paul d'Industrie .....	F. Perreault .....	Vehicle .....	10	6	12 do .....	200 00
Joynt and North Wakefield .....	R. Joynt .....	Vehicle .....	4	6	12 do .....	60 00
do do .....	R. Joynt .....	Horse or vehicle.	9	1	9 do .....	37 50
Kamouraska and Railway Station .....	J. B. Pelletier .....	Vehicle .....	5	12	12 do .....	300 00
Kamouraska and St. Paschal .....	P. Desjardins .....	do .....	5	12	12 do .....	160 00
Katevale and North Hatley .....	J. Gorel .....	Horse or vehicle.	4½	2	3 months (to June 30, '79)	10 50
do do .....	E. St. Jacques .....	do .....	4½	2	9 from do ..	31 50
Kazubazua and Otter Lake .....	H. B. Cornish .....	do .....	30	1	12 months...	180 00
Keiso and Trout River .....	J. Marshall .....	Optional .....	2½	3	12 do .....	50 00
Kildare and St. Alphonse .....	F. Prudhomme .....	Vehicle .....	12	3	12 do .....	120 00
Kingsey Falls and Kingsey Siding .....	E. D. Adams .....	Optional .....	4	6	12 do .....	100 00
Kingsey Siding and Railway Station .....	do .....	On foot .....	200			
Kinnear's Mills and Leeds (via Lemesurier) .....	H. McCutcheon .....	Vehicle .....	11	6	12 do .....	40 00
Knowlton and Railway Station .....	S. H. Courtney .....	do .....	½ & 6	3	12 do .....	159 00
Knowlton and St. Etienne de Bolton .....	L. Poulin .....	do .....	24	9 mo. 19 d's.		50 04
do do .....	L. Poulin .....	Horse or vehicle.	9	3	12 months...	144 00

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						\$ cts.
Knowlton and Sutton Junction..	J. McMannis.....	Vehicle.....	7	6	2 mo. 12 d's.	58 15
Knowlton and Waterloo.....	do .....	do .....	10	6	7 months...	142 91
LaBaie and Nicolet .....	T. Vigneau.....	do .....	9	6	12 do ...	150 00
LaBaie and St. Zéphirin.....	do .....	do .....	8	6	12 do ...	250 00
LaBaie and Yamaska.....	do .....	do .....	20½	6	12 do ...	498 00
Labarre and St. Joseph d'Alma.	D. Boulanger .....	Horse or vehicle.	16	1	12 do ...	70 00
La Beauce and Railway Station	Mrs. Genest .....	Foot or vehicle...	½	7	10 mo. 10 d's.	43 08
La Beauce and St. Elzéar .....	E. Landril .....	Horse or vehicle.	3	3&6	12 months...	35 00
L'Acadie and St. Jacques le Mineur	J. O. Poirier.....	Vehicle.....	5	6	12 do ...	160 00
Lachenaie and Terrebonne...	G. Villeneuve.....	Horse or vehicle.	4½	3	12 do ...	52 00
Lachine and Lachine Rapides...	D. Dunberry .....	Vehicle.....	3½	6	11 do ...	99 00
Lachute and Lakefield.....	G. Rogers.....	Horse or vehicle.	9	2	6 months (to Sept. 30, '79)	36 40
do do .....	H. McMannis .....	do .....	9	2	6 from do ..	40 00
Lachute and Railway Station...	G. L. Meikle.....	Optional.....	250 yds.	12	12 months...	36 00
Lachute and Shrewsbury.....	J. Chambers.....	do .....	14½	2	1 month ...	9 58
Lac Masson and Ste. Adèle.....	C. G. Guenette..	Vehicle.....	12	2	9 months...	75 00
Lac Masson and Ste. Luce de Doncaster	N. Forget.....	do .....	10	1	6 do ...	26 00
Lac Masson and St. Jérôme .....	C. G. Guenette..	do .....	21	2	3 do ...	52 00
Lacolle and Odelltown.....	J. McCallum.....	do .....	3	3	12 do ...	48 00
La Conception and St. Faustin..	Z. Godin .....	do .....	14	1	8 do ...	37 33
Lake Aylmer and Stornoway....	G. Champoux....	Horse or vehicle.	7	1	7 do ...	17 50
Lake Beauport and Quebec.....	A. Simons.....	Vehicle .....	13	2	12 do ...	150 00
Lake Etchemin and Langevin....	L. Mercier .....	Horse or vehicle.	12	2	12 do ...	80 00
Lake Etchemin and Standon.....	J. Nicholson .....	do .....	12	2	12 do ...	99 00
Lake Megantic and Morinville..	H. J. Wilson .....	Horse or boat....	5	2	1 month ...	3 33
Lake Megantic and Piopolis....	C. F. Langlois...	Vehicle.....	7	3	1 do ...	10 00
Lake Megantic and Stornoway...	R. McLeod.....	do .....	15	3	1 do ...	15 00
Lake Témiscamingue and Mat-tawa	C. Rankin.....	Optional.....	125½	1	12 months...	940 31
Lake Weedon and Railway Station	F. Brière .....	Vehicle .....	1	6	12 do ...	40 00
Lamartine and l'Islet Station...	P. Cloutier .....	Optional.....	3	4	12 do ...	50 00
Lambton and St. François.....	H. Richard .....	Vehicle.....	36	6	12 do ...	770 00
Lambton and Stornoway.....	E. Belanger.....	Optional.....	9	6	3 do (to June 30, '79)	54 00
do do .....	U. Theriault .....	do .....	9	6	9 from do ..	225 00
Lambton and Valletort.....	P. Roy .....	Horse or vehicle..	8	2&3	12 months...	72 70
Landreville and Ormstown.....	A. Lorange.....	Vehicle.....	4	2	12 do ...	50 00
Land Villa and Railway Station	C. Lavallée.....	do .....	2	6	6 mos. 28 dys	23 04
L'Anse au Foin and Tremblay...	T. Harvey .....	do .....	8	2	12 months...	79 00
L'Anse à Giles and Railway Station	F. X. Giasson....	Horse or vehicle..	1½	6	7 mos. 19 dys	33 33
La Patrie and Notre Dame des Bois	F. Poulin.....	Vehicle.....	10	3	12 months...	112 00
La Petite Rivière St. François and St. Cassien des Caps.	T. Lavoie.....	Horse or vehicle..	7	6	5 do ...	41 67
La Petite Rivière St. François and St. Paul's Bay .....	E. Verrault.....	Optional.....	10	3	9 do ...	54 60
La Pigeonnière and St. Edouard	L. Ricard.....	Vehicle .....	4	6	12 do ...	90 00
La Plaine and Railway Station.	C. Gauthier .....	do .....	1½	12	12 do ...	12 00
Laprairie and St. Constant.....	O. Robert .....	do .....	6	6	12 do ...	160 00
Laprairie and St. Philippe .....	L. L'Ecuyer.....	do .....	6	6	12 do ...	200 00

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
La Présentation and St. Hyacinthe	A. Millet	Vehicle	6	3	12 months	78 00
L'Assomption and Railway Station	E. Archambault	do	4½	12	12 do	250 00
L'Assomption and St. Sulpice	J. Royal	do	5	6	12 do	175 00
Lauzon and Lévis	H. Martin	Horse or vehicle	2	12	12 do	100 00
Lauzon and St. Joseph de Lévis	do	Optional	1½	6 &		
				1	12 do	116 67
					12 do	100 00
Laval and Quebec	J. Keough	Vehicle	17			
Lavaltrie and Railway Station	A. A. Laviolette	do	8	6	12 do	192 00
Lavergne and Railway Station	T. Boutin	Optional	½	6	5 mos. 2 dys.	16 96
Lawrenceville and North Stukely	C. Gordon	Vehicle	4	3	12 months	80 00
Leeds and Leeds Village	H. McCutcheon	Horse or vehicle	1	3	12 do	30 00
Leeds and West Broughton	J. Bolduc	Optional	12	3	12 do	100 00
Lennoxville and Railway Stations	E. W. Abbott	On foot	½ &			
L'Épiphanie and Railway Station	J. Renaud	Vehicle	1½	12	12 do	101 00
L'Épiphanie and St. Julienne	do	do	3	12	12 do	50 00
Les Eboulemens and Settrington	S. Chouinard	Horse or vehicle	18	6	12 do	424 00
Les Eboulemens and Wharf	J. Tremblay	Optional	3	As req.	Season, 1879	49 00
Les Escoumains and Sault au Cochon	M. Boissonneault	Vehicle	35	2	12 months	450 00
Les Escoumains and Tadousac	X. Gagné	do	27	3	12 do	375 00
Lévis and Quebec	H. Martin	Optional	1	12 &		
do				18	12 do	387 50
do	H. Lachance	Canoe	1		Special trip	2 00
Lévis and L. & K. Railway Station	F. Begin	Optional	1½	12	10 mo. 10 dys	215 43
Lévis and Railway Station	H. Martin	do	1	12	12 months	90 00
Lévis and Railway Station and Quebec	Sundry persons	Vehicle			Special trips 1878, '79 & '80	
Lévis and St. Michel	do	do	15	6	3 months (to June 30, '79)	55 20
do	N. Guay	do	15	6	9 from do	106 25
Lévis and Sub-office	E. Bédard	Optional	½	12	12 months	191 25
Lévis and Three Rivers	H. Lavigne	Vehicle	89	6	12 do	200 00
Lime Ridge and Marbleton	O. Côté	do	½	6	12 do	2,780 00
L'Islet and Railway Station	M. E. Ballantyne	do	1½	6	3 do	13 00
L'Islet Station and St. Cyrille	J. B. Cloutier	Optional	7½	12	12 do	197 05
Longueuil and Montreal	P. Lesperance	do	4	2	12 do	104 00
Lorette and Quebec	L. Richard	Vehicle	9	4	12 do	125 00
Lotbinière and Rivière Bois Clair	J. Lemay	Horse or vehicle	6	3	12 do	209 00
Low, Maniwaki and North Wakefield	A. M. Brooks	do	54 &			
			11	3 & 6	12 do	1,750 00
Low and Venosta	J. McCaffery	do	8	1	12 do	49 50
Maddington and Stanfold (via Blandford)	C. Guillemette	Vehicle	13	2	12 do	70 00
Magenta and West Farnham	J. Fournier	Optional	5	2	12 do	42 00
Magog and Sherbrooke	J. Norton	Vehicle	19½	6	6 do (to Sept 30, '79)	200 00
do do	J. G. Cowie	do	19½	6	6 from do	150 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per week.	Period.	Amount.
						\$ cts.
Malmaison and St. Charles de Stanbridge.....	M. O. Gauvin.....	Vehicle.....	3	3	12 months...	50 00
Maniwaki and River Joseph .....	E. Roy.....	Optional.....	8	1	12 do ...	52 00
Mansonville and Railway Station.....	W. B. Manson.....	Vehicle.....	2½	6	6 do ...	25 00
Mansonville and Vale Perkins.....	M. Geer.....	Horse or vehicle.....	5½	2	9 do ...	36 00
Mansonville and West Potton.....	M. L. Elkins.....	Vehicle.....	5	2	12 do ...	40 00
Maple Grove and Sanborn.....	F. Hagarty.....	Horse or vehicle.....	11	3	12 do ...	150 00
Maple Grove and Somerset.....	M. Dubois.....	Vehicle.....	20	3	12 do ...	140 00
Maple Leaf and Sawyerville.....	W. G. Planche.....	Horse or vehicle.....	3½	2	12 do ...	40 00
Marbleton and Railway Station.....	O. Côté.....	Optional.....	2	12	3 do ...	37 50
Marbleton, Railway Station and Lime Ridge.....	do.....	do.....	2 & ½	12 & 6	9 do ...	151 50
Marbleton, Sanborn and South Ham.....	S. Porter.....	do.....	25	2	6 do ...	57 50
Marbleton and South Ham.....	F. G. Goodenough.....	do.....	10	2	6 do ...	34 50
Marlow and U. S. Boundary Line.....	M. Cahill.....	Horse or vehicle.....	14½	3	12 do ...	224 00
Marsden and Railway Station.....	J. D. Morison.....	Vehicle.....	6	6	9 do ...	7 50
Marsden and Whitton.....	J. McKenzie.....	do.....	3½	2	9 do ...	27 00
Masouche Rapids and Railway Station.....	A. Cherigny.....	do.....	3	6	12 do ...	95 00
Masham Mills and O'Connell.....	G. Grier.....	Horse or vehicle.....	15	1	10 do ...	41 67
Masham Mills and Wakefield.....	M. Bennett.....	do.....	7	2	12 do ...	73 50
Mastigoche and St. Gabriel de Brandon.....	J. O. Henault.....	Vehicle.....	9	1	12 do ...	36 00
Matane and Ste. Anne des Monts.....	M. Leclerc.....	do.....	57	3	9 do (to Dec. 31, '79)	585 00
do do.....	A. Richard.....	do.....	57	3	3 from do ..	149 75
Matane and St. Octave Station.....	E. Bernier.....	do.....	28	6	12 months...	750 00
Matapedia and Railway Station.....	D. Fraser.....	On foot.....	200			
Matapedia and Runnymede (via Dee Side).....	J. Lawlor.....	Optional.....	12	12	12 do ...	50 00
Melbourne and Rockland.....	C. S. Drummond.....	Vehicle.....	6½	6	12 do ...	59 00
Melbourne and Waterloo.....	A. T. Lawrence.....	Horse or vehicle.....	33	3	12 do ...	120 00
Metabetchouan and St. Gédéon.....	G. Audet.....	do.....	9	1	3 do (to June 30, '79)	11 25
do do.....	C. Duchene.....	do.....	9	1	9 from do ..	33 75
Méthot's Mills and Ste. Agathe.....	A. Beaudoin.....	do.....	8	3	12 months...	100 00
Méthot's Mills and St. Flavien.....	J. Fournier.....	do.....	4	2	12 do ...	45 00
Métis and Métis Point.....	W. E. Page.....	Optional.....	6	6	3½ do ...	69 00
Métis and Métis Road Station.....	do.....	Vehicle.....	3½	12	12 do ...	150 00
Mille Isles and St. Jerome.....	J. Westgate.....	do.....	12	2	12 do ...	100 00
Mongenais and Peveril.....	D. W. Fraser.....	do.....	7½	3	3 do ...	23 75
Mongenais and St. Justine.....	A. Clermont.....	do.....	4	3	9 do ...	51 00
Montalambert and Railway Station.....	F. Parent.....	do.....	1	6	9 do ...	21 00
Montalambert and Rimouski.....	do.....	do.....	3	6	3 do ...	10 00
Mont Carmel and Railway Station.....	R. Lavoie.....	Horse or vehicle.....	2½	3	7 mos. 19dys.	31 66
Montebello and Railway Station.....	C. Major.....	Foot or vehicle.....	½	12	12 months...	50 00
Montmagny and Railway Station.....	C. Letourneau.....	Vehicle.....	1	12	6 do (to Sept 30, '79)	60 00
do do.....	P. Gendreau.....	do.....	1	12	6 from do ..	60 00
do do.....	C. Larcher.....	do.....	1	12	7 mos. 19dys. (to Mar. 31, '80)	41 15

REPORT No. 2, B.—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Montreal Division.....					Special trips during snow blockade on railways.....	
Montreal and Notre Dame des Graces.....	T. F. O'Brien....	Vehicle.....	24	6	12 months...	9 00
Montreal and Point St. Charles.....	J. Skeith.....	do.....	18	18	12 do...	134 00
Montreal and Railway Station.....	C. A. Dumaine....	do.....	24	42 &		187 48
Montreal, Receiving Houses and Street Letter Boxes.....	J. Jackson.....	do.....		36	12 do...	859 50
Montreal and St. Eustache.....	J. B. Binette....	do.....	21	6	12 do...	1,400 00
Montreal and Sault au Recollet.....	P. St. Vincent....	do.....	7	6	12 do...	550 00
Montreal and Wharf.....	C. A. Dumaine....	do.....	1/2	3	Season, 1879	150 00
Morinville and Piopolis.....	C. F. Langlois....	do.....	11	6	2 months...	172 70
Morinville and Railway Station.....	E. Wilson.....	do.....	1/2	12	2 do...	25 00
Mount Johnson and Versailles.....	A. Gilbert.....	Horse or vehicle.	4	6	12 do...	6 00
Murray Bay and Quebec.....	J. Bouchard....	Vehicle.....	90	6	12 do...	150 00
Murray Bay and Ste. Agnès.....	C. Savard.....	Horse or vehicle.	10	2	12 do...	2,900 00
Murray Bay and Tadoussac.....	H. Foster.....	Optional.....	43	3	12 do...	35 00
Murray Bay and Wharf.....	H. Girard.....	do.....	3	As req.	Season, 1879	600 00
Namur and Ripon.....	J. B. St. Pierre..	do.....	31	1	9 do (to Dec. 31, 1879)	145 00
do do.....	M. Laudrian....	do.....	31	1	3 from do..	74 25
Napierville and Stottville.....	H. Girard.....	Vehicle.....	7	6	9 to do...	17 50
do do.....	F. Hetier.....	do.....	7	6	3 from do..	93 75
Neigette and Ste. Flavie Station.....	D. Beaulieu....	Horse or vehicle.	8	2	12 months...	31 25
Neigette and St. Gobert.....	T. Croft.....	do.....	9	1	12 do...	72 00
New Armagh and St. Sylvester.....	J. Orr.....	Optional.....	44	2	12 do...	40 00
New Carlisle and Wharf.....	J. Hall.....	do.....	4	4	Part of Season, 1879..	50 00
do do.....	T. J. Caldwell...	do.....	1/2	4	do	37 50
New Glasgow and Ste. Anne des Plaines.....	F. Langlois dit Traverci	Vehicle.....	8 1/2	6	12 months...	7 00
New Glasgow and St. Calixte de Kilkenny.....	A. Perrault.....	do.....	9	2	12 do...	250 00
New Ireland and Richardville.....	D. Poudrier....	do.....	4 1/2	1	12 do...	66 00
Nicolet and St. Grégoire.....	R. Larivière....	do.....	8	12	12 do...	22 92
Nicolet and Ste. Monique.....	H. Beaudry....	do.....	8	6	12 do...	239 00
North Ham and Railway Station.....	F. X. Charland..	Horse or vehicle.	8	1	9 do...	144 00
North Ham and St. Olivier de Garthby.....	E. Grenier.....	do.....	13	1	3 do...	24 00
North Hatley and Railway Station.....	S. Burrows.....	Foot or vehicle..	1/8	6	3 do (to June 30, '79)	15 00
do do.....	S. L. Spafford...	do.....	1/8	6	9 from do..	7 50
North Nation Mills and Railway Station.....	W. Brown.....	Vehicle.....	3 1/2	6	12 months...	22 50
North Onslow and O'Connell.....	G. Grier.....	Horse or vehicle.	6	2	12 do...	100 00
North Onslow and Onslow.....	J. O'Donnell....	do.....	7	2	12 do...	48 67
North Sutton and Sutton.....	S. Sweet.....	Vehicle.....	3	6	12 do...	69 00
North Wakefield and Ottawa.....	R. Hastey.....	do.....	26	6	12 do...	50 00
North Wakefield and Rupert.....	J. Moncrief....	Horse or vehicle.	5	2	12 do...	500 00
Notre Dame des Anges and St. Ubalde.....	T. Savary.....	Optional.....	11	1	12 do...	74 49
Notre Dame du Portage and Railway Station.....	C. Lebel.....	Vehicle.....	3	6	5 mo. 19 dys	45 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation  
Quebec, made within the Year ended 30th June, 1880

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	Nc. of Trips per week.	Period.	Amount.
						\$ cts.
Notre Dame du Portage and Rivière du Loup Station.....	S. Nadeau.....	Vehicle.....	8	6	3 mos. 22 dys	37 42
Notre Dame du Portage and Rivière du Loup Railway Station.....	O. Morin.....	do .....	7	6	2 months...	19 67
Papineauville and Railway Station.....	J. Chabot.....	Foot or vehicle..	1 1/2	1	12 do ...	45 00
Papineauville and St. Amédé...	R. Robinson, jun	Horse or vehicle.	7 1/2	1	12 do ...	26 00
Papineauville and St. André Avelin .....	D. Ranger .....	Vehicle.....	9	6	12 do ...	155 00
Paquette and St. Malo.....	M. Roy.....	Horse or vehicle.	5	2	12 do ...	52 00
Paspebiac and Percé.....	P. O'Connor ...	Vehicle.....	68	6	4 do (to July 31, '79)	1,241 66
do do .....	T. Enright.....	do .....	68	6	8 from do ..	1,800 00
Paspebiac and Wharf.....	P. E. Loisel.....	Optional.....	3 3/4	4	Season, 1879	44 59
Pearceton and Riceburg.....	J. Briggs.....	Horse or vehicle.	2 1/2	2	12 months...	30 00
Percé and Wharf.....	J. E. Tuzo.....	Optional.....	1 1/2	4	Season, 1879	43 50
Peveril and St. Justin.....	M. Menard .....	Vehicle.....	3 1/2	6	9 months...	67 50
Philipsburg and St. Armand Railway Station.....	A. Hogel.....	do .....	2	18	12 do ...	175 00
Piopolis and Springhill...	C. F. X. Langlois	do .....	11 1/2	3	5 do ...	71 66
Pointe au Chêne and Railway Station.....	T. Mathews.....	do .....	33 yds.	6	12 do ...	1 00
Pointe aux Anglais and St. Placide and St. Benoit.....	O. Lavallée. ....	Optional.....	10	6	12 do ...	145 00
Pointe aux Origneaux and Rivière Ouelle .....	J. B. Hudon ....	Horse or vehicle.	2 1/2	6	12 do ...	50 00
Pointe aux Trembles and Railway Station.. ..	N. Beaudry.....	Vehicle.....	8	6	12 do ...	250 00
Pointe aux Trembles and Rivière des Prairies..	P. Roi.....	do .....	6	3 & 1	12 do ...	110 35
Pointe Eleue and Roberval.....	A. Lavoie.....	Horse or vehicle.	5	1	3 do ...	6 25
Pointe Claire and Ste. Geneviève .....	F. Lanthier.....	do .....	5	6	1 month... ..	15 66
Pointe du Lac and Railway Station .....	O. Descoteau.....	Optional.....	3 1/4	12	12 do ...	80 00
Pointe Fortune and Wharf.....	E. A. St. Denis..	do .....	50 yds.	6	Season, 1879	14 00
Pont de Maskinongé and Railway Station.....	A. Lafrenier.....	do .....	1 1/4	12	12 months...	50 00
Pont de Maskinongé and St. Justin.....	L. St. Antoine..	Vehicle.....	5	6	12 do ...	160 00
Pont Rouge and Railway Station .....	A. Bussière.....	Foot or vehicle..	3 1/4	6	12 do ...	40 00
Pont Rouge Station and Ste. Catherine.....	P. Julien.....	Vehicle.....	9	3	12 do ...	140 00
Pont Viau and Sault au Récollet Road .....	T. Belanger.....	Optional.....	3 3/8	6	12 do ...	32 00
Port Daniel and Wharf.....	P. Sweetman.....	do .....	1	4	Season, 1879	51 00
Port Lewis and St. Anicet.....	C. Leblanc.....	Vehicle .....	5	3	6 months...	25 00
Portneuf and Railway Station ..	E. Marcotte.....	Horse or vehicle.	1	12	12 do ...	100 00
Quebec Division.....					Special trips, duri'g snow blockade on L. & K. R'y	708 83



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Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Quebec and Railway Station	C. Hough	Vehicle	$\frac{1}{2}$	12	12 months...	400 00
do do	T. Gilchen	do	$\frac{1}{2}$	24	7 mos. 19 d's	580 37
Quebec and St. Foy	F. Belleau	do	5	6	12 months ..	150 00
Quebec and St. François d'Orleans	O. Cantin	Boat or vehicle	28	3	12 do ...	500 00
Quebec and St. Jean d'Orleans	O. Cantin	Vehicle	21	3	6 do ...	200 00
Quebec and St. Joachim	J. Simard	do	27	3	3 do ...	117 00
Quebec and St. John Suburbs	J. Bilodeau	Optional	$\frac{1}{2}$	18	12 do ...	140 00
Quebec and St. John Suburbs' Letter Boxes	do	do	$1\frac{1}{2}$	18	8 mos. 22 d's	116 08
Quebec and St. Sauveur de Quebec	J. L. Saucier	Foot or vehicle	$1\frac{1}{4}$	24	12 months...	375 56
Quebec and St. Sauveur de Quebec Letter Boxes	do	do	$1\frac{1}{4}$	24	5 mos. 22 d's	90 69
Quebec and Spencer Cove	A. Flanagan	Vehicle	5	12	12 months ..	220 00
Quebec and Stoneham	M. Dunn	do	22	2	12 do ...	150 00
Quebec and Valcartier	J. McEain	do	18	2	12 do ...	140 00
Quebec and Wharf	W. Reynolds	do	$\frac{1}{2}$	12	Season, 1879	120 00
do do	T. Gilchen	do	$\frac{1}{2}$	As req.	do ...	43 50
do do	C. Hough	do	$\frac{1}{3}$	As req.	12 months...	773 00
Rapides des Joachims and Rowanton	A. McDougall	Horseback	20	2 & 3	12 do ...	333 34
Répentigny and St. Paul l'Ermité	F. Archambeault	Boat or vehicle	21	6	12 do ...	75 00
Ricard and St. Herménégilde	F. Dupuis	Foot or vehicle	1	1	12 do ...	20 00
Richby and Railway Station	E. Lang	Optional	$\frac{1}{4}$	6	12 do ...	40 00
Richmond East and Sydenham Place	D. Gregoire	Vehicle	15	6	12 do ...	265 00
Rigaud and Ste Marthe	C. Belanger	do	$9\frac{1}{2}$	3	3 do (to June 30, '79)	39 00
do do	A. Lalonde	do	$9\frac{1}{2}$	3	9 from do ..	67 50
Rigaud and Wharf	L. J. Cherrier	Optional	2	12	Season, 1879	107 00
Rimouski and Railway Station	M. Lauzier	do	$\frac{2}{3}$	12	& 2 12 months...	163 00
Ripon and St. André Avelin	E. V. Quesnel	Vehicle	7	3	12 do to June 30, '79)	25 00
do do	M. Landrian	do	7	3	9 from do ..	60 00
River David and Railway Station	D. Thérien	Optional	$\frac{1}{2}$	12	12 months...	60 00
Rivière aux Pins and Valcartier	F. Armstrong	do	6	1	12 do ...	25 00
Rivière aux Vaches and St. Guillaume	A. Remi	do	$11\frac{1}{2}$	3	12 do ...	150 00
Rivière du Loup (en bas) and Railway Station	N. Marchand	Vehicle	$1\frac{1}{2}$	12 & 24	12 do ...	730 31
Rivière du Loup Station and Railway Station	P. Nadeau	Optional	200 yds.	36	1 mo. 15 d's.	3 71
Rivière du Loup (en haut) and Railway Station	H. Saucier	Vehicle	$\frac{1}{2}$	12	12 months...	63 00
Rivière du Loup and Ste. Ursule	L. Lussier	do	$5\frac{1}{2}$	6	12 do ...	120 00
Rivière du Loup and St. Patrick	A. Lebel	do	$2\frac{1}{2}$	3	3 do ...	17 00
Rivière Ouelle and Railway Station	P. Bérubé	do	5	12	2 do to May 31, '79)	24 17
do do	J. Anctil	do	5	12	10 from do ..	120 83

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			Miles.	No. of Trips per week.		
Rivière Trois Pistoles and Railway Station	J. G. Seaton	Vehicle	250			\$ cts.
Rivière Trois Pistoles and Trois Pistoles	do	Horse or vehicle.	3	12	9 months...	22 50
Roberval and St. Prime	G. Laberge	Vehicle	10 1/2	3	12 do ...	20 00
Robinson and Railway Station	M. Graham	do	12	12	do ...	110 33
Robinson and Stornoway	E. C. McKay	Stage	26	6	2 do ...	60 00
Roxton Falls and Railway Station	J. Wood	On foot	1	12	5 do ...	150 00
Ruisseau des Chênes and St. Guillaume Railway Station	G. Fontaine	Vehicle	1 1/4	12	2 do ...	13 33
Russettown and Vicars	C. Turcotte	Optional	2	6	12 do ...	15 83
Ste. Adèle and Ste. Agathe	V. Charbonneau	Vehicle	12	6	9 do ...	69 00
Ste. Adèle and St. Jérôme	P. Labelle	do	17	3	1 month (to April 30, '79)	172 50
do do	E. Beauchamp	do	17	6	11 from do ..	22 50
Ste. Agathe and St. Faustin	F. Forsyth	do	13 1/2	1	7 months...	412 50
St. Aimé and St. Hyacinthe	F. Raiche	do	23 1/2	6	3 do to June 30, '79)	37 33
do do	L. Desautels	do	23 1/2	6	9 from do ..	200 00
St. Aimé and Yamaska	J. Lambert	do	6 1/2	6	12 months...	375 00
St. Alban and Railway Station	E. Morin	do	5	6	3 do (to June 30, '79)	124 00
do do	A. Frenette	do	5	6	9 from do .	35 00
St. Alexandre d'Iberville and Railway Station	T. Morris	do	1	12	12 months...	78 00
St. Alexandre de Kamouraska and Railway Station	G. Brochu	do	400	12	7 mos. 19 d's	75 00
St. Alexandre de Kamouraska and St. Eleuthère	A. Ouellet	Optional	2 1/2	1	9 months (to Dec 31, '79)	25 32
do do	E. Leveque	do	24	1	3 from do	72 00
St. Alexis des Monts and St. Paulin	J. B. Drolet	Vehicle	10	1	12 months...	24 00
St. Alphonse and St. Côme	V. Gaudet	Optional	12	1	12 do ...	42 00
St. Anaclet and Railway Station	Z. Lavoie	do	2 1/2	6	12 do ...	56 00
St. André and Railway Station	S. Dumont	do	7 1/2	7	12 do ...	50 00
Ste. Angèle and Railway Station	B. Loiselle	do	1/2	12	12 do ...	202 00
Ste. Angèle de Laval and Railway Station	R. Du Sault	do	1/2	12	2 do (to May 31, '79)	48 00
do do	E. Thibodeau	do	1/2	12	8 months (to Jan. 31, '80)	4 00
do do	O. Désilets	do	1/2	12	2 from do ..	16 00
Ste. Anne and Sorel	E. Latraverse	Vehicle	3	6	9 months...	4 00
Ste. Anne de Beaupré and St. Féréol	J. Lachance	Optional	9	3	12 do ...	56 25
Ste. Anne de la Pérade Railway Station	J. U. Marcotte	Foot or vehicle	1/2	12	12 do ...	71 00
Ste. Anne de la Pérade and St. Prosper	A. Cadot	Vehicle	7	3	12 do ...	60 00
Ste. Anne de la Pocatière and Railway Station	T. Courcy	Foot or vehicle	1	12	12 do ...	65 00
Ste. Anne de la Pocatière and St. Onézime	T. O. Michaud	Optional	6	3	12 do ...	100 32

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						\$ cts.
Ste. Anne des Plaines and Railway Station.....	D. Gaudet.....	Optional.....	3	12	12 months...	32 00
St. Anselme and Railway Station.....	F. Lamontagne.....	Vehicle.....	1	12	11 mo. 10 dys	75 60
St. Anselme and Ste. Claire.....	do.....	do.....	7	7	12 and extra service....	195 00
St. Antoine and St. Denis.....	J. B. Lacroix.....	do.....	1	6	12 months...	40 00
St. Apollinaire and Railway Station.....	F. Baron.....	do.....	7	2	12 do ...	60 00
St. Arsène and Viger.....	O. Cailhouette.....	Horse or vehicle.	6	3	12 do ...	94 00
St. Athanase and Railway Station.....	P. Savaria.....	On foot.....	1	24	12 do ...	100 00
St. Aubert and Railway Station.....	J. B. Bois.....	Foot or vehicle..	1½	6	12 do ...	50 00
St. Aubert and St. Jean Port Joli Railway Station.....	L. Poitras.....				Special trips in 1872 & '73	13 00
St. Aubert and St. Pamphile.....	C. Bois.....	Vehicle.....	31	2	12 months...	280 00
St. Augustin (Two Mountains) and Railway Station.....	M. Rochon.....	do.....	1½	6	12 do ...	56 00
St. Augustin (Portneuf) and Railway Station.....	F. East.....	do.....	3	6	12 do ...	93 88
St. Augustin Railway Station and Ste. Monique.....	D. Leonard.....	do.....	2	6	12 do ...	78 00
St. Barnabé and Yamachiche.....	H. Voissard.....	do.....	12	3	12 do ...	120 00
St. Barthélemi and Railway Station.....	L. Michaud.....	do.....	1½	6	12 do ...	75 00
St. Bazile and Railway Station.....	N. Bédard.....	Optional.....	2½	6	12 do ...	52 00
St. Bazile le Grand and St. Bruno Railway Station.....	E. Lalumière.....	do.....	4	6	12 do ...	68 00
St. Benoit and Ste. Scholastique.....	E. Lacasse.....	Vehicle.....	7½	6	12 do ...	196 00
Ste. Brigide and Railway Station.....	B. McGuire.....	do.....	3	6	12 do ...	95 00
Ste. Brigitte des Saules and Ste. Monique (via Ste. Pépétue).....	J. B. Beaulieu.....	Horse or vehicle	13	3	12 do ...	120 00
St. Bruno and Ste. Julie.....	L. Hubert.....	do.....	4½	6	12 do ...	100 00
Ste. Camille and Sherbrooke.....	O. Manseau.....	do.....	26	1	12 do ...	97 52
St. Casimir and Railway Station.....	J. Rompré.....	Vehicle.....	4½	6	12 do ...	125 00
St. Casimir and St. Ubalde.....	A. G. Trottier.....	Horse or vehicle.	11	3	6 do (to Sept. 30, '79)	60 00
do do.....	L. Auger.....	do.....	11	3	6 from do	49 50
St. Césaire and Ste. Marie.....	F. X. Dessault.....	Vehicle.....	9	6	12 months...	180 00
St. Charles and Railway Station.....	J. Montmeny.....	Optional.....	3	6	12 do ...	25 00
St. Charles and St. Gervais.....	E. Côté, jun.....	Horse or vehicle.	5	6	12 do ...	72 00
St. Charles and St. Marc.....	A. Desjournin.....	Boat or vehicle..	1	6	12 do ...	60 00
Ste. Claire and St. Malachie.....	S. Bagnall.....	Vehicle.....	10	6	12 do ...	180 00
St. Clément and St. Eloi.....	J. Roy.....	Horse or vehicle.	12	1	12 do ..	60 00
St. Columbin and Ste. Scholastique.....	M. O. Phelan.....	Vehicle.....	9	6	12 do ...	220 00
St. Cunégonde and St. Henri de Montréal.....	C. F. Portier.....	do.....	1	6	12 do ...	60 00
St. Damien de Brandon and St. Gabriel de Brandon.....	J. B. Duperrault.....	do.....	6	3	3 do (to June 30, '79)	22 50
do do.....	J. Clermont.....	do.....	6	3	9 from do	67 50
St. Denis and Railway Station.....	J. St. Pierre.....	do.....	4	12	12 months...	160 00
St. Didace, St. Gabriel de Brandon and St. Norbert.....	M. Neveu.....	do.....	16½	6	12 do ...	383 00

REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Dominique des Cèdres and Railway Station	S. Trottier.....	Vehicle.....	2	3	12 months...	36 00
St. Donat and Ste. Luce.....	S. Levesque.....	do.....	9	2	12 do ...	70 00
St. Donat de Montcalm and St. Théodore de Chertsey.....	C. H. Coutu.....	do.....	27	1	9 do ...	90 00
Ste. Elizabeth and St. Félix de Valois	E. Aubin.....	do.....	6½	6	12 do ...	175 00
St. Elzéar and St. Sylvester, East	L. Rosberry.....	Horse or vehicle.	10	2	12 do ...	76 00
St. Ephrem d'Upton and Ste. Hélène de Bagot.....	J. T. Poitras.....	Vehicle.....	7	3	12 do ...	96 00
St. Eugène de Grantham and St. Guillaume.....	J. Rondeau.....	do.....	7½	1	6 do ...	18 00
Ste. Eulalie and Railway Station	F. Dupaul.....	Optional.....	7	3	12 do ...	120 00
St. Eustache and St. Joseph du Lac	A. McColl.....	Horse or vehicle.	9	2	3 do (to Sept. 30, '79)	30 00
do do	O. Lamouche.....	do.....	11	3	5 mo. 15 dys., (from Oct. 15, 1879).....	30 02
St. Eustache and St. Scholastique.....	J. B. Binette.....				Special trips in 1878....	6 75
St. Eustache and Ste. Thérèse. St. Evariste de Forsyth and St. Honoré	do.....	Vehicle.....	7	6	2 mos. 24 dys.	177 03
St. Fabien and Railway Station.	R. Belgarde.....	Horse or vehicle.	7	3	12 months...	75 00
Ste. Famille and St. Pierre d'Orléans.....	O. Roy.....	Optional.....	1½	12	12 do ...	100 00
St. Félicien and St. Prime.....	P. Turcot.....	Horse or vehicle.	8	3	12 do ...	95 00
St. Félix de Valois and St. Jean de Matha.....	T. Bouchard.....	do.....	9	1 & 3	12 do ...	99 30
Ste. Flavie and Railway Station	G. Marcil.....	Vehicle.....	8	3	12 do ...	98 50
Ste. Flore and Shawenegan	N. Ross.....	do.....	3½	12	12 do ...	125 00
St. François de Sales and Terrebonne.....	C. Hebert.....	Optional.....	11	2	12 do ...	100 00
St. François, Montmagny and Railway Station.....	N. Contant.....	do.....	¾	6	12 do ...	40 00
St. François Xavier de Viger and Viger.....	E. C. Boulet.....	Foot or vehicle	1½	6	7 mos. 19 dys	31 66
St. Frédéric and St. Joseph Beauce	G. Caron.....	Horse or vehicle.	6	3	12 months...	90 00
St. Fréuéric and St. Séverin de Beauvillage	D. Morisset.....	do.....	6	1	12 do ...	25 00
Ste. Geneviève and Railway Station.....	L. G. A. Legendre	Vehicle.....	8	2	12 do ...	70 00
St. Germain and Railway Station	A. Legault.....	do.....	3	6	11 do ...	119 16
St. Gervais and St. Lazare	A. B. Paré.....	On foot.....	½	12	12 do ...	32 00
do do	F. Roy.....	Vehicle.....	6	3	9 do (to Dec. 31, '79)..	90 00
St. Guillaume and Railway Station.....	J. Belangé.....	do.....	6	3	3 (from do.)	11 00
Ste. Hélène and Railway Station	A. René.....	On foot.....	1½	12	10 months...	50 00
Ste. Hénédine and Railway Station	J. Dubé.....	Foot or vehicle..	¾	12	7 mos 19 dys	12 66
St. Henri and Railway Station.	J. Mercier.....	Optional.....	½	12	10 mos 10 dys	34 47
St. Henri and St. Isidore.....	N. Guillemette..	do.....	½	12	10 mos 10 dys	41 36
	do	Vehicle.....	10	7	12 months...	180 00

REPORT NO. 2, B—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount
St. Henri and St. Lambert	A. Boucher	Vehicle	11	6	12 months...	\$ 192 00
St. Henri Station and Railway Station	G. Demers	Optional	100 yds	48	12 do ...	120 00
St. Hermas and Railway Station	C. Baulne	Vehicle	4	6	12 do ...	82 00
St. Hilaire Station and Railway Station	T. Valiquet	On foot	$\frac{1}{2}$	3	12 do ...	60 00
St. Hilaire Station and St. Jean Baptiste de Rouville	C. Blanchard	Vehicle	5	6	9 do (to Dec. 31, '79)	108 39
do do	M. Grenier	do	5	6	3 from do	29 50
St. Hilaire Station and Sorel	P. Lavallée	do	33	6	12 (less fine)	948 00
St. Hippolyte de Kilkenny and Shawbridge	A. Morin	do	6 $\frac{1}{2}$	2	9 months...	37 50
St. Hubert and Railway Station	F. Robert	On foot	$\frac{1}{2}$	6	12 do ...	60 00
St. Hugues and St. Hyacinthe	M. Prault	Vehicle	14	6	3 do (to June 30, '79)	86 25
do do	E. Flibotte	do	14	6	9 from do	258 75
St. Hugues and St. Marcel	P. Gaumond	do	7 $\frac{1}{2}$	6	12 months...	194 00
St. Hyacinthe and St. Pie	P. Lussier	do	14 $\frac{1}{2}$	6	12 do ...	500 00
St. Isidore and Railway Station	A. Trudeau	do	3 $\frac{1}{2}$	6	12 do ...	135 00
St. Jacques and Sub-Office	Z. Cloutier	On foot	120 yds	12	12 do ...	16 00
St. Janvier and Railway Station	J. Jérôme	Vehicle	$\frac{1}{4}$	12	12 do ...	50 00
St. Jean Chrysostôme and St. Remi	J. B. Boyer	Optional	14	6	12 do ...	300 00
St. Jean de Matha and St. Michel des Saints	M. St. Jean	Vehicle	45	1	6 do (to Sept. 30, '79)	64 74
do do	M. Breault	do	45	1	6 from do	64 74
St. Jean, Port Joli and Railway Station	D. Poitras	Horse or vehicle.	12 $\frac{1}{2}$	12	7 mos. 19 dys	66 64
St. Jérôme and Railway Station	E. Marchand	Optional	10	12	12 months...	36 00
St. Joachim de Shefford and Waterloo	J. Bachand	Vehicle	9	2	12 do ...	72 00
St. Johns and Railway Station	A. B. Foster	Optional	$\frac{1}{2}$	12	6 do (to Sept. 30, '79)	50 00
do do	W. A. Osgood	do	$\frac{1}{2}$	12	3 mos. (to 31, Dec. '79)	12 00
do do	A. Lamoissette	do	$\frac{1}{2}$	12	3 from do	15 00
St. Johns and St. Luc	J. Audette	Vehicle	6	3	12 months...	98 00
Sabrevois and St. Johns	A. M. White	do	8 $\frac{1}{2}$	3	12 do ...	89 00
St. Joseph (Beauce) and Railway Station	M. Cabill	do	$\frac{1}{2}$	6	24 do (to Oct. 31, '79)	150 50
do do	E. Bisson	do	1 $\frac{1}{2}$	6	4 mos. 11 dys (to Feb. 29, '80)	28 00
St. Lazare de Vaudreuil and Vaudreuil	C. Castonguay	do	8	2 & 3	12 months...	105 00
St. Léonard and Railway Station	N. Doucet	Optional	9	3	12 do ...	100 00
St. Lin and Railway Station	J. M. V. Latour	do	$\frac{1}{2}$	12	12 do ...	45 00
St. Louise and Railway Station	G. Caron	Foot or vehicle.	$\frac{1}{2}$	12	7 mos. 19 dys	15 20
St. Luce and Railway Station	F. R. Pineau	Horse or vehicle.	2	12	9 months (to Dec. 31, '79)	91 50
do do	M. Gagnon	do	2	12	3 from do	19 69
St. Madeleine and Railway Station	J. Rainville	Optional	$\frac{1}{2}$	12	12 months...	24 00
St. Martin and St. Urbain	V. Demers	Vehicle	4 $\frac{1}{2}$	6	12 do ...	135 00

REPORT No. 2, B--Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
						\$ cts.
St. Mathias and Village Riche- lieu .....	O. Darche .....	Vehicle.....	3	6	12 months...	100 00
St. Mathieu and St. Simon. ....	M. Danjou .....	Optional.....	4	3	12 do ..	51 00
St. Moïse and Railway Station.	J. Smith.....	Horse or vehicle.	6	2	12 do ...	75 00
St. Olivier de Garthby and Rail- way Station .....	L. Drapeau jr... ..	Not specified.....	4	3	3 do ...	9 75
St. Ours and St. Roch de Riche- lieu .....	J. B. Paquette... ..	Vehicle.....	3	6	12 do ...	20 00
St. Pacôme and Railway Station	T. Levesque ....	Foot or vehicle.	1½	6	5 do (to Aug. 31, '79)	16 67
do do .....	A. Hudon .....	do .....			7 from do	50 32
St. Paschal and Railway Sta- tion .....	P. Desjardins.....	Not specified.....	½	6	6 mo. 19 dys.	22 15
St. Patrick's Hill and Trout Brook .....	J. C. Stevens.....	Horse or vehicle.	3	6	12 months...	31 24
St. Patrick's Hill and Warwick	J. T. Demers .....	do .....	5½	6	12 do ...	98 00
St. Paul du Buton and St. Pierre Montnagny .....	P. Picard .....	do .....	17	1 & 2	12 do ...	115 00
St. Paul's Bay and St. Urbain...	R. Boivin.....	do .....	9	2	3 do ...	28 00
St. Paul's Bay and St. Urbain	T. Simard .....	Optional .....	3	As req.	Season, 1879.	147 00
St. Philippe de Nery and Rail- way Station .....	F. Dechene .....	On foot.....	1	12	12 months...	40 00
St. Philippe Railway Station and Stonefield.....	J. Little.....	Vehicle.....	9	6	12 do ...	148 00
St. Pierre les Becquets and Ste Sophie de Levrard ( <i>via</i> Ste. Cécile de Levrard) .....	G. Lefebvre.....	Optional.....	10	2	12 do ...	62 50
St. Pierre Montnagny and Rail- way Station .....	A. Samson.....	do .....	2	12	7 mo. 19 dys.	50 65
St. Raphael and Railway Sta- tion .....	F. X. Bernard....	do .....	6	6	12 months...	72 00
St. Raymond and Railway Sta- tion .....	A. Labrecque.....	Vehicle.....	14	6	12 do ...	300 00
St. Robert and Railway Station	L. Poirier.....	Optional.....	2	3 & 6	12 do ...	75 50
St. Robert, Sorel and Yamaska	A. Plante.....	Vehicle.....	21		Special trip..	2 50
Ste. Rose and Railway Station.	A. E. Leonard....	do .....	3	12	12 months...	72 00
St. Samuel de Gayhurst and Valletort .....	R. Dallaire.....	Foot or vehicle..	4½	1	11 do ...	23 83
St. Sauveur de Quebec and Let- ter Boxes.....	J. L. Saucier.....	Not specified.....	1½	24	2 mo. 5 days.	35 54
St. Scholastique and Railway Station .....	P. Desautels .....	Vehicle.....	1	12	12 months...	50 00
St. Sébastien and Venice.....	T. Hunter.....	Horse or vehicle.	3½	2	12 do ...	40 00
St. Severin de Beauvillage and St. Sylvester East ( <i>via</i> Fafaska)	J. Cryan .....	do .....	9	2	12 do ...	85 00
St. Simon and Railway Station.	A. Bernier .....	Optional.....	½	12	12 do ...	80 00
St. Stanislas and St. Tite.....	H. Rivard .....	Vehicle.....	14	3	12 do ...	130 24
St. Stanislas de Kotska and Valleyfield.....	M. Cousineau....	do .....	7	3	12 do ...	80 00
St. Sylvester and St. Sylvester East .....	C. A. McDonald	Optional.....	3	3	12 do ...	58 00
Ste. Thècle and St. Tite.....	T. Magnan....	Horse or vehicle.	9	1	11 do ...	33 00
Ste. Théodosie and Verchères...	L. N. Handfield..	Vehicle.....	6	2	10 do ...	43 33
Ste. Thérèse and Railway Sta- tion .....	F. Boismenu.....	do .....	1	24	12 do ...	80 00
St. Valentin and Stottville.....	F. Hérier.....	Optional.....	4½ & 3		6 12 (less fine)	94 66
St. Valier and Railway Station.	A. Belanger .....	Horse or vehicle.	3	12	7 mo. 19 dys.	60 78
Ste. Victoire and Sorel.....	H. Paulhus.....	Vehicle.....	9	3	12 months...	130 00

REPORT No. 2, B—Detail of all payments for Mail Transportation in  
Quebec, made within the Year ended 30th June, 1880

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
St. Vincent de Paul and Railway Station	A. Truteau	Vehicle	$\frac{1}{2}$	12	3 mos. (to June 30, '79)	6 25
do do	C. E. Germain	do	$\frac{1}{2}$	12	9 from do	30 00
Sanborn and South Ham	M. Hurley	Horse or vehicle	15	1	6 months...	31 50
Sand Point and Shawville	D. Wilson	do	11	6	12 do ...	369 28
Scotstown and Railway Station	D. McRae	Optional	$\frac{1}{2}$	12	12 do ...	40 00
Scotstown and West Ditton	E. Gobeil	Vehicle	12	6	.....	270 00
Shawenegan and Three Rivers	J. B. Lapolice	do	20	3	1 mo. (to Ap'l 30, '79)	12 66
do do	J. Desaulniers	do	20	6	11 from do	229 16
Shawville and Thorne Centre	R. R. Armstrong	Optional	12	1	12 months...	40 00
Sheffington and West Sheford	J. Hayes	do	4	6	12 do ...	110 00
Sherbrooke and Railw'y Station	S. S. Foss	do	$\frac{1}{2}$	36	12 do ...	150 00
Sherrington and Railw'y Station	T. Hughes	Vehicle	24	6	12 do ...	100 00
Sillery Cove and Spencer Cove	J. Brown	Foot or vehicle	$\frac{1}{2}$	6	12 do ...	42 00
Sorel and Railway Station	P. Leclaire	Vehicle	$\frac{1}{2}$	12	12 (less fines)	99 50
South Quebec & G. T. R. Rail- way Station	J. Ritchie	do	200			
South Quebec and L. & K. Rail- way Station	F. Atkinson	do	yds. 2	36	12 months...	108 00
South Stukely and Railway Sta- tion	L. H. Knowlton	do	$\frac{1}{2}$	12	10 mos. 20 d's	171 49
Spring Hill and Railw'y Station	M. Campbell	Optional	$\frac{1}{2}$	6	12 months...	26 00
Spring Hill and Stornoway	P. Legendre	Vehicle	9	6	5 do ...	16 66
Stanbridge East and Stanbridge Ridge	N. Martindale	do	3	2	11 do ...	207 50
Stanbridge East and Stanbridge Station	W. Turnbull	Optional	8	6	12 do ...	36 00
Stoneham and Tewkesbury	X. Deschamps	Horse or vehicle	7 $\frac{1}{2}$	2	3 do ...	180 00
Stornoway and Whitton	D. Beaton	Vehicle	8	1	3 do ...	10 00
Sutton and Railway Station	O. Barnes	Optional	$\frac{1}{2}$	12	6 do ...	25 00
Sweetsburg and Railway Station	G. T. Batchelder	Vehicle	$\frac{1}{2}$	12	6 do ...	12 50
Terrebonne and Railway Station	C. Gauvreau	do	$\frac{1}{2}$	12	12 do ...	50 00
Three Rivers & Railway Station	C. Godin	do	$\frac{1}{2}$	12	12 do ...	180 00
Three Rivers and Valmont	L. Ducharme	do	15	3	12 do ...	117 00
Trois Pistoles and Railway Sta- tion	T. P. Pelletier	Optional	$\frac{1}{2}$	12	12 do ...	45 00
Trois Saumons and Railway Station	J. B. Couillard	Foot or vehicle	2	6	7 mos. 19 d's	40 52
Valois and Railway Station	P. G. Valois	Optional	55	12	11 months...	45 83
Versailles and Railway Station	J. B. Treteau	On foot	yds. 40	12	12 do ...	20 00
Village des Aulnaies and Rail- way Station	M. Dubé	Vehicle	5	12	12 do ...	180 00
Village Richelieu and Railway Station	N. D. D. Bessette	Optional	$\frac{1}{2}$	12	12 do ...	43 00
Warden and Railway Station	A. Berry	do	253	12	5 do ...	12 50
Waterloo and Railway Station	A. B. Foster	do	1	12	6 do (to Sep. 30, '79)	50 00
do do	L. H. Brooks	do	$\frac{1}{2}$	12 & 24	6 from do ...	63 75

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Weedon and Railway Station...	J. E. Côté .....	Optional.....	1 $\frac{1}{4}$	6	12 months...	78 00
West Brome and Railway Stat'n	G. R. Cleveland.	do .....	$\frac{1}{2}$	12	6 do ...	25 00
Westbury and Railway Station..	A. Lothrop .....	On foot. ....	$\frac{1}{2}$	12	12 do ...	25 00
West Farmham and Railway Station.....	A. B. Foster .....	Optional.....	$\frac{1}{4}$	12	6 do (to Sep. 30, '79)	50 00
do do ...	C. H. Williams ..	do .....	$\frac{1}{4}$	12	6 from do ...	27 00
Wickham West and Railway Station.....	J. McGinley.....	On foot.....	$\frac{1}{2}$	12	9 mos. (to Dec. 31, '79)	24 00
do do ...	G. D. U. Comtois	do .....	$\frac{1}{6}$	12	3 from do ...	8 00
Windsor Mills and Wotton.....	C. Lacroix .....	Optional.....	17	1	9 months...	48 75
Yamachiche and Railway Stat'n	L. Duchaine .....	do .....	$\frac{1}{4}$	12	12 do ...	63 00
Yamaska and Railway Station..	M. Beaupré.. .....	On foot.....	$\frac{1}{4}$	12	12 do ...	32 00
					Total .....	\$114,575 83

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*



REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Bonne Esperance and Natashquan .....	A. Joncas.....	220		Two trips.....	20 00
Carillon and Lachine.....	Ottawa River Navigation Co.....	44	6	Season, 1879...	480 00
Chicoutimi, Grande Baie and Quebec.....	St. Lawrence Steam Navigation Co.....	236	As required.	do ...	2,500 00
Deux Rivières and Pembroke (See also Ontario).....	Union Forwarding & Railway Co.....	82	3	do ...	750 00
Gaspé Basin and North Shore River St. Lawrence.....	R. Pye.....	232	Fortnightly.	do ...	1,202 50
Laprairie and Montreal.....	Laprairie Navigation Co.....	9	6	do ...	176 00
Lévis and Quebec.....	Quebec and Lévis Ferry Co.....	1	12	12 months.....	180 00
Moisie and Rimouski (via Ber-simis).....	J. Boucher.....	195	Fortnightly.	Season, 1879...	250 00
Montreal and Quebec.....	Richelieu and Ontario Navigation Co.....	180	12	do ...	1,500 00
Quebec and South Quebec.....	Quebec and Lévis Ferry Co.....	2	24	7 mo. 19 days..	263 80
				Total.....	\$7,322 30

JOHN O'CONNOR,

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H. A. WICKSTEED,

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REPORT No. 2, B.—Detail of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Central Vermont Railway.....	25 & 43	6 & 12	12 months, to 31st March, 1880..	4,672 32
C. P. Riv. and Massawippi Valley Railway.....	32 & 35	6	12 do do ...	2,418 43
Grand Trunk Railway (in Province of Quebec, not including Rivière du Loup section, since 12th August, 1879).....	405½	As req'd...	12 do do ...	72,144 28
Grand Trunk Railway.....			Special trips with British mails	7,325 25
Intercolonial Railway (in Province of Quebec, including Rivière du Loup section of G. T. Ry., from 13th August, 1879).....	296½	As req'd...	12 months, to 31st March, 1880..	25,714 40
International Railway.....	69	6	12 do do ...	2,448 60
Laurentian Railway.....	15	6	12 do do ...	282 60
Lévis and Kennebec Railway.....	45	6	12 mos. 16 days, to 6th May, '80	2,043 48
Quebec Central Railway.....	49	6	12 months to 31st March, 1880..	1,435 05
Quebec, Montreal, Ottawa and Occidental Railway.....	321	6	12 do do ...	15,209 62
do do .....			Special service .....	3 51
South Eastern Railway.....	76 & 96	6	12 months, to 31st March, 1880..	6,535 68
Waterloo and Magog Railway.....	23	6	12 do do ...	1,155 52
			Total .....	\$141,388 74

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

REPORT No. 2. B.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c, in Quebec, made within the year ended 30th June, 1880.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcom .....	Mail bags, rivet-lock seals and labels. ....	237	06
J. C. McLaren.....	do labels, repairs, &c .....	1,328	79
S. & H. Borbridge.. ..	do do and straps .....	66	70
P. O'Donohoe.....	do and repairs.....	1,012	95
C. Corneil. ....	do do .....	17	95
Canada Cotton Manufacturing Co.....	do .....	70	12
T. Sonne .....	do .....	33	75
Girouard & Beaudet. ....	do .....	4	65
C. Sonne .....	Letter-carriers' bags and repairs.....	18	30
J. S. Porter & Co. ....	Mail-lock keys.....	11	25
J. Boyl. ....	do .....	3	00
J. Louis & Sons.....	Skins for labels.....	6	00
Montreal Stencil Works.....	Stencil plate for mail bags .....	1	25
W. Blackburn.....	Repairing mail bags.....	20	00
U. Pothier.....	do .....	19	40
H. S. Hunter .....	do .....	5	74
R. E. Mosher.....	do .....	1	20
N. Gagnon.....	do .....	1	15
A. Gilmore.....	do .....	1	00
E. Layzell.....	do .....	1	00
U. Gagnon.....	do .....	0	50
A. Peron.....	do .....	0	45
C. Martel.....	do .....	0	30
W. Glenn.....	do .....	0	25
D. McCuaig.....	do .....	0	25
A. Faile .....	do .....	0	20
	Total .....	\$2,863	21

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

REPORT No. 2, C.

Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Acadia Mines and Railway Station	J. McSween.	Horse or vehicle.	2	12	12 months...	200 00
Addington Forks and Keppoch.	D. Campbell.	Vehicle	7½	1	12 do ...	45 00
Advocate Harbor and Apple River	J. M. Ward.	do	10	3	5 do (to Nov. 1, '79)	70 83
Advocate Harbor and Three Sisters	E. D. Pullerton.	do	13	3	7 from do ...	116 66
Afton and Bayfield.	J. J. Atwater.	Horseback	2½	3	12 months...	50 00
Afton and Guysboro' (Intervale)	D. S. Ferguson.	Vehicle	15	1	12 do ...	94 22
Alder River and St. Andrews.	A. Chisholm.	do	12	1	12 do ...	64 00
Amherst and Amherst Point	J. R. Lamy.	Optional	4½	3	12 do ...	77 48
Amherst and Fenwick.	W. C. Pipes.	Horse or vehicle	5	1	12 do ...	30 00
Amherst and Goose River	K. Hunter.	do	20	3	12 (less fine)	209 00
Amherst and Hastings.	C. S. Chapman.	Vehicle	6	1	12 months...	40 00
Amherst and Leicester.	W. E. Hillson.	Horse or vehicle.	15	2	6 do (to Dec. 31, '79)	74 50
Amherst and Little River	do	do	22½	2	7 do from (Sept. 1, '79)	117 94
Amherst and Railway Station	C. E. Hillson	On foot	¼	As req.	12 months...	401 92
Annapolis and Digby.	G. & E. Stailing	Horse or vehicle.	21	6	12 do ...	599 00
Annapolis and Grayville Ferry.	D. Inglis.	do	1	6	12 do ...	55 00
Annapolis and Liverpool.	H. Kilcup.	Vehicle.	68	6	12 do ...	2,79 44
Annapolis and Railway Station	H. Van Blarcom.	On foot	¼	12	12 do ...	96 66
Annapolis and Saw Mill Creek	R. Harris.	Horse or vehicle	3½	3	12 do ...	40 00
Annapolis and Stoddarts.	J. R. Harris.	do	32	1	12 do ...	190 00
Anthony's Line and Scotch Village	H. T. Cochran.	Vehicle	5½	2	12 do ...	39 00
Antigonishe and Arisaig.	C. Gillis.	do	17	1	12 do ...	74 96
Antigonishe and Cape George.	R. McDonald.	do	20	3	5 do (to Aug. 31, '79)	97 50
do do	J. McCanly.	do	20	3	7 from do ..	116 08
Antigonishe and Glenelg.	J. McGrath.	do	29	3	3 months (to June 30, '79)	80 00
do do	W. Kirk.	do	29	3	9 from do ..	206 04
Antigonishe and Hallowell Grant	H. Dunn.	Horse or vehicle.	7½	1	12 months...	52 00
Antigonishe and Lochaber (South end)	T. Hanifen.	Vehicle	22	2	12 do ...	175 00
Antigonishe and Malignant Cove	R. McDonald.	do	12	3	5 do (to Aug 31, '79)	65 00
do do	J. McCanly.	do	14	3	7 from do ..	85 91
Antrim and Gay's River.	J. Benjamin.	do	8	2	12 months...	73 32
Apple River and Parrsborough.	D. McNamara.	do	42	3	7 do (to Oct. 31, '79)	583 33

REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in		Period.	Amount.
			Miles.	No. of Trips per week.		
Arcadia and East Chebogue ....	E. P. Trefry .....	Horse or vehicle.	4	1	12 months...	20 00
Argyle Sound and Lower Argyle	E. J. Montague..	Optional.....	3½	1	12 do ...	20 00
Arichat and Petit de Grat.....	A. McDonald .....	Vehicle .....	3	3	12 do ...	78 00
Arnold and South Head of Cow Bay .....	W. Holmes .....	Horse or vehicle.	6	1	9 do (to Dec. 31, '79)	27 00
Ashdale and Glen Road .....	C. McGillivray..	Optional.....	4	1	12 months...	28 00
Aspy Bay and Cape North.....	J. McLeod, jr....	Horse or vehicle.	4½	2	12 do ...	36 00
Athol and Parrsborough.....	A. Holy.....	Vehicle .....	24	6	12 do ...	900 00
Athol and Railway Station.....	P. Fitzsimmons .	On foot .....	½	12	12 do ...	68 80
Auld's Cove and Port Mulgrave	E. May.....	Horseback .....	4	3	12 do ...	84 00
Avondale and Barney's River...	W. Dewar.....	Horse or foot....	5	2	12 do ...	32 00
Avonport and Avonport Station .....	J. B. Newcomb..	On foot .....	1½	6	12 do ...	78 00
Avonport Station and Railway Station .....	do .....	do .....	12 yds.	12	12 do ...	10 00
Aylesford and Bridgewater.....	J. M. Foster.....	Vehicle.....	57	1	4 do (to July 31, '79)	112 50
do do .....	H. G. Gates.....	do .....	58	1	8 from do .	233 33
Aylesford and Harmony.....	L. M. Creemer...	do .....	10½	1	12 months...	59 92
Aylesford and Morden.....	B. J. Balcom .....	do .....	10 ½	1	12 do ...	120 00
Aylesford and Palmer's Road...	W. S. West.....	do .....	1½	6	12 do ...	40 00
Aylesford and Railway Station.	T. R. Harris.....	do .....	¼	12	12 do ...	50 00
Back Meadow and Scotsburn...	J. Fraser.....	Optional.....	3½	1	12 do ...	20 00
Baddeck and Big Bras d'Or.....	J. A. Matheson..	Horse or vehicle.	24	3	9 mos from July 1, '79	270 00
Baddeck and Boom .....	D. Burton.....	Vehicle or boat.	22	2	3 mos (to June 30, '79)	75 00
do do .....	D. Morrison.....	do .....	24	2	9 from do .	147 75
Baddeck and Boulardarie.....	P. Fraser.....	Vehicle.....	12	3	3 mos. (to June 30, '79)	71 25
Baddeck and Grand Narrows...	S. MacNeil.....	do .....	12	1	6 mos. (to Sept. 30, '79)	34 00
do do .....	J. McNeil.....	do .....	12	1	6 from do .	24 00
Baddeck and McAulay's.....	D. Burton.....	do .....	16	2	3 mos. (to June 30, '79)	31 85
Baddeck and Margaree Forks....	T. Coady.....	do .....	37	1	12 months...	240 00
Baddeck and New Campbellton	D. Robertson....	do .....	30	3	4 do (to July 31, '79)	257 33
do do .....	D. Campbell.....	do .....	30	3	8 from do .	366 88
Baddeck and Port Hastings .....	J. McNeil.....	do .....	60	6	12 months...	2,969 00
Baddeck and Upper Settlement	J. McLean.....	Horse or vehicle.	16	2	9 mos. (from July 1, '79)	58 25
Baddeck and Upper Settlement Middle River .....	D. Robertson....	do .....	16	1	12 months...	93 00
Baie Verte and Goose River ...	J. S. Angus.....	Optional.....	21	2	12 do ...	137 72
Bailey's Brook and Brown's Mountain .....	J. McDonald .....	Vehicle .....	7	1	12 do ...	32 00
Barney's River and Marsh .....	T. Irving.....	Horse or vehicle.	10	1	12 do ...	44 48
Barrington and East Side of Pubnico Harbor.....	A. Watson.....	do .....	12 & 18	6 & 3	7 do (to Oct. 31, '79)	294 00
Barrington and Port Clyde ....	J. McCornisky...	Vehicle.....	17½	6	12 months...	283 00

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			Distance in Miles.	No. of Trips per week.		
Barrington and Upper Woods Harbor.....	W. H. Smith .....	Horse or vehicle.	19	6	5 mos (from Nov. 1, '79)	130 00
Barrington Passage and Cape Sable Island.....	T. W. Covert.....	Optional.....	11	6	4 mos. (to July 31, '79)	116 66
do do .....	J. F. Cunningham.....	do .....	11½	6	8 from do.	196 66
Barrio's Beach and Tracadie....	A. Delorey.....	do .....	6	1	12 months...	23 48
Basin River Inhabitants and River Inhabitants Bridge .....	D. Doyle.....	Horse or vehicle.	6	1	12 do ...	32 00
Baxter's Harbor and Sheffield Mills .....	E. Harris.....	Vehicle .....	7	1	12 do ...	41 08
Bay St. Lawrence and Ingonishe .....	G. McNeil.....	do .....	47	2	6 do (to Sept. 30, '79)	270 00
do do .....	A. McLeod .....	do .....	45	2	6 from do ..	230 00
Bear River, West Side, and Deep Brook.....	W. Hanshaw.....	Horse or vehicle.	10	10 & 21	12 months...	240 00
Beaver Bank and North Beaver Bank .....	M. Nelson.....	do .....	8	2	12 do ...	106 25
Beaver Bank and Railway Station .....	D. Hallisey .....	On foot.....	12	12	12 months...	10 00
Beaver River Corner and Cedar Lake.....	W. S. Raymond.	Vehicle .....	7½	1	7 do (to Oct. 31, '79)	33 25
do do .....	A. Danton .....	do .....	9	1	5 from do	18 75
Bedford Basin & English Corner .....	J. Johnson.....	Horse or vehicle.	9½	2	12 months...	101 00
Bedford Basin & Mount Unacke .....	D. Hamilton.....	do .....	16	2	12 do ...	150 00
Belmont and Ingonishe Station.	T. Lindsay.....	On foot.....	½	3	9 mos. (from July 1, '79)	27 66
Berwick and Railway Station ...	J. Parker .....	Vehicle.....	¾	12	9 mos. (to Dec. 31, '79)	66 45
do do .....	W. Shaw.....	do .....	¾	6	3 from do	9 50
Berwick and Somerset.....	J. Hamilton .....	Optional.....	2	6	9 mos (to Dec. 31, '79)	56 25
Berwick Station and Harborville .....	G. Collins.....	Horse or vehicle	11½	2	3 mos. (from Jan 1, '80)	25 00
Berwick Station and Somerset... ..	J. E. Thomas .....	do .....	2½	4	3 from do	10 00
Big Bras d'Or and Boulardrie....	K. McKenzie.....	Vehicle.....	14	3	3 mos. (to June 30, '79)	37 50
Big Intervale and North East Margaree.....	M. McLeod.....	do .....	10	1	12 months...	60 00
Big Island and Merigonishe .....	J. G. McLean.....	Optional.....	2	2	12 do ...	55 00
Big Lorraine and Sydney.....	A. McRae.....	Vehicle .....	35	3	12 do ...	391 28
Big Marsh and Maryvale .....	D. McDonald .....	Optional.....	3	1	12 do ...	25 00
Big Pond and Snow.....	A. McNeil.....	Horse or vehicle.	10	1	12 do ...	58 00
Big Port le Beau and Sable River .....	G. Harding.....	Optional.....	12	1	12 do ...	100 00
Black Rock and Parrsboro' .....	M. Phinny .....	Vehicle .....	7	1	12 do ...	52 00
Blanchard's Road and New Glasgow .....	J. Fraser.....	do .....	16	1	12 do ...	70 00
Blandford and Hubbard's Cove .....	J. A. Stratford... ..	do .....	18	3	12 do ...	248 00
Blandford and Tancook Island .....	J. W. Pearl.....	do .....	4	1	12 do ...	42 00
Bonsale, Barachois and North-West Arm .....	G. Ball .....	do .....	6½	1	12 do ...	26 00
Boom and Whycocomagh.....	J. McDonald .....	do .....	15	1	12 do ...	64 00
Boulardrie and Little Bras D'Or .....	M. McDonald .....	do .....	26	2 & 3	12 do ...	302 52

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						\$ cts.
Boulardarie and Point Clear.....	C. Munro. ....	Vehicle.....	7, 4 & 3	2 & 1	12 months...	45 00
Boylston and Port Mulgrave.....	W. H. McKeough	do .....	3	2	12 do ...	300 00
Bridgetown and Granville Ferry	R. H. Foster.....	do .....	14	2	4 do (to July 3, '79)	63 68
do do	B. Reed.....	do .....	14	3	8 from do	129 33
Bridgetown and Granville Ferry (and Chates Cove) .....	J. Hill, Ex .....	do .....	35	1	12 months...	140 00
Bridgetown and Lawrencetown	A. M. Kenna ...	do .....	9	1	12 do ...	80 00
Bridgetown and Middleton .....	E. Sproule .....	do .....	17	1	12 do ...	144 00
Bridgewater and Railway Station	F. Crosskill.....	do .....	1	12	12 do ...	50 00
Bridgewater, Greenfield and Middlefield .....	R. A. Newcomb.....	.....	.....	.....	Special trips	30 25
Bridgewater and Halifax.....	J. C. Hill.....	Vehicle .....	90	6	1 month (to April 30, '79)	300 00
do do	B. Blair. ....	do .....	90	6	11 from do	4, 20 00
Bridgewater and Lawrencetown	C. W. Phinney...	do .....	58	2	12 months...	617 50
Bridgewater and Middlefield.....	J. Whiteford.....	do .....	25	1	6 do (to Sept. 30, '79)	104 00
do do	H. G. Freeman..	do .....	21 & 25	1 & 2	6 from do	62 00
Bridgewater and Mill Village ...	Z. P. & J. P. Armstrong.....	do .....	35	3	4 months (to July 31, '79)	196 66
do do	D. Mack .....	do .....	35	3	8 from do	313 33
Bridgewater and New Canada...	J. Newcomb .....	do .....	13	1	12 months...	65 00
Bridgewater and Pleasant River	A. F. indel.....	do .....	20	2	12 do ...	228 00
Bridgewater and Shelburne .....	H. Kilcup.....	do .....	67	6	9 do (to Dec. 31, '79)	2,625 00
do do	F. Shaffner.....	do .....	69 & 72	6	3 from do	750 00
Broad Cove, Intervale and Outlet Lake Ainslie.....	H. McKay .....	do .....	8	1	3 months (to June 30, '79)	6 00
Broad Cove Marsh and Chimney Corner .....	L. Mc'herson ...	do .....	5	1	12 months...	36 00
Brookfield and Pleasant River...	J. W. Freeman ..	do .....	8	3	12 do ...	120 00
Brookfield and Railway Station	G. U. S. Sanford	On foot.....	100 yds.	12	12 do ...	80 00
Brookfield and Upper Stewiacke	W. Benton.....	Vehicle.. ..	6	18	12 do ...	370 00
Brookland and Salt Springs.....	W. Gray .....	Horse or vehicle.	3	1	12 do ...	24 00
Brook Village and West Side Lake Ainslie .....	R. Frizzle .....	Vehicle.....	8	1	12 do ...	45 00
Brown's Brook and Parrsboro'	H. Brown.....	do .....	12	1	12 do ...	75 00
Bruné and Forbes.....	J. Forbes.....	On foot .....	2	1	12 do ...	26 50
Buckley's and Kentville.....	M. Kinsman .....	Vehicle.....	16	6	12 do ...	469 48
Buckley's and Somerset.....	J. H. Morse.....	do .....	6 1/2	2	12 do ...	90 00
Burlington and Victoria Harbor	G. U. S. Sanford	do .....	9	1	12 do ...	46 48
Burntcoat and Noel.....	I. O'Brien .....	do .....	4 1/2	3	12 do ...	73 00
Caledonia, St. Mary's and Trafalgar .....	J. Tays.....	do .....	16	1	12 do ...	140 00
Cambridge Station and Condon Settlement .....	J. Colwell.....	do .....	4 1/4	1	12 do ...	34 00
Cambridge Station and Railway Station .....	do .....	do .....	50 yds.	12	12 do ...	40 00
Canaan and Kentville.....	A. O'Leary.....	Horse or vehicle.	3 & 2 1/2	6 & 3	12 do ...	135 00

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						\$ cts-
Canada Creek and Waterville...	H. Balsor.....	Vehicle.....	9	2	12 months...	74 00
Canning and Kentville .....	G. E. Eaton.....	Horse or vehicle.	1 1/2	6	12 do ...	198 00
Canning and Medford.....	J. S. Bishop.....	Vehicle.....	5	6	4 do (to July 31, '79)	60 61
do do .....	S. Borden.....	do .....	5	6 & 3	8 from do	63 33
Canning and North Medford...	B. Weaver.....	do .....	4	1	12 months...	20 00
Canning and Port William Station	J S Bishop, Atty	Horse or vehicle.	7	6	12 do ...	214 99
Canning and Scott's Bay.....	J. E. Steele .....	Vehicle .....	16	3	12 do ...	194 00
Canso and Guysboro' .....	G. W. Scott.....	Horse or vehicle.	32	6	12 do ...	1,500 00
Cape George and Cape George (North Side) .....	L. McIsaac .....	do .....	10	2	12 do ...	98 00
Cape George Harbor and St. Peter's .....	K McKenzie.....	Vehicle.....	6	1	12 do ...	30 00
Cape Negro Island and North East Harbor .....	J. Cook .....	Horse or vehicle	2	2	12 do ...	85 00
Carriboo Gold Mines and Hamilton's Corners .....	G. Hamilton.....	Vehicle.....	7	2	12 do ...	90 00
Carroll's Corners and Elmsdale .....	J. Carroll .....	do .....	9 1/2	1	12 do ...	45 00
Catalone and Catalone Gut. ....	A. McRory .....	Optional.....	3 1/2	1	12 do ...	15 00
Catalone and Little Loraine.....	R. Martin.....	do .....	8 & 5	2 & 1	7 do (to Oct. 31, '79)	76 58
do do .....	J. G. Kavanagh .....	do .....	7 & 4	3 & 1	2 mos (to Dec 31, '79)	24 83
do do .....	N. Macdonald .....	do .....	7 & 4	3 & 1	3 fr m do ..	37 25
Catalone and New Boston.....	W. H. Martin.....	do .....	3	2	12 (less fine)	26 00
Centreville and Hall's Harbor...	R. D. West.....	Horse or vehicle.	8	3	12 months...	216 24
Chapman Settlement and Rockwell Settlement .....	C. F. Hill.....	Optional.....	3	1	3 mos from Jan. 1, '80.	3 75
Chebogue Point and Yarmouth.	E. C. Crowell...	Horse or vehicle.	7	2	12 months...	104 00
Chesley's Corners and New Germany .....	E. Fiendel.....	do .....	15 & 17	2 & 1	12 do ...	70 00
Chester and Kentville.....	G. Roy.....	do .....	46	2	6 do (to Sept. 30, '79)	285 00
do do .....	J. L. Bishop .....	do .....	46	2	6 from do	245 00
Chester and Windsor.....	A. Webster.....	do .....	35	21	12 months...	390 00
Cheverie and Kennetcook.....	J. A. Sandford .....	do .....	8	1	12 do ...	45 00
Cheverie and Newport.....	B. Wilcox.....	do .....	17 1/2	6	6 do (to Sept 30, '79)	272 50
do do .....	D.W. Armstrong .....	do .....	17 1/2	6	6 from do ..	231 74
Cheverie and Walton .....	J. Burgess .....	Vehicle .....	12	3	12 months...	190 00
Chezetcook and Dartmouth.....	W. H. Isnor .....	Horse or vehicle.	24	1	12 do ...	150 00
Chezetcook and Porter's Lake...	G. E. Ormon .....	Vehicle .....	3	3	12 do ...	37 00
Chigonaise River and Ingonishe Station .....	T. Lindsay.....	Optional.....	1/2	3	3 do (to June 30, '79)	9 00
Chipman's Brook and Lakeville	J. Elliott.....	Vehicle .....	17 1/2	2	12 months...	90 00
Christmas Island and East Bay	R. A. McDonald.	do .....	24	2	12 do ...	299 00
Christmas Island and Grand Narrows .....	J. S. McNeil .....	Optional.....	2 1/2	2	12 do ...	30 00
Christmas Island and Round the Island.....	H. McDonald .....	.....	.....	.....	Special trips in 1878 .....	10 00
Churchville and New Glasgow.	J. McMillan.....	Vehicle .....	6	3	12 months...	109 48
Claremont and River Philip ...	J. L. Oxley.....	Optional.....	3	2	12 do ...	22 48



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						\$ cts.
Clementsport and Clementsvale	A. D. Ditman.....	Vehicle.....	4	3	3 mos. (to June 30, '79)	15 00
do do	A. W. Shaw.....	do.....	4	3	9 from do..	58 50
Clyde River and Gunning Cove	W. H. Gough.....	do.....	20	3	12 months...	223 00
Clyde River and Upper Clyde River	W. H. Gough.....	do.....	24	1	12 do ...	119 00
Cogmagun River and Kennetcook	A. Sandford.....	do.....	4½	1	12 do ...	13 00
Cold Brook Station and Railway Station	H Porter.....	On foot.....	60 yds.	12	12 do ...	20 00
Coldstream and Gay's River....	G. Corbett.....	Vehicle.....	5	1	7 do (from Sept. 1, '79)	14 58
Cole Harbor and Tor Bay .....	W. O'Neil.....	Optional.....	9	2	12 months...	110 00
Colberrie and Weymouth .....	M. Weaver.....	Vehicle.....	14½	1	3 do (to June 30, '79)	21 14
do do .....	G. D. Hankinson	do.....	14½	1	9 from do..	56 25
Cow Bay and Mira Gut .....	W. W. Brown.....	do.....	12	1	12 months...	100 00
Cow Bay and Sydney.....	W. Power.....	do.....	30	6	12 do ...	695 00
Cranberry Head and Yarmouth	A. Thurston.....	do.....	8	1	12 do ...	68 00
Cross Roads, Country Harbor and Goshen.....	W. H. Fenton....	Horse or vehicle.	10	1	12 do ...	37 00
Cross Roads, Country Harbor and Port Mulgrave	C. Sellars.....	Vehicle.....	52	3	12 do ...	800 00
Crow Harbor and White Head...	J. J. Ehler.....	Horse or vehicle	12	2	12 do ...	180 00
Culloden and Digby .....	J. H. Syda.....	do.....	8½	1	7 do (to Oct. 31, '79)	43 75
do do .....	C. Trusk.....	do.....	8½	1	5 from do..	20 00
Dalhousie Settlement and Durham .....	G. Adamson.....	Vehicle.....	11	2	12 months...	95 00
Dartmouth and Halifax.....	J. E. Leadly.....	Foot or Boat .....	1½	18	12 do ...	80 00
Dartmouth and Montague Gold Mines .....	W. Barker.....	Horse or vehicle.	7	1	12 do ...	50 00
Dartmouth and South East Passage .....	J. A. Shiers.....	Vehicle.....	7	1	12 do ...	52 00
Dean and Shubenacadie.....	E. Lynch.....	do.....	36	3	12 do ...	1,099 48
Debert Station and Debert Village .....	J. McCullough...	Optional.....	1½	3	12 do ...	40 00
Debert Station and Folly Mountain .....	A. Fulmor.....	Vehicle.....	13½	1	12 do ...	70 61
Debert Station and Folly Village .....	D. L. Urquhart..	do.....	4½	12	12 do ...	170 00
Debert Station and Mass Town.	R. English.....	Horse or vehicle.	4	3	12 do ...	60 00
Discouse and Lennox Ferry .....	N. McDonald.....	Vehicle.....	3	6	12 do ...	136 00
Discouse and Rocky Bay.....	C. Doyle.....	do.....	2½	1	12 do ...	20 00
Digby and South Range .....	I. J. White.....	do.....	13	1	12 do ...	71 00
Digby and Thorne's Cove Point.	C. Chute.....	do.....	8	2	12 do ...	100 00
Digby and Westport .....	G. Stailing & Son	Horse or vehicle.	40	6	12 do ...	1,199 00
Digby and Yarmouth .....	G. & E. Stailing.	Vehicle.....	76	3	12 do ...	2,990 00
Douglas and McAra's Brook .....	A. McGillivray..	Optional.....	3	3	12 do ...	50 00
Dover West and Peggy's Cove...	W. Baker.....	On foot.....	3	2	12 do ...	30 00
East Bay and Morley Road.....	A. McKinnon....	Optional.....	4½	1	1 mo. (to April 30, '79)	2 16
do do .....	H. McDonald.....	do.....	4½	1	11 from do..	23 83
Eastern Harbor and Mabou.....	J. McNeil.....	Vehicle.....	62	3	12 months...	1,100 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Eastern Harbor and Pleasant Bay	C. W. McIntosh.	Optional	24	1	12 months...	112 00
East Jeddore and Head of Jeddore	J. Meyers.	On foot	6	1	3 months (to June 30, '79)	10 00
do do	D. Warnell.	do	6	1	9 from do ..	22 50
East Margaree and New Bridge.	D. L. McDonald.	Optional	3	1	7 months (to Oct 31, '79)	17 50
East Margaree and Post Road.	J. LeBlanc.	do	6	3	5 from do ..	18 75
East Side of Pubnico Harbor and Pubnico Beach	A. Watson.	Vehicle	7	3	5 mos. (from Nov. 1, '79)..	50 00
East Side Ragged Island and Lewis Head	G. Craig.	Optional	6	1	12 months...	36 00
East side of West Branch and Hopewell.	J. A. Urquhart	Horseback	6	2	3 do (to June 30, '79)	18 00
Eastville and Upper Stewiacke.	J. McNaught.	Vehicle	2 & 6	3 & 1	12 months...	93 00
Kel Creek and Oxford.	J. Simpson	do	12	1	12 do ...	65 00
Elgin and Hopewell.	J. A. Urquhart.	do	6	2	9 mos. (from July 1, '79)..	54 00
Ellershouse and Newport.	D. Harvey	do	6	2	12 months...	69 00
Ellershouse and Railway Station	J. Johnson.	On foot	50 yds.	24	12 do ...	50 00
Elmsdale and Nine Mile River.	W. Garden.	Vehicle	8	1	12 do ...	47 48
Elmsdale and Railway Station.	A. Dunbar.	On foot	60 yds.	12	2 mos. 3 d's (to June 3, 1879).....	3 49
Enfield and Oldham.	L. Brown.	Horse or vehicle.	3	2	12 months...	48 00
Enfield and Railway Station.	H. T. Donaldson	On foot	20 yds.	12	12 do ...	20 00
Enfield and Renfrew.	W. Garden.	Vehicle	7	1	3 do (to June 30, '79)	17 50
do do	J. McKenzie	do	7	1	9 from do ..	39 00
Englishtown and Ingonishe	M. Morrison.	do	34	2	6 mos. (to Sept. 30, '79)	243 50
do do	P. Morrison.	do	32	2	6 from do ..	195 00
Falkland and Herring Cove	J. Dempsey.	do	3	2	12 months...	50 00
Falkland Ridge and Springfield.	J. G. Morrison.	do	6	1	6 mos. (to Sept. 30, '79)	16 00
Falmouth, Windsor Bridge and Mertonville.	F. Lunn	do	8	3	12 months...	78 00
Falmouth, Windsor Bridge and Railway Station.	W. Armstrong.	Horse or vehicle.	12 yds.	12	12 do ...	10 00
Five Islands and Lynn.	J. W. Corbett.	do	8	1	12 do ...	19 00
Fletcher's Station and Wellington Station.	E. Lergie.	Optional	3	6	12 do ...	75 00
Folly Lake and Railway Station	T. Barber.	On foot	3	3	12 do ...	20 00
Fouchie and Grand River	A. McKinnon.	Horse or vehicle.	29	1	3 do (to June 30, '79)	40 00
do do	C. McLean.	do	29	1	9 from do ..	103 00
Four Mile House Station and Three Mile House	J. McDonald	do	1	3	12 months...	45 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Four Mile House and Railway Station.....	T. Payne .....	On foot.....	50 yds.	12	8 mos. (from Aug. 1, '79)..	16 68
Fox Harbor and Wallace.....	B. S. Seamen.....	Foot or boat ....	3½	1	12 months...	35 00
Fraser's Grant and Heatherton..	A. Mc'ougall..	Horse or vehicle.	5	1	12 do ...	46 00
Frenchvale & North-West Arm..	S. Gauthro.....	Optional.....	7	1	9 do (to Dec. 31, '79)	21 75
do do .....	B. Gauthro.....	do .....	7	1	3 from do ..	8 75
Gaberouse and Marion Bridge...	M. Morrison.....	do .....	14	2	12 months...	80 00
do do .....	A. McKeagan.....	do .....	14	1	12 do ...	52 00
Gaspereaux and Gaspereaux (circular route)...	J. L. Gertridge..	Vehicle .....	8½	1	12 do ...	89 00
Gaspereaux and Wolfville .....	A. A. Vaughan..	Optional.....	2½	3	9 do (to Dec. 31, '79)	36 75
do do .....	D. W. B-njamin.	do .....	2½	3	3 from do ..	17 50
George's River Road and Lower Stewiacke .....	G. Parker.....	Vehicle.....	11		12 months...	52 86
George's River Road and Little Bras d'Or .....	G. Howatson jun	do .....	8	1	12 do ...	44 00
Glengarry Station and Pleasant Valley .....	W. Murray.....	do .....	14½	2	12 do ...	140 00
Glengarry Station and Railway Station .....	G. Grahame.....	On foot .....	65 yds.	12	12 do ...	40 00
Glen Margaret and Head of St. Margaret's Bay.....	G. Dauphiney....	do .....	12	6	12 do ...	297 00
Glen Margaret and Peggy's Cove.....	J. Miller .....	Vehicle.....	8	3	12 do ...	100 00
Goff's and Waverley .....	J. McDowell.....	Horse or vehicle.	11	1	12 do ...	52 00
Goldenville and Sherbrooke.....	J. H. McDonald..	Vehicle .....	2½	6	12 do ...	119 72
Gore and Maitland.....	A. S. Smith.....	Optional.....	20	2	12 do ...	162 00
Gore and Newport .....	R. S. Dimock.....	do .....	22	3	12 do ...	370 00
Gore and Shubenacadie .....	W. Walker .....	do .....	40	1	12 do ...	116 80
Gore and West Gore.....	W. J. McDonald..	Horse or vehicle.	5	1	12 do ...	40 00
Grande Anse and Grandique ...	N. McDonald .....	Optional.....	3	6	12 do ...	223 00
Grandique and Lennox.....	W. R. Cutler....	Boat .....	¾	6	12 do ...	500 00
Grandique Ferry and West Arichat .....	A. McDonald.....	Vehicle.....	10	6	12 do ...	580 00
Grand Joggins and Joggins' Bridge .....	W. Aymar.....	Optional.....	1½	6	8 do (from Aug. 1, '79)..	20 00
Grand Lake Station and Railway Station.....	G. Nichols.....	On foot .....	100 yds.	12	12 months...	20 00
Grand Narrows and Railway Station .....	H. A. Archibald	Vehicle .....	52	2	12 do ...	394 00
Grand Pré and Long Island.....	W. Davidson.....	Horse or vehicle.	2½	1	12 do ...	15 00
Grand Pré and Railway Station .....	A. Borden.....	On foot .....	1½	12	12 do ...	77 50
Grand Pré and Wallbrook .....	A. Mitchell .....	Optional.....	2½	1	12 do ...	15 00
Grand River and St. Peter's....	W. McPherson...	Vehicle .....	18	3	3 do (to June 30, '79, & extra trips)	71 75
do do .....	A. Morrison .....	do .....	18	3	9 from do & additional travel.....	216 18
Granton and Westville.....	J. A. Marshall ...	do .....	7	2	12 months...	147 43
Granville Ferry and Victoria Beach .....	J. Morrison .....	do .....	16	2	12 do ...	298 00

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						\$ cts.
Great Village and Londonderry Station .....	D. M. Kent.....	Vehicle.....	4	12	12 do ...	300 00
Great Village and Lower Five Islands ..	J. W. Davison...	do .....	29½	6	12 do ...	620 00
Greenville and Railway Crossing	J. S. Webb.....	On foot.....	3	12	12 do ...	20 00
Greenville and West Chester	S. Purdy ..	Vehicle.....	8	2	12 do ...	110 00
Greenville Station and Head of Wallace Bay.....	T. H. Horshmer..	do .....	17	3	5 do (to Dec 31, '79).	54 16
do do .....	J. Dotten.....	do .....	17	3	3 from do ...	47 00
Greenville Station and Wallace	J. T. Betts.....	do .....	17	6	8 mos. (from Aug. 1, '79).	186 66
Gulf Shore and Pugwash.....	W. Chapman.....	Optional.....	6	1	1 month (to Apr 30, '79)	2 33
Guysboro' and Tor Bay.....	T. Eaton.....	do .....	28	2	12 months...	320 00
Halifax and H.M.'s Dock Yard...	Sundry persons.....	.....	.....	.....	Special trips	11 75
Halifax and Lower Prospect....	D. Slaughter- white.....	Optional .....	22½	1	12 months...	96 00
Halifax and Marie Joseph .....	T. Archibald.....	do .....	113	3	12 do ...	1,960 00
Halifax and Prospect .....	J. C. olen.....	do .....	21	2	12 do ...	134 40
Halifax and Railway Station...	F. W. Fishwick..	Vehicle.....	1	As req.	12 do ...	1,000 00
Halifax and Sambro .....	T. Neville.....	Optional.. ..	20	2	12 do ...	185 60
Halifax P. O. and Wharf, also Railway Station and Wharf...	S. Cunard & Co.	Vehicle.....	2	As req.	12 do ...	698 00
do do .....	J. Conlon.....	do .....	2	.....	Special trips	67 50
Halifax Station and Richmond ..	J. Creighton.....	Optional.....	1	24	12 months...	91 60
Hantsport and Lechartville ..	J. A. Harvie ..	do .....	½	3	12 do ...	47 00
Hantsport and Railway Station.	W. Davison.....	On foot.....	1½	24	12 do ...	20 00
Harboville and Somerset .....	S. Tracsdell ..	Optional.....	7½	2	9 do (to Dec 31, '79)	72 75
Head of Indian Harbor Lake and Shebrooke .....	G. M. Elliott.....	Horse or vehicle.	19½	3	12 months...	225 00
Head of Jeddore and West Jeddore	J. L. Myers.....	Optional.....	11	2	12 do ...	78 00
Head of Jordan River and Thornburne	E. Martin.....	On foot.....	5	1	12 do ...	19 00
Head of South River Lake and Salmon River Lake Settlement	J. McDonald ..	Vehicle.....	15	1	12 do ...	60 00
Head Tatamagouche Bay and Tatamagouche .....	W. Dobson.....	do .....	5	3	12 do ...	106 50
Head Wallace Bay and Wentworth Station.	A. Purdy.....	do .....	17	3	4 do (to July 31, '79)	63 33
Head Wallace Bay (north side) and Wallace Bridge .....	J. Dotton.....	do .....	11	1	4 to do ..	10 66
Heatherton and Lower South River .....	J. Kiely .....	Horse or vehicle.	14	2	12 months...	91 99
Heatherton and Summerside.....	A. Chisholm.....	Optional.....	3	1	12 do ...	19 16
Henderson Settlement and Wentworth .....	A. Purdy.....	Horse or vehicle	4	2	4 do (to July 31, '80).	13 33
Holland Harbor and Port Hillford (late Indian Harbor) ...	G. Flick .....	Optional.....	3	3	12 months...	20 00
Hopewell and McRose .....	J. Grant .....	Vehicle.....	44	3	12 do ...	940 96
Hopewell and Railway Station.	J. Gunn .....	On foot.....	½	12	12 do ...	55 00

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
				No. of Trips per week.		
						\$ cts.
Horton Landing and Railway Station .....	F. G. Curry .....	On foot .....	8 $\frac{1}{2}$	12	12 months...	60 00
Hunt's Point and Liverpool .....	W. Innes .....	Vehicle .....	8 $\frac{1}{2}$	2	12 do ...	118 00
Indian Harbor and Port Beckerton .....	G. S. Taylor .....	Optional .....	8	1	3 do (to June 30, '79)	13 00
Indian Point and Mahone Bay .....	J. Ernest .....	do .....	5	1	12 months...	28 00
Isaac's Harbor and Isaac's Harbor (east side) .....	H. McMillan .....	do .....	3	3	12 do ...	63 00
Isaac's Harbor and Melrose .....	W. Jordan .....	Vehicle .....	27	3	12 do ...	278 00
Jackson's and West Branch River Philip .....	W. Chapman .....	do .....	6	3	12 do ...	26 48
Jacksonville and Leitch's Creek .....	D. McDonald .....	do .....	5	2	12 do ...	46 00
Joggin's Mines and Shirlee .....	J. McKenzie .....	do .....	10	2	12 do ...	19 00
Jordan Bay and Shelburne .....	W. G. Swinesburg .....	do .....	11	3	12 do ...	168 00
Judique and Upper Settlement River Dennis .....	M. McDonald .....	Optional .....	15	1	12 do ...	80 00
Kemptown and Riversdale .....	R. J. Hingley .....	do .....	5	2	3 do (to June 30, '79)	26 00
do do .....	C. Fogo .....	do .....	5	2	9 from do ..	63 00
Kennetcook Corner and Noel .....	A. Harvey .....	do .....	10	1	12 months...	60 00
Kennington Cove and Louisbourg .....	J. McLean .....	do .....	5	1	11 do (from May 1, '79)...	23 83
Kerroware and Sunnybrae .....	D. K. McDonald .....	do .....	4	2	12 months...	46 00
Kentville and Railway Station .....	W. Carruthers .....	On foot .....	209 yds	24	12 do ...	125 00
Kingsbury and Lunenburg .....	J. E. Hunt .....	Vehicle .....	7 & 3	2 & 1	12 do ...	290 00
Kingston Station and Melvern Square .....	J. Randall .....	do .....	2	6	12 do ...	74 00
Kingston Station and Railway Station .....	A. VanBuskirk .....	Horse or vehicle .....	100 yds	12	12 do ...	36 00
Kingston Station and Rhodes .....	do .....	do .....	8 $\frac{1}{2}$	2	12 do ...	40 00
Kingston Station and Tremont .....	do .....	do .....	8	2	12 do ...	96 00
Lake Ainslie (South Side) and Lake Ainslie (West Side) .....	J. McKinnon .....	Optional .....	6	1	12 do ...	23 75
L'Ardoise Hill and Newport Station .....	W. D. Hunter .....	Vehicle .....	12 $\frac{1}{2}$	3	12 do ...	130 00
Lawrencetown and Lawrence town (circular route) .....	P. H. Saunders .....	do .....	17	2	12 do ...	260 00
Lawrencetown and Port George .....	J. Balcom .....	do .....	42	2	12 do ...	249 00
Lawrencetown and Railway Station .....	H. I. James .....	On foot .....	1	12	12 do ...	50 00
Lewis Bay and Sydney .....	R. Martin .....	Vehicle .....	28	2	4 do (to July 31, '79)	125 00
do do .....	W. Buttersby .....	do .....	28	2	8 from do ..	190 00
Lewis Head and Sable River .....	W. Herkins .....	do .....	8	2	12 months...	100 00
Lime Rock and West River .....	W. Munro .....	do .....	2 $\frac{1}{2}$	3	3 do (to S-pt. 30, '79)	17 88
Lingan and Sydney .....	W. Power .....	do .....	18	3	12 months...	400 00

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Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Little Judique and Rear Judique	J. McMillan.....	Horse or vehicle.....	4	1	12 months...	\$ 19 00
Little River and Oxford	V. S. Smith.....	Vehicle.....	4	2	12 do ...	47 00
Liverpool and Milton	V. Ford.....	do .....	2½	6	12 do ...	210 00
Liverpool and Port Medway	S. Gibson.....	do .....	13	6	12 do ...	590 00
Lochaber and St. Andrews	A. B. Stewart.....	do .....	6	2	7 do (to Oct 31, '79).	112 58
Loch Lomond and Red Islands	J. McVicars.....	do .....	14	2	12 months...	124 24
Lockeport and Sable River	G. Wallis, jr.....	do .....	1½	6	3 do (to June 30, '79).	142 50
do do	H. Power.....	do .....	14½	6	9 from do ...	307 50
Loganville and Pictou	C. Berry.....	do .....	23	2	12 months...	15 00
Louisburg and Sydney	N. H. Martin.....	do .....			Ex ra trips in 1878.	8 75
Lovat and West River	D. McKenzie.....	do .....	4½	3	6 mos (from Oct. 1, '79)..	29 50
Lower Canard and Port William Station	J. L. Bishop.....	Optional.....	5	6	4 do (to July 31, '79).	50 00
Lower Cove and Maccan	S. E. Freeman.....	Vehicle .....	16	6	12 months...	575 00
Lower Maccan and Maccan	W. Sharp.....	Horse or vehicle.....	4½	3	12 do ...	90 00
Lower River Inhabitants and Port Hawkesbury	J. M. Innis.....	Optional.....	13	3	12 do ...	191 00
Lower Stewiacke and Middle Stewiacke	J. Ambrose.....	do .....	13	1	12 do ...	80 00
Lower Stewiacke and Princeport	G. Parker.....	Vehicle.....	16	1	12 do ...	97 00
Lower Wentworth and Wentworth Station	A. Archibald.....	do .....	8	3	8 do (from Aug. 1, '79)..	31 33
Lower West Pubnico and Pubnico Harbor	A. Watson.....	do .....	8	3	12 months...	97 32
McKenzie's Road and Parker's Cove	B. Reed.....	Optional.....	8	1	12 months...	48 00
McLeod's and South Head of Cow Bay	W. Holmes.....	do .....	7	1	3 do (from Jan. 1, '80)..	9 00
Mabou and Port Hastings	I. McNeil.....	Vehicle .....	38	6	12 months...	1,900 00
Mabou and Sight Point	D. McEachen.....	do .....	12	1	12 do ...	72 00
Mabou and Whycomagh (via Brook Village)	I. McNeil.....	do .....	18	2	12 do ...	131 00
Mabou and Whycomagh (via Mull River)	R. P. Flynn.....	do .....	21	1	12 do ...	113 00
Maccan and Nappan	S. E. Freeman.....	Optional.....	1½	3	12 do ...	100 00
Maccan Mountain and Southampton	J. Lodge.....	Vehicle.....	5	1	6 do (to Sept. 30, '79).	16 00
Mahone Bay and New Germany	R. Ross.....	do .....	8	1	12 months...	75 00
Main Post Road and Marshalltown	S. Ryan.....	do .....	½	6	12 do ...	36 00
Maitland and Noel	D. R. Smith.....	do .....	12	6	6 do (to Sept. 30, '79).	155 50
do do	T. W. Falkiner.....	do .....	12	6	6 from do ...	144 50
Maitland and Shubenacadie	E. Lynch.....	do .....	20	6	6 mos. 1 dy. (to Oct 31, '79).	427 28
do do	A. R. Smith.....	do .....	20	6	6 from do ...	397 82
Malagash and Wallace	B. S. Seaman.....	do .....	19	1	12 months...	130 00
Malagawatch and River Dennis	A. McIntyre.....	do .....	3	1	12 do ...	60 00
Malagawatch and West Bay	A. McLeod.....	do .....	16	2	12 do ...	137 00

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						\$ cts.
Malignant Cove and New Glasgow	A. McIsaac.....	Vehicle.....	36	3	12 months...	610 00
Mapleton and Southampton	J. Lodge.....	do .....	5	1	6 do (from Oct. 1, '79)	16 00
Margaree Forks and Middle Section, North-East Margaree...	W. Burton.....	do .....	9	1	12 months...	30 09
Margaretville and Morden.....	W. Salcom.....	do .....	14	1	12 do ...	80 00
Margaretville and Wilmot.....	E. S. Woodbury.	do .....	21	2	4 m.s. (to July 31, '79)	49 90
do do .....	J. Woodbury. ...	do .....	21	2	8 from do ..	59 33
Marie Joseph and Sherbrooke	M. McGrath.....	do .....	22	3	12 months...	390 00
Merigonishe and Piedmont Valley.....	J. Smith.....	do .....	5	2	12 do ...	50 00
Middle Musquodoboit and Murchville.....	A. Gladwin.....	do .....	5	1	11 mos (from May 1, '79)	22 91
Middle Musquodoboit and Newcomb's Corner .....	G. McLeod.....	do .....	9	1	12 do ...	38 68
Middle Musquodoboit and Wyse's Corner .....	T. McCurdy.....	do .....	27	3	12 do ...	188 60
Middle River and West Side Middle River.....	L. McLeod.....	Foot or horse back .....	4	1	12 do ...	19 48
Middleton and Railway Station.	A. Beals.....	On foot .....	1/2	12	3 do (to June 30, '79)	15 00
do do .....	J. Sullivan.....	do .....	1/2	12	9 from do ..	45 00
Middle Town and Port Mulgrave	H. Gosbie.....	Vehicle.....	13	1	12 months...	94 00
Milford Station and Railway Station .....	T. Andrews.....	On foot .....	1/2	12	12 do ...	40 00
Minudie and River Hubert. ...	H. Smith.....	Vehicle.....	8	3	12 do ...	110 00
Mouselaud and Tangier.....	J. Prest, jun.....	Horse or vehicle.	13	1	12 do ...	50 00
Morden and Victoria Harbor...	S. Batcom.....	Vehicle.....	3	1	12 do ...	25 00
Morristown and Waterville	J. Forsyth.....	do .....	8 1/2	1	12 do ...	49 68
Mount Denison and Railway Station .....	M. J. Shaw.....	On foot.....	1 1/8	3	12 do ...	30 00
Mount Pleasant and Oxford.....	H. S. Smith ...	Horse or vehicle.	4	1	12 do ...	27 00
Mount Thom Settlement and Salt Springs.....	A. McKay.....	Vehicle.....	5	2	12 do ...	80 00
Mount Uniacke and Rawdon...	J. McLean.....	Optional.....	14	2	12 do ...	134 00
Mount Uniacke and Railway Station .....	do .....	do .....	30			
Musquodoboit Harbor and Petpeswick Harbor.....	T. Young.....	On foot.....	6	2	12 do ...	30 00
Nappan Station and Railway Station .....	A. C. Barry.....	do .....	75			
New Campbellton and Sydney Mines .....	J. Vickers.....	Vehicle.....	13	3	12 do ...	266 66
New Glasgow and Railway Station.....	D. Campbell.....	do .....	1/2	24	1 mos (to July 1, '79)	24 75
do do .....	T. W. Church....	On foot.....	1/2	24	11 from do ..	179 66
New Glasgow and Sherbrooke..	G. & D Fraser...	Vehicle.....	58	6	12 months...	1,895 00
New Glasgow and Sydney .....	T. S. Lindsay....	do .....	249 1/2	6	12 do ...	14,340 00
New Glasgow and Woodburne..	A. J. Reid.....	do .....	15	2	12 do ...	80 00
Newport and Newport Landing	J. E. F. Mosher..	do .....	8	6	6 mos (to Sept. 30, '79)	145 00
do do .....	F. Travers.....	do .....	8	6	6 from do ..	110 00
Newport and Newport Station ..	H. Jenkins.....	do .....	5	6	12 months...	158 00
Newport and South Rawdon.....	S. Harvey.....	do .....	10	1	12 do ...	40 00
Newport and Upper Newport.....	do .....	do .....	19	1	12 do ...	32 00

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Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in Miles.	No. of Trips per w.e.k.	Period.	Amount.
Newport and Walton.....	T. Parker.....	Vehicle.....	16½	6 & 3	12 months...	\$ 500 00
Newport Station and Railway Station.....	J. L. Sweet.....	On foot.....	12 yds.	12	12 do ...	10 00
New Ross and Stoddarts.....	J. W. Boylan.....	Vehicle.....	5 & 21	2 & 1	3 do (to June 30, '79)	44 70
do do .....	J. Deadder.....	do .....	5 & 21	2 & 1	9 from do ..	126 00
New Ross and Vaughans.....	Jas Boylan.....	do .....	15	2	12 months...	59 63
Nictaux Falls and Wilmot.....	M. McGregor.....	do .....	4½	3	9 do (to Dec., 31, '79)	50 79
do do .....	J. Toole.....	do .....	4½	3	3 from do ..	14 75
Nine Mile River and Shubenacadie.....	A. Densmore.....	do .....	20	1	12 months...	104 00
Noel and Shubenacadie.....	J. W. O'Brien.....	do .....	23	1	12 do ...	220 00
Noel and Walton.....	A. C. O'Brien.....	do .....	16	3	9 do (to Dec., 31, '79)	145 50
do do .....	C. O'Brien.....	do .....	16	3	3 from do ..	41 25
North River Bridge and South G.t., St. Ann's. ....	D. Morrison.....	do .....	12	2	4 months (to July 31, '79)	33 98
do do .....	J. McGillet.....	do .....	12	2	8 from do ..	46 00
North Section Earltown and Truro .....	C. McKay .....	do .....	6	2	12 months...	156 00
North West Arm and Rear of Ball's Creek.....	G. K. Ball.....	do .....	3	1	12 do ...	13 00
Oakfield and Railway Station ...	W. P. Green.....	On foot.....	100 yds.	12	12 do ...	20 00
Onslow and Turo.....	J. W. Pearson...	Vehicle.....	7	3	12 do ...	225 00
Outer Island of Port Hood and Port Hood .....	W. D. Smith.....	Boat.....	3	2	Season, 1879	30 00
Outlet Lake Ainslie and Strathlorn.....	H. McKay.....	Vehicle .....	8	1	3 mos. (from July 1, '79)...	6 00
Outlet Lake Ainslie and Whycomagh .....	J. McKay.....	do .....	18	1	6 do (from Oct 1, '79)...	29 00
do do .....	H. McDougall ...	do .....			Special trips	19 50
Oxford and Pugwash.....	E. A. Rent, Ex...	do .....	20½	1	12 months...	80 92
Oxford and Railway Station.....	L. Oxley.....	do .....	3½	12	12 do ...	117 00
Palmer's Road, Ward Glebe and Post Road .....	G. W. Eaton.....	do .....	6½	1	12 do ...	30 00
Paradise Lane and Railway Station .....	W. F. Morse .....	Optional.....	½	12	12 do ...	60 00
Parrsboro' and Partridge Island .....	E. Jenks.....	do .....	2	3	12 do ...	52 00
Parrsboro' and Railway Station .....	J. W. Jenkins...	do .....	½	12	12 do ...	50 00
Parrsboro' and Three Sisters.....	G. Smith .....	Vehicle .....	45	6	5 do (from Nov. 1, '79)...	291 63
Pictou and Railway Station.....	P. Carroll.....	Foot or Horseback .....	¼	24	12 months...	110 00
Pictou and River John.....	D. Ketchim.....	Vehicle .....	20	6	4 do (to July 31, '79)	179 66
do do .....	T. Meagher.....	do .....	20	6	8 from do ..	316 66



REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Pictou and River John ( <i>via</i> shore)	J. McLeod	Vehicle	22	1	12 months	89 00
Pictou and West River Station	T. G. Anderson	do	22	3	12 do	303 32
Pictou Landing and Railway Station	E. McLeod	On foot	200 yds.	12	12 do and special trips	34 00
Pleasant Point and West Jeddore	N. Mosher	do	4	1	12 months	30 00
Point Edward and Sydney	D. Beaton	Vehicle	4½	1	12 do	26 00
Portapique and Portapique Mountain	D. A. Starratt	do	2½	3	12 do	28 49
Port Beckerton and Port Hillford	G. Taylor	Optional	8	1	9 mos. (from July 1, '79)	39 00
Port Hawkesbury and West Bridge	D. Cameron	Vehicle	16	2	Season, 1879	63 00
Port Hood and Port Hood Island	J. Smith	Optional	1½	2	12 months	30 00
Port Philip and Pugwash	G. King	Horse or vehicle	4½	3	12 do	52 00
Port Royal and West Arichat	A. McDonald	do	3½	3	12 do	100 00
Port Williams and Town Plot	D. Borden	Optional	2	3	12 do	50 00
Port Williams Station and Railway Station	E. A. Forsyth	do	12 yds.	12	12 do	20 00
Port Williams Station and White Rock Mills	J. S. Bishop	Vehicle	4	3	12 do	90 00
Princeport and Truro	Archibald	do	16	2	9 do (to Dec. 31, '79)	52 50
do do	J. D. Nelson	do	16	2	3 from do	17 50
Princeville and West Bay	W. McPherson	do	6	3	12 months	79 00
Pugwash and Stone House	W. Chapman	do	9	2	11 do (from May 1, '79)	95 33
Pugwash and Thompson's Mills	J. R. Lamy	do	15	6	12 months	447 00
Rear of Black River and West Bay	M. Morrison	do	10	1	12 do	60 00
Reynardtown and Tusket	A. J. Lent	do	7½	1	12 do	49 48
River Bourgeois and River Fear	H. Lindloft	do	2½	6	12 do	90 00
River Inhabitants Bridge and West Bay	H. McCall	Optional	5	6	4 do (to July 31, '79)	65 00
do do	J. McInnes	do	5	6	8 from do	92 00
River John and Tatamagouche	D. Langill	do	10	3	4 mos. (to July 31, '79)	46 33
do do	J. McLeod	do	10	3	8 from do	130 00
River John Road and The Cross Roads	D. Morrow	do	¾	2	6 mos. (to Sept. 30, '79)	10 00
River Philip Station and West Branch River Philip	M. Chapman	Horse or vehicle	5	6	12 months	180 00
Riversdale and Railway Station	R. J. Hingley	On foot	¼	12	9 mos 10 dys. (to Jan. 10, 80)	24 85
Rockingham and Yarmouth	E. Crowell	Vehicle	26	2	4 mos. (to July 31, '79)	73 33
do do	J. Prout	do	26	2	8 from do	123 33
Round Hill and Railway Station	C. E. Spurr	On foot	300 yds.	12	12 months	24 00
Round Hill and Tupperville	do	Optional	¾	3	9 do (to Dec. 31, '79)	75 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No of Trips per week.	Period.	Amount.
						\$ cts.
St. Andrews and South End of Lochaber.....	A. McPherson.....	Vehicle.....	.....	.....	Special trips	6 00
do do .....	D. McPherson.....	do .....	21	2	1 month 13 days (from Nov 17, '79)	38 24
St. Andrews and Vernal.....	A. Power.....	do .....	5	2	5 mos. (from Nov. 1, '79)	12 50
St Peters and West Bay .....	R. Morrison.....	Optional.....	32	1	12 months...	130 00
Salmon River and Sheet Harbor Passage .....	W Wambold.....	Horse or vehicle.	7	2	12 do ...	50 00
Scotch Village and Woodville...	H. S Cochran.....	do .....	5½	1	12 do ..	30 00
Sheet Harbor and Upper Musquodoboit .....	P. Murray.....	Vehicle.....	26	1	12 do ...	196 00
Shelburne and Upper Clyde River.....	W. G. Swinsburg	do .....	16	1	4 do (to July 31, '79)	40 00
Shelburne and Upper Ohio.....	do .....	do .....	16	1	8 from do ..	77 33
Shelburne and Yarmouth .....	G. M. Patton.....	do .....	68	6	12 months...	1,700 00
Ship Harbor Lake and Ship Harbor Lake (circular route).	J. W. Webber.....	do .....	11½	1	12 do ...	80 00
Shubenacadie and Railway Station .....	A. Kirkpatrick.....	On foot.....	160			
Shubenacadie and Shubenacadie (circular route) .....	G. W. Walker.....	Vehicle.....	14	1	12 do ...	80 00
Six Mile Brook and West River.	J. McKay.....	do .....	6	1	12 do ...	100 00
Six Mile Road and Wallace.....	A. Purdy.....	Horse or vehicle.	4	2	4 do (to July 31, '79)	40 00
Sluice Point and Tusket.....	D. Mense.....	Optional.....	6	1	12 months...	3 33
South Branch and Upper Stewiacke .....	W. Cox.....	do .....	8	3	12 do ..	50 00
South Harbor and White Point..	A. McPherson .....	do .....	9	2	12 do ...	63 00
South-West Margaree and Whycomogagh.....	N. McKay .....	Horse or vehicle.	26	1	3 do (to June 30, '79)	121 50
South-West Margaree and Upper Margaree .....	A. McDonald.....	Optional.....	3	1	9 mos. (from July 1, '79)	23 00
Spring Hill Mines and Spring Hill Junction .....	J. Cooper .....	do .....	4½	6	12 months...	16 29
Spring Hill Mines and Windham Hill.....	N. Shurman.....	do .....	7	2	12 do ...	150 00
Stellarton and Railway Station.	D. McIntosh.....	On foot .....	¾	12	6 mos. (to Sept 30, '79)	77 00
do do .....	J. Barclay.....	do .....	¾	12	6 from do ..	34 74
Stellarton and Westville.....	D. McIntosh.....	Vehicle.....	3	6	12 months...	36 00
Sydney and Sydney Mines.....	J. McKinnon.....	do .....	20	6	6 do (to Sept. 30, '79)	199 00
do do .....	N. A. McDonald.	do .....	20	6	6 from do ..	250 00
Tatamagouche and The Falls....	J. Lombard.....	do .....	8	2	6 mos. (to Sept. 30, '79)	192 00
Tatamagouche and Waugh's River.....	do .....	do .....	6	2	6 from do ..	40 00
Tatamagouche and Wentworth Station.....	A. Purdy.....	do .....	20	6	12 months...	50 00
The Falls and West New Annan.	J. McCully.....	do .....	9	3	6 mos. (to Sept. 30, '79)	440 00
do do .....	J. Bell.....	do .....	9	3	6 from do ..	72 00
Tor Brook and Tremont.....	W. Browne.....	Horse or vehicle.	5	1	12 months...	65 00
Tracadie and Usher.....	E. Cole.....	do .....	4	1	12 do	40 00
						24 00

REPORT No. 2, C.—Detail of all payments for Mail Transportation in  
Nova Scotia, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.		Period.	Amount.	
							\$	cts.
Truro and Railway Station.....	C. B. Archibald.....	Optional.....	1	24	12	months...		
Tupperville and Railway Station	D. S. Chipman...	do .. .. .	12	12	3	do (to Mar. 31, '80)	300	00
Tusket and Tusket Forks.....	F. Mense.....	Vehicle.....	12	1	12	months...	10	00
Tusket Wedge and Yarmouth...	J. M. Leblanc....	do .. .. .	12	2	12	do ...	120	00
Upper Newport and Woodville..	T. Dimock .....	Optional.. .. .	1	1	12	do ...	10	40
Vale Colliery and Whitburn.....	J. McDonald .....	Vehicle.....	2	3	12	do ...	156	32
Wallace and Wallace Ridge.....	B. S. Seaman.....	Optional.....	5	3	12	do ...	70	06
Wallace Ridge and Wentworth Station.....	D. Purdy .....	Vehicle .....	17	6	4	do (to July 31, '79)	99	33
Waterville and Railway Station	J. S. Pineo.....	Optional.....	70	12	12	months...	40	00
Waverley and Windsor Junction	J. Otto .....	Vehicle .....	3	6	12	do ...	105	00
Wentworth Creek and Windsor	S. H. Sweet .....	do .. .. .	2	3	12	do ...	80	00
West River and Westville .....	W. Munro .....	do .. .. .	9	3	12	do ...	128	00
West River Station and Rail- way Station.....	W. S. Grahame..	On foot.....	75	12	12	do ...	35	00
Whycocomagh and Whycoco- magh Rear .....	H. McDonald.....	Optional.....	6	1	12	do ...	40	00
Wilmot and Railway Station....	E. Cumminger..	On foot.....	60	12	12	do ...	12	00
Windsor and Railway Station...	P. S. Burnham..	do .. .. .	1	24	12	do ...	115	00
Wolfville and Railway Station..	G. V. Rand.....	do .. .. .	1	24	12	do ...	80	00
Yarmouth and Street Letter Boxes.....	A. J. Hood.....	Optional... .. .	as req	10	do (to June 30, '80)		50	00
Total...							\$101,851	11

JOHN O'CONNOR,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Halifax and Boston, U.S., (half the postage collected).....	J. P. Phelan.....	400	1	Season of 1879.....	551 93
Pictou, Georgetown, Magdalen Islands and Gaspé.....	J. King. ....	144	....	do (in addition to subsidy).....	4,112 50
Pictou and Port Hawkesbury.....	F. W. Hales .....	61	2	Season of 1879.....	2,000 00
Sydney and West Bay .....	G. J. Troop.....	65	2	do .....	300 00
				Total.....	\$6,964 43

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, C.—Detail of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Intercolonial Railway (to Province Line).....	196	As req'd....	12 months, to 31st March, '80.	19,600 00
Spring Hill and Parrsboro' Railway..	32	6	9 do do .....	302 08
Western Counties Railway .....	46	12	8 do to 30th Nov., 1879	1,922 80
Windsor and Annapolis Railway.....	84	12	12 do to 31st March, '80.	5,395 66
			Total.....	\$27,220 54

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, C.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1880.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm .....	Rivet-lock seals.....	160	00
H. B. Fidler .....	Mail bags and repairs.....	724	15
H. V. Allen.....	do .....	700	97
W. E. Peters.....	Repairing mail bags.....	4	35
W. Carson.....	do .....	0	50
	Total .....	\$1,589	97

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

REPORT NO. 2, D.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Acadia, Acadia Siding and Railway Station.....	S. Manzerol.....	Vehicle.....	7	1	9 mos. (to Mar. 31 '80)	36	36
Albert Mines and Railway Station.....	W. Farrice.....	do.....	1/2	6	3 mos. (to June 30, '79)	6	25
do do.....	J. Mountain.....	do.....	1/2	6	9 from do	18	75
Alexander's Point and Miscow Lighthouse.....	O. Valley.....	do.....	26	2 & 1	12 months...	140	00
Alexander's Point and Shippigan.....	A. Duque.....	do.....	3	2	12 do ...	60	00
Alma, Hopewell Corner, Harvey and Point Wolfe.....	E. Ritchie.....	do.....	6 & 3	6 & 3	12 do ...	549	00
Alma and Penobsquis.....	W. Martin.....	Optional.....	31	1	12 do ...	149	00
Anagance and Corn Hill.....	W. S. Chittick.....	Vehicle.....	6	2	12 do ...	75	00
Anagance and Elgin.....	E. A. Robinson.....	do.....	12	2	12 do ...	100	00
Andover and Fort Fairfield.....	J. Sloat.....	do.....	7	2	12 do ...	60	00
Andover and Maple.....	W. Inman.....	do.....	28	1	4 mos. 15 d's. (to Dec. 31 '79).....	26	25
Andover and Perth Centre.....	M. Craig.....	do.....	6	2	6 mos. (to Sept. 30, '79)	23	50
do do.....	G. W. Larlei.....	do.....	2	6	6 from do ..	11	50
Andover and Riley Brook.....	W. Inman.....	Optional.....	60	1	12 months...	360	00
Annidale and English Settlement.....	A. F. Carmichael.....	do.....	4	2	3 do (to Aug. 31, '79)	6	25
do do.....	D. M. Pearson.....	do.....	4	2	7 from do ..	14	58
Apohaqui and Cole's Island.....	W. Fenwick.....	Vehicle.....	23	2	12 months...	202	63
Archibald Settlement and River Louison.....	R. Archibald.....	do.....	3	1	12 do ...	30	00
Armstrong's Brook and Jaquet River Station.....	J. C. Bent.....	Optional.....	1	12	12 do ...	40	00
Armstrong's Brook and River Louison.....	do.....	do.....	3	3	12 do ...	75	00
Armstrong's Brook and Olinville.....	D. Elder.....	Vehicle.....	5	1	12 do ...	28	75
Au Lac, Westmoreland Point and Port Elgin.....	G. Siddall.....	do.....		12 & 6	12 do ...	444	00
Au Lac Railway Station, Westmoreland Point and Cape Tormentine.....	H. Lawrison and T. Hewson.....	do.....	40	As req.	Sea. '78-'79.	428	00
Bairdville and Kilburn's Landing.....	C. Pickett.....	Optional.....	2	3	12 months...	55	00
Bald Hill and Wickham.....	G. M. Golding.....	Vehicle.....	2	2	12 do ...	25	00
Barachois and Upper Abougogin.....	T. Gallary.....	do.....	5	1	12 do ...	34	00

REPORT No. 2, D—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Barnesville, Ossekeag, Upham and Upperton.....	N. M. Barnes.....	Vehicle.....	6 & 7 2 & 1	1	7 mos. 5 d's. (to Nov. 5, '79)	126 38
do do	F. Williams.....	do	6 & 7 2 & 1	1	1 mo. 25 d's. (from do)....	31 12
Bartibog and Chatham.....	R. Wall.....	do	11	1	12 months....	25 00
Bass River and South Branch....	J. A. Campbell..	do	15	3	12 do	234 00
Bath and Johnville.....	W. Boyd.....	do	8	2	12 do	70 00
Bath and Mineral.....	H. Broad.....	do	8	1	12 do	42 00
Bath and Wicklow.....	S. Drost.....	do	2	6	12 do	50 00
Bathurst and Railway Station...	T. E. Carter.....	do	1 1/2	18	12 do	234 72
Bathurst and Upper Pockmouche	P. J. Foley and F. F. Barry....	do	45	3	12 (less fine)	693 00
Bay du Vin Mills and Upper Bay du Vin	W. Dickens.....	do	5	1	12 months...	40 00
Bayfield and Port Elgin.....	T. Hewson.....	do	15 & 18	2	1 1/2 do	168 00
Bayside and St. Andrews.....	J. Simpson.....	do	7	2	1 1/2 do	60 00
Seaver Harbor and St. George..	J. Prescott.....	do	14	2	12 do	90 00
Belledune and Belledune River..	J. Hodgias.....	Optional.....	4	3	12 do	77 00
Belledune and Railway Station..	J. Chalmers, jun	do	1	6	12 do	41 43
Belle Isle Creek and Norton Station.....	E. Fruze.....	Vehicle.....	17	1	12 do	47 48
Belleveaux Village, Memramcook and St. Joseph.....	P. Bourgeois....	do	6 6 & 2	9	do (to Dec. 31, '79)	120 00
do do	A. W. Oliver.....	do	3 & 7 6 & 2	3	from do	75 00
Belyeas Corner and Carlisle.....	N. J. Pratt.....	do	2	2	12 months...	24 00
Black Brook and Chatham.....	A. Marshall.....	do	8	1 & 2	12 do	79 48
Black Land and River Charlo..	W. Cook.....	Optional.....	3	3	12 do	44 00
Black Point and New Mills.....	S. Laughlin.....	do	3 1/2	3	12 do	42 00
Black River and Upper Bay du Vin.....	R. McNaughton..	do	8	1	12 do	52 00
Blackville and Cains River.....	M. Vickers.....	do	6	1	12 do	75 00
Blair Athol and Dalhousie.....	W. Wright.....	do	16	1	9 mos. (to Mar. 31, '80)	48 44
Blair, Athol and Shannon Vale..	do	do	11 1/2	1	3 mos. (to June, 30, '79)	13 50
Blissville and Juvenile Settlement.....	M. Hoyt.....	do	6	2	9 mos. (to Dec. 31, '79)	52 50
Blissville, Hoyt Station and Juvenile Settlement.....	B. J. Hoyt.....	do	1 & 6 6 & 2	3	from do	17 25
Blissville, Patterson Settlement and Railway Station.....	do	do	1 & 2 3 & 2	9	to do	41 25
Bloomfield (Kings) and Central Norton.....	J. Cochran.....	do	3	3	12 months...	65 00
Bloomfield (Kings) and Railway Station.....	N. Wetmore.....	do	3 1/2	12	12 do	56 00
Bloomfield Ridge and Boiestown	P. McDonald.....	do	6	1	12 do	45 00
Boundary Creek and Railway Station.....	R. B. C. Weldon	On foot.....	1/2	12	12 do	20 80
Boundary Creek and Steeves Mountain.....	T. C. Weldon....	Vehicle.....	2 1/2	1	12 do	36 00
Boudreau Village, Dorchester and Rockland.....	J. Sutherland....	do	6 6 & 2	12	do	250 00
Bourgeois, Grandique and Poiriers.....	F. Seger.....	do	2 & 4 3 & 1	12	do	75 00
Breadalbane, New Mills and Railway Station.....	E. McMillan....	Optional.....	1	12	12 do	28 00

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Buctouche and Dixon's Point...	W. Hyslop.....	Optional.....	5	1	12 months...	19 48
Buctouche and McLaughlan's Road.....	A. Peterkin.....	Vehicle.....	19½	1	12 do ...	117 00
Buctouche and Richibucto .....	J. McLean.....	do .....	18	3	12 do ...	250 00
Buctouche and Shediac .....	J. D. Weldon.....	do .....	22	6	12 do ...	494 00
Bumfreau and Upper Wicklow...	M. Hutchinson.....	Optional.....	2	2	12 do ...	20 00
Burnt Church and Church Point...	W. M. Salter.....	Vehicle.....	4	2	12 do ...	55 00
Burton and Sheffield, &c.....	W. Barker.....	.....	6	3	48 trips.....	48 00
Butternut Ridge, New Canaan and Forks .....	L. H. Alward.....	Vehicle.....	12	2	12 months...	80 00
Butternut Ridge and Perry Settlement.....	J. C. Price.....	do .....	10	1	12 do ...	48 00
Butternut Ridge and Petitcodiac .....	S. Perry .....	do .....	9	6	12 do ...	199 00
Cain's River and Shinnickburn...	P. Shinnick.....	do .....	8	1	12 do ...	60 00
Caledonia and Moncton.....	R. Collins.....	do .....	36	2	12 do ...	349 00
Campbellton and Flatlands .....	J. Cooling.....	do .....	10	2	12 do ...	100 00
Campbellton and Railway Station.....	F. O'Connor.....	do .....	1	12	6 do (to Sept. 30, '79)	149 76
do do .....	J. Duncan.....	do .....	1	12	6 from do ..	49 93
Campbellton and Wharf.....	F. O'Connor.....	do .....	½	2	Part Sea, '79	9 50
do do .....	J. Duncan.....	do .....	½	2	Bal do ..	2 25
Campo Bello and Wilson's Beach	J. Brown.....	do .....	7	1	12 months...	40 00
Canterbury and Canterbury Station.....	J. Scott.....	do .....	9	2	12 do ...	175 00
Canterbury Station and North Lake.....	do .....	do .....	22	1	12 do ...	90 00
Cap de Moisselle Creek and Railway Station.....	J. Wilson.....	do .....	⅓	6	12 do ...	10 00
Caraquet and Lower Caraquet...	J. Goinet.....	do .....	3½	1	8 mos. (to Nov. 30, '79)	33 33
Carleton and Railway Station...	D. Connell.....	Optional.....	½	6	12 months...	70 03
Carleton and St. John.....	do .....	Foot or vehicle..	1½	12	12 do ...	78 09
Carsonville and Sussex Vale .....	M. Finness.....	Vehicle.....	15	2	12 do ...	125 00
Central Blissville, Fredericton Junction and Hart's Mills.....	T. Colman.....	Foot or vehicle..	4 & 1	6 & 1	12 do ...	30 00
Centreville, Florenceville, Greenfield and Tracey's Mills	S. Taylor.....	Vehicle.....	3, 6, & 17	6, 3, & 1	3 do (to June 30, '79)	64 75
do do .....	J. Jewett.....	do .....	3, 6, & 16	3, 6, & 1	9 from do ..	141 75
Chance Harbor, Little Lepreaux and Lepreaux.....	W. Whelan.....	Horse or vehicle..	19	4	2 & 6 12 months...	200 00
Chapman and Great Shemogue...	J. D. Weldon.....	Vehicle .....	5	1	12 do ...	29 91
Charleston and Middle Simonds .....	M. Mulheron.....	do .....	11	1	12 do ...	26 00
Chatham and Escuminac .....	J. McNaughton..	do .....	36	1	12 do ...	155 00
Chatham and Newcastle.....	J. Johnston.....	.....	.....	.....	Extra trip with English mails.....	1 50
Chatham and Railway Station...	W. Ullock.....	Vehicle.....	1½	24	12 months (less fine)....	295 00



REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Chatham and Upper Pockmouche.....	J. Meagher.....	Vehicle.....	60	3	12 mos. (less fine).....	794 00
Chelmsford and Derby.....	J. O'Neill.....	do .....	2	2 & 1	1 month (to July 31, '79)	8 33
Chelmsford and South Nelson.....	do .....	do .....	10	2 & 1	8 from do ..	66 67
Chipman and Harley Road.....	W. Stewart.....	do .....	5	1	12 months...	25 00
Clarendon and Welsford.....	J. Burton.....	do .....	10½	1	12 do ..	69 48
Clifton and Lands End.....	J. Bates.....	do .....	40	2	12 do ..	249 00
Clinch's Mills and Gooseberry Cove.....	J. Ferguson.....	do .....	3½	2	12 do ..	26 00
Coal Creek and Coal Mines.....	W. Leckey.....	do .....	4	2	3 do (to June 30, '79)	12 50
do do .....	J. Brown.....	do .....	4	2	9 from do ..	29 25
Coat's Mills and St. Pauls.....	T. Arsenault.....	do .....	8	1	1 mo. 9 dys. (to 9th May, 1879).....	5 14
Coat's Mills and Sweeneyville...	do .....	do .....	11	1	10 mos. 21 dys. from do	58 93
Cocaigne and Scovil's Mills.....	C. D. Lucas.....	do .....	6	2	12 months...	58 00
Cole's Island and Forks.....	W. Cole.....	do .....	23	1	12 do ..	90 80
Cole's Island and Narrows.....	W. Somerville.....	do .....	11	3	12 do ..	136 00
Collina and Springfield.....	E. L. Perkins.....	do .....	24	1	12 do ..	36 48
Cox Point and Cumberland Bay	A. McLean.....	do .....	5	1	12 do ..	23 00
Curryville and Railway Station	J. Beaumont.....	do .....	½	6	12 do ..	10 00
Dalhousie and Dundee.....	S. McGregor.....	do .....	9	1	3 do (to June 30, '79)	12 99
Dalhousie and Railway Station.	do .....	do .....	7	12	3 to do ..	156 00
do do .....	W. Murphy.....	do .....	7	12	9 from do ..	94 40
Dalhousie and Wharf.....	S. McGregor.....	do .....	½	2	Season, 1879	14 40
Dalhousie Station and Maple Green.....	J. Fraser.....	do .....	1	3	12 months...	40 00
Dawson Settlement and Hillsborough.....	W. Lutz.....	do .....	7	2	12 do ..	41 60
Debec and Railway Station.....	A. Harron.....	Horse or vehicle.	¼	12	12 do ..	30 00
Doaktown and Shinnickburn.....	R. D. Robinson.....	Vehicle .....	18	1	12 do ..	130 00
Donegal and Sussex Vale.....	F. C. Buchanan.....	do .....	17	1	12 do ..	80 00
Dorchester and Railway Stations	S. W. Quigley.....	do .....	½	24	12 do ..	260 00
Dorchester and Rockport.....	B. F. Tower.....	do .....	12	3 &	2 do ..	160 00
Dorchester Crossing and Railway Station.....	P. L. Belliveau.....	On foot.....	¼	2	10 do (to Mar. 31, '80)	4 17
Douglastown and Newcastle.....	J. Fisher.....	Vehicle.....	5	12	12 months...	250 00
Dover and Moncton.....	J. A. McFarlane.....	do .....	12	2	9 do (to Dec. 31, '79)	97 50
do do .....	H. Edgett.....	do .....	12	2	3 from do ..	21 75
Doyle Settlement and River Louison	T. Hayes, jun.....	do .....	3	1	12 months...	11 00
Dunbarton and Railway Station	L. Trenholm.....	Optional.....	30 yds.	3	12 do ..	20 00
Dundee and Shannonvale.....	W. Wright.....	Vehicle.....	4	1	9 do (to Mar. 31, '80)	10 30
Dungiven and Memramcook.....	J. McVey.....	do .....	4	1	12 months...	25 00
Duprey and Gailey.....	C. Duprey.....	Optional.....	2	1	12 do ..	16 00
Edmundston and Grand Falls...	M. Hartt.....	Vehicle.....	37	6	12 do ..	890 00

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Edmundston and Mouth of St. Francis	M. Tigh	Vehicle	36	2	12 months	\$ 199 00
Edmundston and Upper Madawaska, U.S.	T. Daigle	do	3	2	12 do	24 00
Eel River and River Charlotte	J. Goulette	Optional	4	3	12 do	69 00
Elgin and Hillside	J. Robinson	Vehicle	14	1	12 do	90 00
Elgin and Hopewell Corner	J. S. Fullerton	do	21	1	9 do (to Dec 31, '79)	112 11
do do	D. Williams	do	21	1	3 from do	43 75
Elgin and Pleasant Vale	G. Killam	Optional	7	1	12 months	39 60
Elgin and Railway Station	R. D. Robinson	Vehicle	3	6	12 do	15 00
Fairhaven and Lords Cove	D. F. Martin	do	10 & 7 2 & 1	1	12 do	58 00
Fairville and Railway Station	C. J. Tilton	Optional	3	12	12 do	50 00
Fairville and St. John	D. Connell	Vehicle	.....	.....	Special trips	90 00
Fairville Station and Milford	J. Irvine	do	2	12	3 months (to Mar. 31, '80)	12 50
Fawcett Hill and Petitcodiac	W. W. Price	do	5	1	1 month (to April 30, '79)	2 00
Florenceville and Foreston	J. Boyer	do	18	3	12 months	210 00
Florenceville East, Upper Peel and River Bank	A. Taylor	do	2 1/2 & 2	3	12 do	41 79
Forks and Ida	D. Keirstead	do	4 1/2	1	6 months (to Mar. 31, '80)	12 50
Fredericton and Hanwell	J. B. Golding	do	10	1	12 months	55 00
Fredericton and Marysville	J. E. Boon	do	4	6	3 do (to Mar. 31, '80)	23 62
Fredericton, Marysville and Peniac	J. B. Dunphy	do	4 & 5 6 & 2	9	9 months (to Dec. 31, '80)	93 75
Fredericton and Newcastle	R. Orr	do	102	3	12 months	2,000 00
Fredericton and New Maryland	L. Fisher	do	5	1	12 do	30 00
Fredericton and Railway Station	J. R. Golding	do	3	12	12 do	90 00
do do	do	do	3	.....	Special trips	45 00
Fredericton and Stanley	J. Boone	do	30	1	12 months	140 00
Fredericton and Steamers (East Side)	do	do	.....	3	Season, 1879	20 00
Fredericton and Woodstock (West Side)	E. Duaphy	do	82	2	12 months	793 00
do do	R. Boone	do	63	3	3 do (to June 30, '79)	212 50
Fredericton Junction and Railway Station	J. Boone	do	63	3	9 mos. from do (less fine)	335 00
French Lake and Rusagornis Station	C. H. Kingston	On foot	25 yds.	24	12 months	25 00
do	J. McGill	Vehicle	3	1	12 do	30 00
Gagetown and Mouth of Nerepis and Upper Hampstead	S. Cameron	do	44 1/2 & 40 2 & 1	9	9 do (to Mar. 31, '80)	511 23
Gagetown and Narrows	J. Mott	Optional	14	3	3 mos. (to June 30, '79)	80 75
do do	F. E. Wilson	do	14	3	9 from do	145 50
Gagetown and Oromocto, &c.	G. C. Nevers	Vehicle	27	3	12 months (less fines)	349 00
Gagetown and Steamers	R. Vail	Optional	.....	3	Season, 1879	15 00

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						\$ cts.
Gagetown and Welsford.....	F. Woods.....	Vehicle.....	25	3	12 months...	600 00
Gagetown, Westfield Station and Upper Hampstead.....	S. Cameron.....	do .....	45 & 41	2 & 1	3 do (to June 30, '79)	182 50
Gagetown and White's Cove.....	J. W. Scribner...	do .....	13	3	12 months...	174 00
Geary, Oromocto and Waasis....	W. Bryson.....	do .....	6 & 7	6 & 1	12 (less fine)	107 66
Golden Ridge and Knowlesville	W. B. Thorne....	do .....	4	1	12 months...	25 00
Goose Creek and Shepody Road	J. Prescott.....	do .....	13	1	12 do ...	60 00
Grafton and Woodstock.....	G. Stickney ...	do .....	1 1/2	6	12 do ...	50 00
Grand Bay and Railway Station	D. Hamm.....	do .....	1 1/2	6	9 do (to Mar. 31, '80)	7 50
Grand Falls and Tilley .....	J. White.....	Vehicle.....	19 1/2	1	3 months (to April 30, '79)	22 50
Grand Falls and Undine.....	do .....	do .....	13	1	9 from do ..	45 00
Grand Falls and Woodstock.....	J. McCrae.....	do .....	74	6	12 (less fine)	1,997 00
Grand Manan and Seal Cove....	T. Daggett.....	Optional.....	14	2	6 months (to Sept. 30, '79)	40 00
do do .....	D. McKay.....	do .....	14	2	6 from do ..	39 50
Gray's Mills and Kingston (Kings) .....	J. Rodgers.....	Vehicle.....	5	2	12 months...	85 00
Great Shemogue and Upper Sackville.....	C. Ward.....	do .....	21	1	12 (less fine)	92 33
Gueguen and St. Anthony.....	J. Gueguen.....	do .....	5	1	12 months...	30 00
Hammondvale and Shepody Road.....	D. J. Fowler.....	do .....	12	1	12 do ...	100 00
Hammondvale and Sussex Vale.	do .....	do .....	15	2	12 do ...	119 28
Hampstead and Hibernia.....	D. Gardiner.....	do .....	6	1	12 do ...	36 00
Hampstead and Wickham.....	J. Lawery.....	do .....	2	2	12 do ...	31 00
Hampton and Ossekeag.....	N. M. Barnes.....	do .....	1	6	12 do ...	80 00
Hardingville and Quaco Road....	J. Kirkpatrick...	do .....	4	1	12 do ...	38 00
Harewood and Salisbury.....	M. Healy.....	do .....	13	1	12 do ...	78 00
Hartland and Knowlesville.....	S. H. Shaw.....	do .....	56	2	12 do ...	220 00
Hartland and Knowlesville.....	do .....	do .....	3	6	12 do ...	80 00
Harvey Station, Tweedside and Magaguadavic.....	W. Atchison.....	do .....	18	2 & 1	6 do (to Sept. 30, '79)	87 50
do do .....	J. Swan.....	do .....	18	2 & 1	6 from do ..	49 50
Harvey Station and Railway Station.....	J. Rutherford.....	Optional.....	1/2	12	12 months...	20 00
Harvey Station and Yoho .....	S. B. Hunter.....	Vehicle.....	8	1	12 do ...	34 72
Heron Island and New Mills .....	D. Robertson....	do .....	4	1	12 do ...	31 20
Hillsborough, Hopewell Cape and Railway Station.....	D. Wallace.....	do .....	6 1/2	6	12 do ...	300 00
Hillsborough and Rosevale.....	W. D. Bozley....	do .....	12	3	12 do ...	169 00
Hillsdale and Sussex Vale .....	A. McLean.....	do .....	17	1	12 do ...	130 00
Hopewell, Hopewell Hill and Railway Station .....	J. McAlmon.....	do .....	1 & 1/4	6	9 do (to Dec. 31, '79)	37 50
do do .....	J. Dugan.....	do .....	1 & 1/4	6	3 from do ..	15 00
Hopewell Cape and Lower Cape	J. Bray.....	do .....	2	6	78 trips. ....	15 60
Hopper and Salisbury.....	W. Leeman, jr....	Vehicle.....	18	1	12 months...	130 00
Hoyt Station and Patterson Settlement.....	W. A. Patterson	Optional.....	2	2	3 do (to Mar. 31, '80)	4 97
Indian Mountain and Moncton..	M. Harsman.....	Vehicle.....	14	1	12 months...	80 00

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Indiantown and St. John.....	S. Z. Dickson.....	Vehicle.....	2	12	12 months...	\$ 75 00
Intercolonial Railway Station and St. J. & M. Railway Station	S. King (to pay).....	.....	.....	.....	Special trip..	0 50
Irishtown and Moreton.....	J. Larracey.....	Vehicle.....	8½	1	12 months...	40 00
Jenkins and Thornetown.....	F. Worden.....	On foot.....	1	3	12 do ...	18 00
Jones' Corner and Sheba. ....	J. Simpson.....	do .....	1½	2	12 do ...	12 00
Keswick Ridge and Upper Haynesville .....	G. J. Coburn.....	Vehicle.....	25	2	12 do ...	145 00
Kilburn's Landing and Kincardine .....	D. Burns.....	Optional.....	9	3	3 do (to June 30, '79)	5 00
Kilburn's Landing and Kintore do do .....	T. Watt.....	do .....	4	3	3 mos. to do	10 00
do do .....	D. Watt.....	do .....	6	3	9 from do ..	25 50
Kingston (Kent) and Richibucto Village .....	J. F. Richard.....	Vehicle.....	7	1	12 months...	46 32
Kingston (Kings) and Rothesay do do .....	A. McAlary.....	do .....	10	6	3 do (to June 30, '79, including ferrriage).....	126 00
do do .....	S. Cosman.....	do .....	10	6	9 from do ..	336 75
Kingston (Kings) and Springfield Kirkland, Richmond Corner and Monument Settlement.....	H. A. Pitt.....	do .....	17	1	12 months...	100 00
do do .....	C. T. Hanson.....	do .....	16 & 5 2	1	12 do ...	149 00
Kouchibouguac and Point Sapin do .....	J. Potter.....	do .....	20	1	12 do ...	83 00
Kouchibouguac and Richibucto do .....	M. Barrieau.....	do .....	12	6	12 do ...	400 00
Kouchibouguac and Upper Bay du Vin.....	A. B. Welder.....	do .....	10	1	8 do (to Mar. 31, '80)	33 33
Lake George, Lower Prince William and Upper Maguadavic .....	J. McMurray.....	do .....	4 & 12	2 & 1	9 mos. (to Dec. 31, '79)	117 75
Lake George and Prince William Station .....	T. Fraser.....	do .....	20	2	3 from do ..	25 00
Lakeville and Woodstock.....	R. Hume.....	do .....	20 & 40	3 & 2	3 mos. (to June 30, '79)	119 32
do do .....	T. S. Duncan.....	do .....	20 & 40	3	9 from do ..	117 75
Lakeville Corner and Scotchtown .....	T. P. Upton.....	do .....	25	2	12 months...	180 00
Lakeview and Narrows.....	C. E. Black.....	On foot.....	2	3	12 do ...	30 00
Lawrence Station and Railway Station .....	J. Taylor.....	do .....	20 yds.	12	12 do ...	20 00
Ledge and St. Stephen.....	S. McClinton.....	Vehicle .....	4	3 & 2	2 12 do ...	60 00
L'Etete and St. George.....	A. J. Seely.....	do .....	9	3	12 do ...	184 00
Lewis Mountain and Petitcodiac do do .....	S. C. Keith.....	do .....	10½	1	1 do (to April 30, '79)	5 00
do do .....	W. W. Price.....	do .....	13	1	11 from do ..	70 00
Lincoln and Oromocto.....	W. Bryson.....	do .....	4	3	12 months...	30 00
Little River and Prosser Brook do .....	J. Milton.....	Foot or vehicle...	4	1	12 do ...	14 00
Lower Brighton and Woodstock do .....	P. Dourey.....	Vehicle.....	7	2	12 do ...	50 00

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						\$ cts.
Lower Southampton, Norton Dale and Temperance Vale....	S. E. Currie.....	Vehicle.....	13 & 5	2 & 1	12 months...	115 00
Lower Woodstock and Speerville	J. H. Duggan...	do .....	4	1	12 do ...	33 00
Lytleton and Newcastle.....	E. Travis.....	do .....	20	3	3 mos. (to June 30, '79)	68 75
do do .....	J. Johnston.....	do .....	20	3	3 months (to Sept. 30, '79)	68 75
do do .....	W. Russell.....	do .....	20	3	6 from do ..	117 00
McLaughlin's and Renous Bridge	F. H. Jardine...	do .....	4	2	12 months...	50 00
McLeod's Mills and Richibucto.	J. C. Vantaur...	do .....	12	2	12 do ...	144 00
Maple Hurst and Upper Kent...	A. Hawthorne...	do .....	3	1	12 do ...	20 00
Marysville and Peniac.....	T. E. Wheeler...	do .....	4	2	3 do (to Mar. 31, '80)	10 00
Maugerville and Steamers.	W. H. Bent.....	Optional.....		3	Season, 1879	5 00
Meadow Brook and Painsec Settlement.....	E. Babine.....	Vehicle.....	1	2	12 months...	27 00
Memramcook and Railway Station.....	S. C. Charters...	Foot or horse-back.....	1	12	12 do ...	45 00
Milford and Railway Station.....	J. Irvine.....	Vehicle.....	2	12	9 do (to Dec. 31, '79)	37 50
Milledgeville and St. John.....	S. Z. Dickson...	do .....	4	2	12 months...	75 00
Milltown, Paquetville and Pockshaw	J. Reardon.....	do .....	3 1/2 & 7 1/2	1 & 3	12 do ...	60 00
Milltown, St. Stephen and Upper Mills	J. E. W. Keys...	do .....	2 & 3	6 & 3	12 do ...	145 00
Millville and Upper Hayneville.	A. J. Hoyt.....	do .....	4	2	12 do ...	33 00
Mispec and St. John.....	J. L. Woodworth	do .....	9	1	12 do ...	96 00
Moncton and Railway Station...	W. Wallace.....	do .....	1	30	12 (less fine)	298 00
Moncton and Stony Creek .....	J. Crandall.....	do .....	7	1	12 months...	40 00
Moncton Road and Shediac .....	W. G. Bateman .	do .....	6	1	12 do ...	34 00
Moore's Mills and Railway Station	A. Connick.....	On foot.....	100 yds.	6	12 do ...	25 00
Mouth of Nerepis and Railway Station.....	J. M. Nase.....	do .....	1/2	12	9 do (to Mar. 31, '80)	37 50
Narrows and Norton Station.....	W. Keiller.....	Foot or horse-back .....	21	3	6 mos. (to Sept. 30, '79)	270 00
do do .....	J. Hickson.....	do .....	21	3	6 from do ..	195 00
Narrows and Upper Gaspereaux	J. Mott.....	Vehicle.....	50	3	3 mos. (to June 30, '79)	208 25
do do .....	J. R. Kennedy ..	do .....	50	3	9 from do ..	445 86
Narrows and Wickham.....	C. E. Hamu .....	do .....	16	3	12 months...	340 00
Newcastle and Railway Station.	J. Fisher.....	do .....	1 1/2	24	12 (less fines)	172 84
Newcastle, Railway Station, &c.	do .....	do .....			Special trips with English mails.....	10 25
Newcastle and Sevogle.....	A. Sain.....	do .....	19 1/2	1	3 months (to Mar. 31, '80)	27 50
Newcastle and South Nelson .....	M. Kain.....	do .....	3	6	12 months...	197 00
Newcastle and Trout Brook.....	A. Cain.....	do .....	19 1/2	1	9 do (to Dec. 31, '79)	82 50
New Mills and Railway Station.	J. Windsor.....	Optional.....	1 1/4	12	12 months...	20 00
Newtown and Sussex Vale.....	A. Robertson...	Vehicle .....	14	3	12 do ...	140 00

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						\$ cts.
North Forks, Salmon Creek, and Salmon Creek.....	G. T. Fowler....	Vehicle.....	4	1	12 months...	32 48
Oakham and Springfield.....	E. L. Perkins....	do.....	12	1	12 do ...	47 00
Oak Hill and St Stephen.....	Keys Bros. ....	do.....	21	1	12 do ...	130 00
Oromocto and Steamers.....	W. Bryson.....	.....	3	3	Season. 1879	12 50
Oromocto and Upper Burton.....	P. Gean.....	.....	3	3	do '79-'80	10 00
Ossekeag, Upham and Upperton	J. Williams....	Vehicle.....	13 & 2	2 & 1	3 months (to Mar. 31, '80)	37 50
Painsec Railway Station and Shediac Road.....	J. Brown.....	do.....	11½	3	12 months...	36 00
Perth Centre and Tilley.....	C. Craig.....	do.....	11	1	12 do ...	44 25
Petersville and Welsford.....	J. Burton.....	do.....	10	2	12 do ...	119 00
Petit Rocher and Railway Station.....	J. Morrison.....	Optional.....	1½	6	12 do ...	40 00
Pisarinco and Spruce Lake.....	T. Dean.....	Vehicle.....	8	2	12 do ...	60 00
Pleasant Ridge and St. Stephen	Hardy & Brydges	do.....	29	1	12 do ...	160 00
Plymouth and Richmond Corner	C. T. Hanson....	do.....	3	1	9 do (to Dec. 31, '79)	12 00
do do	A. Stephenson...	do.....	3	1	3 from do ..	4 00
Point du Chêne and Railway Station.....	P. Shurman.....	Optional.....	1	12	12 months...	25 00
Pollet River and Railway Stat'n	W. McAfee.....	On foot.....	100 yds.	3	6 do (to Sept. 30, '79)	3 00
do do	C. F. Simpson....	do.....	100 yds.	3	6 from do ..	3 00
Port Elgin and Shediac.....	J. D. Weldon....	Vehicle.....	28	3	12 months...	375 00
Port Elgin and Spence.....	J. Spence.....	Optional.....	20	2	12 do ...	135 00
Renous Eridge and Renous River	M. Hayes.....	do.....	4	1	12 do ...	40 00
Richibucto and Weldford.....	B. Bailey.....	do.....	24	6	12 (less fine)	742 00
Richmond Corner and Watson Settlement.....	C. T. Hanson....	do.....	6½	1	12 months...	34 93
River Charlo and Railway Station .....	A. McPherson...	do.....	1	12	12 do ...	62 00
River de Chute and Upper Kent	A. A. Hawthorne	Vehicle.....	2	2	12 do ...	36 00
Riverside and Railway Station..	A. Edgitt.....	On foot.....	1	6	12 do ...	22 49
Rosedale and Woodstock.....	S. F. Hoyt.....	Vehicle.....	8	1	12 do ...	20 00
Rusagornis and Waasis Station..	A. Grass.....	do.....	2½	3	12 do ...	25 00
St. Adrews and Railway Station	W. E. Mallory...	do.....	½	6	12 do ...	75 00
St. Andrews, St. George and St. Stephen.....	do.....	do.....	22 & 17	6 & 1	12 (less fines) (to Mar. 31, 1880; days that trains did not run on Railway)	1,148 00
St. Andrews and St. Stephen....	do.....	do.....	27	3	9 mos. (to Dec. 31, '79)	252 00
St. Croix and Railway Station..	T. McVey.....	do.....	1	6	3 from do ..	18 75
St. Croix and Vanceboro Station	P. H. Carey ...	On foot.....	1	6		5 00

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						\$ cts.
St. George and St. John.....	W. Meade.....	Vehicle.....	45	6	12 months...	1,370 00
St. George and Second Falls.....	J. C. Pratt.....	do.....	9	2	12 do .....	100 00
St. Isidore and Tracadie.....	J. Dunany.....	do.....	8	2	12 do .....	75 00
St. John and Railway Station.....	D. Connell.....	do.....	2	As reqd.	6 do (to Dec. 31, '79)	538 35
do do .....	J. Patton.....	do.....	2	As reqd.	6 (from do)	358 60
St. John and St. Martins.....	P. H. Nugent.....	do.....	31	6	12 mos. (less fine).....	698 00
St. John and Steamers.....	D. Connell.....	do.....	2	12	Season 1879.	104 00
St. John and Street Letter Boxes.....	S. Z. Dickson.....	do.....	1 1/2	18	12 months...	466 00
St. John and Sussex Vale.....	A. McLean.....	do.....	45	1	12 do .....	416 00
St. Martins and Salmon River.....	P. H. Nugent.....	do.....	9	2	12 do .....	104 00
St. Stephen and Calais (Mc.).....	Hardy & Brydges	do.....	1	6	12 do .....	70 00
St. Stephen and Railway Station.....	Keys Bros.....	On foot.....	1 1/2	6	12 do .....	29 00
Sackville and Railway Stations.....	J. Dixon.....	Vehicle.....	1	12	12 do .....	245 60
Sackville and Second West-cock.....	A. Doo.....	do.....	8	1	12 do .....	30 00
Sackville and Upper Sackville.....	C. Ward.....	do.....	4	6	12 do .....	120 00
Sackville and Wood Point.....	S. Clarke.....	do.....	6	2	12 do .....	75 00
Salt Springs and Sussex Vale.....	J. McEwen.....	do.....	16 1/2	1	12 do .....	96 92
Scotch Settlement and Shediac.....	W. A. McDougall	do.....	15	1	12 do .....	60 00
Shediac and Railway Station.....	C. W. Smith.....	Optional.....	3	12	12 do .....	75 00
Sheffield and Steamers.....	J. McGowan.....	do.....	.....	3	Season 1879.	5 00
Sheffield and Upper Gasperaux.....	A. Ferguson.....	Vehicle.....	45	2	12 months...	493 48
Sheffield Academy and Steamers.....	W. A. Burpee.....	Optional.....	.....	3	Season 1879.	5 00
Shippigan and Upper Pockmouche.....	J. Whitty.....	Vehicle.....	12	6	12 months...	200 00
Shippigan Road and Stymast Settlement.....	J. Stymast.....	do.....	5	2	12 do .....	65 00
Sprague's Point and Springfield.....	W. J. Northop.....	do.....	3	2	12 do .....	20 00
Sprague's Point and Tennants Cove.....	J. Killier.....	do.....	15 & 12	1	12 do .....	61 22
Starkey's and Young's Cove.....	J. Barton.....	do.....	12	1	12 do .....	30 00
Summerfield and Upper Wicklow.....	M. Hutchinson.....	Optional.....	3	2	12 do .....	30 00
Sussex Corner and Sussex Vale.....	T. Coggan.....	Vehicle.....	2	6	12 do .....	70 00
The Range and Wiggins.....	J. Barton.....	Optional.....	2 1/2	2	6 do (to Mar. 31, '80)	9 50
Three Tree Creek and Railway Station.....	C. Mott.....	On foot.....	50 yds.	6	12 months...	6 00
Tracey's Station and Railway Station.....	D. S. Duplisea.....	do.....	20 yds.	12	12 do .....	17 50
Tracey Station and Traceyville.....	J. Tumith.....	Vehicle.....	4	1	6 do (to Mar. 31, '80)	10 00
Upper Gagetown and Steamers.....	J. Kimball.....	Optional.....	.....	3	Season 1879.	5 00
Upper Sheffield and Steamers.....	T. Wasson.....	do.....	.....	3	do .....	5 00

REPORT No. 2, D--Detail of all payments for Mail Transportation in  
New Brunswick, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Weldford and Railway Station..	E. Bucklefield....	Optional.....	20 yds.	24	11 mos. (to Feb. 29, '80)	36 67
do do	... Leslie & Bailey...	do .....	20 yds.	24	1 from do ..	3 33
Woodstock and Houlton (U.S.).	A. J. Glidden. ...	Vehicle.....	14	6	12 months...	300 00
Woodstock and Railway Station	F. A. Glidden....	do .....	1	6	12 do ...	40 00
Woodworth and Railway Station	E. Woodworth...	On foot.....	1	6	12 do ...	10 00
					Total.....	\$42,044 97

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*



REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Fredericton and St. John.....	Small and Hatheway.....	86	3	Season, 1879.	300 00
Grand Manan and St. Andrews (in addition to subsidy).....	C. B. Eaton.....	38 & 60	2	(to Mar. 31, '80)	1,050 00
St. John, Digby, N.S., and Annapolis, N.S.....	Small and Hatheway.....	45 & 18	3	12 months.....	6,000 00
				Total.....	\$7,350 00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, D.—Detail of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Albert County Railway.....	45	6	12 months to 31st March, 1880	1,130 40
Chatham Branch Railway.....	9	24	12 do do ...	904 32
Elgin Branch Railway.....	12	6	12 do do ...	301 44
Fredericton Branch Railway.....	28	18	12 do do ...	1,733 28
Intercolonial Railway (to Province Line).....	314	As req...	12 do do ...	34,400 00
New Brunswick and Canada Railway	118	6	12 do do (& arrears)	6,631 14
St. John and Maine Railway.....	91	6	12 do do do	5,474 93
			Total.....	\$50,575 51

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

**REPORT No. 2, D.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1880.**

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm.....	Rivet-lock seals.....	400	00
Daniel & Boyd.....	Mail bags.....	131	75
M. A. Paisley.....	do.....	129	45
T. Phippen.....	do.....	42	50
D. Brown.....	do and repairs.....	43	45
S. & H. Borbridge.....	Labels for mail bags.....	25	20
S. D. McPherson.....	Letter bag.....	2	50
"Sun" Publishing Co.....	Stencilling mail bags.....	114	61
T. Finlay.....	Repairing do.....	4	10
A. Irwin.....	do do.....	3	00
	Total.....	\$896	56

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF MANITOBA.

## REPORT NO. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba, (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Name of Route	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Archibald and Lorne.....	A. Bethune.....	Horse or vehicle.	12	1	5 mos. (from Nov. 1, '79)	43 33
Arnaud and Railway Station....	J. Gim.....	On foot.....	12	1	7 mos. (from Sept. 1, '79)	30 33
Baie St. Paul and Poplar Heights	J. McGregor.....	Horse or vehicle.	10	1	6 mos. (from Oct. 1, '79)	50 00
Balmoral and Rockwood.....	W. Ashdown.....	do .....	11	1	8 mos. (from Aug. 1, '79)	50 00
Beaconsfield and Calf Mountain.	T. J. Helliwell...	Vehicle.....	30	1	5 do (from Nov. 1, 1879, (less fine)....	113 00
Beaconsfield and Lorne.....	C. Wright .....	do .....	14	1	1 mo. (from Oct. 1, '79)	13 00
Beaconsfield and Mountain City.	E. A. Breden .....	do .....	38	.....	Special trip..	7 00
Blythfield and Headingly.....	W. A. Burns .....	Horse or vehicle.	14	1	6 mos. (from Oct. 1, '79)	60 00
Calf Mountain and Lorne.....	T. J. Helliwell...	Vehicle.....	41	1	1 from do	25 00
Carlton and Prince Albert.....	J. McKay.....	Horse or vehicle.	50	lin3 wks	12 months...	350 00
Claudeboye and Peguis.....	R. J. Muckle.....	do .....	5	1	12 do ...	80 00
Clear Springs and St. Anne's....	A. Nolin.....	do .....	8	1	5 mos. (from Nov. 1, '79)	44 00
Cook's Creek and Kildonan.....	A. Matheson.....	Vehicle.....	17	1	3 mos. (to June 30, '79)	48 75
do do .....	M. Sutherland ...	do .....	17	1	9 from do ..	173 01
Cross Lake and Rat Portage.....	H. McMicken.....	do .....	44	1	16 d's (from Mar. 16, '80)	75 00
Crystal City and Mountain City.	T. J. Helliwell..	do .....	85	1	6 mos. (from Oct. 1, 1879, less fine)....	245 00
Darlington and Fort Francis....	W. McVittie.....	Canoe or dog train .....	150	1pr. mo.	6 mos. (to Dec. 31, '79)	450 00
Dundee and Winnipeg.....	W. W. McKay....	Horse or vehicle.	27	1	5 mos. (from Nov. 1, '79)..	110 00
Eden and Salisbury.....	D. McFayden.....	do .....	8	lin3 wks	6 mos. (from Oct. 1, '79)..	23 16
Edmonton and Winnipeg.....	J. McKay.....	Vehicle or dog train.....	900	lin3 wks	12 months...	10,000 00

REPORT No. 2, E.—Detail of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Emerson and Green Ridge .....	W. Foulds .....	Horse or vehicle.	18	1	5 mo. (from Nov. 1, '79)..	\$ 52 08
Emerson and Railway Station...	H. T. Lewis.....	Vehicle.....	12	1	9 mos. (to Dec. 31, '79)	118 00
do do .....	Terrot & Tennant	do .....	12	1	1 mo. 9 d's. (to Feb. 9, '80)	16 48
do do .....	J. Tennant.....	do .....	12	1	1 mo. 20 d's. from do ..	35 20
Emerson and Salterville.....	J. F. Galbraith..	do .....	100	1	3 mos. (to June 30, '79)	200 00
do do .....	J. Rim.....	do .....	100	1	9 from do ..	581 25
Emerson and Scratching River..	J. Godin.....	do .....	25	2	17 days (to April 17, '79)	19 24
do do .....	W. Gollie.....	do .....	25	2	8 mos. 13 d's (to Dec. 31, 1879) .....	280 76
do do .....	F. G. Gow .....	do .....	25	2	3 from do ..	75 00
Emerson and West Lynne.....	T. Matheson .....	do .....	1	6	6 mos. (from Oct. 1, '79)..	39 00
Fort Francis and Rat Portage...	S. H. Fowler .....	Optional.....	160	ftly.	12 trips.....	720 00
Fort Francis and Winnipeg.....	W. Alloway .....	do .....	225	1 pr. mo.	2 months (to June 30, '79)	100 00
Foxton and Greenwood .....	J. Campbell .....	Horse or vehicle.	7	1	5 mos. (from Nov. 1, '79)..	32 50
Gimli and Peguis.....	E. Parsonage.....	Optional.....	35	1	12 months...	300 00
Gladstone, Portage la Prairie and Winnipeg.....	J. McKay .....	Vehicle.....	36 & 59	2 & 3	6 do (from Oct. 1, '79)..	1,081 00
Gladstone and Rapid City.....	T. Cannon.....	do .....	60	1	5 mos. (from Nov. 1, '79).	208 33
Gladstone and Richmond .....	J. Paul.....	do .....	15	1	6 mos. (from Oct. 1, '79)..	55 00
Grand Valley and Rapid City...	D. McVicar.....	Horse or vehicle.	24	lin 3 wks	6 mos. (from Oct. 1, '79, & ex. trips)	98 66
Green Ridge and Rosseau Crossing.....	W. Foulds.....	do .....	9	1	1 mo. (to Oct. 31, '79)	6 25
Greenwood and Rockwood.....	E. McKivor.....	do .....	12	1	12 mos. (inc. arrears) .....	187 50
Hall's Ford and Rapid City .....	W. Johnson.....	Vehicle.....	18	lin 3 wks	3 trips.....	7 50
Hazledean and Shoal Lake .....	A. McBain .....	Horse or vehicle.	16	lin 3 wks	5 mos. (from Nov. 1, '79).	28 00
Kildonan and Rockwood .....	J. P. Matheson...	Vehicle.....	14	1	12 months...	191 60
Lower Fort Garry and Pequis...	J. Monkman.....	Horse or vehicle.	11	2	9 do (to Dec. 31, '79)	141 75
Lower Fort Garry and Winnipeg	J. Park .....	Vehicle.....	20	2	9 mos. to do	300 00

REPORT No. 2, E—Detail of all payments for Mail Transportation in  
Manitoba, &c., made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Mountain City and Thorne Hill..	W. Alderson .....	Horse or vehicle.	9	1	6 mos. (from Oct. 1, '79)..	26 00
Niverville and Railway Station..	O. Schultz .....	Optional.....	$\frac{1}{4}$	12	8 mos. (to Nov. 30, '79)	16 66
do do	E. Penner .....	do .....	$\frac{1}{4}$	12	3 mos. (fr'm Jan. 1, '80)..	6 25
Oakland and Portage la Prairie	P. Cummings.....	Horse or vehicle.	15	1	12 months...	166 66
Oak Point and Poplar Point .....	L. Laronde .....	do .....	37	1	3 mos. (to June 30, '79)	81 25
do do	A. McLeod .....	do .....	37	1	9 from do	185 25
Oak River and Rapid City.....	J. Little.....	do .....	18	ft'y	5 mos. (from Nov. 1, '79)..	43 33
Otterburne and Railway Station	J. Zirber .....	Optional.....	$\frac{1}{4}$	12	7 mos. (from Sept. 1, '79).	14 58
Otterburne and Rat River.....	H. Gagne .....	Horse or vehicle.	6	1	6 mos. (from Oct. 1, '79)..	39 00
Palestine and Winnipeg.....	J. McKay.....	Vehicle.....	98	2	6 mos. to do	900 00
Peguis and Pine Falls.....	T. H. Schneider..	Optional.....	50	ft'y	5 mos. (from Nov. 1, '79).	43 33
Peguis and Selkirk.....	A. Monkman.....	Horse or vehicle.	10	2	3 mos. (from Jan. 1, '80)..	37 50
Pigeon Lake and Woodlands.....	H. Proctor.....	do .....	12	1	12 months...	159 74
Pomeroy and Salfertville.....	J. F. Galbraith ..	do .....	8	1	3 mos. (to June 30, '79);	18 75
do do	T. J. Helliwell...	do .....	8	1	6 mos. (to Dec. 31, '79);	50 00
do do	J. A. Curry .....	do .....	8	1	3 from do	25 00
Rat Portage and Winnipeg.....	Koello & McVittie	do .....	140	1	4 mos. (to Dec. 31, '79)	285 00
do do	H. McMicken.....	do .....	140	1	2 mos. (from Jan. 14 to Mar. 15, '80)	315 00
Rockwood and Stonewall .....	J. P. Matheson...	do .....	4	1	5 mos. (to Aug. 31, '79)	20 83
Rosseau Crossing and Railway Station.....	D. McKercher ...	Optional.....	$\frac{1}{4}$	12	12 months...	40 00
St. Agathe and Railway Station	A. J. Marshall...	Horse or vehicle.	7	2	9 mos. (to Dec. 31, '79)	158 00
do do	L. Larocque .....	do .....	25	2	3 from do	112 50
St. Aan's and Winnipeg .....	J. B. Desautels, dit Lapointe...	Vehicle.....	30	1	3 mos. (to June 30, '79)	75 00
do do	A. Nolin.....	do .....	30	1	9 from do	202 50
St. Boniface and Winnipeg.....	T. Bourdeau.....	do .....	1	6	12 months...	325 00
St. Norbert and Winnipeg.....	A. Gaudry.....	Horse or vehicle.	9	2	9 mos. (to Dec. 31, '79)	202 75
Selkirk and Winnipeg .....	J. Park.....	Vehicle.....	22	3	3 from do	150 00

REPORT No. 2, E.—Detail of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Totogan and Westbourne.....	J. Bell.....	Horse or vehicle.	7½	2	12 months...	\$ cts. 100 00
Wellington and Woodside.....	A. Mooney.....	do .....	12	1	12 do ...	112 75
Winnipeg and Railway Station..	H. McMicken.....	Vehicle.....	1½	12	12 do (incl. arrears)...	1,009 75
Winnipeg and St. Vincent, U.S..	D. Sinclair.....	do .....	65	.....	Special trips in Mar., '79..	240 00
					Total.....	\$21,973 06

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

REPORT No. 2, E—Detail of all payments for Mail Transportation in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

## CONVEYANCE OF MAILES BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
				\$ cts.
Canada Pacific Railway (Pembina Branch).....	65	6	14 months 24 days (to March 31st, 1880).....	1,965 60
Canada Pacific Railway (Main Line).....	96	1	1 month, to March 31st, 1880.	23 04
			Total.....	\$1,988 64

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 2, E—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
R. Malcolm.....	Mail bags, rivet-lock seals, &c.....	421 11
McKechnie & McMillan.....	Seal punches for mail bags.....	3 00
Pritchard & Mingard.....	Labels for mail bags.....	3 00
S. & H. Borbridge.....	do do.....	1 40
	Total.....	\$428 51

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 2, F.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1880..

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
						\$ cts.
Barkerville and Yale.....	B. C. Express Co	Stage.....	385	1	8 mos. to May 31, '80.....	13,333 34
Burrard Inlet and New Westminster .....	W. R. Lewis.....	Vehicle .....	9	6	9 mos. to Mar. 31, '80..	375 00
Cache Creek, Okanagan and Okanagan Mission.....	A. Vance.....	Optional.....	35 & 116	1 & 6	ft'ly 9 mos. to do	1,500 00
Clinton and Dog Creek .....	T. Saul.....	do .....	60	do	9 do do	525 00
Clinton and Lillooet.....	B. D. Bullard.....	do .....	47	1	9 do do	553 85
Esquimault and Victoria.....	J. Porter.....	Vehicle .....	3	12	9 do do	150 00
Head of Nicola Lake and Spence Hope and Kootenay.....	W. A. Mickle..... J. Wardle .....	Optional..... do .....	60 435	ft'ly 6 pr.	6 do do	300 00
Maple Bay and Somenos.....	A. R. Keir.....	do .....	7	2	6 do do	1,500 00
Metchosin and Victoria.....	J. Parker .....	Vehicle.....	25	1	9 do do	75 00
Nanaimo and Wellington.....	G. Thompson.....	Stage.....	7	6	9 do do	187 50
Saanich and Victoria .....	H. Simpson.....	do .....	24	1	9 do do	90 00
Salt Springs Island and Wharf.	P. C. Parry.....	Optional .....	3	2	9 do do	183 75
Sooke and Victoria .....	J. Welsh.....	Horse or vehicle.	26	1	9 do do	75 00
Victoria and Steamers.....	Sundry Persons..	.....	.....	.....	Special trips	202 50
					Total....	\$19,058 44

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED

*Accountant.*



REPORT No. 2, F.—Detail of all payments for Mail Transportation in  
British Columbia, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount
					\$ cts.
Burrard Inlet and Granville.....	J. Van Bramer.....	8 r.t.	6	9 mos. to Mar. 31, '80.....	225 00
Comox, Nanaimo and Victoria...	J. Spratt .....	66& 75	1 & fortn'tly	9 do do .....	3,000 00
Glenora and Fort Wrangle, U.S.	Steamer "Cassiar" ..			Special trip ....	25 00
New Westminster and Victoria...	W. Charles.....	75	2	9 mos. to Mar. 31, '80.....	3,750 00
New Westminster and Yale.....	J. Irving .....	100	2	Bal. sea. '79...	2,500 00
do do .....	B.C. Express Co....	100	1	Sea. 1879-80...	2,550 00
Skeena and Victoria .....	W. Charles.....	510	As required.	7 do .....	70 00
Victoria and Port Townsend.....	L. M. Starr.....	40	2	9 mos. to Mar. 31, '80.....	3,750 00
				Total.....	\$15,870 00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF PRINCE EDWARD ISLAND.

## REPORT No. 2, G.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
Albany and North Tryon.....	C. E. Crawford..	Vehicle.....	6	2	12 months...	70 00
Alberton and Kildare.....	R. Tuplin.....	Optional.....	10	2	12 do ...	98 25
Alberton and Lot 6.....	W. Hardy.....	Horse or vehicle.	6	2	9 do (to Dec. 31, '79)	58 50
do do .....	G. Henry.....	do .....	6	2	3 from do	12 50
Alberton and Railway Station..	R. Tuplin.....	Optional.....	12	12	12 months...	99 96
Alma and Railway Station.....	G. Mountain .....	On foot.....	2	2	12 do ...	16 73
Argyle Shore and Bonshaw.....	J. McNevin.....	Horse or vehicle.	3	2	6 do (to Sept. 30, '79)	10 40
do do .....	A. Morrow.....	do .....	3	2	6 from do	13 00
Armada and Railway Station..	H. A. McPhee..	On foot.....	3	3	12 months...	15 60
Barrett's Cross and Clermont..	D. McMillan .....	Horse or vehicle.	3	2	12 do ...	31 20
Barrett's Cross and Darnley .....	J. Glover.....	Vehicle .....	12	3	12 do ...	193 75
Barrett's Cross and Park Corner	W. Glover.....	do .....	16½	2	12 do ...	182 00
Barrett's Cross and Railway Station.....	do .....	do .....	12	12	12 do ...	56 52
Bay Fortune and Souris East.....	L. H. Needham..	Horse or vehicle.	10½	2	9 do (to Dec. 31, '79)	97 50
do do .....	H. Mackie .....	do .....	10½	2	3 from do	20 00
Beach Point and Montague Bridge.....	P. McLeod.....	do .....	22	3	12 months...	378 60
Bear River and Railway Station	D. Costello.....	On foot.....	1	3	12 do ...	10 40
Bedeque and Charlottetown.....	J. W. Picard.....	Vehicle .....	41	3	12 do ...	1,010 00
Bedeque and Summerside.....	W. Silliphant..	do .....	11	3	9 do (to Dec. 31, '79)	150 93
do do .....	T. Glover.....	do .....	11	3	3 from do	35 00
Belfast and Point Prim.....	J. McDonald.....	Horse or vehicle.	6½	2	12 months...	55 48
Bloomfield and Railway Station	W. Saunders.....	do .....	2	3	9 do (to Dec. 31, '79)	35 10
do do .....	J. O'Halloran....	do .....	3	2	3 from do	8 75
Bonshaw and Nine Mile Creek...	M. McEachern...	do .....	12	2	12 months...	85 00
Brackley's Point Road and Winsloe Road .....	J. B. Younker....	do .....	4	1	6 do (to Sept. 30, '79)	20 50
do do .....	J. Martin.....	do .....	4	1	6 from do	10 40
Caledonia and Orwell.....	D. Stewart.....	Vehicle .....	10	3	12 months...	192 00
Caledonia and Rona.....	W. McQueen.....	Horse or vehicle.	4	2	6 do (to Sept. 30, '79)	26 00
do do .....	J. McLeod.....	do .....	4	2	6 from do	12 00
Cape Traverse and Charlottetown.....	Irving & Muttart	Vehicle.....	31	6	Part seasons '78-79 & '79-80	448 00
Cape Traverse and Summerside.	do .....	do .....	15	16	do do	297 00
Cape Wolfe and Lot 4.....	M. Howard.....	Horse or vehicle.	6	2	9 mos. (to Dec. 31, '79)	56 25
do do .....	J. T. Cook.....	do .....	6	2	3 from do	13 00

REPORT NO. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.	
						\$	cts.
Cardigan Bridge and De Gros Marsh.....	R. Campbell.....	Vehicle.....	9	2	12 months...	82	00
Cardigan Bridge and Lot 56.....	J. J. Campbell...	do.....	13	2	12 do ...	132	08
Cardigan Bridge and Railway Station.....	do .....	On foot.....	$\frac{1}{2}$	6	12 do ...	56	52
Cardigan Road and Railway Station.....	J. Mulligan.....	do.....	$\frac{1}{2}$	3	9 do to Dec. 31, '79)	24	96
do do .....	J. Smith.....	do.....	$\frac{1}{2}$	3	3 from do	4	68
Avendish and Hunter's River...	R. Bagnall.....	Vehicle.....	31	3	9 to do	212	10
do do .....	W. Burnett.....	do.....	31	3	3 from do	50	00
Charlottetown Division.....					Special trips during snow bl'kde of Ry		2 25
Charlottetown and Cove Head..	J. Martin.....	Horse or vehicle.	18 $\frac{1}{2}$	2	6 mos. (to Sept. 30, '79)	100	00
do do .....	D. Kennedy.....	do.....	18 $\frac{1}{2}$	2	6 from do	80	00
Charlottetown and Railway Station.....	J. Griffith.....	Vehicle.....	$\frac{1}{2}$	As req.	9 mos. (to Dec. 31, '79)	289	20
do do .....	T. L. Chappene..	do.....	$\frac{1}{2}$	As req.	3 from do	58	80
Charlottetown and Vernon River.....	R. Crabb.....	do.....	14 $\frac{1}{2}$	6	6 mos. (to Sept. 30, '79)	412	50
do do .....	H. G. Wadman..	do.....	14 $\frac{1}{2}$	6	6 from do	250	00
Cherry Grove and North Lake... Clear Springs and Head of St. Peter's Bay .....	M. Campbell.....	Horse or vehicle.	13	2	6 mos. to do	55	00
Commercial Road and Peter's Road.....	J. A. Lewis.....	Optional.....	18	2	12 months...	108	60
do do .....	W. D. Johnston..	do.....	2 $\frac{1}{2}$	2	6 do (to Mar. 31, '80)	15	00
County Line and Railway Station.....	J. Hughes.....	Foot or vehicle..	$\frac{1}{2}$	12	12 months...	37	35
County Line and Somerset.....	do .....	Vehicle.....	7	2	9 do (to Dec. 31, '79)	67	50
do do .....	P. Greehan.....	do.....	7	2	3 from do	15	00
County Line and Stanley Bridge	J. Murray.....	do.....	28 $\frac{1}{2}$	3	9 do (to Dec. 31, '79)	195	00
Covehead Road and Union Road	W. Sellér.....	Horse or vehicle.	2	1	12 months...	26	00
Crapaud and Lot 30.....	P. Treanor.....	do.....	8	2	6 do (to Sept. 30, '79)	30	00
do do .....	H. Woods.....	do.....	8	2	6 from do ..	23	50
Darlington and New Wiltshire..	J. McInnis.....	Optional.....	1	2	9 mos. (to Dec. 31, '79)	18	75
do do .....	J. McLeod.....	do.....	1	2	3 from do ..	4	50
Darlington and Princetown Road.....	J. McInnis.....	do.....	3	2	9 to do ..	37	50
do do .....	D. L. McLeod....	do.....	3	2	3 from do ..	4	42
Darlington and Railway Station	J. McLeod.....	Foot or vehicle..	$\frac{3}{4}$	6	12 months...	73	00
Darlington and Rose Valley.....	do .....	Vehicle.....	8	2	12 do ...	93	00
De Gros Marsh and Launching Place.....	P. Watkins.....	Horse or vehicle.	3	2	12 do ...	48	60
De Gros Marsh and Narrows Creek.....	M. McNeil.....	do.....	3	2	3 do (to Mar. 31, '80)	4	25
East Baltic and Red Point.....	J. Moran.....	do.....	4	1	12 months...	24	00

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.		Period.	Amount.
			Distance in Miles.	Nc. of Trips per week.		
East Point and Souris East. ....	D. Campbeil .....	Vehicle. ....	15	2	6 mos. (to Sept. 30, '79)	\$ 67 50
do do .....	J. Kennedy.....	do .....	15	2	6 from do ..	54 00
Elliott's Mills and Railway Station .....	R. Elliott .....	On foot.....	$\frac{1}{8}$	3	12 months...	15 60
Elmsdale and Railway Station ..	L. Rannie.....	do .....	$\frac{1}{8}$	3	12 do ...	15 60
Emyvale and North River .....	P. McArdele.....	Horse or vehicle	$\frac{1}{2}$	1	12 do ...	54 00
Farmington and Head of St. Peter's Bay .....	H. McMillan.....	Vehicle .....	5	2	9 do (to Dec. 31, '79)	55 50
do do .....	D. McMillan.....	do .....	5	2	3 from do ..	12 00
Fifteen Point and Miscouche ...	J. Derocher.....	do .....	9	2	9 to do ..	63 00
do do .....	R. McNeil.....	do .....	9	2	3 from do ..	15 75
Flat River and Selkirk Road .....	A. McLeod.....	Optional.....	$\frac{1}{2}$	2	12 months...	47 92
Forest Hill and Head of St. Peter's Bay .....	N. Matheson.....	do .....	4	1	12 do ...	24 00
Fort Augustus and Southport... ..	P. McNally .....	Vehicle.....	15	2	12 do ..	99 00
Fredericton and Railway Station ..	J. Weeks .....	On foot .....	$\frac{1}{8}$	3	12 do ...	16 80
Freetown and Lower Freetown ..	J. Baker .....	Horse or vehicle.	$\frac{1}{2}$	2	9 do (to Dec. 31, '79)	33 75
do do .....	P. Taylor.....	do .....	$\frac{1}{2}$	2	3 from do ..	7 25
Freetown and Railway Station ..	D. Auld .....	Optional.....	$\frac{1}{2}$	6	12 months...	47 14
French Village and Mount Stewart .....	C. McIntyre .....	Vehicle.....	5	2	12 do ...	110 00
Georgetown and Railway Station .....	R. Jenkins.....	Optional.....	$\frac{1}{4}$	12	9 do (to Dec. 31, '79)	58 08
Georgetown, Ry. Station, etc... ..	M. Flynn.....	do .....	$\frac{1}{4}$	12	3 from do & spec'l trips	21 98
Grahame's Road and Springfield ..	A. B. Brevan.....	Horse or vehicle.	4	3	3 from do ..	21 25
Grand Tracadie and Lot 35 .....	M. Ready.....	do .....	$\frac{1}{2}$	1	6 do (to Sept. 30, '79)	15 60
Grand Tracadie and Suffolk Road .....	S. McDonald .....	Optional.....	3	2	6 from do ..	20 50
Head of St. Peter's Bay and Railway Station .....	J. Curran, jun... ..	do .....	$\frac{1}{4}$	12	12 months...	78 50
Higgin's Road and Wellington.. ..	P. Ayers .....	Horse or vehicle.	13	3	9 do (to Dec. 31, '79)	112 50
do do .....	P. Arsenault.. ..	do .....	13	3	3 from do ..	30 03
Holmes Mills and New London. ....	G. Rogers .....	do .....	12	6	3 from do ..	75 00
Holmes Mills and Railway Station .....	M. Matheson.....	On foot .....	$\frac{1}{8}$	3	12 months...	19 52
Hunter's River and North Rustico.....	R. Bagnall.....	Vehicle .....	16	3	9 do (to Dec. 31, '79)	216 00
do do .....	W. Burnett.....	do .....	16	3	3 from do ..	50 60
Hunter's River and Railway Station .....	R. Bagnall.....	On foot.....	$\frac{1}{8}$	12	9 to do ..	47 20
do do .....	P. McGrath.....	do .....	$\frac{1}{8}$	12	3 from do ..	14 04
Inverness and Railway Station ..	D. Munro.....	Optional.....	2	2	9 to do ..	31 05
do do .....	F. McDonald.....	do .....	2	2	3 from do ..	10 40
Little Sands and Wood Islands.. ..	D. Munn.....	Horse or vehicle.	6	3	6 mos. (to Sept. 30, '79)	62 50
do do .....	M. McPhee.....	do .....	6	3	6 from do ..	46 50

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Little Tignish and Tignish.....	J. J. Buste .....	Optional.....	4	2	12 months...	\$ cts. 30 00
Lot 10 and Railway Station .....	W. Vincent .....	Horse or vehicle.	3	2	9 months (to Dec. 31, '79)	39 00
do do .....	B. Reid .....	do .....	3	2	3 from do ..	7 80
Lot 1 and Railway Station .....	J. Murphy .....	do .....	2	3	9 months (to Dec. 31, '79)	36 58
do do .....	T. Ramsay.....	do .....	2	3	3 from do ..	7 80
Lot 12 and Railway Station.....	W. Ellis .....	do .....	4	6	9 months (to Dec. 31, '79)	49 56
do do .....	R. Hayes.....	do .....	2	12	3 from do ..	21 91
Lot 14 and Railway Station .....	P. L. Praught ..	do .....	5	3	9 months (to Dec. 31, '79)	56 16
do do .....	D. McDonegal ..	do .....	5	3	3 from do ..	17 25
Lot 35 and Railway Station .....	J. McQuaid.....	Optional.....	1½	2	12 months...	33 28
Marie Bridge and Railway Station .....	W. McGuire .....	do .....	5	3	9 do (to Dec. 31, '79)	52 50
Medgell and Railway Station.....	J. Dean.....	Horse or vehicle.	6	3	3 from do ..	15 25
Millview and Vernon River Bridge .....	E. Gay .....	do .....	3	3	12 months...	30 00
Milton and Railway Station .....	J. McNeil.....	On foot.....	3	2	12 do ...	15 60
Miminegush and Railway Station.....	J. Taylor.....	Horse or vehicle.	10	2	12 do ...	131 00
Miscouche and Railway Station.....	G. Deroches .....	On foot.....	3	12	9 do (to Dec. 31, '79)	37 76
do do .....	J. Cunningham ..	do .....	1	12	3 from do ..	12 50
Miscouche and South West Lot 16.....	do .....	Vehicle.....	6½	2	9 months (to Dec. 31, '79)	56 25
do do .....	R. McNeil.....	do .....	6½	2	3 from do ..	13 00
Monaghan and Pisquid.....	F. Loughren .....	do .....	5	2	12 months...	74 00
Montague Bridge and Murray Harbor, North.....	J. M. Graham.....	do .....	15	2	12 do ...	249 60
Montague Bridge and Railway Station.....	J. McNeil.....	do .....	5½	6	9 do (to Dec. 31, '79)	351 00
do do .....	J. Campbell.....	do .....	5½	6	3 from do ..	58 75
Montague Bridge and Valleyfield .....	M. McLeod.....	Optional.....	4	2	12 months...	37 70
Montague Bridge and Victoria Cross .....	J. Dewar.....	do .....	3	2	12 do ...	40 70
Montague Cross and Murray Harbor Road .....	J. McLean .....	do .....	2½	2	12 do ...	28 72
Morell and Morell Rear.....	J. McGuire .....	do .....	4½	2	9 do (to Dec. 31, '79)	30 00
do do .....	M. Sinnott.....	do .....	4½	2	3 from do ..	7 00
Mount Albion and Pownal.....	P. Horton.....	do .....	4	2	12 months...	30 00
Mount Pleasant and Railway Station.....	J. Campbell.....	do .....	3½	2	9 do (to Dec. 31, '79)	39 00
do do .....	H. Robinson .....	do .....	3½	2	3 from do ..	10 40
Mount Stewart and Railway Station .....	A. McDonald .....	On foot.....	½	As req.	12 months...	49 73
New Zealand and Railway Station .....	J. Conway.....	do .....	1	3	9 do (to Mar 31, '80)	11 70
Northam and Railway Station.....	J. Colwell.....	Vehicle.....	1	2	12 months...	23 40

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
						\$ cts.
North Lake and Souris East .....	D. McIntosh .....	Vehicle .....	15	2	6 mos. (to Mar. 31, '80).	78 00
North Tryon and Tryon .....	C. Crawford .....	do .....	1½	3	12 months...	50 00
O'Leary and Railway Station ...	D. Ramsay .....	On foot .....	¾	6	12 do ...	5 00
O'Leary Road and West Cape...	L. Ramsay .....	Horse or vehicle.	5	2	12 do ...	86 72
Orwell and Orwell Cove .....	E. Morrissey .....	do .....	2	2	6 do (to Sept. 30, '79)	13 00
do do .....	J. E. Morrissey ...	do .....	2	2	6 from do ..	8 00
Palmer Road and Railway Station .....	M. Costin. ....	Optional .....	2½	2	12 months...	33 28
Peter's Road and Sturgeon .....	W. Johnston .....	Horse or vehicle.	3	2	6 do (to Sept. 30, '79)	20 00
Pisquid and Railway Station .....	J. McDonald .....	Optional .....	1½	2	12 months...	27 82
Pisquid Road and Vernon River	A. O'Keefe .....	Horse or vehicle.	3	1	12 do ...	31 22
Port Hill and Railway Station .....	S. Ramsay .....	Vehicle .....	4	12	9 do (to Dec. 31, '79)	165 20
do do .....	L. Yeo .....	do .....	4	12	3 from do	39 00
St. Eleanor's and Summerside .....	J. Cameron .....	Horse or vehicle.	2½	6	9 to do	67 50
do do .....	E. Rayner .....	do .....	2½	6	3 from do	21 00
Scotchfort and Tracadie Cross .....	J. McDonald .....	Optional .....	2	2	9 to do	27 30
do do .....	T. A. Dougan .....	do .....	2	2	3 from do	6 48
Sea Cow Pond and Tignish .....	C. Dalton .....	Vehicle .....	7½	2	6 mos. (to Sept. 30, '79)	45 24
do do .....	S. T. Perry .....	do .....	7½	2	6 from do	20 80
Skinner's Pond and Tignish .....	J. Doyle .....	Horse or vehicle.	16	2	9 mos. (to Dec. 31, '79)	73 50
do do .....	S. Gault .....	do .....	16	2	3 from do	14 56
Souris East and Railway Station .....	F. Morrow .....	On foot .....	½	12	9 to do	83 32
do do .....	R. McDonald .....	do .....	½	12	(less fines)...	12 00
Summerside and Railway Station .....	W. Silliphant .....	Vehicle .....	½	As req.	9 to do	148 68
do do .....	A. Gunn .....	do .....	½	As req.	3 from do	37 28
Summerville and Vernon River .....	D. Fraser .....	Horse or vehicle.	4½	3	12 months...	69 75
Tignish and Railway Station .....	S. F. Arsenault .....	On foot .....	½	12	9 do (to Dec. 31, '79)	47 20
do do .....	P. Villiard .....	do .....	½	12	3 from do	10 00
Tracadie Cross and Railway Station .....	A. Johnston .....	Optional .....	½	3	9 to do	26 91
do do .....	J. Fisk .....	do .....	½	3	3 from do	7 02
Traveller's Rest and Railway Station .....	T. Townsend .....	Horse or vehicle.	1	3	12 months...	39 00
Vernon River and Wood Islands .....	J. McDonald .....	do .....	24	3	6 do (to Sept. 30, '79)	217 50
do do .....	Mrs. C. Duncan .....	do .....	24	2	6 from do	165 00
Wellington and Railway Station .....	P. Ayers .....	do .....	1½	6	9 mos. (to Dec. 31, '79)	58 75
do do .....	D. McNeil .....	do .....	1½	6	3 from do	7 50

REPORT No. 2, G—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
West Point and Railway Station	E. Beaton .....	Horse or vehicle	13	2	9 mos. (to Dec. 31, '79)	\$ 127 50
do do ...	P. McPhee .....	do ...	13	2	3 from do	26 00
West St. Peter's and Railway Station .....	J. McDonald .....	Optional .....	2½	2	12 months...	40 00
Wilmot Valley and Railway Station .....	D. Dickieson .....	do .....	3½	2	9 do (to Dec. 31, '79)	54 60
do do ...	R. Walker .....	do .....	3½	2	3 from do	13 00
Total....						\$11,855.37

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

REPORT No. 2, G.—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Cape Traverse and Cape Tormentine, N.B.....	Irving and Muttart...	9	6	Part Seasons '78-'79, and '79-'80.....	\$ 2,590 00
Charlottetown, Pictou, N.S., and Shediac, N.B., &c.....	R. R. Hodgson.....	60 & 45	4 & 6	Season 1879....	10,000 00
				Total.....	\$12,590 00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*





REPORT No. 2, G.—Detail of all payments for Mail Transportation in  
Prince Edward Island, made within the Year ended 30th June, 1880.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
Prince Edward Island Railway.....	195	6	12 mos. to Mar. 31, '80, including arrears)	\$ cts. 10,080 00
			Total.....	\$10,080 00

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

**REPORT No. 2, G**—Detail of all payments, for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1880.

Tradesmen's Names.	Particulars of Disbursements.	Amount.	
		\$	cts.
R. Malcolm .....	Rivet-lock seals.....	300	00
C. Sonne .....	Mail bags.....	51	00
Montreal Stencil Works .....	Stencil plate for mail bags.....	2	25
	Total .....	\$353	25

**JOHN O'CONNOR,**  
*Postmaster-General*

**H. A. WICKSTEED,**  
*Accountant.*



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PART II.

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PROVINCE OF ONTARIO.

REPORT No. 3, A.

DETAIL of all payments made for Salaries, &c., in Ontario; showing in each case, the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>CHIEF INSPECTOR'S OFFICE.</b>				
J. Dewé.....	Chief Post Office Inspector.....	2,700 00		
J. D. Paterson...	Assistant do .....	1,250 00		
L. F. A. Maingy.	2nd Class Clerk.....	1,100 00		5,050 00
<b>BARRIE DIVISION.</b>				
<i>(Toronto East Division, to 30th Sept., 1879.)</i>				
D. Spry.....	Post Office Inspector.....	2,200 00		
J. Henderson.....	Assistant Post Office Inspector.....	975 00		
J. Forsyth.....	1st Class Clerk.....	1,200 00		
G. J. Mason.....	2nd do .....	1,100 00		
S. Jones .....	do .....	900 00		
A. McGillis.....	3rd do .....	680 00		
H. C. Fortier....	do from 1st Nov., 1879 (transferred from Toronto Division).....	400 00		
J. Ward .....	Temporary Clerk, from 20th April, 1880.....	59 16		
J. Harris.....	Messenger, from 1st Nov. 1879 .....	266 67		7,780 83
<b>RAILWAY MAIL SERVICE.</b>				
A. McCarthy.....	Chief Railway Mail Clerk.....	1,400 00		
W. Sheppard.....	1st Class do to 31st Dec, 1879, (transferred to Toronto Division)....	480 00	67 50	
W. Butler.....	do do .....	480 00	69 20	
J. Saulter.....	do to 31st Oct., 1879, (transferred to Toronto Division)....	320 00	141 78	
T. McCormick...	do do .....	320 00	136 96	
W. Beatty.....	do do .....	320 00	141 56	
F. Tyner.....	do do .....			
	(promoted from 2nd Class, 1st Sept., '79)	293 34	136 65	
T. S. Birchall...	do to 31st Oct., 1879 (promoted from 2nd Class, 1st Oct., '79 and transferred to Toronto Division)..	276 66	130 91	
P. Hynes.....	do (promoted from 2nd Class, 1st Nov., '79)	940 00	183 30	
C. J. H. Winstanley.....	2nd do to 31st Oct., 1879, (transferred to Toronto Division)....	266 67	137 59	
W. Noble.....	do do .....	240 00	120 64	
M. E. Kelly.....	do .....	720 00	185 01	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service..	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY MAIL SERVICE—Concluded.</b>		\$ cts.	\$ cts.	\$ cts.
J. Egan.....	2nd Class Railway Mail Clerk, to 31st Oct., 1879, (transferred to Toronto Division)...	260 00	137 41	
W. Prest.....	do do .....	240 00	85 75	
R. Pridham .....	do .....	720 00	181 70	
J. S. Leslie.....	do .....	720 00	174 62	
R. Murray .....	do .....	720 00	175 20	
L. E. Dubois.....	do to 31st Oct., 1879, less fine (transferred to Toronto Division).....	239 50	88 36	
R. McDonald.....	do to 10th April, 1880 (dismissed).....	497 77	135 70	
C. T. Bell.....	do from 16th to 31st Oct., 1879 (transferred from Toronto Post Office and then to Toronto Division).....	25 80	.....	
F. O'G. Higgins.	3rd do to 31st Dec., 1879 (transferred to Toronto Division).....	240 00	71 60	
A. Beatty.....	do to 31st Oct., 1879 (transferred to Toronto Division).....	160 00	61 20	
J. O'Connor.....	do .....	480 00	189 20	
E. J. Skelly.....	do from 1st Jan., 1880 (transferred from Toronto Division).....	240 00	76 70	
T. Martin .....	do do .....	240 00	78 90	
W. McArthur....	do .....	480 00	174 40	
T. Mason .....	do from 8th July, 1879.....	470 96	118 80	
J. H. Bennett....	do from 26th do .....	447 74	113 03	
J. G. Norris.....	do from 27th Oct., 1879.....	326 45	69 90	
A. Burnham.....	do from 29th do .....	323 87	100 40	
T. Dunn.....	Temporary Railway Mail Clerk, from 29th Oct., 1879 .....	101 33	.....	
<b>KINGSTON DIVISION.</b>				
R. W. Barker....	Post Office Inspector.....	2,200 00		
Allan Jones....	Assistant Inspector.....	1,100 00		
J. Meagher.....	2nd Class Clerks .....	1,100 00		
P. H. Macarow..	3rd do .....	760 00		
J. C. Strange...	4th do from 1st Jan., 1880.....	180 00		
<b>RAILWAY MAIL SERVICE.</b>				16,474 06
W. F. Burnham..	1st Class Railway Mail Clerk .....	960 00	164 10	
G. T. Gorrell...	2nd do .....	720 00	155 50	
J. P. Pense.....	do to 31st Dec., 1879 (transferred to Kingston Post Office).....	320 00	.....	
A. Leclaire.....	do .....	640 00	173 30	
F. Scobell.....	3rd do from 15th Sept., 1879.....	390 66	120 30	
W. Abercrombie	do from 16th June, 1880.....	20 00	.....	
D. J. Shannon...	Temporary Railway Mail Clerk, from 16th June, 1880.....	20 00	.....	
				3,683 86

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>LONDON DIVISION.</b>				
G. E. Griffin.....	Post Office Inspector .....	2,500 00		
G. Cox.....	Assistant Inspector.....	1,600 00		
A. Thompson .....	1st Class Clerk.....	1,200 00		
H. A. Johnson .....	2nd do to 31st Mar., 1880 (superannuated).....	825 00		
R. G. Mercer.....	3rd do .....	600 00		
W. Blair.....	do .....	600 00		
G. Hampton .....	do promoted from 4th Class, 1st April, 1880.....	480 00		
F. W. Mathews..	4th do from 1st April, 1880.....	130 00		
M. O'Meara.....	Messenger.....	400 00		
R. McNeil.....	Assistant Porter, from 15th Feb., 1880.....	112 93		
F. Irvine .....	Temporary Messenger, to 31st January, 1880.....	92 12		
				8,540 <sup>05</sup>
<b>RAILWAY MAIL SERVICE.</b>				
P. Purdon .....	1st Class Railway Mail Clerk .....	960 00	214 30	
J. Wynn.....	do .....	960 00	152 00	
B. D. Rorison.....	do .....	960 00	137 50	
A. G. McWhinney.....	do .....	960 00	206 80	
W. Mathews.....	do .....	960 00	170 50	
J. G. Wright.....	do .....	960 00	224 90	
A. G. Sanders ..	do to 31st Jan., 1880 (deceased).....	560 00	98 40	
A. Kerby.....	do .....	960 00	161 70	
A. J. Patton.....	do .....	960 00	118 30	
H. Cousins.....	do .....	960 00	172 50	
T. J. Essex.....	do .....	960 00	95 40	
W. H. Flood.....	do .....	960 00	159 30	
W. Edgar.....	2nd do .....	720 00	178 30	
C. Fisher.....	do .....	800 00	189 90	
W. T. Cox.....	do .....	786 66	195 20	
J. Yorick.....	do .....	720 00	188 40	
L. Sewell.....	do .....	720 00	212 00	
W. Mitchell.....	do .....	720 00	216 80	
R. R. Brough.....	do .....	720 00	178 80	
T. J. O'Meara.....	do .....	713 33	103 70	
R. P. Wright.....	do .....	720 00	178 20	
O. J. N. Shanley.....	do .....	720 00	204 20	
J. Flynn.....	do .....	720 00	206 90	
J. H. Scott.....	do .....	540 00		
J. Mitchell.....	do .....	700 00	94 20	
G. Mathews.....	do .....	640 00		
Albert Jones.....	do .....	720 00	234 80	
J. Campbell.....	do .....	720 00	104 70	
J. W. Hawke.....	do from 1st Jan., 1880 (transferred from Toronto Division) .....	360 00	82 20	
J. W. McLaren.....	do do .....	320 00	163 90	
A. Sutherland.....	do to 31st Jan., 1880 (deceased).....	373 33		
J. Doyle.....	do .....	573 34	161 70	
W. D. Tye.....	3rd do .....	480 00	124 50	
G. W. Griffin.....	do from, and Temporary Railway Clerk, to 1st Sept., 1879.....	480 00	186 70	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.		Night Duty and Mileage.		Total.	
		\$	cts.	\$	cts.	\$	cts.
<b>RAILWAY MAIL SERVICE—Concluded.</b>							
E. Rogers.....	3rd Class Railway Mail Clerk, from 1st Nov.	320	00	53	70		
J. Elliott.....	do 1879, from 1st June, 1880..	40	00				
						30,567	06
<b>OTTAWA DIVISION.</b>							
T. P. French.....	Post Office Inspector (including arrears).....	3,100	00				
C. P. LeSueur...	2nd Class Clerk, promoted from 3rd Class, 1st Jan., 1880.....	850	00				
J. F. O'Connor...	3rd do .....	600	00				
J. B. Gillisie....	4th do .....	390	00				
R. Roy.....	Messenger, from 23rd March, 1880..	98	71				
						5,038	71
<b>RAILWAY MAIL SERVICE.</b>							
T. O. Butler.....	1st Class Railway Mail Clerk .....	1,000	00				
J. D. Thomson...	do .....	960	00	395	60		
N. W. H. Curtis..	do .....	960	00				
W. D. O'Brien....	do .....	960	00				
E. Gordon .....	do .....	960	00	396	60		
R. Peden .....	2nd do (less fine).....	719	00	157	00		
D. Maloney.....	do .....	720	00	161	00		
G. C. Wood .....	do .....	720	00	197	80		
E. Stanton.....	do .....	720	00	164	80		
J. A. Chevrier....	do (less fine).....	598	00	244	90		
J. B. Z. Legendre..	do .....	480	00	173	00		
R. Montgomery..	Temporary Railway Mail Clerk, from 9th Feb., 1880.....	188	96	37	00		
						10,913	66
<b>TORONTO DIVISION.</b>							
M. Sweetnam....	Post Office Inspector.....	2,500	00				
G. A. Burnham...	Assistant Inspector from, and Chief Railway Mail Clerk to, 1st January, 1880 .....	1,400	00				
W. E. Griffith....	1st Class Clerk .....	1,300	00				
C. L. Stephens..	2nd do from, and Assistant Inspector to, 31st Oct., 1879.....	1,000	00	900	00		
G. T. B. Gurnet..	do .....	680	00				
J. Henry.....	3rd do .....	600	00				
H. J. Smallpiece..	do .....	206	66				
H. C. Fortier....	4th do to 31st Oct., 1879 (transferred to Barrie Division).....	400	00				
W. Crocker.....	do from 1st Nov., 1879 (transferred from Toronto P. O.).....	420	00				
J. Buchan.....	Messenger .....	330	39				
J. Cosgrove.....	Temporary Superintendent of heating appa- ratus, from 13th Sept., 1879 to 15th May, 1880 (also Temporary Mail Porter, one week) .....	120	00				
J. Wills.....	Foreman Engineer, Public Buildings (propor- tion of wages) .....	250	50				
M. Stewart.....	Temporary Fireman, from 14th Nov., 1879 to 30th April, 1880 .....						
						10,107	55

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario made within the year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY MAIL SERVICE.</b>		\$ cts.	\$ cts.	\$ cts.
W. Sheppard .....	1st Class Railway Mail Clerk, from 1st Jan., 1880 (transferred from Barrie Division).....	480 00	64 00	
W. Butler.....	do from 1st January, 1880 (transferred from Barrie Division) .....	480 09	66 70	
J. Saulter .....	do from 1st Nov., 1879, (transferred from Barrie Division) .....	640 00	279 43	
T. McCormick ...	do do .....	640 00	253 40	
J. O. Bennett ...	do .....	960 00	150 60	
W. Beatty .....	do from 1st Nov., 1879 (transferred from Barrie Division) .....	640 00	273 16	
W. C. Ashdown.	do promoted from 2nd Class, 1st Sept., 1879 .....	933 34	170 10	
F. Tyner .....	do from 1st Nov., 1879 (transferred from Barrie Division) .....	640 00	282 87	
G. T. Burns.....	do promoted from 2nd Class, 1st Sept., 1879 .....	933 34	145 70	
G. A. Shaw.....	do do 1st Oct., 1879.	920 00	130 90	
T. S. Birchall....	do from 1st Nov., 1879 (transferred from Barrie Division) .....	640 00	245 76	
C. J. H. Winstanley.....	do from 1st Nov., 1879 (transferred from Barrie Division and promoted from 2nd Class, 1st Jan., 1880)	613 33	281 74	
W. Noble. ....	2nd do from 1st Nov., 1879 (transferred from Barrie Division) .....	480 09	249 62	
J. Egan.....	do from 1st Nov., 1879 (transferred from Barrie Division).....	533 33	266 28	
J. Rooney.....	do .....	720 00	198 20	
W. Prest.....	do from 1st Nov., 1879 (transferred from Barrie Division).....	480 00	184 45	
L. V. Byrne.....	do .....	720 00	127 40	
E. F. Johnson ...	do to 9th August, 1879 (dismissed) .....	77 42	29 50	
A. Thompson.....	do .....	720 00	176 60	
J. Dundas.....	do .....	720 00	187 20	
J. H. Deacon.....	do .....	720 00	192 80	
P. J. Costello ...	do .....	720 00	214 49	
J. W. Hawke.....	do to 31st Dec., 1879 (transferred from London Division) .....	360 00	107 30	
L. E. Dubois.....	do from 1st Nov., 1879 (transferred from Barrie Division).....	480 00	17 30	
F. A. Gemmill...	do .....	640 00	193 40	
D. J. Skelly .....	do .....	640 00	214 80	
J. W. McLaren..	do to 31st Dec., 1879 (transferred to London Division).....	320 00	106 00	



REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>RAILWAY MAIL SERVICE—Concluded.</b>				
J. E. McLeod.....	2nd Class Railway Mail Clerk.....	640 00	254 20	
A. Findlay.....	do	640 00		
C. T. Bell .....	do from 1st Nov., 1879 (transferred from Barrie Division).....	400 00	131 84	
J. F. Scanlan.....	3rd do	480 00	216 30	
F. O'C. Higgins..	do from 1st January, 1880 (transferred from Barrie Division).....	240 00	70 40	
A. Beatty.....	do from 1st Nov., 1879 (transferred from Barrie Division).....	320 00	147 14	
E. J. Skelly.....	do to 31st Dec., 1879 (transferred to Barrie Division).....	240 00	77 50	
T. Martin.....	do do .....	240 00	71 80	
E. O. Boyle.....	do from 1st Sept., 1879.....	393 34	113 50	
W. O'Connor.....	do	216 77	59 60	
N. T. Elliott.....	do	216 77	76 60	
Grand Trunk Railway Co....	To pay Assistant Mail Porter at Union Station,	122 80		
				27,029 02
Totals .....		\$113,350 95	\$17,163 85	\$130,514 80

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
HAMILTON POST OFFICE.		\$ cts.	\$ cts.
<i>Brought forward</i> .....			130,514 80
H. N. Case.....	Postmaster.....	2,400 00	
H. Colbeck.....	Assistant Postmaster.....	1,400 00	
A. Crisp.....	1st Class Clerk.....	1,200 00	
H. A. Eager.....	2nd do.....	1,100 00	
G. H. Armstrong	do.....	1,100 00	
T. Burns.....	do.....	1,100 00	
J. Gordon.....	do.....	1,100 00	
R. Kelly.....	3rd do.....	900 00	
G. H. Bull.....	do.....	600 00	
A. Crisp, jun.....	do.....	600 00	
J. C. Dempsey.....	do.....	600 00	
J. S. Mathews.....	do.....	600 00	
E. H. Dunnett.....	do.....	600 00	
B. F. Barber.....	do.....	600 00	
G. Ross.....	do.....	600 00	
W. R. Eccleston	4th do.....	520 00	
H. Dinse.....	do.....	520 00	
W. Smith.....	do.....	480 00	
P. J. O'Donnell..	do.....	480 00	
J. McN. Munroe..	do.....	480 00	
J. Dillon.....	do.....		
	from 1st Sept., 1879, to 20th Jan., 1880; also Temporary Clerk, from 1st July to 31st August, 1879 (removed).....	214 84	
R. Fitzgerald....	do.....		
	from, and Temporary Clerk to, 1st Sept., 1879.....	400 00	
W. Flynn.....	do.....	400 00	
W. A. Kerr.....	do.....	86 00	
	from 5th April, 1880.....	600 00	
J. Murphy.....	Superintendent Letter Carrier.....	560 00	
H. F. Young.....	Letter Carrier.....	560 00	
M. Springer.....	do.....	560 00	
T. B. Austin.....	do.....	560 00	
J. Gore.....	do.....	560 00	
J. H. Fearnside..	do.....	560 00	
W. G. Flocks.....	do.....	560 00	
J. Catchpole.....	do.....	560 00	
H. M. Coates.....	do.....	480 00	
C. W. Fielding..	do.....	480 00	
J. Wilson.....	do.....	480 00	
C. Grundy.....	do.....	360 00	
	to 31st March, 1880.....	440 00	
J. Gardiner.....	do.....	440 00	
R. Stratton.....	do.....	440 00	
E. Smith.....	do.....	300 00	
W. Angus.....	do.....		
	from, and temporary to, 1st January, 1880.....	251 61	
	from 1st Jan., 1880; also, temporary, from 25th Aug. to 31st Oct., from 15th to 25th Nov., and from 9th to 31st Dec., 1879.....	91 94	
J. E. Baillie.....	do.....	83 06	
W. Rennie.....	do.....	400 00	
D. Walsh.....	Messenger.....	30 00	
E. Hilder.....	Temporary Messenger, from 1st to 30th Sept., 1879.....	21 00	
W. Kyle.....	Temporary Station Agent, from 1st July to 2nd Aug., 1879.....	740 00	
	Letter Carriers' Uniform Allowances.....		
			27,198 45

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<b>KINGSTON POST OFFICE.</b>			
J. Shannon.....	Postmaster, from 1st January, 1880.....	750 00	
W. Shannon.....	Assistant Postmaster (including \$400 as Acting Postmaster)	1,600 00	
A. Magurn.....	2nd Class Clerk, to 31st March, 1880.....	825 00	
J. Kelly.....	do .....	1,100 00	
R. T. Burnas.....	do .....	1,100 00	
R. Deacon.....	do .....	906 00	
J. G. Strachan.....	3rd, do .....	620 00	
W. S. Smyth.....	do .....	150 00	
J. McBride.....	4th do .....	380 00	
J. Bollard.....	do do from 22nd September, 1879.....	279 00	
J. L. Renton.....	do do from 1st December, 1879.....	210 00	
J. P. Pense.....	do do from 1st Jan., 1880 (transferred from Rail- way Mail Service).....	260 0	
C. W. Macdonald.....	do .....	502 00	
P. Lindsay.....	Letter Carrier .....	280 00	
A. Miller.....	do .....	320 00	
J. Collins.....	do .....	300 00	
H. Dunbar.....	Messenger.....	400 00	
			9,976 00
<b>LONDON POST OFFICE.</b>			
L. Lawless.....	Postmaster (suspended from 29th April to 23rd May, 1880)	1,865 23	
R. J. C. Dawson.....	Asst. Postmaster ( do do )	1,305 66	
J. Gordon.....	2nd Class Clerk .....	1,100 00	
J. D. Sharman.....	do .....	1,100 00	
H. D. Dalton.....	do .....	1,100 00	
J. J. Ross.....	do .....	1,100 00	
J. Hunter.....	3rd do .....	900 00	
J. McLaughlin.....	do .....	900 00	
R. F. Mathews.....	do .....	900 00	
E. Wilson.....	do .....	760 00	
J. Ward.....	do .....	600 00	
A. E. Ashton.....	do .....	600 00	
F. W. Mathews.....	4th do to 31st March, 1880.....	390 00	
N. McNeil.....	do .....	440 00	
L. Lawless, jun.....	do .....	360 00	
W. H. Cousins.....	do .....	344 51	
C. Hevey.....	do from 1st April, 1880.....	90 00	
J. Kennedy.....	Letter Carrier .....	520 00	
J. Denahy.....	do .....	520 00	
J. N. Beattie.....	do .....	520 00	
G. Hilton.....	do .....	520 00	
J. A. Screamton.....	do .....	440 00	
G. Evans.....	do .....	440 00	
W. Nichols.....	do .....	345 00	
W. Short.....	do .....	308 55	
J. Ward.....	do from 1st March, 1880.....	100 00	
M. Haystead.....	do do .....	100 00	
J. W. Kern.....	Letter Collector .....	500 00	
R. Wright.....	do from 1st March, 1880.....	100 00	
J. Blackwell.....	Temporary Letter Carrier, from 5th to 31st July, 1879.....	29 03	
J. Bodkin.....	do Collector, from 1st to 14th January, 1880.....	14 00	
E. Hart.....	Night Watchman .....	26 00	
	Letter Carriers' Uniform Allowance .....	475 00	
			18,812 98

REPORT No. 8, A—Detail of all payments for Salaries, &c., in Ontario made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<b>OTTAWA POST OFFICE.</b>			
G. P. Baker.....	Postmaster .....	2,500 00	
F. Hawken .....	Assistant Postmaster .....	1,500 00	
F. French .....	2nd Class Clerk .....	1,100 00	
E. B. Bates .....	do	(including arrears).....	1,130 00
E. S. McDermott .....	do	900 00	
E. J. O'Connor.....	do	900 00	
C. Shaw .....	3rd do	800 00	
J. G. Poston .....	do	(less fine) suspended from 1st to 21st	
		August, 1879.....	716 60
W. H. Pennock .....	do	800 00	
D. B. Gordon .....	do	600 00	
D. J. Smith .....	do	600 00	
W. O. Mercer .....	do	600 00	
W. S. Shaw .....	do	(less fine).....	599 50
A. A. Smith .....	do	600 00	
C. Pope .....	do	600 00	
E. B. Wood .....	do	(less fine)....	599 00
H. O'Neil .....	do	600 00	
J. Traversay, jun .....	do	600 00	
L. McCullough.....	do	600 00	
F. McDonald.....	do	suspended from 16th to 28th April, 1880 ...	578 33
P. D. McIntyre.....	do	promoted from 4th Class, 1st January, 1880	575 00
M. J. Whitty .....	4th do	520 00	
P. Leblanc .....	do	520 00	
F. M. Hannum.....	do	(less fine).....	429 50
J. H. Bartlett.....	do	430 00	
C. Doucet .....	do	from 1st October, 1879 .....	390 00
J. Brown .....	Superintendent Letter Carrier.....	600 00	
P. Larue.....	Letter Carrier.....	550 00	
F. S. Warwicker.....	do	560 00	
E. Dazé.....	do	to 30th November, 1879 (deceased).....	233 34
A. Gauthier .....	do	560 00	
H. Poole.....	do	560 00	
M. Dolan .....	do	520 00	
P. Robert .....	do	520 00	
H. Carroll .....	do	480 00	
H. S. Porter .....	do	480 00	
A. Dupuis .....	do	430 00	
F. George .....	do	430 00	
J. F. Holland.....	do	430 00	
J. Marier .....	do	from 1st Jan., 1880 (also temporary Letter	
		Carrier from 1st Nov. to 31st Dec., 1879)...	200 00
T. Cuddie.....	do	from 1st Jan., 1880 (also temporary Letter	
		Carrier from 1st Nov. to 31st Dec., 1879,	
		from 13th to 31st Jan., and from 12th to	
		31st May, 1880).....	98 10
J. Dunne.....	do	from 1st June, 1880 (also temporary Letter	
		Carrier from 12th to 31st May, 1880).....	41 12
W. Darcey.....	Letter Collector .....	480 00	
W. Goodwin.....	do	480 00	
H. Duggan.....	Messenger .....	425 00	
J. Little.....	Superintendent Heating Apparatus, from 1st Nov., 1879,		
		to 31st Jan., 1880 .....	136 86
R. Neill.....	Superintendent Heating Apparatus, from 1st Feb. to 8th		
		May, 1880 .....	148 63
A. Kelly .....	Night Watchman .....	549 00	
		Letter Carriers' Uniform Allowances.....	705 00

29,404 98

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<b>TORONTO POST OFFICE.</b>			
T. C. Patteson...	Postmaster.....	3,000 00	
J. Carruthers....	Assistant Postmaster.....	1,800 00	
J. H. Davis.....	1st Class Clerk.....	1,400 00	
A. Cooper.....	do.....	1,200 00	
J. Moerschfelder	do.....	1,200 00	
A. Corke.....	(promoted from 2nd Class, 1st Sept., 1879)	1,183 34	
A. Barley.....	do do do do	1,183 34	
A. Harstone.....	2nd do.....	1,100 00	
H. F. Falkiner...	do.....	1,060 00	
W. Loudon.....	do.....	900 00	
A. Webber.....	do.....	900 00	
R. E. Chadd.....	do.....	900 00	
B. M. Armstrong	do.....	900 00	
J. Monaghan.....	do.....	900 00	
B. Langley.....	do.....	900 00	
B. Bascom.....	do.....	900 00	
W. Wright.....	3rd do.....	800 00	
A. Beatty.....	do.....	720 00	
A. G. Thompson...	do.....	720 00	
A. T. Middleton	do.....	600 00	
W. E. Bennett...	do.....	600 00	
T. F. O'Reilly...	do.....	600 00	
W. Crocker.....	do.....	200 00	
	to 31st Oct., 1879 (transferred to Inspector's Office).....	600 00	
R. W. Riddell...	do.....	600 00	
W. McPherson...	do.....	600 00	
W. J. Smith.....	do.....	600 00	
J. Newall.....	do.....	600 00	
J. Gorman.....	do.....	600 00	
G. Wright.....	do.....	600 00	
A. Curran.....	do.....	600 00	
FW. Cuthbertson	do.....	599 50	
T. W. Ross.....	(less fine).....	450 00	
W. H. Douglas...	to 31st March, 1880 (retired).....	600 00	
J. Dunbar.....	do.....	600 00	
H. S. Allen.....	do.....	600 00	
J. Sheridan.....	do.....	600 00	
J. O'Donohoe...	do.....	600 00	
J. Callaghan...	do.....	600 00	
W. B. Robinson...	4th do.....	40 00	
J. J. Landy.....	do.....	220 00	
W. Bonnick.....	to 31st July, 1879 (dismissed).....	440 00	
J. C. Muszen.....	do.....	440 00	
W. Smellie.....	do.....	400 00	
W. Platt.....	from and Temporary Clerk to 1st Sept., 1879	393 34	
P. J. Duffy.....	do do do	393 34	
R. Thompson.....	do do do	393 34	
G. L. Backas...	do do do	393 34	
C. E. Charleton	do do do	400 00	
J. F. Cornell...	do do do	39 34	
R. Hassard.....	do do do	393 34	
C. T. Bell.....	do.....		
	to 15th Oct., 1879 (transferred to Barrie Division).....	109 46	
R. Among.....	do from 15th Oct., 1879.....	256 45	
G. A. Thomas...	do from 27th Oct., 1879.....	244 83	
C. Lally.....	do from 1st Feb., 1880.....	150 00	
C. Garde.....	Superintendent Letter Carrier.....	800 00	
D. Murray.....	Assistant Superintendent Letter Carrier from 29th Dec., 1879	101 61	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
<b>TORONTO POST OFFICE—Continued.</b>			
J. McCloskey	Letter Carrier	440 00	
J. Ross	do	560 00	
J. Alston	do	560 00	
J. Clode	do	560 00	
J. Hudson	do	560 00	
W. Foster	do	560 00	
A. Packam	do	560 00	
C. Reeves	do	560 00	
J. Osborne	do	520 00	
J. Yorston	do	560 00	
W. Kenny	do	560 00	
J. L. Watkins	do	560 00	
J. West	do	560 00	
J. Barnes	do	560 00	
J.H. Weatherbee	do	560 00	
M. Coffey	do	560 00	
T. Curley	do	560 00	
O. McMullin	do to 31st March, 1880 (resigned)	420 00	
G. Yates	do	560 00	
J. Williams	do	560 00	
J. Stewart	do	520 00	
A. McIntyre	do	520 00	
G. McPherson	do	520 00	
J. A. Armstrong	do to 30th Sept, 1879 (deceased)	130 00	
W. Sargeant	do	520 00	
J. Stoddart	do	480 00	
M. Sullivan	do	480 00	
C. N. Moore	do	440 00	
W. McCord	do	440 00	
C. Culross	do	440 00	
E. T. Mulligan	do	400 00	
J.R. Cuthbertson	do	410 00	
E. Murphy	do	300 00	
W. Gardiner	do from 6th Oct., 1879	220 96	
T. Beale	do from 13th Oct., 1879	215 32	
J. Marks	do from 1st Jan., 1880 (also temporary Mail Porter from 1st Feb. to 31st Oct., 1879, and temporary Letter Carrier from 1st Nov. to 31st Dec., 1879)	320 00	
R. Fawcett	do from 22nd Dec., 1879, to 11th March, 1880 (resigned)	66 93	
J. Crawford	do from 22nd Dec., 1879	158 06	
T. Paterson	do from 21st Dec., 1879	150 80	
T. Berney	do from 6th Jan., 1880	145 96	
J. Munns	do from 6th to 21st Jan., 1880	20 96	
A. Foley	do from 10th Jan. to 31st March, 1880 (resigned)	67 74	
R. Hodgins	do from 10th Jan., 1880	142 74	
J. Fitzpatrick	do from 10th Jan. to 3rd June, 1880 (resigned)	120 24	
G. Gorrie	do from 12th March, 1880	91 13	
R. Jameison	do from 15th March, 1880	88 70	
W. McMullin	do from 9th April, 1880	68 33	
J. Askin	do from 20th April, 1880	59 16	
T. Crotty	Porter	400 00	
R. Kirk	do	400 00	
R. R. McJannet	do	400 00	
E. Meagher	do	400 00	
J. Reynolds	do from and temporary Letter Carrier to 1st Jan., 1880	315 00	
J. Hodkinson	Office Keeper	500 00	

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
<b>TORONTO POST OFFICE—Concluded.</b>		\$ cts.	\$ cts.
M. Huntley.....	Temporary Letter Carrier to 4th Oct., 1879 .....	78 23	
W. Walker.....	do do from 22nd to 27th Dec., 1879....	4 84	
T. Tate.....	do do (1 day, 1st Jan., 1880).....	0 80	
T. Gayton.....	do do from 7th to 9th Jan., 1880.....	2 42	
R. Sparks.....	do do from 10th Feb., 1880.....	117 24	
F. C. Draper.....	To pay Night Watchmen.....	130 00	
	Letter Carriers' Uniform Allowances.....	1,832 00	61,526 13
<b>OCEAN MAIL SERVICE.</b>			
W. F. Bowes...	1st Class Clerk.....	1,000 00	
S. T. Green.....	do .....	1,000 00	
F. Barlee.....	do (11 months to 31st May, 1880).....	916 66	
J. Ferguson.....	do .....	1,000 00	
J. O'Hara.....	do (11 months to 31st May, 1880).....	733 34	
C. H. E. Tilstone	do (less fine).....	695 00	
F. H. Mickleburg	do .....	580 00	5,825 00
	Less—Proportion of Salaries transferred to Quebec, from Ottawa Inspector and Staff.....	2,066 96	283,258 34
	From Ocean Mail Service.....	1,634 60	3,701 56
	<b>Total.....</b>		<b>\$279,556 78</b>

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

REPORT No. 3, A.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1880.

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
83 13	Aberarder.....	26 00		
73 92	Aberdour (*including arrears).....	*38 50		
26 00	Aberfeldy (*including arrears).....	*27 50		
119 07	Aberfoyle.....	56 00		
55 40	Abingdon (*including arrears).....	*27 50		
41 22	Acacia.....	24 00		
1,288 15	Acton (*including arrears).....	*438 00		
35 56	Adare.....	32 00		
106 54	Addison.....	38 00		
145 50	Adelaide.....	62 00		
75 19	Admaston.....	30 00		
135 48	Adolphustown (*including arrears).....	*78 00	16 00	
83 12	Agincourt.....	34 00		
20 13	Ahmik Lake.....	10 00		
1,048 29	Ailsa Craig (*including arrears).....	*519 50		40 00
23 82	Airlie (*including arrears).....	*20 50		
21 30	Albert.....	10 00		
38 47	Alberton.....	26 00		
698 55	Albion (*including arrears).....	*439 50	36 00	
20 79	Albury.....	12 00		
85 22	Aldboro'.....	82 00		
44 12	Aldershot.....	20 00		
1,182 98	Alexandria (*including arrears).....	*420 00	100 00	
121 45	Alfred (*including arrears).....	*50 00		
51 44	Algonquin.....	18 00		
202 30	Allanburg (*including arrears).....	*92 50		
495 17	Allandale (*including arrears; †3 Quarters).....	*230 50	†7 50	
197 98	Allan Park (*including arrears).....	*82 50		
49 70	Allan's Mills (*including arrears).....	*13 50		
330 69	Allenford (*including arrears).....	*95 00	4 00	
94 57	Allensville.....	34 00		
40 03	Allenwood (*including arrears).....	*17 00		
13 44	Alliance (closed 31st August, 1879).....	4 17		
42 16	Allisonville (*including arrears).....	*42 00		
1,765 10	Alliston (*including arrears).....	*508 00		*60 00
32 68	Alloa (*including arrears).....	*17 00		
246 27	Alma (*including arrears).....	*106 00		
70 96½	Almira (*including arrears).....	*52 00		
3,175 25	Almonte.....	896 00	60 00	120 00
29 18	Alport (*including arrears).....	*17 00		
11 24	Alsace (from 1st July, 1879).....	7 50		
55 64½	Alsfeldt (*including arrears).....	*13 50		
5 34	Althorpe.....	10 00		
399 90	Alton (*including arrears).....	*249 00	24 00	
78 76	Altona (*including arrears).....	*51 00		
27 24	Alvanley.....	12 00		
795 90	Alvinston (*including arrears).....	*239 00		
23 95	Amaranth Station (*including arrears).....	*20 50		
235 03	Amberley (*including arrears).....	*111 50		
29 85	Ambleside.....	12 00		
255 68	Ameliasburg (*including arrears).....	*129 50		
1,542 54	Amherstburgh.....	532 00	80 00	60 00
22 56	Amiens.....	10 00		



**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
63 47	Amigara (from 1st September, 1879).....	5 83		
624 95	Ancaster (*including arrears).....	*244 50		
71 87	Anderson (*including arrears).....	*69 50		
687 05	Angus (*including arrears).....	*284 00		
147 04	Annan (*including arrears).....	*66 50		
8 02	Ansonia (from 1st January, 1880).....	2 50		
61 24	Anten Mills (from 1st June, 1879).....	8 33		
50 90	Antrim (*including arrears).....	*45 50		
315 88	Appin (*including arrears).....	*120 50	8 00	
39 27	Appleby (*including arrears).....	*35 00		
61 05	Appledore (*including arrears).....	*24 00		
230 08	Appleton.....	84 00		
197 52	Apsley (*including arrears).....	*73 00		
42 44	Apto.....	22 00		
81 68	Arden (*including arrears).....	*35 50		
28 62	Ardoch.....	18 00		
23 23	Ardrea.....	18 00		
82 66	Argyle.....	38 00		
61 18	Arkell.....	26 00		
907 23	Arkona (*including arrears).....	*386 50		
195 39	Arkwright (*including arrears).....	*107 50		
67 23	Arlington.....	34 00		
45 16	Armada (*including arrears).....	*20 50		
105 00	Armow (*including arrears).....	*53 50		
20 10	Armstrong's Mills.....	10 00		
89 78	Arnott (*including arrears).....	*52 50		
2,221 86	Arnprior.....	618 00	60 00	80 00
30 14	Aros.....	10 00		
1,851 64	Arthur (5 Quarters; *including arrears).....	*665 00		*90 00
180 99	Arva.....	*104 00	28 00	
134 26	Ashburn.....	58 00		
8 03	Ashdad (from 1st August, 1879).....	6 67		
111 77	Ashdown (*including arrears).....	*91 50		
72 65	Ashgrove.....	34 00		
21 18	Ashley.....	12 00		
193 93	Ashton.....	70 00	16 00	
135 07	Askin (*including arrears).....	*49 50		
55 45	Aspden (*including arrears).....	*46 00		
32 86	Atha.....	22 00		
83 15	Atherley.....	58 00	12 00	
24 64	Atherton.....	12 00		
97 38	Athlone (*including arrears).....	*50 50		
189 50	Athol (*including arrears).....	*76 00	8 00	
95 11	Attercliffe (*including arrears).....	*52 50		
92 09	Attercliffe Station (*including arrears).....	*48 00		
190 08	Auburn (*including arrears).....	*76 50	6 00	
29 33	Audley (*including arrears; closed 31st July, and re-opened 1st November, 1879).....	*15 17		
62 78	Aughrim (*including arrears).....	*42 00		
412 37	Aultsville (*including arrears).....	*180 00		
1,494 72	Aurora (*including arrears).....	*514 00		*75 00
258 06	Avening (*including arrears).....	*92 50		
93 75	Avon.....	48 00		
29 25	Avonbank.....	18 00		
144 70	Avonmore.....	34 00		
79 70	Avonton (*including arrears).....	*58 50		
2,084 46	Aylmer.....	706 00	40 00	120 00

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,385 26	Ayr (*including arrears).....	*566 50	32 00	40 00
448 96	Ayton (*including arrears).....	*252 00		
22 83	Baby's Point .....	10 00		
20 21	Baddow .....	10 00		
414 67	Baden (*including arrears).....	*171 00	40 00	
45 89	Badjeros.....	28 00		
56 29	Bagot .....	38 00	16 00	
178 37	Baillieboro' (*including arrears).....	*76 50		
35 94	Bala.....	12 50		
92 38	Balderson .....	32 00		
28 19	Baldoon .....	10 00		
34 69	Baldwin .....	10 00		
98 00	Ballantrae (including arrears).....	*36 00		
22 01	Ballantyne's Station .....	10 00		
91 48	Ballinafad (*including arrears) .....	*45 00		
63 71	Ballyeroy (*including arrears).....	*53 00		
93 20	Ballyduff (*including arrears) .....	*26 50		
21 67	Ballymote .....	10 00		
42 96	Balmoral .....	32 00		
58 98	Balsam .....	36 00		
24 12	Balsam Lake (from 1st June, 1879).....	8 33		
193 79	Baltimore (*including arrears).....	*97 00		
27 95	Bamberg (*including arrears).....	*19 50		
130 25	Bancroft, late York River (*including arrears ; †3 Quarters).....	*33 00	†15 00	
161 85	Banda (*including arrears ; †3 Quarters, discon- tinued).....	*66 00	†6 00	
13 02	Bandon .....	10 00		
36 47	Banks (*including arrears).....	*24 00		
44 84	Bannockburn (*including arrears).....	*24 50		
9 00	Barclay (from 1st July, 1879).....	7 50		
13 87	Bardsville .....	10 00		
39 56	Bark Lake .....	46 00		
20 74	Barkway .....	10 00		
31 68	Barnett .....	16 00		
14 31	Barrett (from 1st July, 1879).....	7 50		
6,078 39	Barrie .....	1,700 00	152 00	240 00
58 69	Barriefield (including arrears).....	*31 00		
14 21	Bary's Bay (*including arrears) .....	*17 00		
46 56	Bartonville .....	22 00		
620 58	Bath (5 Quarters ; *including arrears).....	*261 50		
56 50½	Batteau (from 1st July, 1879).....	7 50		
80 45	Battersea .....	42 00		
516 44	Bayfield .....	182 00		
102 17	Bayham .....	46 00		
195 49	Bayville (*including arrears).....	*80 00		
63 86	Bayview (*1 Quarter).....	20 00	*1 50	
312 81	Beachburg (*including arrears).....	*159 00	16 00	
38 00	Beaconsfield (*including arrears).....	*13 50		
256 20	Beachville .....	164 00		
1,011 14	Beamsville (*including arrears).....	*335 00	48 00	
117 73	Bear Brook (*including arrears).....	*43 50		
29 50	Beatrice (*including arrears).....	*22 50		
3 11	Beaver (from 1st March, 1880).....	0 83		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but not on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
1,334 87	Beaverton (5 Quarters; *including arrears).....	*604	00				*80 00
68 44	Bedford Mills (from 1st July, 1879).....	19	50				
27 54	Beechwood.....	10	00				
805 77	Beeton (*including arrears).....	*346	00				
16 17	Beggsboro'.....	10	00				
106 42	Belfast (*including arrears).....	*40	50	30	00		
36 15	Belford.....	20	00				
60 47	Belfountain.....	14	00				
266 79	Belgrave (including arrears; † 3 Quarters).....	*156	00	†6	00		
152 19	Belhaven (*including arrears).....	*47	50				
347 88	Belle River (*including arrears).....	*125	00				
12,308 14	Belleville.....	3,170	00	300	00	440	00
191 46	Bell Ewart.....	96	00				
45 50	Bellrock.....	16	00				
98 99	Bell's Corners.....	64	00				
342 08	Belmont.....	134	00				
250 62	Belmore (*including arrears).....	*83	00				
44 87	Belton.....	10	00				
37 53½	Benlomond.....	10	00				
58 20	Benmiller.....	22	00				
40 41	Bennie's Corners (closed, 21st February, 1880).....	17	92				
51 76	Bennington (*including arrears).....	*26	00				
47 77	Beaufort.....	22	00				
59 15	Berkeley.....	22	00				
3,546 55	Berlin.....	1,026	00	360	00	280	00
337 03	Bervie (*including arrears).....	*134	00				
73 40	Berwick.....	40	00				
564 55	Bethany (*including arrears).....	*271	50	24	00		
45 66	Bethesda (*including arrears).....	*20	50				
38 07	Bewdley.....	20	00				
34 14	Bexley (*including arrears).....	*24	00				
145 04	Billing's Bridge (*including arrears).....	*49	50				
139 46	Binbrook.....	56	00				
39 45	Bingham Road.....	12	00				
39 31	Binkham.....	17	50				
59 81	Birkhall.....	42	00				
30 61	Birmingham (*including arrears).....	*19	00				
37 06	Biram (*including arrears).....	*13	50				
89 69	Birr.....	58	00	12	00		
138 15	Bishop's Mills.....	42	00				
35 79	Bismarck.....	16	00				
21 34	Black Bank.....	10	00				
10 76	Blackburn.....	10	00				
92 87	Black Creek.....	40	00				
† 35	Black's Corners.....	10	00				
23 22	Black Heath.....	14	00				
31 86	Black River Bridge (late Cardwell,* including arrears).....	*13	50				
176 10	Blair.....	46	00				
99 63	Blairton.....	80	00				
98 43	Blake.....	36	00				
72 00	Blakeney (*including arrears).....	*41	50				
64 17	Blautyre.....	26	00				
21 01	Blessington.....	14	00				
44 93	Blind River.....	10	00				
269 05	Bloomfield (*including arrears).....	*119	00				

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
71 94	Bloomington (*including arrears)	*27	00				
80 08	Bloomington (*including arrears)	*50	50				
80 66	Bloomsburg	42	00				
316 74	Bluevale (*including arrears)	*129	50				
1,187 37	Blythe (*including arrears; †3 Quarters)	*547	50	†4	50	*70	00
79 65	Blytheswood	30	00				
1,204 32	Bobcaygeon	404	00	48	00	40	00
18 02	Bogart (*including arrears)	*13	50				
74 70	Bognor (late Sydenham Mills; *including arrears)	*27	50				
12 79	Bolingbroke	10	00				
122 71	Bolsever	44	00				
23 91	Bomanton	28	00				
336 51	Bondhead	154	00	16	00		
30 94	Bongard's Corners (*including arrears)	*15	50				
7 60	Bonnechère	10	00				
75 29	Bookton (*including arrears)	*41	50				
115 04	Bornholm (*including arrears)	*91	00				
41 25	Bornish	10	00				
13 59	Boskung	16	00				
91 73	Boston (*including arrears)	*47	50				
39 19	Boston Mills (from 1st July, 1879)	15	00				
66 83	Bosworth	40	00				
29 52	Botany	12	00				
1,382 87	Bothwell (*including arrears)	*460	50	80	00	*75	00
61 60	Bouck's Hill	20	00				
52 28	Bourdeau	10	00				
64 35	Boulter (*including arrears)	*36	00				
28 72	Bowling Green (*including arrears)	*27	50				
4,230 88	Bowmanville	1,204	00	60	00	200	00
23 17	Bowood	10	00				
52 01	Box Grove	22	00				
54 50	Boyne	24	00				
2,710 80	Bracebridge (*including arrears)	*892	50	135	00	75	00
22 07	Brackenrig	10	09				
1,539 46	Bradford	454	00	24	00	60	00
25 47	Bradshaw	10	00				
33 69	Braemar	24	00				
134 34	Braeside	58	00				
60 08	Bramley	30	00				
3,756 89	Brampton	908	00	20	00	160	00
134 48	Brantchton	60	00				
54 37	Brandy Creek (*including arrears)	*26	50				
13,618 13	Brantford	3,370	00	400	00	480	00
15 47	Breadalbane (*including arrears)	*17	00				
235 50	Brechen (*including arrears)	*128	50				
141 14	Brentwood	50	00				
200 15	Breslaw (*including arrears)	*75	50				
51 65	Brewer's Mills	30	00				
29 90	Brewster (*including arrears)	*22	50				
36 31	Brickley	10	00				
62 64	Bridge End (*including arrears)	*38	00				
41 91	Bridgenorth	26	00				
154 63	Bridgeport	50	00				
237 94	Bridgewater	132	00	24	00		
486 14	Brigden (*including arrears)	*136	50				
371 61	Bright (*including arrears)	*195	50	28	00		
1,483 74	Brighton (*including arrears)	*575	50	150	00	*75	00

REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their office.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
6	64	Brightside.....		10 00				
22	76	Brinkworth.....		16 00				
104	56	Brinsley (*including arrears).....		*52 00				
139	69	Brinston's Corners.....		50 00				
73	07	Brisbane.....		24 00		4 00		
41	93	Britannia.....		25 00				
17	63	Broadbent.....		10 00				
36	81	Brockton (*including arrears).....		*17 50				
8,645	05	Brockville.....	2,226	00	480	00	360	00
43	03	Brodhagen (*including arrears).....		*17 00				
25	48	Bronson (*including arrears).....		*17 00				
215	76	Bronte (*including arrears).....		*110 50				
38	00	Brookfield Station.....		10 00				
53	33	Brookholm.....		10 00				
605	29	Brooklin.....		264 00				
94	69	Brooksdale.....		46 00				
206	54	Brougham.....		130 00				
19	78	Brouseville.....		10 00				
206	38	Brownsville.....		53 50				
294	91	Brucefield (*including arrears; †3 Quarters).....		*177 50		†9 00		
395	89	Bruce Mines (*including arrears).....		*168 00				
138	50	Brudenell (*including arrears).....		*91 50				
3	50	Brunner.....		12 50				
7	37	Bruswick.....		10 00				
2,365	90	Bruswils.....		612 00		24 00		120 00
51	53	Bryanston.....		32 00				
212	19	Buckhorn (*including arrears).....		*109 00				
21	00	Bulger.....		10 00				
99	41	Bullock's Corners.....		68 00				
51	06	Bunessan (*including arrears).....		*13 50				
72	21	Bunyan (*including arrears).....		*26 50				
311	61	Burford.....		130 00		24 00		
186	35	Burgessville (*including arrears).....		*55 50		24 00		
134	65	Burgoyne (*including arrears).....		*66 50				
111	95	Burk's Falls.....		10 00				
38	59	Burleigh.....		10 00				
6	20	Burleigh Falls.....		10 00				
707	29	Burlington (*including arrears).....		*373 00		48 00		
39	21	Bunbrae.....		22 00				
74	83	Burnamthorpe (*including arrears).....		*82 00				
40	33	Burnley.....		16 00				
42	09	Burns (*including arrears).....		*22 50				
117	42	Burnstown (*including arrears).....		*58 50				
32	86	Burnt River.....		10 00				
318	93	Burritt's Rapids.....		102 00				
25	55	Burtch.....		16 00				
28	28	Burton (*including arrears).....		*17 50				
16	60	Bury's Green.....		10 00				
20	83	Bushfield.....		10 00				
71	29	Buttonville (*including arrears).....		*37 50				
141	51	Buxton.....		56 00				
55	24	Byng.....		26 00				
170	00	Byng Inlet (*including arrears).....		*86 50				
13	99	Byrnedale.....		10 00				
63	49	Byron.....		32 00				
50	00	Calmus.....		36 00				

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.**

**N.B.—**Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
55 01	Casarea.....	20 00		
138 40	Cainsville.....	58 00		
34 61	Caintown.....	22 00		
21 82½	Cairngorm.....	16 00		
82 35	Caistorville.....	38 00		
6 82	Calabogie.....	10 00		
15 27	Calder.....	10 00		
15 12	Caldwell (3 Quarters).....	7 50		
281 11	Caledon.....	84 00		
326 48	Caledon East (*including arrears).....	*114 50	16 00	
1,107 91	Caledonia (late Seneca).....	410 00	50 00	40 00
94 75	Caledonia Springs.....	42 00		
36 54	Calton.....	10 00		
34 61	Cambourne.....	10 00		
401 52	Cambray (*including arrears).....	*258 50		
212 17	Camden East.....	92 00	16 00	
76 88	Cameron (*including arrears).....	*25 50		
102 08	Camerontown (*including arrears).....	*63 50	12 00	
54 08	Camilla.....	28 57		
344 77	Camlachie (*including arrears).....	*127 00		
1,649 64	Campbellford (*including arrears).....	*627 00		*75 00
86 98	Campbell's Cross.....	40 00		
33 12	Campbellton (3 Quarters).....	13 50		
176 09	Campbellville (*including arrears).....	*68 00		
179 44	Campden (*including arrears).....	*52 00	8 00	
19 00	Canaan.....	10 00		
0 36	Canard River.....	10 00		
87 89	Canboro'.....	38 00		
43 51	Candasville (*including arrears).....	*17 50		
256 75	Canfield (*including arrears).....	*121 00	16 00	
193 87	Cannifton.....	80 00		
111 81	Canning (*including arrears).....	*41 00		
1,193 91	Cannington (*including arrears).....	*445 00	48 00	40 00
77 91	Canton.....	36 00		
38 86	Cape Croker (*including arrears).....	*17 00		
27 97	Cape Rich.....	18 00		
24 87	Carden.....	26 00		
615 16	Cardinal, late Edwardsburgh (*including arrears).....	*297 50	12 00	
30 17	Cardill (from 1st Feb., 1880).....	1 67		
2,277 27	Carleton Place.....	614 00		80 00
9 43	Carling.....	10 00		
88 96	Carlingford (*including arrears).....	*35 00		
162 50	Carlisle (*including arrears).....	*92 00		
113 96	Carlow.....	50 00	8 00	
109 84	Carlsruh (*including arrears).....	*45 00		
42 76	Carlton West.....	10 00		
83 92½	Carluk.....	40 00		
23 07	Carmanuock.....	14 00		
25 16	Carnarvon (*including arrears).....	*13 50		
9 73	Carnegie (closed 31st July, 1879).....	3 34		
1 36	Caron (closed 30th June, 1879).....	2 50		
220 23	Carp (*including arrears).....	*87 00	16 00	
47 60	Carrville (*including arrears).....	*42 50		
13 02	Carsonby.....	10 00		
24 04	Carswell.....	10 00		
13 64	Cartoret.....	10 00		
84 89	Carthage.....	32 00		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
319 55½	Cartwright (*including arrears).....	*108 00		
46 95	Cashel.....	16 00		
35 77	Cashion's Glen.....	10 00		
61 73	Cashmere.....	22 00		
77 89	Cashtown (*including arrears).....	*52 00		
49 85	Cass Bridge (*including arrears).....	*20 50		
49 74	Cassburn (*including arrears).....	*15 72		
36 11	Cassel.....	10 00		
24 80	Casselman.....	10 00		
6 27	Castile.....	10 00		
60 25	Castleberg (*including arrears).....	*32 50		
36 50	Castleford.....	26 00		
37 98	Castlemore.....	12 00		
378 14	Castleton.....	140 00		
144 24	Cataract (*including arrears).....	*39 00		
162 84	Cataraqui.....	72 00		
88 90	Cathcart (*including arrears).....	*57 00		
80 64	Cavan.....	30 00		
923 41	Cayuga (*including arrears).....	*458 50	16 00	40 00
291 24	Cedar Dale (*including arrears).....	*165 50		
88 45	Cedar Grove (*including arrears).....	*31 00		
30 52	Cedar Hill.....	16 00		
2 50	Cedar Mills (from 1st January, 1880).....	2 50		
86 85	Cedarville (*including arrears).....	*61 50		
260 50	Centralia (*including arrears).....	*164 50	15 00	
26 00	Centre Augusta.....	10 00		
60 70	Centreton.....	22 00		
198 36	Centreville (*including arrears).....	*163 50	20 00	
75 91	Chalk River.....	10 00		
21 75	Chaudos.....	10 00		
39 63	Chantry.....	14 00		
33 50	Chapman (*including arrears).....	14 00	*10 00	
10 15	Charl (from 1st October, 1879).....	5 00		
267 49	Charing Cross (*including arrears).....	*129 00	72 00	
13 56	Charleston.....	10 00		
7 56	Charlesville.....	12 00		
\$,900 22	Chatham.....	2,100 00	240 00	320 00
416 44	Chatsworth (*including arrears).....	*144 50	16 00	
315 15	Cheapside (*including arrears).....	*109 60		
60 18	Cheddar (*including arrears).....	*24 00		
233 02	Cheltenham (*including arrears).....	*123 50		
170 56	Chepstow (including arrears).....	*84 50		
8 80	Cherry Creek (*including arrears; closed 30th September, 1879).....	*7 50		
35 53	Cherry Grove (*including arrears).....	*17 00		
112 91	Cherry Valley (*including arrears).....	*58 50		
69 36	Cherrywood (*including arrears).....	*35 00		
1,053 79	Chesley (*including arrears).....	*345 50		
104 95	Chesterfield.....	34 00		
436 24	Chesterville (*including arrears).....	*226 00		
117 18	Chevalier.....	38 00		
13 33	Cheviot.....	10 00		
593 78	Chippewa (*including arrears).....	*396 00		40 00
77 19½	Chippewa Hill (from 1st June, 1879).....	16 67		
51 73	Chiselhurst (including arrears).....	*31 00		
32 17	Chisholm.....	10 00		
40 76	Christina (*including arrears).....	*20 50		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
29 28	Christie's Corners .....	10 00		
71 50	Churchill .....	24 00	8 00	
80 22	Churchville (5 Quarters) .....	30 00		
87 66	Chute à Blondeau (*including arrears).....	*40 50		
47 75	Clachan (*including arrears) .....	*27 00		
52 07	Clanbrassil.....	28 00		
10 06	Clandeboye .....	10 00		
326 20	Claremont (*including arrears) .....	*155 50		
233 72	Clarence .....	104 00	24 00	
205 22	Clarence Creek .....	36 00		
284 50	Clarke (*including arrears) .....	*117 50		
547 26	Clarksburg (*including arrears).....	*328 00	28 00	
42 89	Clarkson (*including arrears).....	*24 00		
179 82	Claude (*including arrears).....	*92 50		
21 43	Clavering (*including arrears) .....	*22 50		
133 98	Clayton.....	60 00		
134 38	Clear Creek .....	46 00		
151 79	Clearville.....	80 00		
1,199 04	Clifford (*including arrears).....	*496 50	60 00	*75 00
2,001 80	Clifton .....	*620 50	200 00	100 00
3,674 13	Clinton .....	1,052 00	90 00	160 00
10 00	Clontarf .....	10 00		
33 69½	Close Mills .....	10 00		
166 71	Clover Hill (*including arrears) .....	*119 00	16 00	
76 91	Cloyne (*including arrears) .....	*37 50	12 00	
104 67	Clyde (*including arrears).....	*66 50		
28 21	Clydesdale .....	10 00		
294 54	Cobden (*including arrears).....	*195 00		
5,752 16	Cobourg .....	1,870 00	240 00	240 00
165 74	Codrington .....	48 00		
42 14	Colbeck (*including arrears).....	*13 50		
1,659 51	Colborne .....	576 00	200 00	80 00
97 85	Colchester .....	46 00		
108 69	Cold Springs .....	54 00		
91 30	Coldstream .....	40 00		
272 81	Coldwater.....	106 00		
93 63	Colebrook .....	34 00	20 00	
13 69	Coleman .....	10 00		
6 61	Colenso (from 1st November, 1879).....	4 17		
48 64	Coleraine .....	30 00		
25 63	Cole's Corners .....	18 00		
39 90	Colgan (from 1st June, 1879).....	8 33		
73 96	Colinville (*including arrears).....	*27 50		
4,470 27	Collingwood.....	1,110 00	240 00	200 00
108 55	Collin's Bay (*including arrears) .....	*58 50		
109 19	Colpoys Bay.....	34 00		
252 47	Columbus (*including arrears).....	*111 00		
22 20	Colwell .....	10 00		
328 09	Comber (*including arrears) .....	*137 00	32 00	
184 99	Combermere.....	50 00		
50 45	Comet (*including arrears).....	*59 00		
122 02	Commanda Creek (*including arrears) .....	*50 00		
28 00	Conboyville (*including arrears).....	*20 50		
120 80	Concord .....	46 00		
176 58	Conestogo.....	74 00		
21 36	Coningsby (*including arrears).....	*13 50		
28 49	Conn .....	10 00		



REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
28 86	Connaught (*including arrears).....	*17 00		
49 43	Connor.....	16 00		
21 02	Conroy.....	10 00		
8 63	Conroy's Farm (from 1st September, 1879).....	5 83		
410 87	Consecon.....	150 00		
111 62	Constance.....	56 00		
57 95	Conway.....	34 00		
604 55	Cookstown (*including arrears).....	*397 50	12 00	
292 02	Cooksville (*including arrears).....	*110 50		
20 41	Cooper.....	12 00		
19 68	Cooper's Falls.....	10 00		
45 95	Copenhagen (*including arrears).....	*38 50		
147 99	Copetown (*including arrears).....	*61 50		
182 13	Copleston (*including arrears).....	*92 50		
85 30	Corbett (*including arrears).....	*27 50		
178 51	Corinth (*including arrears).....	*68 50		
108 52	Cornell.....	22 00		
4,421 08	Cornwall.....	1,268 00	100 00	160 00
17 29	Cornwall Centre.....	10 00		
207 35	Corsley (*including arrears).....	*95 50	16 00	
162 72	Corunna.....	78 00		
22 41	Corwhin (*including arrears).....	*13 50		
39 87	Cotswold.....	20 00		
329 73	Cottam (*including arrears).....	*86 50	12 00	
41 01	Coulson (*including arrears).....	*17 00		
271 55	Courtland (*including arrears).....	*127 50		
372 52	Courtwright (*including arrears).....	*121 50		
36 85	Coventry.....	24 00		
17 56	Coverley.....	10 00		
52 68	Cowal (*including arrears).....	*41 00		
106 55	Craighurst.....	54 00		
45 00	Craigleith (*including arrears).....	*28 00		
34 31	Craigsholme.....	22 00		
204 81	Craigvale (*including arrears).....	*114 50		
272 65	Cranbrook (*including arrears).....	*118 50		
37 30	Cranston (*including arrears).....	*20 50		
7 99	Cranworth.....	10 00		
40 54	Crathie (*including arrears).....	*17 00		
30 86	Crawford.....	12 00		
181 04	Credit.....	88 00		
347 00	Credit (*including arrears).....	*146 00		
33 41	Creek Bank.....	14 00		
6 97	Creek Town.....	10 00		
481 93	Creemoor (*including arrears).....	*142 50		
30 00	Creighton.....	10 00		
33 76	Cressy.....	22 00		
40 79	Grieff.....	18 00		
59 00	Crinan (*including arrears).....	*48 00		
5 93	Cripplegate.....	10 00		
25 44	Crofton.....	10 00		
218 69	Cromarty (*including arrears).....	*73 00		
170 87	Crosshill (*including arrears).....	*55 50		
27 50	Crossland (*including arrears).....	*13 50		
57 26	Crowland.....	36 00		
52 87	Crown Hill (*including arrears).....	*45 00		
48 17	Croydon.....	22 00		
29 46	Cruckshank (*including arrears).....	*13 50		

REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

\* N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
42 17	Crumlin.....	20 00		
315 91	Crysler (*including arrears).....	*129 00		
191 68	Culloden (*including arrears).....	*68 50		
18 76	Cultus (from 1st June, 1879) ..	8 33		
313 70	Cumberland.....	112 00	16 00	
47 53	Cummings' Bridge.....	10 00		
122 87	Cumminsville.....	54 00		
90 26	Cumnock (*including arrears).....	*45 00		
163 83	Curran (*including arrears).....	*72 50		
46 75	Currie's Crossing.....	14 50		
38 06	Curry Hill (*including arrears).....	*13 50		
24 57	Cyprus.....	10 00		
126 44	Daere (*including arrears).....	*49 50		
21 74	Dale (*including arrears).....	*17 00		
110 67	Dalbousie Mills.....	42 00		
79 81	Dalkeith (*including arrears).....	*39 00		
28 69	Dalrymple.....	10 00		
79 66	Dalston (*including arrears).....	*71 00		
37 64	Damascus.....	10 00		
15 11	Danforth.....	24 00		
7 50	D'Arcy.....	10 00		
17 49	Darrell.....	14 00		
110 02	Dartford.....	28 00		
8 41	Dartmoor.....	10 00		
165 12½	Dashwood (*including arrears).....	*89 50		
72 50	Davenport.....	42 00		
37 14	Davisville.....	16 00		
121 06	Dawn Mills.....	60 00		
16 37	Dawson.....	10 00		
37 94	Dayton.....	10 00		
12 63	Daywood (3 Quarters).....	7 50		
41 27	Dealtown.....	18 00		
172 27	Deans.....	104 00		
122 30	DeCewsville (*including arrears).....	*38 00		
28 64	Deebank (*including arrears).....	*18 00		
7 16	Deerdock.....	19 00		
45 45	Deerhurst.....	14 00		
335 73½	Deer Park (*including arrears).....	*67 50		
306 33	Delaware.....	154 00		
454 87	Delhi (*including arrears).....	*201 50	32 00	
364 09	Delta (*including arrears).....	*168 00		
201 10	Demorestville (*including arrears).....	*97 00	12 00	
39 95	Denbigh (*including arrears).....	*26 00		
163 07	Denfield (*including arrears).....	*29 00	36 00	
5 93	Déroche (closed 31st December, 1878).....			
10 00	Derrynane.....	10 00		
27 01	Derryville (closed 31st July, 1879, and re-opened 1st January, 1880).....			
24 60	Derry West.....	7 00		
44 60	Derwent.....	16 00		
65 61	Desboro' (*including arrears).....	32 00		
7 02	Desert Lake.....	*41 50		
9 98	Desmond.....	10 00		
56 39	Deux Rivières.....	10 00		
26 99	Devil's Creek.....	35 00		
65 68	Devizes (*including arrears).....	10 00		
		*27 50		

**REPORT No 11.**—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
32	62	Dexter .....	14	00		
52	40	Diamond (*including arrears) .....	*26	50		
39	43	Dickens .....	16	00		
160	04	Dickinson's Landing .....	86	00		
680	89	Dingwall (*including arrears) .....	*371	00		
94	18	Dixie .....	28	00		
63	83	Dixon's Corners .....	44	00		
33	66	Dixon .....	10	00		
20	99	Dobbinton .....	10	00		
45	55	Doe Lake (*including arrears) .....	*34	50		
18	55	Dollar (*including arrears) .....	*13	50		
181	84	Dominionville (*including arrears) .....	*69	50		
24	59	Don .....	12	00		
51	44	Doncaster .....	22	00		
54	51	Donegal (*including arrears) .....	*34	00		
160	26	Don Mount (*including arrears) .....	59	00		
263	84	Doon (*including arrears) .....	*150	00		
302	00	Dorchester Station (*including arrears) .....	136	50	44	00
30	00	Dorking (*including arrears) .....	*17	50		
43	31	Dorland .....	10	00		
23	00	Dorset (from 1st October, 1879) .....	5	00		
215	55	Douglas .....	66	00		
49	69	Dover, South .....	18	00		
66	00	Downeyville .....	30	00		
54	01	Downsview .....	28	00		
1,009	81	Drayton .....	356	00	16	00
1,445	13	Dresden (*including arrears) .....	*634	00		40 00
24	01	Drew .....	10	00		
116	22	Dromore .....	48	00		
8	04	Drum .....	10	00		
489	79	Drumbo (*including arrears) .....	*166	50		
870	64	Drunmondville (*including arrears) .....	*329	50		40 00
42	57	Dramquin (*including arrears) .....	*21	50		
56	47	Drysdale (*including arrears) .....	*26	00		
294	41	Duart (*including arrears) .....	*120	50		
488	52	Dublin (*including arrears) .....	*139	00	32	00
70	74	Dufferin Bridge (*including arrears) .....	*27	50		
22	50	Dumblane .....	20	00		
181	15	Dunbar .....	56	00		
139	00	Dunbarton (*including arrears) .....	*71	00		
17	72	Duncan .....	10	00		
100	03	Dunchurch (*including arrears) .....	*45	00		
47	73	Duncrief .....	22	00		
788	50	Dundalk Station (*including arrears) .....	*324	50	12	00
3,138	61	Dundas .....	904	00	120	00
17	57	Dundela .....	14	00		
47	75	Dundonald (*including arrears) .....	*21	50		
60	05	Dunedin (*including arrears) .....	*34	50		
338	06	Dungannon (*including arrears) .....	*132	00		
110	87	Dunkeld (*including arrears) .....	*58	00	8	00
1,873	72	Dunnville .....	502	00	72	00
49	49	Dunrobin (*including arrears) .....	*17	00		60 00
91	34	Dunxford .....	26	00		
115	21	Duntroun (*including arrears) .....	*71	50		
186	81	Dunvegan (*including arrears) .....	*90	00		
1,598	28	Durham (*including arrears) .....	*604	00	110	00
396	71	Dutton Station (*including arrears) .....	*128	00	10	00

REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
31	11	Dwight (from 1st July, 1879)	7	50	
21	61	Dwyer Hill	10	00	
166	13	Eagle	78	00	
11	22	Eagle Lake	10	00	
24	95	Eamer's Corners (*including arrears)	*13	50	
65	11	East Hawkesbury (*including arrears)	*27	50	
10	64	Eastman's Springs	10	00	
274	77	Easton's Corners (*including arrears)	*127	00	
34	56	East Oro	18	00	
37	72	East Williamsburg	14	00	
194	34	Eastwood	66	00	
22	25	Echo River	10	00	
27	68	Eddystone	12	00	
121	96	Eden (*including arrears)	*50	50	
188	65	Eden Grove (*including arrears)	*101	00	
129	23	Eden Mills	48	00	
182	81	Edgar (*including arrears)	78	50	
43	12	Edgeley (*including arrears)	*31	00	
29	87	Edgeworth	16	00	
21	11	Edgington	10	00	
109	26	Edmonton	54	00	32 00
9	01	Edwardsville (from 1st July, 1879)	7	50	
38	65	Efingham	14	00	
635	65	Eganville (*including arrears)	*360	00	60 00
51	49	Egbert	16	00	
55	53	Egerton (*including arrears)	*30	00	
203	05	Eglington (*including arrears)	*77	00	
217	61	Egmondville (*including arrears)	*140	50	
86	10	Egremont	38	00	
28	07	Ella (*including arrears)	*15	50	
14	49	Elcho	10	00	
19	30	Elder	10	00	
63	28	Elder's Mills (*including arrears)	*27	50	
22	99	Eldon Station (*including arrears)	*13	50	
38	63	Eldorado	12	00	
36	88	Elfrida	16	00	
210	02	Elgin (*including arrears)	*89	00	
54	78	Elginburg	36	00	
53	90	Elginfield	28	00	
31	17	Elna	10	00	
64	93	Elmsville (*including arrears)	*32	50	
41	65	Elizabethville (*including arrears)	*28	00	6 00
34	66	Ellaton	10	00	
34	68	Ellengowan	34	00	
72	38	Ellesmere	28	00	
7	61	Elliott	10	00	
72	82½	Ellisville (*including arrears)	*27	50	
16	6½	Elm	10	00	
39	06	Elmbank (*including arrears)	*19	00	
66	30	Elm Grove (*including arrears)	*25	00	
638	71	Elmira (*including arrears)	*326	00	
248	99	Elmvale	36	00	
159	10	Elmwood (*including arrears)	*51	50	
2,004	97	Elora	678	00	80 00
42	28	Elphin (*including arrears)	*32	00	
98	00	Elsinore	28	00	

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
	Ely (from 1st March, 1880).....	0 83		
18 56	Emberson .....	10 00		
739 98	Embro (*including arrears).....	*250 00	50 00	
110 35	Embrun (*including arrears).....	*52 50		
35 70½	Emerald .....	24 00		
20 30	Emmett .....	10 00		
127 17	Emsdale (*including arrears).....	*48 50		
35 79	Enfield .....	18 00		
69 09	English River (from 1st October, 1879).....	20 00		
358 93	Enniskillen (*including arrears).....	*175 50		
72 10	Ennismore (*including arrears).....	*34 50		
129 00	Enterprise.....	44 00		
70 15	Epping (*including arrears).....	*39 00		
52 24	Epsom .....	32 00		
100 28	Ermosa (*including arrears).....	*40 00		
8 26	Erbsville.....	10 00		
33 86	Erie .....	10 00		
632 51	Erin (*including arrears).....	*251 00	4 00	
136 41	Erinsville (*including arrears).....	*48 00	24 00	
88 01	Ernestowa Station .....	38 00	24 00	
29 55	Erroll .....	10 00		
72 17	Escott .....	40 00		
19 72	Eskdale.....	10 00		
107 59	Esqueing (*including arrears).....	*52 00		
1,065 03	Essex Centre (*including arrears).....	*271 66		
222 22	Ethel (*including arrears).....	*71 50		
7 48	Ettrick .....	10 00		
149 74	Eugenia (*including arrears).....	*48 50		
59 35	Evelyn (*including arrears).....	*21 00		
131 49½	Everett (*including arrears).....	*40 00		
80 74	Eversley (*including arrears).....	*29 50		
127 10	Everton .....	44 00		
2,109 87	Exeter.....	562 00	40 00	60 00
32 31	Fairbank (*including arrears).....	*20 50		
90 71	Fairfield .....	36 00		
27 43	Fairfield East (*including arrears).....	*21 00		
51 77½	Fairfield Plain.....	18 00		
11 38	Fairholm.....	10 00		
32 89	Fairmount (*including arrears).....	*30 00		
6 63	Fair Valley (from 1st January, 1880).....	2 50		
27 82	Fairview.....	12 00		
16 14	Falding.....	10 00		
44 80	Falkenburg (*including arrears).....	*19 50	16 00	
98 32	Falkirk .....	38 00		
50 80	Falkland .....	30 00		
48 96	Fallbrook .....	20 00		
79 82	Fallowfield (*including arrears).....	*29 00		
20 98	Faraday (from 1st November, 1879).....	4 17		
824 54	Farmersville (*including arrears).....	*303 50		
9 50	Farmington .....	10 00		
74 50	Farquhar (*including arrears).....	*46 50	4 00	
187 15	Farran's Point (*including arrears).....	*66 00		
13 68	Fawkham .....	10 00		
22 00	Fawu .....	10 00		
8 53	Fellows (from 1st Nov., 1879) .....	4 17		
23 66	Fenaghvale (*including arrears).....	*13 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	cts.	\$
84	15	Fenella *including arrears).....	*25	50	
1,199	62	Fenelon Falls (*including arrears).....	*426	00	80 00
14	00	Fennells (from 1st October, 1879).....	5	00	40 00
187	30	Fenwick.....	78	00	
2,396	54	Fergus.....	770	00	180 00
71	12	Ferguson's Falls.....	30	00	80 00
35	18	Fergusonvale (*including arrears).....	*18	00	
27	54	Fermoy.....	14	00	
93	66	Fernhill.....	30	00	
34	12	Fesserton (*including arrears).....	*20	50	
28	78	Fetherstone (*including arrears).....	*20	50	
119	25	Feversham (*including arrears).....	*67	00	
6	84	Fielding (closed 30th September, 1879).....	5	00	
610	08	Fingal.....	240	00	
14	00	Fintona.....	10	00	
68	95	Fish Creek (*including arrears).....	*42	50	
162	63	Fisherville (*including arrears).....	*66	50	
214	75	Fitzroy Harbor.....	104	00	
30	90	Fleetwood.....	10	00	
709	12	Flesherton (*including arrears).....	*414	50	60 00
147	50	Flesherton Station (*including arrears).....	*52	00	
139	69	Fletcher (*including arrears).....	*39	00	
99	52	Flinton (*including arrears).....	*41	50	
25	00	Floradale.....	10	00	
670	31	Florence (*including arrears).....	*258	50	
24	15	Foley.....	14	00	
570	51	Fonthill.....	204	00	
372	35	Fordwich (*including arrears).....	*183	50	16 00
39	76	Fordyce (*including arrears).....	*20	50	
1,808	75	Forest (*including arrears).....	*624	50	16 00
144	58	Forester's Falls.....	58	00	16 00
30	17	Forest Mills.....	20	00	
108	27	Forestville (*including arrears).....	*14	00	
79	77	Fortia (*including arrears).....	*28	00	
269	78	Formosa (*including arrears).....	*129	50	
1,815	04	Fort Erie.....	368	00	40 00
181	59	Fort William.....	204	00	
139	09	Fournier (*including arrears).....	*34	50	
16	65	Fowler's Corners (*including arrears).....	*13	50	
200	34	Foxboro (*including arrears).....	*73	50	
51	17	Foxmead.....	10	00	
383	85	Frankford (*including arrears).....	*184	50	
6	97	Frankhill.....	10	00	
108	35	Franklin (*including arrears).....	*59	50	12 00
147	01	Franktown (*including arrears).....	*51	50	
150	81	Frankville.....	74	00	
68	94	Fraserville (*including arrears).....	*34	00	
178	03	Freelton (*including arrears).....	*93	00	8 00
186	21	Freeman.....	43	00	
30	98	Freeport.....	28	00	
32	99	Freiburg.....	16	00	
41	17	Frome.....	32	00	
152	02	Fullarton.....	76	00	
19	68	Fuller (*including arrears).....	*17	00	
9	96	Fulton (*including arrears).....	*28	00	
54	64	Gad's Hill (*including arrears).....	*36	00	

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 43	Galbraith.....	10 00		
72 43	Galetta (*including arrears).....	*27 50		
23 49	Gallingertown.....	10 00		
6,805 79	Galt.....	1,772 00	40 00	240 00
92 75	Gamebridge (*including arrears).....	*23 50		
2,901 19	Gananoque.....	886 00		120 00
366 15	Garrafraxa (*including arrears).....	*173 00		
102 75	Garden Hill (*including arrears).....	*35 50		
191 97	Garden Island.....	100 00		
62 47	Garden River.....	28 00	4 00	
75 11	Garnet.....	40 00		
16 00	Garrison Road.....	10 00		
39 19	Gelert (from 1st Nov., 1879).....	11 50		
2,093 84	Georgetown.....	560 00	108 00	60 00
688 18	Georgina (*including arrears).....	*397 50		
60 49	German Mills.....	10 00		
152 13	Geato (*including arrears).....	*64 00		
52 01	Gibraltar (*including arrears).....	*13 50		
11 54	Gibson.....	10 00		
18 54	Gilbert's Mills.....	10 00		
123 48	Gilford (*including arrears).....	*78 00		
44 88	Gill (*including arrears).....	*17 60		
58 74	Gillie's Hill (*including arrears).....	*37 90		
35 90	Gladstone.....	20 00		
163 25	Glamis (*including arrears).....	*70 00		
21 67	Glamorgan (*including arrears).....	*13 50		
122 44	Glanford.....	72 00	24 00	
12 45	Glanmire.....	10 00		
77 89	Glanworth.....	44 00		
18 39	Glascott (*including arrears).....	*13 50		
41 24	Glasgow (*including arrears).....	*19 50		
12 92	Glastonburg.....	10 00		
285 93	Glen Allan (*including arrears).....	*182 50		
47 11	Glenannan (*including arrears).....	*31 70		
75 14	Glenarm (*including arrears).....	*54 00		
53 75	Glen Buell (*including arrears).....	*25 00		
29 30	Glenburnie (*including arrears).....	*13 50		
158 61	Glencairn (*including arrears).....	*59 00		
1,268 03	Glencoe (*including arrears).....	*512 00	18 00	40 00
38 06	Glen Colin (*including arrears).....	*24 00		
12 87	Glendonald.....	10 00		
19 66	Glendower.....	10 00		
24 81	Gleneden.....	10 00		
32 63	Glen Gordon.....	10 00		
98 87	Glen Huron (*including arrears).....	*34 50		
2 40	Glenila (from 1st March, 1880).....	0 83		
27 09	Glen Major.....	18 00		
59 10	Glen Meyer.....	12 00		
255 94	Glenmorris.....	78 00		
73 69	Glennevis.....	38 00		
19 88	Glen Norman (*including arrears).....	*13 50		
31 50	Glen Oak (*including arrears).....	*17 00		
45 86	Glen Orchard.....	12 50		
46 17	Glen Robertson (*including arrears).....	*13 50		
35 89	Glenroy.....	16 00		
42 49	Glen Sandfield (*including arrears).....	*21 00		
44 39	Gleneshee (*including arrears).....	*33 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
36 30	Glen Smail.....	10 00		
16 49	Glen Stewart.....	10 00		
115 27	Glen Tay (*including arrears).....	*61 50		
38 03	Glenvale.....	22 00		
64 68	Glen Walker.....	10 00		
80 89	Glen Walter (*including arrears).....	*33 50		
220 80	Glen Williams (*including arrears).....	*81 50		
16 27	Glen Willow.....	10 00		
142 32	Goble's Corners (*including arrears).....	*61 00		
4,821 86	Goderich.....	1,616 00	120 00	200 00
72 60	Godfrey (*including arrears).....	*37 00		
27 60	Golden Lake.....	10 00		
31 26	Goldsmith (*including arrears).....	*20 50		
62 51	Goldstone.....	30 00		
61 38	Gooderham (*including arrears).....	*31 00		
339 38	Goodwood (*including arrears).....	*119 50		
316 99	Gordon (*including arrears).....	*168 69		
40 50	Gordon Mills (*including arrears).....	*17 00		
35 89	Gordonville (*including arrears).....	*27 50		
314 19	Gore Bay.....	76 60		
137 20	Gore's Landing.....	58 00		
88 81	Gormley.....	42 00		
514 53	Gorrie (*including arrears).....	*223 00		
58 15	Goshen.....	14 50		
5 32	Gosport.....	10 00		
47 72	Gourock.....	22 00		
61 51	Gowanstown.....	26 00		
28 78	Gower Point.....	12 00		
516 72	Grafton.....	178 00	30 00	
40 46	Grahamsville.....	26 00		
141 22	Grand Bend (*including arrears).....	*96 50		
14 00	Grant.....	10 00		
65 39	Grantley (*including arrears).....	*34 50		
403 61	Granton (*including arrears).....	*190 00	20 00	
15 00	Grass Hill.....	10 00		
38 60	Grassmere.....	10 00		
19 56	Gravel Hill.....	10 00		
1,430 70	Gravenhurst.....	368 00	32 00	40 00
39 88	Graystock (*including arrears).....	*19 00		
144 12	Greenbank (*including arrears).....	*57 00		
12 83	Green Bay.....	10 00		
55 16	Greenbush.....	28 00		
99 64	Greenfield (*including arrears).....	*40 00		
54 60	Greenock.....	28 00		
19 79	Green Point.....	10 00		
58 06	Green River (*including arrears).....	*39 50		
133 42	Greensville.....	68 00		
28 56	Green Valley.....	10 00		
11 21	Greenview.....	10 00		
122 95	Greenway.....	10 00		
184 67	Greenwood.....	66 00		
5 40	Gregory (from 1st January, 1880).....	2 50		
21 34	Grenfell.....	10 00		
34 51	Gresham (*including arrears).....	*20 50		
3 24	Gretna.....	10 00		
16 98	Greysted.....	10 00		
104 43	Griersville (*including arrears).....	*61 00		



REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.
42 96	Gribbin (*including arrears).....	*13 50		
46 38	Griffith.....	33 50		
1,029 83	Grimsby (*including arrears).....	*384 00	60 00	40 00
47 70	Grovesend (*including arrears).....	*21 50		
12,690 27	Guelph.....	3,220 00	400 00	
95 20	Guilds (*including arrears).....	*41 50		
14 32	Guthrie.....	10 00		
96 52	Guysborough (*including arrears).....	*35 00		
758 60	Hagersville (*including arrears).....	*401 50		
46 37	Hagerman's Corners (*including arrears).....	*27 50		
40 78	Haley Station.....	10 00		
28 27	Haldane Hill.....	10 00		
463 97	Haliburton (*including arrears).....	*174 50		
81 22	Halloway.....	44 00		
101 24	Hall's Bridge (*including arrears).....	*37 00		
15 70	Hall's Glen.....	10 00		
81 62	Hallville (*including arrears).....	*59 00		
6 34	Halston (from 1st July, 1879).....	7 50		
49,882 15	Hamilton (Salaries and expenses entered elsewhere).....			
22 78	Hammond.....	14 00		
29 74	Hampden.....	10 00		
33 19	Hampshire Mills (*including arrears).....	*13 50		
28 22	Hampstead.....	20 00		
228 55	Hampton (*including arrears).....	*122 00		
24 21	Hanlan.....	10 00		
38 44	Hannan (*including arrears).....	*17 50		
769 13	Hanover (*including arrears).....	*351 00	40 00	
9 76	Harcourt.....	10 00		
9 00	Hardinge.....	10 00		
20 78	Harkaway.....	10 00		
56 71	Harlem.....	22 00		
114 27	Harley (*including arrears).....	*44 50		
26 83	Harlock (*including arrears).....	*13 50		
16 16	Harlowe.....	10 00		
35 62	Harmony.....	16 00		
52 60	Harold.....	28 00		
42 77	Harper.....	18 00		
29 16	Harpley (*including arrears).....	*15 50		
120 11	Harrietsville (*including arrears).....	*41 50		
144 85	Harrington, West (*including arrears).....	*69 50		
194 56	Harrisburg.....	80 00	39 00	
110 15	Harrison's Corners (9 Quarters).....	36 00		
2,806 56	Harriston.....	696 00	60 00	120 00
199 38	Harrow (*including arrears).....	100 50		
174 97	Harrowsmith.....	80 00		
111 24	Hartford (*including arrears).....	*46 50		
38 25	Hartington.....	12 00		
32 34	Hartley (*including arrears).....	13 50		
16 87	Hartman.....	12 00		
104 53	Harwich (*including arrears).....	*35 50		
51 97	Harwich Centre (*including arrears).....	*13 50		
161 92	Harwood.....	60 00		
1,022 70	Hastings (*including arrears).....	331 00		
23 85	Haultain.....	10 00		
59 40	Havelock (*including arrears).....	*19 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission  
or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
750 42	Hawkesbury (*including arrears).....	*281 50		
94 43	Hawkestone.....	30 00	24 00	
353 88	Hawkesville (*including arrears).....	*142 00	16 00	
27 25	Hawley.....	14 00		
11 00	Hawthorne.....	10 00		
192 72	Hawtreys (*including arrears) ..	*104 50	40 00	
125 02	Hay (including arrears) .....	112 50		
13 18	Hay Bay.....	10 00		
57 70	Haydon (*including arrears).....	33 00		
27 51	Hayesland.....	16 00		
220 46	Haysville (*including arrears).....	*85 50		
44 54	Hayward's Falls (*including arrears).....	*13 50		
98 38	Healdedean (*including arrears).....	*39 00		
35 45	Headford.....	18 00		
19 29	Head Lake.....	10 00		
282 23	Heathcote (*including arrears) .....	*92 50		
4 87	Heather.....	10 00		
100 00	Heckston.....	42 00		
192 74	Heidelberg (*including arrears).....	*90 00		
10 17	Hemlock (*including arrears; closed 12th July, '79)	*7 00		
177 43	Henderson (*including arrears).....	*48 50		
33 09	Hendrick.....	10 00		
121 59	Henfryn (including arrears) .....	*51 50		
21 91	Henry (*including arrears) .....	*15 50		
436 14	Hensall.....	140 00	28 00	
117 24	Hepworth (*including arrears).....	*37 00	4 00	
44 02	Hereward.....	18 00		
45 69	Hermion.....	10 00		
679 34	Hespeler.....	284 00		
32 41	Hiawatha.....	10 00		
11 38	High Falls.....	10 00		
31 23	Highfield (*including arrears).....	13 50		
205 29	Highgate (*including arrears) .....	164 00		
97 74	Highland Creek.....	50 00		
40 51	Higginbotham.....	10 00		
164 21	Hillier.....	50 00	16 00	
12 00	Hillsborough.....	12 00		
320 88	Hillsburgh.....	166 00		
347 29	Hillsdale (*including arrears).....	*114 00	10 00	
57 40	Hill's Green.....	22 00		
23 53	Hilly Grove (*including arrears).....	*13 50		
163 93	Hilton.....	72 00		
17 47	Hinch.....	10 00		
38 33	Hintonburg (from 1st August, 1879).....	6 67		
9 86	Hoasic.....	10 00		
6 12	Hoath Head.....	10 00		
17 37	Hobart.....	10 00		
44 33	Hockley (*including arrears).....	*28 00		
53 14	Holbrook.....	52 00		
240 62	Holland Landing.....	106 00		
284 50	Hollen (*including arrears).....	*172 00		
43 1'	Holly (*including arrears).....	*17 00		
18 11	Holly Park.....	10 00		
125 62	Homesville.....	30 00		
195 23	Holstein (*including arrears).....	*81 50		
51 06	Holt.....	24 00		
101 75	Holyrood.....	44 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
71	65	Homer.....	38	00		
125	32	Honeywood (*including arrears).....	*40	50		
53	10	Hoodstown.....	10	00		
13	39	Hope Bay.....	10	00		
6	56	Hopefield.....	10	00		
57	82	Hopetown.....	26	00		
173	62	Hopeville (*including arrears).....	*59	00		
151	50	Hornby (*including arrears).....	*65	50		
286	69	Horning's Mills (*including arrears).....	125	00		
9	83	Horseshoe Bridge.....	10	00		
4	33	Hotspur (from 1st Dec., 1879).....	3	33		
157	47	Houghton.....	58	00		
39	74	Housey's Rapids.....	10	00		
6	78	Howe Island.....	10	00		
74	34	Humber.....	46	00		
568	44	Humberstone (*including arrears).....	*171	50		
13	18	Huntersville (closed 21st Feb., 1880).....	8	96		
72	59	Huntley (*including arrears).....	27	50		
583	63	Huntsville (*including arrears).....	*263	00	24	00
15	17	Hurdman's Bridge (from 1st July, 1879).....	7	50		
14	28	Hurdville.....	10	00		
100	03	Huston (*including arrears).....	*45	50	16	00
64	35	Huttonsville (*including arrears).....	*24	00		
29	20	Hybla.....	10	00		
97	22	Hyde Park Corner.....	34	00		
73	27	Ida (*including arrears).....	*39	00		
186	02	Ilderton (*including arrears).....	*27	00		
68	73	Ilfracombe.....	12	50		
19	10	Indian River.....	10	00		
6,550	71	Ingersoll (*including arrears).....	*1,734	00	360	00
32	14	Ingoldsby (*including arrears).....	*19	00		
41	02	Inistioge.....	24	00		
193	00	Inkerman (*including arrears).....	*94	00		
234	04	Inanerkip.....	70	00		
12	85	Innisfil.....	14	00		
59	36	Innisville.....	38	00		
308	32	International Bridge (*including arrears).....	*167	50		
90	50	Inverary.....	44	00		
13	91	Inverhaugh.....	10	00		
51	54	Inverhuron (*including arrears).....	*17	00		
281	07	Invermay (*including arrears).....	*185	00		
166	49	Inwood (*including arrears).....	*73	00		
213	67	Iona.....	148	00		
89	58	Iona Station (*including arrears).....	*66	36		
39	52	Irena.....	10	00		
1,627	39	Iroquois (5 Quarters, *including arrears).....	*514	50	90	00
23	18	Islay.....	10	00		
171	08	Islington (*including arrears).....	*76	50		
32	29	Ivan (*including arrears).....	*20	50		
68	42	Ivanhoe.....	30	00		
124	86	Ivy (*including arrears).....	*37	50		
48	08	Jackson.....	16	00		
36	82	Jaffa.....	10	00		
96	26	Jamestown (*including arrears).....	*34	00		

REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario  
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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.
		\$	cts.	\$	cts.	\$
126 59	Janetville (*including arrears).....	*86	00			
75 20	Jarratt's Corners (*including arrears).....	*43	00			
960 37	Jarvis (*including arrears).....	*439	00	50	00	40 00
193 25	Jasper (*including arrears).....	*66	00			
173 40	Jerseyville (*including arrears).....	*60	50			
18 28	Jock Vale.....	10	00			
37 12	Johnson.....	18	00			
13 52	Johnson's Mills.....	12	00			
19 34	Jones' Falls.....	10	00			
160 07	Jordan.....	106	00			
139 79	Jordan Station.....	46	00			
15 78	Juddhaven.....	10	00			
68 09	Jura (*including arrears).....	*30	00			
122 03	Kagawong (*including arrears).....	45	00			
14 70	Kaladar.....	10	00	2	00	
147 81	Kars (*including arrears).....	56	50			
66 05	Kairine.....	20	00			
68 71	Keady (*including arrears).....	*37	00			
78 89	Kearney.....	10	00			
34 84	Keatsville.....	10	00			
341 10	Keenansville (*including arrears).....	*171	50			
303 68	Keene (*including arrears).....	150	00			
138 59	Kelvin (*including arrears).....	72	50			
58 41	Kemble (*including arrears).....	*17	50	4	00	
1,303 08	Kemptville (*including arrears).....	*591	50	60	00	40 00
150 60	Kendal (*including arrears).....	*66	50			
83 65	Kenilworth (*including arrears).....	*33	50	30	00	
85 25	Kenmore (*including arrears).....	*48	50			
10 00	Kennaway.....	10	00			
.....	Kennaway (accounts not received).....					
84 68	Kent Bridge (*including arrears).....	71	00			
241 50	Kerrwood (*including arrears).....	*113	00			
48 68	Kerry (*including arrears).....	*24	50			
45 06	Kertch (*including arrears).....	*23	00			
154 45	Keswick.....	60	00			
208 55	Kettleby (*including arrears).....	*93	50			
26 88	Keyser.....	12	00			
41 23	Khiva.....	10	00			
110 90	Kilbride (*including arrears).....	72	50			
9 66	Killaloe.....	10	00			
54 68	Killarney (*including arrears).....	*43	00	16	00	
58 75	Killean (*including arrears).....	*28	50			
9 76	Killerby.....	10	00			
16 22	Killyleagh (from 1st July, 1879).....	7	50			
16 45	Kilmanagh.....	16	00			
24 00	Kilmarnock.....	14	00			
28 10	Kilmartin.....	26	00			
23 87	Kilmaurs (*including arrears).....	*13	50			
174 18	Kilsyth (*including arrears).....	*65	50	12	00	
26 18	Kimball.....	10	00			
77 21	Kimberley (*including arrears).....	*31	00			
138 70	Kinburn (*including arrears).....	*59	50	6	00	
3,540 94	Kincardine.....	996	00	72	00	120 00
288 93	King (*including arrears).....	108	00	87	50	
44 71	King Creek (*including arrears).....	51	00			

**REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
42 44	Kinglake	10	00				
92 06	Kingsbridge (*including arrears)	*41	50				
28 80	Kingsford	10	00				
72 09	Kingmill (*including arrears)	*50	98				
16,892 96	Kingston (Salaries and expenses entered elsewhere)						
15 12	Kingston Mills	14	00				
667 12	Kingsville (*1 Quarter; discontinued)	248	00	*4	00		
39 55	Kinkora	20	00				
123 22	Kinloss (*including arrears)	*59	00	16	00		
204 58	Kinlough (*including arrears)	*114	00				
440 15	Kinmount (*including arrears)	*266	50	8	00		
30 23	Kinnaird	10	00				
65 79	Kinsale (*including arrears)	*47	00				
141 84	Kintail (*including arrears)	*60	50				
140 11	Kintore (*including arrears)	*63	00				
156 90	Kippen (*including arrears)	*86	00	20	00		
80 01	Kirby (*including arrears)	*54	00				
245 26	Kirkfield (*including arrears)	*110	50				
71 04	Kirkhill	32	00				
193 26	Kirkton (*including arrears)	*76	50				
106 97	Kirkwall	42	00				
233 08	Klineburg (*including arrears)	*96	00				
46 85	Klock's Mills (*including arrears)	*27	50				
	Knapdale	10	00				
15 63	Knatchbull	10	00				
13 32	Kohler (*including arrears)	*13	50				
206 33	Komoka	146	00				
20 00	Korah	10	00				
34 47	Kossuth (*including arrears)	*15	50				
63 96	Lafontaine (*including arrears)	*19	50				
141 00	Laggan	44	00	24	00		
4 17	Lake Doré	10	00				
826 63	Lakefield (*including arrears)	*454	50	20	00		
34 17	Lakehurst	10	00				
169 29	Lakelet (*including arrears)	*47	50				
43 03	Lake Opinicon (*including arrears)	*24	50				
101 98	Lakeside	44	00				
13 65	Lake Tallowan (*including arrears)	*13	50				
91 96	L'Amable (*including arrears)	*47	50				
70 45	L'Amoureux	26	00				
198 21	Lambeth (*including arrears)	*88	00				
107 41	Lambton Mills (*including arrears)	*51	50				
29 61	Lamblash (*including arrears)	*13	50				
16 20	Lamon	10	00				
667 76	Lanark (*including arrears)	*295	50	32	00		
131 90	Lancaster	50	00				
37 97	Lancelot	10	00				
60 24	Lanes (*including arrears)	*27	50				
71 40	Lang	34	00				
66 85	Langford (*including arrears)	*31	00				
63 60	Langside	22	00				
30 29	Langstaff	10	00				
321 04	Langton (*including arrears)	*174	50				
380 24	Lansdown (*including arrears)	*202	00				
78 03	Lansing	42	00				

**REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended, 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
21 73	Largie .....	16 00		
58 18	LaSalette (*including arrears) .....	*24 00		
141 00	Laskay (*including arrears) .....	*67 00		
29 97	Latimer (*including arrears) .....	*17 00		
83 93	Latona .....	44 00	16 00	
100 27	Laurel (*including arrears) .....	*49 50	10 00	
7 37	Lavant .....	10 00		
51 54	Lavender (*including arrears) .....	*31 50		
93 50	Lawrence Station (*including arrears) .....	*39 00		
12 81	Layton .....	10 00		
74 08	Leadbury (*including arrears) .....	*55 50		
1,390 61	Leamington (*including arrears) .....	*638 00	60 00	*70 00
67 44	Leaskdale .....	32 00		
61 81	Lebanon .....	14 00		
1,000 98	LeBreton Flats .....	283 71		
62 07	Lefavre .....	12 94		
251 31	Lefroy (*including arrears) .....	*155 50	16 00	
16 14	Leinster (from st May, 1879) .....	9 17		
74 67	Leith (*including arrears) .....	*39 50		
1 77	Lemieux .....	10 00		
82 21	Lemonville (*including arrears) .....	*32 00		
14 20	Lennox (*including arrears) .....	*13 50		
114 99	Leskard .....	50 00		
167 51	Leslie (*including arrears) .....	*99 50		
70 71	Lethbridge (*including arrears) .....	*27 50		
10 75	Letterkenny .....	10 00		
91 80	Lieury (*including arrears) .....	*47 00		
51 42	Lifford (*including arrears) .....	*40 50		
95 38	Limehouse .....	42 00		
25 39	Lime Lake .....	12 00		
64 56	Linden Valley (from 1st July, 1879) .....	7 50		
5,406 23	Lindsay .....	1,800 00	200 00	280 00
37 20	Linton .....	18 00		
305 18	Linwood (*including arrears) .....	*125 00		
105 67	Lion's Head (*including arrears) .....	*48 50		
17 31	Lisbon .....	10 00		
19 03	Lisburn .....	10 00		
441 70	Lisle (*3 Quarters) .....	70 00	*7 50	
3,196 92	Listowel .....	894 00	120 00	120 00
395 39	Little Britain (*including arrears) .....	*172 00	10 00	
242 64	Little Current (*including arrears) .....	*110 00	24 00	
126 94	Little Rideau .....	28 00		
91 34	Liverpool Market (*including arrears) .....	*66 00		
202 27	Lloydtown .....	88 00		
94 71	Lobo .....	52 00		
55 53	Lochalsh (*including arrears) .....	*17 00		
37 87	Loch Garry .....	32 00		
145 19	Lochiel (*including arrears) .....	*70 00	18 00	
37 21	Lochinvar .....	22 00		
45 05	Loch Winnock (*including arrears) .....	*13 50		
2 59	Locksley (closed 20th December, 1879) .....	7 16		
39 57	Lockton (*including arrears) .....	*23 00		
58 00	Lockville .....	10 00		
37 25	Lodi .....	10 00		
63 87	Logierait (*including arrears) .....	*28 50		
140 03	Lombardy (*including arrears) .....	*45 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post-Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
367	58	Londesborough (*including arrears).....	*172	00		
35,804	90	London (Salaries and expenses entered elsewhere).....				
1,144	22	London East (*including arrears).....	*476	25		
203	79	Longford Mills.....	40	00		
21	68	Long Lake.....	10	00		
353	35	Longwood (*including arrears).....	*122	50		
127	18	Longwood Station (*including arrears).....	*83	00	6	00
129	86	Lonsdale.....	52	00		
36	80	Loretto (*including arrears).....	*28	00		
757	06	L'Orignal (*including arrears).....	*351	50	48	00
59	80	Lorne (*including arrears).....	*39	00		
140	89	Lorneville (*including arrears).....	*41	00		
24	05	Lorraine.....	10	00		
81	61	Lotus (*including arrears).....	*35	00	4	00
300	66	Loughborough (*including arrears).....	*163	50	24	00
104	64	Louisville.....	42	00		
14	79	Lourdes.....	10	00		
15	44	Lovat.....	10	00		
14	25	Lovering.....	10	00		
70	60	Lowbanks (*including arrears).....	*26	00		
129	63	Lowville (3 Quarters, *including arrears).....	*67	50	12	00
1,064	03	Lucan.....	388	00	170	00
1,631	77	Lucknow.....	676	00	40	00
30	58	Lumley.....	16	00		
138	75	Lunenburg (*including arrears).....	*70	50		
20	12	Lurgan.....	10	00		
391	24	Luther (*including arrears).....	*142	00	16	00
53	03	Luton.....	32	00		
13	24	Luttrell.....	10	00		
507	17	Lyn.....	232	00		
293	34	Lynden.....	118	00		
140	34	Lyndhurst (*including arrears).....	*58	50		
302	86	Lynedoch (*including arrears).....	*155	00	32	00
43	85	Lynn Valley (*including arrears).....	*20	50		
73	19	Lynnville.....	24	00		
97	14	Lyons (*including arrears).....	*41	50		
47	00	McCrimmon (*including arrears).....	*20	50		
131	93	McDonald's Corners.....	62	00		
262	91	McGillivray (*including arrears).....	*166	00	14	00
95	66	McGregor (*including arrears).....	*34	50		
35	53	McIntosh Mills (*including arrears).....	*13	50		
90	54	McIntyre (*including arrears).....	*30	50		
17	26	McIver.....	10	00		
203	21	McKellar (*including arrears).....	*60	50		
114	54	Maberly (*including arrears).....	*42	50		
16	35	Macbeth.....	10	00		
34	00	Macton (*including arrears).....	*15	50		
32	06	Macville (*including arrears).....	*23	00		
1,560	44	Madoc (*including arrears).....	*470	50	80	00
300	34	Magnetawan (*including arrears).....	*159	00		
160	00	Maidstone.....	60	00		
205	54	Maitland.....	102	00		
33	63	Malakoff.....	10	00		
86	12	Malcolm (*including arrears).....	*47	50		
367	99	Mallorytown (*including arrears).....	*166	50	24	00

**REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario,  
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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
22	43	Malone	10 00		
33	13	Malta (*including arrears)	*27 50		
142	85	Malton (*including arrears, †3 Quarters)	72 00	†3 00	
107	76	Malvern	44 00		
167	56	Manchester	84 00		
111	88	Mandamin	58 00		
351	64	Manilla (*including arrears)	*181 50		
107	17	Manilla Station	18 00		
470	25	Manitowaning (*including arrears)	*323 00	16 00	
62	95	Mannheim	22 00		
335	92	Manotick (*including arrears)	*142 50		
73	84	Mansewood (*including arrears)	*13 50		
115	27	Mansfield (*including arrears)	*67 00		
251	77	Maple (*including arrears)	*99 00		
78	12	Maple Hill (*including arrears)	44 00		
22	66	Maple Lodge (*including arrears)	*17 00		
68	34	Mapleton (*including arrears)	*27 50		
55	50	Maple Valley (*including arrears)	*43 00		
75	09	Maplewood (*including arrears)	*23 50		
10	82	Mar	19 00		
23	47	Marathon	12 00		
16	13	Marble Rock	10 00		
32	88	March	18 00		
29	06	Marchmont	14 00		
46	35	Marden	22 00		
1,059	20	Markdale (*including arrears)	*431 00	20 00	
1,051	09	Markham	386 00	60 00	
68	77	Marksville (*including arrears)	*38 00		
65	50	Marlbank (*including arrears)	*19 50		
18	97	Marmion	10 00		
486	28	Marmora (*including arrears)	*207 50	12 00	
42	06	Marnoch	20 00		
21	40	Marsh Hill	10 00		
115	43	Marshville	58 00		
22	32	Marston	10 00		
85	06	Marsville	38 00		
478	19	Martintown (*including arrears)	*206 50		
78	27	Marvelville	20 00		
121	45	Marysville	50 00		
43	96	Masonville	*19 50		
45	76	Massie	18 00		
22	81	Matawatchan	10 00		
15	90	Matlock	10 00		
325	61	Mattawa (*including arrears)	*249 50		
44	89	Mattawin (closed 8th July, 1879)	13 59		
277	93	Maxwell (*including arrears)	*91 50		
38	66	Mayerville (*including arrears)	*19 00		
61	40	Mayfair (including arrears)	*34 00		
46	90	Mayfield	20 00		
8	78	Maynard	10 00		
126	90	Maynooth (*including arrears)	*61 50		
268	42	Meadowdale (*including arrears)	*115 00		
2,756	72	Meaford	766 00	32 00	120 00
62	59	Mecunoma	10 00		
40	60	Medina	16 00		
60	48	Medonte (*including arrears)	*30 00		



**REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880.**

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
68	38	Melancthon .....	28	00		
22	21	Melissa .....	10	00		
47	99	Melrose (3 Quarters).....	24	00		
36	78	Melville .....	18	00		
94	62	Menie .....	40	00		
8	40	Menomonee .....	10	00		
31	13	Merivale .....	16	00		
202	00	Merlin (*including arrears).....	*54	00		
1,085	04	Merrickville (*including arrears) .....	*583	00		40 00
463	99	Merritton (*including arrears).....	*228	00		
343	13	Metcalfe (*including arrears).....	*172	50	24	00
28	73	Metropolitan (*including arrears).....	*27	50		
6	06	Metz .....	10	00		
43	15	Meyersburg (*including arrears).....	*19	50		
74	49	Michael's Bay (*including arrears).....	31	00		
30	22	Michipicoton River (*including arrears).....	*42	00		
15	75	Micksburg .....	10	00		
55	48	Middlemarch (*including arrears).....	*23	00		
152	68	Middlemiss (*including arrears).....	*58	00		
136	42	Middleville .....	54	00		
71	86	Midhurst (*including arrears).....	*44	50		
523	55	Midland (*including arrears).....	*188	00		
24	16	Mid Lothian (*including arrears).....	*17	00		
57	60	Milburn (*including arrears).....	*26	50		
770	81	Mildmay (*including arrears).....	*332	50		
286	60	Milford (*including arrears).....	*115	00		
400	01	Millbank (*including arrears).....	*220	50		
71	15	Mill Bridge (*including arrears).....	*38	00		
1,497	96	Mill Brook .....	488	00	96	00
186	03	Mill Roches .....	130	00	28	00
50	87	Mill Grove .....	22	00		
59	49	Mill Haven .....	36	00		
17	36	Milliken .....	16	00		
1,598	82	Mill Point (*including arrears).....	*471	50		
21	20	Milnesville .....	12	00		
1,654	50	Milton .....	672	00	48	00
450	04	Milverton (*including arrears).....	*207	00		40 00
39	19	Mimico .....	22	00		
60	40	Mimosa .....	36	00		
567	51	Minden (*including arrears).....	261	50		
184	82	Minesing (*including arrears).....	*47	50		
60	36	Mississippi Station .....	10	00		
3,044	56	Mitchell .....	892	00	60	00
34	69	Mitchell's Bay (*including arrears).....	*17	00		120 00
74	84	Mitchell Square (*including arrears).....	*48	50		
32	17	Moffat .....	18	00		
252	58	Mohawk .....	125	50		
43	12	Mohr's Corners .....	26	00		
56	62	Moira .....	24	00		
145	22	Molesworth (*including arrears; † 3 Quarters) .....	*69	00	† 3	00
17	96	Monck .....	10	00		
63	41	Monckland .....	24	00		
17	83	Moncrief .....	10	00		
5	40	Moneymore .....	10	00		
51	45	Mongolia .....	24	00		
257	93	Monkton .....	100	00		

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
81	64	Mono Centre (*including arrears).....	*38	50		
273	64	Mono Mills (*including arrears).....	*117	00	20	00
254	88	Mono Road Station (*including arrears).....	*167	50		
11	85	Monsell.....	10	00		
15	05	Montague.....	10	00		
16	65	Monteagle Valley.....	10	00		
17	75	Monticello.....	10	00		
34	14	Montrose.....	16	00		
304	70	Moore.....	192	00		
612	04	Moorefield (*including arrears).....	321	50	8	00
28	80	Moore's Falls.....	10	00		
32	75	Mooresville (from 1st July, 1879).....	7	50		
80	32	Moose Creek.....	34	00		
37	01	Moray.....	24	00		
129	94	Morewood (*including arrears).....	*52	00		
61	72	Morganston.....	26	00		
10	00	Morley.....	10	00		
89	80	Morningdale Mills (*including arrears).....	33	50	16	00
640	25	Morpeth (* 1 Quarter, discontinued).....	240	00	4	00
44	14	Morrisbank.....	24	00	16	00
2,682	85	Morrisburg.....	694	00	120	00
157	21	Morrison.....	68	60		
96	74	Morton.....	46	00		
43	48	Norven.....	16	00		
71	06	Nosborough (*including arrears).....	*17	00		
69	34	Moscow.....	20	60		
3	55	Mossdale (from 1st March, 1880).....	0	83		
54	59	Mossley.....	24	00		
65	14	Motherwell.....	30	00		
249	37	Moulinette (*including arrears).....	*93	00		
35	66	Moulton Station.....	12	00		
30	21	Mountain Grove.....	14	00		
28	72	Mountain View.....	22	00		
354	01	Mount Albert (*including arrears).....	*133	00		
39	74	Mount Albion.....	13	00		
357	73	Mount Brydges.....	140	00	19	50
45	37	Mount Charles.....	24	00		
240	12	Mount Elgin.....	96	00		
2,990	71	Mount Forest.....	826	00	80	00
66	34	Mount Healy (*including arrears).....	44	00		
27	00	Mount Horeb.....	12	00		
9	00	Mount Irwin.....	10	00		
152	66	Mount Pleasant (*including arrears).....	*57	00		
45	57	Mount St. Louis (*including arrears).....	33	50		
25	53	Mount St. Patrick.....	14	00		
43	11	Mount Salem.....	22	00		
36	70	Moundsberg.....	20	00		
64	09	Mount Sherwood (*including arrears).....	17	50		
160	74	Mount Vernon (*including arrears).....	*69	00		
21	76	Mount Wolf (*including arrears).....	13	50		
162	00	Muir Kirk.....	46	00		
7	50	Mulgrave.....	10	00		
39	98	Mulmur (*including arrears).....	*42	50		
116	97	Muncey (*including arrears).....	*28	50		
50	40	Munroe's Mills (*including arrears).....	*17	00		
66	18	Munster (*including arrears).....	*32	50		

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.		
\$	cts.		\$	cts.	\$	cts.	
16	22	Murdoch.....	10	00			
116	02	Murray.....	38	00			
45	66	Murvale.....	34	00			
69	37	Muskoka Falls.....	38	00	16	00	
48	30	Muskoka Mills (from 1st October, 1879).....	5	00			
44	69	Musselburg.....	10	00			
5	81	Myrehall.....	10	00			
217	00	Myrtle (*including arrears).....	*108	00	4	00	
55	27	Nairn.....	56	00			
214	03	Nanticoke (*including arrears).....	*98	50			
5,165	65	Napanee.....	1,528	00	160	00	
84	83	Napanee Mills (*including arrears).....	*30	50		200	00
172	74	Napier.....	74	00			
18	25	Napperton.....	14	00			
152	63	Nassagaweya.....	64	00	8	00	
29	61	Navan (*including arrears).....	*15	50			
121	48	Nelles' Corners (*including arrears).....	*67	00			
103	36	Nelson (*including arrears).....	*61	50	16	00	
179	06	Neagh (*including arrears).....	*101	00			
24	61	Netherby.....	26	00			
476	15	Neustadt (*including arrears).....	*118	00			
38	12	Newark.....	22	00			
27	82	Newbliss.....	10	00			
533	93	Newboro' (*including arrears).....	*332	00			
21	14	Newboayne.....	12	00			
117	12	Newbridge (*including arrears).....	*50	00			
546	83	Newburgh (5 Quarters; *including arrears).....	*235	50			
658	30	Newbury.....	*275	50	24	50	
1,379	47	Newcastle.....	470	00	24	00	
64	96	Newcombe Mills (*including arrears).....	*44	50		60	00
25	28	New Dublin.....	10	00			
391	30	New Dundee.....	128	00			
127	10	New Durham.....	60	00			
388	33	New Edinburgh.....	186	00			
31	06	New Germany (from 1st September, 1879).....	5	83			
1,524	50	New Hamburg (*including arrears).....	*467	50	24	00	
18	97	Newholm.....	10	00			
227	83	Newington (*including arrears).....	*80	50			
408	77	New Lowell (*including arrears).....	*147	00			
2,596	91	Newmarket.....	688	00	72	00	
34	80	Newport.....	16	00		80	00
10	01	New Ross.....	10	00			
160	17	Newry (*including arrears).....	*85	50	12	00	
233	90	Newry Station (*including arrears).....	*128	00			
95	48	New Sarum (*including arrears).....	*39	50	16	00	
123	55	Newton Brook (*including arrears).....	*60	50			
164	78	Newton Robinson (*including arrears).....	*85	00			
1,212	26	Niagara.....	468	00	72	00	
69	20	Nicolston (*including arrears).....	*48	50	3	00	
78	81	Nile.....	30	00			
127	35	Nilestown.....	64	00			
134	17	Nipissingan (*including arrears).....	*27	50			
24	91	Nissouri.....	16	00			
26	80	Nithburg (*including arrears).....	*13	50			
146	85	Nixon (7 Quarters).....	59	50			

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
33 43	Nober (*including arrears).....	*24 00		
171 17	Nobleton.....	78 00	3 00	
168 81	Norham (*including arrears).....	*65 50		
151 09	Norland (*including arrears).....	*48 00	16 00	
38 34	Normandale.....	20 00		
2 2 21	North Augusta (*including arrears).....	*117 00		
86 89	North Bruce (*including arrears).....	*35 00		
81 20	North Buxton (*including arrears).....	*42 50		
20 90	Northcote.....	10 00		
30 43	Northfield (5 Quarters).....	15 00		
23 96	Northfield Centre (*including arrears).....	*17 00		
37 41	North Glanford.....	18 00		
247 91	North Gower (*including arrears).....	*188 00		
105 39	North Keppel (*including arrears).....	*39 50		
164 50	North Lancaster (*including arrears).....	*53 00		
15 12	North Mountain.....	16 00		
32 62	North Pelham (*including arrears).....	*19 50		
285 27	North Port (*including arrears).....	*146 00		
78 84	North Ridge.....	38 00		
26 00	North Seguin.....	10 00		
29 99	North Seneca.....	20 00	6 00	
10 50	North Valley.....	10 00		
132 25	North Williamsburg.....	68 00		
48 25	North Winchester.....	16 00		
60 23	Northwood (from 1st May, 1879).....	15 50		
284 84	Norval (*including arrears).....	*101 50		
46 42	Norway.....	24 00		
1,608 47	Norwich (*including arrears; † 1 quarter, discontinued).....	*443 00	‡ 4 00	40 00
1,018 52	Norwood (*including arrears).....	*476 00	48 00	
323 47	Nottawa (*including arrears).....	*194 00		
10 00	Oak Hill.....	10 00		
101 28	Oakland.....	76 00	27 00	
66 72	Oak Ridges (*including arrears).....	*53 50		
1,634 77	Oakville.....	47 00	32 00	60 00
482 74	Oakwood (*including arrears).....	*225 00		
2 07	Oates.....	10 00		
38 94	Oban.....	16 00		
10 42	Ochil (*including arrears).....	*13 50		
349 63	Odessa (*including arrears).....	*147 00	72 00	
80 09	Offa.....	36 00		
78 03	Ogemah (*including arrears).....	*38 00		
27 94	Obsweken (*including arrears).....	*20 50		
132 71	Oil City.....	44 00		
246 15	Oil Springs.....	142 00		
29 12	Oldcastle.....	10 00		
44 63	Oldfield (*including arrears).....	*20 50		
3 95	Old Montrose.....	10 00		
110 15	Olinda (*including arrears).....	*38 50		
28 04	Oliphant.....	10 00		
14 81	Oliver.....	10 00		
70 42	Omagh (*including arrears).....	*45 00		
825 54	Omemece (*including arrears).....	*244 50	16 00	40 00
50 86	Ompah (*including arrears).....	*54 00		
33 50	Oneida.....	42 00		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
158 74	Ouondaga.....	70 00		
3,063 01	Orangetown (*including arrears).....	934 00	72 00	*240 00
133 98	Orchard (*including arrears).....	*57 00	12 00	
30 76	Oriel (*including arrears).....	*24 00		
4,363 95	Orillia.....	1,094 00	150 00	160 00
43 30	Orkney.....	10 00		
44 85	Orleans (*including arrears).....	*26 50		
78 05	Ormond (*including arrears).....	*34 50		
781 00	Orono (*including arrears).....	*295 00		
85 59	Orwell.....	82 00		
71 90	Osaca (*including arrears).....	*38 00		
38 85	Osborne (*including arrears).....	*45 00		
150 12	Osceola (*including arrears).....	*71 50		
5,199 27	Oshawa.....	1,422 00	80 00	200 00
25 00	Osgoody.....	10 00		
53 78	Oso Station.....	10 00		
80 42	Ossington.....	26 00		
15 29	Ossian.....	10 00		
43 18	Ostrander (*including arrears).....	*20 50		
28,573 01	Ottawa (Salaries and expenses entered elsewhere).....			
582 50	Otterville (*including arrears. †1 Qr., discontinued).....	*315 50	†3 00	
39 22	Oungah (*including arrears).....	*30 00	12 00	
52 47	Oustic.....	28 00		
53 68	Ouvrey (*including arrears).....	*20 50		
5 11	Overton.....	10 00		
4,510 74	Owen Sound.....	1,296 00	160 00	160 00
69 24	Oxenden (*including arrears).....	*35 00		
36 28	Oxford Centre.....	16 00		
225 00	Oxford Mills (*including arrears).....	*112 50	12 00	
47 75	Oxford Station.....	22 00		
159 49	Oxley (*including arrears).....	*52 50		
118 00	Ozabruk Centre (*including arrears).....	*47 50		
72 46	Painsswick.....	20 00		
2,376 77	Paisley (*including arrears).....	*1,086 00	72 00	*180 00
887 08	Pakenham (*including arrears).....	*338 50	24 00	
252 83	Palermo (*including arrears).....	*81 00	16 00	
78 33	Palgrave (*including arrears).....	*35 00	14 00	
25 06	Palmer Rapids.....	14 00		
1,320 30	Palmerston.....	390 00		40 00
124 63	Palmyra.....	44 00		
46 80	Panmure.....	18 00		
119 54	Parbam (*including arrears).....	*41 50	8 00	
2,942 44	Paris.....	788 00	80 00	160 00
583 03	Paris Station (*including arrears).....	*204 00	24 00	
262 11	Parkdale (*including arrears).....	*52 00		
107 67	Parker (*including arrears).....	*38 50		
18 87	Park Head.....	10 00		
2,011 64	Park Hill.....	730 00	120 00	120 00
24 43	Parma.....	14 00		
279 89	Parry Harbor.....	142 67		
886 88	Parry Sound (*including arrears).....	*310 00	50 00	
79 77	Patillo (*including arrears).....	*35 50		
250 11	Patterson (*including arrears).....	*106 50		
20 62	Pandash.....	10 00		
25 82	Peabody (*including arrears).....	*13 50		

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
10	55	Pearceley	10	00		
8	40	Peebles (*including arrears)	*13	50		
25	32	Peepabun	10	00		
36	24	Pefferlaw (*including arrears)	*19	50		
49	41	Pelee Island (from 1st September, 1879)	5	83		
9	11	Pelham Union	10	00		
3,027	94	Pembroke	912	00	220	00
145	54	Pendleton (*including arrears)	*60	50		
1,262	71	Penetanguishene (*including arrears)	*498	00		*76 00
16	47	Pentland	10	00		
49	43	Penville	26	00		
31	77	Perch Station	14	00		
53	11	Perm (*including arrears)	*27	50		
28	62	Perretton	12	00		
89	52	Perrytown (*including arrears)	*29	50		
3,594	49	Perth	942	00	120	00
66	25	Perth Road (*including arrears)	*69	00		160 00
19	97	Petewawa	16	00		
7,889	70	Peterborough	2,192	00	200	00
100	60	Petersburg (*including arrears)	*57	00	80	00
14	59	Peterson's Corners	10	00		
35	91	Petersville (a sub-office to 31st December, 1879)	17	50		
69	00	Petherton	30	00		
2,788	06	Petrolia	886	00		160 00
7	07½	Petworth (closed 30th June, 1879)	3	50		
46	13	Phelpston	14	00		
103	53	Phillipsburg, West	38	00		
24	98	Phillipston	12	00		
109	21	Phillipsville (*including arrears)	*50	50		
605	45	Pickering (*including arrears)	*261	00		
3,524	28	Pictou	976	00	120	00
20	44	Pike Bay	10	00		160 00
29	42	Pine Dale (*including arrears)	*24	50		
113	98	Pine Grove	64	00		
69	56	Pine Orchard (*including arrears)	*38	50		
95	39	Pine River (*including arrears)	*41	00		
256	61	Pinkerton (*including arrears)	*118	50		
12	16	Pitt's Ferry	10	00		
29	32	Pittston (*including arrears)	*13	50		
106	34	Plainfield (*including arrears)	*43	00	6	00
86	11	Plainville (*including arrears)	*32	50		
370	86	Plantagenet	146	00	40	00
737	65	Plattsville (*including arrears)	*351	50		
71	17	Playfair	14	00		
22	60	Pleasant Valley (*including arrears)	*17	00		
69	56	Plevna (*including arrears)	*50	50		
46	35	Plum Hollow (*including arrears)	*51	00		
70	44	Point Alexander (*including arrears)	*37	50		
11	80	Pointe aux Pins	10	00		
749	16	Point Edward (*including arrears)	*422	00		
9	98	Point Kaye	10	00		
0	09	Point Petre	10	00		
22	41	Point Traverse	12	00		
21	93	Poland	10	00		
28	42	Pomona (*including arrears)	*17	00		
82	22	Ponsonby	36	00		

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Gross Revenue for Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
76 11	Poole (*including arrears).....	*40	50				
123 91	Port Albert.....	36	00				
63 96	Port Bruce.....	24	00				
705 08	Port Burwell.....	354	00	72	00		
243 79	Port Carling (*including arrears).....	*91	50				
45 65	Port Cockburn (*including arrears).....	*24	00				
1,688 90	Port Colborne.....	542	00	60	00	40	00
150 38	Port Credit (*including arrears).....	*82	00				
505 93	Port Dalhousie.....	238	00				
1,210 69	Port Dover.....	350	00			40	00
1,763 51	Port Elgin (*including arrears).....	588	00	24	00	*120	00
58 83	Port Elmsley.....	24	00				
43 61	Porter's Hill.....	32	00				
21 89	Port Franks.....	10	00				
36 13	Port Granby.....	20	00				
28 30	Port Hoover.....	10	00				
6,275 79	Port Hope.....	1,820	00	240	00	240	00
263 41	Port Lambton.....	94	00				
112 75	Portland.....	40	00				
44 43	Port Maitland.....	30	00				
26 00	Port Nelson.....	24	00				
2,440 14	Port Perry.....	794	00	24	00	80	00
491 46	Port Robinson (5 Quarters).....	217	50				
815 18	Port Rowan (*including arrears).....	*394	50	50	00		
89 36	Port Royal.....	40	00				
140 84	Port Ryerse.....	76	00				
77 03	Portsmouth.....	34	00				
879 16	Port Stanley.....	328	00				
200 15	Port Sydney (*including arrears).....	*113	00				
11 00	Port Talbot.....	10	00				
19 35	Port Union.....	12	00				
35 35	Pottageville (*including arrears).....	*13	50				
11 53	Powell (*including arrears).....	*18	00				
3,294 09	Prescott.....	944	00	460	00	200	00
127 91	Presqu' Isle (*including arrears).....	*64	50				
1,053 84	Preston (*including arrears).....	*409	50	38	00	40	00
44 37	Price's Corners (*including arrears).....	*26	00				
524 96	Priceville (*including arrears).....	*201	50				
114 29	Primrose (*including arrears).....	*55	00	8	00		
245 53	Prince Albert.....	134	00				
501 45	Princeton (*including arrears).....	*187	50				
49 57	Prinyer (*including arrears).....	*35	00				
64 12	Prospect (*including arrears).....	*37	00				
89 25	Providence Bay.....	10	00				
11 52	Purdy.....	10	00				
13 13	Purple Grove.....	10	00				
45 72	Purpleville.....	16	00				
132 75	Pusluch (*including arrears).....	*44	50	8	00		
67 26	Putnam.....	42	00				
55 65	Queen Hill (*including arrears).....	*34	50				
129 13	Queensborough (*including arrears).....	*37	50				
232 36	Queenston (*including arrears).....	*99	50				
308 67	Queensville (*including arrears).....	*144	50	10	00		
86 65	Raglan.....	52	00				

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel, and Light.			
\$	cts.		\$	cts.	\$	cts.		
10	67	Railton .....	14	00				
69	16	Rainham .....	32	00	8	00		
83	15	Rainham Centre .....	38	00				
57	55	Rama .....	22	00				
10	72	Ramsay's Corners (*including arrears).....	*27	50				
57	85	Randwick (*including arrears).....	*17	50				
40	74	Ranelagh (*including arrears).....	*17	50				
25	09	Rankin .....	10	00	6	00		
11	65	Raper .....	10	00				
36	88	Rathburn (*including arrears).....	*20	50				
205	30	Ratho (*including arrears).....	*117	50				
139	97	Ravenna (*including arrears).....	*33	50				
12	97	Ravenscliffe .....	10	00				
72	59	Ravenshoe (*including arrears).....	*31	50				
89	37	Ravenswood (*including arrears).....	*61	00				
29	21	Raymond .....	16	00				
48	17	Reaboro' .....	18	00				
65	96	Read .....	50	00				
47	80	Reading .....	24	00				
49	50	Reay .....	10	00				
19	45	Redickville (from 1st July, 1879) .....	7	50				
101	77	Rednersville.....	42	00				
21	97	Red Rocks .....	32	00				
5	50	Red Wing (from 18th February, 1880).....	1	25				
48	71	Relessey (*including arrears).....	*19	00				
26	03	Renforth .....	12	00				
1,815	98	Renfrew .....	580	00	40	00	60	00
32	24	Renton (*including arrears).....	*19	00				
36	85	Renton Station (*including arrears).....	*30	80	4	00		
21	84	Restoule .....	10	00				
128	94	Riceville (*including arrears).....	*57	00	12	00		
768	66	Richmond Hill (*including arrears).....	*293	50				
267	89	Richmond West (*including arrears).....	*108	50				
16	82	Richview (*including arrears).....	*13	50				
192	23	Richwood .....	68	00				
1,975	57	Ridgetown (*including arrears).....	*670	00			*105	00
130	07	Ridgeville (*including arrears).....	*74	00				
530	62	Ridgeway (*including arrears).....	*201	00	32	00		
21	25	Rimington .....	10	00				
156	07	Ringwood .....	58	00				
156	82	Riverbank (*including arrears).....	*69	50				
150	86	Riversdale.....	58	00				
68	50	Riverstown (* 1 Quarter, discontinued).....	30	00	*1	00		
1,240	19	Rivière Raisin (5 Quarters, * including arrears, † 1 Quarter).....	*365	00	300	00	†10	00
81	03	Roach's Point.....	40	00				
99	16	Roblin (*including arrears).....	*41	50				
15	63	Rob Roy .....	10	00				
159	35	Rochesterville.....	72	00				
50	60	Rockford.....	28	00				
133	84	Rockingham (*including arrears).....	70	00	36	00		
232	53	Rockland (*including arrears).....	*22	00				
124	69	Rockliffe (*including arrears).....	*41	12				
71	98	Rocklin (*including arrears).....	*44	50				
50	85	Rockport.....	24	00				
28	81	Rockside.....	14	00				



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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	\$	\$	
			cts.	cts.	cts.	
147	15	Rockton (*including arrears) .....	*74	00	16	00
11	61	Rock Village.....	10	00		
563	13	Rockwood (*including arrears).....	*285	50		
118	03	Rodgerville.....	80	00		
480	67	Rodney (*including arrears).....	*220	50		
14	54	Roebuck.....	10	00		
20	05	Romilly.....	10	00		
112	88	Romney (*including arrears).....	*41	50		
1,090	12	Rondeau (*including arrears).....	*442	00	120	00
90	47	Rondeau Harbor.....	21	00		
60	18	Ronson (*including arrears).....	*49	50		
16	89	Rosebank (3 Quarters, *including arrears).....	*10	50		
23	52	Rosedale.....	18	00		
16	69	Rosedene.....	14	00		
40	62	Rosehall (*including arrears).....	*19	50		
371	47	Rosemont (*including arrears).....	*254	00	28	00
144	95½	Roseneath.....	47	58		
11	96	Rosetta.....	10	00		
113	99	Roseville.....	32	00		
143	28	Roslin (*including arrears).....	48	00	*7	00
11	49	Ross (*2 Quarters, discontinued).....	10	00	*16	00
323	10	Rosseau (*including arrears).....	*104	00	80	00
111	83	Rossmore (*including arrears).....	*34	50		
79	68	Rossmount (*including arrears).....	*38	00		
25	95	Rostock (from 1st May, 1879).....	9	16		
10	33	Roths (from 1st December, 1879).....	3	33		
332	15	Rothsay.....	113	00		
8	18	Rouge Hill.....	10	00		
6	97	Round Lake (from 1st July, 1879).....	7	50		
31	69	Round Plains (*including arrears).....	*21	50		
18	33	Rowan Mills.....	10	00		
10	82	Rowena (from 1st January, 1880).....	2	50		
84	25	Rugby (*including arrears).....	*39	00	16	00
39	76	Ruscom River.....	22	00		
50	27	Russeldale (*including arrears).....	*23	50		
343	13	Russell (*including arrears).....	*210	50	24	00
70	47	Rutherford (*including arrears).....	*27	50		
221	95	Ruthven.....	71	00		
47	35	Ryckman's Corners.....	26	00		
37	98	Rye.....	10	00		
16	56	Rylstone.....	10	00		
74	80	St. Agatha.....	48	00		
30	59	St. Albert (from 1st August, 1879).....	6	67		
83	68	St. Andrews.....	42	00		
82	37	St. Ann's.....	46	00		
11,191	66	St. Catharines.....	3,050	00	96	00
128	74	St. Clements.....	36	00		
191	40	St. Davids (*including arrears).....	*93	50		
295	25	St. Eugene (*including arrears).....	*129	00		
736	68	St. George, Brant (*including arrears).....	*303	00		
186	52	St. Helens (*including arrears).....	*83	50		
24	11	St. Ives.....	16	00		
351	07	St. Jacobs (*including arrears).....	*149	00		
98	77	St. James' Park (a sub-office to 30th June, 1879).....	41	50		
26	97	St. Johns, West.....	12	00		

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
119	66	St. Joseph's Island (*including arrears) .....	*66	00		
12	49½	St. Lawrence .....	10	00		
4,006	55	St. Marys (*including arrears) .....	1,212	00	80	00
14	00	St. Ola (*including arrears).....	*13	50		
42	16	St. Paul's Station (*including arrears). .....	*17	00		
57	37	St. Raphael, West.....	34	00		
8,705	92	St. Thomas, West .....	2,116	00	120	00
301	76	St. Williams (*including arrears) .....	*179	50		
14	13	Sable .....	10	00		
5	15	Sable River .....	10	00		
60	21	Saintfield (*including arrears). .....	48	00		
238	62	Salem (*including arrears).....	*124	50		
90	98	Salford .....	64	00		
13	37	Salmon Point (closed 31st July, and re-opened 1st November, 1879).....	7	50		
74	47	Salmonville (*including arrears) .....	*37	50	6	00
63	96	Saltford .....	10	00		
93	55	Sandford (*including arrears).....	39	50		
124	80	Sandhill .....	52	00		
56	22	Sandhurst .....	26	00		
208	78	Sand Point .....	156	00	120	00
514	76	Sandwich (*1 Quarter, discontinued).....	290	00	*12	00
17	04	Sarepta.....	16	00		
14	11	Sarginson .....	10	00		
5,420	18½	Sarnia (*including special allowance).....	1,820	00	*400	00
25	96	Sarsfield .....	10	00		
740	56	Saugeen (*including arrears) .....	*394	50	80	00
647	23	Sault Ste. Marie (*including arrears).....	312	50	48	00
73	07	Scarboro' .....	42	00		
94	16	Scarboro' Junction (*including arrears).....	*51	00		
688	60	Schomberg (*including arrears).....	*297	50		
43	15	Scome (*previously over-credited).....	15	50		
18	78	Scotch Block (from 1st October, 1879).....	5	00		
36	97	Scotia (*including arrears) .....	*24	00		
216	31	Scotland (*including arrears) .....	*131	50		
38	12	Scugog (*including arrears) .....	*20	50		
4,062	89	Seaford .....	1,114	00	100	00
175	29	Seagrave (*including arrears).....	*20	00		
52	76	Seaton (*including arrears) .....	*13	50		
82	90	Sebright (*including arrears) .....	*41	50		
450	22	Sebringville (*including arrears).....	*190	50	20	00
214	18	Seely's Bay (*including arrears).....	*143	50	20	00
21	36	Seely (*including arrears).....	*17	00		
113	16	Seguin Falls (*including arrears).....	*63	00		
118	70	Selby (*including arrears) .....	*45	50		
331	95	Selkirk (*including arrears) .....	*182	50	4	00
87	06	Selton (*including arrears) .....	*42	50		
67	22	Selwyn (*including arrears).....	*26	83		
343	47	Severn Bridge (*including arrears) .....	*132	00		
373	81	Shakespeare (*including arrears).....	*166	00		
27	29	Shamrock .....	16	00		
14	51	Shanick .....	10	00		
43	13	Shanty .....	16	00		
447	62	Shannonville.....	148	00		
115	85	Shanty Bay .....	46	00		
91	79	Sharbot Lake.....	20	50		

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
148 69	Sharon.....	72	00				
19 46	Sharpton.....	10	00				
330 62	Shedden (*including arrears).....	*160	50	24	00		
162 00	Sheffield.....	58	00				
28 20	Shequindah.....	10	00				
1,225 76	Shelburne (*including arrears).....	*531	50	36	00		
21 00	Sheldon.....	10	00				
59 23	Sheppardton (*including arrears).....	*27	50				
48 70	Sheridan (*including arrears).....	*29	50				
105 89	Sherkston (*including arrears).....	*64	00				
22 25	Sherwood (from 1st October, 1879).....	5	00				
	Sherwood Springs.....	10	00				
72 50	Shetland.....	24	00				
28 49	Shiloh.....	10	00				
29 87	Shipka.....	10	00				
37 09	Shipley.....	22	00				
38 10	Shirley.....	16	00				
31 62	Shrigley (*including arrears).....	*17	00				
38 35	Sidney Crossing (*including arrears).....	*20	50				
16 49	Silsville.....	10	00				
30 81	Siloam (*including arrears).....	*15	50				
116 68	Silver Hill (*including arrears).....	*61	50				
301 20	Silver Islet.....	178	00				
4 31	Silver Lake (from 1st October, 1879).....	5	00				
4,262 26	Simcoe (*including arrears).....	1,278	00	300	00	*240	00
37 25	Sinclairville (*including arrears).....	*27	50				
296 84	Singhampton (*including arrears).....	*169	50	24	00		
65 87	Skead's Mills (*including arrears).....	*48	51				
29 03	Skipness.....	10	00				
34 67	Skye (*including arrears).....	*17	50				
13 55	Sligo.....	10	00	6	00		
132 37	Smithfield.....	44	00				
2,572 71	Smith's Falls.....	518	00	16	00	60	00
6 91	Smithurst.....	10	00				
448 15	Smithville (*including arrears).....	*218	50				
4 67	Snake River (from 1st January, 1880).....	2	50				
48 95	Solna.....	24	00				
21 00	Solway.....	10	00				
181 44	Sombra.....	92	00	24	00		
111 36	Sonya (*including arrears).....	*56	50				
41 39½	Soperton (*including arrears; closed 10 March, '80).....	*26	75				
27 83	South Bay (*including arrears).....	*17	00				
137 59	South Cayuga (*including arrears).....	*74	50				
34 67	South Douro.....	26	00				
47 14	South Dummer (*previously over-credited).....	*23	50				
86 84	South End.....	10	00				
135 14	South Finch (*including arrears).....	*49	00				
26 23	South Gloucester.....	20	00				
100 36	South Gower.....	28	00				
8 89	South La Grasse (closed 31st October, 1879).....	8	16				
19 51	South Lake.....	14	00				
91 00	South March (*including arrears).....	*46	50				
53 39	South Middleton.....	22	00				
201 25	South Monaghan (*including arrears).....	*78	50				
225 60	South Mountain.....	90	00				
219 09	South Woodslee (*including arrears).....	*73	00				

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1880**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
56	59	South Zorra.....	30 00		
13	17	Spaffordton.....	10 00		
51	03	Spanish River.....	40 00		
26	00	Sparrow Lake.....	10 00		
343	55	Sparta.....	132 00		
38	50	Speedside (*including arrears).....	*23 50		
122	76	Spence (*including arrears).....	*61 00	12 00	
281	71	Spencerville (*including arrears).....	*123 00	20 00	
23	38	Speyside (*including arrears).....	*21 00		
13	55	Spring Arbor.....	12 00		
66	54	Springbank (*including arrears).....	*31 50		
99	13	Springbrook (*including arrears).....	*44 00		
523	81	Springfield (*including arrears).....	*268 50		
275	97	Springford (*including arrears).....	*125 00		
53	07	Springvale (*including arrears).....	*32 50		
92	38	Springville.....	48 00		
39	75	Spry.....	10 00		
112	19	Staffa (*including arrears).....	*42 00		
18	39	Stafford.....	12 00		
200	42	Stamford.....	80 00		
37	18	Stanleydale (*including arrears).....	*41 50		
46	96	Stanley's Mills (*including arrears).....	*27 50		
19	66	Stanleyville.....	14 00		
129	14	Stanton (*including arrears).....	*72 50		
26	53	Star Lake (*including arrears).....	*17 00		
33	53	Starratt (*including arrears).....	*24 00		
1,784	23	Stayner.....	546 00	16 50	40 00
28	24	Steele (*including arrears).....	*19 50		
157	84	Stella (*including arrears).....	*65 00		
211	65	Stevensville.....	78 00		
59	07	Stewartville.....	36 00		
846	91	Stirling (*including arrears).....	*315 50	32 00	
99	18	Stirton (*including arrears).....	*55 00		
88	66	Stittsville.....	56 00	40 00	
23	91	Stockdale.....	16 00		
71	44	Stoc.....	32 00		
19	00	Stokes Bay.....	10 00		
19	17	Stoneleigh.....	10 00		
33	93	Stoneton (from 1st December, 1879).....	3 33		
157	77	Stony Creek.....	62 00	32 00	
17	60	Stony Lake.....	10 00		
165	24	Stony Point.....	56 00		
780	77	Stouffville (*including arrears).....	*399 33	48 00	
94	22	Strabane.....	42 00		
185	38	Straffordville (*including arrears).....	*110 00		
2	70	Strange (from 1st March, 1880).....	0 83		
94	68	Strasburg (*including arrears).....	*40 50		
7,954	35	Stratford.....	2,008 00	120 00	240 00
91	84	Strathallen (*including arrears).....	*39 50		
39	66	Strathaven.....	10 00		
68	21	Strathburn (*including arrears).....	*35 00		
17	06	Strathnairn.....	12 00		
3,973	52	Strathroy.....	1,010 00	72 00	160 00
713	52	Streetsville (*including arrears).....	*292 00		
102	60	Stromness.....	48 00		
203	44	Stroud (*including arrears).....	*136 50		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.**

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Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
90 27	Sturgeon Bay.....	13	50				
224 54	Sullivan (*including arrears) .....	*76	50				
81 08	Summerstown.....	44	00				
215 37	Summerville (*including arrears) .....	*42	00				
61 78	Sunbury .....	32	00				
664 91	Sunderland (*including arrears).....	*282	00				
27 72	Sunnidale (*including arrears; closed 30th September, 1879).....	*12	00				
20 22	Sunshine.....	10	00				
115 40	Sutherland's Corners.....	32	00				
67 02	Sweaburg.....	46	00				
57 85	Sweet's Corners (*including arrears).....	*31	00				
22 38	Switzerville.....	10	00				
150 43	Sylvan (*including arrears).....	*74	50				
86 87	Talbotville Royal.....	40	00				
578 69	Tamworth.....	212	00	16	00		
39 84	Tapleystown.....	28	00				
342 98	Tara (*including arrears).....	*337	00	12	00		
23 50	Tarbert.....	10	00				
19 07	Tatlock.....	10	00				
84 23	Taunton (*including arrears).....	*27	50				
737 44	Tavistock (*including arrears).....	*325	50				
70 36	Tayside (*including arrears).....	*27	50				
95 83	Tecumseh (*including arrears).....	*34	50				
1,256 14	Teeswater (*including arrears).....	*584	00			105	00
254 97	Teeterville (*including arrears).....	*103	00				
33 77	Tehkummah (*including arrears).....	*20	50				
23 92	Telfer.....	18	00				
92 32	Temperanceville (*including arrears).....	*41	50				
24 12	Tempo.....	20	00				
6 25	Tennyson.....	10	00				
63 98	Teston (*including arrears).....	*29	00				
83 50	Teviotdale (*including arrears).....	*54	00				
322 56	Thamesford (*including arrears).....	*138	50				
1,262 64	Thamesville (*including arrears).....	*462	50	16	00	40	00
37 31	Thamet (*including arrears).....	*21	00	12	00		
911 54	Thedford (*including arrears).....	*492	00	20	00		
28 85	The Grange (3 Quarters, *including arrears).....	15	00				
26 88	The Ridge.....	10	00				
116 19	Thessalon River (*including arrears).....	*13	50				
123 65	Thistletown.....	50	00				
118 20	Thomasburg.....	50	00				
147 11	Thompsonville (*including arrears).....	*75	50				
745 98	Thornbury (*including arrears).....	*378	50	8	00		
195 57	Thoradale.....	72	00	12	00		
315 89	Thornhill.....	138	00	32	00		
218 13	Thornton (*including arrears; † 1 Quarter).....	*79	50	† 3	50		
24 63	Thornhurst (*including arrears).....	*17	00				
1,974 81	Thorold.....	724	00			120	00
1,336 59½	Thunder Bay (*including arrears).....	*482	00	60	00	120	00
27 86	Tichborne.....	10	00				
44 12	Tilbury East.....	34	00				
2,091 32	Tilsonburg.....	612	00	270	00	120	00
2 50	Tilton.....	10	00				
30 71	Tintern.....	11	00				

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
	77 77	Tioga .....	10 00		
	688 34	Tiverton (*including arrears).....	*355 50		
	231 81	Toledo (*including arrears).....	*82 00		
	26 80	Topping.....	16 00		
	34 00	Tormore.....	12 00		
161,564	43	Toronto (Salaries and expenses entered elsewhere).....			
	22 64	Torrance (*including arrears).....	*13 50		
387	23	Tottenham (*including arrears).....	*188 50	*37 50	
	50 07	Townsend Centre.....	18 00		
107	69	Trafalgar (*including arrears).....	*58 00	16 00	
	33 43	Tralee.....	10 00		
	22 12	Tramore (*including arrears).....	*17 00		
	26 50	Traverston (*including arrears).....	*19 00		
	90 91½	Treadwell (*including arrears).....	*38 50		
	43 24	Trecastle.....	30 00		
	12 03	Trent Bridge.....	10 00		
2,414	22	Trenton.....	672 00	180 00	80 00
	23 00	Trout Lake (*including arrears).....	*17 00		
	87 72	Trowbridge (*including arrears).....	*39 50		
126	64	Troy (*including arrears).....	*53 50		
152	45	Trudell (*including arrears).....	*47 00		
	52 71	Tuam.....	16 00		
	80 59	Tullamore (*including arrears).....	*43 50		
	92 41	Turin (*including arrears).....	*34 00		
	12 88	Turtle Lake (*including arrears).....	*13 50		
111	49	Tuscarora.....	38 00		
338	12	Tweed.....	132 00		
	28 06	Tweedside.....	12 00		
	15 29	Tyneside.....	16 00		
	80 32	Tyrconnell.....	42 00		
153	37	Tyrone (*including arrears).....	*94 50		
	50 39	Tyrell.....	28 00		
	59 28	Udora (*including arrears).....	*45 00		
213	18	Uffington (*including arrears).....	*122 50		
29	84	Ufford (*including arrears).....	*13 50		
17	63	Uhtfoff (from 1st January, 1880).....	2 50		
	28 28	Ullswater.....	22 00		
121	88	Ulster (*including arrears).....	*53 50		
	28 01	Umfraville.....	10 00		
267	91	Underwood (*including arrears).....	*133 00		
187	18	Union.....	92 00		
	4 67	Union Hill (closed 30th September, 1879).....	5 00		
411	14	Unionville (*including arrears).....	*217 00	80 00	
52	64	Uphill (*including arrears).....	*21 60		
	11 68	Uplands.....	10 00		
	36 50	Upper.....	10 00		
106	25	Uptergrove.....	58 00		
	64 11	Utica (*including arrears).....	*35 50		
	93 81	Utopia (*including arrears).....	*42 00		
	89 04	Utterson (*including arrears).....	*34 50	16 00	
	40 05	Uttoxeter.....	20 00		
2,491	06	Uxbridge.....	698 00	32 00	120 00
	34 53	Vachell (*including arrears).....	*21 00		
	84 71	Valentia (*including arrears).....	*26 50		

REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
within the Year ended 30th June, 1880.

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
145 13	Valletta (*including arrears) .....	*67 50		
67 69½	Vallentyne (*including arrears).....	*32 50		
21 19	Vanatter .....	10 00		
57 20	Vanbrugh .....	40 00		
21 21	Vancamp Mills .....	10 00		
43 45	Vandecar (*including arrears).....	*23 50		
48 07	Vandeleur (*including arrears).....	*22 50		
90 80	Vanessa (*including arrears).....	*38 00		
886 91	Vankleek Hill (*including arrears) .....	*358 00	24 00	
113 98	Vankoughnet.....	25 00		
32 06	Vanneck.....	22 00		
27 36	Vanvlack (*including arrears) .....	*13 50		
174 71	Varna .....	66 00		
83 90	Varney (*including arrears) .....	*34 50		
63 50	Vasey (*including arrears) .....	*32 00		
43 38	Veighton .....	10 00		
51 12	Vellore (*including arrears).....	*21 50		
24 60	Vennachar .....	10 00		
59 03	Ventnor .....	30 00		
13 68	Ventry .....	10 09		
10 37	Verdun .....	12 00		
65 72	Vereker (*including arrears) .....	*17 50		
109 76	Vernon (*including arrears).....	*38 50		
68 03	Vernonville .....	34 00		
111 69	Verona (*including arrears).....	*25 50		
91 10	Verschoyle (*including arrears) .....	*42 00		
61 48	Vesta (*including arrears) .....	*25 00		
28 14	Victoria Corners .....	14 00		
202 01½	Victoria Harbor (*including arrears).....	*54 50		
322 34	Victoria Road .....	112 00	9 00	
117 38	Victoria Square (*including arrears).....	*48 50		
521 15	Vienna .....	331 50	4 00	
48 19	Vigo (*including arrears).....	*17 50		
113 11	Villa Nova (*including arrears).....	*53 00		
26 75	Villiers .....	12 00		
18 87	Vine (from 1st November, 1879).....	4 16		
38 88	Violet .....	26 00		
55 91	Violet Hill.....	14 50		
84 18	Virgil.....	32 00		
17 73	Virginia .....	10 00		
401 97	Vittoria .....	180 00	16 00	
79 91	Vivian .....	22 00		
70 77	Vroomanton.....	42 00		
7 87	Vyner.....	10 00		
24 51	Wagram (*including arrears).....	*13 50		
166 05	Waldemar (*including arrears).....	*113 00		
385 62	Wales (*including arrears).....	*192 00	80 00	
14 73½	Walker's Point .....	10 00		
4,161 12	Walkerton .....	1,200 00	200 00	160 00
470 22	Walkerville (*including arrears).....	*181 00		
50 21	Wallace (*including arrears).....	*24 50		
975 16	Wallaceburg (*including arrears).....	*546 50	16 00	*70 00
490 89	Wallacetown (*including arrears).....	*235 00	16 00	
63 76	Wallbridge (*including arrears).....	*33 00		
16 82	Wallenstein .....	10 00		

**REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances, in Ontario, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
8	80	Waller .....	10	00	
23	80	Walmer .....	16	00	
39	19	Walnut (*including arrears) .....	*20	50	
80	30	Walsh .....	38	00	
146	27	Walsingham Centre (*including arrears) .....	*70	50	
106	36	Walter's Falls (*including arrears) .....	*40	50	
189	75	Walton (*including arrears) .....	*112	00	
100	37	Wanstead .....	58	00	16 00
24	19	Warburton .....	10	00	
797	94	Wardsville (*including arrears; † 2 Quarters, discontinued) .....	*316	50	†8 00
28	91	Wareham .....	10	00	
1,021	43	Warkworth (*including arrears) .....	*451	59	*70 00
76	02	Warminster (*including arrears) .....	*44	50	12 00
27	82	Warner .....	12	00	
189	17	Warsaw .....	72	00	
23	63	Wartburg .....	14	00	
197	17	Warwick West (*including arrears) .....	*87	59	
226	20	Washago (*including arrears) .....	*85	50	
46	09	Washburn (*including arrears) .....	*27	50	
223	01	Washington (*including arrears) .....	*96	50	
559	20	Waterdown .....	220	00	
1,293	09	Waterford (*including arrears) .....	*404	00	72 00 40 00
2,053	44	Waterloo .....	848	00	16 00 120 00
1,628	81	Watford .....	482	00	30 00 40 00
103	69	Watson's Corners .....	46	00	
39	71	Waubamick .....	18	00	
486	66	Waubashene (*including arrears) .....	*190	50	
32	14	Waubuno (*including arrears) .....	*19	50	
41	60	Waupoos .....	26	00	
155	86	Waverly (*including arrears) .....	*56	50	
25	56	Weir .....	10	00	
23	69	Weissenburg .....	10	00	
123	26	Welcome (*including arrears) .....	*60	00	
18	41	Weldon .....	10	00	
2,683	37	Welland .....	650	00	160 00 120 00
219	11	Wellandport (*including arrears) .....	*142	50	
495	22	Wellesley (*including arrears) .....	*172	00	8 00
476	28	Wellington (*including arrears) .....	*197	50	
55	68	Wellman's Corners .....	18	00	
109	89	Wendover (*including arrears) .....	*40	50	
54	98	Wesleyville (*including arrears) .....	*31	00	
93	76	West Brook .....	52	00	
57	39	West Essa (*including arrears) .....	*36	50	8 00
67	73	Westfield (*including arrears) .....	*42	50	
202	09	West Flamboro' .....	86	00	
51	53	West Gravenhurst (from 1st September, 1879) .....	5	83	
9	62	West Grove .....	10	00	
30	33	West Hill (from 1st June, 1879) .....	8	33	
59	50	West Huntingdon .....	22	00	
31	39	West Huntley .....	10	00	
24	34	West Lake .....	10	00	
599	49	West Lorne (*including arrears) .....	*355	50	8 00
53	58	West McGillivray (*including arrears) .....	*32	00	
30	66	West Magdala (*including arrears) .....	*19	00	
303	57	Westmeath (*including arrears) .....	*97	00	



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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
77 22	West Montrose (*including arrears).....	*49 50		
536 54	Weston.....	220 00	18 00	
49 9	West Osgoode.....	26 00		
100 90½	Westover.....	38 00		
466 24	Westport (*including arrears).....	*198 00		
662 81	West Winchester (*including arrears).....	*298 00		
123 19	Westwood (*including arrears).....	*72 00		
74 08	Wexford.....	38 00		
42 25	Whalen (*including arrears).....	*17 50		
167 40	Wheatley.....	65 00		
4 08	Wheeler (from 1st February, 1880).....	1 66		
3,840 34	Whitby.....	1,146 00	200 00	180 00
8 95	White.....	10 00		
54 17	Whitehurst (*including arrears).....	*33 50		
145 29	White Lake.....	60 00		
25 54	White Oak (from 1st June, 1879).....	8 33		
22 22	White Rose.....	14 00		
207 45	Whitevale (*including arrears).....	*105 00		
99 04½	Whitfield (*including arrears).....	*42 00		
63 13	Whittington.....	20 00		
999 83	Wiarion (*including arrears).....	*256 50		
70 83	Wick.....	50 00		
63 23	Wicklow.....	36 00		
122 66	Widder (*including arrears).....	*55 00		
.....	Wilberforce (from 1st December, 1879).....	3 33		
88 96	Wilfred (*including arrears).....	*45 50		
181 21	Wilkesport.....	64 00		
9 60	Willetsholme.....	10 00		
145 37	Williamsford Station (*including arrears).....	*52 50		
392 79	Williamstown (*including arrears).....	*143 50		
1 65	Williscroft.....	10 00		
6 00	Willow Creek.....	10 00		
73 35	Willowdale.....	36 00		
49 78	Willow Grove.....	26 00		
15 32	Wilmaur.....	12 00		
19 28	Wilson (*including arrears).....	*17 50		
122 11	Wilton (*including arrears).....	*56 50		
35 23	Wilton Grove (*including arrears).....	*15 00		
62 80	Winchelsea (*including arrears).....	*32 50		
152 57	Winchester Springs (*including arrears).....	*49 60		
28 18	Windermere.....	10 00	12 00	
21 70	Windfall.....	10 00		
222 54	Windham Centre (5 Quarters; *including arrears).....	*91 50		
5,535 18	Windsor.....	1,588 00	1,200 00	300 00
54 21	Winfield.....	26 00		
64 87	Winger (*including arrears).....	*33 00		
3,160 70	Wingham.....	720 00	60 00	120 00
146 96	Winona (*including arrears).....	*67 00	36 00	
141 90	Winterbourne.....	50 00		
140 08	Winthrop.....	52 00		
38 64	Wisbeach (*including arrears).....	*29 50		
43 90	Woburn (*including arrears).....	*33 50		
344 94	Wolfe Island (*including arrears).....	*155 50		
9 89	Wolseley.....	10 00		
200 66	Wolverton (*including arrears).....	*78 00		
208 20	Woodbridge (*including arrears).....	*394 50		*70 00

**REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario,  
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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
53 21	Woodburn .....	24 00		
187 13	Woodford .....	52 00		
136 32	Woodham (*including arrears) .....	*46 50		
57 68	Woodhill (*including arrears).....	*34 00		
79 00	Woodlands .....	20 00		
15 14	Woodrous (from 1st July, 1879).....	7 50		
166 56	Woodslee (*including arrears).....	*75 00		
7,449 07	Woodstock .....	1,984 00	60 00	240 00
880 55	Woodville (*including arrears).....	*441 00	32 00	
214 98	Wooler (*including arrears).....	*84 00		
733 88	Wroxeter (*including arrears).....	*394 00	50 00	
25 02	Wyandot .....	12 00		
388 50	Wyebridge (*including arrears).....	*184 00		
66 68	Wyevale (from 1st October, 1879).....	5 00		
991 75	Wyoming (*including arrears).....	*445 50	*19 50	40 00
227 57	Yarker (*including arrears).....	*76 00		
65 02	Yarmouth Centre (*including arrears) .....	*48 00		
33 06	Yatton .....	10 00		
26 98	Yelverton .....	14 00		
66 70	Yeovil (*including arrears).....	*35 50		
352 82	York .....	150 00	12 00	
71 71	York Mills .....	44 00		
2,518 06	Yorkville (*including arrears).....	*760 00		80 00
60 63	Young's Point (*including arrears).....	*17 50		
33 98	Youngsville (*including arrears).....	*17 00		
16 37	Zealand .....	10 00		
112 50	Zephyr (*including arrears).....	*59 50		
101 18	Zimmerman (*including arrears).....	*45 50		
88 16	Zion (*including arrears).....	*34 50		
15 46	Ziska .....	10 00		
398 71	Zurich (*including arrears) .....	*173 50		
<b>\$984,913 03½</b>	<b>Totals .....</b>	<b>\$247,838 90</b>	<b>\$19,297 50</b>	<b>\$16,712 99</b>

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

## REPORT No. 3, B.

DETAIL of all payments made for Salaries, &c., in Quebec, showing in each case the name of the person, the service or duty performed, and the amount paid within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>MONTREAL DIVISION.</b>				
E. F. King.....	Post Office Inspector .....	2,400 00		
D. Nelligan.....	Assistant Inspector.....	1,100 00		
F. J. Logie.....	2nd Class Clerk .....	1,060 00		
J. P. Chillas.....	do to 31st October, 1879, (transferred to Three Rivers Division).....			
		300 00		
J. Tucker.....	3rd do .....	640 00		
W. Greaves.....	do .....	700 00		
J. A. Madore.....	do from 1st January, 1880, (transferred from Montreal, P.O.) .....			
		300 00		
J. F. Pelletier.....	4th do from, and Temporary Clerk to 1st September, 1879. ....	383 34		
P. Nelligan.....	Messenger.....	460 00		
				7,343 34
<b>RAILWAY MAIL SERVICE.</b>				
F. Briegel.....	Chief Railway Mail Clerk.....	1,365 50	14 00	
A. Walmsley.....	1st Class Railway Mail Clerk .....	960 00	197 20	
D. A. Ross.....	do .....	960 00	137 50	
J. Bayley.....	do (less fine).....	958 00	301 86	
A. Somerville.....	do .....	967 00	270 17	
E. Lefebvre.....	do (less fine).....	958 00	333 90	
G. Jones.....	do (less fine).....	959 00	253 21	
C. Lefebvre.....	do .....	960 00	356 50	
J. Vallée.....	do .....	960 00	341 00	
W. Murphy.....	do .....	960 00	335 46	
A. Denis.....	do .....	960 00	339 42	
J. O. Benoit.....	do to 31st March, 1880, (superannuated).....	720 00		
A. Menzies.....	do promoted from 2nd Class, 1st Sept., 1879, (less fine).....	932 34	279 53	
E. Webb.....	2nd do to 31st March, 1880, (suspended four days in Nov., 1879; resigned).....	412 00	66 59	
A. Lachapelle.....	do .....	720 00	268 43	
N. McLellan.....	do .....	720 00	249 33	
C. Beatty.....	do .....	720 00	112 90	
J. D. Anderson.....	do .....	720 00	110 90	
H. D. Filion.....	do .....	720 00	247 04	
D. Fairman.....	do .....	720 00	253 24	
C. Hayden.....	do .....	720 00	239 92	
O. Beaudoin.....	do .....	720 00	149 10	
H. E. Channell.....	do .....	720 00	57 50	
E. Dorion.....	do .....	720 00	150 49	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY MAIL SERVICE—Concluded.</b>				
		\$ cts.	\$ cts.	\$ cts.
H.G. Goodfellow	2nd Class Railway Mail Clerk.....	720 00	258 05	
G. W. Lawrence.	do .....	640 00	142 10	
L. Beique.....	do .....	640 00	151 13	
J. LaBrech Viger	do .....	640 00	241 58	
W. H. O'Regan...	do .....	640 00	112 60	
L. C. Crevier.....	do .....	640 00	252 04	
A. Armstrong...	do .....			
	promoted from			
	3rd Class, 1st			
	January, 1880.	560 00	163 35	
V. Desert.....	do .....			
	to 30th April,			
	1880, promoted			
	from 3rd Class,			
	1st January,			
	1880 (dismiss-			
	ed) .....	453 33	137 10	
G. R. Dewar.....	3rd do .....	480 00	155 60	
J. Murphy, jun...	do .....	480 00	223 16	
J. P. Hall .....	do .....	480 00	130 13	
D. T. Frost.....	do .....	479 00	224 74	
J. McKenzie.....	do (less fine).....	480 00	140 80	
J. V. Genest.....	do .....	480 00	139 20	
J. V. Guévremont	do .....	480 00	154 30	
H. B. Terrill .....	do .....	480 00	59 90	
A. Ross .....	do .....	480 00	113 70	
A. Miquelen.....	do .....			
	from 28th July,			
	1879 .....	445 17	121 40	
C. Curran .....	do .....			
	from 15th Sept.,			
	1879, (less fine)	380 34	73 40	
M. V. Benoit.....	do .....			
	from 3rd Nov.,			
	1879 .....	317 33	69 20	
F. W. Webb.....	do .....			
	from 1st April,			
	1880.....	120 00	14 60	
				<b>38,888 28</b>
<b>QUEBEC DIVISION.</b>				
W. G. Sheppard.	Post Office Inspector.....	2,200 00		
J. L. Anctil.....	Assistant Inspector.....	1,200 00		
O. Frechette.....	2nd Class Clerk.....	1,100 00		
H. Huot .....	3rd do .....	800 00		
C. Vohl .....	do .....	760 00		
A. Beaudry.....	4th do .....	560 00		
J. Boivin.....	Messenger.....	400 00		
				<b>7,020 00</b>
<b>RAILWAY MAIL SERVICE.</b>				
H. A. Murphy.....	1st Class Railway Mail Clerk .....	960 00	338 50	
J. Deslauriers.....	do do promoted from			
	2nd Class, 1st October, 1880.....	920 00	181 80	
E. Blondeau .....	2nd Class Railway Mail Clerk.....	720 00	254 86	
G. Lapointe.....	do do .....	800 00	286 18	
L. N. Dionne.....	do do .....	720 00	165 00	
T. Gaudry.....	do do .....	720 00	191 30	
H. J. Kimlin.....	do do .....	720 00	251 50	
D. Blondeau.....	do do .....	720 00	167 30	
L. H. Garneau...	do do .....	720 00	132 30	
J. O. Pageau.....	do do .....	720 00	111 50	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>RAILWAY MAIL SERVICE—Concluded.</b>		\$ cts.	\$ cts.	\$ cts.
R. G. Bourget....	2nd Class Railway Mail Clerk.....	720 00	257 06	
J. G. Bourget....	do do.....	666 66	123 70	
O. Talbot.....	do do.....	640 00	126 50	
J. E. Roy.....	do do.....	640 00	131 00	
N. A. Beaudet....	do do.....	720 00		
S. Furois.....	do do.....	640 00	137 70	
G. Evanturel....	do do promoted from 3rd Class, 1st January, 1880.....	560 00	128 20	
F. X. Labbé.....	2nd Class Railway Mail Clerk, from 1st October, 1879 (transferred from Quebec P.O.)....	600 00	127 40	
J. Methot.....	3rd Class Railway Mail Clerk.....	480 00	122 60	
E. Hudon.....	do do.....	480 00	184 90	
G. Lacombe....	do do to 30th Septem- ber, 1879 (transferred to Quebec P.O.)....	120 00	73 60	
D. C. Dagneau...	3rd Class Railway Mail Clerk.....	480 00	143 60	
C. Bedard.....	do do from 28th May, 1880.....	45 16		
P. Thibeault....	Temporary Mail Porter.....	300 00	2 44	
				18,450 76
<b>THREE RIVERS DIVISION.</b>				
G. A. Bourgeois.	Post Office Inspector from 26th July, 1879.....	1,119 36		
J. P. Chillas....	2nd Class Clerk from 1st November, 1879 (transferred from Montreal Division)....	600 00		
G. O. Bailey.....	4th Class Clerk from 6th October, 1879.....	265 16		
				1,984 52
Totals .....		\$61,899 69	\$11,787 21	\$73,686 90

REPORT No. 3, B.—Detail o all payments for Salaries, &c, in Quebec, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			73,686 90
<b>MONTREAL POST OFFICE.</b>			
G. LaMothe.....	Postmaster.....	4,000 00	
M. Emery.....	Assistant Postmaster.....	2,000 00	
H. A. Bourret.....	1st Class Clerk.....	1,500 00	
H. Huddell.....	do.....	1,300 00	
J. McKeon.....	do.....	1,300 00	
J. Baillargeon.....	do.....	1,300 00	
J. L. Palmer.....	do.....	1,400 00	
T. F. Larseneur.....	do.....	1,200 00	
F. Pridham.....	2nd do.....	1,100 00	
S. Johastou.....	do.....	1,100 00	
A. D'Amour.....	do.....	(less fine) 1,098 00	
E. Mayer.....	do.....	1,100 00	
T. Forsyth.....	do.....	(less fine) 1,099 00	
J. C. Simms.....	do.....	1,100 00	
O. Clement.....	do.....	1,100 00	
A. Loftus.....	do.....	1,020 00	
J. Senez.....	do.....	1,020 00	
L. Asselin.....	do.....	to 31st July, 1879 (deceased) 85 00	
A. De Restaing.....	do.....	1,020 00	
D. O'Connor.....	do.....	900 00	
F. X. Beauregard.....	do.....	(less fine) 899 50	
T. Desnoyers.....	do.....	900 00	
H. Goyette.....	do.....	900 00	
J. B. A. Daoust.....	do.....	900 00	
J. E. Barcelo.....	3rd do.....	800 00	
R. J. Arless.....	do.....	800 00	
A. E. Anger.....	do.....	840 00	
R. Duncan.....	do.....	800 00	
D. A. Macpherson.....	do.....	800 00	
J. Filiatrault.....	do.....	760 00	
A. A. Doray.....	do.....	720 00	
G. Beaudoin.....	do.....	600 00	
J. F. Renaud.....	do.....	600 00	
T. Harding.....	do.....	(less fine) 599 00	
S. Lefebvre.....	do.....	600 00	
A. J. Hamelin.....	do.....	600 00	
E. Chagnon.....	do.....	600 00	
G. Lefebvre.....	do.....	600 00	
W. Hayden.....	do.....	600 00	
C. A. T. Leduc.....	do.....	(less fine) 599 50	
I. Chase.....	do.....	600 00	
A. Larose.....	do.....	600 00	
U. Rondeau.....	do.....	600 00	
J. Thompson.....	do.....	600 00	
H. D. Gaudry.....	do.....	600 00	
J. A. Madore.....	do.....	to 31st December, 1879 (transferred to Inspector's office) 300 00	
G. Coutlee.....	do.....	600 00	
A. Lord.....	do.....	600 00	
J. Gillies.....	do.....	600 00	
R. J. White.....	4th do.....	520 00	
D. Cameron.....	do.....	520 00	
R. T. Daniels.....	do.....	520 00	
D. J. Harrington.....	do.....	440 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec,  
made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
MONTREAL POST OFFICE—Continued.			
W. Johnston.....	4th Class Clerk.....	440 00	
P. Kierzkowski.....	do .....	430 00	
E. H. Ouelette.....	do .....	380 00	
H. E. Forbes.....	do .....		
A. Gauthier.....	do .....	400 00	
E. C. Dowd.....	do .....		
P. Lapointe.....	do .....	132 58	
A. Dufresne.....	do .....	560 00	
C. Lefebvre.....	do .....	560 00	
J. B. Plante.....	do .....	560 00	
P. D. Rottot.....	do .....	560 00	
De V. V. de Grande Pré..	do .....	560 00	
A. P. Giroux.....	do .....	560 00	
J. Callary.....	do .....	560 00	
J. Kelly.....	do .....	560 00	
P. Callary.....	do .....	560 00	
L. Dubé.....	do .....	560 00	
J. Thibodeau.....	do .....	560 00	
I. St. Amour.....	do .....	560 00	
W. Rozon.....	do .....	560 00	
P. Clarke.....	do .....	560 00	
W. Bergin.....	do .....	560 00	
L. N. Barrette.....	do .....	560 00	
A. C. St. Amour.....	do .....	560 00	
G. Plante.....	do .....	560 00	
P. LaGacé.....	do .....	560 00	
B. Conlon.....	do .....	560 00	
J. Thimens.....	do .....	560 00	
E. D'Orsonnens.....	do .....	560 00	
F. A. Macdonald.....	do .....	560 00	
J. Bathurst.....	do .....	560 00	
N. Bissonnette.....	do .....	560 00	
A. J. Bissonnette.....	do .....	560 00	
H. Cousineau.....	do .....	560 00	
S. Laramée.....	do .....	560 00	
G. Lefebvre.....	do .....	560 00	
C. A. E. Terroux.....	do .....	560 00	
J. Longuore.....	do .....	560 00	
M. Kearny.....	do .....	520 00	
J. Giroux.....	do .....	520 00	
F. O. Beauvies.....	do .....	520 00	
E. Grenier.....	do .....	520 00	
S. S. Demers.....	do .....	480 00	
N. Cussons.....	do .....	480 00	
J. B. Moreau.....	do .....	480 00	
H. Chevalier.....	do .....	440 00	
P. Jacques.....	do .....	440 00	
J. F. M. Shane.....	do .....	440 00	
H. L. Darby.....	do .....	419 00	
L. Simard.....	do .....	320 00	
J. Collins.....	Letter Stamper.....	520 00	
P. Patterson.....	Messenger.....	600 00	
J. Maher.....	do .....	400 00	
L. Renois.....	Temporary Clerk.....	400 00	

REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
<b>MONTREAL POST OFFICE—Concluded.</b>		\$ cts	\$ cts.
A. A. de Gaspé.....	Temporary Clerk from 7th July, 1879, (suspended from 10th to 13th Feb., 1880)....	975 25	
J. Gallagher.....	do from 25th July, 1879, to 25th May, 1880 .....	300 97	
F. Tuck.....	do from 25th July, 1879 .....	336 77	
M. Humphries .....	Temporary Letter Carrier, from 25th July, 1879....	280 65	
W. Trudel.....	Fireman and Night-watchman.....	366 00	
R. Talbot.....	Fireman and Laborer .....	439 20	
J. Watson.....	Superintendent, heating apparatus.....	660 00	
W. Murphy.....	Letter Carrier at Point St. Charles.....	520 00	
S. Gorman.....	do do .....	520 00	
	Letter Carriers' Uniform Allowances.....	2,396 00	
			81,911 42
<b>QUEBEC POST OFFICE.</b>			
J. B. Pruneau.....	Postmaster.....	2,600 00	
J. E. Bolduc.....	Assistant Postmaster.....	1,400 00	
J. E. Gray.....	2nd Class Clerk, to 28th Feb., 1886, (deceased)....	733 34	
B. Lacasse.....	do .....	1,100 00	
C. Chamberlain.....	do .....	1,100 00	
O. Biron.....	do .....	1,100 00	
A. W. LeBel.....	do .....	1,100 00	
W. Handford.....	do .....	900 00	
L. A. Rochette.....	3rd do .....	800 00	
W. White.....	do .....	800 00	
F. X. Labbé.....	do to 30th Sept., 1879, (transferred to Railway Mail Service) .....	190 00	
Z. Gagnon.....	do .....	600 00	
E. English.....	do .....	600 00	
F. Gaboury.....	do .....	600 00	
T. Morrisette.....	do .....	600 00	
M. Myler.....	do .....	600 00	
P. A. Maingy.....	do .....	600 00	
G. Lacombe.....	do from 1st Oct., 1879, (transferred to Railway Mail Service).....	450 00	
J. E. Carrier.....	4th do .....	520 00	
J. B. Turner.....	do from, and Temporary Clerk to 1st September, 1879.....	433 32	
O. Plamondon.....	do from 1st October, 1879 .....	270 00	
P. Lane.....	do from 1st March, 1880, (also Temporary, from 14th to 28th Feb., 1880).....	136 55	
U. Vézina.....	Superintendent Letter Carrier.....	600 00	
F. Angers.....	Letter Carrier .....	560 00	
N. Giasson.....	do .....	560 00	
T. Reynar.....	do .....	560 00	
R. Wilkinson.....	do .....	560 00	
G. Mercier.....	do .....	560 00	
Y. Houle.....	do .....	560 00	
J. Dumontier.....	do .....	560 00	
R. Pelletier.....	do .....	560 00	
J. B. Caouette.....	do .....	560 00	
H. P. Kelly.....	do .....	440 00	
L. Guay.....	do .....	300 00	
J. T. P. Gingras.....	do (less fine).....	298 00	
M. Pelletier.....	do from 25th June, 1879.....	305 00	



**REPORT No. 3, B.—Detail of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1880.**

Name.	Service.	Salary.	Total.
<b>QUEBEC POST OFFICE—Concluded.</b>		\$ cts.	\$ cts.
J. Evarts.....	Messenger.....	400 00	
J. Deroches.....	do from, and Temporary Clerk, to 1st Oct., 1879.....	400 00	
	Office Keeper.....	860 00	
T. Denechaud.....	Letter Carriers' Uniform Allowances.....	700 00	
			25,976 21
	Add—Proportion of Salaries transferred from Ontario.....		181,574 53
			3,701 56
	Total.....		\$185,276 09

**JOHN O'CONNOR,**  
*Postmaster-General.*

**H. A. WICKSTEED,**  
*Accountant.*

REPORT No. 3, B.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
17	48	Abbott's Corners.....	10	00		
209	85	Abbottsford (*including arrears).....	*111	00		
127	34	Abercorn.....	60	00		
852	26	Acton Vale.....	320	00	150	00
107	66	Adamsville.....	64	00		
31	30	Adderley.....	14	00		
192	64	Agnes (late Morrisville;) (*including arrears).....	*85	50		
57	77	Aird (*including arrears).....	*52	00		
71	62½	Allan's Corners.....	41	00		
196	76	Allumette Island.....	58	00		
64	32	Amqui.....	23	66		
56	55	Ancienne Lorette.....	30	00		
22	97	Anderson's Corners.....	12	00		
27	32	Ange Gardien.....	16	00		
50	54	Angeline (*including arrears).....	*65	50		
76	48	Angers.....	26	00		
18	58	Antoinette.....	10	00		
20	00	Apple Grove.....	10	00		
33	02	Armagh.....	14	00		
18	72	Armand.....	28	00		
581	51	Arthabaska Station.....	260	00		
1,256	08	Arthabaskaville (*including arrears).....	*394	00		
50	97	Arundel (*including arrears).....	*17	00		
35	89	Ascot Corner (*including arrears).....	*21	50		
52	83	Aston Station (*including arrears).....	*47	00		
275	76	Athelstan (5 Quarters).....	130	00		
40	95	Aubert Gallion (from 15th April, 1879).....	13	42		
19	30	Aubrey.....	10	00		
11	17	Avignon.....	10	00		
34	42	Avoca.....	16	00		
160	67	Ayer's Flat.....	64	00		
889	78	Aylmer.....	432	00	108	00
76	00	Aylwin.....	30	00		60 00
95	28	Bagotville.....	40	00		
16	71	Baie de la Trinité.....	10	00		
17	44	Baillargeon.....	14	00		
4	11	Baldwin's Mills (from 1st February, 1880).....	1	67		
50	50	Barachois de Malbaie (*including arrears).....	*47	50		
213	25	Barnston.....	108	00		
71	62	Barrington.....	22	00		
73	95	Bassin du Lievre (*including arrears).....	*39	37		
220	84	Batiscan (*including arrears).....	*103	00		
269	11	Batiscan Bridge (*including arrears).....	*119	50	120	00
685	92	Beauharnois (*including arrears).....	*468	00	32	00
10	65	Beaulac.....	10	00		
56	93	Beaulieu.....	18	00		
38	18	Beaumont.....	30	00		
178	27	Beauport.....	60	00		
72	69	Beaurivage.....	30	00		
216	21	Becancœur.....	108	00	48	00
171	53½	Becancœur Station.....	66	00	24	00

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
538 82	Bedford (*including arrears)	*216	00				
214 00	Beebe Plain (*including arrears)	*75	00				
35 88	Beech Ridge	10	00				
29 00	Bégon	10	00				
6 99	Belle Alodie (closed 31st August, 1879)	5	00				
123 97	Belle Rivière (*including arrears)	*50	50				
14 44	Belle Vallée	10	00				
35 25	Belœil Station	16	00				
170 85	Belœil Village	84	00				
98 08	Bergerville	56	00				
9 57	Bernier (11 months; closed 31st August, 1879)	9	16				
64 50	Bersimis (*including arrears)	*40	00				
117 02	Berthier, <i>en bas</i>	54	00				
959 91	Berthier, <i>en haut</i>	398	00	108	00	40	00
27 36	Bethel (8 months; closed 31st August, 1879)	9	33				
310 94	Bic	112	00				
84 84	Bienville	42	00				
118 27	Birchton (*including arrears)	*45	59				
104 28	Bishop's Crossing (*including arrears)	*55	00				
21 67	Bisson	10	00	4	00		
82 85	Black Cape (from 1st June, 1879)	23	33				
19 47	Blanche	10	00				
39 47	Blandford (*including arrears)	*17	50				
75 00	Bolton Centre (*from 1st October, 1879)	26	00	*10	00		
40 17	Bolton Forest	28	00				
47 85	Bonaventure River (*including arrears)	*28	50				
25 00	Bonne Esperance	10	00				
0 00	Bord à Plouffe	26	00				
6 01	Bordeaux (from 1st October, 1879)	5	00				
0 00	Boscobel	10	00				
85 25	Boucherville	66	00				
51 94	Bouchette (*including arrears)	*31	00				
8 27	Bougie (from 1st May, 1879)	9	16				
50 51	Bourg Louis	18	00				
68 92	Boynton	24	00				
179 44	Brigham	74	00				
66 95	Bristol (*including arrears; †1 Quarter, discontinued)	*123	50	†6	00		
298 40	Bristol's Corners	80	83				
32 31	Britannia Mills	14	00				
8 99	Britonville	10	00				
7 62	Broadlands	22	00				
133 28	Brome	88	00				
10 41	Bromemere (closed 31st October, 1879)	5	83				
10 02	Brompton	10	00				
122 36	Brompton Falls	64	00				
34 00	Brookbury	10	00				
10 00	Broughton	10	00				
80 55	Brownsburg	14	00				
400 59‡	Bryson (*including arrears)	*149	00	*62	50		
903 72	Buckingham	326	00				
29 19	Buckland	14	00				
30 24	Bulstrode (*including arrears)	*28	00				
85 35	Bulwer (*including arrears)	*30	50				
16 01	Burnside	10	00				
23 32	Bute	20	00				

REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Que ec,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
290 00	Cacouna (*including season allowance) .....	*198 00		
8 82	Cairnside.....	10 00		
55 69	Calumet Island (*including arrears).....	*25 50		
15 25	Cambria.....	10 00		
118 86	Canrobert.....	46 00		
16 29	Canterbury (*including arrears).....	*13 50		
33 99	Cantley.....	26 00		
2 85	Cap à l'Aigle (a Way Office, Season 1879, Revenue included in Murray Bay; and a Post Office for 1 Quarter).....	27 50		
40 43	Cap Chat.....	18 00		
56 39	Cap des Postiers.....	26 00		
379 28	Cape Cove (*including arrears).....	*67 50		
347 29	Capelton.....	89 33		
17 35	Cape Ozo.....	10 00		
54 11	Cap Magdeleine.....	18 00		
69 16	Cap Rouge.....	66 00		
124 75	Cap St Ignace.....	88 00		
23 98	Cap St. Michel (from 1st June, 1879).....	8 33		
140 26	Cap Santé (*including arrears).....	*75 50		
12 36	Capucins.....	10 00		
480 00	Carillon (*including arrears).....	*144 50	32 00	
65 40	Carleton (2 Quarters).....	44 00		
32 93	Cascades.....	14 00		
43 21	Castlebar.....	36 00		
81 64	Caughnawaga.....	40 00		
92 15	Causapscal.....	24 00		
42 13	Cazaville.....	19 50		
141 20	Cedars.....	54 00		
200 94	Chambly Basin.....	134 00		
321 48	Chambly Canton.....	132 00		
47 77	Chambord.....	16 00		
235 42	Champlain.....	98 00	10 00	
6 34	Chantelle.....	10 00		
70 57	Charlemagne.....	62 00		
44 15	Charlesbourg.....	32 00		
2 78	Charrington (from 1st November, 1879).....	4 17		
26 51	Chartierville.....	10 00		
29 29	Chatboro.....	10 00		
108 95	Chateaugay.....	44 00		
83 97	Chateaugay Basin.....	38 00		
100 61	Chateau Richer.....	46 00		
15 90	Chatillon.....	10 00		
20 00	Chaudière Mills.....	12 00		
28 27	Chaudière Station (*including arrears).....	*13 50		
440 47	Chelsea.....	162 00		
3 16	Chemin Taché.....	10 00		
26 22	Cherry River.....	10 00		
88 00	Chester (3 Quarters).....	28 50		
99 56	Chichester.....	40 00	12 00	
712 96	Chicoutimi.....	328 00	80 00	
46 50	Chlorydormes.....	10 00		
18 10	Clapham.....	10 00		
276 11	Clarenceville.....	160 00	16 00	
32 00	Clarendon Front (from 1st October, 1879).....	5 00		
39 14	Clarina (*including arrears).....	*17 00		

REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
1,766 84	Coaticook.....	636 00	40 00	80 00
75 49	Collfield (*including arrears).....	*48 50		
100 50	Como (*including arrears).....	*34 50		
735 11	Compton (*including arrears).....	*373 00	48 00	40 00
88 24	Contrecoeur.....	44 00		
500 75	Cookshire (*including arrears).....	*256 00		
39 05	Corbin.....	20 00		
4 19	Corner of the Beach (from 1st August, 1879).....	6 67		
103 48	Coteau du Lac.....	52 00		
273 96	Coteau Landing (*including arrears).....	*161 50	48 00	
101 32	Coteau Station (*including arrears).....	*72 50	83 33	
119 78	Côte des Neiges (*including arrears).....	*61 50		
174 55	Côte St. Antoine (*including arrears).....	*78 50		
23 52	Côte St. Michel.....	10 00		
18 70	Côte St. Louis (from 1st October, 1879).....	5 00		
123 63½	Côte St. Paul (*including arrears).....	*112 50		
20 67	Côte Visitation.....	10 00		
86 82	Covey Hill.....	34 00		
1,035 06	Cowansville (*including arrears).....	*423 00		
58 31	Craig's Road Station.....	22 00		
11 44	Cranbourne.....	12 00		
67 41	Cross Point.....	30 00	66 00	
25 46	Cumberland Mills.....	10 00		
203 04	Cushing (*including arrears).....	*72 50	13 00	
78 64	Daillebout.....	40 00		
73 20	Dalesville.....	32 00		
9 12	Dalibaire.....	10 00		
47 22	Dalling.....	10 00		
65 95	Danby (*including arrears).....	*44 50		
21 56	Danford Lake.....	10 00		
1,524 32	Danville.....	440 00	32 00	60 00
4 41	D'Auteuil (from 1st June, 1879).....	8 33		
9 74	Dee Side.....	10 00		
75 65	De Lanaudière (opened 1st June; closed 15th December, 1879).....	10 89		
31 48	Denison's Mills.....	12 00		
8 95	De Ramsay.....	12 00		
187 47	Deschambault.....	94 00		
94 96	Dewittville.....	40 00	12 00	
113 65	Dillonton (* 2 Quarters, discontinued).....	76 00	*12 00	
113 65	Dixville.....	39 50		
7 34	Domaine de Gentilly.....	10 00		
42 58	Dorval (from 1st May, 1879).....	9 16		
99 1½	Douglastown.....	50 00		
11 30	Doyle (from 1st June, 1879).....	8 33		
610 01	Drummondville (*including arrears).....	*199 00	16 00	
72 27	Dudswell Centre.....	46 00	4 00	
13 48	Dunany.....	10 00		
14 15	Dunboro'.....	10 00		
161 62	Dundee (*including arrears).....	*46 50		
54 90	Dundee Centre (*including arrears).....	*30 50		
583 47½	Dunham (*including arrears).....	*307 00	16 00	
13 69	Dunraven.....	16 00		
95 79	Eardley.....	26 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.**

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
66	18	East Arthabaska.....	36	00		
62	00	East Bolton (*including arrears).....	*41	50		
43	68	East Broughton (*including arrears).....	*38	00		
0	00	East Chester (closed 30th April, 1879).....	0	83		
61	95	East Clifton (*including arrears).....	*25	50		
11	41	East Dudswell.....	10	00		
50	40	East Dunham.....	20	00		
124	20	East Farnham.....	68	00		
21	96	East Hereford.....	10	00		
19	00	East Magdala.....	10	00		
113	63	East Templeton.....	48	00		
151	45	Eaton.....	108	00		
120	36	Eden Dale.....	10	00		
3	49	Edina.....	10	00		
17	47	Egypte.....	10	00		
20	60	Elgin Road.....	10	00		
0	00	English Bay (accounts not received).....				
41	84	Erle (from 1st September, 1878).....	15	83		
0	09	Escuminac (a sub-office to 31st December, 1879— revenue included in Carleton—and a Post Office from 1st January, 1880).....	36	00		
28	40	Esquimaux Point.....	10	00		
497	27	Etchemin.....	222	00		
27	42	Evangeline (from 1st June, 1879).....	8	33		
8	59	Fafard.....	10	00		
14	01	Farnboro'.....	10	00		
22	45	Fardon.....	14	00		
59	68	Farnham Centre.....	28	00		
41	50	Father Point.....	70	00	48	00
31	02	Fernesville.....	10	00		
176	59	Fitch Bay (*including arrears).....	*77	50		
6	17	Fleurant.....	10	00		
43	69	Flodden (*including arrears).....	*22	50		
9	50	Fontenoy.....	10	00		
182	83	Fort Coulogne (*including arrears).....	*82	50		
53	31	Fort William (*including arrears).....	*45	50		
4	13	Foster (from 1st November, 1879).....	4	17		
6	00	Fox Bay.....	10	00		
92	21	Fox River (*including arrears).....	*30	25	20	00
92	66	Frampton (*including arrears, and \$10 to sub- office).....	*53	50	6	00
252	69	Franklin Centre (*including arrears).....	*124	50		
485	95½	Frelighsburg.....	210	00	16	00
144	64	French Village.....	68	00		
28	13	Frontier (*including arrears).....	*20	50		
29	28	Frost Village.....	30	00		
25	52	Fulford.....	20	00		
10	00	Garneau.....	10	00		
34	47	Garthby Station (from 1st November, 1879).....	6	67		
451	33	Gaspé Basin.....	210	00	100	00
37	04	Geneva.....	16	00		
13	87	Genoa.....	10	00		
243	17	Gentilly.....	120	00	4	00
330	44	Georgeville.....	101	90	10	00

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
12	48	Geraldine	11 00		
0	50	Glenlivet (from 1st March, 1880)	0 83		
27	26½	Glen Lloyd	16 00		
74	35	Glen Murray (*including arrears)	*34 50		
124	60	Glen Sutton (*including arrears)	*48 50		
11	47	Glidden	10 00		
5	81	Godbout	10 00		
126	78	Gould	100 00		
14	29	Granboro'	14 00		
1,043	23	Granby	458 00	36 00	40 00
75	00	Grande Baie (*including arrears)	*42 50		
21	00	Grande Frenière (from 1st October, 1879)	5 00		
110	56	Grande Grève	40 00		
122	91	Grande Ligne	54 00		
0	00	Grand Entry (accounts not received)			
8	10	Grandes Coudées	10 00		
15	65	Grande Vallée	10 00		
75	40	Grand Pabos	40 00		
162	07	Grand River	64 00		
12	30	Graphite City	10 00		
6	25	Green River	10 00	16 00	
635	78	Grenville (*including arrears)	*327 00	24 00	
60	34	Grindstone Island	10 00		
111	01	Gronduines	52 00		
8	36	Guigues	10 00		
31	70	Guizot (*including arrears)	*13 50		
91	34	Hadlow Cove (*including arrears)	*43 00		
38	52	Hallerton (*including arrears)	*22 50		
12	22	Halverson (from 1st June, 1879)	8 34		
7	50	Hardwood Hill (closed 31st December, 1879)	7 50		
18	36	Harrington East	10 00		
23	74	Hartwell (*including arrears)	*13 50		
27	25	Harvey Hill Mines	20 00		
3	44	Haseville	10 00		
273	44	Hatley	134 00		
26	20	Hedleyville (*including arrears)	*26 50		
71	02	Helena (*including arrears)	*47 50		
34	30	Hemison (*including arrears)	*24 50		
541	94	Hemmingford (*including arrears)	*307 00	60 00	
36	12	Henrysburg	14 00		
214	29½	Henryville (*including arrears)	*130 50		
51	31½	Herdman (late Herdman's Corners)	20 00		
17	41	Hereford	10 00		
20	14	Heyworth (*including arrears)	*13 50		
416	48	Hochelaga	140 00		
9	96	Hopetown	10 00		
0	00	House Harbor (accounts not received)			
213	54	Howick	88 00		
148	86	Hudson (*including arrears)	*55 00		
1,412	32	Hull	438 00		60 00
35	56	Hunterstown	26 00		
1,193	97	Huntingdon (*including arrears)	*469 50	64 00	40 00
67	54	Huntingville	40 00		
553	09	Inverness (*including arrears)	*286 50	120 00	

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
28	32	Iron Hill.....	14	00	
87	58	Ironside (5 Quarters, *including arrears).....	*44	50	
13	87	Irvine.....	10	00	
66	02	Island Brook (*including arrears).....	*30	00	
12	39	Isle aux Coudres.....	10	00	
40	71	Isle aux Grues (*including arrears).....	*43	50	
24	09	Isle Bizard.....	10	00	
30	17	Isle Dupas.....	20	00	
21	69	Isle Perrot.....	12	00	
10	49	Isle Perrot, Nord (from 1st May, 1879).....	9	17	
398	63	Isle Verte (*including arrears).....	*145	00	8 00
65	42	Jersey River, Chaudiere.....	24	00	
30	07	Jobin Station (*including arrears).....	*17	00	
67	14	Johnville (*including arrears).....	*29	50	
1,450	06	Joliette.....	724	00	84 00 40 00
31	52	Jonquières.....8	16	00	
5	19	Joynt (from 1st July, 179 ).....	7	50	
461	20	Kamcuraska (*including season allowance).....	*215	50	
14	76	Katevale.....	10	00	
178	02	Kazubazua (*including arrears).....	*58	00	
5	02	Keith (from 1st January, 1880).....	2	50	
80	42	Kelso.....	10	00	
2	00	Kennebec Line (from 1st October, 1879).....	5	00	
82	85½	Kildare.....	46	00	
105	33	Kingsbury.....	50	00	
81	97	Kingsey.....	20	00	
570	64	Kingsey Falls (*including arrears).....	*130	00	
5	37	Kingsmere (from 1st July, 1879).....	7	50	
134	82	Kinnear's Mills (*including arrears).....	*52	50	
52	53	Kippewa (*including arrears).....	*31	00	
37	14	Kirkdale (*including arrears).....	*13	50	
20	41	Kirk's Ferry (*including arrears).....	*19	00	
742	89	Knowlton (*including arrears).....	*272	00	
12	75	Knowlton Landing.....	14	00	
294	46	La Baie.....	102	00	32 00
105	32	Labarre (*including arrears).....	*85	50	
399	47	La Beauce (*including arrears).....	*164	50	16 00
21	26	Laberge (*including arrears).....	*17	00	
72	60	L'Acadie.....	44	00	
47	30	Lachenaie (*including arrears).....	*21	00	
646	22	Lachine.....	370	00	40 00
23	77	Lachine Rapids (from 1st May, 1879).....	9	17	
1,064	77	Lachute (*including arrears).....	*355	50	16 00 *70 00
31	15	Lac Masson.....	14	00	
3	60	Lac Noir.....	10	00	
521	20	Lacolle (*2 Quarters).....	212	00	*6 00
6	00	La Conception (from 1st August, 1879).....	6	66	
0	00	La Fayette.....	10	00	
57	80	La Guerre.....	16	00	
21	06	Lake Aylmer.....	10	00	
13	68	Lake Beauport.....	10	00	
27	70	Lake Etchemin.....	10	00	
49	03	Lakefield.....	17	50	



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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.		
\$	cts.		\$	cts.	\$	cts.	
31	91	Lake Megantic (*including arrears).....	*32	00			
63	82	Lake Temiscamingue .....	40	00			
15	46	Lake View .....	10	00			
77	90	Lake Weedon (*including arrears).....	*31	00			
59	20	Lamartine (*including arrears).....	*27	50			
204	94	Lambton (*including arrears).....	*76	00			
17	67	Landreville.....	10	00			
36	30	Landvilla (late Lavergne ; *including arrears).....	*14	34			
18	30	Langevin .....	10	00			
104	26	Lanoraie .....	76	00			
123	66	L'Anse à Giles (*including arrears).....	*54	00			
17	28	L'Anse au Foin .....	10	00			
36	66	L'Anse aux Gascons (*including arrears) .....	*13	50			
28	59	L'Anse St. Jean.....	10	00			
108	14	La Patrie (*including arrears).....	*84	00			
7	74	La Petite Rivière St. François.....	10	00			
95	77	La Pigeonnière .....	52	00			
22	75	La Plaine .....	10	00			
485	36	La Prairie.....	206	00	32	00	
40	14	La Présentation .....	26	00			
29	74	Larochelle (*including arrears).....	*13	50			
551	67	L'Assomption (*including arrears).....	*321	50	12	00	
30	48	Laterrière .....	26	00			
344	12	Lauzon.....	128	00			
19	47	Laval.....	12	00			
56	86	Lavaltrie .....	40	00			
216	69	L'Avenir (*including arrears).....	*98	09			
203	85	Lawrenceville (*including arrears).....	*79	50			
12	18	Learned Plain .....	10	00			
108	63	Leclercville .....	50	00			
50	76	Leeds .....	38	00	32	00	
150	11	Leeds Village (3 Quarters).....	55	50			
23	28	Lemesurier .....	18	00			
1,134	00	Lennoxville.....	560	00	120	00	
154	40	L'Epiphanie (*including arrears).....	*76	00	60	00	
95	26	Les Eboulemens .....	70	00	8	00	
48	83	Les Ecureuils (*including arrears).....	*46	00			
103	08	Les Escoumains .....	36	00			
8	18	Les Petites Bergeronnes .....	10	00			
1,048	22	Levis .....	416	00		40	00
16	42	Libbytown .....	10	00			
35	48	Lime Ridge .....	10	00			
22	30	Linda .....	10	00			
28	89	Lineboro .....	24	00			
25	08	Linière .....	10	00			
56	21	Lisgar Station (*including arrears).....	*20	50			
295	15½	L'Islet (*including arrears).....	*172	50			
34	42	Lochabar Bay .....	10	00			
47	14	Long Point.....	18	00			
377	59	Longueuil .....	154	00			
100	17	Lorette .....	42	00			
218	64	Lorne .....	100	00			
15	10	Lost River .....	10	00			
220	72	Lotbinière.....	114	00			
3	13	Louisa (from 1st March, 1880).....	0	83			
73	52	Low (*including arrears).....	*30	50			

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\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 37	Lower Ireland.....	10 00		
15 12	Lucerne.....	10 00		
37 19	Lysander (*including arrears).....	*24 00		
108 91	Lyster (*including arrears).....	*58 50		
140 53	Lyster Station (*including arrears).....	*33 00		
13 63	McMartin's Point (*including arrears).....	*27 50		
168 19	Macnider.....	59 00		
11 89	Maddington.....	10 00		
113 73	Magdalen Islands (5 Quarters).....	42 50		
16 65	Magenta.....	10 00		
457 54	Magog.....	166 00		
10 72	Magoon's Point.....	10 00		
42 14	Magpie (*including arrears).....	*47 00		
69 15	Malmaison.....	36 00	16 00	
8 00	Manitou.....	10 00		
192 35	Maniwaki.....	76 50		
298 37	Mansonville Potton (*including arrears).....	*137 00		
49 21	Mansonville Station (*including arrears).....	*20 50		
128 31	Maple Grove (*including arrears).....	*63 50	12 00	
27 60	Maple Hill.....	10 00		
26 00	Maple Leaf.....	10 00		
174 64	Marbleton (*including arrears).....	*84 50		
217 73	Maria (5 Quarters).....	80 00		
18 04	Maria Capes (from 1st June, 1879).....	8 34		
26 89	Maritana.....	10 00		
13 74	Marlow.....	10 00		
24 02	Marsboro (*including arrears).....	*17 00		
49 84	Marsden (from 1st July, 1879).....	30 00		
38 69	Martinville.....	26 00		
128 48	Mascouche.....	38 00		
32 68	Mascouche Rapids.....	28 00		
32 31	Masham Mills.....	14 00		
46 89	Maskinongé.....	38 00	20 00	
178 27	Massawippi.....	80 00		
13 12	Mastigoshe.....	10 00		
318 11	Matane.....	104 00	40 00	
134 23	Matapediac.....	128 00	80 00	
32 24	Mawcook.....	22 00		
3 29	Mayo.....	10 00		
36 54	Melboro' (*including arrears).....	*27 50		
737 36	Melbourne.....	318 00	60 00	
40 38	Melbourne Ridge.....	48 00		
132 65	Me-locheville.....	26 00		
69 59	Metabechouan.....	24 00		
98 45	Methot's Mills.....	34 00	16 00	
195 24	Metis.....	150 00		
31 69	Milby (*including arrears).....	*17 00		
80 28	Mile End.....	66 00		
29 52	Mille Isles (*including arrears).....	*15 50		
24 00	Mille Vaches.....	10 00		
13 98	Millfield.....	10 00		
40 92	Millington (5 Quarters).....	15 00		
16 16½	Millstream (closed 15th January, 1880).....	6 30		
107 22	Milton, East (*including arrears).....	*51 50		
14 53	Mingan.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
0	06	Miranda .....	10	00	
57	13	Moes River (including arrears) .....	*31	00	
10	15	Moisic .....	10	00	
48	34	Mongenais .....	20	00	
59	00	Montalambert (*including arrears) .....	*34	50	
31	23	Montcalm .....	16	00	
410	90	Montebello (*including arrears) .....	*159	50	
45	25	Mont Louis .....	18	00	
378	99	Montmagny (*including arrears) .....	*419	50	40 00
84	88	Montmorency Falls .....	32	00	*110 11
14	86	Montmorin .....	10	00	
161,341	16	Montreal (Salaries and expenses entered elsewhere) .....			
48	75	Mont St. Hilaire (*including arrears) .....	*25	50	
16	76	Mont St. Nicholas .....	10	00	
25	18	Moore's Station .....	12	00	
32	95	Morin Flats (*including arrears) .....	*20	50	
28	57	Mount Carmel .....	14	00	
71	83	Mount Johnson .....	38	00	
10	27	Mount Loyal .....	10	00	
13	29	Mount Oscar .....	10	00	
353	64½	Murray Bay .....	178	00	100 00
66	12	Mystic .....	34	00	
47	09	Namur .....	10	00	
435	33	Napierville (*including arrears) .....	*188	00	
		Natashquan (accounts not received) .....			
33	15	Neigette .....	30	00	
17	66	New Armagh .....	10	00	
23	70	Newbois .....	10	00	
313	09	New Carlisle (*including arrears) .....	*170	00	
169	01	New Glasgow (*including arrears) .....	*84	50	
9	8	New Ireland (3 Quarters) .....	7	50	
153	49	New Liverpool (*including arrears) .....	*72	00	
73	50	Newport (*including arrears) .....	*21	00	
31	00	Newport Point (5 Quarters) .....	25	00	
190	99	New Richmond (5 Quarters; *including arrears) .....	114	00	*62 50
654	88	Nicolet .....	344	00	24 00
51	41	Nicolet Falls (*including arrears) .....	*21	00	40 00
37	61	Norcliffe .....	10	00	
56	84½	North Bristol .....	24	00	
92	51½	North Coaticook .....	28	00	
36	89	North Georgetown .....	34	00	
73	41	North Ham .....	34	00	
125	07	North Hailey .....	72	00	
9	00	North Hill (from 1st July, 1879) .....	7	50	
169	68	North Nation Mills .....	58	00	
48	25	North Onslow .....	16	00	
13	15	North Pinnacle .....	10	00	
21	96	North Stanbridge .....	10	00	
9	85	North Stoke .....	10	00	
42	71	North Stukeley .....	26	00	
40	03	North Sutton .....	14	00	
153	44	North Wakefield .....	54	00	40 00
58	73	Norton Creek .....	38	00	
38	58	Notre Dame de Grace .....	17	50	
27	03	Notre Dame de l'Isle Verte (*including arrears) .....	*17	00	

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	aries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
4	65	Notre Dame des Anges .....	10	00		
78	67	Notre Dame des Bois .....	10	00		
105	79	Notre Dame du Lac (*including arrears).....	*45	00		
18	99	Notre Dame du Laus .....	10	00		
93	55	Notre Dame du Portage .....	30	00		
105	67	Noyan .....	26	00		
19	64	Nutt's Corners .....	10	00		
12	74	Oak Point.....	10	00		
15	48	O'Connell .....	10	00		
39	57	Odelltown.....	10	00		
89	48	Oka (*including arrears) .....	*46	00		
18	06	Oliver .....	10	00		
408	84	Onslow (*including arrears).....	*188	00	10	50
417	21	Ormatown (*including arrears).....	*210	00		
86	20	Otter Lake .....	36	00		
416	64	Papineauville (*including arrears).....	*173	00	20	00
52	21	Paquette (*including arrears).....	*26	50		
54	28	Parkhurst (*including arrears).....	*30	00		
433	49	Paspebiac .....	168	00		
4	94	Pearceton .....	10	00		
15	27	Pelissier .....	10	00		
13	75	Peninsula Gaspé.....	12	00		
517	92	Percé.....	132	00	24	00
24	40	Perkins.....	10	00		
13	68	Perryboro'.....	10	00		
20	35	Petite Matane.....	10	00		
188	67	Petit Métis (*including arrears) .....	*65	50	20	00
6	21	Petits Mechins .....	10	00		
42	85	Pevenil .....	26	00		
173	42	Phillipsburg East .....	112	00		
56	13	Piedmont.....	34	00		
239	77	Pierreville (*including arrears).....	*92	00		
47	27	Pierreville Mills.....	38	00		
72	75	Pigeon Hill.....	36	00		
70	80	Pike River.....	44	00		
64	48	Piopolis (*including arrears) .....	*22	50		
247	61	Pointe à Pic (*including season allowance).....	*151	00		
7	92	Pointe au Bouleau .....	10	00		
78	12	Pointe au Chêne (*including arrears).....	*30	00		
55	15	Pointe aux Orignaux (*including arrears).....	*24	00		
142	60	Pointe aux Trembles, Hochelaga.....	52	00		
106	39	Pointe aux Trembles, Port Neuf.....	76	00		
5	90	Pointe Bleue (from 1st January, 1880).....	2	50		
102	34	Pointe Claire.....	46	00		
179	41	Pointe du Lac (9 Quarters).....	58	50		
202	42	Point Fortune (*including arrears).....	*112	00	40	00
4	00	Point Platon (Summer office).....	5	00		
1,214	20	Point St. Charles (*including arrears).....	*474	00		*70 00
233	27	Point St. Peter .....	76	00		
35	77	Pont Chateau (*including arrears).....	*15	50		
285	51	Pont de Maskinongé (*including arrears).....	77	50	*17	33
131	07	Pont Rouge (*including arrears).....	*86	00		
56	21	Pont Viau (*including arrears).....	*24	00		
648	70	Portage du Fort (*including arrears).....	*319	50	53	00

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1880.

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Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
15 19	Port au Persil (*including arrears) .....	*13	50				
88 52	Port Daniel .....	38	00				
23 78	Port Lewis .....	18	00				
219 25	Port Neuf .....	140	00				
34 07	Port Neuf Station (from 1st December, 1879) .....	3	33				
25 09	Powerscourt .....	18	00				
15 04	Quai de Rimouski (from 1st October, 1879).....	5	00				
33,773 69	Quebec (Salaries and expenses entered elsewhere) .....						
22 73	Racine.....	10	00				
31 82	Radstock.....	10	00				
185 83	Rapides des Joachims .....	114	00				
150 27	Rawdon (*including arrears).....	*77	50				
40 41	Reedsdale (*including arrears).....	*15	00				
44 10	Repentigny.....	38	00				
48 32	Riceburg.....	38	00				
14 25	Richardville.....	10	00				
79 10	Richby.....	14	00				
1,284 73	Richmond, East (*including arrears) ..	*448	50			40	00
559 45	Richmond Station (*including arrears) .....	*199	00	32	00		
534 56	Rigaud (*including arrears) .....	*164	50				
1,098 78	Rimouski.....	428	00	60	00	40	00
58 03	Ripon (*including arrears) .....	*39	00				
190 164	River Beaudette (*5 months).....	60	00	*25	00		
240 62	River David.....	104	00				
155 41	River Désert (*including arrears).....	*72	50				
123 20	River Gilbert .....	18	00				
8 88	River Joseph .....	10	00				
1 00	River Port Neuf (opened 1st January; closed 30th April, 1879) .....	3	37				
38 97	Rivière à Claude (from 1st March, 1879) .....	10	83				
11 88	Rivière à la Martre.....	10	00				
1 68	Rivière aux Pins .....	10	00				
66 91	Rivière aux Vaches (*including arrears).....	*34	50				
72 57	Rivière Bois Clair (*including arrears) .....	*25	50				
1,298 77	Rivière des Prairies .....	14	00				
839 86	Rivière du Loup ( <i>en bas</i> ) .....	374	00			40	00
645 67	Rivière du Loup ( <i>en haut</i> ) .....	240	00	72	00		
14 88	Rivière du Loup Station (7 Quarters) .....	*115	50				
101 74	Rivière Gagnon .....	10	00				
237 70	Rivière la Fleur .....	10	00				
10 89	Rivière la Madeleine.....	24	00				
74 12	Rivière Onelle (*including arrears) .....	*154	00				
20 26	Rivière St. Jean (5 Quarters).....	12	50				
78 30	Rivière Trois Pistoles .....	54	00				
271 22	Rivington .....	10	00				
11 30	Roberval.....	34	00				
65 81	Robinson .....	146	00	40	00		
136 31	Roche Capitaine.....	10	00				
19 97	Rochelle .....	24	00				
396 97	Rockburn (*including arrears).....	*45	50				
64 86	Rock Forest .....	14	00				
45 10	Rock Island.....	192	00				
	Rockland.....	30	00				
	Ross Mills (*2 Quarters, discontinued) .....	70	00	*8	00		

### REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
121 62	Rougemont .....	64 00		
107 16	Rowanton .....	60 00		
19 33	Roxham .....	10 00		
439 13	Roxton Falls (*including arrears) .....	*222 00		
134 46	Roxton Pond (*including arrears) .....	*76 00		
	Ruisseau des Chénes (*including arrears; closed 31st May, 1879) .....	*9 00		
9 60	Runnymede .....	10 00		
32 77	Rupert .....	12 00		
76 21	Russeltown .....	30 00		
36 19	Ste. Adelaide de Pabos (from 1st Oct., 1879) .....	5 00		
73 36	Ste. Adèle (*including arrears) .....	*34 50		
13 59	St. Adrien (from 1st Aug., 1879) .....	6 67		
54 00	St. Agapit (late Black River Station) .....	28 00		
161 33	St. Agathe de Lotbinière (*including arrears) .....	*73 50		
98 26	St. Agathe des Monts .....	20 00		
16 26	St. Agnès de Charlevoix .....	16 00		
51 61	St. Agnès de Dundee (*including arrears) .....	*16 00		
174 62	St. Aimé .....	64 00		
89 30	St. Alban .....	32 00		
23 61	St. Albert (*including arrears) .....	*13 50		
179 89	St. Alexandre d'Iberville .....	70 00		
136 00	St. Alexandre, Kamouraska .....	40 00		
66 11	St. Alexis de Montcalm (*including arrears) .....	*54 00		
16 96	St. Alexis des Monts .....	19 00		
61 55	St. Alphonse .....	34 00		
40 62	St. Amédée .....	10 00		
31 64	St. Anaclet (*including arrears) .....	*13 50		
123 68½	St. André, Kamouraska .....	38 00		
171 59	St. André Avelin (*including arrears) .....	*91 00		
634 02	St. Andrew's, East .....	248 00	16 00	
85 22	St. Angèle de Laval (*including arrears) .....	*46 00		
96 05	St. Angèle de Monnoir .....	24 00		
191 83	St. Anicet (*including arrears) .....	*77 50	12 00	
277 16	St. Anne de Bellevue .....	110 00		
67 74	St. Anne de Beaupré (*including arrears, and \$10 to sub-office keeper) .....	*56 00		
304 94	St. Anne de la Pérade .....	142 00	12 00	
149 04	St. Anne des Monts (*including arrears) .....	*74 00	36 00	
19 77	St. Anne de Sorel (from 1st July, 1879) .....	7 50		
372 65	St. Anne des Plains (*including arrears) .....	*153 50		
553 05½	St. Anne de la Pocatière (*including arrears) .....	*368 50	40 00	
202 60	St. Anselme (*including arrears) .....	*116 00		
89 00	St. Antoine, Lotbinière .....	38 00		
129 18	St. Antoine R.R. (*including arrears) .....	*52 50		
40 59	St. Antoine .....	18 00		
34 47	St. Appolinaire .....	20 00		
30 56	St. Armand Centre .....	12 00		
178 50	St. Armand Station (*including arrears) .....	*61 00	107 00	
116 28	St. Arsène .....	44 00		
322 41	St. Athanase .....	150 00		
121 92	St. Aubert (*including arrears) .....	*31 50	8 09	
63 90	St. Augustin, Port Neuf .....	30 00		
122 33	St. Augustin, Two Mountains .....	34 00		
74 15	St. Barnabé, St. Maurice (*including arrears) .....	*29 50		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
63 91	St. Barnabé, Yamaska.....	36 00		
176 32	St. Barthélemi.....	78 00		
41 32	St. Bazile le Grand.....	18 00		
80 26	St. Bazile, Port Neuf.....	26 00		
28 72	Ste. Béatrix.....	12 00		
143 30	St. Benoit.....	50 00		
76 80	St. Bernard, Dorchester.....	28 00		
15 29	St. Bernard, Sud.....	10 00		
59 96	St. Bonaventure.....	28 00		
116 15	Ste. Brigide.....	50 00		
39 45	Ste. Brigitte des Saults (*including arrears).....	*20 50		
73 11	St. Bruno.....	34 00		
43 19	St. Calixte de Kilkenny.....	16 00		
150 63	St. Camille (*including arrears).....	*53 00		
31 46	St. Canute (*including arrears).....	*27 50		
240 83	St. Casimir (*1 Quarter).....	72 00	*1 00	
3 12	St. Cassien des Caps (from 1st July, 1879).....	7 50		
44 09	St. Catharines, East.....	26 00		
37 00	Ste. Cecile de Levrard (from 1st June, 1879).....	8 34		
95 15	St. Célestin (*including arrears).....	*58 50		
625 07	St. Césaire (*including arrears).....	*312 00		
57 05	St. Charles de Caplan (*including arrears).....	*43 00		
56 86	St. Charles de Stanbridge (*including arrears).....	*19 50		
144 88	St. Charles, River Boyer (*including arrears).....	*83 50		
160 41	St. Charles, River Richelieu.....	88 00		
128 55	Ste. Claire (*including arrears).....	*49 00	12 00	
12 33	St. Clément.....	10 00		
62 87	St. Clet.....	28 00		
41 71	Ste. Olothilde (*including arrears).....	*28 00		
59 34	St. Columbin.....	28 00		
11 93	St. Côme.....	10 00		
64 78	St. Constant.....	32 00		
187 82	Ste. Croix.....	88 00		
183 94	St. Cunegonde (5 Quarters).....	95 00		
524 64	St. Cuthbert (9 Quarters).....	194 00		
0 00	St. Cyriac (3 Quarters).....	7 50		
36 32	St. Cyrille de l'Islet.....	20 00		
50 36	St. Cyrille de Wendover (*including arrears).....	*17 50		
107 88	St. Damase.....	56 00		
35 00	St. Damien de Brandon.....	18 00		
72 37	St. David de Lévis (*including arrears).....	*29 00		
92 21	St. Denis de la Boutellerie (*including arrears).....	*42 50		
234 27	St. Denis, River Richelieu.....	120 00	16 00	
84 33	St. Didace (*including arrears).....	*37 00		
83 02	St. Dominique de Bagot.....	46 00		
21 94	St. Dominique des Cèdres (*including arrears).....	*17 00		
17 85	St. Dominique Station (from 1st October, 1879).....	5 00		
13 49	St. Donat.....	10 00		
3 00	St. Donat de Montcalm (from 1st July, 1879).....	7 50		
19 39	Ste. Dorothee.....	10 00		
91 61	St. Edouard de Napierville.....	42 00		
41 86	St. Edwidge (*including arrears).....	*22 50		
0 00	St. Eleuthère.....	10 00		
38 85	St. Elie.....	10 00		
130 71	Ste. Elizabeth (*including arrears).....	*63 00		
33 93	St. Eloi.....	16 00		

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
77	36	St. Elzéar (*including arrears) .....	*42	50	6	00
14	00	Ste. Emélie de l'Energie.....	10	00		
70	43	St. Ephrem de Tring (*including arrears) .....	*37	50		
427	22	St. Ephrem d'Upton (*including arrears) .....	*188	00	32	00
76	00	St. Esprit.....	32	00		
144	81	St. Etienne de Beauharnois (*including arrears)...	*34	50		
32	34	St. Etienne de Bolton .....	14	00		
95	29	St. Etienne de Grés.....	32	00		
6	23	St. Eugène de Grantham (from 1st October, 1879)	5	00		
22	35	St. Eulalie .....	10	00		
368	82	St. Rustache (*including arrears) .....	*196	00	12	00
45	26	St. Evariste de Percyth.....	20	00		
93	01	St. Fabien .....	44	00		
27	07	Ste. Famille.....	14	00		
4	10	St. Faustin (from 1st August, 1879) .....	6	67		
20	66	St. Félicien .....	10	00		
23	92	Ste. Félicité (7 Quarters).....	17	50		
109	08	St. Félix de Valois (*including arrears).....	*48	50		
211	59	St. Ferdinand .....	94	00		
20	00	St. Fidèle.....	12	00		
167	68	Ste. Flavie (5 Quarters).....	95	00		
193	80	Ste. Flavie Station .....	56	00		
51	28	St. Flavien.....	18	00		
129	00	Ste. Flore (13 Quarters).....	32	50		
49	54	St. Fortunat .....	12	00		
36	91	St. Foy.....	30	00		
201	44	St. François, Beauce .....	96	00	40	00
0	00	St. François de Sales (1 Quarter; including arrears) .....	6	50		
19	95	St. François d'Orleans.....	10	00		
280	92	St. François du Lac (*including arrears) .....	*117	00		
27	45	Ste. Francoise.....	10	00		
158	16	St. François, Montmagny .....	52	09		
21	54	St. François Xavier de Viger .....	10	00		
44	92	St. Frédéric (*including arrears) .....	*23	00	16	00
262	98	St. Gabriel de Brandon (*3 Quarters).....	88	00	*4	50
10	34	St. Gédéon.....	10	00		
99	98	Ste. Geneviève (*3 Quarters) .....	51	50	*4	50
156	43	St. George, Beauce (*including arrears) .....	*59	50		
73	07	St. George de Windsor (*including arrears).....	*25	50		
363	81	St. Germain de Grantham (*including arrears).....	*139	00		
82	12	Ste. Gertude (*including arrears) .....	*42	00		
200	88	St. Gervais (*including arrears) .....	*77	50		
50	90	St. Giles .....	34	00	24	00
8	89	St. Gobert .....	10	00		
264	46	St. Grégoire .....	112	00	32	00
378	174	St. Guillaume d'Upton (*including arrears) .....	*137	00	20	00
69	67	Ste. Hélène de Bagot .....	30	00		
44	16	Ste. Hélène de Chester (from 1st May, 1879) .....	10	17		
151	96	Ste. Hélène, Kamouraska (*including arrears).....	*62	00		
106	25	Ste. Hénédine (*including arrears) .....	*43	00	12	00
169	71	St. Henri de Lévis (*including arrears) .....	*98	50	120	00
422	24	St. Henri de Montreal (late Tannery West).....	220	00		
123	00	St. Henri Station (*including arrears).....	*52	00		
133	73	St. Hermas (*including arrears).....	*70	50		



**REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended, 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
6	00	St. Herménégilde.....	10	00		
439	08	St. Hilaire Station (*including arrears).....	*119	00	300	00
167	13	St. Hilaire Village (*including arrears).....	*65	00		
15	14	St. Hippolyte de Kilkenny.....	10	00		
35	13	St. Honoré (*including arrears).....	*20	50		
74	23	St. Hubert.....	58	00		
248	55	St. Hugues.....	106	00	48	00
3,387	69	St. Hyacinthe.....	930	00	150	00
37	15	St. Irénée.....	20	00		
125	09	St. Isidore, Dorchester (*including arrears).....	*71	00		
101	30	St. Isidore, Laprairie.....	40	00		
170	22	St. Jacques.....	68	00		
78	46	St. Jacques le Mineur.....	34	00		
91	01	St. Janvier (5 Quarters; *including arrears).....	*50	50		
546	10	St. Jean Baptiste, Montreal.....	220	00		
131	66	St. Jean Baptiste, Rouville.....	54	00		
314	98	St. Jean Chrysostôme, Chateauguay.....	136	00		
53	45	St. Jean Chrysostôme, Lévis.....	46	00		
224	02	St. Jean des Chaillons.....	80	00		
106	68	St. Jean de Matha (*including arrears).....	*41	00		
102	97	St. Jean d'Orleans.....	38	00		
259	33	St. Jean, Port Joli (*including arrears).....	*101	50		
485	15	St. Jérôme (*including arrears).....	*246	00	84	00
42	94	St. Joachim de Montmorency.....	30	00		
36	12	St. Joachim de Shefford.....	10	00		
3,536	41	St. John's East.....	930	00	52	00
1,034	54	St. John Suburb.....	528	23		
348	82	St. Joseph, Beauce (*including arrears).....	*136	50		
7	75	St. Joseph d'Alma.....	10	00		
75	85	St. Joseph de Lévis.....	50	00		
43	99	St. Joseph du Lac.....	22	00		
8	44	St. Jovite (from 1st August, 1879).....	6	66		
100	38	St. Jude (*including arrears).....	*50	50		
231	55	Ste. Julie de Somerset.....	78	00		
33	29	Ste. Julie de Verchères.....	16	00		
97	74	St. Julienne.....	42	00		
63	68	St. Justin (*including arrears).....	*30	00		
78	43	St. Justin de Newton.....	30	00		
62	50	St. Lambert, Lévis.....	26	00		
105	75	St. Lambert, Montreal (*including arrears).....	*31	50		
62	44	St. Laurent d'Orleans.....	36	00		
201	78	St. Laurent, Montreal.....	226	00		
47	45	St. Lazare.....	20	00		
27	12	St. Lazare de Vaudreuil.....	10	00		
155	77	St. Léon.....	56	00		
101	37	St. Léonard (*including arrears).....	*81	00		
159	90	St. Liboire.....	74	00		
51	45	St. Liguori.....	22	00		
310	89	St. Lin (*including arrears).....	*140	00		
46	67	St. Louis de Bonsecœur.....	16	00		
204	09	St. Louis de Gonzague.....	78	00		
18	00	St. Louis de Ha' Ha'.....	10	00		
62	34	St. Louise.....	30	00		
28	81	St. Luc.....	22	00		
111	66	Ste. Luce.....	46	00		
10	05	Ste. Lucie de Doncaster (from 1st October, 1879).....	5	00		

### REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Rent and Light.
		\$ cts.	\$ cts.	\$ cts.
104 06	Ste. Madeleine (*including arrears).....	*42 50		
5 52	St. Magloire.....	10 00		
68 56	St. Malachie (*including arrears).....	*40 40		
32 09	St. Malo (*including arrears).....	*13 50		
65 01	St. Marc.....	36 00		
70 03	St. Marcel.....	30 00		
84 57	Ste. Marguerite.....	36 00		
480 32	Ste. Marie de Monnoir.....	192 00		
138 68	Ste. Marthe.....	78 00		
70 37	St. Martin.....	38 00		
184 12	Ste. Martine (*including arrears).....	*77 50		
55 05	St. Mathias.....	40 00		
29 85	St. Mathieu.....	10 00		
110 87	St. Maurice.....	60 00		
4 54	St. Maurice Forges (11 Quarters).....	27 50		
153 46	St. Michel de Belchasse.....	100 00		
37 00	St. Michel des Saints.....	20 00		
31 65	Ste. Modeste.....	14 00		
44 67	Ste. Moise (*including arrears).....	*17 00		
155 06	St. Monique de Nicolet.....	56 00		
47 92	St. Monique, Two Mountains (*including arrears).....	*23 00		
72 12	St. Narcisse.....	20 00		
121 42	St. Nicholas (*including arrears).....	*75 00		
71 03	St. Norbert.....	24 00		
114 03	St. Octave (*including arrears).....	*35 00		
2 59	St. Odilon.....	10 00		
14 87	St. Olivier de Garthby (late Garthby).....	10 00		
26 72	St. Onézime.....	12 00		
296 11	St. Ours.....	120 00	16 00	
149 95	St. Pacôme.....	42 00		
4 50	St. Pampuille.....	10 00		
228 10	St. Paschal (*including arrears).....	*86 50		
20 47	St. Patrick (from 18th August, 1879).....	15 00		
248 90	St. Patrick's Hill (*including arrears).....	*80 50		
11 66	St. Paul de la Croix.....	10 00		
49 49	St. Paul d'Industrie.....	30 00		
30 18	St. Paul du Buton.....	14 00		
111 48	St. Paulin (*including arrears).....	*42 00		
52 37	St. Paul l'Hermite.....	32 00	16 00	
267 37	St. Paul's Bay (*including \$10.25 to sub-offices).....	*208 25	129 17	
7 86	St. Perpétue.....	10 00		
136 65	St. Philippe d'Argenteuil (*including arrears).....	*43 50		
49 25	St. Philippe Laprairie.....	32 00		
72 74	St. Philippe de Nery.....	28 00		
65 12	Ste. Philomène.....	32 00		
351 40	St. Pie.....	126 00		
19 45	St. Pierre Baptiste.....	12 00		
22 54	St. Pierre d'Orleans.....	12 00		
315 20	St. Pierre les Becquets (*including arrears).....	*160 00	50 00	
131 90	St. Pierre Montmagny.....	60 00	6 00	
116 50	St. Placide.....	32 00		
240 13	St. Polycarpe.....	106 00		
59 85	St. Prime.....	10 00		
87 00	St. Prosper (*including arrears).....	40 50		
142 33	St. Raphael East.....	64 00		
177 36	St. Raymond.....	36 00		

REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances, in Quebec,  
within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
22	59	St. Régis (*including arrears) .....	13		
298	96	St. Rémi .....	144	32	
69	57	St. Robert .....	28		
2,147	55	St. Roch de Québec .....	742		200
48	51	St. Roch de Richelieu .....	24		
82	64	St. Roch des Aulnaies (*including arrears) .....	61		
99	71	St. Roch P' Achigan (*including arrears) .....	42		
32	85	St. Romaine .....	20		
65	51	Ste. Rosalie .....	40		
97	16	Ste. Rose .....	50		
23	94	Ste. Rose du Dégéle (from 1st June, 1879) .....	8		
5	94	St. Samuel de Gayhurst (from 1st May, 1879) .....	9		
64	19	St. Sauveur des Montagnes (*including arrears) .....	19		
1,236	14	St. Sauveur de Québec (*including arrears) .....	405		40
401	86	Ste. Scholastique (*including arrears) .....	160	42	
107	84	St. Sébastien .....	74		
42	12	St. Sévère .....	14		
27	75	St. Séverin de Beauvillage .....	10		
112	94	St. Simon de Rimouski (*including arrears) .....	81		
200	98	St. Simon de Yamaska .....	77		
57	35	Ste. Sophie de Lacorne .....	22		
58	27	Ste. Sophie de Levrard .....	10		
110	52	Ste. Sophie Megantic .....	44		
209	46	St. Stanislas de Champlain (*including arrears) .....	76		
99	23	St. Stanislas de Kotska (5 Quarters) .....	48		
29	30	St. Sulpice .....	30		
88	22	St. Sylvester .....	52		
141	75	St. Sylvester, East (3 Quarters) .....	55		
66	67	St. Téléphore (late Mount Joy) .....	44		
9	40	St. Thécle (from 1st May, 1879) .....	9		
95	55	St. Théodore d'Acton (*including arrears) .....	72		
25	80	St. Théodore de Chertsey .....	10		
17	0	St. Théodosie (from 1st June, 1879) .....	8		
455	11	St. Thérèse de Blainville (*including arrears) .....	185	16	
55	57	St. Thomas, East .....	20		
130	03	St. Timothée (*including arrears) .....	55		
115	44	St. Tite (*including arrears) .....	43		
18	74	St. Tite des Caps (*including arrears) .....	20		
29	60	St. Ubalde .....	10		
30	34	St. Urbain, de Charlevoix .....	14		
77	65	St. Urbain, de Chateauguay .....	40		
112	30	Ste. Ursule .....	36		
86	13	St. Valentin .....	44		
81	28	St. Valérien .....	26		
98	01	St. Vallier .....	48		
45	94	St. Vallier Station .....	16		
79	50	Ste. Victoire (*including arrears) .....	43		
83	40	St. Victor de Tring (including arrears) .....	31		
233	72	St. Vincent de Paul (*including arrears) .....	106		
124	35	St. Wenceslas (*including arrears) .....	36		
112	05	St. Zéphirina (*including arrears) .....	54		
51	87	St. Zotique .....	30		
73	49 1/2	Sabrevois .....	36		
14	47	Saints Anges .....	10		
27	12	Sanborn .....	10		

**REPORT NO. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1880.**

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
46	13	Sandy Beach .....	24	00	
80	80	Sault au Cochon (*including arrears) .....	*36	50	
303	39	Sault au Récollet .....	140	00	
31	76	Savage's Mills .....	18	00	
197	18	Sawerville .....	98	00	
117	50	Scottstown .....	100	00	20 00
39	00	Scottsmore (*including arrears) .....	*17	00	
10	27	Settrington .....	10	00	
39	95	Shawbridge (*including arrears) .....	*19	00	
107	00	Shawenegan (*including arrears) .....	*38	00	
273	76	Shawville (*including arrears) .....	114	50	6 00
29	31	Sheenboro .....	14	00	
74	54	Sheffington .....	26	00	
41	37	Shefford Mountain .....	16	00	
13	96	Sheldrake .....	10	00	
6,165	36	Sherbrooke .....	1,710	00	280 00
141	35	Sherrington .....	48	00	
60	92	Shigawake .....	16	00	
49	50	Shoolbred .....	26	00	
246	20	Shrewsbury (*including arrears) .....	*80	00	
127	24	Sillery Cove .....	84	00	
10	65	Silverton .....	10	00	
28	78	Six Portages .....	22	00	
191	52	Smith's Mills .....	64	00	
624	48	Somerset (*including arrears) .....	*227	50	32 00
2,474	89	Sorel .....	720	00	200 00
36	58	South Barnston .....	14	00	120 00
48	59	South Bolton .....	30	00	
16	04	South Dudswell .....	10	00	
498	32	South Durham (*including arrears) .....	*228	00	
48	51	South Ely .....	22	00	
12	66	South Granby .....	12	00	
168	50	South Ham (*including arrears) .....	*98	00	24 00
564	05	South Quebec (*including arrears) .....	*422	00	100 00
31	51	South Roxton .....	10	00	
146	06	South Stukely .....	62	00	
20	38	South West Point .....	10	00	
67	56	Spencer Cove .....	44	00	
20	93	Springbrook (*including arrears) .....	*17	00	
54	22	Spring Hill (from 1st July, 1879; *5 months) .....	22	50	*8 33
290	37	Stanbridge East .....	120	00	
8	75	Stanbridge Ridge .....	10	00	
200	81	Stanbridge Station .....	94	00	60 00
10	00	Stanbury .....	10	00	
40	59	Standon .....	18	00	
709	22	Stanford .....	284	00	32 00
95	09	Stanhope .....	54	00	
814	13	Stanstead (*including arrears) .....	*345	50	160 00
94	59	Starnesboro' (*including arrears) .....	*44	00	40 00
29	40	Stockwell .....	10	00	
22	93	Stoke Centre .....	10	00	
8	18	Stoketon .....	10	00	
146	05	Stonefield (*including arrears) .....	*74	50	
21	16	Stoneham (*including arrears) .....	*13	50	
158	27	Stornoway (*including arrears) .....	*112	00	32 00
96	44	Stottville .....	52	00	72 00

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec,  
within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
487 55	Sutton (*including arrears).....	*171 00		
56 75	Sutton Junction (*including arrears).....	*23 50		
476 65	Sweetsburg (including arrears).....	*260 50	16 00	
42 71	Sydenham Place.....	26 00		
119 69	Tadousac.....	70 00	30 00	
144 96	Templeton.....	44 00		
339 32	Terrebonne.....	276 00	30 00	
65 83	Tessierville.....	36 00		
1 13	Tewkesbury (from 1st Jan., 1880).....	2 50		
10 00	Thornby.....	10 00		
42 92	Thorne Centre (*including arrears).....	*19 00		
3,986 93	Three Rivers.....	1,006 00	300 00	160 00
488 42	Thurso.....	166 00	16 00	
86 66	Tremblay (*including arrears).....	*47 50		
45 12	Trenholm (*including arrears).....	*23 50		
544 94	Trois Pistoles (*including arrears).....	*226 50	12 00	
71 77	Trois Saumons (*including arrears).....	*29 00		
28 25	Trout Brook (*including arrears).....	*27 50		
56 45	Trout River (*including arrears).....	*19 50		
229 76	Ulverton (*including arrears).....	*99 50		
248 04	Upper Bedford (*including arrears).....	*87 00		
158 29	Upper Wakefield (*including arrears).....	*59 50		
14 46½	Vaillantbourg.....	10 00		
57 16	Valcartier.....	30 00		
47 39	Valcourt (3 Quarters, *including arrears).....	*21 00		
9 30	Val des Bois.....	10 00		
40 00	Vale Perkins (late Herbert; *including arrears).....	*13 50		
39 03	Valletort (*including arrears).....	*13 50		
938 55	Valleyfield.....	360 00	8 00	40 00
51 83	Valmont.....	20 00		
17 72	Valois (from 1st May, 1879).....	9 16		
196 83	Varennas.....	106 00		
187 39	Vaudreuil.....	92 00	43 50	
66 51	Vaudreuil Station (*including arrears).....	*31 00		
11 00	Venice.....	10 00		
21 86	Venosta.....	10 00		
239 51	Verchères (*including arrears).....	*108 50		
47 04	Versailles (*including arrears).....	*24 50		
61 15	Vicars (*including arrears).....	*42 00	12 00	
53 07	Viger (*including arrears).....	*37 09		
167 50	Village des Aulnaies (*including arrears).....	*63 00		
110 98	Village Richelieu.....	42 00		
7 77	Villette.....	10 00		
12 06	Vincennes.....	10 00		
18 45	Vinoy (5 Quarters).....	12 50		
35 41	Viouta.....	10 00		
334 72	Wakefield (*including arrears).....	*132 50		
28 37	Waltham.....	22 00		
107 45	Warden (*including arrears).....	*31 50		
559 37	Warwick East (*including arrears).....	230 50		
1,765 61½	Waterloo East.....	600 00	96 00	80 00
194 89	Waterville.....	98 00		

**REPORT No. 3, B.—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
78 50	Way's Mills (*including arrears).....	*30 50		
154 55	Weedon (*including arrears) .....	*76 50		
17 84	Weedon Station (from 1st November, 1879) .....	4 16		
13 68	West Bolton .....	10 00		
146 24	West Brome (*including arrears) .....	*55 00		
101 47	West Broughton (5 Quarters; *including arrears) .....	*46 00		
19 43	Westbury .....	18 00		
10 73	West Ditton .....	12 00		
784 59	West Farnham (*including arrears).....	*316 00	24 00	
11 27	West Potton .....	10 00		
160 98	West Shefford .....	88 00		
15 05	Wheatland .....	12 00		
15 02	Whitton .....	10 00		
92 14	Wickham West .....	28 00		
10 03	Wilson's Corners.....	10 00		
19 26	Wilson's Mills .....	10 00		
547 52	Windsor Mills .....	202 00		
53 05	Woburn .....	10 00		
96 46	Wolfstown .....	30 00		
58 56	Woodside (*including arrears).....	*35 50		
254 73	Wotton (*including arrears) .....	*63 50		
194 52	Wright .....	112 00		
322 25	Yamachiche (*including arrears).....	*122 50	16 00	
224 89	Yamaska .....	70 00	60 00	
13 75	Yarm .....	10 00		
<b>\$362,128 32½</b>	<b>.....Totals.....</b>	<b>\$70,987 54</b>	<b>6,128 16</b>	<b>\$2,210 11</b>

**JOHN O'CONNOR,**  
*Postmaster-General*

**H. A. WICKSTEED,**  
*Accountant.*

PROVINCE OF NOVA SCOTIA.

REPORT No. 3, C.

DETAIL of all payments for Salaries, &c., in Nova Scotia; showing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
		\$ cts.	\$ cts.	\$ cts.
<b>HALIFAX DIVISION.</b>				
O. J. Macdonald .....	Post Office Inspector .....	2,200 00		
J. D. Story.....	Assistant Post Office Inspector.....	1,200 00		
T. Southall.....	2nd Class Clerk .....	1,100 00		
D. Stewart.....	3rd do .....	760 00		
T. E. Davidson.....	4th do .....	520 00		
S. J. R. Sircom.....	do .....	480 00		
A. Johnson.....	Temporary Clerk, from 19th Oct., 1877, to 31st Aug., 1879.....	747 31		
Mrs. McMillan.....	Temporary Housekeeper, 3 months.....	20 00		
R. R. McMillan.....	Messenger.....	500 00		
				7,527 31
<b>RAILWAY MAIL SERVICE.</b>				
E. A. Bent.....	2nd Class Railway Mail Clerk .....	720 00	189 10	
A. Brown.....	do do .....	720 00	224 90	
F. P. Bent.....	do do .....	720 00	227 24	
J. McN. Gabriel.....	do do .....	720 00	221 60	
R. Davison.....	do do .....	720 00	209 10	
J. W. H. Cameron.....	do do .....	720 00	157 60	
J. McNeil.....	do do .....	713 33	148 40	
W. Crowley.....	do do .....	640 00	191 90	
S. Hall.....	3rd do do from 16th Oct., 1879 .....	340 64	106 10	
G. Hawkesworth.....	do do from 18th Oct., 1879 .....	336 77	55 90	
				8,082 58
<b>MONEY ORDER OFFICE.</b>				
J. H. Thorne.....	Superintendent Money Order Office to 31st March, 1880 (superannuated).....	1,350 00		1,350 00
<b>Totals.....</b>		<b>\$15,228 05</b>	<b>\$1,731 84</b>	<b>\$16,959 89</b>

REPORT No. 8, C—Detail of all payments for Salaries, &c., in Nova Scotia,  
made within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			16,959 89
<b>HALIFAX POST OFFICE.</b>			
H. W. Blackadar.....	Postmaster.....	2,400 00	
F. V. Tremaine.....	Assistant Postmaster.....	1,200 00	
T. W. DeWolf.....	2nd Class Clerk.....	1,100 00	
A. H. Cunningham.....	do.....	1,020 00	
W. H. Chamberlain.....	do.....	720 00	
T. W. Casey.....	3rd do.....	600 00	
J. O'Brien.....	do.....	600 00	
J. O'Toole.....	do.....	600 00	
W. V. Smith.....	do.....	600 00	
D. O'Brien.....	do (suspended one week in May, 1880)	588 71	
P. Mulcahy.....	do.....	600 00	
C. D. Fraser.....	do.....	600 00	
C. M. R. Lownds.....	do.....	600 00	
T. G. Creighton.....	do.....	800 00	
F. J. Power.....	4th do.....	520 00	
L. W. Travis.....	do.....	520 00	
W. Parker.....	do.....	480 00	
E. Delaney.....	do.....	480 00	
C. Woods.....	do.....	440 00	
J. A. Mansfield.....	do.....	430 00	
A. C. Crowe.....	do.....	360 00	
W. H. Walker.....	do from and Temporary to 1st Sept., 1879	393 34	
S. Saunders.....	Superintendent Letter Carrier.....	600 00	
J. Fitzgerald.....	Letter Carrier.....	560 00	
J. Wilson.....	do.....	560 00	
E. Carroll.....	do.....	560 00	
H. S. Laurillard.....	do.....	560 00	
J. Mahar.....	do.....	560 00	
J. O'Mally.....	do.....	560 00	
P. Mullaney.....	do.....	520 00	
R. Myers.....	do.....	440 00	
N. Brodie.....	do.....	400 00	
J. Wood.....	Letter Collector.....	460 00	
J. Mulcahy.....	do.....	420 00	
J. Hosterman.....	do.....	400 00	
D. Silverthorne.....	Messenger.....	480 00	
	Letter Carriers' Uniform Allowances.....	6.0 00	
			23,332 05
	<b>Total</b> .....		<b>\$40,291 94</b>

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## REPORT No. 3, C.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
		\$	cts.	\$	cts.	\$	cts.
1,160 51	Acadia Mines.....	342	00			40	00
12 30	Addington Forks (*including arrears) ..	*17	00				
13 76	Admiral Rock.....	10	00				
199 35	Advocate Harbor.....	92	00				
44 24	Afton (*including arrears) .....	*31	50				
10 00	Albert Bridge.....	10	00				
1 45	Alder River.....	10	00				
16 00	Alexander (*including arrears).....	*24	00				
44 96	Alma.....	30	00				
2,931 76	Amherst.....	950	00	150	00	160	00
10 05	Amherst Point.....	10	00				
1,696 94	Annapolis.....	636	00	200	00	80	00
1,225 60	Antigonishe.....	536	60			60	00
6 59	Antigonishe Harbor.....	10	00				
9 58	Antigonishe Harbor, South Side.....	10	00				
9 68	Antrim.....	10	00				
52 19	Apple River (*including arrears).....	*13	50				
83 29	Arcadia.....	32	47				
34 47	Argyle.....	28	00				
5 63	Argyle Sound.....	10	00				
630 06	Arichat.....	418	00			40	00
11 58	Arisaig.....	12	00				
7 51	Arnold (closed 1st March, 1880).....	7	50				
2 00	Ashdale.....	10	00				
11 28	..... skilton.....	10	00				
6 00	Aspy Bay.....	10	00				
165 34	Athol.....	80	00	120	00		
23 90	Auld's Cove.....	24	00				
20 02	Avondale.....	10	00				
147 00	Avonport.....	36	00				
832 65	Avonport Station (*including arrears).....	*331	00				
293 08	Aylesford.....	190	00				
1 68	Back Lands.....	10	00				
5 63	Back Meadows.....	10	00				
456 78	Baddeck.....	324	00	60	00		
10 06	Baddeck Bay.....	10	00				
14 96	Baddeck Bridge.....	10	00				
37 65	Bailey's Brook (*including arrears).....	*37	50				
85 63	Barney's River (*including arrears) .....	*66	31				
479 97	Barrington.....	424	00			40	00
10 00	Barrio's Beach.....	10	00				
62 09	Barronsfield.....	10	00				
13 08	Bar Settlement.....	10	00				
7 89	Basin of River Habitants.....	10	00				
53 28	Bass River (*including arrears).....	*36	50				
8 00	Bateston (from 26th May, 1879).....	8	38				
9 00	Baxter's Harbor.....	10	00				
60 11	Bayfield.....	26	00				
57 20	Bay St. Lawrence.....	16	00				
12 40	Beach Meadows (from 1st May, 1879).....	9	17				
33 61	Bear Point (*including arrears).....	*27	50				

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
458 01	Bear River, West Side.....	204 00		
16 09	Beaver Bank.....	10 00		
16 76	Beaver Cove.....	10 00		
27 50	Beaver River.....	20 00		
63 40	Beaver River Corner.....	56 00		
242 24	Bedford Basin.....	80 00		
9 60	Beech Hill.....	10 00		
46 50	Belleisle (*including arrears).....	*27 50		
41 31	Belliveau Cove (*including arrears).....	*15 50		
74 33	Belmont.....	22 00		
7 83	Benacadie.....	19 00		
331 41	Berwick.....	190 00		
214 76	Berwick Station (3 Quarters, *including arrears).....	*154 50		
10 00	Big Bank.....	10 00		
46 28	Big bras d'Or (*including arrears).....	*34 50		
4 60	Big Brook.....	10 00		
4 95	Big Harbor (*including arrears).....	*13 50		
6 10	Big Intervale, Margaree.....	10 00		
6 59	Big Island.....	10 00		
10 90	Big Loraine.....	10 00		
7 95	Big Marsh.....	10 00		
30 30	Big Pond.....	14 50		
13 05	Big Port le Bear.....	10 00		
43 46	Big Tracadie (*including arrears).....	*45 00		
138 00	Bill Town (*including arrears).....	*47 00		
16 62	Birchtown.....	10 00		
11 38	Black Brook.....	10 00		
35 60	Black Point.....	10 00		
2 93	Black River.....	10 00		
10 00	Black Rock.....	10 00		
4 00	Blanchard Road.....	10 00		
18 51	Blandford.....	10 00		
15 00	Block House.....	10 00		
4 80	Blueberry (from 1st November, 1879).....	4 17		
31 80	Blue Mountain.....	12 00		
8 82	Blue's Mill.....	10 00		
4 25	Boisdale Barachois.....	10 00		
7 50	Boisdale Chapel.....	10 00		
10 24	Boom.....	10 00	10 00	
87 00	Boulardarie.....	87 00		
8 99	Boulardarie Back Lands.....	19 00		
56 27	Boylston (*including arrears).....	*45 50		
40 03	Bridgeport (*including arrears).....	*17 50		
1,175 34	Bridgetown (*including arrears).....	415 00		40 00
35 03	Bridgeville.....	12 00		
1,134 53	Bridgewater (*including arrears).....	*567 00		60 00
16 44	Broad Cove Chapel.....	10 00		
13 03	Broad Cove, Lunenburg (*including arrears).....	*13 50		
25 30	Broad Cove, Marsh.....	18 00		
176 27	Brookfield, Colchester (*including arrears).....	*67 00	48 00	
52 19	Brookfield, Queens.....	32 00		
13 50	Brookland.....	10 00		
121 93	Brooklyn (*including arrears).....	*63 50		
16 40	Brookvale.....	12 00		
29 00	Brook Village (*including arrears).....	*17 00		
28 05	Brookville, Cumberland (*including arrears).....	*13 50		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
9 00	Brookville, Pictou .....	10	00				
6 00	Brown's Brook .....	10	00				
15 50	Brown's Mountain .....	10	00				
84 14	Brule .....	24	00				
4 50	Bucklaw .....	10	00				
17 06	Buckley's .....	18	00				
19 37	Burlington .....	10	00				
6 52	Burntcoat .....	10	00				
206 58	Caledonia Corner .....	92	00				
9 90	Caledonia Mills .....	10	00				
57 78	Caledonia Mines (*including arrears).....	45	00				
26 50	Caledonia, St. Mary's .....	10	00				
10 97	Cambridge .....	10	00				
76 61	Cambridge Station .....	16	00				
23 12	Canaan .....	10	00				
32 00	Canada Creek .....	16	00				
168 30	Canard .....	58	00				
638 63	Canning .....	338	00			40	00
16 00	Cannonville .....	20	00				
365 54	Canso .....	130	00				
44 26	Cape George .....	34	00				
4 15	Cape George Harbor .....	10	00				
20 40	Cape George, North Side .....	10	00				
10 49	Cape John .....	10	00				
3 21	Cape Mabou .....	10	00				
28 88	Cape Negro .....	10	00				
42 13	Cape North (*including arrears, and \$10 to sub-office) .....	*12	00				
85 77	Cape Sable Island .....	38	00				
16 52	Carlton .....	12	00				
17 00	Cariboo Cove (3 Quarters) .....	10	50				
3 26	Cariboo Marsh .....	10	00				
30 84	Cariboo River (*including arrears) .....	*13	50				
2 53	Carroll's Corners (3 Quarters) .....	7	50				
20 53	Catalone .....	16	00				
5 58	Catalone Gut .....	10	00				
3 03	Cedar Lake (1 Quarter) .....	2	50				
43 84	Central Argyle .....	10	00				
15 61	Central Clarence .....	14	00				
19 33	Central Chebogue .....	10	00				
4 45	Central New Annan .....	10	00				
15 84	Central Onslow .....	40	00				
82 05	Centreville, Digby .....	*14	50				
68 63	Centreville, King's (5 Qtrs.; *including arrears).....	2	50				
3 42	Chapman's Settlement (from 1st January, 1880)...	12	50				
23 67	Charles' Cove (5 Quarters) .....	16	00				
16 76	Chebogue Point .....	10	00				
20 41	Cheggogin .....	10	00				
23 65	Chelsea .....	20	00				
61 18	Chesley's Corners .....	164	00				
370 14	Chester .....	*19	50				
47 50	Chester Basin (*including arrears).....	30	00				
11 50	Chester Grant .....	*29	00				
61 72	Cheticamp (*including arrears) .....	*94	00				
155 64	Cheverie (*including arrears).....						

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended, 30th June, 1880.**

N. B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
0	91	Chimney Corner (*including arrears).....	*13	50		
9	90	Chipman's Brook .....	10	00		
		Chipman's Corners (*including arrears).....	*12	50		
37	18	Christmas Island .....	26	00		
35	32	Church Street .....	28	00		
35	02	Churchville (*including arrears).....	*26	50		
10	50	Chute's Cove .....	10	00		
7	81	Clam Harbor .....	10	00		
11	06	Claremont .....	10	00		
92	34	Clarke's Harbor (*including arrears).....	*45	50		
168	82	Clementsport .....	138	00		
35	03	Clementsvale .....	10	00		
2	91	Clifton (late Zulu; opened 1st December, 1879)....	3	33		
106	75	Clyde River (*including arrears) .....	*156	88		
14	42	Cogmagun River .....	10	00		
131	30	Cold Brook Station (*including arrears).....	*61	50		
5	03	Coldstream (re-opened 1st September, 1879).....	5	83		
15	48	Cole Harbor .....	10	00		
38	07	Comeauville .....	18	00		
9	18	Condon Settlement .....	10	00		
62	06	Conquerall Bank (*including arrears).....	*43	50		
18	00	Cook's Brook .....	10	00		
5	06	Cook's Cove .....	10	00		
10	00	Corberrie .....	10	00		
436	33	Cow Bay .....	240	00		
11	41	Coxheath .....	10	00		
27	30	Cross Roads, Country Harbor.....	58	00		
15	68	Cross Roads, Middle Melford (*including arrears).....	*17	00		
9	33	Cross Roads, Ohio .....	10	00		
10	38	Cross Roads, St. George's Channel.....	10	00		
101	77	Crowell.....	40	70		
31	95	Crow Harbor (*including arrears).....	*24	50		
1	95	Culloden.....	10	00		
16	38	Dalhousie, East .....	10	00		
21	02	Dalhousie Road (*including arrears).....	*17	00		
8	26	Dalhousie Settlement .....	10	00		
760	79	Dartmouth .....	372	00		60 00
3	45	Davison Street.....	10	00		
4	50	Dean .....	10	00		
100	51	Debert Station .....	42	00	100	00
23	50	Debert Village .....	10	00		
38	03	Deep Brook .....	30	00		
30	04	Deerfield .....	14	00		
11	27	Dempsey's Corner.....	10	00		
9	00	Densmore's Mills.....	10	00		
1,592	27	Digby .....	568	00	200	00
67	68	Discouse .....	47	50		
7	35	Doctor's Brook .....	10	00		
48	79	Doctor's Cove .....	19	22		
14	20	Douglas .....	10	00		
14	65	Dover, West .....	17	00		
21	43	Dublin Shore .....	10	00		
10	00	Duncan .....	10	00		
10	82	Dunmore .....	10	00		
91	58	Durham.....	54	25		

REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
8	45	Dutch Village (5 Quarters).....	12	50	
41	29	Earltown.....	22	00	
55	17	East Bay.....	20	00	20 00
17	50	East Bay, North Side (*including arrears).....	*20	50	
7	77	East Chebogue.....	10	00	
65	17	Eastern Harbor (*including arrears).....	*22	50	
15	45	East Folly Mountain.....	10	00	
11	05	East Jeddore.....	10	00	
7	50	East Margaree.....	10	00	
29	24	East New Annan.....	34	00	
28	00	East Port Medway (*including arrears).....	*40	00	
6	36	East River.....	10	00	
20	00	East River, St. Mary's.....	20	00	
0	06	East side of Chezzetcook.....	10	00	
0	59	East side of Pubnico Harbor.....	24	00	
9	39	East side of Ragged Island.....	10	00	
11	59	Eastville.....	12	00	
348	30	Economy.....	212	00	
17	50	Ecum Secum (from 1st May, 1879).....	9	17	
17	00	Eel Brook (*including arrears).....	*29	50	
6	58	Eel Creek.....	10	00	
14	51	Eel Lake.....	10	00	
1	84	Eig Mountain.....	10	00	
5	50	Elgin (late East Side, West Branch, East River).....	10	00	
198	57	Ellershouse.....	96	00	
160	40	Elmsdale (including arrears).....	*76	50	
59	00	Enfield (*including arrears).....	*62	00	
18	20	English Corner.....	10	00	
105	63	English Town.....	108	00	
14	01	Enon.....	10	00	
8	50	Erinville.....	12	00	
12	94	Eskasoni.....	10	00	
1	54	Etna.....	10	00	
11	33	Factory Dale.....	10	00	
1	23	Falkland.....	10	00	
12	58	Falmouth.....	12	00	
100	11	Falmouth, Windsor Bridge.....	48	00	
10	00	Fenwick.....	10	00	
123	13	Five Islands.....	98	00	
15	79	Five Mile River.....	10	00	
19	00	Fletcher's Station.....	10	00	
29	93	Folly Lake.....	16	50	
60	93	Folly Mountain.....	74	00	
1	57	Folly River (closed 1st March, 1879).....			
175	69	Folly Village.....	158	00	
17	00	Forbes.....	10	00	
8	97	Forks, Baddeck.....	10	00	
9	69	Forties Settlement.....	10	00	
8	49	Foster's.....	10	00	
54	49	Fouchie (*including arrears).....	*27	50	
30	13	Four Mile House (from 1st August, 1879).....	13	34	
9	19	Fox Harbor.....	10	00	
26	82	Fox River (*including arrears).....	*13	50	
14	69	Framboise.....	10	00	

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
0	78	Fraser's Grant	10	00		
15	03	French River	12	00		
4	48	French Road	10	00		
5	76	Frenchvale	10	00		
123	02	Freuch Village	62	00		
69	68	Gaberouse	30	76		
13	96	Garden of Eden	10	00		
8	93	Gardiner Mines	19	00		
96	67	Gaspereaux (*including arrears)	*33	50		
8	59	Gavelton	10	00		
67	91	Gay's River	26	00	6	00
29	97	Gay's River Road	16	00		
16	85	George's River (*including arrears)	*10	84		
55	08	Getson's Point (*including arrears)	*26	50		
1	91	Giant's Lake	10	00		
2	00	Gilbert Cove	10	00		
6	98	Gillies Lake	10	00		
1	97	Gillies Point	10	00		
17	00	Glen Alpine (8 Quarters)	20	00		
13	23	Glendale	10	00		
52	27	Glenelg	63	00		
82	81	Glengarry Station	54	00		
44	15	Glen Margaret (*including arrears)	*24	50	10	00
6	65	Glen Road	10	00		
5	76	Glenshee	10	00		
50	77	Glenwood (*including arrears)	*20	50		
10	30	Goff	10	00		
248	73	Goldenville (*including arrears)	*96	50		
16	83	Gold River	10	00		
61	05	Goose River	38	00	4	00
67	00	Gore (*including arrears)	*42	50		
33	75	Goshen, Colchester (5 Quarters)	12	50		
18	10	Goshen, Guysboro'	10	00		
75	27	Grafton (*including arrears)	*38	00		
8	00	Grand Anse (3 Quarters)	7	50		
8	39	Grand Etang	10	00		
23	09	Grandique Ferry	26	00		
24	97	Grand Joggin (from 1st August, 1879)	6	67		
15	00	Grand Lake Station	10	00		
7	14	Grand Mira, North	10	00		
10	19	Grand Mira, South	10	00		
18	63	Grand Narrows	10	00		
17	32	Grand Narrows, South	10	00		
161	50	Grand Pré	104	00		
40	06	Grand River	40	00		
37	10	Granton (*including arrears)	*13	50		
14	75	Granville Centre	10	00		
421	97	Granville Ferry	160	00		
538	23	Great Village	220	00		
11	37	Greenfield	10	00		
14	63	Greenfield, St. Mary's	10	00		
24	05	Green Hill	10	00		
10	09	Green's Creek	10	00		
68	00	Greenville (*including arrears)	*45	00	8	00
89	71	Greenville Station	46	00	100	00

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamp, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
5	62	Greenwood.....	10	00		
35	43	Grosses Coques (*including arrears)..	20	00		
7	35	Grosvenor.....	10	00		
13	90	Groves Point (*including arrears)..	18	00		
5	69	Gulf Shore.....	12	00		
22	63	Gunning Cove.....	20	00		
564	93	Guysborough.....	512	00		60 00
25	80	Guysborough, Intervale.....	24	00		
13	23	Hackett's Cove.....	10	00		
10	00	Hainsville.....	10	00		
5	70	Half Island Cove.....	10	00		
14	97	Half-way Brook.....	10	00		
3	62	Half-way Cove.....	10	00		
12	60	Half-way River.....	16	00		
36,689	01	Hal fax (Salaries and expenses entered elsewhere)				
8	07	Hallowell Grant.....	10	00		
29	94	Hall's Harbor (*including arrears).....	32	00		
9	74	Hansford (3 Quarters).....	7	50		
507	58	Hantsport (*including arrears).....	269	00		
143	99	Harbor au Bouche (*including arrears).....	76	00		
9	00	Harbor Road.....	10	00		
95	00	Harborville (*including arrears).....	30	50		
6	79	Hardwood Lands.....	10	00		
10	78	Harmony.....	10	00		
18	16	Harmony Mills.....	10	00		
23	93	Harrigan Cove.....	10	00		
23	91	Hartford.....	10	00		
1	62	Hastings.....	10	00		
12	46	Havelock.....	10	00		
6	03	Hay's River.....	10	00		
21	65	Head of Amherst.....	10	00		
5	37	Head of Indian Harbor Lake (from 1st June, 1879)	8	33		
38	23	Head of Jeddore (*including arrears).....	13	50		
193	79	Head of Jordan River (*including arrears).....	109	00		
87	64	Head of St. Margaret's Bay (*including arrears)..	84	50		
57	73	Head of St. Mary's Bay (*including arrears).....	38	00		
31	62	Head of South River Lake (*including arrears)....	13	50		
84	29	Head of Tatamagouche Bay (*including arrears)..	31	50		
31	34	Head of Wallace Bay (*including arrears).....	17	50		
15	65	Head of Wallace Bay, North Side.....	10	00		
49	20	Heatherton.....	26	00		
7	50	Hebb's Cross (*including arrears).....	25	00		
283	64	Hebron.....	190	00		
10	53	Hemford.....	10	00		
24	93	Henderson Settlement.....	10	00		
7	39	Hennigar.....	10	00		
23	43	Herring Cove (5 Quarters).....	12	50		
0	01	Higginton (closed 1st June, 1879).....	1	67		
5	69	Highbury.....	10	00		
41	88	Highfield.....	10	00		
25	08	Highland Village.....	10	00		
16	00	Hillsborough.....	16	00		
13	50	Hillside (*including arrears).....	13	50		
14	73	Holland Harbor.....	10	00		
11	17	Hodson.....	10	00		

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
247 66	Hopewell.....	144 00		
12 03	Hornsey.....	10 00		
127 11	Horton Landing (*including arrears).....	*52 00		
127 85	Hubbard's Cove (*including arrears).....	*81 05		
13 00	Hunter's Mountain.....	10 00		
19 00	Hunt's Point.....	10 00		
4 69	Indian Brook.....	10 00		
30 16	Indian Harbor, Halifax (*including arrears).....	*24 50		
8 28	Indian Point.....	10 00		
51 00	Inglisville.....	10 00		
58 74	Ingonish (*including arrears).....	*33 50		
27 21	Ingram River (*including arrears).....	*13 50		
31 78	Irish Cove.....	10 00		
69 06	Isaac's Harbor (*including arrears).....	28 81	*8 00	
36 92	Isaac's Harbor, East side (*including arrears).....	*20 50		
15 80	Jackson.....	10 00		
1 60	Jackson Road.....	10 00		
40 00	Jacksonville (*including arrears).....	*17 00		
33 00	James River (6 Quarters).....	15 00		
7 63	Joggin Bridge (from 1st August, 1879).....	6 67		
122 71	Joggin Mines (*including arrears).....	*67 00		
17 82	Jordan Bay.....	10 00		
22 50	Judique.....	20 00		
10 29	Kelly's Cove.....	10 00		
48 33	Kempt (*including arrears).....	*24 50		
10 00	Kempt Head.....	10 00		
10 30	Kempt Road.....	10 00		
50 63	Kempt Shore (*including arrears).....	*27 50		
10 33	Kempt Town.....	10 00		
31 89	Kemptville.....	10 00		
79 80	Kennetcook.....	36 00		
9 16	Kennington Cove (from 1st May, 1879).....	9 17		
17 00	Kerrowgare.....	10 00		
1,759 68	Kentville.....	814 00		120 00
9 50	Keppoch.....	10 00		
17 44	Ketch Harbor.....	10 00		
6 68	Kewstoke.....	10 00		
19 06	Kilkenny Lake.....	10 00		
4 00	Kingsbury (5 Quarters).....	12 50		
115 76	Kingsport.....	54 00		
409 36	Kingston Station (*including arrears).....	*170 00	*85 00	
15 11	Kingston Village.....	14 00		
50 74	Kinsman's Corners.....	18 00		
0 47	Kirkhill.....	10 00		
10 00	Knoydart.....	10 00		
4 97	Kolbeck.....	10 00		
11 16	La Have Cross Roads.....	12 00		
10 57	Lake Ainslie, East Side.....	14 00		
10 00	Lake Ainslie, South Side.....	10 00		
	Lake Ainslie, West side.....	10 00		
7 30	Lake Egmont.....	10 00		
8 03	Lake George, King's (*including arrears).....	*13 50		



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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
4 71	Lake George, Yarmouth .....	10	00				
10 00	Lakelands .....	10	00				
11 48	Lake Law .....	10	00				
5 52	Lake Paul .....	10	00				
10 50	Lake Road .....	10	00				
4 14	Lakevale .....	10	00				
55 61	Lakeville (*including arrears) .....	37	00				
5 61	Langille's .....	10	00				
7 38	Laotz .....	10	00				
23 50	L'Ardoise (*including arrears) .....	26	00				
8 99	Larry's River .....	10	00				
6 04	Latties Brook .....	10	00				
362 61	Lawrencetown, Annapolis .....	262	00				
9 96	Lawrencetown, Halifax .....	10	00				
16 98	Leicester .....	10	00				
7 91	Leitches Creek .....	10	00				
20 32	Lennox Ferry .....	10	00				
20 62	Lequille .....	10	00				
4 84	Lewis Bay .....	10	00				
22 29	Lewis Head .....	12	00				
16 32	Lime Rock .....	10	00				
125 44	Lingan .....	94	00				
37 33	Liscombe (*including arrears) .....	38	00				
46 10	Liscombe Mills (*including arrears) .....	24	00				
1 50	Lismore (from 1st March, 1880) .....	0	84				
54 95	Little Bass River (*including arrears) .....	20	50				
52 55	Little Bras D'Or .....	30	00				
269 69	Little Glace Bay .....	193	00				
18 26	Little Harbor .....	14	00				
11 35	Little Judique .....	10	00				
15 16	Little Lorraine .....	10	00				
7 89	Little Narrows .....	10	00				
6 05	Little River, Cumberland .....	10	00				
47 00	Little River, Digby .....	18	00				
81 06	Little River, Middle Musquodoboit .....	28	00				
29 46	Little Tracadie (*including arrears) .....	23	50				
19 14	Littlewood (*including arrears) .....	15	50				
1,464 18	Liverpool (*including \$60 to sub-office) .....	714	50			120	00
	ngstone Cove .....	10	00				
15 78	Lochaber .....	18	00				
127 23	Lockhartville (*including arrears) .....	55	00				
22 93	Loch Lomond .....	10	00				
22 43	Lochside .....	12	00				
625 43	Lockeport (*including arrears) .....	385	50				
23 00	Loganville .....	22	00				
582 56	Londerry Station .....	233	03	80	00		
164 49	Long Island, Digby .....	64	00				
11 04	Long Island, Kings .....	10	00				
24 23	Long Point .....	13	33				
13 06	Lorne .....	10	00				
226 42	Lorway Mines .....	88	00				
152 50	Louisburg (*including arrears) .....	80	00				
10 81	Lovat (from 1st October, 1879) .....	5	00				
103 96	Lower Argyle (*including arrears) .....	40	00				
35 56	Lower Barney's River .....	22	00				
18 00	Lower Caledonia .....	10	00				

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
125	74	Lower Canard (*including arrears).....	*150	00		
39	43	Lower Cove (*including arrears).....	*34	50		
7	59	Lower East Pubnico (*including arrears).....	*22	50		
38	57	Lower Economy (*including arrears).....	*17	00		
93	90	Lower Five Islands.....	10	00		
82	44	Lower Granville (*including arrears).....	*33	00		
13	58	Lower La Have.....	12	00		
61	48	Lower L'Ardoise.....	34	00		
6	63	Lower Maccan.....	10	00		
33	25	Lower Pereaux (*including arrears).....	*17	00		
7	56	Lower Prospect.....	10	00		
5	21	Lower River Inhabitants.....	10	00		
45	82	Lower Selmah (*including arrears).....	*24	50		
5	57	Lower Settlement, Middle River.....	10	00		
18	67	Lower Settlement, South River.....	10	00		
11	00	Lower Ship Harbor.....	10	00		
293	39	Lower Stewiacke.....	100	00		
20	17	Lower Wentworth.....	10	00		
9	06	Lower West Pubnico.....	10	00		
46	16	Lower Wood Harbor (*including arrears).....	*17	00		
22	77	Low Point.....	16	00		
820	02	Lunenburg (*including arrears).....	*173	00		
8	62	Lynn.....	10	00		
22	00	McAdam's Lake.....	10	00		
7	44	McArras Brook.....	10	00		
11	22	McAulays.....	10	00		
2	93	McKay's Point.....	10	00		
8	19	McKinnon's Harbor.....	10	00		
12	96	McLellan's Brook.....	10	00		
2	35	McLeod's (from 1st November, 1879).....	4	17		
3	03	McLellan's Mountain.....	10	00		
12	62	McPherson's Ferry.....	10	00		
265	50	Mabou.....	188	00	70	00
8	10	Mabou Coal Mines.....	10	00		
5	50	Mabou Harbor.....	10	00		
233	00	Maccan.....	208	00		
380	06	Mahone Bay (*including arrears).....	*182	00		
58	05	Main-à-Dieu (*including arrears).....	*38	00		
30	65	Maitland, Annapolis (*including arrears).....	*13	50		
543	05	Maitland, Hants.....	358	00		
98	91	Maitland, Yarmouth.....	50	00		
6	13	Malagash.....	10	00		
7	68	Malagash Point.....	10	00		
17	34	Malagawatch.....	12	00		
15	86	Malignant Cove (*including arrears).....	*17	00		
4	00	Mansfield (from 1st September, 1879).....	5	84		
12	15	Mapleton (late Maccan Mountain; *incl. arrears).....	*13	50		
6	50	Marble Mountain.....	10	00		
93	50	Margaree Harbor (*including arrears).....	*55	00		
249	77	Margaree Forks (11 Quarters).....	233	50		
92	88	Margaretsville (including arrears).....	*35	50		
27	61	Marie Joseph (*including arrears).....	*30	00		
17	55	Marion Bridge.....	10	00		
26	54	Marriott's Cove (*including arrears).....	*11	50		
9	84	Marsh.....	10	00		

REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, and Light.
\$	cts.		cts.	\$ cts.	\$ cts.
16 85		Marshall's Town .....	12 00		
10 47		Marshy Hope (*including arrears).....	*12 50		
20 05		Martin's Point.....	10 00		
11 70		Martin's River.....	10 00		
1 20		Marydale .....	10 00		
4 36		Maryvale .....	10 00		
25 34		Mass Town .....	12 00		
3 58		Matheson .....	10 00		
2 73		Mavillette (from 1st December, 1879).....	4 17		
43 00		Meagher's Grant.....	11 50		
12 00		Medford .....	10 00		
82 97		Melrose .....	98 00		
142 90		Melvorn Square.....	57 14		
53 03		Merigonishe .....	24 00		
81 23		Metaghan .....	32 00		
98 22		Metaghan River .....	34 00		
30 26		Middleboro (*including arrears).....	*17 50		
7 00		Middle Clyde River (2 Quarters).....	5 00		
17 11		Middle County Harbor.....	10 00		
15 83		Middlefield .....	10 00		
13 00		Middle LaHave Ferry .....	10 00		
4 59		Middle Manchester .....	10 00		
216 29		Middle Musquodoboit (*including arrears).....	*112 00		
2 14		Middle Ohio (2 Quarters).....	5 00		
23 47		Middle Pereaux .....	10 00		
5 44		Middle Porters Lake.....	10 00		
10 99		Middle River .....	12 00		
10 50		Middle Section of N. E. Margaree .....	10 00		
0 68		Middle Settlement of Barney's River .....	10 00		
4 59		Middle Settlement of South River.....	10 00		
49 35		Middle Stewiacke (*including arrears).....	*24 50		
645 40		Middleton .....	232 00		
1 09		Middle Town.....	10 00		
12 08		Milford .....	10 00		
19 00		Milford Haven Bridge.....	10 00		
81 31		Milford Station (*including arrears).....	48 50		
21 21		Mill Brook .....	14 00		
8 00		Mill Cove .....	19 00		
41 49		Miller's Creek (*including arrears).....	*15 50		
30 50		Millsville .....	10 00		
221 13		Mill Village .....	110 00		
10 92		Millville.....	10 00		
354 41		Milton .....	218 00		
53 73		Minudie.....	30 00		
6 71		Mira Gut .....	16 00		
9 37		Montague Gold Mines.....	20 00		
25 55		Moose Brook.....	10 00		
10 95		Mooseland.....	10 00		
5 82		Moose River.....	10 00		
32 27		Morden .....	16 00		
1 79		Morley Road.....	10 00		
7 48		Morristown, Antigonishe.....	16 00		
3 22		Morristown, King's .....	10 00		
0 00		Morton's Corner .....	10 00		
2 91		Mortonville .....	10 00		
26 07		Moser's River.....	10 00		

**REPORT No. 3, C -Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.		
\$	cts.		\$	cts.	\$	cts.	
11	30	Mosherville.....	10	00			
4	50	Mossman's Grant.....	10	00			
46	62	Mount Denison (*including arrears).....	*20	00			
87	00	Mount Hanley (*including arrears).....	*48	50			
8	46	Mount Pleasant.....	10	00			
9	39	Mount Thom Settlement.....	10	00			
217	59	Mount Uniacke.....	190	00			
3	01	Mull River.....	10	00			
7	43	Murphyville.....	10	00			
116	70	Musquodoboit Harbor (*including arrears).....	*65	50			
41	50	Nappan (*including arrears).....	*22	50			
70	21	Nappan Station (*including arrears).....	*40	00			
22	75	Necum Trench.....	10	00			
63	00	New Albany (*including arrears).....	*64	00			
10	00	New Boston.....	10	00			
6	70	Newbridge (closed 28th February, 1880).....	11	00			
116	47	New Campbellton (*including arrears).....	*60	50			
7	99	New Canada.....	10	00			
19	83	Newcomb Corner.....	10	00			
10	60	New Cornwall.....	10	00			
10	09	New Gairloch.....	10	00			
30	52	New Germany.....	16	00			
2,628	75	New Glasgow.....	942	00	100	00	
16	15	New Harbor.....	10	00			
24	13	New Larig.....	12	00			
18	28	New Minas.....	14	00			
382	53	Newport.....	384	00		40	00
14	88	Newport Corner.....	24	00			
151	45	Newport Landing.....	60	00			
94	81	Newport Station (*including arrears).....	*36	00	60	00	
56	43	New Ross.....	32	00			
7	55	New Ross Road.....	10	00			
7	90	Newtown Mills.....	10	00			
5	64	Newtown.....	10	00			
7	38	New Tusket.....	10	00			
67	45	Nictaux Falls (*including arrears).....	*39	00			
31	73	Niel's Harbor.....	10	00			
45	59	Nine Mile River.....	12	00			
103	97	Noel (*including arrears).....	*75	25			
17	63	Noel Shore.....	10	00			
4	95	North Alton.....	10	00			
15	57	North Beaver Bank.....	10	00			
36	64	North Brookfield (*including arrears).....	*27	50			
25	34	North-East Branch Margaree.....	12	00			
55	36	North-East Harbor.....	28	00			
6	10	Northfield.....	10	00			
7	00	North Medford.....	10	00			
7	83	North Mountain.....	10	00			
48	00	Northport (*including arrears).....	*20	50			
4	49	North Range Corner.....	10	00			
36	56	North River.....	10	00			
11	59	North River Bridge, Colchester.....	18	00			
19	30	North River Bridge, Victoria (*including arrears).....	*20	50			
3	93	North Salem.....	10	00			
16	59	North Section of Earltown.....	10	00			

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended, 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 40	North Shore, Cumberland.....	12 00		
6 50	North Shore, Victoria.....	10 00		
936 90	North Sydney (*including arrears).....	*442 00		40 00
95 06	North-West Arm.....	28 00		
13 11	North-West Cove.....	10 00		
91 59	Oakfield (*3 Quarters).....	*7 50		
8 09	Oak Park.....	10 00		
24 00	Ogden.....	10 00		
6 99	Ogilvie.....	10 00		
8 50	Ohio.....	10 00		
47 09	Old Barnes (*including arrears).....	*37 50		
31 89	Oldham.....	30 00		
27 67	Onslow.....	18 00		
8 20	Orangedale.....	10 00		
10 00	Outer Island of Port Hood (6 Quarters).....	15 00		
17 25	Outlet of Lake Ainslie.....	10 00		
11 00	Owl's Head Harbor.....	10 00		
431 39	Oxford (*including arrears).....	*268 50		
13 50	Oyster Ponds.....	10 00		
128 16	Palmer's Road (*including arrears).....	*55 50		
198 20	Paradise Lane.....	64 00		
	Parker's Cove.....	10 00		
5 82	Park's Creek.....	10 00		
993 50	Parrsborough.....	326 00	40 00	40 00
7 20	Parrsborough Shore.....	10 00		
10 00	Partridge Island.....	10 00		
15 12	Peggy's Cove.....	10 00		
22 26	Pembroke.....	10 00		
19 31	Petite de Grat (*including arrears).....	*20 50		
77 62	Petit Passage (*including arrears).....	*40 50		
86 41	Petite River Bridge.....	24 00		
9 48	Petpaswick Harbor.....	10 00		
3,459 78	Pictou.....	984 00	100 00	160 00
134 83	Pictou Landing.....	30 00		
17 10	Piedmont Valley.....	10 00		
26 04	Pine Tree.....	10 00		
66 12	Pirate Harbor.....	43 00		
16 75	Plainfield.....	10 00		
9 24	Pleasant Bay.....	10 00		
	Pleasant Lake.....	10 00		
20 91	Pleasant Point.....	10 00		
23 50	Pleasant River.....	10 00		
3 21	Pleasant Valley, Digby.....	10 00		
9 00	Pleasant Valley, Pictou.....	10 00		
12 97	Plymouth.....	10 00		
7 00	Point Clear.....	10 00		
7 61	Point Edward.....	10 00		
6 01	Point of Cape.....	10 00		
17 15	Pomquet Chapel.....	10 00		
27 57	Ponds (*including arrears).....	*31 00		
14 33	Poplar Hill.....	10 00		
69 21	Port Acadie.....	56 00		
80 51	Portapique, (*including arrears).....	*44 50		
9 74	Portapique Mountain (*including arrears).....	*13 50		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 66	Port Beekerton.....	10 00		
62 43	Port Caledonia.....	38 00		
71 53	Port Clyde (*including arrears).....	*42 50		
13 53	Porter's Lake (*including arrears).....	*26 00		
29 06	Port Felix (8 Quarters).....	24 00		
116 97	Port George (*including arrears).....	*71 50		
79 83	Port Greville (*including arrears).....	*30 75		
224 41	Port Hastings.....	446 00		40 00
327 86	Port Hawkesbury.....	154 00	160 00	
32 59	Port Hillford (*including arrears).....	*19 00		
315 48	Port Hood.....	180 00		
19 00	Port Hood Island.....	20 00		
18 80	Port Joli.....	10 00		
117 06	Port La Tour (*including arrears).....	*69 00		
40 02	Port Lorne (*including arrears).....	*21 00		
64 55	Port Matoon.....	30 00		
256 06	Port Medway.....	130 00		
467 09	Port Mulgrave (7 Quarters).....	325 50		
25 48	Port Philip.....	14 00		
4 40	Port Richmond.....	20 00		
0 15	Port Royal.....	12 00		
.....	Portuguese Cove (accounts not received).....	.....		
216 25	Port Williams (*including arrears).....	*138 00		
319 74	Port William's Station.....	171 00	120 00	
27 76	Pouladmond (closed 31st December, 1879).....	7 50		
8 90	Preston Road.....	10 00		
15 00	Princeport.....	10 00		
19 62	Princeville.....	10 00		
66 44	Prospect (*including arrears).....	*28 75		
11 89	Pubnico Beach.....	10 00		
60 96	Pubnico Harbor.....	30 00		
530 84	Pugwash.....	318 00		
30 60	Pugwash River.....	10 00		
10 46	Purlbrook.....	10 00		
12 00	Queensville.....	10 00		
5 71	Ragged Head.....	10 00		
44 10	Ragged Island.....	10 00		
39 41	Rawdon (*including arrears).....	*21 00		
10 04	Rear of Ball's Creek.....	10 00		
7 00	Rear of Black River.....	10 00		
10 42	Rear Judique.....	10 00		
13 20	Rear Lands, Sporting Mountain.....	10 00		
18 51	Red Islands (*including arrears).....	*21 00	6 00	
10 63	Renfrew.....	10 00		
25 25	Reserve Mines.....	16 00		
6 24	Reynardton.....	10 00		
21 25	Rhodes.....	12 00		
173 00	Richmond.....	60 00		
56 72	River Bourgeoise (*including arrears).....	*27 50		
18 20	River Dennis.....	12 50		
3 79	River Dennis Road.....	10 00		
116 13	River Hebert (*including arrears).....	*62 00		
29 80	River Inhabitants Bridge (*including arrears).....	*15 00	4 00	
400 80	River John.....	158 00		
4 76	River John Road.....	10 00		

**REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
		\$	cts.	\$	cts.	\$	cts.
101 78	River Philip .....	116	00	.....	.....	.....	.....
142 55	Riversdale (*including arrears).....	*43	00	.....	.....	.....	.....
5 81	Roachvale .....	10	00	.....	.....	.....	.....
19 25	Rockingham.....	12	00	.....	.....	.....	.....
27 55	Rocklin (*including arrears).....	*20	50	.....	.....	.....	.....
3 21	Rockley.....	10	00	.....	.....	.....	.....
42 42	Rockville .....	10	00	.....	.....	.....	.....
25 88	Rockwell Settlement.....	10	00	.....	.....	.....	.....
15 06	Rocky Bay .....	10	00	.....	.....	.....	.....
7 11	Rocky Mountain.....	10	00	.....	.....	.....	.....
10 40	Roger's Hill.....	10	00	.....	.....	.....	.....
9 55	Roman's Valley.....	10	00	.....	.....	.....	.....
17 63	Roseway.....	12	00	.....	.....	.....	.....
0 93	Roslin .....	10	00	.....	.....	.....	.....
9 01	Ross Corner.....	10	00	.....	.....	.....	.....
28 35	Rossway.....	12	00	.....	.....	.....	.....
127 60	Round Hill (*including arrears).....	*82	00	.....	.....	.....	.....
2 26	Round Island (closed 31st December, 1879).....	7	50	.....	.....	.....	.....
69 89	St. Andrews, Antigonish.....	68	00	.....	.....	.....	.....
36 81	St. Andrews, Colchester.....	10	00	.....	.....	.....	.....
30 00	St. Ann's .....	10	00	.....	.....	.....	.....
45 05	St. Croix (*including arrears).....	*21	50	.....	.....	.....	.....
13 15	St. Esprit.....	10	00	.....	.....	.....	.....
6 36	St. George's Channel.....	10	00	.....	.....	.....	.....
65 04	St. Mary's Bay (*including arrears) .....	*30	50	.....	.....	.....	.....
7 59	St. Patrick's Channel.....	10	00	.....	.....	.....	.....
31 33	St. Paul's .....	10	00	.....	.....	.....	.....
469 60	St. Peter's .....	258	00	.....	.....	.....	.....
8 90	Salem .....	10	00	.....	.....	.....	.....
5 43	Salmon River, Cape Breton.....	10	00	.....	.....	.....	.....
12 00	Salmon River, Digby.....	12	00	.....	.....	.....	.....
37 81	Salmon River, Halifax.....	20	00	.....	.....	.....	.....
12 11	Salmon River, Lake Settlement .....	10	00	.....	.....	.....	.....
68 00	Salt Springs .....	61	00	.....	.....	.....	.....
32 69	Sambro .....	10	00	.....	.....	.....	.....
21 17	Sand Beach .....	10	00	.....	.....	.....	.....
2 62	Sand Point .....	14	00	.....	.....	.....	.....
4 95	Sandy Beaches.....	10	00	.....	.....	.....	.....
91 04	Sandy Cove .....	68	00	.....	.....	.....	.....
39 53	Sandy Point .....	10	00	.....	.....	.....	.....
37 57	Saulnierville.....	28	00	.....	.....	.....	.....
66 89	Saw Mill Creek (*including arrears).....	*26	50	.....	.....	.....	.....
54 05	Scotch Village.....	22	00	.....	.....	.....	.....
50 24	Scotsburn .....	23	00	.....	.....	.....	.....
73 65	Scott's Bay (*including arrears).....	*27	50	.....	.....	.....	.....
8 40	Scott's Bay Road.....	10	00	.....	.....	.....	.....
66 00	Selmah .....	30	00	.....	.....	.....	.....
38 98	Shag Harbor.....	16	00	.....	.....	.....	.....
215 45	Sheet Harbor.....	150	00	.....	.....	.....	.....
24 24	Sheet Harbor Passage.....	10	00	.....	.....	.....	.....
90 79	Sheffield Mills .....	42	00	.....	.....	.....	.....
688 13	Shelburne.....	404	00	.....	.....	40	00
375 10	Sherbrooke.....	332	00	.....	.....	40	00
32 31	Shinemicas Bridge.....	20	00	.....	.....	.....	.....
66 00	Ship Harbor (*including arrears).....	*46	50	.....	.....	.....	.....

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
20	89	Ship Harbor Lake.....	10	00	.....
22	15	Shcal Bay.....	10	00	.....
25	41	Short Beach (*including arrears).....	*19	00	.....
406	43	Shubenacadie.....	234	00	.....
69	95	Shulie.....	26	00	.....
0	00	Shunacadie.....	10	00	.....
8	50	Sight Point.....	10	00	.....
15	49	Six Mile Brook.....	10	00	.....
18	06	Six Mile Road.....	10	00	.....
3	00	Skir Dhu (6 Quarters).....	15	00	.....
5	50	Sky Glen.....	10	00	.....
2	50	Sluice Point.....	10	00	.....
6	92	Smithfield.....	10	00	.....
57	68	Smith's Cove (*including arrears).....	*34	00	.....
7	25	Soldiers' Cove.....	10	00	.....
115	81	Somerset.....	60	00	.....
55	10	Sonora (*including arrears).....	*37	50	.....
112	62	Southampton (*including arrears).....	*80	00	.....
40	21	South Bar of Sydney River (*including arrears).....	*17	00	.....
27	92	South Bay.....	10	00	.....
23	40	South Branch.....	10	00	.....
6	20	South Cove.....	10	00	.....
10	87	South East Passage.....	10	00	.....
20	66	South End of Lochaber.....	10	00	.....
78	11	South Gut of St. Ann's.....	18	00	.....
7	99	South Head of Cow Bay.....	10	00	.....
3	06	South McLellan's Mountain.....	10	00	.....
93	50	South Maitland.....	48	00	.....
46	12	South Ohio.....	14	00	.....
9	25	South Range.....	10	00	.....
63	54	South Rawdon.....	140	00	.....
17	00	South Side of Basin, River Dennis.....	10	00	.....
7	94	South Side of Boulardarie.....	10	00	.....
9	50	South Side of Whyecomagh Bay.....	10	00	.....
11	64	South West Margaree.....	10	00	.....
14	50	South West Mabou.....	10	00	.....
12	08	Spa Springs.....	14	50	.....
96	26	Speitche's Cove.....	30	00	.....
55	87	Spencer's Island (*including arrears).....	*31	00	.....
61	50	Springfield.....	10	00	.....
553	00	Spring Hill Mines (*including arrears).....	*295	50	.....
65	00	Springville.....	28	00	.....
35	34	Sory Bay.....	16	00	.....
21	90	Steam Mill Village (*including arrears).....	*17	00	.....
34	43	Steep Creek.....	30	00	.....
850	85	Stellarton.....	290	00	.....
91	08	Stewiacke Cross Roads (*including arrears).....	41	50	.....
20	68	Still Water.....	11	00	.....
15	72	Stoddarts.....	16	00	.....
22	91	Stonehouse.....	10	00	.....
18	00	Stormont.....	10	00	.....
39	09	Strathlorne (late Broad Cove Intervale; *including arrears).....	*63	50	.....
16	26	Stronach Mountain.....	10	00	.....
4	78	Summerside.....	10	00	.....
131	88	Summerville.....	58	00	.....



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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
		\$ cts.	\$ cts.	\$ cts.
12 79	Sundridge (from 1st May, 1879).....	9 17		
48 39	Sunnybrae (*including arrears).....	*25 00		
5 06	Sunnyside.....	10 00		
28 61	Sutherland's Mills (6 Quarters).....	15 00		
28 27	Sutherland's River (*including arrears).....	*24 50		
0 99	Swansburg.....	10 00		
1,273 98	Sydney.....	564 00	200 00	60 00
17 15	Sydney Forks.....	10 00		
261 89	Sydney Mines (*including arrears).....	*135 00		
14 62	Tancook Island.....	10 00		
184 12	Tangier.....	166 00		
367 07	Tatamagouche.....	204 00		
17 04	Tatamagouche Mountain (*including arrears).....	*17 00		
21 05	Tenecape.....	10 00		
21 13	Terence Bay.....	10 00		
18 95	The Falls (3 Quarters).....	7 50		
	Thompson's Mills (accounts not received).....			
11 15	Three Mile House.....	10 00		
101 23	Three Sisters.....	40 49		
9 43	Tiduish.....	10 00		
14 33	Toney River.....	14 00		
162 06	Torbay.....	62 00		
18 50	Torbrook.....	10 00		
37 34	Town Plot.....	10 00		
118 40	Tracadie.....	131 00		
	Trafalgar.....	10 09		
14 30	Tremont (*including arrears).....	*17 00		
10 63	Truemanville (from 1st June, 1879).....	8 34		
4,493 78	Truro.....	1,146 00		200 00
17 66	Tupperville.....	10 00		
193 12	Tusket.....	109 00		
10 09	Tusket Forks.....	10 00		
32 21	Tusket Wedge.....	10 00		
10 00	Union Centre.....	10 00		
	Upper Branch.....	10 00		
29 00	Upper Caledonia.....	10 00		
135 47	Upper Canard (*including arrears).....	*57 50		
23 55	Upper Clarence.....	10 00		
17 76	Upper Clements.....	10 00		
5 37	Upper Clyde River.....	10 00		
56 94	Upper Cross Roads, St. Mary's.....	24 00	24 00	
5 00	Upper Dyke Village.....	12 00		
116 40	Upper Economy (*including arrears).....	*53 00		
0 00	Upper Kennetcook.....	10 00		
0 00	Upper La Have (12 Quarters).....	30 00		
8 44	Upper Malgash.....	10 00		
9 39	Upper Margaree.....	10 00		
89 20	Upper Musquodoboit.....	80 00		
64 15	Upper Newport.....	42 00		
6 25	Upper North River.....	10 00		
20 85	Upper Pereaux.....	10 00		
42 50	Upper Port Latour (*including arrears).....	*19 50		
39 22	Upper Rawdon.....	18 00		
14 00	Upper Settlement of Baddeck River.....	10 00		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
17 02	Upper Settlement of Middle River.....	10 00		
50 00	Upper Settlement of River Dennis.....	16 00		
14 65	Upper Settlement of South River.....	10 00		
172 46	Upper Stewiacke.....	106 00		
9 89	Upper Washabuck.....	10 00		
25 10	Upper Wood Harbor (*including arrears).....	*17 00		
12 61	Urbana.....	10 00		
7 53	Usher.....	10 00		
164 47	Vale Colliery.....	62 00		
62 93	Valley Station (*including arrears).....	*45 00		
16 15	Vaughan.....	10 00		
6 78	Vernal.....	10 00		
10 00	Vernon Mines.....	10 00		
5 83	Vesuvius.....	10 00		
5 70	Victoria.....	10 00		
27 43	Victoria Beach.....	10 00		
5 67	Victoria Harbor.....	10 00		
42 77	Victoria Mines (*including arrears).....	*31 00		
37 03	Victoria Vale (*including arrears).....	*17 00		
30 00	Vogler's Cove (*including arrears).....	*23 00		
381 30	Wallace.....	240 00		
260 37	Wallace Bridge (*including arrears).....	*111 50		
24 57	Wallace Ridge (*including arrears).....	*17 00		
10 00	Wall Brook.....	10 00		
129 28	Walton.....	66 00		
0 00	Warren (closed 31st May, 1879).....	1 67		
14 28	Waterford.....	10 00		
20 00	Watervale.....	10 00		
476 25	Waterville.....	190 50		
10 64	Waugh's River.....	14 00		
81 00	Waverley.....	56 00		
13 50	Weaver Settlement.....	14 00		
0 85	Wellington.....	10 00		
30 46	Wentworth (*including arrears).....	*17 00		
60 00	Wentworth Creek.....	10 00		
202 26	Wentworth Station (*including arrears).....	*68 00	100 00	
104 97	West Arichat (*including arrears).....	*53 50		
190 60	West Bay (*including arrears).....	*85 50	*17 00	
35 59	West Branch River John (*including arrears).....	*36 50		
78 24	West Branch River Philip.....	22 00		
31 51	West Brook.....	11 50		
4 98	West Cariboo (from 1st August, 1879).....	6 67		
26 93	Westchester.....	18 00		
9 50	Westchester Lake.....	10 00		
27 49	West Chezzetcook (late Chezzetcook).....	10 00		
15 33	West Dublin.....	16 00		
18 23	West Gore.....	10 00		
10 01	West Jeddore.....	10 00		
49 19	West La Have Ferry.....	10 00		
16 29	West Merigonishe.....	10 00		
95 69	West New Annan (*including arrears).....	*77 20		
29 20	West Newdy Quoddy.....	10 00		
204 46	Westport.....	90 00		
16 36	West Publico (*including arrears).....	*13 50		

**REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.
63	86	West River.....	154	00		
77	30	West River Station.....	59	00		
1	25	West Side of Lochaber.....	10	00		
8	62	West Side of Middle River.....	10	00		
576	76	Westville.....	256	00		
1,161	81	Weymouth.....	686	00		100 00
376	04	Weymouth Bridge (*including arrears).....	*207	00		
8	59	Whitburn.....	10	00		
44	12	White Head (*including arrears).....	*19	00		
10	50	White Point.....	10	00		
116	40	White Rock Mills (*including arrears).....	*55	50		
267	34	Whycocomagh.....	244	00		
4	84	Whycocomagh Rear.....	10	00		
12	00	Williamsdale.....	10	00		
26	01	Williamston (closed 1st May, 1879).....	10	40		
237	72	Wilmot.....	158	00		
11	24	Windham Hill.....	10	00		
2,198	22	Windsor.....	726	00		200 00
12	73	Windsor Junction (5 months; from 1st August, 1879).....	3	17		
61	01	Wine Harbor.....	41	00		
1,541	02	Wolfville.....	500	00		60 00
8	66	Woodburne.....	10	00		
15	45	Woodville.....	10	00		
14	00	Wreck Cove.....	10	00		
8	96	Wyse's Corner.....	10	00		
4,510	72	Yarmouth.....	1,434	00	100	00
\$131,233	22	Totals.....	\$48,062	57	\$2,310	00
					\$2,320	00

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 3, D.

DETAIL of all payments for Salaries, &c., in New Brunswick, showing in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>NEW BRUNSWICK DIVISION.</b>				
		\$ cts.	\$ cts.	\$ cts.
J. McMillan.....	Post Office Inspector.....	2,200 00		
W. Paisley.....	1st Class Clerk.....	1,400 00		
G. F. Everett.....	1st do (Money Order duties, for Maritime Provinces).....	1,800 00		
W. C. Whittaker.....	2nd do.....	1,100 00		
W. R. Avery.....	3rd do.....	900 00		
W. Hatch.....	4th do.....	520 00		
W. Bannister.....	Messenger.....	460 00		
G. McKilligan.....	Temporary Messenger, to 31st July, 1879.....	33 33		
				8,413 33
<b>RAILWAY MAIL SERVICE.</b>				
F. W. Blizard.....	2nd Class Railway Mail Clerk.....	900 00	206 61	
J. A. McM. Hunter.....	do do.....	720 00	140 30	
F. A. Estey.....	do do.....	720 00	105 20	
G. M. Ryan.....	do do.....	720 00	249 49	
W. Starkie.....	do do.....	720 00	148 92	
J. Philips.....	do do.....	720 00	165 10	
W. J. Weldon.....	do do (less fine).....	719 00	289 20	
J. R. Pidgeon.....	do do.....	720 00	213 82	
G. A. Barker.....	do do.....	706 66	230 92	
A. R. Gross.....	do do.....	700 00	142 36	
W. Rowan.....	do do.....	700 00	46 92	
D. Price.....	do do.....	640 00	307 96	
H. Wathen.....	do do (less fine).....	639 00	263 40	
J. G. Miller.....	do do.....	640 00	296 11	
J. McKenna.....	do do.....	640 00	244 72	
D. McKendrick.....	3rd do from and Temporary to 1st Sept., 1879.....	480 00	251 54	
				14,387 23
Totals.....		\$19,497 99	\$3,302 57	\$22,800 56

REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, within the Year ended, 30th June, 1880.

Name.	Service.	Salary.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i> .....			22,800 56
<b>FREDERICTON POST OFFICE.</b>			
H. J. Thorne .....	Postmaster .....	1,400 00	
J. Cameron .....	2nd Class Clerk.....	1,060 00	
W. B. Phair .....	3rd do .....	600 00	
E. Vavasour.....	4th do .....	520 00	
A. S. Phair.....	Letter Carrier .....	300 00	
J. C. O'Leary.....	Temporary Letter Carrier, from 27th January to 31st March, 1880.....	54 03	3,934 03
<b>ST. JOHN POST OFFICE.</b>			
J. V. Ellis .....	Postmaster to 28th Feb., 1880 (superannuated).....	1,600 00	
S. J. King .....	Postmaster, from 1st March, 1880.....	733 34	
J. Woodrow .....	Assistant Postmaster .....	1,400 00	
M. J. Potter .....	1st Class Clerk.....	1,200 00	
W. A. Black .....	2nd do .....	980 00	
H. P. Otty.....	do .....	900 00	
A. McNichol .....	3rd do .....	800 00	
R. G. McIntyre .....	do .....	800 00	
J. S. Flaglor .....	do .....	720 00	
A. W. Reed .....	do .....	720 00	
J. W. Ring .....	do .....	600 00	
J. W. Bentteay .....	do .....	600 00	
W. F. Parker .....	do to 31st August, 1879 (resigned).....	100 00	
F. L. Avery .....	do .....	600 00	
R. D. Woodrow .....	do .....	600 00	
R. A. Hamelin .....	do .....	6 0 00	
P. G. Maguire .....	do .....	600 00	
T. Jenkins .....	do .....	600 00	
J. H. Ritchie.....	do .....	600 00	
J. L. Finen.....	4th do .....	470 00	
J. P. Bell.....	do .....	470 00	
A. Thompson .....	do .....	470 00	
J. Leitch .....	Superintendent Letter Carrier .....	600 00	
R. McLaughlin.....	Letter Carrier.....	560 00	
W. Young .....	do .....	560 00	
J. F. Withers .....	do .....	560 00	
C. Belyea.....	do .....	560 00	
G. W. Plumpton .....	do .....	560 00	
W. Lane.....	do .....	560 00	
J. Campbell.....	do .....	440 00	
J. McManus.....	do .....	440 00	
J. Beamish.....	do from 21st January, 1880 .....	133 87	
G. Bell .....	Office Keeper .....	400 00	
N. McKay .....	Temporary Letter Carrier, from 10th to 24th Dec., 1879 .....	16 12	
H. Howe.....	Superintendent heating apparatus.....	540 00	
	Letter Carriers' Uniform Allowances.....	421 00	
<b>Total</b> .....			<b>22,514 33</b>
<b>Total</b> .....			<b>\$19,248 92</b>

H. A. WICKSTEED,  
Accountant.

JOHN O'CONNOR,  
Postmaster-General.

## REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
1	37	Abougoggin Road (from 1st February, 1880).....	1	66				
5	06	Acadia (from 1st July, 1879).....	7	50				
4	67	Acadia Siding (from 1st July, 1879).....	7	50				
6	21	Akerly.....	10	00				
111	88	Albert Mines.....	54	00				
11	00	Aldouane.....	10	00				
41	56	Alexander's Point.....	20	00				
129	60	Alma.....	92	00				
6	87	Anderson.....	10	00				
417	50	Andover (*including arrears).....	*301	50				
88	55	Annagance.....	60	00				
2	62	Annidale (from 1st June, 1879).....	8	33				
161	70	Apoahqui.....	104	00	16	00		
3	60	Archibald Settlement.....	16	00				
12	71	Argyle.....	10	00				
136	50	Armstrong's Brook.....	40	00	8	00		
12	60	Armstrong's Corner.....	10	00				
38	41	Aroostook (*including arrears).....	*22	50				
21	33	Aroostook Junction (from 1st October, 1879).....	5	00				
32	00	Arthurette.....	10	00				
12	12	Ashland.....	10	00				
20	76	Avondale.....	10	00				
9	00	Babington.....	10	00				
18	46	Back Bay (*including arrears).....	*17	50				
223	41	Baie Verte.....	226	00				
9	48	Baie Verte Road.....	12	00				
17	21	Baillie.....	10	00				
13	69	Bairdsville.....	24	00				
4	25	Baldhill.....	10	00				
10	41	Balmoral.....	10	00				
4	08	Barachois.....	10	00				
29	73	Barnaby River.....	10	00				
35	96	Barnesville.....	14	00				
3	75	Barrettsolme.....	10	00				
4	44	Bartibog.....	10	00				
11	65	Bartibogue Bridge.....	10	00				
15	48	Bartlett Mills.....	10	00				
157	53	Bass River (*including arrears).....	*58	50	10	00		
7	94	Basswood Ridge.....	10	00				
87	66	Bath (*including arrears).....	*55	00				
919	03	Bathurst.....	580	00	48	00	60	00
330	87	Bathurst Village (*including arrears).....	*182	00				
18	56	Bay du Vin.....	10	00				
7	50	Bay du Vin Mills.....	10	00				
42	64	Bayfield.....	22	00				
19	77	Bayside.....	10	00				
13	41	Bayswater.....	10	00				
12	11	Bayview.....	10	00				
3	13	Beach Hill.....	10	00				
21	84	Bear Island.....	22	00				
11	10	Beaver Brook.....	10	00				

REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
27 57	Beaver Harbor (*including arrears).....	*27 50		
43 81	Belledune.....	26 00		
19 08	Belledune River.....	26 00		
4 80	Belleisle Bay.....	10 00		
29 45	Belleisle Creek.....	10 00		
10 20	Bellenden.....	10 00		
9 55	Belleville.....	10 00		
4 25	Belliveaux Village.....	10 00		
10 77	Belyea's Cove.....	10 00		
127 89	Benton (*including arrears).....	*64 00		
25 03	Berry Mills Station.....	10 00		
3 88	Berryton.....	10 00		
4 48	Big Cove.....	10 00		
3 22	Birdton.....	10 00		
102 50	Black Brook (*including arrears).....	*29 50		
4 75	Black Land.....	38 00		
25 00	Black Point.....	10 00		
3 51	Black River, Northumberland.....	10 00		
23 85	Black River, St. John.....	12 00		
7 06	Black River Bridge.....	10 00		
5 67	Black Rock.....	9 99		
97 41	Blackville.....	40 00		
9 99	Blair Athol.....	9 99		
10 07	Blayney Ridge.....	10 00		
1 02	Blissfield.....	10 00		
47 98	Blissville (*including arrears).....	*29 50		
16 00	Bloomfield, Carleton.....	10 00		
40 83	Bloomfield, Kings.....	24 00		
13 25	Bloomfield Ridge (*including arrears).....	*13 50		
38 69	Bocabec.....	16 00		
98 08	Boiestown (*including arrears).....	*49 00		
9 18	Botsford Portage.....	10 00		
5 38	Boudreau Village.....	10 00		
36 71	Boundary Creek.....	25 00		
2 82	Boundary, Presqu'ile.....	9 99		
3 88	Bourgeois.....	10 00		
23 16	Breadalbane.....	10 00		
	Bridgedale.....	10 00		
36 97	Briggs' Corner (*including arrears).....	*23 00		
62 63	Bristol (including arrears).....	*45 00		
2 37	Brookvale.....	10 00		
347 70	Buctouche.....	199 00		
10 06	Bumfrau.....	10 00		
8 08	Burnt Church.....	10 00		
10 56	Burton.....	10 00		
188 01	Butternut Ridge (*including arrears).....	*74 00		
	Cain's River.....	10 00		
6 28	Caledonia Settlement.....	10 00		
45 78	Calhoun (from 1st June, 1879).....	8 33		
33 03	Cambridge (*including arrears).....	*21 00		
6 21	Campbell Settlement, King's.....	10 00		
12 02	Campbell Settlement, York (*including arrears).....	*13 50		
1,092 38	Campbellton (*including arrears).....	*332 00	125 00	50 00
40 76	Campo Bello.....	62 00		
8 06	Canaan Rapids.....	10 00		

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances, in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
38	94	Canaan Station.....	10	00		
79	81	Canterbury.....	143	00		
235	61	Canterbury Station.....	102	00		
39	00	Cape Bald (*late Tedish).....	16	00		
11	00	Cape de Moselle Creek.....	10	00		
8	78	Cape Spear.....	10	00		
184	48	Caraquet (*including arrears).....	*96	25	16	00
1,377	74	Carleton (*including arrears).....	*463	00		40 00
72	12	Carleton Station.....	28	00		
10	81	Carlisle.....	16	00		
9	63	Carlou.....	16	00		
6	26	Caron Brook.....	10	00		
7	78	Carpenter.....	10	00		
19	40	Carsonville.....	10	00		
8	76	Carter's Point.....	10	00		
5	85	Case Settlement.....	10	00		
12	83	Central Blissville.....	10	00		
11	78	Central Cambridge.....	10	00		
15	68	Central Kingsclear.....	10	00		
19	47	Central Norton.....	10	00		
4	12	Central Village.....	10	00		
182	28	Centreville (*including arrears).....	*61	50		
7	71	Chance Harbor.....	10	00		
11	01	Chapman.....	10	00		
1	51	Charleston.....	10	00		
3,163	44	Chatham.....	916	00	360	00
5	46	Chelmsford (from 1st July, 1879).....	7	50		
12	10	Cherry Vale.....	16	00		
5	90	Chester.....	16	00		
103	22	Chipman.....	36	00	12	00
9	87	Church Hill.....	10	00		
22	85	Church Point (*including arrears).....	*13	50		
11	17	Clarendon.....	10	00		
77	46	Clifton, Gloucester.....	32	00		
104	60	Clifton, King's.....	64	00		
72	98	Clinch's Mills.....	24	00		
17	05	Clones.....	10	00		
23	01	Coal Branch.....	12	00		
22	49	Coal Branch Station (*including arrears).....	*17	00		
12	63	Coal Creek.....	10	00		
9	48	Coal Mines.....	12	00		
12	82	Coates' Mills.....	10	00		
75	82	Cocaigne (3 Quarters).....	54	00		
5	80	Cocaigne River.....	10	00		
20	56	Cody's.....	10	00		
		Coldstream.....	12	00		
29	49	Cole's Island (*3 Quarters).....	10	00	*6	00
131	00	Collina.....	52	80		
4	86	Connell (from 1st November, 1879).....	4	17		
12	95	Cookville.....	10	00		
19	87	Cork Station (*including arrears).....	*13	50		
39	58	Corn Hill.....	12	00		
10	06	Coverdale.....	10	00		
4	82	Cox's Point.....	10	00		
31	66	Cumberland Bay.....	14	00		
16	86	Cumberland Point.....	10	00		



**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
7	10	Cumming's Cove.....	10	00	
43	69	Curryville.....	10	00	
672	03	Dalhousie.....	476	00	40 00
12	18	Daniel (from 1st May, 1879).....	9	16	
8	74	Dawson Settlement.....	10	00	
117	40	Debeck (*including arrears).....	*51	50	
145	83	Derby.....	56	00	
15	74	Dipper Harbor.....	10	00	
0	85	Dixon's Point.....	10	00	
71	53	Dcaktown (*including arrears).....	*31	00	
1	11	Doherty.....	10	00	
4	21	Doherty's Mills.....	10	00	
8	89	Donegal.....	10	00	
1,199	14	Dorchester.....	430	00	60 00
3	07	Dorchester Crossing.....	10	00	
12	00	Douglas.....	10	00	
15	10	Douglas Harbor.....	10	00	
226	02	Douglastown.....	118	00	
7	91	Dover.....	10	00	
4	84	Doyle Settlement.....	10	00	
23	16	Dumbarton Station.....	13	00	
2	15	Dumfries.....	10	00	
5	05	Dundee.....	10	00	
15	65	Dungiven.....	10	00	
21	27	Dunphy.....	12	00	
10	97	Dupey's Corners.....	10	00	
6	06	East Scotch Settlement.....	10	00	
24	00	Edgett's Landing.....	28	00	
276	70	Edmundston.....	126	00	
16	43	Eel River.....	18	00	
246	34	Elgin.....	82	00	
7	49	Elgin Road.....	10	00	
12	14	Elmsville.....	10	00	
8	27	Elmwood.....	10	00	
10	86	Emigrant Road.....	10	00	
19	51	Emigrant Settlement.....	16	00	
7	44	English Settlement.....	10	00	
25	09	Enniskillen Station.....	16	00	
30	04	Escuminac.....	10	00	
9	17	Esdraelon.....	10	00	
11	54	Fairfield.....	10	00	
43	74	Fairhaven (*including arrears).....	*13	50	
349	03	Fairville.....	264	00	
10	00	Farmerston.....	10	00	
8	40	Fawcett Hill.....	10	00	
10	05	Fenwick.....	10	00	
7	08	Ferris.....	10	00	
8	65	Ferryville.....	10	00	
36	23	Flatlands.....	41	00	
195	01	Florenceville.....	236	00	20 00
26	63	Florenceville East.....	20	00	
4	05	Flower's Cove.....	10	00	
42	80	Foreston (*including arrears).....	*20	50	

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
10	10	Forks .....	10 00		
15	51	Foster's Cove .....	10 00		
19	95	Fox Creek .....	10 00		
8,218	57	Fredericton (Salaries and expenses entered elsewhere) .....			
230	30	Fredericton Junction (*including arrears).....	*100 78		
4	81	Fredericton Road.....	10 00		
5	83	French Lake .....	10 00		
8	78	French Willage.....	10 00		
310	14	Gagetown.....	366 00	80 00	40 00
4	70	Gailey .....	10 00		
23	45	Gardner's Creek .....	10 00		
6	00	Garnet.....	10 00		
18	00	Gaspereaux .....	28 00		
7	21	Gaspereaux Station .....	10 00		
6	35	Geary.....	10 00		
9	32	Germantown.....	10 00		
57	33	Glassville (*including arrears).....	*33 00		
10	01	Glen Anglin .....	10 00		
6	80	Glen Porter.....	10 00		
4	84	Golden Grove.....	10 00		
3	99	Golden Grove Mills .....	10 00		
9	95	Golden Ridge.....	10 00		
13	40	Good Corner.....	10 00		
6	11	Gooseberry Cove.....	10 00		
8	72	Goose Creek .....	10 00		
8	60	Gordonsville .....	10 00		
16	65	Goshen.....	10 00		
5	45	Gowland Mountain .....	10 00		
33	49	Grafton .....	14 00		
70	75	Grand Auce .....	28 87		
7	30	Grand Bay .....	10 00		
389	18	Grand Falls.....	252 00		
5	97	Grand Falls Portage.....	10 00		
12	23	Grandigue .....	10 00		
177	01	Grand Manan (*including arrears).....	*86 50	12 00	
39	00	Grand River (*including arrears).....	*34 00		
9	54	Grant .....	10 00		
66	96	Great Shemogue (*including arrears) .....	*30 50		
5	78	Greenfield .....	10 00		
21	01	Green River .....	17 00		
23	15	Greenwich Hill .....	20 00		
4	54	Greer .....	10 00		
12	46	Grey's Mills .....	10 00		
7	58	Gueguen .....	10 00		
28	21	Hammondvale.....	41 00		
49	32	Hampstead (*including arrears).....	*19 50		
222	20	Hampton.....	52 00		
4	98	Hamtown.....	10 00		
0	00	Hanwell .....	10 00		
8	16	Hardingville .....	10 00		
8	65	Hardwicke.....	10 00		
5	31	Harewood .....	10 00		
10	87	Harley Road .....	10 00		
122	99	Hartland.....	72 00		

REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.

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Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.	\$	cts.
17	03	Hart's Mills .....	10	00				
228	02	Harvey.....	245	00				
135	55	Harvey Station.....	82	00				
8	00	Hastings.....	10	00				
15	34	Head of Tide.....	9	99				
13	13	Hebron.....	10	00				
5	41	Henderson's Settlement.....	10	00				
12	50	Heron Island.....	10	00				
8	99	Hibernia.....	10	00				
25	18	Highlands.....	10	00				
347	82	Hillsborough.....	309	00				
15	00	Hillsdale.....	10	00				
8	17	Hillside.....	10	00				
5	31	Hiram.....	10	00				
15	17	Holdenville.....	10	00				
9	20	Holmesville.....	10	00				
25	74	Hopewell.....	27	00				
150	00	Hopewell Cape.....	210	00				
268	82	Hopewell Corner (*including arrears).....	*136	25	20	00		
116	00	Hopewell Hill.....	70	00				
4	55	Hopper.....	10	00				
56	17	Hoyt Station (*including arrears).....	*27	50				
9	47	Hunters' Home.....	10	00				
0	27	Ida (from 1st Oct., 1879).....	5	00				
9	29	Indian Island.....	10	00				
		Indian Mountain.....	10	00				
1,215	13	Indiantown.....	480	00			40	00
9	52	Intervale.....	10	00				
2	63	Irishtown.....	10	00				
9	03	Irving Settlement.....	10	00				
10	20	Jacksontown.....	10	00				
69	09	Jacksonville.....	52	00				
12	28	Janeville.....	10	00				
11	00	Jeffrey.....	10	00				
32	69	Jemseg.....	14	00				
15	32	Jenkins.....	10	00				
11	18	Johnson's Mills.....	10	00				
13	58	Johnston.....	10	00				
		Johnville.....	10	00				
19	44	Jolicure.....	10	00				
17	00	Juvenile Settlement.....	10	00				
6	69	Kars.....	10	00				
8	12	Kay Settlement.....	10	00				
7	26	Keats.....	10	00				
25	23	Keohan.....	10	00				
3	39	Kerry.....	10	00				
34	14	Keswick Ridge.....	28	00				
60	48	Kilburn's Landing.....	24	21				
54	15	Kincardine (*including arrears).....	*26	15				
50	67	Kingsclear.....	24	00				
0	03	Kingsley.....	10	00				
457	63	Kingston, Kent.....	416	00			40	00
78	33	Kingston, Kings.....	124	00				

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
53 50	Kintore (*including arrears).....	*47 50	.....	.....
23 27	Kirkland (*including arrears).....	*13 50	.....	.....
26 07	Knowlesville (*including arrears).....	*20 50	.....	.....
11 23	Knoxford .....	10 00	.....	.....
84 05	Kouchibouguac.....	56 00	.....	.....
20 00	Lakefield .....	20 00	.....	.....
34 76	Lake George.....	24 00	.....	.....
10 22	Lake Road .....	10 00	.....	.....
10 84	Lakeview .....	10 00	.....	.....
37 16	Lakeville (*including arrears).....	*13 50	.....	.....
16 94	Lakeville Corner.....	10 00	.....	.....
17 57	Land's End .....	10 00	.....	.....
3 82	Lawfield .....	10 00	.....	.....
39 45	Lawrence Station.....	16 00	.....	.....
10 37	Lawson .....	10 00	.....	.....
20 09	Ledge.....	10 00	.....	.....
34 00	Lepreaux.....	32 00	.....	.....
82 31	L'Etete (*including arrears).....	*31 50	.....	.....
5 39	Lewis Mountain.....	10 00	.....	.....
11 65	Lewisville .....	10 00	.....	.....
18 43	Lilly Lake.....	10 00	.....	.....
15 34	Lincoln .....	10 00	.....	.....
9 07	Lindsay .....	10 00	.....	.....
7 25	Linton's .....	10 00	.....	.....
2 30	Little Branch.....	10 00	.....	.....
73 00	Little Lepreaux .....	14 00	.....	.....
8 26	Little Ridge.....	10 00	.....	.....
3 19	Little River, Coverdale.....	10 00	.....	.....
10 00	Little River, Elgin.....	10 00	.....	.....
14 55	Little River, Sunbury.....	10 00	.....	.....
17 67	Little Rocher .....	12 00	.....	.....
20 72	Little Shemogue .....	14 00	.....	.....
20 58	Little Shippigan (*including arrears).....	*13 50	.....	.....
8 16	Loch Lomond.....	10 00	.....	.....
9 40	Londonderry.....	10 00	.....	.....
16 87	Long Creek.....	10 00	.....	.....
3 42	Long Point.....	10 00	.....	.....
15 19	Long Reach .....	10 00	.....	.....
7 02	Long Settlement.....	10 00	.....	.....
55 96	Lord's Cove (*including arrears).....	*20 50	.....	.....
8 71	Lower Brighton .....	10 00	.....	.....
42 97	Lower Canterbury.....	24 00	.....	.....
54 97	Lower Cape (*including arrears).....	*41 60	.....	.....
8 86	Lower Caraquet (closed 30th November, 1879).....	6 67	.....	.....
.....	Lower Coverdale.....	10 00	.....	.....
7 00	Lower French Village (3 Quarters).....	7 50	.....	.....
5 62	Lower Gagetown (from 1st October, 1879).....	5 00	.....	.....
3 53	Lower Hayneville .....	10 00	.....	.....
10 26	Lower Line, Queensbury.....	10 00	.....	.....
12 29	Lower Newcastle.....	12 00	.....	.....
14 58	Lower Pockmouche .....	10 00	.....	.....
4 89	Lower Poquiocok .....	10 00	.....	.....
28 62	Lower Prince William.....	24 00	.....	.....
11 62	Lower Queensbury.....	10 00	.....	.....
0 39	Lower Southampton.....	16 00	.....	.....

REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.

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Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
9 55	Lower Turtle Creek .....	10 00	.....	.....
29 75	Lower Wakefield .....	25 00	.....	.....
11 82	Lower Woodstock.....	12 00	.....	.....
3 52	Lozier Settlement.....	10 00	.....	.....
16 84	Ludlow.....	12 00	.....	.....
8 22	Lutes Mountain .....	10 00	.....	.....
8 33	Lynnfield.....	10 00	.....	.....
.....	Lyttleton.....	10 00	.....	.....
99 68	McAdam Junction .....	42 00	.....	.....
14 80	McAlpine .....	10 00	.....	.....
17 65	McDonald's Corner .....	10 00	.....	.....
20 96	McDonald's Point.....	10 00	.....	.....
4 53	McDougall Settlement.....	10 00	.....	.....
14 24	McGinley (from 1st July, 1879).....	7 50	.....	.....
13 80	McKenzie's Corner.....	22 00	.....	.....
12 63	McLaughlin .....	10 00	.....	.....
10 18	McLaughlin Road.....	10 00	.....	.....
11 22	McLeod's Mills.....	10 00	.....	.....
9 46	McNamee .....	10 00	.....	.....
11 71	Maces Bay.....	10 00	.....	.....
6 33	Mactaquack.....	10 00	.....	.....
12 60	Magaguadavie.....	10 00	.....	.....
9 06	Magundy.....	10 00	.....	.....
12 96	Mazners Sutton.....	10 00	.....	.....
24 00	Maple Green (*including arrears).....	*44 00	.....	.....
3 45	Maplehurst.....	10 00	.....	.....
9 12	Mapleton .....	10 00	.....	.....
1 59	Mapleview (from 1st February, 1880).....	1 67	.....	.....
8 07	Maquapit Lake .....	10 00	.....	.....
40 63	Markhamville (*including arrears).....	*17 50	.....	.....
45 82	Marysville.....	42 00	.....	.....
65 34	Maugerville .....	26 00	.....	.....
19 05	Mechanics' Settlement.....	10 00	.....	.....
283 02	Memramcook .....	144 00	.....	.....
7 94	Middle Coverdale.....	10 00	.....	.....
26 78	Middle St. Francis (*including arrears).....	*17 50	.....	.....
347 74	Middle Sackville .....	141 34	.....	.....
57 09	Middle Simmonds.....	30 00	.....	.....
19 66	Middle Southampton.....	12 00	.....	.....
1 76	Midgie (3 Quarters) .....	7 50	.....	.....
20 95	Midland .....	10 00	.....	.....
77 89	Milford .....	14 50	.....	.....
15 12	Milkish.....	10 00	.....	.....
12 37	Mill Brook .....	10 00	.....	.....
8 02	Mill Cove.....	10 00	.....	.....
3 00	Mill Creek.....	10 00	.....	.....
73 60	Milledgeville.....	66 00	.....	.....
45 12	Millstream (*including arrears) .....	*33 50	.....	.....
429 06	Milltown, Charlotte.....	94 00	.....	.....
12 36	Milltown, Gloucester .....	10 00	.....	.....
2 34	Millville do .....	10 00	.....	.....
29 07	Millville, York .....	10 00	.....	.....
4 11	Mineral .....	10 00	.....	.....
16 00	Miscou Lighthouse.....	10 00	.....	.....
15 73	Mispec.....	10 00	.....	.....

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Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
4,747 05	Moncton .....	1,318 00	100 00	200 00
4 63	Moncton Road .....	10 00		
6 87	Monument Settlement .....	10 00		
81 26	Moore's Mills (*including arrears).....	*23 50		
17 22	Moss Glen .....	10 00		
20 23	Moulie's River .....	10 00		
4 19	Mountain Brook.....	10 00		
22 24	Mount Pleasant.....	10 00		
9 30	Mountville (closed 31st March, 1879, arrears of rev.) .....			
106 36	Mount Whatley .....	48 00		
33 84	Mouth of Jemseg .....	32 00		
30 25	Mouth of Keswick .....	18 00		
137 24	Mouth of Nerepis (late Westfield Station).....	110 00		
13 46	Murray's Corner.....	16 00		
14 21	Murray's Road.....	10 00		
58 94	Musquash .....	59 00		
11 01	Nackawick (*including arrears).....	*13 50		
68 54	Narrows .....	240 00	100 00	
28 88	Nashwaak .....	16 00		
16 48	Nashwaak Bridge .....	10 00		
28 31	Nashwaaksis .....	12 00		
144 56	Nashwaak Station .....	100 00		
20 84	Nashwaak Village (*including arrears).....	*27 50		
58 30	Nawwigewauk .....	21 04		
11 07	Neguac .....	10 00		
21 00	Nerepis Station.....	10 00		
32 01	New Bandon .....	22 00		
4 64	Newburgh.....	10 00		
9 20	New Canaan.....	10 00		
2,164 98	Newcastle.....	622 00	300 00	120 00
18 10	Newcastle Bridge .....	12 00		
26 07	Newcastle Creek .....	16 00		
8 58	New Horton .....	10 00		
10 44	New Ireland .....	10 00		
4 73	New Ireland Road (11 months).....	9 16		
48 96	New Jerusalem.....	22 00		
6 64	New Maryland.....	10 00		
229 77	New Mills (*including arrears).....	*68 50		
7 13	New River.....	26 00		
51 47	Newtown (*including arrears).....	*32 50		
16 30	Northampton.....	10 00		
0 18	North Esk Boom .....	10 00		
12 19	Northfield .....	10 00		
4 42	North Forks, Salmon Creek .....	10 00		
22 01	North Lake.....	10 00		
2 34	North River.....	10 00		
21 51	North River Platform .....	15 00		
37 00	North West Bridge.....	28 00		
43 80	Norton (*including arrears).....	*13 50		
8 56	Norton Dale.....	10 02		
141 00	Norton Station (*including arrears).....	*88 50	25 00	
97 69	Oak Bay (*including arrears) .....	*45 25		
9 28	Oakham .....	10 00		
14 08	Oak Hill.....	10 00		

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
41	96	Oak Point, Kings (*including arrears) .....	*13		
14	95	Oak Point, Northumberland .....	10		
4	58	Oakville .....	10		
11	69	Olimville .....	10	00	
193	97	Oromocto .....	160	00	30 00
298	02	Ossekeag .....	166	00	
15	21	Otnabog .....	10	00	
5	52	Painsec .....	10	00	
0	52	Paquetville .....	10	00	
21	87	Passekeag .....	10	00	
6	93	Patterson's Settlement .....	10	00	
8	10	Pearson's .....	10	00	
18	00	Peel .....	10	00	
10	18	Pembroke .....	10	00	
12	06	Peniac (5 Quarters) .....	12	50	
33	86	Pennfield .....	18	00	
17	73	Pennfield Ridge .....	10	00	
168	35	Penobscuis .....	90	00	
7	44	Perry Settlement .....	10	00	
7	46	Perth .....	10	00	
71	68	Perth Centre .....	10	00	
25	18	Petersville .....	10	00	
18	25	Petersville Church .....	10	00	
675	38	Petitcodiac .....	336	00	50 00
181	77	Petit Rocher .....	84	00	
12	55	Pine Ridge .....	10	00	
10	00	Pioneer .....	10	00	
16	58	Pisarinco (*including arrears) .....	*13	50	
11	21	Pleasant Ridge .....	10	00	
29	02	Pleasant Vale .....	14	00	
5	53	Plymouth .....	10	00	
17	40	Pockmouche .....	14	00	
15	56	Pockshaw .....	10	00	
25	14	Point de Bute (*including arrears) .....	*27	50	
192	24	Point du Chêne .....	66	00	
8	37	Point la Nim .....	10	00	
2	02	Point Sapin .....	10	00	
45	94	Point Wolfe (*including arrears) .....	*31	00	
27	76	Pollett River (*including arrears) .....	*13	50	
8	88	Pomeroy Ridge .....	10	00	
3	58	Poodiac .....	10	00	
26	03	Poquiock (*including arrears) .....	*20	75	
6	88	Portage River .....	10	00	
173	52	Port Elgin .....	64	00	50 00
6	95	Pred'enhaut (from 1st February, 1880) .....	1	67	
16	77	Prince of Wales .....	13	00	
35	70	Prince William (*including arrears) .....	*23	00	
76	08	Prince William Station (*including arrears) .....	*27	00	
2	91	Prosser Brook .....	10	00	
5	98	Quaco Road .....	10	00	
7	60	Queensbury .....	10	00	
15	77	Quisibus (from 1st July, 1879) .....	7	50	
3	92	Ratter's Corner .....	10	00	

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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
9	00	Read .....	10	00	
6	24	Red River .....	10	00	
4	88	Renaud's Mills (from 1st February, 1880).....	1	67	
15	49	Renous Bridge (*including arrears) .....	*15	50	
7	69	Renous River (*including arrears) .....	*17	00	
726	34	Richibucto.....	426	00	40 00
8	11	Richibucto Village.....	10	00	
79	70	Richmond Corner (*including arrears).....	*32	34	8 00
20	09	Riley Brook (*including arrears).....	*17	00	
8	48	River Bank.....	10	00	
121	08	River Charlo (*including arrears) .....	*43	50	8 00
10	23	River des Caches.....	10	00	
43	40	River de Chute.....	20	00	
55	61	River Louison.....	32	00	
62	27	River Side .....	38	00	
9	53	Riverview.....	10	00	
7	29	Robertson's Point.....	10	00	
11	98	Robichaud .....	10	00	
136	00	Rockland .....	88	00	
41	25	Rockland Station (from 1st November, 1879).....	23	68	2 50
27	87	Rockport.....	22	00	
10	24	Rockville.....	10	00	
19	44	Rolling Dam.....	10	00	
8	92	Rosedale.....	10	00	
11	16	Rosevale.....	12	00	
187	69	Rothsay.....	110	00	
55	39	Round Hill.....	46	00	
16	64	Roxburgh.....	10	00	
0	03	Royal road.....	10	00	
16	92	Royalton .....	10	00	
20	14	Rusagornis (*including arrears).....	*13	50	
18	23	Rusagornis Station.....	10	00	
1,00	90	St. Andrews .....	742	00	100 00
3	65	St. Ann's .....	20	50	
5	57	St. Anthony .....	10	00	
54	86	St. Croix.....	86	66	
724	13	St. George .....	462	00	40 00
26	55	St. Hilaire .....	10	00	
9	21	St. Isidore.....	10	00	
31,616	25	St. John (Salaries and expenses entered elsewhere) .....			
156	00	St. Joseph (*including arrears) .....	*59	50	
6	36	St. Leonard's.....	10	00	
77	58	St. Louis de Kent (late Palmerston).....	30	73	
250	73	St. Martin's (*including arrears).....	*153	99	
13	20	St. Mary's.....	10	00	
120	48	St. Mary's Ferry .....	64	00	
6	82	St. Paul's .....	10	00	
9,950	37	St. Stephen (business of office, and corresponding salary, exceptional this year) .....	1,652	83	120 00
8	57	St. Thomas.....	10	00	
1,545	03	Sackville .....	691	00	60 00
6	00	Salem .....	10	00	
488	17	Salisbury (*including arrears; †from 1st Feb., 1880).....	*226	00	†8 33
6	63	Salmon Beach.....	18	00	
13	61	Salmon Creek .....	10	00	



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Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
54	70	Salmonhurst (*including arrears) .....	*17 00		
48	87	Salmon River (*including arrears).....	*31 00		
15	56	Salt Springs.....	10 00		
13	45	Scotch Ridge .....	10 00		
4	08	Scotch Settlement.....	10 00		
15	59	Scotch Town.....	10 00		
3	00	Scovill's Mills (3 Quarters).....	7 50		
7	54	Sea Dog Cove.....	10 00		
32	54	Seal Cove (*including arrears).....	*13 50		
31	00	Second Falls .....	18 00		
1	65	Second Westcock.....	10 00		
		Sevogle.....	10 00		
1	99	Shanglee.....	10 00		
13	96	Shanklin.....	10 00		
10	97	Shannon.....	10 00		
9	64	Shannonvale.....	10 00		
6	53	Sheba.....	10 00		
1,370	23	Shediac.....	433 00	75 00	40 00
7	00	Shediac Bridge.....	10 00		
15	76	Shediac Road (*including arrears).....	*20 50		
70	11	Sheffield .....	186 00		
74	91	Sheffield Academy .....	29 50		
		Shepody Road.....	10 00		
5	11	Shinnickburn .....	10 00		
87	69	Shippigan (*including arrears).....	*54 50		
4	00	Shirley Settlement (from 1st September, 1879).....	5 83		
6	00	Silverstream .....	10 00		
100	69	Smith's.....	42 00		
22	78	Smith's Creek.....	12 00		
10	13	Smith Town.....	10 00		
13	00	Somerville (*including arrears).....	*24 00	12 00	
10	45	Southampton.....	12 00		
61	75	South Bay.....	24 00		
5	86	South Branch.....	10 00		
0	30	South Branch of St. Nicholas River.....	10 00		
128	72	South Nelson (*including arrears).....	*65 00		
99	48	South Rockland.....	46 55		
9	40	South Tilley.....	10 00		
4	65	Speerville.....	10 00		
8	14	Spence.....	10 00		
36	70	Sprague's Point (closed 31st January, 1880).....	18 00		
114	82	Springfield, Kings.....	52 00	30 00	
8	94	Springfield, York.....	10 00		
5	83	Spring Hill (re-opened 1st September, 1879).....	5 83		
		Spruce Lake.....	10 00		
87	17	Stanley (*including arrears).....	*29 00		
52	66	Starkey's .....	16 00		
2	84	Steeve's Mountain.....	10 00		
5	68	Steeve's Settlement.....	10 00		
3	32	Stewarton (from 1st February, 1880).....	2 50		
5	54	Stony Creek .....	10 00		
4	85	Strathabo.....	10 00		
10	90	Stymast Settlement.....	10 00		
5	97	Summerfield.....	10 00		
16	15	Summer Hill .....	10 00		
156	69	Surrey (*including arrears).....	*63 50		

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Rent and Light.
\$	cts.		\$	\$	\$
			cts.	cts.	cts.
175	11	Sussex Corner .....	88	00	
12	35	Sussex Postage .....	10	00	
1,076	97	Sussex Vale (*including arrears) .....	*427	50	60 00
10	76	Swan Creek .....	10	00	
7	42	Sweenyville .....	10	00	
7	89	Sypher's Cove .....	10	00	
38	07	Tabucintac .....	16	00	
109	00	Taylor Village .....	34	00	
3	62	Tay Mills .....	10	00	
16	34	Tay Settlement .....	10	00	
18	40	Temperance Vale .....	10	00	
17	54	Ten Mile Creek .....	10	00	
12	54	Tennants' Cove .....	10	00	
16	63	The Range .....	10	00	
		Thomond (from 1st March, 1880) .....	0	83	
1	64	Thornbrook .....	10	00	
8	00	Thorntown .....	10	00	
19	48	Three Brooks .....	10	00	
65	40	Three Mile House .....	40	00	
5	54	Three Tree Creek .....	10	00	
9	86	Tidnish Bridge .....	10	00	
5	39	Tilley .....	10	00	
23	90	Titusville (5 Quarters) .....	12	50	
7	10	Tobique River (from 1st May, 1879) .....	9	16	
27	59	Tower Hill .....	10	00	
190	54	Tracadie (*including arrears) .....	*59	00	
31	06	Tracey's Mills .....	16	00	
33	33	Tracey's Station .....	24	00	
7	00	Tracyville (from 1st October, 1879) .....	5	00	
		Trout Brook .....	10	00	
9	78	Turtle Creek .....	10	00	
11	32	Tweedside .....	10	00	
4	83	Undine .....	10	00	
5	16	Union Corner .....	10	00	
52	00	Upham (*including arrears) .....	*25	50	
7	06	Upper Abouoggin .....	10	00	
3	89	Upper Bay du Vin .....	10	00	
14	20	Upper Brighton (7 Quarters) .....	17	50	
11	80	Upper Burton .....	10	00	
		Upper Buctouche .....	10	00	
7	59	Upper Cape .....	10	00	
16	22	Upper Caraquet .....	22	00	
7	72	Upper Caverhill .....	10	00	
63	87	Upper Gagetown .....	24	00	
29	12	Upper Gaspereaux .....	18	00	
11	60	Upper Goshen .....	10	00	
17	04	Upper Grand Anse (closed 31st January, 1880) .....	7	50	
14	70	Upper Greenwich .....	10	00	
22	35	Upper Hampstead .....	10	00	
32	65	Upper Hayneville .....	18	00	
20	75	Upper Kent .....	10	00	
31	74	Upper Keswick .....	18	00	
8	36	Upper Keswick Ridge .....	10	00	
7	48	Upper Loch Lomond .....	10	00	

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.	
\$	cts.		\$	cts.	\$	cts.
15	58	Upper Magaguadavic.....	10	00		
22	90	Upper Mangerville.....	12	00		
17	44	Upper Mills.....	41	00		
21	33	Upper Neguac.....	10	00		
5	62	Upper New Horton.....	10	00		
6	84	Upper Otnabog.....	10	00		
12	41	Upper Peel.....	10	00		
44	23	Upper Poekmouche (*including arrears).....	*27	50	60	00
12	03	Upper Queensbury.....	12	00		
12	79	Upper Rockport.....	10	00		
64	22	Upper St. Bazil.....	36	00		
39	61	Upper St. Francis (*including arrears).....	*24	00		
84	40	Upper Sackville.....	32	00		
91	00	Upper Sheffield (*including arrears).....	*43	00		
10	00	Upper Southampton.....	10	00		
29	00	Upperton (*including arrears).....	*13	50		
20	01	Upper Wicklow (*including arrears).....	*19	00		
103	87	Upper Woodstock.....	64	00		
4	06	Urquhart.....	10	00		
121	32	Victoria (*including arrears).....	*61	00		
7	05	Victory (from 1st May, 1879).....	9	17		
10	59	Waasis Station.....	10	00		
7	00	Ward's Creek Road.....	10	00		
19	84	Waterborough.....	10	00		
62	83	Waterford.....	12	00		
13	71	Waterside.....	10	00		
58	92	Waterville (*including arrears).....	*26	00		
4	89	Watson Settlement.....	10	00		
10	74	Waweig.....	10	00		
186	39	Weldford (*including arrears).....	*66	74		
9	00	Wellington.....	10	00		
141	15	Welsford.....	59	00		
17	30	West Branch, St. Nicholas River.....	10	00		
15	30	Westcock.....	10	00		
15	82	Westfield.....	10	00		
11	00	West Glassville.....	10	00		
169	22	Westmoreland Point.....	126	00	50	00
168	27	West Quaco.....	54	00		
		Wheaton Settlement.....	10	00		
4	83	Whitehead.....	10	00		
57	07	White's Cove (*including arrears).....	*28	50		
4	05	White's Point.....	10	00		
0	35	Whitney.....	10	00		
11	23	Whittier's Ridge.....	10	00		
23	26	Wickham.....	12	00		
33	06	Wicklow.....	26	00	16	00
1	52	Wiggins (from 1st October, 1879).....	5	00		
8	36	Williamstown.....	10	00		
6	81	Willowdale.....	10	00		
19	79	Willow Grove (*including arrears).....	*13	50		
		Wilson's Beach.....	10	00		
13	63	Winding Ledges.....	10	00		
13	08	Windsor.....	10	00		
24	08	Wood Point (*including arrears).....	*13	50		

**REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
2,407 85	Woodstock. ....	898 00	300 00	200 00
6 12	Woodstock Road Station .....	10 00	.....	.....
170 33	Woodward's Cove. ....	50 00	.....	.....
29 55	Woodworth .....	10 00	.....	.....
9 41	Yoho.....	10 00	.....	.....
22 03	Young's Cove.....	10 00	.....	.....
<b>\$103 324 43</b>	<b>.....Totals .....</b>	<b>\$29,918 48</b>	<b>\$2,287 83</b>	<b>\$1,330 00</b>

**JOHN O'CONNOR,**

*Postmaster-General,*

**H. A. WICKSTEED,**

*Accountant.*

## PROVINCE OF MANITOBA.

## REPORT No. 3, E.

DETAIL of all payments for Salaries, &c., in Manitoba (including Keewatin and the North-West Territories); showing in each case, the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1880.

Name.	Service.	Salary.		Total.	
		\$	cts.	\$	cts.
W. Hargrave.....	Postmaster.....	1,500	00		
J. D. Elliott.....	2nd Class Clerk, from 22nd Sept., 1880..	697	50		
J. O. Poitras.....	2nd do .....	900	00		
C. Desormier.....	3rd do to 31st Oct., 1879 (retired with a gratuity).....	200	00		
L. O. Bourget.....	3rd do to 9th Oct., 1879, including arrears (resigned).....	186	73		
L. M. Fortier.....	3rd do from 23rd Oct., 1879.....	414	51		
J. Cowan.....	4th do from 1st Sept. to 31st Oct., 1879, also temporary Clerk from 1st July to 31st Aug., 1879 (services dispensed with).....	133	33		
E. J. Bangs.....	4th do from 1st Dec., 1879, also temporary Clerk from 12th Aug. to 30th Nov., 1879.....	342	69		
T. Prudhomme.....	4th do from 19th Sept., 1879.....	305	34		
C. E. Poulin.....	4th do from 24th Oct., 1879.....	271	08		
J. McKenzie.....	Porter.....	405	00		
	Total.....			\$5,356	18

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

REPORT No. 3, E.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.		Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$	cts.		\$	\$	\$
108	30	Alexandria .....	10 00		
28	59	Archibald (from 1st October, 1879).....	5 00		
28	38	Arnand (from 1st September, 1879) ..	5 83		
22	15	Assiniboine (from 1st September, 1879) .....	5 83		
78	95	Baie St. Paul (*including arrears).....	*13 50		
22	00	Balmoral (from 1st September, 1879).....	5 83		
17	32	Beaconsfield (from 1st October, 1879) .....	5 00		
16	06	Birds Hill (from 1st September, 1879) .....	5 83		
3	20	Blythfield (from 1st October, 1879).....	5 00		
70	71½	Burnside.....	18 00		
38	87	Calf Mountain (from 1st October, 1879).....	5 00		
36	76	Campbellville.....	10 00		
14	16	Clandeboye.....	10 00		
4	51	Clear Springs (from 1st November, 1879).....	4 16		
34	57	Cook's Creek.....	10 00		
44	53	Crystal City (from 1st October, 1879).....	5 00		
19	53	Dundee (from 1st November, 1879).....	4 17		
33	49	Dynevor (5 Quarters).....	15 00		
2,252	29	Emerson.....	551 83	75 00	60 00
6	73	Foxton (from 1st November, 1879).....	4 16		
398	37	Gladstone, late Palestine (*including arrears) .....	*83 00		
14	00	Golden Stream (accounts not received).....	5 00		
16	86	Green Ridge (from 1st October, 1879).....	10 80		
77	14	Headingley.....	30 00		
292	10	High Bluff (*including arrears).....	*105 50		
58	95	Kildonan (5 Quarters).....	50 00	25 00	
9	36	Lakeside (from 1st September, 1879).....	5 83		
10	41	Loretto (6 Quarters).....	15 00		
14	00	Lorne (from 1st October, 1879).....	5 00		
146	49	Lower Fort Garry.....	96 00	50 00	
61	15	Meadow Lea, late Woodlands (*including arrears).....	*41 50		
66	12	Miami.....	10 00		
22	07	Middle Church (*including arrears) .....	*17 00		
4	00	Millbrook (from 1st November, 1879) .....	4 16		
18	88	Minnewashta (from 1st November, 1879).....	4 16		
61	09	Mountain City (from 1st October, 1879).....	5 00		
256	68	Nelsonville (2 Quarters).....	5 00		
13	16	Newhaven (from 1st October, 1879) .....	5 01		
74	92	Niverville (from 1st May, 1879) .....	9 18		

**REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
13 50	Oakland (*including arrears).....	*13 50		
27 64	Oak Point (*including arrears).....	*27 50		
37 09	Ossowa.....	10 00		
32 70	Otterburne (from 1st September, 1879).....	5 83		
9 20	Park's Creek (2 Quarters).....	5 00		
14 80	Peguis.....	10 00		
19 19	Pembina Crossing (from 1st October, 1879).....	5 00		
44 93	Pigeon Lake (3 Quarters, *including arrears).....	*13 50		
3 68	Plympton (from 1st November, 1879).....	4 16		
52 25	Pomeroy.....	10 00		
7 50	Poplar Heights (from 1st October, 1879).....	5 00		
120 45	Poplar Point.....	28 00		
1,665 73	Portage la Prairie (*including arrears).....	*581 00		*95 00
4 87	Prairie Grove (5 Quarters).....	12 50		
35 96	Preston (from 1st October, 1879).....	5 00		
5 00	Prospect (from 1st October, 1879).....	5 00		
9 00	Rat River (from 1st October, 1879).....	5 00		
17 41	Ridgeville (from 1st November, 1879).....	4 16		
56 89	Rockwood (*including arrears).....	*23 00	*15 00	
158 36	Rosseau Crossing.....	10 00		
37 57	Ste. Agathe.....	10 00		
116 54	St. Andrews (*including arrears).....	*96 00		
95 36	St. Ann's (6 Quarters).....	45 00		
578 54	St. Boniface (6 Quarters, *including arrears).....	*393 00		
	St. Charles (accounts not received).....			
44 55	St. Francois Xavier (*including arrears).....	*26 00		
47 26	St. James (*including arrears).....	*26 00		
92 42	St. Jean Baptiste (5 Quarters, *including arrears).....	*44 00		
25 39	St. Laurent.....	10 00		
22 00	St. Léon (from 1st October, 1879).....	5 00		
60 43	St. Norbert (*including arrears).....	*45 00		
27 58	St. Pie (from 1st October, 1879).....	5 00		
3 80	St. Vital (5 Quarters).....	12 50		
67 72	Salterville (5 Quarters).....	12 50		
251 91	Scratching River (5 Quarters, *including arrears).....	*67 00		
385 29	Selkirk (5 Quarters, *including arrears).....	*187 50		
19 05	Silver Spring (from 1st October, 1879).....	5 00		
23 25	Springfield (*including arrears).....	*12 50		
52 07	Stodderville.....	10 00		
108 68	Stonewall (7 Quarters).....	17 50		
7 57	Sunnyside (from 1st November, 1879).....	4 16		
52 66	Thornhill (from 1st October, 1879).....	5 00		
75 50	Totogon (*including arrears).....	*24 00		
24 00	Victoria (5 Quarters).....	12 50		
20 00	Wellington.....	10 00		
107 38	Westbourne.....	40 00		
116 22	West Lynne (from 1st October, 1879).....	5 00		
15,074 12	Winnipeg (Salaries and expenses enter'd elsewhere).....			
14 79	Woodlands (from 1st September, 1879).....	5 83		

**REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba (including Keewatin and the North-West Territories), within the Year ended 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts		\$ cts.	\$ cts.	\$ cts.
40 06	Woodside (5 Quarters, *including arrears).....	*35 00	.....	.....
<b>KEEWATIN.</b>				
330 67	Cross Lake, late Darlington (3 Quarters).....	7 50	.....	.....
44 45	Fort Francis (*including arrears).....	*42 00	.....	.....
97 42	Gimli (*including arrears).....	*143 00	.....	.....
15 48	Husavick.....	10 00	.....	.....
9 14	Keewatin (from 1st March, 1880).....	0 83	.....	.....
.....	Pine Falls (accounts not received).....	.....	.....	.....
556 16	Rat Portage (from 1st Sept., 1879.).....	198 63	.....	.....
<b>NORTH-WEST TERRITORIES.</b>				
334 41	Battleford (5 Quarters, *including arrears).....	*126 00	.....	.....
30 66	Birtle (from 1st September, 1879).....	5 83	.....	.....
4 06	Blake (from 1st October, 1879).....	5 00	.....	.....
21 84	bridge Creek (from 1st November, 1879).....	4 16	.....	.....
140 04	Carleton (*including arrears).....	*167 50	.....	.....
14 67	Eden (from 1st October, 1879).....	5 00	.....	.....
104 16	Fort Edmonton.....	10 00	.....	.....
55 69	Fort Ellice (from 1st September, 1879).....	5 83	.....	.....
68 96	Fort Saskatchewan (5 Quarters, *includ. arrears)	*152 50	.....	.....
18 60	Grandin (5 Quarters, *including arrears).....	*16 00	.....	.....
36 57	Grand Valley (from 1st October, 1879).....	5 00	.....	.....
250 94	Hallsford, late Little Saskatchewan (*incl. arrears)	*41 50	.....	.....
8 20	Hazeldean.....	4 16	.....	.....
17 00	Oak River (from 1st November, 1879).....	4 16	.....	.....
251 52	Prince Albert (from 1st January, 1879).....	29 50	.....	.....
238 76	Rapid City (from 1st September, 1879).....	5 83	.....	.....
17 23	Richmond (from 1st October, 1879).....	5 00	.....	.....
25 26	Salisbury (from 1st September, 1879).....	5 83	.....	.....
280 68	Shoal Lake (7 Quarters).....	17 50	.....	.....
34 70	Stobart (from 1st May, 1879).....	9 17	.....	.....
21 53	Touchwood Hills (from 1st September, 1879).....	5 83	.....	.....
<b>\$27,453 51½</b>	<b>Totals.....</b>	<b>\$4,183 86</b>	<b>\$165 00</b>	<b>\$155 00</b>

H. A. WICKSTEED,  
Accountant.

JOHN O'CONNOR,  
Postmaster General.



## PROVINCE OF BRITISH COLUMBIA.

## REPORT No. 3, F.

DETAIL of all payments for Salaries, &c., in British Columbia; showing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Total.
INSPECTOR'S DIVISION.		\$ cts.	\$ cts.
R. Wallace.....	Post Office Inspector, and Postmaster of Victoria..	2,400 00	
E. H. Fletcher.....	Assistant Inspector from, and 2nd Class Clerk to 1st October, 1879.....	1,175 00	3,575 00
VICTORIA POST OFFICE.			
W. H. Dorman.....	2nd Class Clerk.....	1,020 00	
R. Jamieson..	3rd do .....	720 00	
D. McNaughton.....	4th Class Clerk, from 16th November, 1879, also Temporary Clerk from 1st to 15th Nov., 1879..	278 00	
C. F. Wyld .....	Temporary Clerk to 31st October, 1879.....	160 00	
J. Smith.....	Messenger.....	180 00	
			2,358 00
	Total .....		\$5,933 00-

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, F.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of the Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
129 12	Alexandria (*including arrears).....	*41 00	.....	.....
25 39½	Ashcroft (5 Quarters).....	25 00	.....	.....
352 94	Barkerville.....	258 32	.....	.....
24 22	Burrard Inlet (*including arrears).....	*30 50	.....	.....
120 65	Cache Creek (*including arrears).....	54 67	.....	.....
.....	Canoe Creek (accounts not received).....	.....	.....	.....
.....	Cassiar (accounts not received).....	.....	.....	.....
20 66	Chemainus.....	20 00	.....	.....
191 51	Chilliwack (*including arrears).....	*95 00	.....	.....
355 02	Clinton (*including arrears).....	*182 00	80 00	.....
103 46	Comox (*including arrears).....	*76 00	.....	.....
84 01	Cowichan.....	28 00	.....	.....
21 98	Dog Creek (5 Quarters).....	25 00	.....	.....
32 01	Duck and Pringle (5 Quarters).....	25 00	.....	.....
839 36	Esquimalt (*including arrears).....	*478 50	.....	*70 00
.....	Glenora (accounts not received).....	.....	.....	.....
240 75	Granville (*including arrears).....	*149 63	.....	.....
89 33	Hope (*including arrears).....	*72 50	.....	.....
177 45	Kamloops (3 Quarters, *including arrears).....	*88 50	.....	.....
20 00	Kootenay.....	20 00	.....	.....
81 38	Lac LaHache (*including arrears).....	*55 00	.....	.....
106 20	Ladners Landing (*including arrears).....	*35 50	.....	.....
86 86	Langley.....	40 00	.....	.....
107 27	Lillooet.....	48 00	.....	.....
147 48	Lytton.....	64 00	.....	.....
108 00	Maple Bay (*including arrears).....	*55 00	.....	.....
54 42	Maple Ridge.....	20 00	.....	.....
91 09	Matsqui.....	20 00	.....	.....
262 56	Moodyville (*including arrears).....	*166 72	.....	.....
1,014 00	Nanaimo (*including arrears).....	336 00	.....	*70 00
2,123 48	New Westminster.....	1,200 00	.....	.....
43 94	Nicola Lake (*including arrears).....	*27 00	.....	.....
135 01	Okanagon.....	20 00	.....	.....
64 19	Okanagon Mission.....	25 00	.....	.....
9 03	150 Mile House (from 1st March, 1880).....	3 33	.....	.....
24 16	Pavilion.....	20 00	.....	.....
24 00	Quadra.....	22 00	.....	.....
156 00	Quesnelle.....	156 00	.....	.....

REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel, and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
32 35	Salt Spring Island.....	20 00	.....	.....
40 81	Skeena (7 Quarters).....	35 00	.....	.....
185 62	Soda Creek (5 Quarters; *including arrears).....	*95 50	.....	.....
36 67	Somenos.....	20 00	.....	.....
59 00	Sooke (*including arrears).....	*48 00	.....	.....
142 96	Spences Bridge (*including arrears).....	50 00	*42 50	.....
113 60	Sumas.....	38 00	.....	.....
148 76	Van Winkle.....	*77 99	.....	.....
8,961 33	Victoria (Salaries and expenses entered elsewhere).....	.....	.....	.....
111 67	Wellington.....	20 00	.....	.....
566 73	Yale.....	380 00	40 00	.....
\$17,866 43½	Totals.....	\$4,817 66	\$162 50	\$140 00

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

REPORT No. 3, G.

DETAIL of all payments for Salaries, &c., in Prince Edward Island; showing in each case the name of the person, the service or duty performed, and the amount paid, within the Year ended 30th June, 1880.

Name.	Service.	Salary.	Night Duty and Mileage.	Total.
<b>CHARLOTTETOWN POST OFFICE.</b>				
		\$ cts.	\$ cts.	\$ cts.
A. A. Macdonald.....	Postmaster.....	1,500 00		
W. W. McLeod.....	Assistant Postmaster and Assistant Inspector.....	1,200 00		
D. A. Macdonald.....	3rd Class Clerk.....	800 00		
J. A. Lawson.....	do .....	800 00		
W. C. Harris.....	do .....	600 00		
N. White.....	do .....	600 00		
B. Trainor.....	do .....	600 00		
J. M. Campbell.....	4th do .....	520 00		
T. W. Hazard.....	do .....	520 00		
				7,140 00
<b>RAILWAY MAIL SERVICE.</b>				
J. A. Carman.....	2nd Class Railway Mail Clerk.....	720 00	109 70	
O. R. Crabbe.....	3rd do do (less fine)	635 00	117 60	
				1,582 30
	Totals.....	\$8,495 00	\$227 30	\$8,722 30

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of the Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.		Forward Allowances.		Allowances towards Rent, Fuel, and Light.
		\$	cts.	\$	cts.	\$
7 87	Abram's Village (from 1st January, 1880).....	2	50			
11 19	Albany .....	10	00			
655 83	Alberton .....	257	00	20	00	
12 12	Alma .....	10	00			
4 33	Argyle Shore .....	10	00			
6 46	Armadale .....	10	00			
29 69	Augustine Cove .....	10	00			
333 43	Barrett's Cross (*including arrears).....	*109	00	80	00	
11 25	Bay Fortune .....	10	00			
20 46	Bayview (*including arrears).....	*13	50			
55 74	Beach Point (*including arrears).....	*17	00			
16 44	Bear River .....	10	00			
16 63	Beaton's Mills .....	10	00			
111 00	Bedique .....	52	00	16	00	
117 47	Belfast (*including arrears).....	*56	50			
21 93	Belle Creek.....	10	00			
9 11	Big Marsh .....	10	00			
21 93	Bloomfield .....	10	00			
55 10	Bonshaw (*including arrears).....	*53	00	16	00	
14 36	Bothwell .....	16	00			
11 03	Brackley Point.....	10	00			
5 83	Brackley Point Road.....	10	00			
9 07	Brae (*including arrears).....	*13	50			
26 18	Brae Station.....	10	00			
16 91	Brooklyn .....	10	00			
10 98	Bull Creek .....	10	00			
13 66	Burlington .....	10	00			
1 42	Cable Head .....	10	00			
21 74	Caledonia .....	12	00			
23 86	Cape Traverse (*including arrears).....	*17	00			
26 19	Cape Wolfe.....	10	00			
179 87	Cardigan Bridge (*including arrears).....	*86	00	16	00	
18 60	Cardigan Road.....	10	00			
35 81	Carleton.....	18	00			
41 34	Cavendish.....	12	00			
18 83	Cavendish Road .....	10	00			
9,767 13	Charlottetown (Salaries and expenses entered elsewhere).....					
9 61	Chepstow .....	10	00			
16 04	Cherry Grove .....	10	00			
41 69	Cherry Valley.....	20	00			
6 11	Clear Springs .....	10	00			
3 37	Clermont.....	10	00			
9 27	Clyde Station.....	10	00			
39 19	Cornwall (*including arrears).....	*19	00			
88 63	County Line (*including arrears).....	*62	50	35	00	
10 90	Cove Head.....	10	00			
3 59	Cove Head Road .....	10	00			
230 76	Crapaud (*including arrears).....	*82	00	16	00	

**REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended, 30th June, 1880.**

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
19 69	Darlington.....	10 00	20 00	.....
23 58	Darley (*including arrears).....	*20 50	.....	.....
13 94	De Gros Marsh.....	10 00	.....	.....
17 97	De Sable.....	14 00	.....	.....
2 63	Dromore.....	10 00	.....	.....
67. 82	Dundas.....	32 00	.....	.....
4 83	East Baltic.....	10 00	.....	.....
7 85	East Point.....	10 00	.....	.....
18 12	Egmont Bay.....	10 00	.....	.....
22 97	Elliott's Mills.....	10 00	.....	.....
20 06	Elmsdale.....	10 00	.....	.....
4 35	Emyvale.....	10 00	.....	.....
19 06	Fairfield.....	10 00	.....	.....
7 35	Farmington.....	10 00	.....	.....
10 21	Fifteen Point (*including arrears).....	*17 00	.....	.....
26 99	Fitzgerald Station.....	10 00	.....	.....
24 36	Flat River.....	14 00	.....	.....
10 48	Forest Hill.....	10 00	.....	.....
7 09	Fort Augustus.....	10 00	.....	.....
9 69	Fredericton Station.....	10 00	.....	.....
33 85	Freetown.....	10 00	.....	.....
41 37	French River.....	12 50	.....	.....
9 70	French Village.....	10 00	.....	.....
18 09	Gaspereaux.....	10 00	.....	.....
611 63	Georgetown (*including arrears).....	*526 50	100 00	.....
6 98	Glenfanning.....	10 00	.....	.....
4 06	Goose River.....	10 00	.....	.....
24 45	Graham's Road.....	12 00	.....	.....
12 33	Grand Tracadie.....	10 00	.....	.....
21 42	Granville (*including arrears).....	*17 00	.....	.....
16 06	Hamilton.....	10 00	.....	.....
35 59	Hampton (*including arrears).....	*15 00	.....	.....
5 88	Hartville.....	10 00	.....	.....
10 59	Hazel Grove.....	10 00	.....	.....
223 67	Head St. Peter's Bay (*including arrears).....	*117 00	60 00	.....
12 52	Higgin's Road.....	10 00	.....	.....
42 47	Holmes' Mills (*including arrears).....	*20 50	7 50	.....
9 36	Hope River.....	10 00	.....	.....
57 25	Hunter's River (*including arrears).....	*59 00	80 00	.....
19 02	Indian River.....	14 66	.....	.....
9 72	Inverness.....	10 00	.....	.....
6 42	Johnston's River.....	10 00	.....	.....
12 83	Kelly's Cross.....	10 00	.....	.....
13 22	Kildare.....	10 00	.....	.....
51 21	Kinross (*including arrears).....	*17 50	.....	.....
13 31	Launching Place.....	10 00	.....	.....
8 83	Little Harbor.....	10 00	.....	.....
34 50	Little Sands.....	14 00	.....	.....

REPORT No. 3, G -Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1880.

N.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
6 21	Little Tignish.....	10 00		
6 94	Little York.....	10 00		
12 83	Long Creek.....	10 00		
21 17	Long River.....	10 00		
10 03	Lot 1.....	10 00		
70 71	Lot 4.....	16 00		
12 50	Lot 6.....	10 00		
20 69	Lot 8 (*including arrears).....	*13 50		
13 73	Lot 10.....	10 00		
43 83	Lot 11.....	14 00		
06 71	Lot 12 (*including arrears).....	*43 50		
23 95	Lot 14.....	12 00		
14 19	Lot 16.....	10 00		
4 03	Lot 30.....	10 00		
6 16	Lot 35.....	10 00		
11 96	Lot 45.....	10 00		
47 35	Lot 56 (*including arrears).....	*27 00		
23 16	Lot 67.....	10 00		
15 21	Lower Freetown.....	10 00		
15 50	Lower Montague.....	10 00		
15 87	MacDougall.....	10 00		
20 83	Maddock.....	10 00		
38 83	Margate.....	26 00		
28 46	Marie Bridge (*including arrears).....	*17 00		
4 49	Marshfield.....	10 00		
5 79	Mermaid Farm.....	10 00		
15 89	Middleton.....	10 00		
13 60	Midgell (from 1st August, 1879).....	6 66		
32 86	Mill View.....	10 00		
4 94	Milton Station.....	10 00		
36 74	Miminegash.....	10 00		
58 62	Miscouche (*including arrears).....	*33 00	20 00	
9 21	Monaghan.....	10 00		
549 08	Montague Bridge (*including arrears).....	*179 50	100 00	
16 58	Montague Cross.....	10 00		
21 92	Montrose.....	10 00		
73 51	Morell.....	30 00		
7 64	Morell Rear.....	10 00		
8 81	Mount Albion.....	10 00		
10 66	Mount Pleasant.....	10 00		
197 06	Mount Stewart (*including arrears).....	*154 50	16 00	
9 81	Muddy Creek.....	10 00		
23 09	Murray Harbor, North.....	10 00		
13 96	Murray Harbor Road.....	10 00		
131 38	Murray Harbor, South.....	54 00		
69 90	Murray River (*including arrears).....	*24 00		
5 43	Nail Pond.....	10 00		
2 47	Narrows Creek (from 1st February, 1880).....	1 66		
9 70	New Annan.....	10 00		
66 82	New Glasgow (*including arrears).....	*34 50		
22 09	New Haven.....	10 00		
48 78	New London (*including arrears).....	*23 00		
54 59	New Perth.....	20 00		
2 14	Newton (*including arrears).....	*17 00		

**REPORT No. 3, G.—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1880.**

F.B.—Postmasters' salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
18 00	New Wiltshire.....	10 00		
6 64	New Zealand (from 1st July, 1879) .....	7 50		
8 06	Nine Mile Creek.....	10 00		
13 84	Norborough.....	10 00		
6 19	Northam.....	10 00		
16 23	North Bedque.....	10 00		
16 57	North Lake.....	10 00		
27 13	North River.....	10 00		
43 59	North Rustico (*including arrears).....	*17 00		
44 54	North Tryon.....	20 00		
4 29	O'Leary Road.....	10 00		
61 51	O'Leary Station (*including arrears).....	*24 00		
57 65	Orwell (*including arrears).....	*28 50	36 00	
13 83	Orwell Cove (*including arrears).....	*13 50		
32 26	Oyster Bed Bridge.....	10 00		
7 04	Palmer's Road.....	10 00		
20 77	Park Corner.....	10 00		
15 76	Peake's Station.....	10 00		
15 17	Peter's Road.....	10 00		
2 97	Peterville.....	10 00		
21 48	Pinette.....	10 00		
5 97	Pisquid.....	10 00		
5 35	Pisquid Road.....	10 00		
19 69	Point Prim.....	10 00		
89 42	Port Hill (*discontinued 1st January, 1880) .....	42 00	*22 50	
117 45	Pownall (*including arrears).....	*44 50		
96 16	Princetown(*including arrears).....	*38 00		
5 99	Princetown Road.....	10 00		
15 85	Red Point.....	10 00		
7 01	Rock Barra (from 1st July, 1879) .....	7 50		
18 53	Rollo Bay.....	22 00		
13 14	Rollo Bay Cross.....	12 00		
13 88	Rona.....	10 00		
8 39	Rose Valley.....	10 00		
30 86	Rustico.....	10 50		
8 56	St. Andrews.....	10 00		
16 67	St. Ann's.....	10 00		
92 47	St. Eleanor's.....	44 00		
8 54	St. Margaret's.....	10 00		
10 31	St. Mary's Road.....	10 00		
2 03	Scotch Fort.....	10 00		
10 06	Sea Cow Pond.....	10 00		
23 30	Searletown.....	10 00		
4 53	Selkirk Road.....	10 00		
10 34	Skinner's Pond.....	10 00		
9 43	Somerset.....	10 00		
815 32	Souris East (*including arrears).....	*441 00	80 00	
31 80	Souris West.....	18 00		
11 33	South Lake (from 1st July, 1879) .....	7 50		
85 39	South Port.....	84 00		
8 46	South-West Lot 16.....	10 00		
3 79	South Wiltshire.....	10 00		



REPORT No. 3, G.—Detail of Revenue Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1880.

N.B.—Postmaster's salaries are computed, not upon the sale of stamps, but on a commission or percentage upon the correspondence posted at their offices.

Gross Revenue from Sale of Postage Stamps, &c.	Name of Post Office.	Salaries.	Forward Allowances.	Allowances towards Rent, Fuel and Light.
\$ cts.		\$ cts.	\$ cts.	\$ cts.
20 35	Springfield.....	10 00		
94 55	Stanley Bridge.....	20 00		
17 08	Sturgeon.....	16 00		
5 88	Suffolk Road.....	10 00		
2,400 56	Summerside.....	700 00	120 00	120 00
17 20	Summersville.....	10 00		
278 85	Tignish (*including arrears).....	*133 00	16 00	
10 76	Tracadie Cross.....	10 00		
11 05	Traveller's Rest.....	10 00		
61 65	Tryon (*including arrears).....	*27 50	16 00	
67 07	Tyne Valley (*including arrears).....	*24 00		
2 00	Union Road.....	10 00		
17 53	Valleyfield.....	10 00		
217 73	Vernon River (*including arrears).....	*114 00	100 00	
32 38	Vernon River Bridge.....	10 00		
118 39	Victoria (*including arrears).....	*59 50		
18 73	Victoria Cross (*including arrears).....	*13 50		
6 87	Webster's Corner (*including arrears).....	*13 50		
20 62	Wellington.....	10 00	10 00	
30 01	West Cape.....	10 00		
14 50	Western Cove Head.....	10 00		
9 85	Western Road.....	10 00		
18 25	West Point.....	10 00		
7 42	West St. Peters.....	10 00		
48 50	Wheatley River (*including arrears).....	*52 00		
27 06	Whim Road Cross.....	10 00		
10 09	Wilmot Valley.....	10 00		
2 03	Winsloe Road.....	10 00		
58 59	Wood Island (*including arrears).....	*21 50		
\$21,722 64	Totals.....	\$6,113 98	\$1,003 00	\$120 00

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF ONTARIO.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Arnprior.....	4	08
Barrie.....	56	52
Belleville.....	87	60
Berlin.....	15	60
Bowmanville.....	57	84
Bracebridge.....	1	20
Brampton.....	100	80
Brantford.....	199	92
Brockville.....	121	25
Chatham.....	62	70
Cobourg.....	24	42
Collingwood.....	53	70
Cornwall.....	13	95
Dundas.....	32	25
Flora.....	1	89
Exeter.....	33	00
Fergus.....	25	95
Galt.....	19	05
Gananoque.....	17	49
Georgetown.....	54	75
Goderich.....	16	59
Guelph.....	13	50
Hamilton.....	1,435	59
Harriston.....	30	90
Ingersoll.....	155	55
Iroquois.....	1	20
Kincardine.....	32	97
Kingston.....	439	85
Lindsay.....	32	70
Listowel.....	54	99
London.....	900	90
Markham.....	1	17
Meaford.....	23	10
Millbrook.....	10	50
Milton.....	48	15
Morrisburg.....	21	27
Mount Forest.....	13	95
Napanee.....	77	85
Mewmarket.....	14	40
Orangeville.....	6	90
Orillia.....	7	98

(D. IN REPORT No. 3, A.)—Detail of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Oshawa.....	131	25
Ottawa.....	635	85
Owen Sound.....	20	10
Paisley.....	46	95
Palmerston.....	9	75
Paris.....	15	92
Pembroke.....	23	70
Perth.....	27	96
Peterboro'.....	83	55
Picton.....	9	00
Port Dover.....	6	00
Port Elgin.....	2	61
Port Hope.....	75	60
Prescott.....	4	95
St. Catharines.....	93	04
St. Marys.....	88	95
St. Thomas.....	131	61
Sarnia.....	64	50
Simcoe.....	30	00
Stratford.....	111	42
Strathroy.....	55	83
Toronto.....	4,335	40
Uxbridge.....	12	45
Walkerton.....	5	25
Welland.....	12	30
Whitby.....	18	42
Wingham.....	32	25
Woodstock.....	70	24
Total.....	\$10,478	73

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Hull.....	3	30
Lachine.....	0	69
Montreal.....	4,258	65
Quebec.....	870	07
St. Hyacinthe.....	12	78
St. Johns.....	10	65
Waterloo, E.....	3	84
Total.....	\$5,159	89

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Amherst.....	3	30
Halifax.....	970	87
Truro.....	12	00
Windsor.....	7	20
Yarmouth.....	8	85
Total.....	\$1,092	22

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF NEW BRUNSWICK.

(D. IN REPORT No. 3, D.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Chatham .....	48	30
Fredericton .....	29	61
Newcastle .....	24	90
St. John .....	876	30
Woodstock .....	7	20
Total .....	\$986	31

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

(D. IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Winnipeg .....	145	95
Total .....	\$145	95

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(D. IN REPORT No. 3, F.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
New Westminster .....	5	40
Victoria.....	28	50
Total .....	\$33	90

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(D. IN REPORT No. 3, G.)

DETAIL of all payments for Commission on Sale of Postage Stamps, by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1880.

Name of Post Office.	Amount.	
	\$	cts.
Charlottetown.....	22	50
Total.....	\$22	50

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

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

DETAIL of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector	Travelling expenses, Ontario.....	132	80
BARRIE DIVISION.			
(Toronto East Division, to 30th Sept., 1879.)			
D. Spry, P.O.I.	Travelling expenses.....	518	35
J. Henderson, Asst. P.O.I.	do .....	104	05
J. Forsyth .....	do .....	8	00
J. S. Darling .....	do as Acting Railway Mail Clerk.....	1	50
KINGSTON DIVISION.			
R. W. Barker, P.O.I.	Travelling expenses.....	482	16
Allan Jones, Asst. P.O.I.	do .....	142	10
P. H. Macarow .....	do as Acting Railway Mail Clerk.....	1	50
C. W. Macdonald.....	do do do .....	60	03
LONDON DIVISION.			
G. R. Griffin, P.O.I.	Travelling expenses .....	140	00
G. Cox, Asst. P.O.I.	do .....	366	75
W. Blair.....	do .....	1	50
A. Thomson.....	do .....	1	50
R. G. Mercer.....	do as Acting Railway Mail Clerk.....	16	50
OTTAWA DIVISION.			
T. P. French, P.O.I.	Travelling expenses.....	763	10
T. O. Butler	do as Acting Railway Mail Clerk.....	3	00
J. B. Gillissie.....	do do .....	130	50
D. J. Smith.....	do do .....	2	25
A. A. Smith.....	do do .....	3	00
TORONTO DIVISION.			
M. Sweetnam, P.O.I.	Travelling expenses.....	524	93
G. A. Burnham, Asst. P.O.I.	do .....	97	00
C. L. Stephens.....	do .....	11	60
G. B. Garnet.....	do .....	4	80
J. Clarke.....	do as Acting Railway Mail Clerk.....	17	70
W. O'Connor.....	do do do .....	55	70
British Mail Clerks.....	Ontario's proportion of expenses, whilst in charge of British Mails.....	1,020	44
Ocean Mail Clerks .....	Ontario's proportion of trip allowances, to meet expenses whilst on duty.....	3,510	58
Postmaster, Dunnville...	Travelling expenses on Post Office business.....	4	00
do Sarnia.....	do do .....	2	00
do Toronto.....	do do .....	44	55
Total.....		\$8,177	86

H. A. WICKSTEED,  
Accountant.

JOHN O'CONNOR,  
Postmaster-General.

PROVINCE OF QUEBEC.

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

DETAIL of all payments for Travelling Expenses, incurred in the service of  
the Post Office Department, in Quebec, made within the Year ended  
30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief Inspector	Travelling expenses, Quebec .....	87	05
MONTREAL DIVISION.			
E. F. King, P.O.I. ....	Travelling expenses.....	410	35
D. Nelligan, Asst. P.O.I.	do .....	214	75
OTTAWA DIVISION.			
T. P. French, P.O.I. ....	Travelling expenses, Quebec .....	183	96
QUEBEC DIVISION.			
W. G. Sheppard, P.O.I.	Travelling expenses.....	659	06
J. L. Anctil, Asst. P.O.I.	do .....	374	21
H. A. Murphy.....	do .....	241	12
H. Huot.....	do .....	19	00
O. Fréchette .....	do .....	8	50
G. Vohl.....	do as Acting Railway Mail Clerk.....	23	00
T. Gaudry.....	do do .....	1	10
THREE RIVERS DIVISION.			
G. A. Bourgeois, P.O.I.	Travelling expenses .....	408	60
J. P. Chillas .....	do .....	87	84
British Mail Clerks. ....	Quebec's proportion of expenses, whilst in charge of British Mails.....	398	06
Ocean Mail Clerks .....	Quebec's proportion of trip allowances, to meet expenses whilst on duty.....	1,369	42
Total .....		\$4,486	02

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



## PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
C. J. Macdonald, P.O.I.	Travelling expenses.....	569	00
J. D. Story, Asst. P.O.I.	do .....	126	82
S. J. R. Sircom.....	do as Acting Railway Mail Clerk.....	3	00
T. E. Davison.....	do do .....	7	50
A. Brown.....	do do .....	76	00
	Total .....	\$782	32

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

## PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
J. McMillan, P.O.I.....	Travelling expenses.....	570	97
W. Paisley.....	do .....	25	50
W. C. Whittaker.....	do .....	31	00
W. R. Avery.....	do .....	2	20
W. Rowan.....	do .....	7	05
W. C. Whittaker.....	do as Acting Railway Mail Clerk.....	8	50
	Total.....	\$645	22

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF MANITOBA.

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

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in Manitoba, (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
J. Dewé, Chief P.O.I.....	Travelling expenses, Manitoba.....	614	25
	Total.....	\$614	25

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

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

DETAIL of all payments for Travelling Expenses incurred in the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
R. Wallace, P.O.I. ....	Travelling expenses.....	21	00
E.H. Fletcher, Asst. P.O.I.	do .....	10	00
	Total.....	\$31	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

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

DETAIL of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in Prince Edward Island, made within the Year ended 30th June, 1880.

Name.	Service.	Amount.	
		\$	cts.
W. W. McLeod, Aast. to P.O.I.	Travelling expenses.....	87	68
B. Trainor .....	do as Acting Railway Mail Clerk .....	1	50
J. M. Campbell.....	do do .....	3	00
	Total.....	\$92	18

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF ONTARIO.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
British American Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Ontario .....	29,119	78
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Ontario .....	1,578	67
DeGrave, Short & Co.....	Scales and weights for the Post Office Department in Ontario	704	26
D. G. Berri.....	Stamping pads and ink do do	145	85
D. McNeë & Son.....	Dominion flags do do	52	80
P. M. Liverpool, Eng.....	To pay for a sample Letter Carrier's uniform. ....	16	92
Kenyon, Stewart & Co.....	Hand stamps for the Money Order Office.....	20	25
J. Hope.....	Lithogram for do .....	9	00
J. Leslie.....	Repairing office clock for Chief Post Office Inspector.....	2	50
G. Ball.....	Fitting up office for the P.O.I., Barrie.....	285	05
Barrie Gas Works.....	Repairing gas meter for do .....	3	50
J. Miller & Co.....	Repairing office stamps for do .....	2	50
G. Harrison.....	Lettering door plates for do .....	1	25
W. H. Sparrow.....	Repairing Mail Clerks' boxes for the P.O.I., Barrie.....	0	65
J. Plaxton.....	Gas fittings, &c., for do .....	77	97
Frawley & Devlin.....	Carpet, and laying same for do .....	66	21
Oshawa Cabinet Co.....	Office desk for do .....	36	95
W. H. Freeman.....	Office chairs for do .....	25	50
J. Henderson.....	Fire-irons, coal boxes, &c., for do .....	13	25
E. Blain.....	Window blinds for do .....	8	00
A. Scott.....	Waste-paper baskets for do .....	1	50
L. B. Spencer.....	Inside street letter boxes for P.O.I., Kingston.....	114	65
N. McNeil.....	Putting up and repairing street letter boxes for P.O.I., Kingston.....	15	86
T. Baker.....	Repairing street letter boxes for P.O.I., Kingston.....	1	50
S. T. Drennan.....	Office furniture for do .....	32	70
W. H. Harmer.....	Stamping table, &c., for do .....	24	90
J. Gurd & Son.....	Padlock keys for do .....	1	50
R. Waldron.....	Towelling for do .....	0	60
G. M. Wilkinson.....	Candles for do .....	0	25
Stewart & Co.....	Street letter boxes, &c., for P.O.I., London.....	214	50
C. Anundson.....	Carpenter's work for do .....	66	67
M. O'Meara.....	To pay for putting up street letter boxes for P.O.I., London..	5	60
J. Crook.....	Putting up street letter boxes for do .....	4	94
G. Griffin, P.O.I.....	To pay for street letter box locks for do .....	46	15
J. Edwards.....	Mail clerks boxes for do .....	35	50
J. Gurd & Son.....	Repairing box locks for do .....	1	50
G. Bailey.....	Painting and varnishing street letter boxes for P.O.I., Ottawa,	88	00
J. Radford.....	Office clocks for P.O.I., Ottawa.....	38	50
R. J. Butler.....	Call bells for do .....	3	50
Blyth & Kerr.....	Iron pail for do .....	0	65
L. Daillebough.....	Putting up and removing double windows, &c., for P.O.I., Ottawa.....	5	25

(B. IN REPORT NO. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.
		\$ cts.
T. Thompson.....	Making and repairing street letter boxes for P.O.I., Toronto....	326 50
Beaver Lock Works.....	Removing and repairing street letter boxes for do .....	83 15
E. & C. Gurney.....	Making and repairing street letter boxes for do .....	68 50
Howland & Son.....	Street letter box locks and keys for do .....	24 45
W. H. Sparrow.....	Mail Clerks' boxes, &c., for do .....	31 75
W. Adamson & Co.....	Brooms, matches, &c., for do .....	6 00
G. Harding.....	Plumber's work for do .....	28 37
Phelps & Dodds.....	Carpenter's work for do .....	5 65
Oshawa Cabinet Co.....	Office chair and repairs for do .....	2 25
R. E. Bailey.....	Cleaning and repairing carpet for do .....	2 25
Stevenson & Co.....	Repairing date stamp for do .....	1 50
G. & A. Bruce.....	Carpenter's work for P.O., Guelph.....	6 50
D. Stirton, P.M.....	To pay proportion of tradesmen's bills for P.O., Guelph.....	5 59
J. B. Burke.....	Disinfectants for do .....	1 00
J. McGillivray.....	Coal-pit doors for do .....	0 75
J. Horsman.....	Hardware for do .....	0 55
H. Harding.....	Plumber's work for P.O., Hamilton.....	47 68
Letch & Turnbull.....	Locksmith's work for do .....	29 01
J. Dryland.....	Painter's work for do .....	17 87
Copp Bros.....	Tinsmith's work for do .....	17 00
J. Bickell.....	Carpenter's work for do .....	19 50
C. Piercy.....	do do .....	4 40
T. Mitchell.....	Mats, brushes, &c., for do .....	15 50
S. Bingham & Sons.....	Stamping pad and charges for P.O., Hamilton .....	1 18
Spectator Publishing Co.	Stamping ink for do .....	1 50
J. Philp.....	Covering stamping pads, &c., for do .....	16 50
B. Spencer.....	Locksmith's work for P. O., Kingston.....	28 76
R. M. Horsey.....	Tinsmith's work for do .....	29 06
J. Shields.....	do do .....	0 50
W. Harmer.....	Carpenter's work for do .....	21 25
T. McMahon.....	Painter's work for do .....	6 35
Smith Bros.....	Clocks for do .....	14 00
G. M. Wilkinson.....	Brooms, soap, brushes, &c., for P.O., Kingston .....	6 37
Kingston Gas Co.....	Gas-fittings for do .....	6 03
T. Savage.....	Labels for doors for do .....	3 00
R. Waldron.....	Oil cloth and green baize for do .....	2 27
S. Bingham & Sons.....	Stamping pad and charges for do .....	1 18
J. B. Shorey.....	Disinfectant for do .....	1 00
J. Muckleston.....	Hardware for do .....	0 60
J. McMahon.....	Repairs to front door for do .....	1 25
J. B. Bastow.....	Repairs to gas-fittings for do .....	0 75
J. Christie.....	Carpenter's work, &c., for P.O., London.....	130 00
C. Anundson.....	do do .....	12 42
E. Rogers.....	Plumber's work for do .....	51 87
S. McBride.....	do do .....	19 40
L. Lawless, P.M.....	To pay for towels for do .....	5 25
E. Adams & Co.....	Olive oil for do .....	3 00
J. P. Gurd.....	Brooms, &c., for do .....	3 00
Noble & Hargreaves.....	Glass for do .....	0 90
J. McCullough.....	Repairing scales for P.O., Nippissingan.....	0 25
S. Daillebough.....	Carpenter's work for P.O., Ottawa.....	33 25
J. Sheppard.....	Glazier's work for do .....	3 15
Blyth & Kerr.....	Hardware for do .....	4 12
J. Hope & Co.....	Feather dusters for do .....	3 75
Elliott & Hamilton.....	Towels for P.O., Ottawa.....	3 00
J. S. Milne.....	Letter multiplier for do .....	2 00
J. A. Leamle.....	Stamping ink for do .....	1 75
Pritchard & Mingard.....	Repairing office stamp for do .....	0 50

(B. IN REPORT NO. 4, A.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
J. Wegg & Son.....	Putting up street letter-boxes for P.O., St. Thomas.....	2	00
A. McMillan.....	Repairing do do .....	1	25
Pells & Dodds.....	Carpenter's work for P.O., Toronto.....	662	49
G. Harding.....	Plumber's work for do .....	132	51
J. Dill.....	Painter's work for do .....	60	83
M. O'Connor.....	do do .....	18	20
J. Bryant.....	Locksmith's work for do .....	4	25
M. Sweetnam, P.O.I.....	To pay for brush &c., for do .....	1	75
J. E. Ellis.....	Attendance on clocks for do .....	122	50
E. Chanteloup.....	Letter stamping machine for P.O., Toronto .....	163	50
Fisk & Woodruff.....	Gas governor for do .....	80	00
Godard & Callister.....	Furniture for do .....	67	75
A. Moses.....	Setting baskets for do .....	44	25
C. S. Kenyon.....	Ribbon for date stamps, &c., for do .....	21	50
J. Foster & Son.....	Drawer locks for do .....	18	00
E. Harris & Co.....	Olive oil, varnish, &c., for do .....	13	23
N. L. Piper.....	Brooms, brushes, &c., for do .....	12	00
B. H. Palmer.....	Improved sweepers for do .....	10	00
Oshawa Cabinet Co.....	Office chair, stools and repairs for do .....	25	95
J. L. George.....	Coin bags for do .....	5	18
W. H. Sparrow.....	Rubber packing, coal hod, fire-irons, &c., for P.O., Toronto.....	6	65
Rice, Lewis & Son.....	Hardware for do .....	1	90
S. Bingham and Sons.....	Stamping pad and charges for do .....	1	18
Glover & Harrison.....	Toilet sets for do .....	7	00
J. B. Magurn.....	Bill file for do .....	9	65
Beaver Lock Works.....	Repairing locks for do .....	11	73
T. Thompson.....	Covering stamping pads for do .....	7	20
A. McCarthy.....	Repairing bag-catching post at Brentwood. ....	1	25
F. Forest.....	Making and erecting bag-catching post at Utopia .....	10	00
Total.....		\$35,554	67

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Quebec.....	11,359	13
Pritchard & Mingard .....	Office stamps and seals for the Post Office Department in Quebec.....	781	02
De Grave, Short & Co.....	Scales and weights for the Post Office Department in Quebec.....	274	14
D. G. Berri.....	Stamping pads and ink for the Post Office Department in Quebec.....	56	89
McNee & Son.....	Dominion flags for the Post Office Department, in Quebec.....	26	40
Goodyear Rubber Co.....	Rubber stamping pad for the Post Office Department.....	3	20
Yale Lock Works.....	Street letter-box locks for P.O.I., Montreal.....	33	00
O. Knapp & Co.....	Cork obliterators for do.....	18	50
Canada Rubber Co.....	Rubber obliterators for do.....	18	25
G. R. Prowse.....	Mail Clerks' boxes and repairs for P.O.I., Montreal.....	17	50
J. B. Menard.....	Stamp handles for P.O.I., Montreal.....	7	50
H. Walker.....	Engraving stamp for do.....	1	65
P. Whitty.....	Putting up street letter-boxes, &c., for P.O.I., Quebec.....	387	25
J. B. Morin.....	Repairing Mail Clerks' boxes for do.....	2	00
G. T. Philips.....	Repairing letter scales for do.....	1	25
G & C. Hossack.....	Soap, brushes, &c., for do.....	25	83
Behan Bros.....	Towels for do.....	6	60
Eyfe & Wright.....	do do.....	1	68
H. S. Scott & Co.....	Mortise locks for do.....	3	75
J. S. Porter.....	Locksmith's work for do.....	2	90
T. Andrews.....	Plumber's work for do.....	13	14
P. Belanger.....	Carpenter's work for do.....	3	00
G. Labreche.....	Pigeon-holes for P.O.I., Three Rivers.....	17	00
E. Chanteloup.....	Plumber's work for P.O., Montreal.....	359	81
S. Barre.....	Carpenter's work for do.....	170	00
J. Fontaine.....	Painter's work for do.....	80	80
S. N. Denis.....	Glazier's work for do.....	30	90
R. Mitchell & Co.....	Locksmith's work for do.....	4	10
G. Chapham.....	do do.....	3	00
D. O'Connor.....	Stamping ink for do.....	120	00
E. J. Maxwell.....	Lumber for do.....	93	86
Frotheringham & Workman.....	Hardware for do.....	57	08
Ramsay, Drake & Dodds.....	do do.....	4	35
W. Clendenning.....	do do.....	2	50
S. Carsley.....	Towelling, &c., for do.....	13	11
H. A. Nelson & Sons.....	Brooms, dusters, &c., for do.....	6	96
Gravel Bros.....	Soap, whisks, &c., for do.....	6	00
S. Bingham & Sons.....	Stamping pad for do.....	1	18
H. Grant.....	Attendance on clocks for do.....	62	50
N. Granger.....	Painting mail indicator for do.....	12	00
C. Goslin.....	Repairing do do.....	6	00
L. Lanthier.....	Work done on do do.....	3	75
D. L. Roy.....	Repairing clock for do.....	8	00
L. Galipeau.....	Making street letter boxes for P.O., Montreal.....	36	25
Z. Vaudry.....	Plumber's work for P.O., Quebec.....	84	34
T. Andrews.....	do do.....	18	95
E. Roussel.....	Carpenter's work for do.....	40	51
L. Bourget.....	Soap, matches, &c., for do.....	29	63
S. Drolet.....	Soap, brooms, &c., for do.....	21	28
T. Hudon.....	Chamois-skins, flannel, &c., for P.O., Quebec.....	10	10

(B. IN REPORT NO. 4, B.)—Detail of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
J. Hamel & Son. ....	Towels, &c., for P.O., Quebec.....	\$ 7	cts. 80
F. W. Roy.....	Soda-caustic, &c., for do .....	4	07
G. T. Phillips.. ..	Wax tapers for do .....	5	50
O. Bedique .....	Keys for do .....	4	55
E. Baillargeon.....	Electric lighter for do .....	4	00
L. Marcott.....	Iron frames for do .....	2	40
J. B. Pruneau, P.M.....	To pay for repairing flags for do .....	1	50
M. Teehan.....	Broom protectors for do .....	1	00
N. Beaumier.....	Mail box for Island Pond Station.....	5	00
P. Whitty.....	Making and putting up street letter-boxes at St. Sauveur de Quebec, &c.....	119	85
F. Parent.....	Repairing bag-catching posts at Montalambert Station.....	1	00
J. G. Seton.....	do Rivière Trois Pistoles.....	9	25
E. Côté.....	Making and erecting bag-catching posts at sundry stns, I.C. Ry	50	85
Total.....		\$14,556	31

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*



## PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for Post Office Department in Nova Scotia .....	3,454	35
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Nova Scotia .....	448	54
De Grave, Short & Co.....	Scales and weights for Post Office Department, in Nova Scotia .....	83	36
D. G. Berri.....	Stamping pads and ink for Post Office Department in Nova Scotia .....	17	30
H. H. Fuller & Co.....	Twine, &c., for P.O.I., Halifax.....	244	47
J. DeCoursey.....	Postal box for do .....	8	25
W. F. Eager.....	Soap, &c., for do .....	2	40
Forsythe & Sutcliff.....	do do .....	1	50
D. Murray & Co.....	Towelling for do .....	1	50
C. & W. Anderson.....	Matches, whisks, &c., for P.O.I., Halifax.....	0	62
J. Starr .....	Locks for street letter boxes do .....	27	00
Ray Bros. & Co.....	Iron straps, &c., for street letter boxes for P.O.I., Halifax.....	4	40
W. S. Symonds & Co.....	Letter boxes for P.O.I., Halifax.....	22	00
Longard Bros.....	Mail Clerks' boxes for do .....	9	00
J. Davies .....	Locksmith's work for do .....	12	55
Watson & Myers.....	Plumber's work for do .....	4	50
R. H. Cogswell.....	Repairing clocks for do .....	6	00
Watson & Myers.....	Repairing date stamp for do .....	0	75
R. J. Wetmore.....	Mounting maps for do .....	4	35
W. G. Wiswell.....	Carpenter's work for Post Office, Halifax.....	37	86
J. Davies.....	Locksmith's work for do .....	24	90
G. Fultz .....	Plumber's work for do .....	10	98
Longard Bros.....	do do .....	0	50
M. Downey .....	Glazier's work for do .....	10	35
Gordon & Keith.....	Mattresses for do .....	24	00
D. Murray & Co.....	Bedding for do .....	16	50
P. Walsh .....	Hardware, brooms, &c., for do .....	6	23
H. U. Brown .....	Office stools for do .....	6	00
M. F. Eager.....	Soap, &c., for do .....	4	50
R. Brander.....	Baskets for do .....	3	75
J. D. McDougall.....	Stencil and brush for do .....	3	40
J. E. DeCoursey .....	Clasps for stamp box for do .....	1	80
T. Walsh & Co.....	Paint for do .....	1	10
R. J. Wetmore.....	Framing view of Halifax for do .....	2	75
Gordon & Keith .....	Repairing office stools for do .....	2	25
Watson & Myers.....	Repairing lantern for do .....	1	00
Total.....		\$4,510	71

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments in discharge of Tradesmen's Bills for articles supplied for the service of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in New Brunswick.....	3,100	54
Pritchard & Mingard....	Office stamps and seals for the Post Office Department in New Brunswick.....	317	98
De Grave, Short & Co....	Scales and weights for the Post Office Department in New Brunswick.....	74	83
D. G. Berri.....	Stamping pads and ink for the Post Office Department in New Brunswick.....	15	53
Bowes & Campbell.....	Making and repairing street letter boxes for P. O. I., St. John..	152	62
T. Barker & Son.....	Alcohol for spirit lamps, soap, &c., for do.....	31	67
J. & J. Howe.....	Office furniture for P. O. I., St. John.....	15	50
A. J. Lordly & Son.....	Office chairs for do.....	7	50
McKenzie Bros.....	Cocoa mats for do.....	9	45
F. Blackadar.....	Lamp, burners, &c., for do.....	4	53
J. T. Carpenter.....	Die and stamp ribbon for do.....	4	75
J. S. Brown.....	Letter box for do.....	3	55
J. & A. McMillan.....	Waste-paper baskets for do.....	2	25
W. H. Thorne & Co.....	Hardware for do.....	2	00
J. W. Barnes & Co.....	Tuwelling for do.....	1	44
Bowman & Lachène.....	Carpenter's work for do.....	11	16
J. Babbitt.....	Repairing clock for Post Office, Fredericton.....	2	00
J. Hanlan.....	Repairing letter box for do.....	2	00
R. A. Estey.....	Lumber for do.....	0	60
G. Hutchison.....	Attendance on clocks for Post Office, St. John.....	50	00
J. H. Pullen.....	Glazier's work for do.....	17	35
J. L. Carmichael.....	Carpenter's work for do.....	13	97
J. & T. Whitneck.....	Repairing window blinds for do.....	5	15
W. J. Thompson.....	Repairing safe lock for do.....	5	00
M. Flood.....	Repairing furnace for do.....	2	00
J. Halse.....	Repairing office stands for do.....	2	00
A. McBride.....	Repairing safe for do.....	2	00
D. Fowler.....	Whitewashing cellar for do.....	5	00
Bowes & Campbell.....	Stove and stovepipes for do.....	25	73
C. S. Macgregor.....	Matches, brooms, &c., for do.....	11	36
D. L. Richards.....	Gas regulator for do.....	10	00
T. McAvity & Sons.....	Hardware for do.....	8	31
J. R. Smith.....	Waste-paper baskets for do.....	1	10
O. E. Birnam.....	Office stool for do.....	1	25
J. Hunter.....	Office key for do.....	0	25
Total.....		\$3,920	37

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF MANITOBA.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Manitoba, (including Keewatin and the North-West Territories) made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in Manitoba, &c.....	700	35
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Manitoba, &c.....	310	25
DeGrave, Short & Co.....	Scales and weights for the Post Office Department in Manitoba, &c.....	16	89
D. G. Berri.....	Stamping pads and ink for the Post Office Department in Manitoba, &c.....	3	51
D. McFayden.....	Carpenter's work for Post Office, Winnipeg.....	294	40
Payne & Lee.....	Whitewashing for do.....	25	00
J. H. Ashdown.....	Coal stove, hardware, &c., for do.....	73	30
A. G. Bannatyne.....	Matches, brooms, &c., for do.....	11	15
W. H. Lyon.....	Twine for do.....	8	30
Kenyon Stewart Manufacturing Co.....	Money Order stamp for do.....	5	00
P. M. Battleford.....	To pay for erecting mail signal-post.....	22	00
	Total.....	\$1,470	15

OHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant,

PROVINCE OF BRITISH COLUMBIA.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in British Columbia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co.....	Engraving and printing postage stamps for the Post Office Department in British Columbia.....	653	28
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in British Columbia.....	27	92
DeGrave, Short & Co.....	Scales and weights for the Post Office Department in British Columbia.....	15	77
D. G. Berri.....	Stamping pads and ink for the Post Office Department in British Columbia.....	3	27
H. C. Wilson.....	Tinsmiths' work for P. O. I., Victoria.....	16	75
McKilligan & Ekford.....	Carpenters' work for do.....	12	75
E. B. Marvin.....	Twine for do.....	16	25
P. McQuaid & Son.....	do do.....	6	00
T. N. Hibben & Co.....	Copying press for do.....	6	25
Yale Lock Co.....	Repairing locks and keys for P. O. I., Victoria.....	2	05
F. W. Fletcher.....	Repairing P. O. box for do.....	1	00
C. G. Major.....	Broom, lamp-glasses, &c., for Post Office, New Westminster...	16	25
J. Cunningham & Co.....	Tinsmiths' work, &c, for do do.....	4	25
E. B. Marvin.....	Twine for Post Office, Victoria.....	16	25
J. Sehl.....	Repairing chairs for Post Office, Victoria.....	1	00
	Total.....	\$799	04

H. A. WICKSTEED,  
*Accountant.*

JOHN O'CONNOR,  
*Postmaster-General.*

PROVINCE OF PRINCE EDWARD ISLAND.

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

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department in Prince Edward Island, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
B. A. Bank Note Co. ....	Engraving and printing postage stamps for the Post Office Department in Prince Edward Island .....	681	45
Pritchard & Mingard.....	Office stamps and seals for the Post Office Department in Prince Edward Island .....	170	66
De Grave, Short & Co....	Scales and weights for the Post Office Department in Prince Edward Island .....	16	45
D. G. Berri.....	Stamping pads and ink for the Post Office Department in Prince Edward Island .....	3	41
A. Hermans & Sons.....	Plumber's work for Post Office, Charlottetown.....	22	15
J. Newson .....	Carpenter's work, &c., for do .....	14	74
W. & A. Brown .....	Bedding, &c., for do .....	9	24
Dodd & Rogers.....	Matches for do .....	0	45
	Total.....	\$918	55

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

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

DETAIL of all payments by the Post Office Department for Rents and Taxes, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
W. D. Ardagh.....	Rent of Post Office Inspector's Office, Barrie (from 1st Nov., 1879, to 30th April, 1880) .....	135	00
Hamilton Water Works Co.....	Water rate, Hamilton Post Office (1 Year, to 31st March, 1880)	100	00
Hamilton Corporation ...	Sewer rent for do do ( do 31st Dec., 1878)	4	20
Kingston Water Works Co.....	Water rate, Kingston do ( do 30th June, 1880)	40	96
London Water Works Co..	do London do ( do 15th April, 1880)	36	00
Toronto Water Works Co..	do Toronto do ( do 30th June, 1880)	180	00
	Total .....	\$496	16

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF QUEBEC.

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

DETAIL of all payments by the Post Office Department for Rents and Taxes in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
G. A. Bourgeois, P.O.I.	Rent for the accommodation of the Post Office Inspector's Office, Three Rivers (from 13th Nov., '79, to 31st May, '80..	198	00
J. Richard .....	Rent and taxes of Eastern Receiving House, Montreal, (1 Year, to 31 Oct., 1880).....	264	00
L. N. Denis.....	do Northern Receiving House, Montreal, (13 Months, to 30th April, 1880).....	304	00
A. Hamilton.....	do Western Receiving House, Montreal, (1 Year, to 30th April, 1880).....	294	00
Montreal Water Works Co .....	Water rate, Montreal Post Office (2 Years, to 30th April, 1881)..	1,474	70
do do .....	do Eastern Receiving House, Montreal (1 Year, to 30th April, 1880).....	9	50
do do .....	do Northern do do do .....	11	40
do do .....	do Western do do do .....	5	70
Quebec Water Works Co.	do Quebec Post Office (1 Year, to 30th April, 1880) .....	522	00
Total .....		\$3,083	30

JOHN O'CONNOR,

*Postmaster-General.*

H. A. WICKSTEED,

*Accountant.*

PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments by the Post Office Department for Rents and Taxes in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
W. S. Harding.....	Rent of Inspector's Office (15 months, to 30th June, 1880).....	625	00
M. Gregg. ....	Rent of Fredericton Post Office (1 Year, to 31st March, 1880)	300	00
T. R. Jones.....	Rent of St. John Post Office (1 Year, to 30th April, 1880).....	2,000	00
	Total.....	\$2,925	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA

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

DETAIL of all payments by the Post Office Department for Rents and Taxes in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
A. G. Jackson .....	Water supplied Winnipeg Post Office (1 Year to 31st March, 1880) .....	53	00
	Total.....	\$53	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*



PROVINCE OF BRITISH COLUMBIA.

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

DETAIL of all payments by the Post Office Department for Rents and Taxes, in British Columbia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Victoria Water Works Co.	Water rate, Victoria Post Office (15 Months, to 31st Mar., 1880)	15	00
	Total .....	\$15	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

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

DETAIL of all payments by the Post Office Department for Rents and Taxes, in Prince Edward Island, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
H. B. Robinson .....	Water supplied Charlottetown Post Office (1 Year, to 31st December, 1879).....	6	00
	Total .....	\$6	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO.

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

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1880.

Name,	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Ontario.....	18,721	96
Citizen Printing and Publishing Co.....	Printing and binding Money Order Books, for the Post Office Department, in Ontario.....	530	96
do do.....	Advertising for Post Office Savings Bank.....	30	00
S. Woods.....	Stationery for Post Office, Kingston.....	2	85
Brown Bros.....	do do Toronto.....	7	75
Belleville.....	Advertising Time-tables, Post Office Notices, &c.....	50	00
Brantford.....	do do.....	50	00
Chatham.....	do do.....	100	00
Cornwall.....	do do.....	25	00
Forest.....	do do.....	25	00
Guelph.....	do do.....	50	00
Hamilton.....	do do.....	111	25
Kingston.....	do do.....	195	33
London.....	do do.....	233	87
Ottawa.....	do do.....	281	15
Peterboro'.....	do do.....	31	25
Sarnia.....	do do.....	37	50
Strathroy.....	do do.....	25	00
Toronto.....	do do.....	121	25
Windsor.....	do do.....	25	00
Arnprior <i>Chronicle</i> .....	Advertising for Mail Tenders, &c.....	6	24
Belleville <i>Intelligencer</i> .....	do.....	23	58
Bothwell <i>Times</i> .....	do.....	3	96
Caledonia <i>Sachem</i> .....	do.....	13	08
Carleton Place <i>Canadian</i> .....	do.....	34	88
Chatham <i>Planet</i> .....	do.....	11	00
Cobourg <i>Sentinel</i> .....	do.....	6	40
Colborne <i>Express</i> .....	do.....	4	56
Cornwall <i>Reporter</i> .....	do.....	29	44
Dunnville <i>Gazette</i> .....	do.....	3	84
Eganville <i>Enterprise</i> .....	do.....	4	80
Exeter <i>Times</i> .....	do.....	4	32
Goderich <i>Star</i> .....	do.....	14	72
Ingersoll <i>Tribune</i> .....	do.....	7	70
Iroquois <i>Times</i> .....	do.....	23	87
Kincardine <i>Standard</i> .....	do.....	7	68
Kingston <i>News</i> .....	do.....	23	20
London <i>Free Press</i> .....	do.....	36	60
London <i>Herald</i> .....	do.....	30	00
London <i>Record</i> .....	do.....	13	20
L'Original <i>Advertiser</i> .....	do.....	5	28
Madoc <i>Review</i> .....	do.....	13	44
Morrisburgh <i>Courier</i> .....	do.....	24	22
Napanee <i>Standard</i> .....	do.....	6	40
Ottawa <i>Citizen</i> .....	do.....	27	46
Ottawa <i>Gazette</i> .....	do.....	48	88

(D. IN REPORT NO. 4, A.)—Detail of all payments by the Post Office Department for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Ottawa Herald.....	Advertising for Mail Tenders, &c .....	36	18
Ottawa Journal.....	do .....	22	36
Ottawa Orange Lily.....	do .....	17	36
Park Hill Gazette.....	do .....	5	60
Pembroke Standard.....	do .....	25	56
Perth Expositor.....	do .....	18	08
Peterboro' Review.....	do .....	15	00
Peterboro' Times.....	do .....	9	12
Picton Gazette.....	do .....	9	00
Prescott Messenger.....	do .....	16	38
St. Thomas Times.....	do .....	14	04
Sarnia Canadian.....	do .....	23	84
Strathroy Dispatch.....	do .....	10	08
Toronto Church Guardian.....	do .....	9	00
Toronto Grip.....	do .....	9	60
Toronto Irish Canadian.....	do .....	8	70
Wellan i Telegraph.....	do .....	7	02
Woodstock Times.....	do .....	7	80
	Total.....	\$21,348	59

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

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

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Quebec.....		
Citizen Printing and Publishing Co.....	Printing and binding Money Order Books for the Post Office Department, in Quebec.....	6,044	20
O. Trudel.....	Stationery for Post Office Inspector's Office, Three Rivers.....	207	12
Lévis.....	Advertising Time-tables, Post Office Notices, &c.....	3	52
Montreal.....	do do.....	5	44
Quebec.....	do do.....	510	70
Richmond.....	do do.....	702	60
Rimouski.....	do do.....	25	00
St. Hyacinthe.....	do do.....	20	00
Sorel.....	do do.....	25	00
Three Rivers.....	do do.....	48	00
Arthabaskaville <i>Rural Press</i> .....	Advertising for Mail Tenders, &c.....	84	00
Arthabaskaville <i>L'Union</i> .....	do do.....	13	20
Aylmer <i>Times</i> .....	do do.....	35	56
Bryson <i>Advance</i> .....	do do.....	40	32
Coaticook <i>Observer</i> .....	do do.....	40	32
Lévis <i>quotidien</i> .....	do do.....	24	16
Montreal <i>L'Opinion Publique</i> .....	do do.....	6	00
Montreal <i>Nouveau Monde</i> .....	do do.....	19	68
Quebec <i>Budget</i> .....	do do.....	24	80
do <i>Canadien</i> .....	do do.....	18	90
do <i>Courier</i> .....	do do.....	31	98
do <i>Cultivateur</i> .....	do do.....	46	40
do <i>L'Evenement</i> .....	do do.....	41	20
do <i>Chronicle</i> .....	do do.....	45	40
do <i>Nouvelliste</i> .....	do do.....	40	48
do <i>Telegraph</i> .....	do do.....	7	56
Rimouski <i>Nouvelliste</i> .....	do do.....	51	00
Rivières du Loup <i>Courier</i> .....	do do.....	48	20
Rock Island <i>Journal</i> .....	do do.....	32	32
St. Anne <i>Gazette</i> .....	do do.....	4	55
St. Hyacinthe <i>Journal</i> .....	do do.....	8	78
Sherbrooke <i>Gazette</i> .....	do do.....	16	16
do <i>Guardian</i> .....	do do.....	4	80
do <i>Pioneer</i> .....	do do.....	14	00
Three Rivers <i>Journal</i> .....	do do.....	7	32
		10	40
		14	48
	Total.....	\$8,283	23

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Nova Scotia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office .....	Stationery and printing for the Post Office Department in Nova Scotia.....	2,196	96
Citizen Printing and Publishing Co .....	Printing and binding Money Order Books for the Post Office Department, in Nova Scotia .....	62	98
A. W. McKinlay .....	Stationery for Post Office Inspector's Office, Halifax .....	2	95
Halifax .....	Advertising Time-tables, Post Office Notices, &c .....	203	00
Amherst Gazette .....	Advertising for Mail Tenders, &c .....	24	17
Antigonish Casket .....	do do .....	24	00
Bridgetown Monitor .....	do do .....	7	26
Cape Breton Times .....	do do .....	38	71
Colchester Sun .....	do do .....	18	32
Halifax Alliance Journal .....	do do .....	61	38
Halifax Church Guardian .....	do do .....	32	00
Halifax Daily Reporter .....	do do .....	163	59
Halifax Journal .....	do do .....	28	50
Halifax Morning Herald .....	do do .....	159	32
Halifax Presbyterian Witness .....	do do .....	66	88
Halifax Wesleyan .....	do do .....	48	72
Kentville Chronicle .....	do do .....	14	10
Liverpool Times .....	do do .....	3	00
Lunenburg Progress .....	do do .....	5	25
North Sydney Herald .....	do do .....	77	74
Pictou Colonial Standard .....	do do .....	11	50
Sydney Advocate .....	do do .....	30	66
Windsor Mail .....	do do .....	20	00
Total .....		\$3,301	39

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments by the Post Office Department for Stationery, Printing and Advertising, in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office .....	Stationery and printing for the Post Office Department, in New Brunswick.....	1,802	89
Citizen Printing and Publishing Co. ....	Printing and binding Money Order Books for the Post Office Department, in New Brunswick .....	56	53
Son Publishing Co.....	Printing blank forms for the Post Office Inspector, St. John..	8	00
H Chubb & Co.....	Stationery and printing for the Post Office Inspector's Office, St. John (from 1st July to 31st Dec., 1876).....	117	15
Fredericton.....	Advertising Time-tables, Post Office Notices, &c.....	7	00
St. John .....	do do do .....	178	13
Sackville.....	do do do .....	28	00
Fredericton <i>Evening Star</i>	Advertising or Mail Tenders, &c.....	25	60
Fredericton <i>Farmer</i> .....	do .....	9	20
Fredericton <i>Reporter</i> .....	do .....	20	52
Fredericton <i>Agriculturist</i>	do .....	2	79
Moncton <i>Times</i> .....	do .....	16	00
Newcastle <i>Advocate</i> .....	do .....	6	25
St. John <i>Christian Visitor</i>	do .....	68	00
St. John <i>Daily News</i> ..	do .....	66	00
St. John <i>Religious Intelligencer</i>	do .....	48	40
St. John <i>Sun</i> .....	do .....	86	80
St. Stephen <i>Courier</i> .....	do .....	27	00
Sackville <i>Post</i> .....	do .....	48	55
Shediac <i>Advocate</i> .....	do .....	5	60
Woodstock <i>Sentinel</i> .....	do .....	3	75
Total .....		\$2,642	16

JOHN O'CONNOR,  
Postmaster-General.

H A. WICKSTEED,  
Accountant.

PROVINCE OF MANITOBA.

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

DETAIL of all payments by the Post Office Department for Stationery, Printing, and Advertising, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office.....	Stationery and printing for the Post Office Department, in Manitoba, &c.....	326	60
Citizen Printing and Publishing Co.....	Printing and binding Money Order Books for the Post Office Department, in Manitoba, &c.....	12	77
Times Printing and Publishing Co.....	Printing blank forms and labels for Post Office, Winnipeg.....	36	50
Rowe & Co.....	Printing labels for Post Office, Winnipeg.....	6	00
W. H. Lyon.....	Stationery for Post Office, Winnipeg.....	54	05
Parsons & Richardson.....	do do.....	42	05
Portage la Prairie Review.....	Advertising for Mail Tenders, &c.....	8	40
St. Boniface <i>Le Mètis</i> .....	do do.....	15	68
Winnipeg <i>Times</i> .....	do do.....	81	50
	Total.....	\$583	53

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

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

DETAIL of all payments by the Post Office Department for Stationery Printing and Advertising, in British Columbia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office .....	Stationery and printing for the Post Office Department, in British Columbia .....	277	39
Citizen Printing and Publishing Co.....	Printing and binding Money Order Books for the Post Office Department, in British Columbia .....	11	91
T. N. Hibben .....	Stationery for Post Office Inspector's Office, Victoria .....	28	75
D. W. Higgins.....	do do .....	11	87
do .....	Stationery for Post Office, Victoria .....	3	25
Victoria.....	Advertising Time-tables, Post Office notices, &c.....	43	75
	Total .....	\$376	92

H. A. WICKSTEED,  
*Accountant.*

JOHN O'CONNOR,  
*Postmaster-General.*



PROVINCE, OF PRINCE EDWARD ISLAND.

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

DETAIL of all payments by the Post Office Department for Stationery Printing and Advertising, in Prince Edward Island, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Queen's Printer and Stationery Office .....	Stationery and printing for the Post Office Department, in Prince Edward Island.....	292	97
Citizen Printing and Publishing Co.....	Printing and binding Money Order Books for the Post Office Department, in Prince Edward Island .....	12	43
Charlottetown.....	Advertising Time-tables, Post Office notices, &c.....	82	70
Charlottetown Examiner.....	Advertising for Mail Tenders, &c.....	12	00
Charlottetown Herald.....	do do .....	24	15
Charlottetown Island Argus .....	do do .....	30	05
Charlottetown Presbyterian .....	do do .....	14	40
Georgetown Advertiser .....	do do .....	12	00
Summerside Progress.....	do do .....	22	50
	Total .....	\$503	20

H. A. WICKSTEED,  
Accountant.

JOHN O'CONNOR,  
Postmaster-General.

## PROVINCE OF ONTARIO.

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

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Barrie Gas Co.....	Gas for Barrie Post Office .....	4	35
J. S. Johnston.....	Coal for do .....	70	80
Guelph Gas Co.....	Gas for Guelph Post Office.....	81	30
C. Kleopfer.....	Coal for do .....	27	40
Hamilton Gas Co.....	Gas for Hamilton Post Office.....	638	65
E. Brown.....	Coal for do .....	298	00
Kingston Gas Co.....	Gas for Kingston Post Office.....	457	20
do .....	Coal for do .....	81	00
J. Noble.....	Wood for do .....	41	25
U. S. Hanscomb.....	Sawing wood for Kingston Post Office.....	10	00
J. O'Connor.....	Splitting and piling wood for do .....	1	00
London Gas Co.....	Gas for London Post Office.....	373	35
A. Cameron.....	Coal for do .....	188	67
H. Boyd.....	Wood for do .....	65	00
D. Murphy.....	Sawing wood for do .....	20	00
Ottawa Gas Co.....	Gas for Ottawa Post Office.....	686	10
F. Olemow.....	Coal for do .....	414	47
G. W. McCullough.....	do do .....	57	16
J. Wood.....	Wood for do .....	68	00
Kavanagh Bros.....	Candles for do .....	1	20
Toronto Gas Co.....	Gas for Toronto Post Office.....	2,298	76
P. Burns.....	Coal for do .....	264	77
Total.....		\$6,058	43

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF QUEBEC.

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

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Montreal Gas Co .....	Gas for Montreal Post Office.....	1,997	00
F. Brennan.....	Coal for do .....	425	75
W. Hart.....	do do .....	24	60
L. Flanteaux.....	Wood for do .....	7	50
F. Grenard.....	Cutting wood for do .....	7	20
F. Brennan.....	Coal for Receiving Houses, Montreal.....	42	17
Quebec Gas Co.....	Gas for Quebec Post Office .....	475	40
G. M. Webster & Co .....	Coal for do .....	226	95
J. Rusk .....	Wood for do .....	89	90
J. Petit .....	Sawing and piling wood for Quebec Post Office.....	14	30
	Total.....	\$3,310	77

H. A. WICKSTEED,  
*Accountant.*

JOHN O'CONNOR,  
*Postmaster-General.*

## PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments for Fuel and Light for the use of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1880.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office Building at Halifax.....	2,455	55
Total.....	\$2,455	55

H. A. WICKSTEED,  
*Accountant.*

JOHN O'CONNOR,  
*Postmaster-General.*

PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
T. McCarthy.....	Coal for Post Office Inspector's Office, St. John.....	36	86
W. S. Harding.....	Fuel for do.....	15	00
Chatham Gas Co.....	Gas for Post Office, Chatham.....	62	32
R. P. & W. F. Starr.....	Coal for do.....	82	50
T. Condy.....	Wood for do.....	2	95
G. Morris.....	Storing coal for do.....	5	00
Fredericton Gas Co.....	Gas for Post Office, Fredericton.....	81	86
J. Tibbitts.....	Coal for do.....	57	90
D. Currier.....	do do.....	13	00
St. John Gas Co.....	Gas for Post Office, St. John.....	565	28
Lloyd & Co.....	Coal for do.....	145	45
R. P. & W. F. Starr.....	do do.....	45	11
S. McGregor.....	Coal oil for do.....	1	80
	Total.....	\$1,115	03

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF MANITOBA.

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

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Manitoba (including Keewatin and the North-West Territories) made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Winnipeg "Fuel Co."...	Coal and wood for Post Office, Winnipeg.....	351	50
A. G. Bannatyne.....	Coal oil for do .....	101	50
	Total .....	\$453	00

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(E. IN REPORT NO. 4, F.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in British Columbia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
H. Elliott .....	Coal for Post Office, New Westminster.....	56	00
C. G. Major .....	Coal oil, &c., for do .....	29	88
J. Cunningham & Co. ....	Candles for do .....	0	75
Victoria Gas Co. ....	Gas for Post Office, Victoria.....	125	45
Welch, Rithet & Co. ....	Coal for do .....	88	00
De Weisterhold & Co. ....	do do .....	31	50
	Total.....	\$331	58

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(E. IN REPORT No. 4, G.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department in Prince Edward Island, made within the Year ended 30th June, 1880.

Particulars.	Amount.	
	\$	cts.
Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office Building at Charlottetown.....	728	85
<b>Total</b> .....	<b>\$728</b>	<b>85</b>

JOHN O'CONNOR,  
*Postmaster-General*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF ONTARIO

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

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
J. Dewé, Chief P. O. I.	Incidental expenses, Chief Post Office Inspector's Office, Ottawa	13	85
D. Spry, P. O. I.	do Post Office Inspector's Office, Barrie	64	46
R. W. Barker do	do do Kingston	4	80
G. Griffin do	do do London	70	00
T. P. French do	do do Ottawa	87	50
M. Sweetnam do	do do Toronto	184	55
D. Stirton, P. M.	do Post Office, Guelph	8	50
H. N. Case do	do do Hamilton	73	40
J. Shannon do	do do Kingston	33	35
L. Lawless do	do do London	84	57
G. P. Baker do	do do Ottawa	358	05
T. C. Pattenon, P.M.	do do Toronto	278	58
Montreal Telegraph Co.	Telegrams to and from Chief Post Office Inspector, Ottawa	57	26
do do	do Post Office Inspector, Barrie	27	22
Dominion do	do do do	12	24
Montreal do	do do Kingston	32	10
Dominion do	do do do	9	24
Montreal do	do do London	58	37
Dominion do	do do do	4	31
Montreal do	do do Ottawa	20	07
do do	do do Toronto	47	44
Dominion do	do do do	15	70
do do	do Postmaster, Aurora	0	27
Montreal do	do do Ayr	0	55
do do	do do Hamilton	7	36
Dominion do	do do do	4	32
Montreal do	do do Ottawa	33	39
do do	do do Pembroke	0	80
do do	do do Toronto	65	02
Dominion do	do do do	0	25
Montreal do	do do Windsor	3	47
Dominion do	do do do	0	50
Royal Insurance Co.	Insurance on Kingston Post Office	80	00
do do	do do London do	62	50
do do	do do Toronto do	200	00
General Post Office, England	Transit rates, on Mail matter passing through British Mails, for other countries, balance to 31st Dec., 1878	12	56
General Post Office, Belgium	Transit rates on Mail matter passing through Belgian Mails, for other countries, 15 months to 30th June, 1878	22	84
United States Post Office Department	Transit rates on Mail matter passing through United States Mails, for other countries, balance to 31st March, 1879	2,096	52
The Director of the International Postal Bureau	Ontario's proportion of Postal Union expenses	540	84
Post Office Savings Bank	Commission to Postmasters in Ontario upon Savings Bank business, 12 months, to 31st December, 1879	3,828	68
J. Cameron & Co.	Postage stamps redeemed and destroyed	942	65
Montreal Telegraph Co.	do do	362	00
O. Orschlager	do do	48	80
Copp Bros.	do do	14	58
B. Chamberlain	do do	30	65
J. R. McNellie	do do	6	46
N. H. Martin	do do	4	41
W. Weld	do do	2	85

(F. IN REPORT NO. 4, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
Canadian Bank of Commerce	Postage stamps redeemed and destroyed	1	70
A. G. Stone	do do	1	59
F. A. Dixon	do do	1	02
T. Matchett	do do	0	81
C. D. Barr	do do	0	74
C. P. Miller	do do	0	67
O. Prince	do do	0	43
Postmaster, Kingston	Refund of amounts deposited on box and drawer keys	7	75
do London	do do	2	50
do Ottawa	do do	113	00
do Toronto	do do	444	10
General Post Office, England	Refund of amount erroneously credited to Postage Account, instead of to Money Order Account, in 1878	48	67
C. Baldwin	Refund of money found in a dead letter and reclaimed	4	00
M. Maguire	do do	2	00
London Street Car Co.	Street car tickets supplied to the Letter Carriers, London P.O.	10	00
Ottawa do	do do Ottawa P.O.	50	00
Toronto do	do do Toronto P.O.	625	00
H. Fortier	Omnibus and street car fare whilst in charge of Post Office at Exhibition Grounds, Toronto	2	70
H. Duggan	Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General	72	00
O'Connor & Hogg	Legal expenses <i>in re</i> Smart, late P.M., Port Hope	116	81
Foy, Tupper & Macdonell	do Sanders do Norway	45	49
do do	do Gillespie do Sunnidale	44	99
do do	do Campbell do Kirkfield	5	34
J. J. Foy	do Findlay do Scugog	43	20
B. L. Doyle	do Pellow do Kintail	4	62
Postmaster, Grafton	Indemnity for money and postage stamps stolen from his office.	17	00
Sundry Postmasters	Balances due to them as late Postmasters, having retired last year	12	71
Burland & Desbarats	Lithographing postal maps	316	00
C. Medlow	Engraving Postal Treaty, between Canada and the United States	12	00
F. Hawken	Expenses whilst in charge of London Post Office	75	00
H. Harding	Expenses of illuminating Hamilton Post Office during the visit of their Excellencies	53	00
J. McGillivray	Caretaker, Guelph Post Office, from 1st Sept, '79, to 31st Jan., '80	41	67
C. Banting	do do from 15th Mar. to 30th June, 1880	29	57
F. McKenna	Removing snow, winter of 1879-80, Ottawa Post Office	20	00
E. S. McDermott	Services whilst in charge of Post Office at Exhibition Grounds, Ottawa	9	00
D. Spry, P.O.I.	Expenses incurred in removal of Post Office Inspector and Staff from Toronto to Barrie	361	94
W. Ardagh	Bonus paid for lease of premises for Post Office Inspector, Barrie	200	00
T. Kennedy	Preparing plans and superintending the fitting up of office for Post Office Inspector, Barrie	25	00
R. W. Barker, P.O.I.	Removal expenses from Kingston to London	300	00
G. Griffin, P.O.I.	do do London to Kingston	300	00
Sundry persons	Gratuities for charge of night mails at principal railway stations	80	00
Total		\$13,437	88

H. A. WICKSTEED,  
Accountant.

JOHN O'CONNOR,  
Postmaster-General.



## PROVINCE OF QUEBEC.

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

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
E. F. King, P.O.I. ....	Incidental expenses, Post Office Inspector's Office, Montreal....	53	37
W. G. Sheppard, P.O.I....	do do Quebec.....	218	68
G. A. Bourgeois, P.O.I....	do do Three Rivers.....	1	18
G. Lamothe, P.M.....	do Post Office, Montreal.....	582	13
J. B. Pruneau, P.M. ....	do do Quebec.....	449	00
Montreal Telegraph Co....	Telegrams to and from Post Office Inspector, Montreal.....	35	65
do do .....	do do Quebec .....	105	12
Dominion do .....	do do do .....	1	74
Montreal do .....	do do Three Rivers .....	10	66
Dominion do .....	do do do .....	3	09
Montreal do .....	do Postmaster, Montreal.....	94	22
Dominion do .....	do do .....	9	44
General Post Office, Eng- land .....	Transit rates, on Mail matter passing through British Mails, for other countries .....	26	37
General Post Office, Bel- gium .....	Transit rates on Mail matter passing through Belgian Mails, for other countries.....	22	84
United States Post Office Department .....	Transit rates on Mail matter passing through the United States Mails, for other countries .....	802	01
The Director of the Inter- national Postal Bureau	Quebec's proportion of Postal Union expenses .....	210	97
Post Office Savings Bank	Commission to Postmasters in Quebec, upon Savings Bank business, 12 months to 31st December, 1879 .....	299	91
P. B. Kirkham .....	Furnishing telegraphic reports of Railway Mail Trains to Mon- treal Post Office, 12 months to 31st May, 1880 .....	120	00
Montreal Telegraph Co....	Postage stamps redeemed and destroyed.....	1,408	84
Benning & Barsalou .....	do do .....	9	79
R. Cassels .....	do do .....	3	71
J. R. Murray .....	do do .....	2	81
Lovell & Son .....	do do .....	2	30
W. Drysdale & Co .....	do do .....	1	52
Chisholm Bros.....	do do .....	0	95
L. C. Marson .....	do do .....	0	58
Postmaster, Point St. Charles.....	Superintending and accommodating Letter Carriers' branch....	200	00
Postmaster, Montreal .....	Refund of amounts deposited on box and drawer keys.....	501	09
do Quebec .....	do do .....	123	00
E. Beaudoin.....	Refund of money found in a dead letter and reclaimed .....	40	00
P. O. Inspector, Quebec..	To pay for cleaning windows and floors of Post Office building after the illumination in honor of Their Excellencies .....	33	00
E. Raymond .....	Inspecting schooner for the North Shore Mail service.....	1	50
Hetu & Dumouchel .....	Legal expenses <i>in re</i> Montreal Receiving Houses.....	31	00
J. A. Chapleau .....	do Queen vs. Cherrier.....	30	00
Postmaster-General .....	To pay for detective services.....	100	00
Postmaster, Montreal.....	do do <i>in re</i> Gallagher.....	13	35
C. Roussin.....	Removing snow from roof of Montreal Post Office, Season 1879-80.....	15	00

(F. IN REPORT NO. 4, B.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
J. Rusk.....	Removing snow and ashes from Quebec Post Office, seasons 1878-79 and 1879-80.....	248	00
T. Gilchin .....	Expenses between Quebec Post Office and Custom House, with dutiable Mail matter.....	39	00
P. S. Shee, M.D. ....	Disinfecting North Shore mails, at Gaspé Basin.....	10	00
Sundry Postmasters.....	Balances due to them as late Postmasters, having retired last year.....	1	98
J. P. Chillas .....	Removal expenses from Montreal to Three Rivers .....	114	70
D. Bloudeau.....	do do Arthabaska to Rivière du Loup.....	50	00
	Total .....	\$6,028	41

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

## PROVINCE OF NOVA SCOTIA.

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

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Nova Scotia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.
		\$ cts.
C. J. Macdonald, P.O.I.	Incidental expenses, Post Office Inspector's Office, Halifax.....	154 60
J. H. Thorne, M. O. Supt.	do Money Order Office, Halifax.....	7 00
H. W. Blackadar, P.M....	do Post Office, Halifax.....	88 44
Western Union Telegraph Co.....	Telegrams to and from Post Office Inspector, Halifax.....	212 80
Dominion Telegraph Co.	do do do.....	21 95
Western Union Telegraph Co.....	do Superintendent, Money Order Office, Halifax.....	0 34
do do.....	do Post Office, Halifax.....	42 32
General Post Office, England.....	Transit rates, on Mail matter passing through British Mails, for other countries.....	33 95
General Post Office, Belgium.....	Transit rates, on Mail matter passing through Belgian Mails, for other countries.....	7 85
United States Post Office Department.....	Transit rates, on Mail matter passing through United States Mails, for other countries.....	243 85
The Director of the International Postal Bureau Control Department.....	Nova Scotia's proportion of Postal Union expenses Military and Naval official postage paid within the Dominion and refunded.....	64 16
T. D. Ruggles.....	Legal expenses <i>in re</i> Beals, late P. M., Middletown.....	74 67
R. S. Weatherbe.....	do Knaut, late P. M., Mahone Bay.....	64 00
J. Parsons.....	do Queen vs. W. H. Egan.....	36 43
L. Hutt.....	Detective services <i>in re</i> do.....	50 00
O'Connor & Hogg.....	Legal expenses <i>in re</i> late Mail Contractor Hart.....	10 00
Z. A. Lash.....	do do do.....	33 56
G. W. Barss.....	do <i>in re</i> Queen vs. D. G. B. Miles.....	20 00
W. H. Snow.....	Tracing Nova Scotia Postal Map, for use of Inspector.....	6 50
Halifax Omnibus Co.....	Omnibus fares for the Letter Carriers, Halifax Post Office.....	49 00
Annapolis.....	Ship letter gratuities paid.....	52 00
Barrington.....	do.....	1 18
Canning.....	do.....	0 50
Halifax.....	do.....	0 16
Lockeport.....	do.....	13 04
Port Medway.....	do.....	9 98
Yarmouth.....	do.....	1 10
B. McPherson.....	Gratuity for charge and exchange of Mails at Grande Anse.....	1 44
		20 00
	Total.....	\$1,311 62

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

## PROVINCE OF NEW BRUNSWICK.

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

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in New Brunswick, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	cts.
J. McMillan, P.O.I.....	Incidental expenses for Post Office Inspector's Office, St. John..	110	50
G. F. Everett, M.O. Supt..	do Money Order Office, St. John.....	0	54
T. Vondy.....	do Post Office, Chatham.....	11	56
H. J. Thorne, P.M. ....	do do Fredericton.....	18	77
J. V. Ellis, P.M.....	do do St. John.....	134	33
S. J. King, P.M.....	do do do.....	36	26
Western Union Tele- graph Co.....	Telegrams to and from Post Office Inspector, St. John.....	61	30
Dominion Telegraph Co..	do do do.....	1	03
Western Union Tele- graph Co.....	do Postmaster, Fredericton.....	5	72
do do.....	do do St. John.....	29	31
General Post Office, Eng- land.....	Transit rates, on Mail matter passing through British Mails, for other countries.....	10	55
General Post Office, Bel- gium.....	Transit rates, on Mail matter passing through Belgian Mails, for other countries.....	2	98
United States Post Office Department.....	Transit rates, on Mail matter passing through United States Mails, for other countries.....	221	76
The Director of the Inter- national Postal Bureau	New Brunswick's proportion of Postal Union expenses.....	57	59
Control Department.....	Military official postage, paid within the Dominion, and re- funded.....	40	20
Postmaster, St. John....	Refund of amounts deposited on box and drawer keys.....	71	00
Harrison and Burbridge..	Legal expenses <i>in re</i> Waterbury vs. Dewé.....	399	06
O'Connor & Hogg.....	do do.....	53	17
Z. A. Lash.....	do do.....	25	00
Postmaster, Albert Mines	Indemnity for postage stamps burnt, when office was destroyed by fire.....	21	52
do Grand Manan	do do.....	62	00
W. Rowan.....	Expenses whilst in charge of Shediac Post Office.....	11	95
W. L. Avery.....	do assisting at do.....	30	09
A. Cairn.....	Balance due to him as late Postmaster, Kay Settlement, having retired last year.....	0	38
T. H. Allan.....	For charge and accommodation of Prince Edward Island mails, Season, 1878-9.....	125	00
T. E. Oulton.....	For charge and forwarding of Prince Edward Island mails, Season 1878-9.....	50	00
St. John.....	Ship letter gratuities paid.....	25	02
Sundry persons.....	Gratuities for charge of mails at principal railway stations, on railway trains, &c.....	212	50
Total .....		\$1,829	00

JOHN O'CONNOR,  
Postmaster-General.

H. A. WICKSTEED,  
Accountant.

**PROVINCE OF MANITOBA.**

(F. IN REPORT NO. 4, E.)

**DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department, in Manitoba (including Keewatin and the North-West Territories), made within the Year ended 30th June, 1880.**

Name.	Particulars.	Amount.	
		\$	cts.
W. Hargrave, P.M.....	Incidental expenses, Post Office, Winnipeg.....	17	50
N. Western Telegraph Co.....	Telegrams to and from Postmaster, Winnipeg.....	24	22
United States Post Office Department.....	Transit rates on Mail matter passing through United States Mails, for other countries.....	49	31
The Director of the International Postal Bureau.....	Manitoba's proportion of Postal Union expenses.....	13	01
Post Office Savings Bank.....	Commissions to Postmasters in Manitoba upon Savings Bank business, 9 months to 31st December, 1879.....	1	70
J. D. Elliott.....	Removal expenses from Brockville to Winnipeg.....	79	23
T. Prudhomme.....	do Montreal do.....	80	00
E. J. Bangs.....	do Ottawa do.....	80	05
S. M. Fortier.....	do do do.....	80	00
J. Dewé, Chief P.O.I.....	Expenses <i>in-re</i> Mail robbery in Manitoba.....	45	00
do.....	To pay for legalizing bond of Postmaster, Oak River.....	2	00
J. W. P. Mulholland.....	Services, assisting Chief Post Office Inspector when in Manitoba.....	126	00
	Total.....	\$598	07

**JOHN O'CONNOR,**

*Postmaster-General.*

**H. A. WICKSTEED,**

*Accountant.*

PROVINCE OF BRITISH COLUMBIA.

(F. IN REPORT NO. 4 F.)

DETAIL of all payments for Miscellaneous Disbursements on account of the Post Office Department in British Columbia, made within the Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
R. Wallace, P.O.L. ....	Incidental expenses, Post Office Inspector's Office, Victoria.....	14	00
V. B. Tait, P.M.....	do Post Office, New Westminster.....	48	00
Western Union Telegraph Co.....	Telegrams to and from Post Office Inspector, Victoria.....	19	35
United States Post Office Department.....	Transit, rates on Mail matter passing through United States Mails, for other countries.....	50	21
The Director of the International Postal Bureau.....	British Columbia's proportion of Postal Union expenses.....	12	13
Postmaster, Victoria ....	Refund of amounts deposited on box and drawer keys. ....	3	00
	Total .....	\$146	69

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED,  
*Accountant.*

PROVINCE OF PRINCE EDWARD ISLAND.

(F. IN REPORT NO. 4, G.)

DETAIL of all payments for Miscellaneous Disbursements on account of the  
Post Office Department, in Prince Edward Island, made within the  
Year ended 30th June, 1880.

Name.	Particulars.	Amount.	
		\$	cts.
A. A. Macdonald, P.M....	Incidental expenses, Post Office, Charlottetown.....	70	28
Anglo-American Tele- graph Co.....	Telegrams to and from Postmaster de .....	190	59
General Post Office, Eng- land.....	Transit rates, &c., on Mail matter passing through British Mails for other countries.....	0	37
United States Post Office Department.....	Transit rates, on Mail matter passing through United States Mails for other countries.....	47	86
The Director of the International Postal Bureau.....	Prince Edward Island's proportion of Postal Union expenses,	12	66
Prince Edward Island Steam Navigation Co....	Expenses in connection with Prince Edward Island mails.....	225	00
J. B. Allen.....	Gratuity for extra services as Telegraph Operator at Cape Tor- mentine, N.B., season 1879-80 .....	60	00
T. C. Muncey.....	Gratuity for extra services as Telegraph Operator at Cape Traverse, P.E.I., season 1879-80 .....	60	00
	Total .....	\$666	76

JOHN O'CONNOR,  
*Postmaster-General.*

H. A. WICKSTEED.  
*Accountant.*

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PART III.

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PROVINCE OF ONTARIO  
REPORT No. 6.

Showing the Money Order Offices in operation at any time within the Year ended 30th June, 1880; the County wherein each Office is situated; the Number and Amount of Money Orders Issued, and the Amount of Orders Paid, and the Amount of Commission arising therefrom, at each Office, respectively; and the Amount paid to the Postmaster of each Office as compensation for transacting the Money Order business during the same period.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.
			Dominion.	United Kingdom.	New-foundland	United States.		Dominion.	United Kingdom.	New-foundland	United States.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfoyle.....	Wellington.....	79	1,468 72	19 56	.....	9 83	439 63	.....	.....	.....	.....	3 72
Acton.....	Halton.....	391	7,379 89	199 25	.....	62 09	3,540 97	79 08	.....	.....	.....	21 28
Adelaide.....	Middlesex.....	129	2,857 65	25 67	.....	18 87	678 32	4 87	.....	.....	.....	7 34
Ailsa Craig.....	do.....	209	3,135 65	383 15	.....	31 15	2,726 02	29 20	.....	.....	.....	9 58
Albion.....	Cardwell.....	334	7,754 81	337 97	.....	56 86	4,097 24	43 80	.....	.....	.....	21 05
Aldboro'.....	Elgin.....	27	799 76	.....	.....	4 79	102 75	34 07	.....	.....	.....	2 07
Alexandria.....	Glengarry.....	290	10,259 42	584 94	.....	78 46	5,412 45	.....	.....	.....	.....	32 50
Allendale.....	Simcoe.....	272	5,319 61	155 33	.....	41 57	269 39	46 96	.....	.....	.....	14 62
Allenford.....	Bruce.....	170	4,696 46	.....	.....	29 07	1,374 52	.....	.....	.....	.....	12 31
Allensville.....	Muskoka.....	135	2,045 83	29 58	.....	14 50	648 17	.....	.....	.....	.....	6 01
Alliston.....	Simcoe.....	295	6,259 40	127 13	.....	40 31	4,066 90	7 30	.....	.....	.....	16 05
Almonte.....	Lanark.....	290	5,305 27	553 45	.....	49 92	5,086 35	163 93	.....	.....	.....	17 82
Alton.....	Cardwell.....	284	9,734 84	73 99	.....	68 37	694 73	34 07	.....	.....	.....	24 65
Amherstburg.....	Essex.....	668	15,529 17	427 19	.....	118 86	4,508 26	97 40	.....	.....	.....	44 09
Ancaster.....	Wentworth.....	44	1,505 31	19 12	.....	10 66	1,101 39	8 62	.....	.....	.....	4 01
Angus.....	Simcoe.....	136	3,163 21	250 00	.....	25 76	904 94	251 52	.....	.....	.....	9 61
Appleton.....	Lanark.....	34	681 01	12 22	.....	4 24	404 60	.....	.....	.....	.....	1 46
Arkona.....	Lambton.....	432	5,126 05	235 89	.....	44 40	2,302 87	64 72	.....	.....	.....	14 57
Arkwright.....	Bruce.....	117	1,952 41	95 35	.....	14 15	332 84	.....	.....	.....	.....	5 24
Arnprior.....	Renfrew.....	114	1,931 50	53 79	.....	16 59	2,069 40	70 33	.....	.....	.....	7 84
Arthur.....	Wellington.....	503	13,953 62	173 43	.....	91 77	4,409 92	80 49	.....	.....	.....	37 03
Arva.....	Middlesex.....	23	673 04	9 78	.....	3 72	271 75	.....	.....	.....	.....	1 57
Athlone.....	Cardwell.....	22	1,022 12	53 79	.....	6 75	109 78	.....	.....	.....	.....	2 71
Aurville.....	Stormont.....	261	7,840 10	8 29	.....	50 64	291 16	.....	.....	.....	.....	21 50

Aurora.....	263	4,252 95	130 38	262 70	34 39	4,335 83	66 43	143 50	12 09
Aylmer.....	1451	28,109 44	422 40	2,277 80	215 68	5,328 00	409 40	288 88	78 72
Ayt.....	560	10,377 81	417 53	400 85	83 97	19,540 34	160 34	621 25	29 93
Ayton.....	256	6,986 11	14 67	101 71	41 97	636 48	16	.....	17 73
Baden.....	77	1,869 24	.....	215 01	16 14	894 61	.....	50 00	5 44
Ballieboro'.....	98	1,938 64	285 01	130 00	19 40	863 10	72 99	.....	6 04
Patmore.....	330	11,716 19	24 45	57 75	69 02	217 25	4 87	.....	29 48
† Bancroft (late York River)	73	1,048 42	40 00	19 00	8 03	525 43	.....	.....	2 17
Hastings.....	1305	18,395 26	1,877 90	1,360 71	186 33	20,085 36	1,649 37	435 23	58 83
Simcoe.....	335	10,203 70	70 59	296 29	66 42	1,998 56	9 73	181 00	26 87
Lennox.....	571	13,566 47	117 50	551 60	89 77	1,570 84	17 03	103 00	35 85
Bayfield.....	126	2,680 69	28 38	97 85	19 64	7 22	2 43	85 00	7 22
Beechburg.....	262	7,068 44	71 14	18 16	45 14	1,291 77	82 72	71 00	18 24
Oxford.....	674	11,768 34	292 88	263 52	87 13	1,993 52	260 43	74 00	31 61
Beachville.....	133	4,701 31	300 67	29 31	34 49	1,862 31	114 36	206 60	13 32
Beaverton.....	86	1,537 71	74 12	106 00	13 50	2,094 73	153 89	.....	4 65
Simcoe.....	1860	22,331 81	3,083 80	2,111 20	277 74	27,824 58	1,450 53	2,912 69	79 81
Hastings.....	13	164 00	.....	12 00	1 28	532 28	121 65	.....	74
Belleville.....	61	2,366 57	112 47	90 00	17 22	251 63	24 33	252 00	7 11
Bell Ewart.....	43	1,370 77	80 68	45 00	10 47	612 45	63 27	5 00	3 91
Belle River.....	772	3,315 90	116 20	1,077 50	89 05	19,338 65	153 77	1,000 31	29 20
Bell's Corners.....	174	4,067 29	60 38	64 55	26 91	1,509 56	.....	35 00	10 55
Berlin.....	41	2,318 12	68 46	.....	14 12	419 80	7 31	.....	5 97
Bethany.....	238	6,620 19	157 01	185 13	47 53	1,977 66	.....	279 70	18 08
Bluevale.....	497	20,327 27	188 76	437 07	127 22	2,228 55	156 04	195 00	53 59
Blyth.....	61	1,616 25	135 81	29 50	13 35	921 31	.....	147 00	4 81
Raboygeon.....	318	5,160 88	148 24	464 81	46 70	4,518 29	160 13	319 75	15 58
Kond Head.....	757	8,181 76	1,217 90	702 92	109 10	16,439 08	426 49	280 80	26 89
Bowmanville.....	525	15,047 85	472 74	907 46	112 31	12,019 07	2,495 49	311 80	48 06
Bracebridge.....	350	5,285 23	285 80	237 99	47 80	3,216 18	361 56	163 30	15 78
Muskoka.....	377	7,963 19	1,283 30	.....	77 47	20,128 52	387 11	464 25	25 23
Peel.....	1751	22,826 26	2,339 45	1,594 90	247 16	57,579 52	1,550 19	1,972 60	75 63
Brampton.....	143	1,445 89	123 68	10 00	11 61	193 60	1 22	139 00	4 26
Branford.....	253	4,518 28	157 33	124 50	33 27	1,655 86	82 74	5 00	12 18
Bridgewater.....	515	5,865 22	12 24	138 69	40 48	2,972 63	14 60	247 10	15 83
Bright.....	799	9,792 74	1,584 16	1,002 85	132 16	28,003 79	749 43	1,472 16	36 75
Northumberland.....	225	4,332 68	120 43	97 32	31 60	1,477 50	77 86	100 00	11 78
Brookville.....	27	823 23	24 45	13 00	5 34	714 30	.....	52 00	2 26
Brooklin.....	410	10,102 60	262 05	786 04	76 87	4,109 96	342 23	364 18	29 56
do.....	299	7,093 08	29 75	389 90	50 46	1,512 71	98 54	175 20	19 41
Brougham.....	395	5,929 68	220 11	104 20	45 92	3,590 97	162 15	198 05	16 50
Brussels.....	63	1,623 68	.....	3 60	9 98	350 47	.....	.....	4 05
Huron.....	173	4,773 81	42 07	106 50	30 53	613 13	48 66	323 00	13 21
Brant.....	660	16,325 11	292 45	202 16	107 19	3,017 03	350 36	122 00	43 21
Halton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caistorville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monck.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cardwell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caletonia (late Seneca).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Haldimand.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

† Opened during the year.

REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.
			ORDERS ISSUED—PAYABLE IN THE				ORDERS PAID—ISSUED IN THE			
			Dominion.	United Kingdom.	United States.		Dominion.	United Kingdom.	United States.	
Cambray	Victoria	108	\$ 3,219 90	\$	\$ 3 00	\$ 484 39	\$ 57 64	\$	\$ 8 20	
Cambridge	Lambton	137	1,939 36	157 71	147 10	18 50	485 02	.....	5 59	
Campbellford	Northumberland	737	22,351 49	238 77	2,056 97	159 27	426 76	251 75	63 26	
Campbellville	Haldon	103	1,972 18	.....	19 00	12 58	281 00	10 00	4 98	
Canfield	Haldimand	192	4,883 58	34 22	.....	30 90	7 31	40 60	12 38	
Cannington	Ontario	548	10,571 12	529 51	661 05	84 84	4,649 06	76 08	29 65	
Carleton Place	Lanark	171	5,496 86	344 60	679 00	51 70	2,916 84	46 23	18 38	
Castleton	Northumberland	33	1,129 64	38 21	28 00	8 19	468 81	48 66	3 11	
Cayuga	Haldimand	860	18,301 79	167 83	631 69	126 53	3,916 52	53 53	48 49	
Charing Cross	Kent	72	1,577 97	68 61	99 00	13 46	281 20	30 00	4 42	
Chatham	30	1363	18,951 84	3,639 94	560 55	220 43	25,295 69	1,387 17	67 28	
Chatsworth	Grey	301	8,554 86	323 54	144 60	61 89	3,161 41	170 33	23 15	
Chesley	Bruce	220	10,647 08	176 89	439 70	68 42	2,786 93	125 16	28 68	
Chesterville	Dundas	106	2,211 60	226 36	143 46	19 40	517 92	38 94	7 40	
Chippawa	Welland	161	3,146 87	9 53	132 31	22 51	1,297 57	.....	8 47	
Claremont	Ontario	129	5,251 71	148 16	150 50	32 37	965 25	.....	13 62	
Clarence	Russell	33	874 69	39 93	123 00	7 30	617 14	48	3 16	
Clarke	Durham	62	593 30	10 26	6 00	4 99	349 50	48 66	1 86	
Clarksburg	Grey	333	8,439 22	1,582 72	291 72	83 54	4,153 72	53 53	26 07	
Clearville	Bothwell	178	5,233 87	.....	114 75	31 32	345 07	.....	13 36	
Clifford	Wellington	338	10,759 64	48 90	669 63	72 14	4,364 55	285 86	29 73	
Clifton	Welland	524	6,400 92	1,153 37	44 90	75 09	7,330 48	324 66	20 66	
Clinton	Huron	442	11,518 19	1,255 17	511 97	110 82	12,236 31	476 31	35 38	
Clover Hill	Simcoe	170	11,691 87	.....	62 72	113 70	.....	.....	29 22	
Colborne	Northumberland	993	17,632 05	1,305 57	565 66	158 76	16,814 57	980 80	53 59	
Colborne do	do	484	6,908 79	275 39	195 63	54 22	2,790 23	182 48	20 68	
Coldwater	Simcoe	204	6,124 96	36 66	.....	37 07	1,055 50	53 58	15 69	
Collingwood	do	1225	17,970 63	1,205 08	646 02	105 37	14,922 60	682 44	53 38	
Colpoys Bay	Bruce	121	1,752 61	6 11	.....	10 64	1,183 64	67 17	4 51	
Columbus	Ontario	93	2,099 21	88 62	50 50	15 70	520 99	53 53	5 70	
Conestogo	Waterloo	54	888 23	146 11	.....	8 69	449 56	.....	2 57	
Consecon	Prince Edward	305	9,488 99	58 67	317 55	59 30	625 68	.....	24 64	
Cookstown	Simcoe	115	2,882 03	241 94	240 09	26 45	1,214 64	14 60	8 45	
Cooksville	Peel	21	593 43	12 22	50 00	443 00	870 58	24 33	2 27	



REPORT No 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.	
			Dominion.	United Kingdom.	New-foundland.		United States.	Dominion.	United Kingdom.	New-foundland.		United States.
Galt.....	Waterloo.....	1359	18,527 73	2,311 99	1,710 97	209 18	22,986 55	1,080 66	753 87	60 89		
Gananoque.....	Leeds.....	735	13,780 05	317 83	1,338 13	118 53	4,100 69	79 56	1,011 40	41 24		
Gardara.....	Wellington.....	296	6,866 68	149 20	49 50	43 21	615 86	157 28	60 00	17 42		
Garden Island.....	Frontenac.....	14	287 06	30 87	.....	3 55	303 10	72 66	208 00	1 46		
Georgetown.....	Halton.....	474	8,574 69	758 58	91 35	74 58	5,990 75	117 87	228 10	24 39		
Georgina.....	York.....	567	16,018 30	197 96	51 67	105 63	1,619 84	91 60	140 00	42 37		
Glammis.....	Bruce.....	137	3,178 15	9 88	.....	22 69	99 90	.....	.....	8 55		
Glenafan.....	Wellington.....	307	7,970 26	143 03	100 00	51 23	743 09	.....	.....	20 51		
Glencoe.....	Middlesex.....	291	6,550 01	464 28	286 75	52 73	2,926 94	107 05	172 25	18 90		
Goderich.....	Huron.....	653	19,920 39	1,327 13	1,007 95	177 42	10,743 25	914 80	1,873 61	62 77		
+Gorrie.....	do.....	29	654 55	.....	.....	4 05	64 08	.....	81 14	1 63		
Grafton.....	Northumberl'd.....	194	5,470 26	187 74	56 25	39 04	574 38	72 62	20 00	14 48		
Granton.....	Middlesex.....	108	1,743 17	73 60	40 50	12 52	865 71	31 63	.....	4 70		
Gravenhurst.....	Muskoka.....	330	9,270 18	203 98	54 70	63 31	2,888 50	518 43	85 00	25 38		
Greenwood.....	Ontario.....	38	1,624 60	19 56	30 00	10 02	314 16	.....	10 00	4 19		
Grimsey.....	Lincoln.....	270	7,293 13	104 40	281 84	50 14	4,184 83	227 02	208 55	20 22		
Guelph.....	Wellington.....	1757	25,505 26	3,224 60	1,676 40	284 14	65,503 81	2,630 86	2,415 37	86 95		
Hagersville.....	Haldimand.....	312	7,262 15	50 84	223 12	48 11	2,716 07	65 69	144 50	19 33		
Hamilton.....	Hamilton.....	4536	53,786 83	16,207 18	7,549 43	936 67	340,006 61	8,332 95	7,626 69	30 89		
Haliburton.....	Peterboro.....	370	11,917 74	41 52	17 80	68 32	1,732 95	335 76	63 00	.....		
Hanover.....	Durham.....	161	4,701 95	12 22	83 95	28 83	1,022 85	11 68	7 00	.....		
Harrison.....	Grey.....	345	9,363 87	124 89	144 78	61 62	2,060 54	73 00	454 45	25 37		
Hastings.....	Wellington.....	557	9,485 42	686 31	743 13	83 04	6,710 45	385 11	136 30	28 55		
Hawkesbury.....	Peterboro.....	179	3,195 26	301 96	49 00	25 94	1,000 29	85 51	251 46	9 67		
Hawkesville.....	Prescott.....	186	2,983 96	260 73	501 86	30 84	658 98	33 09	1,656 00	13 27		
*Heidelberg.....	Waterloo.....	82	2,622 49	.....	205 00	18 50	1,029 70	48 66	35 00	7 27		
Hensall.....	Huron.....	74	1,427 23	161 69	.....	11 26	135 41	.....	.....	3 95		
Hesperia.....	Waterloo.....	234	4,299 90	143 21	487 00	36 38	1,762 70	98 55	195 00	13 27		
Highgate.....	Bothwell.....	116	2,502 57	78 24	.....	18 01	251 27	.....	10 00	6 45		
Highland Creek.....	York.....	69	1,521 34	183 62	276 75	15 55	723 33	14 60	.....	4 95		
Hillsburgh.....	Wellington.....	33	883 57	24 45	46 90	6 52	2,895 21	92 45	50 00	2 70		
Hillsdale.....	Simcoe.....	110	2,497 98	66 66	46 00	16 72	782 02	.....	22 00	6 55		

Holland Landing.....	29	394 84	58 76	3 65	133 35	63 74	30 00	1 32
Hollen.....	94	2,031 11	44 15	13 32	1,267 23	.....	20 00	5 23
Huntsville.....	316	11,038 05	88 68	68 25	8,865 69	1,994 98	359 00	33 88
Ingersoll.....	1063	15,570 58	1,427 85	162 83	30,360 75	469 32	853 12	47 41
Invermay.....	143	3,154 33	43 28	23 43	632 95	11 68	110 00	8 72
Iona.....	78	1,021 40	10 00	7 02	241 99	59 62	.....	2 71
Iroquois.....	229	4,038 57	72 43	30 95	2,745 05	2 43	373 00	12 12
Jarvis.....	250	8,706 13	145 12	59 58	1,289 39	107 84	275 00	24 56
Jordan.....	153	2,786 71	7 80	19 88	396 06	.....	10 00	7 22
Keene.....	193	4,130 76	68 46	30 03	666 63	19 47	148 52	11 30
Kemptville.....	640	15,025 86	120 05	103 09	3,283 30	109 28	1,510 00	42 30
Kettleby.....	127	1,309 63	29 34	10 41	201 77	.....	.....	3 52
Kincaidine.....	759	16,576 64	1,221 15	143 41	9,486 16	429 12	1,909 05	53 81
King.....	63	948 08	58 68	10 47	1,347 78	.....	.....	2 95
Kingston.....	1891	23,566 51	4,087 15	383 08	45,533 09	3,431 82	6,616 09	39 41
Kingville.....	532	15,883 71	1,622 89	106 10	2,906 44	48 87	28 00	42 04
Kinmount.....	124	2,212 33	67 30	18 55	1,204 65	131 29	17 50	6 58
Kippen.....	37	905 85	4 89	5 90	213 91	9 73	.....	2 28
Kirkfield.....	99	1,889 31	24 46	12 46	917 42	75 43	100 00	5 43
Kleinburg.....	58	1,656 89	4 89	11 46	736 89	102 39	.....	4 57
Komoka.....	42	1,008 01	.....	6 63	187 50	39 67	.....	2 75
Laakefield.....	487	8,246 51	104 11	62 05	564 32	573 31	165 00	24 04
Lambton Mills.....	27	1,125 01	34 23	7 35	513 49	125 07	126 50	3 50
Lanark.....	262	7,955 30	46 13	47 44	2,252 66	.....	110 00	20 30
Lancaster (late Avalere Raisin).....	168	2,785 18	126 14	22 10	2,973 43	6 33	465 63	8 60
Lansdown.....	39	538 46	.....	5 81	128 90	4 87	149 00	2 15
Leamington.....	902	24,720 29	598 18	2 44	4,873 54	313 83	391 23	67 02
Lefroy.....	42	558 90	58 22	6 09	1,355 53	24 33	53 00	1 92
Lindsay.....	1452	28,609 50	1,127 46	232 21	17,720 23	657 97	1,073 32	81 18
Listowel.....	812	13,919 92	611 24	18 16	9,336 52	322 31	1,076 30	42 27
Little Britain.....	82	2,763 27	81 10	10 70	679 25	73 00	.....	7 28
Llydytown.....	65	365 79	163 95	13 31	460 28	108 64	26 50	4 01
London.....	4089	52,898 72	14,686 29	831 02	194,148 78	5,216 31	6,843 14	211 87
London East.....	483	4,843 71	617 02	64 23	1,811 60	497 05	181 05	16 54
Longwood.....	135	3,022 15	85 67	22 24	428 91	277 68	.....	8 88
L'Orignal.....	299	12,010 53	69 31	68 23	2,502 70	17 03	973 35	34 52
Loughboro'.....	169	3,361 59	41 67	23 64	907 99	.....	174 00	9 04
Lucan.....	163	2,738 26	322 74	26 50	1,479 82	24 34	79 50	8 12
Lucknow.....	716	17,252 61	601 42	128 28	4,921 49	62 01	847 25	48 58
Lyn.....	65	2,354 24	63 57	3 53	210 60	.....	83 25	6 45
Lynnden.....	30	427 29	.....	53 47	715 34	91 87	.....	1 13
Lynedoch.....	311	8,200 90	17 73	.....	.....	.....	12 50	21 36

† Includes \$1.89 orders on British India.

\* Closed during the year.

† Opened during the year.

REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.						
			Dominion.				United Kingdom.				Newfoundland.			United States.		
			\$	cts.			\$	cts.			\$	cts.		\$	cts.	
Madoc .....	Hastings.....	492	9,106	60	891	51	624	77	2,079	20	214	98	375	40	28	00
Magnetawan .....	Muskoka.....	82	2,035	93	14	67	.....	.....	4,804	74	208	29	55	00	5	75
Manchester .....	Ontario.....	145	2,946	89	19	56	.....	.....	171	07	41	36	.....	.....	7	96
Manilla .....	Victoria.....	77	2,948	61	139	59	5	00	1,163	85	.....	.....	101	00	25	16
Manitowaning .....	Algoma.....	268	10,007	95	63	24	5	60	4,230	79	.....	.....	.....	.....	23	28
Manotick .....	Carleton.....	271	8,383	30	.....	.....	520	00	280	81	.....	.....	417	00	3	83
Maple .....	York.....	57	1,327	15	48	90	165	00	436	68	.....	.....	.....	.....	31	58
Markdale .....	Grey.....	296	13,007	16	388	56	139	30	2,761	76	48	67	263	00	16	61
Markham .....	York.....	268	5,734	12	474	36	308	75	4,433	56	147	02	.....	.....	7	10
Markham .....	Hastings.....	125	2,607	11	48	90	66	15	2,855	81	.....	.....	132	88	22	20
Maxwell .....	Grey.....	343	8,661	55	1	99	175	60	637	57	.....	.....	50	00	5	66
McGillivray .....	Middlesex.....	90	2,222	72	45	04	.....	.....	368	03	6	08	.....	.....	9	75
McVellar .....	Muskoka.....	190	3,786	35	38	08	35	40	2,188	37	87	21	.....	.....	3	73
Meadowdale .....	Peel.....	32	1,339	20	11	00	.....	.....	636	21	111	68	.....	.....	42	42
Meaford .....	Grey.....	665	15,716	29	416	43	385	92	8,419	09	260	61	186	70	5	03
Merrickville .....	Grenville.....	314	9,309	37	150	85	1,989	68	3,465	07	79	61	675	00	30	29
Merriton .....	Lincoln.....	77	1,706	86	53	88	1,306	66	1,714	95	24	33	58	77	5	03
Mercalle .....	Russel.....	105	3,212	28	40	67	42	66	1,137	80	.....	.....	78	00	8	47
Middleville .....	Lanark.....	202	430	21	.....	.....	.....	.....	31	68	19	47	.....	.....	1	11
Midland .....	Simcoe.....	40	3,616	27	40	03	87	50	2,583	53	38	32	10	00	9	43
Mildmay .....	Bruce.....	242	7,789	81	2	44	380	00	1,188	20	.....	.....	49	50	20	52
Milford .....	Prince Edward	42	1,891	54	.....	.....	.....	.....	323	07	.....	.....	386	00	5	69
Millbank .....	Perth.....	258	5,216	95	202	17	461	20	897	37	.....	.....	30	00	14	73
Millbrook .....	Millbrook.....	189	7,198	97	310	21	66	13	2,988	98	471	21	496	00	21	32
Millville .....	Cornwall.....	52	496	84	.....	.....	77	31	353	28	.....	.....	226	00	1	98
Mill Point .....	Hastings.....	124	1,711	82	49	02	421	95	688	20	30	42	206	00	27	71
Milton .....	Halton.....	525	10,097	95	377	69	136	29	7,887	47	286	60	100	00	11	11
Milverton .....	Perth.....	210	3,854	05	137	35	210	05	869	39	47	94	326	65	24	28
Minden .....	Victoria.....	438	8,627	54	114	65	274	75	2,501	01	386	37	326	65	40	86
Mitchell .....	Perth.....	524	13,268	93	1,170	17	881	96	7,169	75	459	03	585	75	4	23
Mohawk .....	Brant.....	76	895	97	18	25	520	75	286	12	656	91	20	00	11	39
Mono Mills .....	Cardwell.....	115	4,466	03	78	24	.....	.....	962	60	.....	.....	21	00	10	00
Moore .....	Lambton.....	59	1,575	61	100	84	80	50	1,250	28	68	12	10	00	4	55
Morpeth .....	Bothwell.....	355	8,952	63	267	71	678	20	1,834	08	53	17	87	00	25	06

Morrisburg.....	538	8,265 57	212 21	529 15	67 89	4,100 29	41 36	518 52	23 84
Morrison.....	124	2,460 09	39 08	113 53	17 74	743 82	17 03	55 00	6 67
Mount Brydges.....	48	822 67	9 78	.....	5 78	1,304 55	53 51	47 00	2 31
Mount Elgin.....	15	545 77	4 89	11 21	3 87	361 64	.....	.....	1 39
Mount Forest.....	1617	27,938 28	898 55	1,529 79	216 65	13,427 55	215 70	719 00	78 17
*Mount Vernon.....	.....	.....	.....	145 05	.....	.....	.....	.....	.....
Nairn.....	49	932 61	78 24	.....	7 58	192 06	78 14	.....	2 70
Nanticoke.....	108	5,611 21	52 07	87 76	34 33	571 47	48 66	20 00	14 59
Napanee.....	749	11,203 43	330 43	1,507 65	109 20	14,514 34	318 74	1,823 18	38 43
Napier.....	107	2,796 63	31 07	.....	17 10	921 06	.....	.....	6 83
Nassagaweya.....	253	6,220 15	42 58	2 60	37 74	950 67	30 00	74 00	15 85
Neusadt.....	491	21,072 12	19 86	735 79	128 76	502 63	9 73	20 00	51 63
Newboro.....	225	5,973 83	137 38	235 63	41 54	925 38	14 60	394 20	16 84
Newburgh.....	231	4,489 77	55 00	120 85	33 22	569 19	.....	137 25	11 93
Newbury.....	255	2,936 25	228 46	110 75	27 36	1,605 18	15 57	25 00	8 27
Newcastle.....	431	5,627 63	193 06	149 58	45 80	4,582 55	204 43	185 00	15 84
New Dundee.....	40	2,728 93	.....	.....	14 55	1,559 86	.....	.....	6 81
New Edinburgh.....	97	1,469 71	355 75	.....	19 09	788 59	2 43	93 55	4 93
New Hamburg.....	174	3,912 50	132 64	417 98	35 78	5,489 98	.....	77 50	11 33
Newmarket.....	237	5,274 44	212 04	665 42	52 74	8,440 31	1,888 33	215 00	16 85
Niagara.....	299	7,226 63	511 08	475 06	63 27	3,193 20	249 51	545 10	22 47
Nobleton.....	92	2,087 09	53 79	186 20	15 44	257 60	.....	18 00	5 83
North Augusta.....	142	2,907 65	12 71	178 50	19 65	473 70	.....	128 00	8 40
North Gower.....	113	6,197 16	44 01	174 39	36 57	326 39	58 46	196 00	16 65
Northport.....	118	3,779 63	9 78	15 84	22 51	165 54	.....	18 00	9 54
Northwell.....	83	5,523 72	225 37	48 50	38 67	240 40	218 99	50 00	15 14
Norval.....	1075	17,311 79	689 55	715 71	144 65	4,248 99	223 84	268 50	47 99
Norwich.....	186	5,188 74	83 13	57 14	33 70	911 03	110 45	84 00	13 79
Norwood.....	63	862 56	.....	.....	5 44	435 18	.....	.....	2 15
Oakville.....	801	15,651 11	442 98	1,025 61	120 73	8,415 19	245 16	423 50	44 44
Odessa.....	115	2,034 41	4 89	13 78	520 25	520 25	4 87	193 00	5 60
Oile Springs.....	99	1,706 55	.....	62 68	8 17	625 11	116 35	30 00	3 19
Omemee.....	361	12,705 40	4 89	186 69	74 08	1,062 36	18 73	270 00	32 93
Orangeville.....	626	15,295 61	630 84	501 52	114 87	3,900 12	317 85	329 44	42 84
Orillia.....	855	11,834 61	1,225 36	826 74	126 85	11,138 14	1,314 12	824 09	40 04
Oroon.....	455	11,896 38	116 12	378 38	77 78	1,720 55	664 22	155 00	33 01
Orwell.....	55	1,00 41	.....	.....	7 23	67 00	.....	.....	2 99
Oseola.....	302	10,029 13	.....	103 50	59 11	91 56	.....	128 00	25 64
Oshawa.....	702	7,819 23	1,057 26	1,571 18	115 09	62,421 73	595 57	1,302 40	30 82
Ottawa.....	4540	69,850 31	11,651 99½	10,424 91	585 39	74,984 88	3,806 86	122 04	19,270 02
Otterville.....	595	11,061 89	91 81	458 15	78 70	2,003 85	136 26	34 00	29 52
Owen Sound.....	1023	16,782 02	1,138 70	1,155 22	164 70	28,056 23	1,061 08	903 75	57 54
Paisley.....	245	6,438 98	594 27	177 60	56 34	7,264 90	155 74	522 25	19 69
Panham.....	104	2,898 10	90 46	103 90	20 74	911 51	14 61	316 40	8 52

† Includes \$14.67 orders on British India.

† Opened during the year.

\* Closed during the year.



REPORT No. 6.—Province of Ontario, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.
			United Kingdom.		United States.		United Kingdom.		United States.	
			\$	cts.	\$		\$	cts.	\$	
Palermo.....	Halton.....	102	2,118 61	75 90	53 30	1,119 23	100 30	50 00	5 96	
Palmerston.....	Perth.....	450	7,073 99	514 80	100 70	2,561 26	91 90	150 00	19 81	
Parkeville.....	York.....	18	301 30	60 63	.....	8 00	.....	.....	90	
Paris.....	Brant.....	620	7,863 81	913 91	781 00	11,978 92	448 10	665 25	26 65	
Park Hill.....	Middlesex.....	204	4,027 83	444 61	291 35	4,288 55	240 91	479 00	13 68	
Parry Sound.....	Muskoka.....	772	22,437 66	432 30	687 21	4,402 25	676 14	125 65	60 87	
Paterson.....	York.....	.....	.....	.....	.....	702 07	9 73	30 00	60 09	
Pembroke.....	Renfrew.....	895	13,349 00	1,126 01	1,104 94	4,600 92	199 68	853 30	41 55	
Penetanguishene.....	Simcoe.....	253	6,763 29	142 28	259 31	3,173 44	302 92	188 00	19 06	
Perth.....	Lanark.....	493	6,021 17	711 97	831 61	6,579 85	301 37	1,486 90	23 46	
Peterboro'.....	Peterboro'.....	1502	21,963 62	2,401 02	1,752 98	18,137 25	2,868 87	1,736 94	76 80	
Petrolia.....	Lambton.....	904	14,192 01	445 54	933 81	6,631 94	399 28	425 71	40 95	
Pickering.....	Ontario.....	54	1,726 11	4 89	42 50	1,285 48	.....	.....	4 42	
Pictou.....	Prince Edward.....	701	11,337 86	304 17	2,167 79	7,788 57	494 56	1,607 72	39 73	
Plantagenet.....	Prescott.....	250	8,897 41	135 94	101 50	1,589 26	.....	2,604 60	29 33	
Point Edward.....	Lambton.....	169	4,214 78	319 58	.....	769 71	37 23	59 00	11 53	
Port Barwell.....	Elgin.....	325	8,746 87	.....	327 53	2,223 97	46 34	633 75	24 37	
Port Carling.....	Muskoka.....	96	1,720 89	25 46	31 00	850 60	350 31	.....	5 32	
Port Dalhousie.....	Lincoln.....	640	11,365 61	548 21	677 13	3,967 03	68 12	596 97	32 96	
Port Dufferin.....	Norfolk.....	152	3,232 03	154 05	46 26	801 65	40 68	140 00	8 98	
Port Hope.....	Darham.....	514	12,350 42	303 67	120 73	3,806 14	19 47	170 70	32 36	
Port Perry.....	Welland.....	625	9,700 73	225 06	274 09	5,415 98	104 60	160 00	26 14	
Port Rowan.....	Welland.....	1554	21,160 85	2,220 55	938 65	18,079 28	774 31	868 38	65 03	
Port Stanley.....	Elgin.....	457	10,850 84	275 76	250 90	7,503 52	290 22	379 35	39 10	
Port Sydney.....	Muskoka.....	88	1,611 30	12 51	71 07	405 25	.....	50 00	4 34	
Prescott.....	Grenville.....	275	5,072 01	19 46	321 72	2,297 54	222 55	25 00	1 09	
Preston.....	Waterloo.....	62	408 70	9 78	.....	159 24	.....	311 50	6 82	
Priceville.....	Grey.....	106	2,300 88	95 35	.....	1,794 83	65 71	12 14	12 14	
Princeton.....	Oxford.....	197	4,349 80	109 77	84 67	1,022 68	327 29	1,204 50	40 90	
Puslinch.....	Wellington.....	356	13,634 17	728 57	616 68	14,297 89	169 34	101 02	9 74	
		229	2,958 13	60 37	742 82	4,081 79	47 35	.....	4 42	
		44	1,651 23	40 19	10 00	1,001 02	72 99	.....	24 01	
		344	9,181 29	44 45	239 13	1,032 59	4 87	137 60	24 01	
		411	12,539 39	44 59	544 77	780 82	.....	22 09	32 84	

Ratho.....	97	1,913 26	574 86	21 00	11 96	470 02	528 33	421 00	4 83
Renfrew.....	366	4,406 97	290 00	290 00	46 90	2,328 28	528 33	421 00	15 58
Riceville.....	158	3,524 03	8 00	8 00	21 55	763 20	528 33	687 20	10 46
Richmond W.....	76	1,935 62	11 37	126 74	13 84	56 77	528 33	528 33	5 18
Richmond Hill.....	243	6,962 89	762 54	157 27	58 39	3,410 17	217 22	98 60	20 47
Ridgeway.....	598	10,025 69	380 17	413 11	79 69	4,688 45	77 86	103 00	27 54
Ridgeway.....	392	9,599 12	46 53	596 47	66 88	966 46	14 60	15 40	25 65
Riversdale.....	193	2,180 59	7 39	60 00	13 82	460 78	90 87	432 00	6 53
Rockingham.....	128	4,083 68	78 24	60 00	26 24	241 07	90 87	75 00	10 94
*Rockton.....	8	194 46	78 24	60 00	1 25	260 78	90 87	75 00	00 48
Rockwood.....	238	3,277 47	293 08	169 58	30 02	1,039 67	65 46	20 00	9 54
Wellington.....	34	1,430 59	229 83	169 58	12 53	1,777 47	65 46	20 00	4 14
Rodgery.....	123	2,946 44	24 45	685 74	19 11	1,757 01	9 73	29 00	7 50
Rondeau.....	699	10,223 76	322 44	123 00	3,680 66	3,680 66	99 14	159 60	28 70
Rosemont.....	75	3,727 55	66 01	303 45	23 67	464 96	115 89	10 00	10 08
Rosemont.....	64	1,244 78	111 15	303 45	13 40	1,512 01	871 03	150 20	6 66
Rugby.....	12	500 19	18 20	18 20	3 04	739 25	14 60	15 00	1 36
Russell.....	45	2,033 88	114 40	114 40	13 30	578 23	14 60	635 07	6 96
St. Catharines.....	1688	28,128 93	2,656 68	2,234 62	289 06	30,990 68	1,464 44	3,450 17	95 29
St. George, Brant.....	162	1,523 30	133 79	137 70	17 81	2,414 04	11 69	120 60	4 79
St. Jacobs.....	194	4,332 96	280 24	280 24	30 72	866 64	11 69	120 60	11 52
St. Mary's, Bian- chard.....	828	14,239 96	1,149 72	391 96	125 23	7,197 49	299 89	382 89	41 13
St. Thomas.....	1292	18,320 16	3,516 31	3,268 08	264 85	34,375 31	1,220 98	991 81	68 27
St. Williams.....	45	574 37	9 66	54 32	6 35	516 57	17 03	81 52	1 84
Sandwich.....	268	1,689 02	158 74	18 95	17 90	2,566 96	59 73	251 85	5 93
Sarnia.....	1236	18,341 25	3,000 25	1,269 13	218 87	19,551 54	598 03	1,721 76	61 68
Saugeen.....	237	6,186 72	388 18	1,269 13	45 46	2,509 51	157 78	235 00	17 37
Scarboro'.....	27	668 18	34 23	114 40	4 68	701 45	4 87	235 00	1 75
Schoenberg.....	75	1,397 75	104 99	13 45	11 08	1,616 56	34 07	104 00	3 82
Scotland.....	291	6,791 52	104 99	13 45	42 50	550 66	34 07	104 00	17 27
Seafork.....	678	13,938 86	2,478 17	1,406 55	161 62	11,997 31	572 34	925 00	48 36
Selkirk.....	206	8,048 66	9 98	507 58	52 79	772 28	24 33	173 00	21 88
Severn Bridge.....	139	1,867 77	23 57	15 00	12 24	975 45	38 93	925 00	48 36
Shakespeare.....	183	4,279 84	79 08	15 00	28 55	1,685 42	53 34	173 00	4 80
Shannonville.....	11*	3,169 91	28 60	58 75	20 76	758 49	68 13	58 00	11 07
Sharon.....	31	455 69	96 02	29 86	6 03	932 46	7 30	48 00	9 46
Shelburne.....	574	14,755 39	509 98	116 00	109 40	3,636 26	27 99	82 30	1 75
Silver Islet.....	120	1,685 28	843 25	121 00	32 54	266 25	5 11	90 00	38 72
Simcoe.....	999	13,160 43	419 57	1,175 26	121 30	11,871 84	304 62	50 00	6 75
Norfolk.....	101	3,033 26	93 65	93 65	18 56	876 06	304 62	698 09	39 43
Singhampton.....	407	8,185 20	447 94	319 60	64 74	15,746 15	286 62	62 00	7 95
Smith's Falls.....	949	24,156 32	86 57	202 68	150 77	2,128 82	.....	345 80	23 95
Smithville.....	280	6,114 15	38 57	55 00	40 99	1,671 27	.....	64 04	61 25
Sombra.....	127	3,143 65	19 37	245 18	22 53	1,013 75	82 04	83 00	15 71
Sparta.....	136	3,562 73	99 76	253 06	28 32	462 87	7 31	40 00	8 82
Spencerville.....	136	3,562 73	99 76	253 06	28 32	462 87	7 31	335 00	10 62

\* Opened during the year.



Unionville.....	51	1,162 07	101 36	53 30	11 50	697 06	125 17	9 00	3 31
Uxbridge.....	691	15,144 55	799 57	661 65	118 57	6,956 14	.....	194 00	42 26
Vanbrough.....	14	616 25	.....	2 00	3 70	.....	.....	.....	1 54
Vaneklee Hill.....	284	8,360 04	123 37	2,739 35	77 97	2,115 93	.....	2,315 60	33 82
Vienna.....	835	19,475 58	36 89	810 30	130 57	1,946 28	86 86	127 35	51 33
Victoria.....	500	6,458 39	22 00	207 48	46 85	1,092 37	65 40	63 50	17 03
Wales.....	59	2,412 92	29 34	202 00	16 39	1,056 01	9 74	513 60	7 89
Walkerville.....	37	417 41	292 23	.....	8 09	234 33	.....	25 00	1 58
Walkerton.....	1197	24,461 44	761 79	666 44	186 80	18,220 20	288 15	646 41	66 96
Wallaceburg.....	906	27,603 31	92 47	522 33	174 24	1,835 29	68 12	419 80	71 71
Wallacetown.....	506	14,398 89	77 85	599 81	97 28	1,751 18	4 87	.....	37 93
Wardville.....	247	7,085 46	54 25	812 11	51 97	1,638 50	.....	15 00	19 89
Warkworth.....	238	12,656 08	466 33	180 23	81 90	1,636 82	653 49	150 00	35 21
*Warminster.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warsaw.....	124	4,569 81	4 89	166 80	29 86	373 25	.....	.....	11 83
Warwick.....	202	4,282 05	63 72	21 85	28 62	586 10	32 85	33 00	11 13
Waterdown.....	72	1,774 82	35 55	169 00	13 86	1,701 72	10 95	20 00	4 99
Waterford.....	547	10,176 15	64 66	493 02	71 24	8,666 16	34 66	205 64	27 39
Waterloo.....	224	4,218 05	49 87	436 30	39 50	20,171 56	43 81	374 14	12 81
Waterloo West.....	529	7,091 43	491 35	130 90	58 57	4,530 64	34 06	205 50	19 83
Wauford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waukenshe.....	97	1,255 77	.....	292 00	12 59	999 12	.....	.....	35 00
Welland.....	480	7,384 02	874 57	1,247 01	84 78	4,285 45	251 83	261 43	25 01
Welland Port.....	175	5,425 47	.....	.....	31 58	438 40	10 73	7 55	13 60
Wellesley.....	96	2,624 51	14 77	414 37	22 25	1,103 08	.....	.....	7 01
Wellington.....	262	8,101 69	14 67	448 46	53 36	341 88	191 54	233 10	22 45
West Flamboro.....	44	1,463 10	27 87	3 20	9 86	694 07	36 45	50 00	3 93
Weston.....	326	5,031 64	262 49	402 90	44 73	2,314 47	94 89	57 00	14 59
West Winchester.....	114	4,524 36	119 29	440 30	32 95	871 57	19 46	155 00	13 13
Whitby.....	554	8,164 79	806 39	354 53	75 93	11,443 67	471 93	403 87	24 97
Whitevale.....	19	423 10	22 57	3 00	3 70	499 15	.....	.....	1 12
Wharton.....	499	15,560 24	77 74	289 50	94 92	4,975 07	51 83	15 00	39 98
Windsor.....	1344	21,920 11	2,989 73	108 05	213 45	14,547 99	527 26	772 05	65 77
Wingham.....	609	11,337 55	634 38	684 06	95 89	8,726 44	263 92	543 03	33 62
Woodbridge.....	322	15,580 46	355 77	194 18	96 96	11,828 23	103 00	40 57	40 57
Woodham.....	25	97 82	11 73	40 00	6 56	379 57	.....	.....	2 56
Woodlee.....	269	7,464 54	273 84	247 67	52 30	1,548 50	34 06	11 00	20 06
Woodstock.....	2280	32,392 40	1,958 97	2,267 60	289 05	19,456 76	1,670 07	1,468 55	99 37
Woodville.....	466	10,716 63	728 97	187 50	83 32	1,795 99	15 57	35 00	29 17
Wroxeter.....	399	11,502 16	128 13	732 00	80 52	3,081 81	44 21	54 00	31 13
Wyoming.....	406	5,481 32	303 08	273 37	47 00	1,473 48	54 12	82 10	15 46

\* Closed during the year.

REPORT No. 6.—Province of Ontario, &c.—Continued

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.					
			Dominion.	United Kingdom.	New-foundland	United States.		Dominion.	United Kingdom.	New-foundland	United States.						
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.			
York.....	Haldimand.....	45	1,633	36	63	24	10	00	339	28	5	47	.....	4	25		
Yorkville.....	York.....	501	4,118	53	2,443	07	450	38	4,531	14	1,201	33	.....	1,432	90		
Zurich.....	Huron.....	243	6,331	25	7	98	1,149	30	598	18	.....	.....	.....	36	25		
Total.....	.....	176,457	3,501,087	25	234,613	22	202,843	51	3,394,322	79	121,791	12	.....	189,269	73		
																9,554	37

JOHN O'CONNOR,  
Postmaster General.

W. F. FORSYTH,  
Superintendent, Money Order Branch

PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1880, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M. O. business.
			Dominion.				United Kingdom.	New-foundland.	United States.	\$ cts.	
			\$ cts.	\$ cts.	\$ cts.						
Acton Vale.....	Bagot.....	14	170 87	19 55	1 62	765 69	.....	.....	.....	837 62	2 54
Allumette Island.....	Pontiac.....	14	522 03	68 46	6 10	1 90	.....	.....	.....	811 00	1 52
Arthabaska.....	Arthabaska.....	31	532 44	9 78	5 89	1,212 63	.....	.....	.....	623 55	3 97
Aylmer.....	Ottawa.....	121	4,232 05	55 46	27 42	2,089 23	.....	.....	.....	.....	12 40
Baiecan.....	Champlain.....	13	381 11	.....	25 00	175 69	.....	.....	.....	650 60	2 63
Beauharnois.....	Beauharnois.....	99	6,192 61	58 68	38 63	2,068 41	.....	.....	.....	752 15	17 91
Bedford.....	Missisquoi.....	45	1,169 48	93 88	9 42	3,124 53	.....	.....	.....	546 34	4 59
Beebe Plain.....	Starkshead.....	133	3,137 63	29 34	20 68	1,081 60	.....	175 99	.....	.....	8 36
Berthier (en haut).....	Berthier.....	238	6,961 70	31 03	48 58	2,532 06	.....	.....	.....	468 00	20 42
Brigham.....	Brome.....	88	2,142 01	4 89	16 32	365 20	.....	.....	.....	183 00	6 80
Bryson.....	Pontiac.....	102	591 93	43 95	7 58	231 08	.....	.....	.....	220 00	2 37
Buckingham.....	Ottawa.....	280	4,470 32	92 91	33 60	727 67	.....	.....	.....	1,966 99	17 48
Cacouna.....	Temiscouata.....	12	191 15	.....	1 21	1,258 31	.....	.....	.....	71 40	64
Chambly Canton.....	Chambly.....	94	1,660 61	136 19	13 39	748 06	.....	.....	12 16	329 85	5 58
Chelsea.....	Ottawa.....	114	1,915 51	63 57	16 47	580 45	.....	.....	.....	477 80	6 38
Chicoutimi.....	Chicoutimi.....	34	1,182 46	.....	7 92	1,287 17	.....	.....	.....	142 50	3 32
Coaticook.....	Stanstead.....	320	3,014 40	294 40	41 15	2,712 82	.....	33 82	.....	476 50	11 66
Compton.....	Compton.....	45	601 71	157 98	113 60	1,170 85	.....	.....	.....	276 50	2 83
Cookshire.....	Compton.....	95	1,677 23	56 59	449 39	1,407 98	.....	.....	.....	477 60	6 90
Coteau Landing.....	Soulanges.....	47	1,935 37	9 78	11 37	892 17	.....	.....	.....	306 80	5 65
Cowansville.....	Missisquoi.....	206	2,739 17	133 80	22 54	7,584 06	.....	.....	.....	182 00	8 17
Danville.....	Richmond.....	258	2,682 58	295 59	37 68	1,941 89	.....	.....	43 80	1,303 50	13 01
Dillon.....	Brome.....	89	1,257 25	185 80	14 82	17 85	.....	.....	.....	25 65	3 70
Drummondville.....	Drummond.....	102	913 82	51 33	8 58	484 71	.....	.....	.....	130 00	2 78
Drummondville East.....	Missisquoi.....	246	5,644 97	9 98	38 67	544 28	.....	.....	48 66	645 71	16 46

REPORT No. 6.—Province of Quebec, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE						Total Commission received.	ORDERS PAID—ISSUED IN THE						Commission earned by Post-masters on M. O. business.								
			Dominion.			Newfoundland.				United Kingdom.			Newfoundland.				United States.							
			\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.		\$	cts.	\$	cts.				
East Farnham.....	Brome.....	78	695	40	.....	.....	.....	42	50	.....	.....	.....	.....	.....	153	22	.....	.....	.....	.....	.....	.....	1	81
Etchemin.....	Lévis.....	20	201	78	.....	.....	.....	125	75	.....	.....	.....	.....	.....	153	80	.....	.....	.....	.....	.....	.....	1	00
Franklin Centre.....	Huntingdon.....	22	741	44	.....	.....	.....	157	31	.....	.....	.....	.....	.....	678	92	.....	.....	.....	.....	.....	.....	2	61
Freigebsburg.....	Missisquoi.....	206	6,256	21	.....	.....	.....	304	79	.....	.....	.....	.....	.....	612	11	.....	.....	.....	.....	.....	.....	16	88
Gaspé Basin.....	Gaspé.....	802	34,658	73	.....	.....	.....	236	71	.....	.....	.....	.....	.....	2,139	15	.....	.....	.....	.....	.....	.....	90	26
Granby.....	Shefford.....	313	4,666	80	.....	.....	.....	707	97	.....	.....	.....	.....	.....	1,321	05	.....	.....	.....	.....	.....	.....	15	72
Greenville.....	Argenteuil.....	274	17,385	56	.....	.....	.....	135	00	.....	.....	.....	.....	.....	1,467	73	.....	.....	.....	.....	.....	.....	46	12
Hatley.....	Stanstead.....	107	3,336	73	.....	.....	.....	139	23	.....	.....	.....	.....	.....	78	93	.....	.....	.....	.....	.....	.....	8	87
Hemmingford.....	Huntingdon.....	51	1,328	10	.....	.....	.....	601	00	.....	.....	.....	.....	.....	369	19	.....	.....	.....	.....	.....	.....	5	82
Henryville.....	Iberville.....	60	1,167	76	.....	.....	.....	341	90	.....	.....	.....	.....	.....	187	08	.....	.....	.....	.....	.....	.....	3	92
Hull.....	Ottawa.....	184	4,437	38	.....	.....	.....	173	93	.....	.....	.....	.....	.....	1,779	55	.....	.....	.....	.....	.....	.....	15	25
Huntingdon.....	Huntingdon.....	313	7,767	42	.....	.....	.....	794	09	.....	.....	.....	.....	.....	3,626	03	.....	.....	.....	.....	.....	.....	23	69
Inverness.....	Mégantic.....	232	4,780	08	.....	.....	.....	302	85	.....	.....	.....	.....	.....	1,620	79	.....	.....	.....	.....	.....	.....	14	24
Joliette.....	Joliette.....	382	11,370	83	.....	.....	.....	1,249	90	.....	.....	.....	.....	.....	2,369	58	.....	.....	.....	.....	.....	.....	38	71
Kamouraska.....	Kamouraska.....	78	3,528	49	.....	.....	.....	10	80	.....	.....	.....	.....	.....	934	25	.....	.....	.....	.....	.....	.....	9	08
Kingsbury.....	Richmond.....	59	962	93	.....	.....	.....	65	40	.....	.....	.....	.....	.....	211	23	.....	.....	.....	.....	.....	.....	2	62
Knowlton.....	Brome.....	496	7,274	72	.....	.....	.....	493	88	.....	.....	.....	.....	.....	891	65	.....	.....	.....	.....	.....	.....	21	15
Lachine.....	Jacques Cartier.....	54*	935	20	.....	.....	.....	438	64	.....	.....	.....	.....	.....	908	27	.....	.....	.....	.....	.....	.....	4	99
Lacolle.....	Argenteuil.....	270	6,518	72	.....	.....	.....	661	29	.....	.....	.....	.....	.....	2,095	79	.....	.....	.....	.....	.....	.....	27	46
Laprairie.....	St. John's.....	131	5,345	75	.....	.....	.....	146	75	.....	.....	.....	.....	.....	681	16	.....	.....	.....	.....	.....	.....	13	80
Lauzon.....	Laprairie.....	131	5,728	61	.....	.....	.....	192	30	.....	.....	.....	.....	.....	493	21	.....	.....	.....	.....	.....	.....	15	25
Lawrenceville.....	Lévis.....	55	591	69	.....	.....	.....	314	00	.....	.....	.....	.....	.....	160	75	.....	.....	.....	.....	.....	.....	7	73
Leeds.....	Shefford.....	565	25,007	91	.....	.....	.....	848	00	.....	.....	.....	.....	.....	62	80	.....	.....	.....	.....	.....	.....	65	02
Lennoxville.....	Mégantic.....	65	1,841	97	.....	.....	.....	230	86	.....	.....	.....	.....	.....	221	63	.....	.....	.....	.....	.....	.....	6	19
Levis.....	Sherbrooke.....	223	5,841	28	.....	.....	.....	617	44	.....	.....	.....	.....	.....	3,189	73	.....	.....	.....	.....	.....	.....	18	42
Levis.....	Lévis.....	59	1,935	31	.....	.....	.....	308	47	.....	.....	.....	.....	.....	1,974	29	.....	.....	.....	.....	.....	.....	8	31

Longueuil.....	8	394 35			2 05	470 51	96 89	568 91	2 62
Lotbinière.....	62	1,183 89			6 85	202 22	34 06	634 00	4 60
Louiseville <i>(late Rivière-du-Loup en haut)</i> .....	191	6,921 51	433 35		46 51	1,469 71		5,503 63	32 12
Magog.....	163	3,508 44	27 00		23 98	1,581 64	83 22	156 41	9 78
Mansonville.....	334	12,447 15	74 35		74 12	271 69	5 47	30 00	31 42
Massawippi.....	19	2,777 30	11 73		2 95	263 50		109 25	1 22
Melbourne.....	198	2,777 30	26 10		23 79	953 24	397 81	592 00	8 68
Montmagny.....	36	1,137 78	29 05		8 06	3,701 63	93 68	692 00	4 63
Montreal.....	8442	91,451 18	22,934 64	668 02	2,213 00	685,528 25	13,827 58	40,293 53	13 34
Murray Bay.....	154	5,344 05			29 88	1,084 88			
Napierville.....	73	1,685 73	15 00		10 92	1,109 44		368 00	5 15
Nicolet.....	45	2,034 95	74 15		12 79	667 87	29 00	1,837 35	9 99
Onslow.....	24	2,061 11	134 00		4 74	41 48	34 06	1,079 50	3 71
Ormstown.....	62	1,962 71	980 05		23 09	963 14		259 00	8 03
Paspébiac.....	359	7,396 45	202 78		56 85	1,019 19	43 80	274 25	20 65
Percé.....	763	15,837 03	37 53		106 66	1,736 11		97 00	40 82
Point St. Charles.....	241	3,341 26	4 89		107 66	3,442 76	183 00	198 60	18 20
Portage du Fort.....	66	965 32	258 03		10 99	759 10	24 33	171 50	3 72
Quebec.....	2936	47,151 46	7,320 55	271 32	746 09	127,602 97	2,987 15	22,887 45	
Richmond East.....	195	2,052 91	210 35		33 59	2,129 02	28 96	226 55	7 84
Rimouski.....	86	3,264 56	142 00		21 49	4,159 36	263 66	620 25	10 78
River David.....						73 11		356 00	88
Rivière-du-Loup <i>(en bas)</i> .....	122	3,800 80	60 38		26 03	3,990 62		382 09	10 84
Robinson.....	28	669 76	163 71		5 43	751 07	280 06	194 00	2 94
Rock Island.....	213	3,332 31	25 00		24 27	1,331 31		15 00	8 77
Roxton Falls.....	9	138 12			1 10	256 32		524 00	1 70
St. Andrews, East.....	146	2,838 24	360 56		24 78	757 26	300 48	284 00	9 66
St. Athanase.....	203	3,431 86	258 29		25 18	1,541 83		293 30	9 93
St. Casimir.....	26	488 39	351 13		6 97	208 40		341 93	2 93
St. César.....	186	1,237 92	256 70		12 89	409 86		2,275 13	9 47
St. Croix.....	14	641 16			3 62	375 90	25 00	347 00	2 57
St. Eustache.....	116	3,901 27	237 75		25 14	1,291 31		386 60	11 27
St. Hyacinthe.....	101	1,246 59	291 16		16 49	6,663 00	2 43	2,161 93	9 52
St. J'n Chrysostome.....	258	8,024 56	1,196 80		60 30	1,573 35		864 00	25 26
St. Jérôme.....	221	6,368 10	167 15		39 80	2,179 31		869 00	18 54
St. John's, East.....	299	4,342 20	1,411 19		62 33	6,051 89	214 09	1,319 55	19 27
St. Joseph de Lévis.....									
St. Marie de Monnoir.....									
St. Rouville.....						556 24		19 00	05

\* Closed during the year.



REPORT No. 6.—Province of Quebec, &c.—Concluded.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post-masters on M.O. business.				
			Dominion.		New-foundland			United Kingdom.		New-foundland			United States.			
			\$	cts.	\$	cts.		\$	cts.	\$	cts.		\$	cts.		
St. Paul's Bay.....	Charlevoix.....	181	4,590	27	.....	25	00	.....	.....	.....	.....	2	00	.....	11	53
St. Polycarpe.....	Soulanges.....	21	1,359	64	.....	100	00	.....	.....	.....	.....	381	00	.....	4	72
St. Remi.....	Napierville.....	225	4,616	29	.....	2,452	13	.....	.....	.....	.....	3,140	30	.....	25	74
St. Roch de Québec	Québec City,	185	3,163	73	.....	746	62	.....	.....	.....	.....	1,189	05	.....	12	81
St. Sauveur de Québec.....	Québec City,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Scholastique.....	East.....	53	1,297	11	.....	417	00	.....	.....	.....	.....	127	33	.....	1	11
St. Sylvestre.....	Two Mount'ns	122	1,367	38	.....	611	69	.....	.....	.....	.....	180	99	.....	5	62
St. Thérèse de Blainville.....	Lotbinière.....	204	3,237	78	.....	15	49	.....	.....	.....	.....	827	80	.....	5	92
Shawville.....	Terrebonne.....	49	1,751	32	.....	19	37	.....	.....	.....	.....	741	09	.....	9	02
Sherbrooke.....	Pontiac.....	631	6,279	01	.....	1,272	92	.....	.....	.....	.....	10,082	18	.....	4	69
Somerset.....	Sherbrooke.....	11	1,119	25	.....	29	44	.....	.....	.....	.....	513	37	.....	27	36
Sorel.....	Mégantic.....	533	10,015	73	.....	105	38	.....	.....	.....	.....	873	18	.....	0	80
Stanford.....	Richelieu.....	6	161	89	.....	3	00	.....	.....	.....	.....	3,741	81	.....	32	22
Stanstead.....	Arthabaska.....	124	1,406	76	.....	56	90	.....	.....	.....	.....	319	13	.....	1	33
Sutton.....	Stanstead.....	51	1,476	81	.....	517	77	.....	.....	.....	.....	2,962	67	.....	3	96
Sweetsburg.....	Brome.....	91	1,543	06	.....	159	60	.....	.....	.....	.....	9	73	.....	4	68
Terrebonne.....	Missisquoi.....	41	1,338	65	.....	159	60	.....	.....	.....	.....	1,169	57	.....	4	79
Three Rivers.....	Terrebonne.....	435	8,689	27	.....	252	62	.....	.....	.....	.....	2,055	68	.....	4	21
Thurso.....	Three Rivers.....	77	883	69	.....	377	73	.....	.....	.....	.....	188	96	.....	5,028	68
Ulverton.....	Ottawa.....	3	163	42	.....	19	56	.....	.....	.....	.....	895	19	.....	688	60
	Drummond.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	263	96	.....	15	00

Waterloo East.....	518	7,781 89	217 51	701 87	67 15	23,515 50	310 57	1,231 50	25 53
West Farnham.....	108	1,526 16	39 12	288 46	15 09	381 36	76 89	521 50	6 09
Wright.....	25	571 30	66 80	.....	4 65	185 76	.....	.....	1 56
Yamachiche.....	83	3,081 33	.....	580 00	24 41	148 05	.....	436 20	10 21
Total.....	28,246	537,872 98	75,643 43	62,358 27	6,134 91	999,023 50	22,097 52	4,587 55	1,301 17

JOHN O'CONNOR,  
*Postmaster General.*

W. F. FORSYTH,  
*Superintendent, Money Order Branch.*

PROVINCE OF NOVA SCOTIA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1880, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.												
			Dominion.		United States.		United Kingdom.		United States.													
			\$	cts.	\$		cts.	\$	cts.		\$	cts.										
Acadia Mines.....		824	13,461	44	1,831	53	39	93	2,101	80	163	37	1,618	86	412	42	752	00	46	54		
Amherst.....		1,294	21,979	07	271	05			1,400	33	171	23	33,969	55	187	44	237	24	1,128	04	63	00
Annapolis.....		1,125	18,133	16	278	11	17	22	560	07	139	89	18,007	16	211	33	214	11	1,395	00	52	10
Antigonish.....		1,091	19,397	49	208	84			821	05	142	41	13,333	39	93	68	475	05	3,124	75	60	29
Arichat.....		1,227	41,396	26	125	97	46	53	1,412	63	256	08	13,346	68	498	77	233	61	7,268	55	127	45
Aylesford.....		420	11,308	72					605	60	74	09	3,209	21	7	30			277	50	30	49
Baddeck.....	Victoria	537	9,577	95	37	80	28	17	118	74	62	01	3,334	72	24	34	398	06	587	00	26	93
Barrington.....	Shelburne	722	21,633	47	10	77			1,098	91	144	63	7,333	95	14	60			1,147	90	59	77
Bear River, W. S.....	Digby	358	8,592	70	58	90			511	73	62	81	2,496	93					598	72	23	90
Berwick.....	Kings	271	6,957	71	21	81			839	79	48	74	4,149	30			121	66	611	33	18	88
Boylston.....	Guyaboro'	86	2,581	95					91	85	16	44	360	48					437	30	7	79
Bridgetown.....	Annapolis	845	17,539	50	99	99			910	64	125	49	20,090	29	17	54			1,240	53	49	52
Bridgewater.....	Lunenburg	1,078	21,864	88	318	93			1,371	22	167	24	7,991	36	93	86	24	33	654	21	60	96
Caledonia Corner.....	Queens	329	7,724	97							42	72	2,346	82					341	35	20	16
Canning.....	Kings	274	6,402	90	68	46			541	82	46	35	2,772	14	51	64			1,061	96	20	32
Canso.....	Guyaboro'	323	6,523	12					240	65	43	04	2,414	50					256	07	17	54
Cape Sable Island.....	Shelburne	302	12,112	35					475	24	73	56	1,419	70					508	00	32	74
Chester.....	Lunenburg	238	7,214	49					303	52	46	56	1,728	53	5	01			327	00	19	64
Christmas Island.....	Cape Breton	35	685	23							4	52	92	64					45	00	1	83
Clementsport.....	Annapolis	207	4,831	52					203	45	31	15	930	04	9	73			140	00	12	96
Clyde River.....	Shelburne	153	4,086	29	14	67			94	23	25	76	683	00					45	00	10	47
Cow Bay.....	Cape Breton	844	23,232	79	115	50			206	92	140	82	2,808	81	102	89	275	73	201	25	60	34
Cross Roads (C.H.).....	Guyaboro'	37	878	37							5	59	268	47	2	44			502	00	3	53
Dartmouth.....	Halifax	165	3,181	80	58	23			276	67	29	48	1,981	45	46	23	87	20	1,107	65	11	59
Digby.....	Digby	1,266	24,625	03	182	26			807	86	171	39	9,020	82	236	14			1,536	41	63	41

Economy.....	161	3,316 91	14 67	67 30	22 03	825 46	216 54	162 00	9 44
English Town.....	44	505 54	.....	10 22	3 57	54 46	.....	88 00	1 51
Five Islands.....	176	5,403 08	*80 68	120 91	34 49	1,962 10	330 89	536 22	16 18
Folly Village.....	39	623 37	.....	88 20	5 41	311 67	128 37	197 00	2 60
French Village.....	8	179 85	.....	10 00	1 22	96 88	.....	20 00	0 53
Grand Pré.....	140	4,083 76	.....	64 00	24 96	889 89	.....	51 00	10 50
Granville Ferry.....	392	8,161 54	.....	820 16	62 69	2,752 86	131 38	248 54	23 43
Great Village.....	172	3,810 70	.....	224 60	27 94	1,571 82	264 84	331 00	11 58
Guysboro'.....	1,038	28,059 85	679 49	466 94	192 03	5,196 40	4 87	1,050 28	75 62
Halifax.....	6,239	106,621 78	*21,044 21	9,769 31	1,420 27	482,023 53	7,124 50	11,419 81	.....
Hantsport.....	573	13,089 33	4 89	491 60	89 61	1,636 54	68 67	1,014 90	36 69
Harbour au Bouche.....	254	7,638 91	.....	49 08	43 94	81 30	.....	882 33	21 41
Hebron.....	195	4,178 87	.....	705 77	32 93	1,319 50	51 51	213 00	12 88
Hopewell.....	99	1,411 78	13 09	90 42	11 29	1,745 03	10 15	431 00	4 99
Isaac's Harbour.....	41	1,400 40	.....	.....	7 99	676 29	.....	13 00	3 53
Kennetcook.....	88	2,118 89	.....	11 37	12 68	342 88	.....	119 00	5 63
Kentville.....	676	11,384 96	278 08	602 41	91 54	12,202 69	116 54	1,077 63	33 64
Kingsport.....	140	1,441 62	2 07	103 79	12 15	111 98	.....	25 00	3 93
Kingston Station.....	460	19,870 98	.....	648 14	119 74	2,782 61	.....	483 30	52 52
Lawrencetown.....	524	11,722 61	.....	716 92	82 36	3,668 46	.....	435 60	32 19
Lingan.....	91	3,191 68	.....	.....	18 66	1,846 16	.....	26 00	8 15
Little Bras d'Or.....	72	870 54	143 61	20 00	10 14	330 25	.....	102 00	3 34
Little Glace Bay.....	234	6,680 20	5 86	669 85	65 36	1,064 80	32 12	451 60	27 14
Liverpool.....	1,664	33,738 26	582 28	2,004 59	254 60	11,456 43	157 19	2,031 45	96 49
Lockeport.....	1,025	12,657 66	41 01	4 18	102 75	3,518 40	29 19	351 50	35 38
Lower L'Ardoise.....	40	989 03	.....	8 77	6 24	1,438 18	.....	.....	2 50
Lower Stewiacke.....	271	9,771 64	89 66	127 58	58 21	1,117 86	28 71	1,014 00	27 35
Lunenburg.....	779	21,698 15	.....	749 43	144 76	3,119 31	93 57	444 00	58 31
Mabou.....	472	10,907 91	89	351 77	72 06	3,591 11	9 73	262 00	28 82
Maccan.....	172	5,143 61	19 56	266 50	34 82	1,760 60	.....	141 81	14 04
Malbone Bay.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maitland.....	275	4,503 93	.....	214 98	33 35	2,906 68	110 21	1,279 20	15 26
Margaree Harbour.....	275	9,207 52	.....	7 00	52 07	2,797 90	14 60	409 75	23 06
Margaretsville.....	72	2,473 57	9 78	963 40	14 98	592 02	.....	385 55	7 25
Middleton.....	533	13,218 63	39 99	141 70	90 19	9,360 11	19 47	1,622 80	23 31
Middle Musqu'doiboit.....	246	7,508 80	55 87	263 95	48 67	1,734 62	.....	60 00	5 31
Mill Village.....	88	1,809 74	.....	265 27	43 12	2,047 48	24 33	317 00	16 83
Milton.....	300	6,123 38	.....	.....	.....	.....	.....	.....	.....
Minudie.....	56	637 76	97 78	107 00	6 16	1,623 16	.....	25 00	2 15

• Includes \$14.67 Orders on British India. † Closed during the year.

REPORT NO. 6.—Province of Nova Scotia, &c.—Continued.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post masters on M. O. business.				
			Dominion.		United Kingdom.			Newfoundland.		United States.						
			\$	cts.	\$	cts.		\$	cts.	\$	cts.					
New Glasgow.....	Pictou.....	1,216	19,045	35	449	61	1,781	37	14,662	14	194	66	3,389	81	62	78
Newport.....	Hants.....	289	6,733	07	5	49	247	07	3,286	88	160	86	3,060	10	18	61
Newport Landing.....	do.....	87	1,813	28	.....	.....	76	90	340	80	.....	.....	156	00	5	11
New Ross.....	Lunenburg.....	105	1,537	93	3	79	26	00	300	73	.....	.....	247	00	4	54
Noel.....	Hants.....	87	2,119	77	.....	.....	25	22	625	32	34	06	245	00	6	06
North Sydney.....	Cape Breton.....	663	13,890	97	418	06	719	79	8,481	94	80	29	1,242	13	41	81
Oxford.....	Cumberland.....	531	17,279	85	3	91	208	96	2,777	44	.....	.....	604	00	45	25
Parrsborough.....	do.....	1,225	36,925	10	39	12	1,108	69	7,685	76	439	17	15	00	98	39
Pictou.....	Pictou.....	1,155	18,621	03	488	15	1,068	93	30,595	93	1,217	66	158	44	69	89
Port Hastings.....	Inverness.....	233	8,205	86	.....	.....	1,40	98	1,419	13	14	60	34	47	23	76
Port Hawkesbury.....	do.....	387	10,363	00	30	00	282	79	2,789	79	.....	.....	1,026	93	29	26
Port Hood.....	do.....	744	27,701	46	.....	.....	189	55	4,665	79	.....	.....	341	55	20	58
Port Medway.....	Queens.....	224	6,924	61	.....	.....	162	14	1,234	86	26	76	501	00	18	88
Port Mulgrave.....	Guysboro'.....	180	6,668	11	44	01	142	11	1,039	72	19	47	1,865	14	21	32
Port Williams.....	Kings.....	212	5,185	51	.....	.....	273	13	1,531	04	51	84	181	50	14	22
Pugwash.....	Cumberland.....	550	9,338	97	70	28	187	18	5,056	71	111	92	2,145	00	29	62
River Bourgeoise.....	Richmond.....	90	2,515	83	.....	.....	.....	.....	1,686	31	.....	.....	.....	.....	6	30
River John.....	Pictou.....	460	11,813	96	13	45	363	73	3,894	76	29	20	1,417	10	34	08
River Philip.....	Cumberland.....	138	2,165	54	.....	.....	54	06	965	83	.....	.....	366	75	6	44
St. Andrews.....	Antigonish.....	137	2,257	70	39	32	32	92	803	60	.....	.....	189	00	6	29
St. Peter's.....	Richmond.....	442	11,846	74	19	56	335	15	7,518	90	29	20	639	00	32	18
Sandy Cove.....	Digby.....	69	2,135	05	.....	.....	58	37	582	04	.....	.....	214	00	6	03
Sheet Harbour.....	Halifax.....	163	2,860	72	40	00	45	50	714	20	.....	.....	10	00	7	39
Sheburne.....	Sheburne.....	870	25,582	29	11	25	1,666	32	5,520	79	282	11	274	44	69	63
Sherbrooke.....	Guysboro'.....	748	29,277	20	142	27	346	24	2,606	62	281	25	96	30	20	89
Shubenacadie.....	Hants.....	235	6,352	49	14	67	769	94	1,720	79	.....	.....	1,099	00	90	58
Spring Hill Mines.....	Cumberland.....	270	6,141	87	64	49	56	46	456	34	.....	.....	209	00	16	17
Stellarton.....	Pictou.....	617	17,155	45	472	82	285	63	3,814	87	73	11	580	25	21	40
Sydney.....	Cape Breton.....	810	17,172	13	469	96	650	17	6,821	10	459	64	1,245	65	52	17
Sydney Mines.....	do.....	129	1,867	11	36	92	145	65	717	51	14	69	229	50	5	80





	58	1,091 27	14 87	234 97	11*74	300 00	20 44	618 70	4 98
Fairville.....	177	5,582 84	.....	354 75	35 89	1,758 16	34 07	1,087 00	17 63
Florenceville.....	1,614	28,882 03	1,063 90	3,989 36	283 09	42,681 02	534 19	2,858 15	80 11
Fredericton.....	134	5,729 45	.....	210 00	34 58	687 44	26 76	98 00	15 15
Fredericton Junction.....	270	6,090 92	.....	64 02	37 81	2,490 47	14 60	30 00	15 59
Gagetown.....	312	10,692 74	.....	191 66	64 32	1,621 59	.....	54 40	27 33
Grand Falls.....	11	291 50	.....	74 68	3 00	150 60	121 65	55 00	1 47
Grand Manan.....	Charlotte.....								
Hampton.....	111	1,250 09	37 26	103 50	12 65	1,953 53	2 44	157 00	3 95
Harland.....	166	4,813 70	.....	81 43	29 78	988 08	11 80	937 00	14 60
Harvey.....	325	11,038 91	.....	1,118 49	75 71	1,957 43	97 32	585 65	32 13
Harvey Station.....	194	2,252 15	39 12	56 81	17 15	1,535 03	169 08	56 00	6 42
Hillsborough.....	569	19,645 17	39 15	3,310 61	63 26	3,310 61	63 26	626 60	52 88
Albert.....	171	4,070 92	5 83	59 00	26 26	3,367 99	92 46	295 00	11 30
do.....	680	19,247 16	49 49	895 96	119 96	3,085 90	83 73	474 55	51 87
Hopewell Corner.....	234	6,078 99	43 63	721 43	47 55	2,599 75	97 32	657 60	18 99
Indian Town.....	115	2,251 56	.....	23 00	13 8	174 80	.....	73 75	5 86
Jacksonville.....	57	860 32	12 69	6 11	6 07	391 45	19 47	40 00	2 35
Kingsclear.....	719	21,110 32	97 80	313 57	128 84	3,050 80	114 35	190 89	54 57
Kingston.....	25	476 38	.....	9 30	3 37	544 48	.....	30 00	1 28
Kingston.....	47	388 63	.....	13 70	3 54	102 00	.....	82 00	1 19
St. Koumbouguac.....	4	36 64	.....	60 00	95	14 00	.....	20 00	29
Lepreaux.....	10	199 56	29 34	.....	1 92	2 23	.....	.....	57
Markhamville.....	193	4,442 03	.....	343 40	30 94	3,092 39	9 74	485 00	13 19
Memramcook.....	2,941	59,118 81	573 28	5,724 17	436 13	27,117 15	85 15	1,627 00	103 08
Moncton.....	48	800 14	.....	70 37	8 32	815 86	.....	155 25	2 93
Narrows.....	667	14,417 03	170 28	534 23	104 77	7,277 16	137 95	2,450 56	44 29
Newcastle.....	King.....								
Norton Station.....	275	415 15	.....	19 54	3 26	591 55	170 31	803 00	3 53
Oromocto.....	25	5,663 71	.....	567 51	44 83	735 35	.....	.....	15 58
Osseskeag.....	113	1,321 78	19 56	7 50	9 79	965 12	.....	15 00	3 40
Penobscuis.....	966	23,478 27	44 61	338 67	148 55	4,073 27	.....	146 80	60 09
Petit-diac.....	200	3,730 08	29 34	14 78	23 83	832 36	27 25	.....	9 48
Petit Rocher.....	583	15,807 19	484 11	241 86	106 38	4,151 10	169 16	160 00	42 14
Richibucto.....	117	1,196 90	114 80	17 25	11 46	878 73	.....	40 00	3 41
Richmond Corner.....	117	2,226 47	79 20	25 00	14 82	438 66	.....	.....	5 83
Restigouche.....	82	1,547 31	48 80	.....	10 30	241 12	.....	125 00	4 29
do.....									
River Louison.....									

† *Closed during the year.*





PROVINCE OF MANITOBA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June 1880.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE				Total Commission received.	ORDERS PAID—ISSUED IN THE				Commission earned by Post masters on M.O. business.				
			Dominion.		New-foundland			United Kingdom.		New-foundland			United States.			
			\$	cts.	\$	cts.		\$	cts.	\$	cts.					
*Emerson .....	Provencher.....	536	24,194	07	792	11	1,991	29	30,011	51	48	66	473	30	68	73
*Gladstone.....	Marquette.....	170	7,486	19	21	68	247	93	3,574	48	77	86	25	00	19	63
Portage La Prairie .....	do .....	428	20,741	16	225	85	343	70	34,548	10	1,124	96	820	00	50	13
*Selkirk .....	Lisgar.....	172	5,269	50	119	97	296	30	664	10	38	93	1	75	14	30
Winnipeg.....	Selkirk.....	3450	94,656	61	6,921	66	9,088	95	72,508	50	4,744	12	1,453	08	292	38
Total.....	.....	4756	152,347	53	8,081	27	11,968	17	150,114	36	6,034	53	2,773	13	445	17

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton.....	Prince.....	420	11,797	50	133	38	1,028	23	1,088	91	17	02	233	05	33	05
Charlottetown.....	Queens.....	2445	33,565	22	3,995	84	7,000	03	19,566	20	1,019	87	6,372	52	.....	.....
Charlottetown.....	do .....	93	3,970	87	.....	.....	232	25	350	71	63	26	80	00	10	86
Crapanud.....	do .....	223	5,794	78	98	77	323	78	1,614	24	198	78	1,044	95	18	84
Georgetown.....	do .....	221	4,808	38	151	26	375	90	631	11	29	20	920	85	15	70
South East.....	do .....	926	16,232	31	289	32	1,758	34	7,829	58	151	82	2,448	59	53	27
Summerside.....	Prince.....	4938	76,169	06	4,688	57	19,718	53	31,130	75	1,479	95	11,099	76	130	72
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Opened during the year.

JOHN O'CONNOR,  
Postmaster General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1880, &c.

NAME OF OFFICE.	COUNTY.	Number of Orders Issued.	ORDERS ISSUED—PAYABLE IN THE			Total Commission received.	ORDERS PAID—ISSUED IN THE			Commission earned by Post-masters on M. O. business.			
			Dominion.	United Kingdom.	New-foundland		United States.	Dominion.	United Kingdom.		New-foundland	United States.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	
Barkerville.....	Cariboo .....	579	23,655	78	1,060	56	1,107	45	2,544	28	64	52	
Clinton.....	do .....	305	5,677	13	829	09	2,007	09	6,951	28	136	00	
Granville.....	N. Westminst'r	219	3,447	10	312	22	421	81	364	25	243	25	
Nanaimo.....	Vancouver.....	862	9,325	72	5,576	50	5,638	38	1,160	77	115	93	
New Westminst'r	N Westminst'r	876	14,444	68	2,220	22	3,536	20	12,291	53	566	53	
Queanelle .....	Cariboo.....	334	8,713	40	175	29	1,911	08	991	02	172	75	
Seda Creek.....	do .....	280	12,952	73	194	36	1,394	68	1,137	87	36	31	
Spence's Bridge...	Yale.....	245	6,280	62	144	62	164	95	932	63	16	44	
Sumas.....	N. Westminst'r	59	1,012	48	48	90	405	13	1,190	76	3	65	
Victoria.....	Victoria.....	2041	25,523	02	13,670	49	8,215	88	55,961	52	1,750	60	
Yale .....	Yale.....	342	9,018	82	293	25	1,757	98	8,298	55	48	66	
Total.....		6142	120,051	48	24,525	50	26,560	53	91,824	46	4,164	34	
											4,043	97	
												263	38

JOHN O'CONNOR,  
Postmaster General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

REPORT No. 7.

SHOWING the annual cost of the Money Order System in the Dominion of Canada, specifying in detail the Disbursements for Salaries, &c., during the year ended 30th June 1880.

		\$	cts.
W. F. Forsyth.....	Twelve months salary as Chief Clerk and Superintendent, to 30th June 1880.....	2,087	50
C. W. Jenkins .....	Twelve months salary as Clerk, to 30th June 1880.....	1,750	00
J. Brophy.....	do do do.....	1,400	00
F. W. Creighton.....	do do do.....	1,175	00
T. B. Smith.....	do do do.....	1,137	50
E. J. Shaw.....	do do do.....	1,125	00
O. J. Higgins.....	do do do.....	1,000	00
M. K. Dunlevie.....	do do do.....	900	00
J. F. Wall.....	do do do.....	900	00
W. J. Barrett.....	do do do.....	900	00
S. S. Thorne.....	do do do.....	900	00
J. C. Bonner.....	do do do.....	700	00
A. W. Wall.....	do do do.....	675	00
J. H. Spencer.....	do do do.....	675	00
W. J. Johnston.....	do do do.....	650	00
D. D. McPherson.....	do do do.....	600	00
L. C. A. Casgrain.....	do do do.....	600	00
A. Fraser.....	do do do.....	537	00
J. S. Hale.....	do do do.....	600	00
E. Brooks.....	Salary as Clerk, from 15th January to 30th June 1880.....	183	33
J. H. Thorne.....	Salary from 1st July to 30th September 1879.....	450	00
Printing and stationery.....		7,703	95
	Total.....	26,649	28
	Cost of Money Order System for year ended 30th June 1879.....	29,595	61
	do do do do 1878.....	30,562	23
	do do do do 1877.....	34,028	52
	do do do do 1876.....	37,760	56

JOHN O'CONNOR,  
Postmaster General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

## REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System in the Dominion of Canada, during the year ended 30th June, 1880.

	\$ cts.
Money Order funds stolen from Post Office at Christmas Island, N.S. ....	18 00
Dominion Order No. 1217 issued at Ottawa, paid by Postmaster at Thunder Bay to a person fraudulently representing himself to be the payee. ....	20 00
Money Order funds robbed during burning of Post Office at Grand Manan, N.B. ....	50 00
Forged Bank Note received by Postmaster at Dundalk Station on Money Order account..	5 00
Forged Bank Note received by Postmaster at Port Burwell on Money Order account .....	10 00
Forged Bank Note received by Postmaster at Bayfield on Money Order account.....	10 00
Money Order funds stolen from safe in Post Office at Thamesford .....	13 20
Balance due by Mr. Weldon, late Postmaster at Shediac, N.B., 22nd October, 1876, irrecoverable from sureties .....	94 00
Loss on Mechanic's Bank Note received by Postmaster at Winnipeg on Money Order account .....	3 00
Money Order funds lost in transmission from Postmaster at Sheet Harbour, N.S., to Bank of Nova Scotia, Halifax, 8th December, 1876.....	73 00
	296 20
Amount recovered from payee of Stratford-on-Avon Order No. 9418, overpaid £5 at Toronto, 8th December, 1876.....	10 00
	286 20
Total.....	286 20

JOHN O'CONNOR,

*Postmaster General.*

W. F. FORSYTH,

*Superintendent Money Order Branch.*

**ANALYSIS of the Money Order Business of the Dominion, for the Year ended  
30th June 1880.**

			No. of Orders.	\$	cts.	\$	cts.
Total amount of Money Orders issued in	Ontario.....		176,457			3,939,501	20
do	do	Quebec.....	28,246			676,828	69
do	do	Nova Scotia.....	52,522			1,285,200	09
do	do	New Brunswick.....	33,627			870,623	57
do	do	Manitoba.....	4,756			172,396	97
do	do	P. E. Island..	4,338			91,754	76
do	do	Brit. Columbia	6,142			171,137	51
Total Money Orders issued.....			306,088			7,207,442	79
Total amount of Money Orders paid in	Ontario.....			3,708,150	92		
do	do	Quebec.....		1,159,178	05		
do	do	Nova Scotia.....		1,135,536	22		
do	do	New Brunswick.....		771,819	00		
do	do	Manitoba.....		150,114	35		
do	do	P. E. Island.....		44,883	24		
do	do	British Columbia.....		100,032	77	7,069,714	55
Total issues and payments.....						14,277,157	34
Savings Bank Deposits received through Money Order Offices..	do	do				2,720,216	00
do	Withdrawals paid	do	do			1,820,213	16
Total amount of business transacted.....						18,817,586	50
Commissions received by Postmasters in	Ontario.....					30,843	51
do	do	Quebec.....				6,134	01
do	do	Nova Scotia.....				9,053	07
do	do	New Brunswick.....				5,984	22
do	do	Manitoba.....				1,228	18
do	do	P. E. Island.....				786	92
do	do	British Columbia.....				1,728	21
Profit in Exchange on Money Order business with the United Kingdom and Newfoundland.....						1,818	55
Proportion paid by the United States of Commissions, in excess of those arising from issues of the Dominion, received in the United States on Orders payable in the Dominion.....						391	30
Proportion paid by Newfoundland of Commissions, in excess of those arising from issues of the Dominion, received in New- foundland on Orders payable in the Dominion.....						213	86
						58,182	73
Commissions paid to Postmasters in	Ontario.....			9,554	37		
do	do	Quebec.....		1,301	17		
do	do	Nova Scotia.....		3,145	74		
do	do	New Brunswick.....		1,976	62		
do	do	Manitoba.....		445	17		
do	do	Prince Edward Island.....		130	72		
do	do	British Columbia.....		263	38		
Proportion paid the United Kingdom of Commissions, in excess of those arising from issues of the United Kingdom, received in the Dominion on orders payable in the United Kingdom.....				2,013	43		
Amount paid to Bank for postages.....				215	52		
Charges on remittance of Money Order funds.....				498	47	19,544	59
Amount paid to credit of Receiver General.....						38,638	14

**JOHN O'CONNOR,**  
*Postmaster General.*

**W. F. FORSYTH,**  
*Superintendent Money Order Branch*

RECAPITULATION of the Money Order Business transacted within the several Provinces of the Dominion, during the Years 1876, 1877, 1878, 1879 and 1880.

iii

	1876.	1877.	1878.	1879.	1880.
	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.
Gross amount of Money Order Issues and Payments of Ontario.....	.....	6,988,920 05	7,392,459 63	6,979,783 12	7,647,652 12
do do do Quebec.....	.....	1,849,771 22	1,761,889 52	1,729,597 05	1,836,006 74
do do do Ontario and Quebec.	8,794,367 66	8,838,691 27	9,154,349 15	8,709,380 17	9,483,658 86
do do do Nova Scotia.....	2,509,887 61	2,555,343 92	2,699,889 50	2,530,513 44	2,420,736 31
do do do New Brunswick.....	1,614,993 40	1,667,726 41	1,709,696 50	1,601,735 46	1,642,442 57
do do do Manitoba.....	52,684 41	55,779 80	89,690 23	149,062 14	322,511 32
do do do P. E. Island.....	266,221 44	234,778 39	133,054 27	141,843 48	136,638 00
do do do British Columbia.....	146,766 62	173,766 96	202,492 44	251,216 70	271,170 28
Total amount of Money Order Business transacted.....	13,374,921 14	13,526,086 75	13,989,172 09	13,383,751 39	14,277,157 34
Gross amount of Savings Bank Deposits and Withdrawals received and paid through Money Order Branch.....	3,509,461 97	3,046,682 98	3,210,529 73	3,448,291 79	4,540,429 16
Total amount of Business transacted.....	16,884,383 11	16,572,769 73	17,199,701 82	16,833,043 18	18,817,586 50

OHN O'CONNOR,  
Postmaster General.

W. F. FORSYTH,  
Superintendent Money Order Branch.

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1880, 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 Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
1	Colonel Walker....	London, Ont.....	July 6	50 00	Peter Casey .....	Grand River, Gaspé.	Only \$45 stated to have been received by person addressed	Enquiry unsuccessful.....	7
2	R. Smith.....	Tilbury, East.....	do 6	4 60	Bank of Montreal..	London, Ont.....	Only 60 cents stated to have been received,	do .....	7
3	J. J. Hind.....	Orillia.....	do 14	71 25	Patton & Co.....	Toronto.....	Only \$61.25 stated to have been received.	do .....	7
4	Henry McCann .....	Dashwood.....	Aug. 2	20 00	Dundas & Bew.....	London, Ont.....	Stated to have been received without contents.	do .....	7
5	Mrs A. B. Campbell	Cobourg.....	do 4	10 00	Mrs. John Holman	Pictou.....	Only \$5 stated to have been received	do .....	7
6	J. G. Soldan.....	Dashwood.....	do 7	22 00	R. M. Wanzer & Co	Hamilton.....	Stated to have been received without contents.	do .....	7
7	Mrs. Patterson .....	Owen Sound.....	do 12	10 00	Mrs. Pollard.....	Toronto.....	do .....	do .....	7



REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Receipt-Station
					Name.	Place.			
8	J. F. Hunter.....	Morewood .....	1879. Aug. 14	\$ cts. 20 00	David Nado.....	Laketon, Mich.....	Only \$10 stated to have been received.	As there were strong reasons for believing that these abstractions were committed by an Assistant in the Morrisburg Post Office, the Postmaster of Morrisburg made good the several amounts. See cases No. 20 and 21, Class II, and case No. 19, Class I.	5
9	.....	Toronto .....	do	10 00	Hattie Goodfellow.....	Morrisburg .....	Only \$5 stated to have been received.	do do	5
10	Alfred Dashnaw.....	St. Louis, Mich..	do	20 00	Alfred Dashnaw, jr.....	Morewood.....	Only \$10 stated to have been received.	do do	5
11	Newcastle Manufacturing Co.	Newcastle, Ont.,	do	8 50	Kavanagh Bros.....	Maidstone .....	Stated not to have been received by person addressed.	The Postmaster of Maidstone having been unable to prove the delivery of this letter made good contents.	3
12	Marie Regnier .....	Manchester, N.H.	do	2 00	Marie Regnier.....	St. Elix.....	Stated not to have been received by person addressed.	This letter is said to have been contained in a mail made up at Montreal, on 1st Sept., 1879, for Rivière du Loup en haut, but the Postmaster of Rivière du Loup states that it was not in the mail when opened by him. No satisfactory explanation of the loss could be obtained.	2

13	A. H. Scontin.....	Halls Ford.....	do	31	20 00	Jno. Mc elar.....	Portage La Prairie,	Stated to have been received without contents.	Enquiry unsuccessful.....	7
14	James Anderson.....	Guelph.....	Sept. 8	3 00	Miss F. Moore.....	Hespeler.....	Only \$1 stated to have been received.	do	do	7
15	W. J. Marshall.....	Ste. Agathe.....	do	17	70 00	James Donahue.....	Winnipeg.....	Only \$60 stated to have been received.	Abstraction supposed to have been committed by a Mail Courier on the Ste. Agathe and Otterbourne route. The writer of the letter, who was also contractor for the conveyance of the mails over the route on which the theft occurred, bore the loss himself.	5
16	A. M. Ruiker.....	Abercorn.....	do	13	50 00	O. Katham.....	Sweetsburg.....	Stated not to have been received by person addressed.	This letter was supposed to have been stolen by an Assistant in the Sweetsburg Post Office. Evidence not sufficient for criminal proceedings. Postmaster Sweetsburg made good the loss.	3
17	Mrs Peter Brass.....	Hamilton.....	do	19	1 00	Mrs. A. Wright.....	Toronto.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
18	.....	Simcoe.....	do	27	5 00	Miss Annie Boyd...	do	Stated not to have been received by person addressed.	This letter was delivered at the Toronto Post Office to a person claiming to be Miss Annie Boyd, but who turned out subsequently not to be the Annie Boyd for whom the letter was intended. Efforts were made to trace the party who had thus wrongly obtained possession of the letter but without success.	4
19	D. F. Hayes.....	Brookville.....	do	.....	25 00	Wm. Gibson & Co.	Morrisburg.....	Only \$20 stated to have been received.	Abstraction supposed to have been committed by an Assistant in the Morrisburg Post Office. The Postmaster of Morrisburg made good the loss. See cases Nos. 8, 9 and 10, Class I; and cases Nos. 20 and 21, Class II.	5

REPORT No. 5 —I Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
20	D. Nichols.....	Longwood Station.	1879. Sept. 20	\$ 75 00	T. G. Blain.....	Galt.....	Only \$65 stated to have been received.	Enquiry unsuccessful.....	7
21	Jean Fortin.....	St. Ephrem de Tring.	Oct. 2	12 00	Damase Hebert....	St. G'rge, Beauce	Stated not to have been received by person addressed.	This letter disappeared in the St. George, Beauce, office, and its contents were made good by the Postmaster.	3
22	Merchants' Bank...	Winnipeg.....	do 10	250 00	John Wardrop.....	Emerson.....	do	Supposed to have been stolen by a clerk in the Winnipeg Post Office. Evidence not sufficient for criminal proceedings. Contents of letters made good by his friends.	3
23	And. McLaughlin..	do .....	do 10	9 00	Mrs. McLaughlin..	Nelsonville .....	do	do	3
24	J. A. Miller.....	Sombra .....	do 11	4 00	Mrs. J. A. Miller...	Chatham .....	do	The Sombra Post Office was entered by burglars on the night of 12th October, 1879, and this letter stolen. Contents made good by Postmaster, Sombra.	3
25	H. N. Shipley.....	Obatham.....	do 18	10 00	B. Blackman.....	Wilkesport .....	Stated to have been received without contents.	Enquiry unsuccessful.	7
26	Joseph Corriveau..	Wickham West..	do 19	3 00	J. B. Melançon.....	St. Guillaume.}	Stated not to have been received by person addressed	These letters were duly entered in the books of the Wickham West Post Office as registered, but were not entered on the letter-bills of the mails with which the Postmaster claims they were despatched. Contents made good by Postmaster. See cases No. 39 and No. 40, Class I.	3
27	J. L. Poisvert.....	do .....	do 24	22 00	J. J. Webster .....	Magog.....	do	do	3

28	Daniel Nichols.....	Longwood Station.	do	20	75 00	Thomas G. Blain.....	Galt.....	Only \$65 stated to have been received	Enquiry unsuccessful. Cover not preserved.	7
29	Wm. Logan.....	Albion.....	do	22	140 00	Mrs. M. J. Watson.	Weston.....	Only \$130 stated to have been received	Enquiry unsuccessful.	7
30	W. J. Tucker.....	Manitowaning.....	do	24	40 00	Parker & Co.....	Owen Sound.....	Only \$15 stated to have been received	Enquiry unsuccessful. Cover not preserved.	7
31	L. E. Dionne.....	L' Avenir.....	do	27	35 00	J. J. Webster.....	Magog.....	Only \$30 stated to have been received	Enquiry unsuccessful.	7
32	E. Dudgeons.....	Owen Sound.....	do	28	10 00	J. Cleghorn & Son	Toronto.....	Stated to have been received without contents.	do	7
33	Wm. McNutt.....	New Annan.....	do	21	30 00	Mrs. Henderson.....	Spring Hill.....	Stated not to have been received by person addressed.	This letter disappeared at the Spring Hill Mines Post Office, and the Postmaster of that office made good contents.	3
34	James Hogan.....	Lakefield.....	Nov.	1	4 00	C. W. Sawers.....	Peterboro'.....	Stated to have been received without contents.	Enquiry unsuccessful.....	7
35	A. Niven.....	Haliburton.....	do	4	3 45	John Creighton.....	Kennaway.....	The Maynooth Post Office was entered by burglars on the night of the 12th Nov., 1879, and those letters were rifled of their contents. The Postmaster of Maynooth not having made proper provision for the safe-keeping of the letters while passing through his office was held responsible and made good contents.		3
36	P. J. Green.....	Maynooth.....	do	11	2 00	"Intelligencer," Printing and Publishing Co.	Belleville.....			
37	H. Landon.....	Waltham, Q.....	do	5	19 00	Russell, Forbes & Ottawa Co.	Ottawa.....		The Allumette Island Post Office was destroyed by fire on 5th Nov., 1879, and these letters burnt on that occasion.	9
38	do	do	do	5	0 31	Montreal Tele-graph Co.	Tele-Montreal.....			
39	Jean Frenette.....	Wickham, West.	do	5	4 00	A. Bienvenu.....	St. Johns, Q.....	Stated not to have been received by the persons addressed.	No trace of these letters having left the Wickham West Post Office, and the Postmaster of that office accordingly made good contents. See cases No. 26 and No. 27, Class I.	3
40	Louis Boisvert.....	do	do	15	3 00	E. Dionne.....	L' Avenir.....			

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where	When Mailed.	Alleged Cont.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
41	S. Greenshields, Son & Co.	Montreal.	1879. Nov. 17	\$ cts. 20 00	D. D. Black.	Waterville.	Stated not to have been received by the person addressed.	This letter was fraudulently obtained from the Waterville Post Office by a man named F. H. White, who was arrested, tried and sentenced to 5 years' imprisonment in the penitentiary.	4
42	Thomas Chinn.	Brougham.	do	44 00	John Ferguson.	Whitby.	Only \$34 stated to have been received.	Enquiry unsuccessful.	7
43	Joseph E. Storr.	Ottawa.	do	4 00	Rev. John Carroll.	Don Mount.	Stated to have been received without contents.	do	7
44	Wm. Halle.	Hamilton.	do	18 32	Mason & Risch.	Toronto.	Stated not to have been received by the persons addressed.	These letters were said to have been placed in a letter package made up at Hamilton for Toronto on the evening of the 17th November, 1879; but the package is stated not to have been in the mail when opened at the Toronto Post Office same night. Enquiry failed to establish how the loss occurred.	2
45	H. Sutherland.	do	do	10 00	J. O. Wood.	do			
46	W. Hallworis.	do	do	110 00	S. A. Oliver.	do			
47	McIlwraith & Mc-Masters.	do	do	15 25	Alexander & Reid.	do			
48	John Kirkpatrick.	Patterson Settlement.	do	6 25	S. H. Estabrooks.	Swan Creek.	do	This letter is believed to have been lost in the Hoyt Station Post Office, and the Post Master's surties made good contents. The Postmaster having resigned.	3

No.	Name	Address	Date	Amount	Bank	Place	Remarks	Page
50	John Chelley	Scarboro' Junction	do	25 00	Merchants' Bank	Elora	Only \$23 stated to have been received.	7
51	Susan Gaughan	Toronto	do	4 00	Mrs. P. Gaughan	Breachin	Stated not to have been received by person addressed.	3
52	Lucretia Jamieson	Hartford	do	3 14	A. White	Orwell	Stated not to have been received by persons addressed.	3
53	Guelph Carriage Goods Co.	Guelph	do	4 90	Walter Doolittle	do		
54	John McRae	Bruce Mines	do	104 00	Mr. Neelands	Wingham	Only \$64 stated to have been received.	7
55	J. G. cKeen	Port Hastings	do	16 00	W. P. King	Antigonish	Stated to have been received without contents.	6
56	Antoine Lavoie	River La Madeleine	do	73 00	Nap. Desjardins	St. Félicité	Stated not to have been received by person addressed.	4
57	Joseph Lemieux	Mont Louis	do	5 00	Wm. Bergeron	do		

REPORT No. 5.—I. Registered Letters.—Report of all cases occurring within the Year ended 30th June 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Con- tent.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1879.	\$ cts.					
58	William Christie...	Collingwood.....	Dec. 5...	108 00	Robert Amour.....	Singhampton....	Stated not to have been received, by the person addressed.	This letter was contained in a mail made up at Collingwood, on 6th December, 1879, for Singhampton, which failed to reach the latter office. Cause of failure not discoverable.	2
59	Joseph Baril.....	Hermansville, Mich.	do 8...	50 00	Charles Baril, Père St. & Son.	Damien de Brandon.		These letters were stolen from the mails en route by a Mail Contractor employed by the contractor for the Berthier and St. Norbert service, who was arrested, tried and sentenced to 5 years' imprisonment in penitentiary. A \$50 bill which was contained in the letter addressed Chas. Baril, Père, was found on prisoner when arrested and subsequently paid over to Mr. Baril.	8, 9
60	Clement Baril.....	do ...	do 8...	40 00	Charles Baril, fils..	do ...			
61	Octave Mondor.....	do ...	do 8...	20 00	F. X. Robert.....	do ...			
62	Dr. Laurendeau.....	St. Gabriel de Brandon.	do 17...	6 00	Dansereau & Co....	Montreal.....			
63	M. Granger.....	do ...	do 18...	5 00	Hodgson, Murphy & Sumner.	do .....			
64	.....	Montreal.....	do 31...	3 00	Veuve F. Belevreau & Son.	St. Gabriel de Brandon.			
65	H. T. Machin.....	Quebec. ....	do 31...	law stps 2 00	P. C. Piché.....	Montreal.....			
66	— Murrey ..	St. John, N.B....	do 19...	25 00	A. L. Matthews. ...	Blissville.....		Believed to have disappeared at the Hoyt Station Post Office. Contents made good by Postmaster.	3
67	John Watt.....	Farnham Centre	do 31...	20 00	Rev. D. W. Russell	Montreal .....	Stated to have been received without contents.	Enquiry unsuccessful.....	7

68	Hon. R. P. Grant.	Pictou, N.S. ....	do	2...	5 00	Black Bros. & Co.	Halifax.....	3	These letters were fraudulently obtained from the Halifax Post Office by one W. H. Eagan, who appropriated the money and cashed all the cheques contained in them. Amounts thus mis-appropriated were made good, as far as possible, from money found on Eagan when arrested. Eagan was tried and sentenced to 2 years in the penitentiary. See also case No. 82, Class II.
69	Rev. G. Patterson.	New Glasgow....	do	5...	Cheque \$59 and cash \$1.48.	F. H. Oxley.....	do	Stated not to have been received by person addressed.	
70	Mary Chisholm.....	Heatherton.....	do	10...	Cheque \$4.79 & cash \$195.21	Bauld, Gibson & Co	do	do	
71	Charles McKenzie.	Patterson Settlement.	do	29...	0 68	R. T. Babbitt.....	Gagetown.....	do	do
72	J. B. Robinson.....	Belleville.....	do	30...	8 00	Rev. W. Bass.....	Beachburg.....	do	do
73	C. N. Paquin..	St. Cuthbert.....	Jan.	6	1 90	Charles Bourne...	Montreal.....	do	do
74	R. Brown.....	Credition.....	do	8	50 60	Alex'r Johnson.....	London.....	do	do
75	Bank of Montreal..	London, Ont.....	do	14	91 00	Bank of Montreal..	Montreal.....	do	do
76	Elizabeth Small....	do	do	14	2 00	Rev. Father Brown	do	do	do
77	W. Stewart.....	Poland.....	do	22	2 64	W. D. Booker.....	Hamilton.....	do	do
78	Albro Seragham...	Ameliaburg.....	do	31	2 00	Peter Frederick...	Ross More.....	do	do
79	Darius Minus.....	do	do	31	1 00	"The Mail".....	Toronto.....	do	do



REPORT No. 5 — I Registered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

iii

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
80	Robert Goodfellow	Bromley.....	1880. Jan, 10	\$ cts. 25 00	Mr. Wm. Adams.....	Angus .....	Stated not to have been received by person addressed.	Mis-delivered by Postmaster at Angus, who made good contents.	3
81	J. B. North .....	Hantsport, N.S.....	Feb. —	28 00	John Neville.....	Hall's Harbor....	do .....	This letter was stolen from the Hall's Harbor Post Office, and the Postmaster held responsible for its loss.	3
82	D. N. Keefer.....	Spencerville .....	do 6	66 15	Fenwick, Hendry & Co.	Kingston.....	Only \$56 15 stated to have been received	Enquiry unsuccessful. Cover not preserved.	7
83	Ferguson, Bain & Gordon.	Toronto.....	do 6	2 07	Fraser, Richards & Reynolds.	Brockville.....	Only \$1.07 stated to have been received	Enquiry unsuccessful.....	7
84	Edward Fletcher...	Rob Roy.....	do 14	12 00	"Globe" Office....	Toronto .....	Only \$10 stated to have been received	Enquiry unsuccessful. Cover not preserved.	7
85	Robert Munday.....	Denfield .....	do 16	10 00	Thos. Stephenson...	Ailsa Craig.....	Stated not to have been received by person addressed.	No clue could be obtained as to the disappearance of this letter. Contents voluntarily made good, in equal parts, by the Postmasters at Denfield, Falkirk and Ailsa Craig.	3
86	F. Portenais.....	Toronto.....	do 28	8 00	Mrs. Portenais.....	Montreal.....	do .....	This letter was duly received at the Montreal Post Office, and was lost or mis-laid in that office. A Clerk in the Montreal office, whose carelessness in handling the letter led to this accident, made good contents.	3

87	Marie Paquette...	Ottawa.....	March 8	6 00	Anathalie Piché...	Montreal.....	Only \$5 stated to En have been received.	Enquiry unsuccessful.....	7			
88	James Murphy.....	Maple Grove.....	do	1 00	<i>Family Herald and Weekly Star.</i>	do	Stated to have been received without contents.	do				
89	A. Clendinnin.....	McGregor.....	do	4 00	Sarah Clendinnin..	Dunville.....	Only \$3 stated to have been received.	do				
90	Mr. Chapman.....	St. George, Brant	do	6 00	David Ellis.....	Stanleydale, .....	Alleged substitution of bad \$5 note for a good \$5 note en- closed.	do				
91	Joseph Pothier....	Taftville, Conn..	do	23 00	J. M. Plamondon	St. Hyacinthe ...	(These letters were stolen by an assistant in the St. Hyacinthe Post-Office on the night of the 29th March, 1880, who absconded before his arrest could be effected. Contents of letters stolen made good by the Postmaster, St. Hy- acinthe.		3			
92	M. L. Beauregard	Montreal ..	do	2 00	M. Beauregard.....	do						
93	J. Hudson & Co...	do	do	1 11	J. B. Chicoine.....	do						
94	E. Bault.....	Woonsocket, R.I.	do	5 00	A. Scott.....	do						
95	P. Gervais.....	Point St. Charles	do	2 00	T. Gavonette.....	do						
96	A. L. Hill.....	Sweetsburg.....	do	9 00	G. Guibault.....	St. Marcel.....						
97	Louis Giard.....	St. Damase.....	do	4 50	Joseph Gendron...	St. Jude.....						
98	A. Des Rivières...	do	do	9 00	Valerie Rochon....	St. Simon.....						
99	George Hunt.....	Invale.....	do	104 00	Gooderham & Worts	Toronto.....	(The bag, in which these letters were contained, was lost by a Mail Clerk on the Northern Railway. Money made good by the friends of the Clerk in fault, whose services were dispensed with.		3			
100	John Vollmer.....	do	do	6 51	J. A. Summers.....	do						
101	Oliver Smith.....	do	do	11 52	C. Roebck & Sons.	do						
102	Nelson McRae.....	Wyebridge.....	do	68 79	Telfer & Bros.....	Collingwood....						
103	Mrs. Lestanville..	do	do	6 00	David Whiting.....	Orillia.....						
104	Thomas Wallace..	do	do	1 00	John Young.....	Toronto.....						
105	Robert Brown....	do	do	5 00	James Edwards....	Barrie.....						
106	Alex. Spears.....	Waverley.....	do	20 00	Thos. F. Tracy....	Toronto.....						
107	John Power.....	Vigo.....	do	18 00	Geo. R. Melville...	Nottawa.....						
108	Nelson McRae....	Wyebridge.....	do	47 59	Hodgson & Boyd	Toronto.....						
109	M. M. McLaughlin	North Mountain,	do	6 00	A. F. Sutherland...	Wimchester Springs.				Only \$1 stated to have been received.	Enquiry unsuccessful.....	7
110	Andrew Henry....	Bristol, N.B. ...	do	20 00	Humphrey Smith...	Foreston, N.E....				Stated not to have been received by person addressed.	This letter disappeared at the Foreston Post Office, and the Postmaster accordingly made good contents.	3
111	A. Ross.....	Ste. Flavie Sta- tion.	April 1	69 00	Narcisse Rioux....	Quebec.....	Only \$64 stated to have been received.	Enquiry unsuccessful.....	7			

Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada

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 Re-appraisal.
					Name.	Place.			
			1880.	\$ cts.					
112	Lazier & Dingwall	H Milton.....	May 5	4 05	Division Clerk.	Court Smithville.....	Only 5 cents stated to have been received.	Enquiry unsuccessful. Evidence that money was enclosed, as stated, somewhat unsatisfactory.	7
113	Daniel Borden.....	Port Williams, N.S.	do 12	8 70	Stephen Belcher...	Upper Dyke Village.	Stated not to have been received by person addressed.	This letter disappeared at the Upper Dyke Village Post Office, and the Postmaster of that office accordingly made good contents.	3
114	Ephraim Wismer...	St. Catharines...	do 14	14 00	Fisher & Flynn.....	Cobourg.....	Only \$9 stated to have been enclosed	Enquiry unsuccessful. Evidence that money was enclosed, as stated, unsatisfactory.	7
115	W. J. Dodds.....	Caledon.....	do 31	14 00	Wm. Hewitt & Co	Toronto.....	do	do do ...	7
116	W. L. McKenzie ...	Sarnia.....	June 1	19 00	George Paton .....	do	Stated to have been received without contents.	do do ...	7
117	Isidore Hamelin....	St. Janvier .....	do 19	10 00	Eugène Benoit.....	Montreal .....	Only \$5 stated to have been received.	Enquiry unsuccessful. Evidence that more than \$5 was enclosed unsatisfactory.	7
118	Britton & Whiting.	Kingston .....	do 23	30 00	Stevenson & Co...	do	Only \$25 stated to have been received.	Enquiry unsuccessful.	7

REPORT NO. 5.

REPORT of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of Letters containing Money sent through the Post in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

II.

UNREGISTERED LETTERS.

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 Requisition.
					Name.	Place.			
1	C. Fournier.....	Cornwall.....	1879. July 2...	\$ 2 65	G. M. Kemp .....	Kingston.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
2	N. Lerne .....	Quebec.....	do 4..	1 00	Madame N. Lerne.....	Montreal .....	do	do	do
3	Horace Pelletier.....	St. Alexandre.....	do 7...	30 00	Renaud et Cie.....	Quebec .....	do	do	do
4	Ellen Heatley.....	Quebec.....	do 7...	2 00	Mrs. John Smith.....	St. Lambert.....	do	do	do
5	R. W. Counce.....	Collingwood.....	do 13..	2 50	H. A. Baxter.....	London.....	do	do	do
6	do .....	do .....	do 13..	20 00	Robert Scott.....	Langton.....	do	do	do
7	P. Leblanc.....	St. Flavie Station.....	do 14..	0 50	Phillias Leblanc.....	Fox Creek, N.B.....	do	do	do
8	Mrs. L. Hébert .....	Quebec.....	do 15..	1 00	Charles Groleau.....	Deschambault .....	do	do	do
9	Mrs. R. Berry.....	Quebec.....	do 17..	5 00	Henry Morgan.....	Montreal .....	do	do	do
10	H. Patton.....	Toronto.....	do 18..	5 00	Morris & Harris.....	Toronto.....	do	do	do
11	G. H. Bentley.....	Barret's Cross.....	do 21..	21 00	F. T. Newbery & Co.....	Charlottetown, P. E. I.....	do	do	do
12	Mrs. J. Vallière.....	Stanford .....	do 23..	16 00	Mrs. Geo. Pelletier.....	St. Roch de Quebec.....	do	do	do
13	P. W. Campbell.....	Alliston .....	do 24..	20 00	Wm. Gay.....	Elora.....	do	do	do
14	Rev. R. Harrison.....	Toronto.....	do 28..	3 00	Miss Harrison.....	Paslinch.....	do	do	do
15	Mrs. Judge Aylwin.....	Montreal.....	do 28..	50 00	E. A. Paquet.....	Bourg Louis.....	do	do	do
16	John Riddall.....	Toronto.....	do 31..	1 00	John McDonagh.....	Thorold.....	do	do	do
17	E. M. Longworth.....	Summerside, P. E. I.....	Aug. 4	1 00	Kate Longworth.....	Charlottetown, P. E. I.....	do	do	do
18	James Lees.....	Hamilton.....	do 5	3 00	James Lees.....	Barrie.....	do	do	do
19	W. McD. Dawson.....	Ottawa.....	do 8	8 00	Mlle. A. Chatigny.....	Three Rivers.....	do	do	do

REPORT NO. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money, sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation.
					Name.	Place.			
20	Henry Dunham.....	Brockville.....	1879. Aug. 11	\$ cts. 7 00	Mrs. H. Dunham...	Winchester Springs.	Stated not to have been received by person addressed.	Supposed to have been stolen by an assistant in the Morrisburg Post Office. The Postmaster, Morrisburg, made good contents. See cases Nos. 8, 9 and 10, Class I.	3
21	John Coyle.....	Grantley.....	do	2 00	Michael Coyle.....	Grantley.....	Stated to have been received without contents.	Abstraction supposed to have been committed by an assistant in the Morrisburg Post Office. The Postmaster of Morrisburg made good contents. See cases Nos. 8, 9 and 10, Class I.	5
22	J. W. Stanley.....	Montreal.....	do	5 00	Mrs. J. W. Stanley	Smithfield, Ont.	Stated not to have been received by person addressed.	No trace, owing to want of Registration.	1
23	Mrs. Stevenson.....	do	do	2 00	Miss Rimmer.....	Montreal.....	do	do	...
24	F. T. Newbery.....	Charlottetown, P.-E.I.	do	18 25	A. P. Tippet & Co	St. John, N.B.....	do	do	...
25	R. Monet.....	Montreal.....	do	4 00	Dame Regis Monet	St. Janvier.....	do	do	...
26	Nelson Fournier.....	Quebec.....	do	3 00	Mrs. N. Fournier...	St. Eugène.....	do	do	...
27	Mrs. Paulus.....	St. Roch de Quebec.	do	2 00	Mrs. Girard.....	Montreal.....	do	do	...
28	F. X. Paquet.....	Cap Santé.....	do	5 00	B. Houde.....	St. John Suburb, Quebec.	do	do	...
29	Mrs. Boudreault.....	St. John Suburb, Quebec.	do	1 00	Miss J. Millard ..	Montreal.....	do	do	...
30	John Dyer.....	Drumbo.....	do	4 00	Mrs. Dyer.....	Hamilton.....	do	do	...
31	John O'Brien.....	St. Roch de Quebec.	do	20 00	Mrs. W. Barry.....	Montreal.....	do	do	...
32	Mrs. Thos Henton.....	Hamilton.....	do	10 00	Thomas Reaton.....	do	do	do	...
33	Mark Bice, M.D.....	Theford.....	do	28 00	T. Bickle & Son ..	Hamilton.....	do	do	...
34	G. R. Willett.....	Montreal.....	do	1 00	J. E. Craig.....	Toronto.....	do	do	...
35	James Anderson.....	Guelph.....	do	4 00	Miss Anderson.....	Port Hope.....	do	do	...

36	Swanson & Swan-son.	do	23	20 00	J. & J. Taylor	Toronto	do	do	do	1
37	Charles Miller	Sept.	1	5 00	J. W. Hughes	Montreal	do	do	do	
38	Charles Cliff	do	3	5 00	Mrs. Cliff	Don Mount.	do	do	do	
39	Mrs. E. J. Richard-son.	do	3	2 00	Mrs. Lawder	Toronto	do	do	do	
40	G. Nadeau	do	3	5 00	J. Nadeau	Hull	do	do	do	
41	Gravel Freres	do	5	2 88	Madame T. Duffy	Sault au Recollet	do	do	do	
42	J. McMillan	do	5	5 00	Mrs. Alfred Coate	St. Johns	do	do	do	
43	A. O. Graydon	do	11	10 00	E. Baxter	Fort Erie	do	do	do	
44	F. X. Major	do	16	5 00	J. A. Fontaine	Fraserville St'n.	do	do	do	
45	Frank Holmstead	do	16	30 00	Mrs. C. J. Douglas	Deer Park	do	do	do	
46	J. M. Bayeur	do	16	7 00	L. A. McConville	Joliette	do	do	do	
47	Walter McClellan	Alton Station.	do	10 00	F. E. McClellan	Collingwood	do	do	do	7
48	James Richmo	Toronto	Oct.	11 00	W. H. Weller	Cobourg	do	do	do	
49	Thomas Frogley	Port Colborne	do	5 00	J. W. Mayo	Yorkville	do	do	do	
50	Rev. W. Preston	Linwood	do	1 00	Mrs. Preston	Montreal	do	do	do	
51	C. Pinard	St. Barthelemi	do	25 00	C. H. Letourneau	do	do	do	do	
52	Dr. A. Demers	Montreal	do	18 00	Mad. A. A. Lynch	Quebec	do	do	do	
53	J. A. Ecrement	St. Damien de Brandon.	do	12 00	Eusebe Mondor	St. Michel des Saints.	do	do	do	
54	René Dupré	Montreal	do	18 00	Rev. Mère Prieure	Hochelaga	do	do	do	
55	May P. White	Port Colborne	do	10 00	Mrs. E. White	Stouffville	do	do	do	
56	S. Sutherland	New Glasgow	do	3 00	W. & A. Nauflts	Halifax	do	do	do	
57	Mrs. A. Holden	Montreal	do	3 00	Mrs. B. F. Davy	Belleville	do	do	do	
58	W. H. Hodgkinson	Kingston	do	3 00	Mrs. W. H. Hodg-kinson.	Toronto	do	do	do	
59	Cameron & Apple-ber.	Toronto	do	12 00	M Nasmith	do	do	do	do	
60	J. E. Ecrement	St. Jacques	do	2 00	Rev. Ecrement	L'Assomption	do	do	do	
61	Rev. W. Fox	Grysler	do	3 15	Fabre & Gravel	Montreal	do	do	do	
62	John B. Ferry	Buckingham	do	21 00	Thomas Parent	do	do	do	do	
63	W. L. Prince	Halifax	do	4 00	Mr. Toole	Moncton, N. B.	do	do	do	7
64	James McDonald	New Glasgow, N.S.	do	16 00	John Dawson	Pictou	do	do	do	
65	Rev. E. Demers	St. Elzear	Nov.	2 50	J. G. Bennett	Quebec	do	do	do	
66	Mrs. Davidson	Acton	do	7 25	Dlle. Aims	Montreal	do	do	do	
67	R. C. Skinner	St. John	do	10 5 00	G. F. Coy	Frencton	do	do	do	
68	Mrs. G. R. Robert-son.	Stanstead	do	12 10 00	Mrs. W. H. Fleet	Cotié St. Antoine	do	do	do	
69	Veure D. Chevalier	Rivière du Loup en haut.	do	20 00	Mrs. Pierre Houle	St. Maurice	do	do	do	

Stated to have been received without contents. Enquiry unsuccessful. ....

Stated to have been received without contents. Enquiry unsuccessful. ....

Stated not to have been received by person addressed. No trace owing to want of registration. ....

Stated to have been received without contents. Enquiry unsuccessful. ....

Stated not to have been received by person addressed. No trace owing to want of registration. ....

REPORT NO. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Cont.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reception.
					Name.	Place.			
70	F. X. Delage.....	Laterrière.....	1879. Nov. 17	\$ 15 00	Rev. F. X. Belley..	Chicoutimi.....	Stated not to have No trace owing to want of been received by registration. person addressed.	do do do do do	1
71	G. D. Farmer.....	Ancaster.....	do	3 80	The Mail.....	Toronto.....	do	do	5
72	G. A. Brault.....	Windsor Mills....	do	3 00	John Carland.....	Montreal.....	do	do	
73	Auguste Prevost...	St. Valérien.....	do	6 00	L. O. Jodoin.....	do	do	do	
74	Wm. Hogg.....	Flesherton.....	do	24 00	W. Ramsay & Co.	Toronto.....	do	do	
75	Mrs. A. P. Booth...	Odessas.....	do	4 00	Miss M. A. Suther-land.	Kingston.....	do	do	
76	W. H. Winter.....	Massie.....	do	1 00	Phil. M. Springer..	Springfield, Ill...	Stated to have been received without contents.	Suspicion fell upon an Assistant in the Owen Sound office, against whom, however, no legal evidence could be obtained. The Assistant was discharged and the Post-master held responsible for the contents of the letter.	
77	Miss M. A. Mulvena	Richmond Stat'n	Dec.	20 00	Sister St. Wilfred	Montreal.....	Stated not to have No trace owing to want of been received by person addressed.	do	1
78	Mrs. Dalrymple.....	Kingsey Falls.....	do	14 60	Mrs. G. Nelson.....	do	do	do	3
79	C. W. Watson.....	Brockville.....	do	10 00	Mrs. C. W. Watson	Pergus.....	do	do	
80	Charles Bollen.....	Guelph.....	do	2 00	Mrs. C. Bollen.....	Hamilton.....	do	do	
81	W. H. Dickson.....	do	do	5 00	Miss Dickson.....	do	do	do	
82	Traveller's Insur-ance Co.	Digby, N.S.....	do	24 37	Capt. Clarkson.....	Halifax.....	do	This letter was fraudulently obtained from the Halifax Post Office by a man named W. H. Eagan, who cashed the Money Order which it contained. The Clerk in the Halifax Office who paid the Order, not having taken sufficient precautions to identify the person presenting it, made good the amount. See cases Nos. 68, 69 and 70, Class I.	





REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, and loss of, Letters containing Money sent through the Post in Canada.

iii

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.			
115	Arch'd Lonsdell ...	St. Andrews, Quebec.	1880, Jan. 1	\$ cis. 2 00	Miss A. Taylor.....	Montreal.....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
116	Rev. W. Mussen ...	West Farnham..	do	10 00	Rev. J. Empson....	do	do	do	...
117	J. A. Renaud .....	do	do	10 00	L. Laforce.....	do	do	do	...
118	J. B. Varin .....	Laprairie.....	do	2 00	J. Varin.....	do	do	do	...
119	J. H. Green .....	Quebec.....	do	7 00	W. Evans.....	do	do	do	...
120	Abel Wilcox.....	Seal Cove .....	do	1 00	William Elder.....	St. John, N.-B....	do	This letter was posted for registration, &c. The Post-master having failed to complete registration, made good contents.	3
121	W. C. Parkhill.....	Uxbridge .....	do	5 00	Christie, Brown & Co.	Toronto.....	do	No trace owing to want of registration.	...
122	Thomas Davidson..	Kingston.....	do	5 00	F. J. George.....	Kingston.....	do	do	...
123	Mrs. J. E. Kennedy	Cobourg.....	do	7 00	Mrs. J. W. Carman	St. Catharines...	do	do	...
124	Mme. J. Chagnon..	Verchères .....	do	10 00	Dr. A. M. Ross.....	Montreal.....	do	do	...
125	Joseph Fedeau....	St. John Suburb,	do	3 00	Mme. Quintal.....	do	do	do	...
126	D. Pozer.....	Quebec.....	do	4 00	M. Talbot.....	St. Evariste de Foyth.	do	do	...
127	Thos. Gribbon.....	Beauce.....	do	6 00	Mrs. D. Pozer.....	Quebec.....	do	do	...
128	Mary Gribbon.....	Toronto.....	do	8 00	Mrs. F. A. Brandon	Caledonia.....	do	do	...
129	Rev. W. Lamarche	St. Brune .....	do	2 00	A. L. C. Merrill...	do	do	do	...
130	Luce Carpendale..	Arthabaska St'n	do	5 00	Mrs. D. Carpendale	Montreal.....	do	do	...
131	Hercule St. Louis.	Montreal.....	do	0 35	J. R. Smith.....	Brockville.....	do	do	...
132	H. Rosenberg.....	Lachne.....	do	2 00	P. Desjardins.....	Sorel.....	do	do	...
133	J. B. Anderson....	Shelburne Rail-way Station	Feb. 4	2 00	Mrs. Rosenberg...	Montreal.....	do	do	...
134	Jules Lefort.....	Montreal.....	do	7 00	Mrs. J. B. Anderson	Toronto.....	do	do	...
135	St. Jerome.....	Ormsdown.....	do	5 00	Mme. J. Lefort....	Champlain.....	do	do	...
136	Mrs. J. Tate.....	Ormsdown.....	do	4 00	Valentin Prevost..	Montreal.....	do	do	...
137			do	1 00	Mr. G. Tate.....	Point St. Charles	do	do	...
138			do						...

129	Miss E. Townsend.	Toronto.	do	13	7 00	Mrs. Townsend.	Brantford	do
140	H. Derome	Joliette	do	16	5 00	L. J. A. Derome	Montreal	do
141	W. Lamontagne	Beauharnois	do	16	2 00	Mme. Lamontagne	do	do
142	W. D. Kirby	London	do	18	3 80	Mrs. W. D. Kirby	St Catharines	do
143	John Crawford	Malvern	do	18	20 00	James Hodgson	Yorkville	do
144	Henry Liersch	Baden Ry, S'n.	do	20	5 00	Slager Mfg. Co	Guelph	do
145	Miss U. Pierce	Quebec	do	20	2 00	John Pierce	Montreal	do
146	E. Hurdon	Kincardine	do	22	10 00	Mrs Hurdon	Toronto	do
147	Mr. Stewart	Montreal	do	23	3 00	F. W. White	Danham	do
148	R. Fuzzell	Reedsdale	do	23	30 00	P. Garneau et Frère	Quebec	do
149	J. E. Oke	London	do	25	5 00	Mrs. J. E. Oke	St. Catharines	do
150	James Crankshaw	Ottawa	do	28	5 00	Mrs. Crankshaw	Montreal	do
151	A. L'Heureux	St. John suburb,	March	...	6 40	Mde. H. Lefebvre	St. Colomb de Sillery	do
152	J. P. Mowat	Campbellton,	do	...	1 25	S. Read	Quebec	do
153	D. La Marche	N.B.	do	2	11 00	Z. La Marche	Montreal	do
154	George Mackenzie	St. Roch l'Achi-	gan.	5	5 00	Mrs Mackenzie	do	do
155	J. R. O. Mitchell	Toronto	do	8	10 00	Mrs. J. R. C. Mitchell	Winnipeg	do
156	H. B. Fby	Berlin	do	13	2 00	J. A. Simmens	Toronto	do
157	Rev. A. Barham	Sorel	do	15	10 00	Mrs. E. Stillwell	Montreal	do
158	J. E. Locat	St. Henri de Mas-	couche.	20	2 00	Dr. W. H. Young	do	do
159	Angèle des Jardins	St. Jérôme	do	23	2 05	Sarah des Jardins	do	do
160	E. Prieur	Coteau Landing	do	25	6 00	J. A. Prieur	do	do
161	John Kennedy	Carillon	do	28	2 00	Miss M. A. Kennedy	do	do
162	Thomas Dostaler	Sherbrooke Rail-	way Station.	29	3 00	E. Beaurais	do	do
163	Norman Hays	Pointe du Lac	do	30	11 25	Edouard Ferland	Lanoraie	do
164	John S. Savage	Halifax	do	...	5 00	Benjamin Clark	Fall River	do
165	Joseph Boisseau	Montreal	April	1	2 00	Alfred Guay	Cacouna	do
166	Joseph Maillet	St. Jérôme	do	6	4 00	Dame Pierre Bois-	Montreal	do
167	Joseph Maillet	Montreal	do	6	1 00	Joseph Maillet	Quebec	do
168	Remi Maillet	do	do	6	1 00	do	do	do
169	S. W. B. Smith	Whitby	do	8	7 00	G. B. Smith & Co.	Toronto	do
170	J. Belleau	Quebec	do	7	19 08	Damase Noud	Deschambault	do
171	John Quinn	Barrie	do	8	0 75	C. W. Bunting	Toronto	do
172	W. W. Ogden	Toronto	do	15	7 00	W. H. Pearson	do	do
173	Mrs. Barr	Montreal	do	16	8 00	W. L. Barr	Hawkesbury	do
174	Mrs. W. A. Smith	Phillipsburg	do	18	1 50	Miss Mills	Montreal	do
175	Rev. Mr. Chicoine	St. Thomas de	Joliette.	19	30 00	Rev. Mr. Deguire	do	do
176	James A. Moulson	Brockville	do	19	18 05	J. B. M. Chipman	do	do
177	Three Rivers	do	do	19	2 00	British American Dyeing Co.	do	do

REPORT No. 5.—II. Unregistered Letters.—Report of all cases occurring within the Year ended 30th June, 1880, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

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 of Recapitulation.
					Name.	Place.			
			1880.	\$ cts.					
178	Mr. Westrage .....	Whitevale.....	April 19	50 00	T. P. Hoigson.....	Horning's Mills..	Only \$45 stated to have been received	Enquiry unsuccessful. Cover not preserved.	7
179	A. Garneau .....	Ottawa .....	do	8 00	Mme. A. Garneau.	Quebec .....	Stated not to have been received by person addressed.	No trace owing to want of registration.	
180	Wm. Mason.....	Toronto .....	do	5 00	Mrs. Mason.....	Montreal .....	do	do	
181	Robert Houghan...	G. T. R. East, T.P.O.	do	18 00	Mrs. Robt. Houghan	do .....	do	do	
182	George Barbeau ..	Quebec.....	do	5 00	M. F. Barbeau .....	do .....	do	do	
183	Miss Fitzgerald....	do .....	do	4 00	Miss Fitzpatrick ..	do .....	do	do	
184	Elizabeth J. Mc-Sackville, N.B... Donald.	do .....	do	6 00	Miss Martha Mc-St. John, N.B....	St. John, N.B....	do	do	1
185	Damase Cyr .....	St. Roch de Quebec.	do	8 00	Damase Cyr .....	Montreal .....	do	do	
186	Leandre Gauthier.	St. Jerome. ....	do	Bills \$10 M.O. \$40	A. W. Ogilvie & Co.	do .....	do	do	
187	Joseph Martin, fils	Chambly Basin..	do	1 00	Joseph Martin,père	do .....	do	do	
188	Jules Fillatreault.	Montreal .....	do	2 00	Louis Mallette.....	Ottawa .....	do	do	
189	W. O. M. Cross.....	Napanee.....	May 1	1 45	J. O'Loughlin.....	Montreal .....	do	do	
190	Joseph Maillet.....	Montreal.....	do	3 00	Celina Berdard .....	Quebec.....	do	do	
191	C. S. Wilson .....	Madoc.....	do	\$44, M. O. \$1.55	M. H. S. Evans.....	Montreal .....	Stolen by J. Gallagher, a Clerk in the Montreal Post Office, Gallagher was arrested, but having been released on bail fled the country.	No trace owing to want of registration.	4
192	Mrs. G. Burns.....	Mount Forest....	do	6 00	Smith Bros.....	Toronto .....	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
193	Mr. Lortie .....	Calumet Rail-way Station.	do	10 00	T. Foley.....	Montreal .....	do	do	
194	Scur Gamlin .....	L'Assomption....	do	10 00	Scur Elizabeth.....	do .....	do	do	



## RECAPITULATION.

Classification of Cases.	Registered.	Unregistered.
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.....		207
2. Letters contained in mail packages stated not to have reached offices for which they were intended ; cause of failure not discoverable.....	8	
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were made good by, or recovered from, the officers responsible	48	5
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.....	2	1
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and afterwards made good by the officers responsible. ....	7	2
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.....		
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.....	41	4
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which were recovered.....	1	
9. Letters stolen from the Post Office or mails <i>en route</i> , the contents of which were not recovered.....	9	
10. Letters accidentally destroyed in course of post... ..	2	
<b>Totals</b> .....	<b>118</b>	<b>219</b>

JOHN O'CONNOR,  
*Postmaster General.*

WILLIAM WHITE,  
*Secretary.*

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REPORT No. 10.

DEAD LETTERS.

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REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during wise, showing how such Dead

TABLE No. I.—Showing the Number of Letters of all

Number received.	—	—	—
<b>DEAD LETTERS—</b>			
Returned from Great Britain.....	7,225		
do United States.....	67,695		
do Newfoundland.....	395		
do Bermuda.....	19		
do West Indies.....	28		
do New South Wales.....	129		
do Queensland.....	24		
do New Zealand.....	99		
do Tasmania.....	6		
do British Guiana.....	20		
do Foreign Countries.....	24		
		75,664	
Returned from Post Offices in Canada, classified as follows :			
Registered Letters (including 506 of foreign origin)....	5,127		
Letters found to contain value and recorded.....	2,345		
Ordinary Dead Letters originating in Canada.....	183,588		
Dead Letters originating in other countries.....	64,213		
do with printed addresses.....	19,622		
do with official franks.....	4,590		
Returned Letters, <i>i. e.</i> , Letters sent out from Dead Letter Office and again returned unclaimed.....	38,291		
Dead Books, Parcels, &c.....	2,135		
Circulars, Postal Cards, &c.....	115,895		
		435,806	
			511,470
<b>SPECIAL LETTERS, classified as follows :</b>			
Registered Letters received for better address, postage, &c.	4,005		
Letters found to contain value received for better address, postage, &c.....	1,437		
		5,442	
Ordinary Letters received for postage.....	29,669		
do do better address.....	10,208		
		39,877	
Drop Letters received for postage.....	4,594		
Unpaid or Short-paid Letters for foreign countries.....	14,806		
Returned Dead Letters.....	4,223		
Postal Cards received for postage.....	3,723		
do do better address.....	2,288		
		6,011	
Circulars received for postage.....	912		
do do better address.....	1,881		
		2,793	
Carried forward.....		77,746	511,470

No. 10.

the Year ended 30th June, 1880, and of their Contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
<b>DEAD LETTERS—</b>				
Returned to Great Britain, including all foreign letters not enumerated below; of these were registered..... (244)	.....	11,732		
Returned to the United States; of these were registered..... (260)	.....	51,835		
Returned to Newfoundland; of these were registered..... ( 1)	.....	172		
Returned to Bermuda; of these were registered.... ( 1)	.....	16		
	(506)		63,755	
Registered Letters returned to writers, including those of foreign origin.....	4,120			
Registered Letters in Dead Letter Office awaiting claim.....	63			
Registered Letters failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c., found to be of no value and destroyed.....	944			
Letters containing value returned to writers.....	2,170	5,127		
do do in D. L. O. awaiting claim.....	174			
do do in hands of Postmasters.....	1		2,345	
Ordinary Dead Letters returned to writers.....	160,760			
do do printed address.....	19,622			
do do Government Dep'ts.....	4,590			
Dead Letters without signature or postmark, accounts, &c., destroyed.....	98,950		184,972	
Returned Dead Letters destroyed.....	38,291			
Dead Books, Parcels, &c., returned to senders.....	2,129			
do do of no value destroyed.....	6			
Circulars, Postal Cards, &c., destroyed.....		2,135		
		115,895		
			440,243	
<b>SPECIAL LETTERS—</b>				
Registered Letters returned to writers.....	3,575			
do forwarded to address.....	361			
do in D. L. O. awaiting claim.....	30			
do being unsigned and of no value, destroyed.....	36			
		4,005		
Letters containing value returned to writers or forwarded.....	1,405			
Letters containing value in D. L. O. awaiting claim... do do hands of Postmasters.....	31 1			
		1,437		
			5,442	
Ordinary Letters received for postage returned to writers.....	19,522			
Ordinary Letters received for postage forwarded to address.....	6,215			
Carried forward.....	25,737		5,442	511,470



REPORT No. 10.—Statement of Letters received at the Dead Letter Office,

TABLE No. I.—Showing the Number of Letters of all kinds

Number received.	—	—	—
Brought forward.....		77,746	511,470
<b>SPECIAL LETTERS, classified as follows :</b>			
Books, Parcels, Papers, &c., containing enclosures.....		657	
Parcels, Books, &c., received for postage, address, or not called for.....		2,512	
			80,915
<b>Grand Total.....</b>			<b>592,385</b>

**SUM**

Dead Letters received.....	511,470
Special do .....	80,915
	592,385

Canada, during the Year ended 30th June, 1880, &c.—*Continued.*received, with the disposition made of them.—*Concluded.*

How disposed of.	—	—	—	—
Brought forward.....	25,737	.....	5,442	511,470
<b>SPECIAL LETTERS—</b>				
Ordinary Letters received for postage in D. L. O. awaiting claim.....	379			
Ordinary Letters received for postage destroyed.....	3,553	29,669		
Ordinary Letters received for better address returned to writers.....	8,464			
Ordinary Letters received for better address forwarded to address.....	53			
Ordinary Letters received for better address destroyed.....	1,691	10,208		
Returned Dead Letters destroyed.....			39,877	
Drop Letters received for postage returned to writers.....		2,885	4,223	
do forwarded to address.....		819		
do destroyed.....		890		
Letters for foreign countries returned to writers.....		9,986		
do do forwarded to address.....		3,710		
do do destroyed.....		1,110		
Postal Cards received for postage returned to writers..	1,066		14,806	
do do destroyed.....	2,657			
Postal Cards received for address returned to writers..	1,273	3,723		
do do forwarded to address.....	6			
do do destroyed.....	1,009	2,288		
Circulars for postage returned to senders.....	866		6,011	
do do destroyed.....	46	912		
Circulars received for address returned to senders.....	599			
do do forwarded to address.....	1			
do do destroyed.....	1,281	1,881		
Books, Papers, &c., containing enclosures, returned to senders.....	40		2,793	
Books, Papers, &c., containing enclosures, forwarded to address.....	612			
Books, Papers, &c., containing enclosures, destroyed..	5	657		
Parcels held for postage, address, or not called for, returned to senders.....	868			
Parcels held for postage sent to address.....	766			
do do remaining in D. L. O.....	701			
do do destroyed.....	177	2,512		
			3,169	
Grand Total.....				80,915
				592,385

## M A R Y .

Dead Letters disposed of.....	511,470
Special do.....	80,915
	592,385

REPORT No. 10.—Continued.

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, 1880.	Nature of Contents.	Value of contents of Letters received during the year ended 30th June, 1880.	No. of Letters delivered of those received during the year ended 30th June, 1880.	No. of Letters undelivered on 30th June, 1880, and now lying unclaimed in D. L. O.	No. of Letters undelivered on 30th June, 1880, and now in hands of Postmaster waiting delivery.
		\$ cts.			
4,799	Money (including \$30.79 enclosed in letters under other heads).....	25,216 98	4,629	170	
81	Bills of exchange.....	38,496 79	81		
8	Bonds.....	876 93	8		
280	Cheques.....	22,993 17	273	7	
304	Drafts.....	50,219 71	302	2	
1	Due bills.....	80 00	1		
361	Money Orders (Post Office).....	6,662 98	337	14	
67	Orders.....	8,066 90	54	3	
2	Passage certificates.....	292 50	2		
521	Promissory notes.....	96,859 17	508	12	1
763	Receipts.....	111,687 06	743	20	
9	Stock certificates.....	19,700 00	9		
244	Registered letters sent to Dead Letter Office, London, England.....		244		
260	do do Washington, U.S.....		260		
1	do do Newfoundland.....		1		
1	do do Bermuda.....		1		
187	Deeds.....		182	5	
126	Documents of value.....		122	4	
5	Certificates, Baptism.....		4	1	
1	do Cattle.....		1		
26	do Character.....		74	11	1
16	do Church membership.....		15	1	
1	do Commercial Traveller.....		1		
2	do Death.....		2		
1	do Druggists'.....		1		
6	do Engineers'.....		6		
1	do Insurance.....		1		
3	do Law Students'.....		3		
15	do Marriage.....		15		
5	do Masonic.....		5		
3	do Odd Fellows'.....		3		
13	do Orange Lodges.....		13		
15	do School Teachers'.....		14	1	
5	Affidavits.....		4	1	
3	Agreements.....		3		
2	Albums.....		2		
1	Barometer (pocket).....		1		
15	Books.....		15		
3	Boots, &c.....		3		
1	Boyd's battery.....		1		
1	Bracelets (gilt).....		1		
1	Card work.....		1		
4	Clothing.....		4		
1	Copper cylinder and thermometer glass.....		1		
3	Diplomas.....		2	1	
3	Discharges—Sailors.....		3		
6	do Soldiers.....		6		
2	Dresses.....		2		
1	Eye-glasses.....		1		
1	Eyes (artificial).....		1		
1	Fishing-reel.....		1		

REPORT No. 10.—Continued.

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, 1880.	Nature of Contents.	Value of contents of Letters received during the year ended 30th June, 1880.		No. of Letters delivered of those received during the year ended 30th June, 1880.	No. of Letters undelivered on 30th June, 1880, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1880, and now in hands of Postmaster waiting delivery.
		\$	cts.			
2	Fish scale jewellery .....			2		
1	Fire-bag .....			1		
3	Glazier's diamonds .....			3		
2	Gold bracelets .....			2		
7	do brooches .....			7		
2	do chains .....			1	1	
1	do crosses and necklace .....			1		
3	do cuff buttons .....			3		
1	do and diamond stud .....			1		
9	do ear-rings .....			7	2	
46	do finger-rings .....			41	5	
5	do lockets .....			5		
2	do nuggets .....			2		
1	do pencil .....			1		
4	do pins .....			4		
1	do quartz .....			1		
1	do shirt stud .....			1		
1	do spectacles .....			1		
1	do thimble .....				1	
5	do trinkets .....			5		
2	do watches .....			2		
1	do watch chain .....			1		
1	do do key .....			1		
1	India-rubber ring .....			1		
1	do do for dentists' use .....			1		
57	Insurance policies .....			56	1	
2	Jewellery (inferior) .....			2		
2	Keys .....				2	
2	Lace .....			2		
5	Lace and silk handkerchiefs .....			5		
1	Land scrip .....			1		
1	License—Auctioneer .....			1		
1	do Fishery .....			1		
3	do Tavern .....			3		
2	Liquor permits .....			2		
1	Marriage register .....			1		
1	Medal (brass) .....			1		
1	Microscope .....			1		
1	Medicine .....			1		
2	Metal and hair chains .....			2		
4	Mittens .....			3	1	
1	Mocassin .....			1		
4	Napkin rings (plated) .....			3	1	
44	Pass-books, Bank and Building Society .....			43	1	
1	Passport .....				1	
1	Pawnbroker's ticket .....			1		
2	Pencil-cases .....			1	1	
2	Penknives .....			2		
1	Pin (plated) .....			1		
1	Pipe .....			1		
1	Plated brooch .....			1		
20	Powers of Attorney .....			20		

REPORT No. 10.—*Concluded.*

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, 1880	Nature of Contents.	Value of contents of Letters received during the year ended 30th June, 1880.		No. of Letters delivered of those received during the year ended 30th June, 1880.	No. of Letters undelivered on 30th June, 1880, and now lying unclaimed in D.L.O.	No. of Letters undelivered on 30th June, 1880, and now in hands of Postmaster waiting delivery.
		\$	cts.			
2	Railway baggage checks.....			2		
18	do passes.....			18		
15	do tickets.....			15		
1	Razor and strop.....			1		
1	Revolver.....			1		
6	Rings (gilt).....			6		
2	Saws, &c.....			2		
2	Shirts and pants.....			2		
1	Silk.....			1		
4	Silk neckties.....			4		
1	Silver cuff button.....			1		
2	do ear-rings.....			2		
4	do finger-rings.....			4		
1	do medal.....			1		
2	do necklaces.....			2		
2	do shirt-studs.....			1	1	
1	do tube.....			1		
1	do watch-chain.....			1		
7	do watches.....			6	1	
1	do wire.....			1		
1	Slippers.....			1		
1	Soldiers' pass-book.....				1	
6	Steamship passes.....			5	1	
2	Teeth (false).....			2		
1	Watch-case and works.....			1		
3	Watches (metal).....			3		
1	Watch key.....			1		
8,579		381,142	19	8,302	275	2
4,335	Add to these—Ordinary Registered Letters not above enumerated, and letters containing value not enumerated above, which have been either returned, forwarded, or otherwise disposed of, as shown in Table No. 1.....			4,312	23	
	Grand Total of Letters containing value disposed of.....			12,614	298	2
	Grand Total of Letters in hands of Postmasters.....			2		
	Grand Total of Letters unclaimed in Dead Letter Office.....			293		
12,914				12,914		

REPORT No. 11.

POST OFFICE SAVINGS BANK, CANADA.—Account of all Deposits received and paid under the authority of the Act 38th Vict., cap. 7, from 1st July, 1879, to 30th June, 1880, and of the Total Amount due to all Depositors at the latter date.

	\$	cts.	\$	cts.
Balance due to depositors on 30th June, 1879.....	3,105,190	80		
Deposits in Post Office Savings Bank during the year.....	2,720,216	00		
Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, Secs. 65, 66 and 67.....	136,075	47		
				2,015,813 16
Repayments to depositors during the year:—				
In cash.....			\$1,820,213	16
Paid over, at depositors' request, to Finance Department, for inscription in Dominion Stock.....			195,800	00
Balance due depositors on 30th June, 1880:—				
Bearing interest at 4 per cent.....	\$3,770,744	22		
“    “    *5    “    repayable on three months' notice.....	159,500	00		
Outstanding cheques held by depositors, and not presented for payment.....	15,424	89		
				3,945,669 11
			\$5,961,482	27

\*No new deposits have been accepted at 5 p.c. since 1871, and all persons having deposits at that rate have been notified (November, 1880,) of a reduction of the rate to 4 p.c.

REPORT No. 11—*Concluded.*

POST OFFICE SAVINGS BANK, CANADA.—Statement of Expenses incurred,  
from 1st July, 1879, to 30th June, 1880.

	\$	cts.
Salaries at Central Office.....	13,227	60
Payment for extra labour involved in computing interest and balancing Depositors' Ledgers, in July 1879.....		
Compensation to Postmasters. . . . .	4,583	75
Printing and binding (per accounts of Queen's Printer).....	1,875	75
Stationery (per accounts from Stationery Office).....	377	94
Miscellaneous, including advertising, travelling expenses of Inspectors, telegrams, &c	47	10
	20,112	14
Less—Estimated cost (including commissions actually paid to Postmasters, \$489.00) of receiving from depositors, and paying over to the Finance Department, on their behalf, for inscription in Dominion Stock, the sum of \$135,600.00.....	978	00
Leaving, as cost of maintaining the Post Office Savings Bank during the year, the sum of .....	19,134	14

A. CAMPBELL,  
*Postmaster-General.*

J. C. STEWART,  
*Superintendent, Savings Bank Branch.*