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OF THE

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ALPHABETICAL INDEX
 TO THE
SESSIONAL PAPERS
 OF THE
 PARLIAMENT OF CANADA.

FOURTH SESSION, FIFTH PARLIAMENT, 1886.

| | |
|---|----------|
| A | |
| Accounts of Canada, Ontario and Quebec..... | 18 |
| Aid to Railways..... | 20 |
| Agriculture, Annual Report..... | 10 |
| American Indians..... | 38c |
| American tow boats..... | 88 |
| Ammunition..... | 80a, 80c |
| Anderson, James, Correspondence with..... | 80j |
| Auditor-General, Annual Report..... | 3 |
| Archives, Canadian..... | 10b |
| Arrears of Cullers' fees..... | 61b |
| Aspy Bay affair..... | 75 |
| Assets for reducing Dominion debt..... | 64 |
| B | |
| Baie des Chaleurs Railway Co..... | 84 |
| Baker & Co., I. G..... | 38h |
| Bank notes..... | 71 |
| Banks, Shareholders of..... | 17 |
| Baptisms, Marriages and Burials..... | 55 |
| Barker, P. M., Amount paid..... | 47a |
| Batoche papers..... | 43h, 43i |
| Bayfield Harbor..... | 51b |
| Black bass and pickerel..... | 77e |
| Board of Examiners, Civil Service, Report of..... | 50a |
| Bonds and securities..... | 49 |
| Bonuses for railway purposes..... | 57 |
| British Canadian Loan and Investment Co... .. | 56 |
| British Columbia, Dominion Lands in..... | 61c |
| British Columbia fisheries..... | 77d |
| British Mercantile Marine..... | 70 |
| Brockville and Ottawa mail trains..... | 19 |
| Brockville and Toronto mail trains..... | 19 |
| Bryer and Long Islands..... | 63 |
| C | |
| Calgary to Fort McLeod, Mail from..... | 30 |
| Canada Temperance Act : | |
| Supreme Court cases..... | 41a |
| Memorials and papers..... | 47 |
| Amount paid P. M. Barker..... | 47a |
| Monies paid to P. R. Jarvis..... | 47b |

| | |
|--|-----------|
| C | |
| Canadian Archives..... | 10b |
| Canadian Pacific Railway..... | 35 to 35e |
| Fiscal Returns..... | 35 |
| Selection of route—Reports on progress— | |
| Land: Station grounds and ballast pits; | |
| 200 ft. right of way—Payment of subsidy | |
| and loan: Eastern section; central sec- | |
| tion—Rates, tolls and fares—Particulars | |
| under Consolidated Railway Act.—Mis- | |
| cellaneous: Form of mortgage; author- | |
| ity to transfer western section of C.P.R. | |
| to C.P.R. Company; claim of Lake Super- | |
| ior Silver Mining Co.; claim of A. S. | |
| Farewell..... | 35a |
| Correspondence between Interior Depart- | |
| ment and C.P.R..... | 35b |
| Agreements between Andrew Onderdonk, | |
| Wilson & McCreedy, and Head, Wright- | |
| son & Co..... | 35c |
| North Shore Railway..... | 35d |
| Northern and Pacific Junction line..... | 35e |
| Canal Statistics..... | 5a |
| Cape Breton surveys..... | 67b |
| Cape Race Lighthouse..... | 53 |
| Cars, Private, I. C. R..... | 66a |
| Cartridges..... | 80a, 80c |
| Census in Manitoba and N. W. Territories.. | 36, 36a |
| Charts showing temperature..... | 11d |
| Chief Kah-ke-wa-quo-na-by, Payments to.... | 38b |
| Chignecto Marine Transport Railway Co.... | 68 |
| Children's Carriages imported..... | 33 |
| Chinese Immigration..... | 86 |
| Civil Service List..... | 48 |
| Civil Service, Promotions and appointments | 48a |
| Civil Service, Report of Board of Examiners. | 50a |
| Claim made by D. B. Woodworth..... | 21 |
| Claim made by John Heney..... | 91 |
| Claim of Prince Edward Island..... | 26 |
| Claims of Half-breeds..... | 45a |
| Commissioner, Dominion Police..... | 44 |

| C | | G | |
|---|---------|---|---------|
| Commission, Military claims..... | 80 | Gillis, Alexander, Trial of..... | 82 |
| Commissioner, North-West Mounted Police, Annual Report..... | 8a | Gold held by Government..... | 71 |
| Commission on Rebellion losses..... | 52f | Government properties in Sorel..... | 20e |
| Commissioners of Indian affairs..... | 38e | Governor General's Warrants..... | 24 |
| Companies incorporated under Canada Joint Stock Companies Act..... | 9a | Grand Trunk Railway..... | 19a |
| Confidential letters respecting the Rebellion | | Grand Trunk Railway Stockholders..... | 19b |
| Consolidated Fund, Receipts and Expend- iture chargeable to..... | 52c | Grants of lands to Mr. Valin, M.P..... | 20a |
| | 31 | Grazing land leases..... | 20b |
| Contractors for teams..... | 80l | H | |
| Councils held by Six Nation Indian Chiefs... | 38a | Half-breed grant in the North-West..... | 8b |
| Cowan, David L., Murder of..... | 74 | Half-breed prisoners..... | 45c |
| Criminal libel against Saunders and Wood.. | 27 | Half-breed prisoners in the North-West..... | 45 |
| Criminal Statistics..... | 10a | Half-breeds' claims..... | 45a |
| Cullers' fees, Arrears of..... | 61b | Hamilton and North-Western Railway Co... Head, Wrightson & Co., Agreement with.... | 35e |
| Customs Laws, Alleged violation of... 34, 34a, | 73 | Hearn, James, Superannuation of..... | 22a |
| D | | Heney, John, Claim of..... | 91 |
| Debt of Dominion, Assets for reducing..... | 64 | Hensley, Report of Justice..... | 82 |
| Deep-water fisheries, B.C..... | 77d | Hudson Bay Company's Supplies..... | 50 |
| Deposits in P. O. Savings Banks..... | 37 | Hudson Bay exploration..... | 11c |
| Deschêne, G. H., Payments to..... | 38 | I | |
| Dickey, James A., Letters from..... | 35f | I. G. Baker & Co..... | 38h |
| Dingman, Mr., Report of..... | 38 | Imports and exports of liquor..... | 47c |
| Disallowance of railway charters..... | 81 | Incorporated companies under Canada Joint Stock Companies Act..... | 9a |
| Distribution of Statutes..... | 29a | Indian Affairs, Annual Report..... | 4 |
| Dodge, Brenton H., Dismissal of..... | 72 | Indian voters, Registration of..... | 38g |
| Dominion aid to railways..... | 20 | Indians, Food for..... | 38f |
| Dominion Arbitrators, Section 16, I.C.R..... | 66f | Indians, Money due..... | 38i |
| Dominion Lands in B. C..... | 61c | Indians of Fort William Reserve..... | 61a |
| Dominion notes..... | 71 | Indians of the North-West..... | 38c |
| Dominion Penitentiaries..... | 69b | Inland Revenue, Annual Report..... | 5 |
| Dominion Police Commissioner..... | 44 | Inspectors of Indian affairs..... | 38e |
| E | | Instructions to Revising Officers..... | 54 |
| Earnings and working expenses, I.C.R..... | 66h | Intercolonial Railway..... 66 to 66i | |
| Electoral Franchise Act..... | 87 | Rolling stock..... | 66, 66b |
| Employees on the I.C.R..... | 66i | Private cars..... | 66a |
| Engineers' certificates..... | 70 | Station building, St. John, N.B..... | 66c |
| England, Expenses in travelling to..... | 25 | Damage to property of George Lavoie..... | 66d |
| Esquimalt and Nanaimo Railway..... | 62, 62a | Plante, J. B., Claim of..... | 66e |
| Estimates, 1886-87..... | 2 | Section 16..... | 66f |
| Expenditure arising out of the Rebellion..... | 50 | Stores purchased..... | 66g |
| Expenses, Unforeseen..... | 23 | Earnings and working expenses..... | 66h |
| Export duty on oak, pine and spruce logs.... | 40 | Number of employees..... | 66i |
| Exports and Imports..... | 42 | Interior, Annual Report..... | 8 |
| F | | Interior Department and C.P.R., Correspon- dence between..... | 35b |
| Fire and Inland Marine Insurance Companies | 14 | J | |
| Fiscal Returns, C.P.R..... | 35 | Jarvis, P. R., Moneys paid to..... | 47b |
| Fisheries, Annual Report..... | 17b | Judgments of Supreme Court..... | 41b |
| Fisheries in British Columbia..... | 77d | Justice, Annual Report..... | 15 |
| Fishery Regulations..... | 77c | Justice Hensley, Report of..... | 82 |
| Fish Hatcheries..... | 77e | K | |
| Fishing vessels of U. S..... | 77a | Kah-ke-wa-quo-na-by, Chief, Payments to... | 38b |
| Flour for Indians..... | 38d | | |
| Food for Indians..... | 38f | | |
| Franchise Act..... | 87 | | |

| L | P |
|---|---|
| Land and timber regulations, B.C..... 61c | P. E. I., Refund of duties in..... 60 |
| Land, Grants of, to Mr. Valin, M.P..... 20a | Parry Sound, Post offices in..... 30a |
| Lands granted to railway companies..... 20f | Pasture land leases..... 20b |
| Lavoie, George, Damage to property of..... 66d | Pearce, William, Report of..... 8b |
| LeBel, Antoine, Payments to..... 38 | Penitentiaries, Dominion..... 69b |
| Library of Parliament, Annual Report..... 16 | Penitentiary of St. Vincent de Paul..... 69, 69a |
| License Act of 1883, Supreme Court on..... 41, 41a | Pickeral and black bass..... 77a |
| Licenses to cut timber..... 61 | Pickering Post Office..... 30b |
| Life-saving Service, Port Rowan..... 89 | Piers in Richelieu River..... 59 |
| Liquor imported and exported..... 47e | Pinault, Louis and Michel, Claims of..... 77f |
| Liquor manufactories..... 47c | Plante, J. B., Claim of..... 66e |
| Long Islands..... 63 | Police Scouts..... 44a |
| M | Port Hastings, Public wharf at..... 26a |
| Mail from Calgary to Fort McLeod..... 30 | Port Hood Harbor..... 51a |
| Mails between Toronto, Brockville and Ottawa..... 19 | Port Mulgrave..... 32 |
| Manitoba, Census in..... 36, 36a | Port Rowan Life-saving Service..... 89 |
| Manitoba railway charters..... 81 | Postmaster-General, Annual Report..... 7 |
| Manufacture of liquors..... 47c, 47d | Post Office Savings Banks..... 37, 37a |
| Marine and Fisheries, Report in 1869..... 77b | Post Offices in Muskoka, Parry Sound and Nipissing..... 30a |
| Marine, Annual Report..... 11 | Prince Albert inhabitants, Claims of..... 45b |
| Marine Police Force..... 77, 77c | Prince Edward Island, Claim of..... 26 |
| McKenzie, John Leander, Alleged violation of Customs laws by..... 34, 34a | Prince Edward Island, Union with..... 76, 76a |
| Medals to volunteers..... 80m | Printing of voters' lists..... 87a |
| Memorial of North-West Council..... 79 | Property seized..... 80k |
| Meteorological Reports..... 35f | Provincial Accounts..... 18 |
| Metis prisoners..... 45c | Provincial aid to railways..... 20 |
| Military Claims Commission..... 80 | Provincial legislation..... 15a |
| Militia, Annual Report..... 6 | Public Accounts, Annual Report..... 2 |
| Militia pensions..... 80d, 80e | Public Works, Annual Report..... 12 |
| Mongrain, Loison, Trial of..... 74 | Purchasing agents..... 80k |
| Morin, Edouard, Claims of..... 38 | Q |
| Mounted Police, Annual Report of Commissioner..... 8a | Quebec Cartridge Factory..... 80a, 80c |
| Municipal aid to railways..... 20 | Queen vs. St. Catharines Milling and Lumbering Co..... 90 |
| Muskoka, Post Offices in..... 30a | R |
| Mc | Railway charters, Disallowance of..... 81 |
| McDonald, Angus, Appointment of..... 36b | Railway companies, Lands granted to..... 20f |
| McLeod, Isaac, Dismissal of..... 83 | Railway companies subsidized..... 78 |
| N | Railway purposes, Bonuses for..... 57 |
| Nipissing, Post offices in..... 30a | Railways, Aid to..... 20, 78a |
| Non-combatants in the rebellion..... 80f | Railways and Canals, Annual Report..... 13 |
| Northern and Pacific Junction line..... 35e | Railways, Canals and Navigation, Expenditure on..... 39 |
| Northern Railway Co..... 35e | Railway Statistics..... 13a |
| North Shore Railway and C.P.R..... 35d | Rebellion, 1885: |
| North-West Coal and Navigation Co..... 20c | Report upon suppression of rebellion..... 6a |
| North-West Council, Memorial of..... 79 | Police scouts..... 44a |
| North-West Half-breed grant..... 8b | Expenditure..... 50 |
| Nova Scotia, Subsidy to..... 78b | Particulars as to trials..... 52, 52a & b |
| O | Confidential letters..... 52e |
| Oak, pine and spruce logs, Export duty on... 40 | Money paid to Members of Parliament or Senators..... 52d |
| Onderdonk, Andrew, Agreement with..... 35c | Claims acknowledged..... 52e |
| Ontario, Westerly Boundary of..... 28, 28a | Commission on losses..... 52f |
| Ottawa and Brockville mail trains..... 19 | Military claims commission..... 80 |

| R | S |
|---|---|
| Rebellion, 1885:—Continued. | Station Building, St. John, N.B. 66c |
| Militia pensions..... 80d, 80e | Statutes, Distribution of..... 29a |
| Instructions to non-combatants..... 80f | Statutes of Canada, Revised..... 29 |
| Transport and supply..... 80g | St. Catharines Milling and Lumbering Co... 90 |
| Property seized..... 80h | St. John Bridge and Railway Extension Co.. 56 |
| Staff of Major-General Middleton..... 80i | Stockholders in G. T. R..... 19b |
| Correspondence as to expenditure..... 80j | Stores purchased for I. C. R..... 66g |
| Purchasing agents..... 80k | St. Vincent de Paul Penitentiary..... 69, 69a |
| Contractors for transport..... 80l | Subsidies to railway companies..... 78, 78a |
| Medals for volunteers..... 80m | Subsidy to Nova Scotia..... 78b |
| Receipts and Expenditure chargeable to Consolidated Fund 31 | Sums borrowed for temporary loan..... 46 |
| Reciprocal trade with U. S. 65 | Superannuation of James Hearn..... 22a |
| Refund of duties in P. E. I. 60 | Superannuations..... 22, 22a, 22b |
| Registration of Indian voters 38g | Supplementary Estimates..... 2 |
| Report as to Marine and Fisheries, 1869 77b | Suppression of rebellion, Report on..... 6a |
| Revised Statutes of Canada 29 | Supreme Court on License Act of 1883..... 41, 41a |
| Revising officers, Instructions to 54 | Supreme Court judgments..... 41b |
| Richibucto Harbor 51 | Sweetnam, Inspector..... 30b |
| Riel, Louis 43 to 43i | T |
| Report of medical men..... 43 | Temperatures, Hudson Bay region..... 11d' |
| Memorandum of Sir Alexander Campbell.. 43a | Temporary loan, Sums borrowed for..... 46 |
| Instructions to the judge and court..... 43b | Timber licenses or permits..... 61, 61a |
| Every document relating to trial..... 43c | Toronto and Brockville mail trains..... 19 |
| Shorthand notes..... 43d | Towing in B. C. harbors..... 88 |
| Petitions to carry out sentence..... 43e | Trade and Navigation, Annual Report..... 1 |
| Petitions for commutation..... 43f | Transfer of Cape Race Lighthouse..... 53 |
| The Queen vs. Louis Riel..... 43g | Transport and supply officers..... 80g |
| Batoche papers..... 43h, 43i | Trials in connection with the rebellion..52, 52a & b |
| Riparian owners on Richelieu River 59 | U |
| Rolling Stock, I. C. R. 66, 66b | Unforeseen Expenses..... 23 |
| S | United States fishing vessels..... 77a |
| Samples of flour for Indians 38d | United States, Reciprocal trade with..... 65 |
| Saunders and Wood, Criminal libel against .. 27 | V |
| Savings banks 37a | Valin, Mr., M.P., Grants of land to..... 20a |
| Scatterie Fog-whistle, Superintendent of 53a | Viger, Lands sold in..... 38 |
| Secretary of State, Annual Report 9 | Voters' Lists, Printing of..... 87a |
| Section 16, Intercolonial Railway 66f | W |
| Seigniory of Sorel 20e | Warrants, Governor General's..... 24 |
| Seizure of property 80h | Westerly Boundary of Ontario..... 28, 28a |
| Seizures at port of Winnipeg 73 | Whitefish fry..... 77e |
| Shareholders of banks 17 | Wilson & McCready, Agreement with..... 35c |
| Sheffield & McKenzie, Alleged violation of Customs laws by 34, 34a | Winnipeg and Hudson Bay Railway and Steamship Co..... 20d |
| Short Line Railway 67, 67a | Winnipeg, Seizures at port of..... 73 |
| Six Nation Indian Chiefs, Councils by 38a | Woodworth, D. B., Claim made by..... 21 |
| Staff of Major-General Middleton 80i | |
| Staff Paymasters 80b | |

LIST OF SESSIONAL PAPERS

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

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CONTENTS OF VOLUME A.

Census of the Three Provisional Districts of the North-West Territories, 1884-85—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 1.

1. Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. M. Bowell—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. A. W. McLelan. Estimates of the sums required for the service of the Dominion, for the year ending 30th June, 1887; presented 24th March, 1886. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1886; presented 26th May, 1886. Supplementary Estimates of Canada for the fiscal year ending 30th June, 1887; presented 28th May, 1886.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 3.

3. Annual Report of the Auditor-General on Appropriation Accounts, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. A. W. McLelan.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 4.

4. Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1885. Presented to the House of Commons, 3rd March, 1886, by Sir John A. Macdonald—
Printed for both Distribution and Sessional Papers.

5. Annual Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. J. Costigan.....*Printed for both Distribution and Sessional Papers.*

5a. Canal Statistics for season of navigation, 1885, being Supplement No. 1 to the Inland Revenue Report, for the year ended 30th June, 1885. Presented to the House of Commons, 3rd May, 1886, by Hon. J. Costigan. Twelfth Report on Inspection of Weights, Measures and Gas, being Supplement No. 2 to the Report of the Department of Inland Revenue. Presented 2nd June, 1886.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 5.

- 6.** Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1885. Presented to the House of Commons, 4th March, 1886, by Sir Adolphe Caron.....*Printed for both Distribution and Sessional Papers.*
- 6a.** Report upon the suppression of the rebellion in the North-West Territories, and matters in connection therewith, in 1885. Presented to the House of Commons, 20th May, 1886, by Sir Adolphe Caron.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 6.]

- 7.** Annual Report of the Postmaster-General, for the year ended 30th June, 1885. Presented to the House of Commons, 5th March, 1886, by Sir Hector Langevin—
Printed for both Distribution and Sessional Papers.
- 8.** Annual Report of the Department of the Interior, for the year ended 31st December, 1885. Presented to the House of Commons, 8th March, 1886, by Hon. Thos. White—
Printed for both Distribution and Sessional Papers.
- 8a.** Annual Report of the Commissioner of the North-West Mounted Police Force, for the year 1885. Presented to the House of Commons, 24th March, 1886, by Sir Hector Langevin—
Printed for both Distribution and Sessional Papers.
- 8b.** Detailed Report upon all claims to land and right to participate in the North-West Half-breed grant by settlers along the South Saskatchewan and vicinity west of Range 26, West 2nd Meridian, being the settlements commonly known as St. Louis de Langevin, St. Laurent or Batoche and Duck Lake. Presented to the House of Commons, 15th April, 1886, by the Hon. Thos. White.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 7.

- 9.** Annual Report of the Secretary of State of Canada, for the year ended 31st December, 1885. Presented to the House of Commons, 12th March, 1886, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.
- 9a.** Synopsis of companies incorporated under the Canada Joint Stock Companies Act of 1869 and 1877, from 7th May, 1869, to 31st December, 1885. Presented to the House of Commons, 12th March, 1886, by Hon. J. A. Chapleau*Not printed.*
- 10.** Annual Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st December, 1885. Presented to the House of Commons, 15th April, 1886, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*
- 10a.** Criminal Statistics for the year 1884.....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 8.

- 10b.** Report on Canadian Archives, 1885. Presented to the House of Commons, 20th May, 1886, by Hon. J. Carling.....*Printed for both Distribution and Sessional Papers.*
- 10c.** Abstracts of the Returns of Mortuary Statistics for the year 1885—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 9.

- 11.** Eighteenth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.
- 11a.** Report of the Chairman of the Board of Steamboat Inspection for the calendar year ended 31st December, 1885..... *Printed for both Distribution and Sessional Papers.*

- 11b.** Annual Report of the Department of Fisheries, Dominion of Canada, for the year 1885. Presented to the House of Commons, 27th May, 1886, by Hon. G. E. Foster—
Printed for both Distribution and Sessional Papers.
- 11c.** Report of the second Hudson Bay Exploration, under the command of Lieut. A. R. Gordon, R.N., 1885. Presented to the House of Commons, 10th May, 1886, by Hon. G. E. Foster—
Printed for Sessional Papers only.
- 11d.** Charts showing the mean, monthly and annual temperatures of Hudson Bay region and eastern Canada, September, 1884, to October, 1885, by Andrew R. Gordon. Presented to the House of Commons, 10th May, 1886, by Hon. G. E. Foster..... *Not printed.*

CONTENTS OF VOLUME No. 10.

- 12.** Annual Report of the Minister of Public Works of Canada, for the fiscal year ended 30th June, 1885, on the works under his control. Presented to the House of Commons, 26th February, 1886, by Sir Hector Langevin.....*Printed for both Distribution and Sessional Papers.*
- 13.** Annual Report of the Minister of Railways and Canals for the past fiscal year, from 1st July, 1884, to 30th June, 1885, on the works under his control. Presented to the House of Commons, 8th March, 1886, by Hon. J. H. Pope.....*Printed for both Distribution and Sessional Papers.*
- 13a.** Reports and Railway Statistics of Canada, and capital, traffic and working expenditure of the railways of the Dominion, 1884-85. Presented to the House of Commons, 7th May, 1886, by Sir Hector Langevin..... *Printed for both Distribution and Sessional Papers.*
- 14.** Abstract of Statements of Fire and Inland Marine Insurance Companies in Canada, for the year 1885. Presented to the House of Commons, 2nd April, 1886, by Hon. A. W. McLellan—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 11.

- 15.** Annual Report of the Ministers of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1885. Presented to the House of Commons, 1st March, 1886, by Hon. J. S. D. Thompson.....*Printed for both Distribution and Sessional Papers.*
- 15a.** Correspondence, Reports of the Minister of Justice, and Orders in Council upon the subject of provincial legislation, 1867-84. Presented to the House of Commons, 1st April, 1886, by Hon. J. S. D. Thompson.....*Printed for Distribution only.*
- 16.** Report of the Joint Librarians of Parliament on the state of the Library of Parliament. Presented to the House of Commons, 25th February, 1886, by Hon. Mr. Speaker—
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- 17.** Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st December, 1885. Presented to the House of Commons, 17th March, 1886, by Hon. A. W. McLellan—
Printed for both Distribution and Sessional Papers.
- 18.** Accounts of the late Province of Canada and the Provinces of Ontario and Quebec with the Dominion of Canada, from 1st July, 1867, to 30th June, 1885. Presented to the House of Commons, 29th May, 1886, by Hon. A. W. McLellan—
Printed for both Distribution and Sessional Papers.
- 19.** Return to an Order of the House of Commons, dated 30th March, 1885, for a Return showing the date and hour of departure from Toronto and arrival at Brockville of all trains on the Grand Trunk Railway carrying Her Majesty's mails, from 1st February to the 30th April, in the years 1881, 1882, 1883, 1884, and in the present year up to the date of the Return; also the date and hour of departure from Brockville and Ottawa and of arrival at Ottawa and Brockville of all similar trains on that portion of the Canadian Pacific Railway between the two points last named during the same periods of time. Presented to the House of Commons, 1st March, 1886—*Mr. Cameron (Middlesex)*..... *Not printed.*

- 19a.** Supplementary Return to an Order of the House of Commons, dated 24th February, 1885, for copies of the Returns as required to be made under the Consolidated Railway Act of 1879 and the Acts in amendment thereof of 1881 and 1884, by the Grand Trunk Railway Company, for the fiscal year 1883-84, in each case separately; and 1st. The number of miles of main line of Grand Trunk, with statement of actual total cost of construction and equipment thereof. The separate cost per mile of construction thereof, without rolling stock. The total amount of capital account now standing against the said railway, including its equipment. 2nd. A statement in detail showing the several branches or side lines now owned by the said company, including the number of miles in each, with the amounts severally paid for each. How such amounts were paid; whether paid in cash or securities, and the statement and character thereof in detail. The amount for which each of such securities was sold, and the net amounts which were realized in each. 3rd. A statement in detail of any railway line or lines leased by the Grand Trunk Company or agreed to be worked by them on a percentage of earnings or other terms, with the length of each of such lines and the conditions in detail of the agreements in relation thereto. 4th. A statement in detail of any interest the Grand Trunk Railway may have in any other railway or railways, with the securities in detail that they may hold in relation thereto. 5th. A statement in detail of the net earnings of each of the railways mentioned in the four preceding clauses after the payment of working expenses for the past financial year of each of the said railways, with a statement in detail of the percentage that working expenses bear in each case to the gross earnings. 6th. Whether any and what amounts were paid by the Grand Trunk Company towards the construction of the Toronto and Ottawa Railway; and the amount thereof, with the statement of the gross as well as the net earnings of the said railway for the past financial year of the said railway; and a statement of where these funds came from; also a statement as to where they appear in the accounts of the Grand Trunk Company's accounts or returns. Presented to the House of Commons, 1st March, 1886.—*Mr. Mitchell*.....*Not printed.*
- 19b.** Return to an Order of the House of Commons, dated 24th February, 1885, for a list of the names, in detail, with the residence or business address of each of the several stockholders of the Grand Trunk Railway Company of Canada, on the first day of January, last. Presented to the House of Commons, 2nd March, 1886.—*Mr. Mitchell*.....*Not printed.*
- 20.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 3rd March, 1884, for a statement showing the respective amounts of Dominion, Provincial and Municipal money paid, or grants of land given, either by way of bonus or otherwise, paid towards the construction or equipment of railways (other than the Canadian Pacific Railway) since Confederation, with dates of such payments and names of the respective railways so aided. Presented to the House of Commons, 1st March, 1886.—*Mr. Mulock*.....*Not printed.*
- 20a.** Return to an Order of the House of Commons, dated 1st March, 1886, for a Return showing all grants of land made to Mr. Valin, M.P., in the North-West Territories, with the date of the Letters Patent therefor, the quantity, location, price and payments; also all grants so made either to Mr. Valin alone, or to others jointly with him. Presented to the House of Commons, 16th March, 1886.—*Mr. Casgrain*.....*Not printed.*

CONTENTS OF VOLUME No. 12.

- 20b.** Return to an Order of the House of Commons, dated 29th March, 1886, for a Return showing:
1. The total number of acres of grazing land placed under lease up to 1st March, 1886.
 2. The names of grazing land lessees who have cattle upon their leaseholds, the number of acres in each leasehold, the date of the lease, the location of the land covered by the same, the number of lease, the number of cattle reported on each leasehold, the date when the leasehold was first stocked with cattle, and the aggregate area covered by such leases.
 3. The names of grazing lands lessees who have not placed cattle upon their leaseholds, the number of acres in each leasehold, the location of the land covered by the same, the number of the lease, and the aggregate area covered by such leases.
 4. The total revenue derived from pasture land leases.—All Returns asked for to be brought down to 1st March, 1886. Presented to the House of Commons, 22nd April, 1886.—*Mr. Charlton*.....*Printed for Sessional Papers only.*

- 20c.** A certified copy of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor in Council on the 19th day of May, 1885, respecting the North-West Coal and Navigation Company. Presented to the House of Commons, 28th April, 1886, by Hon. Thos. White.....*Not printed.*
- 20d.** A certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 29th March, 1886, respecting the Winnipeg and Hudson Bay Railway and Steamship Company. Presented to the House of Commons, 28th April, 1886, by Hon. Thos. White.....*Not printed.*
- 20e.** Return to an Address of the Senate to His Excellency the Governor General, dated 4th May, 1886, for a list giving the names of all persons occupying, under annual leases, Government properties situated in the Seignior of Sorel. Presented to the Senate, 19th May, 1886.—*Hon. Mr. Guévremont*.....*Not printed.*
- 20f.** Copies of Orders in Council, correspondence, etc., relating to grants of Dominion Lands to the following railway companies: Wood Mountain and Qu'Appelle Railway Company; North-West Central Railway Company; and Manitoba and North-Western Railway Company. Presented to the House of Commons, 27th May, 1886, by Hon. Thos. White.....*Not printed.*
- 21.** Return to an Order of the House of Commons, dated 7th May, 1883, for copies of all correspondence, reports, accounts and other papers relating to any claim made by D. B. Woodworth and others, for compensation for gravel, said to have been taken from claimants' land for use on the Pembina Branch of the Canadian Pacific Railway; together with a copy of the evidence respecting such claim taken before the Board of Dominion Arbitrators, showing the amount claimed and the award, if any, made by said Arbitrators, and what sums have been paid thereunder. Presented to the House of Commons, 1st March, 1886.—*Mr. Casey*.....*Not printed.*
- 22.** Statement of all superannuations and retiring allowances in the Civil Service during the year ended 31st December, 1885, giving the name and rank of each person superannuated, or retired; his salary, age, length of service, allowance granted him on retirement, cause of his superannuation, and whether the vacancy has been subsequently filled, and, if so, whether by promotion or by new appointment, and the salary of the new appointee, under the Act 46 Victoria, chapter 8, section 15. Presented to the House of Commons, 1st March, 1886, by Hon. A. W. McLelan.....*Printed for Sessional Papers only.*
- 22a.** Return to an Order of the House of Commons, dated 2nd April, 1884, for copies of all correspondence, papers and telegrams between the Government or any member thereof, and any person or persons, relating to the superannuation of James Hearn, late Preventive Officer at Arichat, N.S.; and also all correspondence and telegrams relating to the appointment of his successor and the continuance of the latter in office. Presented to the House of Commons, 9th March, 1886.—*Mr. Kirk*.....*Not printed.*
- 22b.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing:
1st. The name of each person on the superannuation list on the first of January, A.D. 1886.
2nd. The date at which each of such persons was superannuated. 3rd. The amount paid into the superannuation fund by each person now on the list. 4th. The total amount paid to each person now on the superannuation list up to the first of January, 1886. Presented to the House of Commons, 20th April, 1886.—*Mr. McMullen*.....*Not printed.*
- 23.** Statement of payments charged to Unforeseen Expenses under Orders in Council, from 1st July, 1885, to date; in accordance with the Act 48 Victoria, chapter 41. Presented to the House of Commons, 1st March, 1886, by Hon. A. W. McLelan—
Printed for Sessional Papers only.
- 24.** Statement of Governor General's Warrants issued since last Session of Parliament, on account of fiscal years 1885-86; issued under the authority of 41 Victoria, chapter 7, section, 32, subsection 2. Presented to the House of Commons, 1st March, 1886, by Hon. A. W. McLelan—
Not printed.
- 25.** Return to an Order of the House of Commons, dated 16th February, 1885, for a Return showing the expenses, in detail, with dates, incurred by the several members of the Govern-

- ment and any other person or persons in the service of the Government, sent to England or elsewhere, on behalf of the Government, from 28th January, 1884, to date. Presented to the House of Commons, 3rd March, 1886.—*Mr. Somerville (Brant)*.....*Not printed.*
26. Return to an Address of the House of Commons to His Excellency the Governor General, dated 12th March, 1885, for copies of all correspondence between the Government of Prince Edward Island and the Government of the Dominion, since the last Session of Parliament, relating to the claim made by the former Government for moneys expended by them in the construction and maintenance of piers and wharves, from 1st July, 1873, to January, 1883; also of all reports made to the Minister of Public Works, or any of his officials, since last Session upon such claims, together with all Orders in Council made thereon. Presented to the House of Commons, 3rd March, 1886.—*Mr. Davies*.....*Printed for Distribution only.*
- 26a. Return to an Order of the House of Commons, dated 5th March, 1886, for copies of all correspondence with the Department of Public Works, the Minister of Railways and Canals, and the Minister of Marine and Fisheries, relative to repairs of the public wharf at Port Hastings, Inverness, N.S. Presented to the House of Commons, 31st March, 1886.—*Mr. Cameron (Inverness)*.....*Not printed.*
27. Return to an Order of the House of Commons, dated 27th April, 1885, for copies of correspondence and petitions on the subject of the cases of criminal libel against Saunders and Wood, tried in December, 1884, before a judicial functionary in the North-West Territories. Presented to the House of Commons, 3rd March, 1886.—*Mr. Blake*.....*Not printed.*
28. Return (*in part*) to an Address of the House of Commons to His Excellency the Governor General, dated 9th March, 1885, for a copy of the short-hand notes of the argument before the Privy Council in the late dispute between Manitoba and the Province of Ontario, as to the westerly boundary of the Province of Ontario; also copy of the claim as presented by the Attorney-General of Ontario before the Privy Council; also a statement of the reasons given by the Attorney-General of Ontario for abandoning his claim to that part of the territory lying between the Lake of the Woods and the Rocky Mountains; also a copy of all correspondence between the Government of the Dominion and the Government of Ontario in reference to the arbitration and award, and also in reference to the decision of the Privy Council not already moved for or brought down. Presented to the House of Commons, 3rd March, 1886.—*Mr. Rykert*.....*Printed for Sessional Papers only.*
- 28a. Return to an Address of the House of Commons to His Excellency the Governor General, dated 8th March, 1886, for copies of all correspondence between the Government of Canada and the Government of Ontario in reference to proposed Imperial legislation to confirm the decision of the Queen in Council upon the west and north-west boundaries of Ontario. Presented to the House of Commons, 1st April, 1886.—*Mr. Mills*—
Printed for Sessional Papers only.
29. Draft of the Revised Statutes of Canada, laid before Parliament on the 3rd February, 1885, with which have been incorporated the Acts passed in the Session held in the 48th and 49th years of Her Majesty's reign. Presented to the House of Commons, 3rd March, 1886, by Hon. J. S. D. Thompson.....*Not printed.*
- 29a. Return in conformity with the Act 31 Victoria, chapter 1, section 14, Distribution of the Statutes of Canada during the year 1885. Presented to the House of Commons, 8th March, 1886, by Hon. J. A. Chapleau.....*Not printed.*
30. Return to an Order of the House of Commons, dated 1st March, 1886, for a Return showing the names of all persons who tendered for the contract for carrying the mail from Calgary to Fort McLeod, the amount of each tender, to whom the contract was let, together with all papers and correspondence relating to said contract. Presented to the House of Commons, 4th March, 1886.—*Mr. Landerkin*.....*Not printed.*
- 30a. Return to an Order of the House of Commons, dated 3rd March, 1886, for a Return of the number of post offices established in the Muskoka, Parry Sound and Nipissing districts, with the cost and revenue of each office for each year respectively, since 1879. Presented to House of Commons, 22nd March, 1886.—*Mr. Cook*.....*Not printed.*

- 30b.** Return to an Order of the House of Commons, dated 5th March, 1886, for copies of all reports made by Inspector Sweetnam concerning alleged irregularities in connection with the management of Pickering post office, in the county of Ontario, and in particular of his report upon the investigation held by him at the village of Pickering in December, 1883; and copies of all correspondence between Inspector Sweetnam and the Post Office Department relating in any way to charges made against the management of said post office, and a copy of instructions to the inspector given upon such report. Presented to the House of Commons, 19th April, 1886.—*Mr. Edgar*.....*Not printed.*
- 31.** Return to an Order of the House of Commons, dated 1st March, 1886, for a Return of the receipt and expenditure, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1884, to the 1st day of March, 1885, and from the 1st day of July, 1885, to the 1st day of March, 1886. Presented to the House of Commons, 5th March, 1886.—*Sir Richard Cartwright.*
Printed for Distribution only.
- 32.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th March, 1885, for copies of all papers, letters, correspondence and Minutes of Council relative to making Port Mulgrave, in the county of Guysboro', a sub-port of Port Hawkesbury, in the county of Inverness. Presented to the House of Commons, 5th March, 1886.—*Mr. Kirk.*
Not printed.
- 33.** Return to an Order of the House of Commons, dated 23rd April, 1883, for a Return of the number of children's carriages imported into Canada each and every year from the 1st July, 1878, to the 1st July, 1882, with the amount of duty collected in each year. Presented to the House of Commons, 5th March, 1886.—*Mr. McCraney*.....*Not printed.*
- 34.** Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all papers, orders, letters, vouchers, correspondence or any other memoranda whatever in the possession or under the control of the Department of the Minister of Customs, or any of the members of the Government, or of any of the officials of the Government, relating to, or in any way connected with, the alleged violations of the Customs laws by swearing to false invoices, or in any other mode, by one John Leander McKenzie, of Canning, King's county, Nova Scotia, and of the firm of Sheffield & McKenzie, of the same place, with a copy of the decision of the Customs Department in such cases. Presented to the House of Commons, 5th March, 1886.—*Mr. Moffat*.....*Not printed.*
- 34a.** Supplementary Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all papers, orders, letters, vouchers, correspondence or any other memoranda whatever in the possession or under the control of the Department of the Minister of Customs, or any of the members of the Government, or of any of the officials of the Government relating to, or in any way connected with, the alleged violations of the Customs laws by swearing to false invoices, or in any other mode, by one John Leander McKenzie, of Canning, King's county, Nova Scotia, and of the firm of Sheffield & McKenzie of the same place, with a copy of the decision of the Customs Department in such cases. Presented to the House of Commons, 27th April, 1886.—*Mr. Moffat*.....*Not printed.*
- 35.** Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 8th March, 1886, by Hon. A. W. McLellan—
Printed for Sessional Papers only.
- 35a.** Supplementary Return under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reserva-

tion of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 11th March, 1886, by Hon. J. H. Pope—

Printed for Sessional Papers only.

35b. Return of correspondence between the Canadian Pacific Railway Company and the Department of the Interior, as required by Resolution of the House of Commons of the 20th February, 1882. Presented to the House of Commons, 11th March, 1886, by Hon. Thos. White—

Printed for Sessional Papers only.

35c. Articles of agreement entered into between Andrew Onderdonk and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to erect and complete a combined passenger and freight building at North Bend; one at Chinaman's Rancho, and one at Pennie's, on the Canadian Pacific Railway, in British Columbia. Also between Wilson and McCrady and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to erect a ten-stall engine house on the station ground of the Canadian Pacific Railway at North Bend, British Columbia. Also between Messrs. Head, Wrightson & Company and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to supply iron piles, caps and points for the Canadian Pacific Railway Wharf at Port Moody, British Columbia. Presented to the House of Commons, 19th March, 1886, by Hon. J. H. Pope.....*Printed for Sessional Papers only.*

35d. Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all correspondence between the Government, or any member of the Government, with the Canadian Pacific Railway Company and the North Shore Railway Company, and between the two companies concerning the prolongation of the line of the Canadian Pacific Railway to the harbor of Quebec; of all contracts between the said two railway companies in reference to the same; of all Orders in Council passed in reference to the same; together with a statement of all moneys paid by the Government, and of the names of the persons to whom such payments were made, also in reference to the same, and in conformity with the Acts 47 Victoria, chapter 8, and 48-49 Victoria, chapter 58. Presented to the House of Commons, 15th April, 1886.—*Mr. Laurier*.....*Printed for Sessional Papers only.*

35e. Return to an Order of the House of Commons, dated 29th March, 1886, for copies of any agreements or contracts entered into between the Canadian Pacific Railway Company and the Northern Railway Company of Canada, and the Hamilton and North-Western Railway Company as lessees of the Northern and Pacific Junction line from Gravenhurst to Callander, providing for through rates and fares and proper traffic arrangements for freight and passengers over the line of the Canadian Pacific Railway, as stipulated in the agreement of 12th April, 1884, under which the Government granted the subsidy of \$12,000 per mile for the construction of the railway from Gravenhurst to Callander. Presented to the House of Commons, 15th April, 1886.—*Mr. Edgar*.....*Printed for Sessional Papers only.*

35f. Copies of letters from James A. Dickey, Office of Government Inspecting Engineer, summit of the Selkirks, enclosing extracts from diary, as to weather reports, snow-slides, etc. Presented to the House of Commons, 3rd May, 1886, by Hon. J. H. Pope—

Printed for both Distribution and Sessional Papers.

36. Return under Act 48-49 Victoria, chapter 3, intitled: "An Act to provide for the taking of the Census in the Province of Manitoba, the North-West Territories and the District of Keewatin." Presented to the House of Commons, 9th March, 1886, by Hon. J. Carling—

Printed for Sessional Papers only.

36a. Report of expenditure incurred on account of the Census of 1881, required by the "Census and Statistics Act, 1879." Also a report of all things done and expenditure made under the Act 48-49 Victoria, chapter 3, intitled: "An Act to provide for the taking of a Census in the Province of Manitoba, the North-West Territories and the District of Keewatin." Presented to the House of Commons, 15th March, 1886, by Hon. J. Carling.....*Not printed.*

- 36b.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 31st March, 1886, for a copy of the appointment of Angus McDonald, of Upper Washabuck, Victoria county, N.S., as census enumerator in 1881; also copies of all correspondence between the Government, or any member thereof, and any other person relative to the cancellation thereof. Presented to the House of Commons, 29th April, 1886.—*Mr. Kirk.....Not printed.*
- 37.** Return to an Order of the House of Commons, dated 30th March, 1885, for a Return showing the number of persons who, on the 30th June, 1884, had deposits in the Post Office Savings Bank of the following amounts:—Number having sums not exceeding \$100; number having sums between \$100 and \$300; number having sums between \$300 and \$500; number having sums between \$500 and \$1,000; and (if any) number having sums exceeding \$1,000, and the amount (if any) of the several sums exceeding \$1,000, and in each class giving the number of males and females depositing, also the Province in which the deposit was made, and the same information in all respects regarding depositors in the Government Savings Banks. Presented to the House of Commons, 9th March, 1886.—*Mr. Fairbank.....Not printed.*
- 37a.** Return to an Order of the House of Commons, dated 31st March, 1886, for a Return showing the amount held by the Government, through the several savings banks and Post Office Savings Banks throughout the Dominion, on the 30th June last, giving the location of each savings bank or Post Office Savings Bank, and the sum held by the Government through each separately. Presented to the House of Commons, 7th May, 1886.—*Mr. McMullen.....Not printed.*
- 38.** Return to an Order of the House of Commons, dated 27th April, 1885, for a statement showing :
 1. The number of lots sold in the township of Viger, Témiscouata, belonging to the Indians, the amount of the sale and the name of the purchaser. 2. The payments made to the Department, to the agent, Mr. G. H. Deschêne, and to Mr. Antoine LeBel, showing in detail the date of such payments, when made and the amount of each payment. 3. A detailed statement of the amounts transmitted to the Department by Messrs. Deschêne and LeBel, out of all moneys received by them up to date, and the date of such transmission. 4. Copies of the report of Mr. Dingman, on the occasion of his visit to the Viger agency, in September, 1884. 5. Copies of correspondence with the Department in relation to the claims of Edouard Morin, and others, for lands purchased by them in the said Indian Reserve. Presented to the House of Commons, 9th March, 1886.—*Mr. De St. Georges.....Not printed.*
- 38a.** Return to an Order of the House of Commons, dated 4th March, 1886, for copies of minutes of the councils held by the Six Nation Indian chiefs during the month of December, 1885. Presented to the House of Commons, 22nd March, 1886.—*Mr. Paterson (Brant).....Not printed.*
- 38b.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 4th March, 1886, for a Return showing the amounts of money paid to Chief Kah-ke-wa-quo-na-by (otherwise known as Chief Jones) editor of "The Indian Newspaper," during the past four years, with a statement of the services rendered for such payments, and all correspondence and Orders in Council in connection therewith. Presented to the House of Commons, 23rd March, 1886.—*Mr. Somerville (Brant).....Not printed.*
- 38c.** Return (*in part*) to an Address of the Senate to His Excellency the Governor General, dated 16th April, 1885, for copies of all correspondence between the Government of the United States and that of Canada, relative to the presence of American Indians on Canadian soil, all communications from officers of the Mounted Police upon that subject, and all Orders in Council or Departmental instructions relating thereto, which have not already been published in the Annual Report of the Indian Branch of the Department of the Interior. Also an estimate of the increase or decrease of the Indian population of the North-West, based upon the numbers who were paid at the various treaties made in 1871, and subsequent years, and the number now paid; such information regarding the number of Indians who have adopted agricultural pursuits not hitherto printed, and copies of complaints (if any) from the Aborigines Protection Society, the bishops and clergy of the various missionary bodies in the North-West, and from others, regarding the treatment of the Indians of the North-West. Also an approximate estimate of the cost of food supplies furnished to these Indians since Treaty No. 1, in 1871. Presented to the Senate, 23rd March, 1886.—*Hon. Mr. Schultz.....Not printed.*

- 38d.** Return to an Order of the House of Commons, dated 8th March, 1886, for reports made by persons not in the service of the Government to whom samples of flour for the Indians in the North-West were submitted for inspection during the years 1883, 1884, and 1885. Presented to the House of Commons, 12th April, 1886.—*Mr. Paterson (Bran)*.....*Not printed.*
- 38e.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 31st March, 1886, for a copy of the Order in Council appointing certain persons as inspectors or commissioners of Indian Affairs in the North-West in the year 1878, together with the report, if any, of said inspectors or commissioners. Presented to the House of Commons, 14th April, 1886.—*Mr. Landerkin*.....*Not printed.*
- 38f.** Return to an Address of the House of Commons to His Excellency the Governor General, of the 4th March, 1886, for a Return showing copies of all reports, communications, letters or other papers from any Government agent or other person, to any member of the Government or to any Department of the Government, since the first of April, 1882, referring to the insufficiency of the food, either as to quality or quantity, supplied by the Government to any Indians in the North-West Territories, or referring to the case of any North-West Indians who may have suffered or died from starvation. Presented to the House of Commons, 14th April, 1886.—*Mr. Mulock*.....*Not printed.*
- 38g.** Return to an Order of the House of Commons, dated 1st April, 1886, for copies of all correspondence between the Superintendent-General of Indian Affairs, or any official of the Indian Department, or the revising officer for West Elgin, and Mr. Beattie, Indian Agent for the Indian Reserve in the township of Orford, in regard to his duties or action in connection with the registration of Indian voters, or as to the qualification of any Indian. Presented to the House of Commons, 21st April, 1886.—*Mr. Casey*.....*Not printed.*
- 38h.** Return to an Order of the House of Commons, dated 31st March, 1886, for a Return showing :
1. A copy of all contracts with I. G. Baker & Co. for supplies agreed to be furnished by them to the Indians for the years 1884 and 1885. 2. A copy of all accounts for such supplies for said years by said I. G. Baker & Co. Presented to the House of Commons, 28th April, 1886.—*Mr. Cameron (Huron)*.....*Not printed.*
- 38i.** Return to an Order of the House of Commons, dated 8th March, 1886, for a Return of all statements and estimates made by the Department of Indian Affairs, of moneys due to Indians under the Robinson Treaty; also of all correspondence and documents whatever in relation to the same subject. Presented to the House of Commons, 4th May, 1886.—*Mr. Dawson*—
Not printed.
- 39.** Return to an Order of the House of Commons, dated 8th April, 1885, for a statement of all sums entered in the Public Accounts of Canada as having been expended for railways, canals and navigation in British Columbia, the North-West Territories, Keewatin, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia proper, and Cape Breton Island, up to the 1st January, 1885; also the superficies and population of each of the said divisions of Canada respectively. Presented to the House of Commons, 9th March, 1886.—*Mr. Vanasse*—
Printed for Sessional Papers only.
- 40.** Return to an Order of the House of Commons, dated 27th April, 1885, for a Return of all moneys received by the Government as export duty levied on oak, pine and spruce logs since Confederation, up to 1st January, 1885, showing the amounts received from each shipping point where such duties were levied, giving in detail the amounts collected each year, and giving the names of each person from whom duties have been collected, and also the amounts he or she has paid each year. Presented to the House of Commons, 9th March, 1886.—*Mr. Edgar*.....*Not printed.*
- 41.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 12th March, 1885, for copies of all reports, Orders in Council and correspondence, not already ordered, on the subject of the effect of the decision of the Supreme Court as to the License Act of 1883, and of the steps to be taken to review the same, and of the steps to be taken under the Act meanwhile, with copies of all letters or telegrams to the commissioners or inspectors giving them instructions as to their conduct or action, or information as to the intentions or action of the Government. Presented to the House of Commons, 9th March, 1886.—*Mr. Blake*.....*Printed for Sessional Papers only.*

- 41a.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 2nd March, 1885, for the number and title of all causes entered for argument upon the docket of the Supreme Court of New Brunswick *in banco*, the date of each entry thereof, the date of the argument of each cause, and the date when judgment was given in each cause, the Return to include all causes from 1st May, 1879, to 31st December, 1884, and to specify the causes in which questions arising under the provisions of the Canada Temperance Act of 1878 or the Liquor License Act of 1883 were involved, and the cities or counties in which said actions were brought or such questions were first raised. Presented to the House of Commons, 31st March, 1886.—*Mr. Foster*.....*Not printed.*
- 41b.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for a statement of the names of all cases in which judgment has been given by the Supreme Court of Canada, the reports of which have not yet been published, together with the respective dates on which such judgments were delivered. Presented to the House of Commons, 11th May, 1886.—*Mr. Barker*.....*Not printed.*
- 42.** Return to an Order of the House of Commons, dated 1st March, 1886, for a Return in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1884, to the 1st day of February, 1885, and from the 1st day of July, 1885, to the 1st day of February, 1886, distinguishing the products of Canada and those of other countries. Presented to the House of Commons, 9th March, 1886.—*Sir Richard Cartwright*—
Not printed.
- 43.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st March, 1886, for a copy of the report of the medical men appointed by the Government to enquire into the mental condition of Louis Riel, after his conviction. Presented to the House of Commons, 9th March, 1886.—*Mr. Coursol*—
Printed for both Distribution and Sessional Papers.
- 43a.** Memorandum of Sir Alexander Campbell in the case of Louis Riel, convicted of treason and executed therefor. Presented to the House of Commons, 11th March, 1886, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers.*
- 43b.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all commissions, letters, telegrams or instructions whatsoever, given, furnished or sent by the Government, by any minister or ministers, or any officer of the Department of Justice, to His Honor Mr. Justice Hugh Richardson, in relation to the trial of Louis Riel at Regina. Also copies of any instructions given to any person whomsoever on the staff of the court presided over by the said judge, and to the counsel representing the Government at the said trial. Presented to the House of Commons, 12th March, 1886.—*Mr. Amyot*.....*Printed for both Distribution and Sessional Papers.*
- 43c.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 3rd March, 1886, for copies of all documents forming the record in the case of Her Majesty against Louis Riel, tried at Regina, including the jury list, the names of the jurors challenged and by whom they were challenged, the list of the jurors empannelled, the motions and affidavits filed, the evidence, the incidents of the trial, the addresses of counsel and of the prisoner, the charge of the judge; the names of the judges or assistant judges who tried the case, the names of the counsel for the prosecution and for the defence; and, in short, of every document whatsoever relating to the trial, and also of the verdict and of the recommendation to the mercy of the court. Presented to the House of Commons, 15th March, 1886.—*Mr. Amyot*.....*Printed for both Distribution and Sessional Papers.*
- 43d.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 4th March, 1886, for: 1. A copy of the shorthand notes of the application to postpone the trial of Louis Riel for one month from the 21st July, 1886; the arguments of prisoner's counsel in favor of and the arguments of the Crown counsel against such postponement, and the observations and decisions or rulings of the judge thereon. 2. The shorthand notes of that portion of Charles Nolin's cross-examination wherein Riel's counsel endeavored to establish Riel's insanity; Riel's protests against that line of defence and his desire to dispense with

- the services of his counsel; and the arguments of counsel and the observations and decisions or rulings of the judge thereon. Presented to the House of Commons, 15th March, 1886.—*Mr. Cameron (Huron)*.....*Printed for both Distribution and Sessional Papers.*
- 43e.** Petitions addressed to His Excellency the Governor General:—Of A. B. Dunnet, and others, of Regina, N.W.T., and of A. G. Hamilton, and others, of Moosomin, N.W.T., severally praying that the sentence passed upon Louis Riel be not disturbed in any way; that the law be permitted to take its course, and that Executive clemency be refused. A communication signed by James Boddy, district secretary, on behalf of the Loyal Orange Association of West Toronto, urging the carrying out of the sentence of death passed upon Louis Riel. Also a letter addressed to the Honorable the Privy Council, signed by Charles O'Hara, of Cranbourne, in the province of Quebec, laborer, setting forth the necessity of the carrying out of the sentence of death passed upon Louis Riel. Presented to the House of Commons, 18th March, 1886, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers.*
- 43f.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 4th March, 1886, for copies of all petitions, communications and representations in favor of the commutation of the sentence of Louis Riel. Presented to the House of Commons, 23rd March, 1886.—*Mr. Laurier*.....*Printed for both Distribution and Sessional Papers.*
- 43g.** The Queen *versus* Louis Riel, accused and convicted of the crime of high treason. Report of the trial at Regina; Appeal to the Court of Queen's Bench, Manitoba; Appeal to the Privy Council, England; Petition for medical examination of the convict; List of petitions for commutation of sentence. Presented to the House of Commons, 11th March, 1886, by Hon. J. A. Chapleau.....*Printed for Distribution only.*
- 43h.** Return (*in part*) to an Order of the House of Commons, dated 4th March, 1886, for copies of all papers found in the council room of the insurgents, or elsewhere at Batoche, especially including: 1. The diary of Louis Riel. 2. The minute book and Orders in Council of the insurgent council. 3. The correspondence of Louis Riel. Presented to the House of Commons, 17th May, 1886.—*Mr. Laurier*.....*Printed for Sessional Papers only.*
- 43i.** Supplementary Return to an Order of the House of Commons, dated 4th March, 1886, for copies of all papers found in the council room of the insurgents, or elsewhere at Batoche, especially including: 1. The diary of Louis Riel. 2. The minute book and Orders in Council of the insurgent council. 3. The correspondence of Louis Riel. Presented to the House of Commons, 17th May, 1886.—*Mr. Laurier*.....*Printed for Sessional Papers only.*
- 44.** Report of the Commissioner, Dominion Police, in compliance with the Act 31 Victoria, chapter 73. Presented to the House of Commons, 11th March, 1886, by Hon. J. S. D. Thompson—
Not printed.
- 44a.** Return to an Order of the House of Commons, dated 19th April, 1886, for a Return showing the names and number of those who acted as police scouts during the North-West insurrection; also the names of those who have since applied for a land grant bounty for said services, the same as that given to the volunteers. Presented to the House of Commons, 11th May, 1886.—*Mr. Sproule*.....*Not printed.*
- 45.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all Orders in Council in relation to the Half-breed prisoners in the North-West, passed during the three months next preceding the 16th November, 1885. Presented to the House of Commons, 11th March, 1886.—*Mr. Desaulniers (Maskinongé)*—
Not printed.
- 45a.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the number of Half-breeds of the North-West Territories who proved their claims before the Commission at Fort Qu'Appelle, Touchwood Hills, Qu'Appelle Valley, Regina, Maple Creek, Calgary, Fort McLeod, Pincher Creek, Edmonton, St. Albert, Fort Saskatchewan, Victoria, Fort Pitt, Battleford, Prince Albert, Batoche, Duck Lake, Forks of Saskatchewan, Fort à la Corne, Cumberland House, Moose Jaw and Willow Branch, in the North-West Territories; also at Grand Rapids, in Keewatin, and Winnipeg and Griswold, in Manitoba, giving in each

- case the number of heads of families and minors; also the number of males and females; also copies of all the petitions filed in the Department of the Interior praying that grievances be redressed, with the names of such petitioners, distinguishing those who had their claims already settled in Manitoba and those who had not; also the number of Manitoba Half-breeds who proved their claims prior to the 20th of April last on the supplementary list, and those who have proved their claims since that date. Presented to the House of Commons, 24th March, 1886.—*Mr. Ross*.....*Printed for both Distribution and Sessional Papers.*
- 45b. Supplementary Return to an Order of the House of Commons, dated 7th March, 1883, for copies of all correspondence and memorials relating to the claims of the inhabitants of Prince Albert, and the neighboring districts in the North-West Territories, in respect of the lands they occupy, and to other matters affecting their condition. Presented to the House of Commons, 5th April, 1886.—*Mr. Blake*.....*Printed for both Distribution and Sessional Papers.*
- 45c. Return to an Address of the House of Commons to His Excellency the Governor General, dated 14th April, 1886, for copies of all the depositions or other evidence submitted in favor of Half-breeds or Metis sentenced to imprisonment in the gaol at Regina and in the Provincial Penitentiary of Manitoba; and also all depositions submitted on behalf of André Nault and Abraham Monteur, Metis prisoners confined at Regina and Battleford. Presented to the House of Commons, 17th May, 1886.—*Mr. Mills*.....*Printed for Sessional Papers only.*
46. Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing, in detail, sums borrowed by way of temporary loan by the Government, on 1st March, 1886, from banks or other parties, in Canada or elsewhere. Presented to the House of Commons, 11th March, 1886.—*Sir Richard Cartwright*.....*Not printed.*
47. Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th March, 1885, for copies of all memorials and papers presented to the Government, or any member thereof, relating to the Canada Temperance Act by deputations, on Thursday, the 19th February last. Presented to the House of Commons, 11th March, 1886.—*Mr. Kranz*—*Not printed.*
- 47a. Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the amount paid P. M. Barker, of Orangeville, returning officer under the Canada Temperance Act for the county of Dufferin, Ontario, for the vote taken under the provisions of said Act on the 30th day of October, 1884, giving a detailed statement of his account and the amount paid him, giving each item separately. Presented to the House of Commons, 15th March, 1886.—*Mr. McMullen*.....*Not printed.*
- 47b. Return to an Order of the House of Commons, dated 29th March, 1886, for a Return showing the amount paid to P. R. Jarvis, Esq., of the city of Stratford, county of Perth, returning officer under the Temperance Act for the county of Perth, Ontario, for the vote taken under the provisions of the Act on the 18th day of June, 1885; a detailed statement of all monies paid to such returning officer, for what purpose, and to whom paid by him. Presented to the House of Commons, 15th April, 1886.—*Mr. Trow*.....*Not printed.*
- 47c. Return to an Order of the House of Commons, dated 28th April, 1886, for a Return showing the number of establishments now in operation in Canada in which liquors of all kinds are manufactured; the number of hands employed; the amount of capital invested, and wages paid to employees during the year ending 31st December, 1885. Presented to the House of Commons, 6th May, 1886.—*Mr. Robertson (Shelburne)*.....*Not printed.*
- 47d. Return to an Order of the House of Commons, dated 28th April, 1886, for a statement showing the amount of liquor of all kinds manufactured in Canada during the year 1885; the amount of same exported, and the estimated value of same. Presented to the House of Commons, 6th May, 1886.—*Mr. Robertson (Shelburne)*.....*Not printed.*
- 47e. Return to an Order of the House of Commons, dated 28th April, 1886, for a statement showing the amount of liquor of all kinds imported into Canada during the year 1885, and duties collected for same. Presented to the House of Commons, 11th May, 1886.—*Mr. Robertson (Shelburne)*.....*Not printed.*

 CONTENTS OF VOLUME No. 13.

- 48.** The Civil Service List of Canada, on the 1st July, 1885, under the 59th section of the Civil Service Act. Presented to the House of Commons, 3rd May, 1886, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.
- 48a.** A Return of the names and salaries of all persons appointed to or promoted in the Civil Service during the year ending 1885, specifying the office to which each has been appointed or promoted. (Section 58, sub-section 2, "Civil Service Act.") Presented to the House of Commons, 15th March, 1886, by Hon. J. A. Chapleau..... *Printed for Sessional Papers only.*
- 49.** Detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, in conformity with the Act 31 Victoria, chapter 37, section 15. Presented to the House of Commons, 12th March, 1886, by Hon. J. A. Chapleau..... *Not printed.*
- 50.** Return of expenditure under appropriation of \$2,300,000 to defray expenses and losses arising out of the troubles in the North-West Territories, from 1st July, 1885, to 15th March, 1886; and subsidiary statement, "Hudson Bay Company's Supplies." Presented to the House of Commons, 30th March, 1886, by Hon. A. W. McLelan—
Printed for both Distribution and Sessional Papers.
- 50a.** Report of the Board of Examiners for the Civil Service in Canada, for the year ended 31st December, 1885. Presented to the House of Commons, 19th April, 1886, by Hon. J. A. Chapleau..... *Printed for both Distribution and Sessional Papers.*
- 51.** Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all correspondence, reports, recommendations and representations received at, and sent from, the Department of Customs since the year A.D. 1880 to this day, on the subject of the Richibucto harbor, the Customs business done thereat, and in any way relating to the Customs service thereat, including all claims made for extra services by or on behalf of any preventive officer of the ports of Richibucto and Kingston. Presented to the House of Commons, 15th March, 1886.—*Mr. Landry (Kent)*..... *Not printed.*
- 51a.** Return to an Order of the House of Commons, dated 5th March, 1886, for copies of all correspondence with the Department of Public Works relative to protection required to the north of Smith's Island to prevent the total destruction of Port Hood harbor, Inverness, N.S.; also a copy of the engineer's report thereon. Presented to the House of Commons, 31st March, 1886.—*Mr. Cameron (Inverness)*..... *Not printed.*
- 51b.** Return to an Order of the House of Commons, dated 29th March, 1886, for copies of all correspondence between the Municipal Council of Bayfield or other persons and the Department of Public Works, in reference to the repairs to the harbor of Bayfield. Presented to the House of Commons, 6th April, 1886.—*Sir Richard Cartwright*..... *Not printed.*
- 52.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all documents forming the record in the cases of Her Majesty against the different parties tried in connection with the late rebellion, including the jury lists, the names of the jurors, the lists of the jurors empannelled, the motions and affidavits filed, the evidence, the incidents of the trial, the charges of the judge, the names of the judges who tried the different cases, the names of the counsel for the prosecution and for the defence, the pleas entered, the verdicts and the sentences, and, in short, of every document whatever relating to the said trials. Presented to the House of Commons, 15th March, 1886.—*Mr. Laurier*..... *Printed for both Distribution and Sessional Papers.*
- 52a & b.** A Supplementary Return and a final Supplementary Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all documents forming the record in the cases of Her Majesty against the different parties tried in connection with the late rebellion, including the jury lists, the names of the jurors, the lists of the jurors empannelled, the motions and affidavits filed, the evidence, the incidents of the trial, the charges of the judge, the names of the judges who tried the different cases, the names of

the counsel for the prosecution and for the defence, the pleas entered, the verdicts and the sentences, and, in short, of every document whatever relating to the said trials. Presented to the House of Commons, 19th March, 1886.—*Mr. Laurier*—

Printed for both Distribution and Sessional Papers.

- 52c.** Message from His Excellency the Governor General, transmitting copies of certain letters of a confidential character respecting the rebellion in the North-West Territories during the year 1885. Presented to the House of Commons, 29th March, 1886, by Hon. Mr. Speaker—

Printed for both Distribution and Sessional Papers.

- 52d.** Return to an Order of the House of Commons, dated 29th March, 1886, for a Return showing all sums of money paid to any member or members of this House or the Senate, on account of services rendered in connection with the North-West rebellion, giving the names, the services performed and the respective sums paid each, the date at which the services commenced and terminated; also all sums paid on account of travelling expenses, outfit or otherwise, giving each name, amount paid, what for, and date of payment, separately. Presented to the House of Commons, 11th May, 1886.—*Mr. McMullen*.*Not printed.*

- 52e.** Return to an Address of the Senate to His Excellency the Governor General, dated 5th April, 1886, for a Return setting forth the total amount of the claims which have been already acknowledged by the Government for losses sustained by the Hudson Bay Company and private parties, arising out of the North-West rebellion, up to the 1st March, 1886, giving the names and amounts. Presented to the Senate, 20th May, 1886.—*Hon. Mr. Alexander*—

Not printed.

- 52f.** Return to an Address of the Senate to His Excellency the Governor General, dated 7th April, 1886, for copies of the commission or commissions, and instructions issued to the commissioners appointed to enquire into and report upon the losses sustained in the North-West Territories during the recent rebellion. Presented to the Senate, 20th May, 1886.—*Hon. Mr. Power*—

Printed for Sessional Papers only.

- 53.** The Governor General transmits to the House of Commons, copies of despatches and other papers with reference to the transfer of Cape Race lighthouse and steam fog-whistle from the Imperial Government to the Government of the Dominion of Canada. Presented to the House of Commons, 19th March, 1886, by Hon. G. E. Foster.*Not printed.*

- 53a.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for copies of all correspondence and telegrams between the Government of Canada, or any member thereof, and the late superintendent of Scatterie fog-whistle, and any other person or persons, and any Order or Orders in Council relative to the dismissal or resignation of the said superintendent and the appointment of his successor. Presented to the House of Commons, 2nd June, 1886.—*Mr. Kirk*.*Not printed.*

- 54.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 4th March, 1886, for copies of instructions or circulars issued to revising officers in regard to the performance of their duties under the Electoral Franchise Act of 1885. Presented to the House of Commons, 22nd March, 1886.—*Mr. Casey*.*Not printed.*

- 55.** General statements and returns of baptisms, marriages and burials in the districts of Iberville, Montmagny and Quebec, for the year 1885. Presented to the House of Commons, 22nd March, 1886. General statements and returns of baptisms, marriages and burials in the districts of Arthabaska, Gaspé, Kamouraska, Saguenay and Terrebonne, for the year 1885. Presented to the House of Commons, 19th April, 1886, by Hon. Mr. Speaker. Returns for the district of St. Francis; presented 2nd June, 1886.*Not printed.*

- 56.** Statement of the affairs of the British Canadian Loan and Investment Company, on 31st December, 1885. Presented to the House of Commons, 22nd March, 1886, by Hon. Mr. Speaker.

Not printed.

57. Return to an Address of the House of Commons to His Excellency the Governor General, dated 28th March, 1884, for a statement showing the amount of bonuses that have been granted for railway purposes by the townships of Artemesia, Bentinck, Egremont, Glenelg, Normanby and the town of Durham; also for statement showing the amount expended by the Provincial Government in aid of railways within said townships. Presented to the House of Commons, 24th March, 1886.—*Mr. Thompson (Haldimand)*.....*Not printed.*
58. Return to an Order of the House of Commons, dated 8th March, 1886, for a Return of the expenditure made by the St. John Bridge and Railway Extension Company on their railway and bridge connecting the Intercolonial and New Brunswick Railway, together with a statement of the amounts advanced by the Government to the said company, and the dates of such advances. Presented to the House of Commons, 24th March, 1886.—*Mr. Weldon*.....*Not printed.*
59. Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st March, 1886, for copies of all petitions or memorials received by the Government, since the 1st January, 1882, from riparian owners on the Richelieu river, complaining that the piers constructed in the said river near the towns of St. John and Iberville by the Stanstead, Shefford and Chambly Railway Company raise the waters of the said river, and that their lands are consequently flooded, and praying for relief. Presented to the House of Commons, 24th March, 1886.—*Mr. Béchard*.....*Not printed.*
60. Return to an Address of the House of Commons to His Excellency the Governor General, dated 30th March, 1885, for a copy of the report of the commissioners appointed to enquire into the claims of the merchants and fishermen of Prince Edward Island for a refund of duties paid by them in the years 1871 and 1872, on fish exported to the United States. Also all instructions furnished to said commissioner, and all correspondence between the commissioner and the Government, or any of the Departments, relating to the said refund, or the evidence or report of the said commissioner. Presented to the House of Commons, 24th March, 1886.—*Mr. Mills*.....*Not printed.*
61. Return to an Order of the House of Commons, dated 2nd February, 1885, for a Return showing: 1st. The total number of timber licenses or permits to cut timber granted since 1st February, 1883, and the total area covered by such licenses or permits. 2nd. The total amount of bonuses or premiums paid on such licenses or permits. 3rd. The name and residence of each grantee of a timber license or permit; the number of the license or permit; the area covered by each; the date of application for the same; the bonus or premium per square mile paid upon each; whether the survey of each berth or area covered by license or permit was made by the Government previous to granting the same, for the purpose of obtaining information as to its value; and the information, if any, in the possession of the Government as to the quantity, quality and kind of timber upon each; also the location of each berth or limit; also the names of all assignees of such licenses, and the consideration expressed in the assignment. 4th. The Crown dues or stumpage charged or chargeable on each license or permit. 5th. Whether in each case where a license or permit was granted the berth was first put up at public auction after public notice inviting tenders was given, and was sold to the highest bidder, or whether granted upon application from the grantee without public competition being invited. 6th. Copies of all petitions, remonstrances, claims or communications sent or made to the Government respecting such timber licenses or permits; and copies of all correspondence had with the Government respecting such lands, licenses or timber, and the action of the Government thereon. Presented to the House of Commons, 24th March, 1886.—*Mr. Charlton*.....*Not printed.*
- 61a. Return to an Order of the House of Commons, dated 27th April, 1885, for copies of correspondence between the Indians of the Fort William Reserve, or anyone on their behalf, and the Indian Department, and between the Indian Department and Indian agent, whether by telegraph or otherwise, on the subject of the action taken under the existing timber licenses. Presented to the House of Commons, 1st April, 1886.—*Mr. Blake*.....*Not printed.*
- 61b. Return to an Order of the House of Commons, dated 10th May, 1886, showing the names of the persons who respectively owe the arrears of \$43,860.95, on account of cullers' fees, which appear to be according to the Report of the Department of the Interior for the year 1885, at page 23. Presented to the House of Commons, 10th May, 1886.—*Mr. Casgrain*.....*Not printed.*

- 61c.** Return to an Address of the Senate to His Excellency the Governor General, dated 16th July, 1885, for copies of all memorials, letters or telegrams, addressed to the Department of the Interior or any member of the Privy Council, respecting the land and timber regulations affecting Dominion Lands in British Columbia. Presented to the Senate, 20th May, 1886.—*Hon. Mr. McInnes* *Not printed.*
- 62.** Reports of the Chief Engineer and General Manager, Government Railways; the Dominion Government Agent in British Columbia; and the Engineer who personally inspected the Esquimalt and Nanaimo Railway. Presented to the House of Commons, 2nd April, 1886 by Hon. J. H. Pope..... *Printed for Sessional Papers only.*
- 62a.** Copies of telegraphic communications respecting the Esquimalt and Nanaimo Railway. Presented to the House of Commons, 5th April, 1886, by Hon. J. H. Pope—
Printed for Sessional Papers only.
- 63.** Return to an Order of the House of Commons, dated 29th March, 1886, for a copy of the report made F. N. Gisborne in February, 1885, on the application of the inhabitants of Bryer and Long Islands, Digby county, for telegraphic communication with the mainland. Presented to the House of Commons, 5th April, 1886.—*Mr. Vail*..... *Not printed.*
- 64.** Return to an Order of the House of Commons, dated 29th March, 1886, for a statement, in detail, of the several assets forming the sum of \$72,791,837, stated by the Minister of Finance to be available in reduction of the gross debt of the Dominion. Presented to the House of Commons, 5th April, 1886.—*Mr. Charlton*..... *Printed for both Distribution and Sessional Papers.*
- 65.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 27th April, 1885, for copies of all memorials or papers relating to reciprocal trade between the United States and Canada, and of all correspondence between the Government of Canada and the British Government, the British Minister at Washington, or the Government of the United States, upon the subject of reciprocal trade relations with the United States; also copies of all reports, if any, made by agents of the Canadian Government upon the same subject. Presented to the House of Commons, 5th April, 1886.—*Mr. Charlton*—
Not printed.
- 66.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return of the rolling stock repaired at the Government workshops at Moncton for the Intercolonial Railway during the year ending 31st December, 1885; also of the rolling stock of the said railway repaired at other workshops during the same period, the places where such repairs were made, and the amounts paid. Presented to the House of Commons, 5th April, 1886.—*Mr. Weldon*—
Not printed.
- 66a.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return of the number of private or official cars built or purchased for the Intercolonial Railway since the year 1878, and the cost of each car. Presented to the House of Commons, 12th April, 1886.—
Mr. Weldon *Not printed.*
- 66b.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the quantity of rolling stock purchased for the Intercolonial Railway during the last six months of the year ending 31st December, 1885, giving each kind of rolling stock, and whether purchased under contract or otherwise, the parties from whom bought and the cost of each kind. Also a statement showing what has been built in Government workshops of each kind. Presented to the House of Commons, 14th April, 1886. — *Mr. Weldon* *Not printed.*
- 66c.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the cost and monies expended upon the railway station building in St. John, N.B., and of the furniture and fittings therein, the amount of the several contracts, names of contractors, and the place of manufacture of such furniture and fittings. Presented to the House of Commons, 15th April, 1886.—*Mr. Weldon*..... *Not printed.*

- 66d.** Return to an Order of the House of Commons, dated 27th April, 1885, for copies of a report made by Mr. Joseph Simard, Dominion Arbitrator, under date of 16th October, 1883, recommending that a sum of money should be paid to George Lavoie, of the parish of Ste. Cécile du Bic, for damages caused to his property by the Intercolonial Railway, or fixing the amount of such damages. Presented to the House of Commons, 3rd May, 1886.—*Mr. Langelier*—
Not printed.
- 66e.** Return to an Order of the House of Commons, dated 14th April, 1886, for copies of all documents addressed to the Honorable the Minister of Railways, praying, on the part of Jean Baptiste Plante, of St. Charles, that his claim for two horses killed on the Intercolonial Railway may be referred anew to the Dominion Arbitrators. Presented to the House of Commons, 6th May, 1886.—*Mr. Amyot*.....*Not printed.*
- 66f.** Return to an Order of the House of Commons, dated 28th April, 1886, for copies of the award or report of the Dominion Arbitrators, with the evidence and papers connected therewith, in the matter of claims in connection with section 16 of the Intercolonial Railway, on the part of the estate of the late John Bannon, Esq.; the late William Muirhead, Esq.; William Wilkinson, Esq., and the other claims investigated at the same time as those named above, and connected with the said report or award. Presented to the House of Commons, 31st May, 1886.—*Mr. Mitchell*.....*Printed for Sessional Papers only.*
- 66g.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the quantity of stores purchased and taken into stock for the Intercolonial Railway during the last six months of the year ending 31st December, 1885, specifying what stores and of what kind purchased under contract, and the names of the several contractors, and the several amounts paid under such contracts. Presented to the House of Commons, 31st May, 1886.—*Mr. Weldon*.....*Not printed.*
- 66h.** Return to an Order of the House of Commons, dated 29th March, 1886, for a Return of the earnings and working expenses of the Intercolonial Railway for each month from 1st July, 1885, to 1st February, 1886, specifying the different sources of earnings and the amount (if any) in each month, credited from mechanical stores account to earnings. Presented to the House of Commons, 31st May, 1886.—*Mr. Weldon*.....*Printed for Sessional Papers only.*
- 66i.** Return to an Order of the House of Commons, dated 4th March, 1886, for a Return showing the number of men employed on the Intercolonial Railway between Campbellton and Halifax and between St. John and Shediac, including the men employed at the different stations, specifying the number at each station and the men employed on the machine shops at Moncton; the number and names of men dismissed or discharged from the employment of the railway since 1st October last, and the several causes of such dismissal or discharges; also any reduction of wages payable to the employees or any of them since the first day of October last. Presented to the House of Commons, 31st May, 1886.—*Mr. Weldon*.....*Not printed.*
- 67.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 8th March, 1886, for copies of all Orders in Council passed for the granting of the subsidy authorized by the Acts 47 Victoria, chapter 8, and 48-49 Victoria, chapter 58, "for a line of railway connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route;" of all reports of engineers upon which said Orders in Council may be based, together with a statement of all monies paid in connection with the same, and of all persons to whom such payments may have been made. Presented to the House of Commons, 5th April, 1886.—*Mr. Laurier*.....*Not printed.*
- 67a.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st April, 1886, for copies of all correspondence between the Government of the Dominion of Canada and the Government of Nova Scotia, in reference to the Short Line Railway in Nova Scotia, and legislation affecting the same. Presented to the House of Commons, 28th April, 1886.—*Mr. Tupper*.....*Not printed.*
- 67b.** Report of the Chief Engineer of Government Railways, submitting the reports of Messrs. Donken and Hyndman on Cape Breton surveys, 1886. Presented to the House of Commons, 19th May, 1886, by Hon. J. S. D. Thompson—

68. Copy of an agreement between the Chignecto Marine Transport Railway Company (Limited) and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, dated 4th March, 1886. Presented to the House of Commons, 5th April, 1886, by Hon. J. H. Pope..... *Not printed.*
69. Return to an Address of the Senate to His Excellency the Governor General, dated 15th April, 1886, for a copy of all correspondence between the Department of Justice and any member of Parliament or others in relation to the investigation which took place last summer in regard to the administration of the penitentiary of St. Vincent de Paul, and the difficulties in the administration of the said institution. Presented to the Senate, 30th March, 1886.—*Hon. Mr. Bellerose*..... *Not printed.*
- 69a. Return to an Address of the Senate to His Excellency the Governor General, dated 1st March, 1886, for a copy of a protest of the deputy warden of St. Vincent de Paul Penitentiary, Téléphore Ouimet, objecting to the evidence of Hector Demers, summoned as a witness on the 14th July, 1884, being taken before the commission of enquiry named to enquire into the management of the aforesaid penitentiary in 1884. Presented to the Senate, 30th March, 1886.—*Hon. Mr. Bellerose*..... *Not printed.*
- 69b. Return to an Order of the House of Commons, dated 3rd March, 1886, for a Return showing the number of convicts in the Dominion penitentiaries for the years 1884-85, who were employed at work that competes with free labor; the kind of work employed at; the number employed at each kind of work; the number employed outside by contractors; and the amount received per day by the Government for each convict so employed; and where the goods so manufactured were disposed of. Presented to the House of Commons, 22nd April, 1886.—*Mr. Wilson*..... *Not printed.*
70. Message from His Excellency the Governor General, transmitting copies of the several despatches from the Imperial Government in reference to the engineers' certificates of competency in the British mercantile marine. Presented to the House of Commons, 9th April, 1886, by Sir Hector Langevin..... *Not printed.*
71. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return showing the amount of notes of the several banks of the Dominion in circulation on the 1st March last; the amount of Dominion notes in circulation and in the hands of the banks on the same date; and the amount of gold held by the Government and the banks for the redemption of Dominion and bank notes at the same date. Presented to the House of Commons, 14th April, 1886.—*Mr. McMullen*..... *Not printed.*
72. Return to an Order of the House of Commons, dated 27th April, 1886, for copies of all correspondence, minutes of evidence taken, reports, memoranda or telegrams whatsoever, relating to or causing the dismissal of one Brenton H. Dodge, of Kentville, King's county, Nova Scotia, from the office of collector of the port of Kentville, Nova Scotia. Presented to the House of Commons, 15th April, 1886.—*Mr. Moffat*..... *Not printed.*
73. Return to an Order of the House of Commons, dated 29th March, 1886, for a Return showing seizures made at the port of Winnipeg, or any of its outports, by the Customs officers or officials, between 1st January, 1886, and the 11th March, 1886, in which fines were imposed, deposits forfeited, or goods sold after seizure; giving the names of the persons upon whom fines were imposed, who forfeited deposits, or whose goods were sold after seizure; giving the amount of each fine imposed, of each forfeit deposited, and of the amount obtained in each case in which goods were sold; and stating in detail the name, official position and salary of each officer to whom any part of the money so realized was paid, and the amount in each case thus paid to the said officer. Presented to the House of Commons, 15th April, 1886.—*Mr. Paterson (Brant)*..... *Not printed.*
74. Return to an Address of the House of Commons to His Excellency the Governor General, dated 29th March, 1886, for copies of all the evidence, together with the judge's charge, and all other papers relating to the trial of Loison Mongrain for the murder of David L. Cowan, a

- policeman, late of the county of Carleton. Also all petitions, correspondence and Orders in Council relating to the commutation of the death sentence of Loison Mongrain. Presented to the House of Commons, 19th April, 1886.—*Mr. Trow*..... *Not printed.*
75. Message from His Excellency the Governor General, transmitting copies of certain despatches from the Right Honorable the Secretary of State for the Colonies, and of other papers, with reference to the Aspy Bay affair. Presented to the House of Commons, 20th April, 1886, by Sir Hector Langevin.....*Printed for Sessional Papers only.*
76. Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for copies of all despatches from or correspondence with the Imperial Government, respecting the complaint of the Legislature or Government of Prince Edward Island that the terms of Union between that Island and the Dominion have not been carried out, or with respect to the mission of delegates to the Imperial Government from Prince Edward Island on the subject of such complaint. Presented to the House of Commons, 19th April, 1886.—*Mr. McIntyre*.....*Printed for both Distribution and Sessional Papers.*
- 76a. Supplementary Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for copies of all despatches from or correspondence with the Imperial Government, respecting the complaint of the Legislature or Government of Prince Edward Island that the terms of Union between that Island and the Dominion have not been carried out, or with respect to the mission of delegates to the Imperial Government from Prince Edward Island on the subject of such complaint. Presented to the House of Commons, 30th April, 1886.—*Mr. McIntyre*.....*Printed for both Distribution and Sessional Papers.*
77. Return to an Order of the House of Commons, dated 29th March, 1886, for a Return of names, tonnage, number of men and armament of steamers or sailing vessels forming the present Marine Police Force of Canada, the extension of which is referred to in the Speech from the Throne. Presented to the House of Commons, 22nd April, 1886.—*M. Mitchell*.....*Not printed.*
- 77a. Return to an Order of the House of Commons, dated 29th March, 1886, for a Return of the numbers and names of United States fishing vessels frequenting the inshores of Canada for fishing and kindred purposes, during each of the several years that the Treaty of Washington has been in operation; also the kinds and estimated quantities of fish taken yearly by each American vessel, and the probable period of each fishing voyage or voyages. Presented to the House of Commons, 22nd April, 1886.—*Mr. Mitchell*.....*Not printed.*
- 77b. Return to an Address of the House of Commons to His Excellency the Governor General, dated 29th March, 1886, for a copy of the Report of the Minister of Marine and Fisheries to the Privy Council under date of 15th December, 1869. Presented to the House of Commons, 22nd April, 1886.—*Mr. Mitchell*.....*Printed for Sessional Papers only.*
- 77c. Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st April, 1886, for copies of all fishery regulations or official notices, and of instructions to fishery officers or other persons commanding the alleged Marine Police Force of Canada, under the Fishery Act of 1868, relative to fishing practices by United States citizens exercising privileges conceded by the Treaty of Washington in common with Canadian fishermen, the said copies to be accompanied by a description of the various instances and of the manner and effect of enforcing the said regulations or notices. Presented to the House of Commons, 28th April, 1886.—*Mr. Mitchell*.....*Not printed.*
- 77d. Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th April, 1886, for copies of all correspondence between the Government of British Columbia, or any person, and the Dominion Government, with regard to the deep-water fisheries on the coast of British Columbia. Presented to the House of Commons, 29th April, 1886.—*Mr. Shakespeare*.....*Printed for Sessional Papers only.*
- 77e. Return to an Order of the House of Commons, dated 19th April, 1886, for a Return giving the number of whitefish fry at the various fish hatcheries of the Dominion for distribution next

- spring; also the number of pickerel and black bass; also the instructions that have been given for their distribution. Presented to the House of Commons, 11th May, 1886.—*Mr. Go don—*
Not printed.
- 77f. Return to an Order of the House of Commons, dated 14th April, 1886, for copies of all claims for fishing bounties by Louis Pinault and Michel Pinault, of Ste. Cécile, Bic, fishermen; of all affidavits or declarations in support of the said claims; of all correspondence in relation to such claims between the Department of Fisheries or any other Department of the Government and the said Louis Pinault and Michel Pinault or other persons; also of all reports of fishery overseers in relation to the said claims. Presented to the House of Commons, 14th May, 1886.—*Mr. Langelier—*
Not printed.
78. Return to an Order of the House of Commons, dated 2nd March, 1885, for a Return of the names of the president, vice-president, directors (or provisional directors, as the case may be) and shareholders of the various railway companies for whose lines subsidies have been granted by the Parliament of Canada, and the amount of the stock held by each individual. Presented to the House of Commons, 28th April, 1886.—*Mr Lister—*
Not printed.
- 78a. Papers, correspondence, etc., respecting subsidies to certain railway companies, and towards the construction of certain railways, as follows: Moncton and Buctouche Railway Company; line of railway, Ingersoll to Chatham, Ontario; Northern and Western Railway Company; the Caraqueet Railway Company; Lake Erie, Essex and Detroit Railway Company; Thunder Bay Colonization Railway Company; Parry Sound Colonization Railway Company; railway from New Glasgow to Montcalm, Quebec; railway from Hereford to Eaton, Quebec; railway from St. Félix to Lake St. Gabriel, Quebec; railway from Glenannan to Wingham, Ontario; railway from McCann Station to Joggins, Nova Scotia; railway from L'Assomption to L'Épiphanie, Quebec; Montreal and Western Railway Company; railway from St. Andrews to Lachute, Quebec; Canada Atlantic Railway Company; railway from Truro to Newport, Nova Scotia; Quebec and Lake St. John Railway Company; Cap Rouge and St. Lawrence Railway Company; Long Sault to Lake Témiscamingue; Gananoque to Delta; line of railway along Stewiacke Valley; Perth Station to Plaister Rock Island, New Brunswick; Fredericton to Prince William, New Brunswick; Newcastle to Douglastown, New Brunswick; point on Canadian Pacific Railway to Eganville, Ontario; Napanee, Tamworth and Quebec Railway Company; and Albert Railway Company. Presented to the House of Commons, 27th May, 1886, by Sir Hector Langevin.....
Not printed
- 78b. Return to an Address of the House of Commons to His Excellency the Governor General, dated 1st April, 1886, for copies of all petitions from the Legislature of Nova Scotia or any member thereof, and the Dominion Government or any member thereof; and all Orders in Council of either Government, respecting the re-adjustment or increase of the money subsidy paid, or to be paid, by the Dominion Government to the Government of Nova Scotia, not already brought down. Presented to the House of Commons, 31st May, 1886.—*Mr. Kirk—*
Printed for Sessional Papers only.
79. Return to an Address of the House of Commons to His Excellency the Governor General, dated 14th April, 1886, for a copy of the memorial of the North-West Council presented to the Government by Messrs. Wilson and Ross, members of said Council, and of any answer made to said memorial and of any correspondence between the Government and the Lieutenant-Governor of the North-West Territories or other parties in reference thereto. Presented to the House of Commons, 29th April, 1886.—*Mr. Watson—*
Printed for both Distribution and Sessional Papers.
80. Return to an Order of the House of Commons, dated 31st March, 1886, for Return of names, rank and corps of the officers composing the Military Claims Commission, while at Winnipeg; stating also any subsequent changes in the personnel of the Commission, with reasons for the same. Presented to the House of Commons, 3rd May, 1886.—*Mr. Trow—*
Not printed.
- 80a. Return to an Order of the House of Commons, dated 7th April, 1886, for copies of all correspondence between the Minister of Militia and Defence and any official of the Militia Department

- ment, and any officers of volunteer corps, whether on active service or not, all officials of rifle associations, and other parties, in reference to the character of the ammunition made at the Quebec Cartridge Factory and supplied for use in the field, for practice, or at rifle matches; including reports of all tests of such ammunition made by any such officers or officials of rifle associations. Presented to the House of Commons, 3rd May, 1886.—*Mr. Casey.....Not printed.*
- 80b. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return of names of the staff paymasters appointed, showing whether non-combatants or not, with rank and corps of such as were in the active militia; with rate of pay and length of services in all cases. Presented to the House of Commons, 7th May, 1886.—*Mr. Trow.....Not printed.*
- 80c. Supplementary Return to an Order of the House of Commons, dated 7th April, 1886, for copies of all correspondence between the Minister of Militia and Defence and any official of the Militia Department, and any officers of volunteer corps, whether on active service or not, all officials of rifle associations, and other parties, in reference to the character of the ammunition made at the Quebec Cartridge Factory and supplied for use in the field, for practice, or at rifle matches; including reports of all tests of such ammunition made by any such officers or officials of rifle associations. Presented to the House of Commons, 11th May, 1886.—*Mr. Casey.....Not printed.*
- 80d. Statement of militia pensions, awarded by Order in Council, consequent upon the rebellion of 1885, North-West Territories. Presented to the House of Commons, 13th May, 1886, by Sir Adolphe Caron.....*Printed for Sessional Papers only.*
- 80e. Copy of a Report of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 8th July, 1885, respecting regulations as to pensions and gratuities, rebellion, North-West Territories. Presented to the House of Commons, 13th May, 1886, by Sir Adolphe Caron.....*Printed for Sessional Papers only.*
- 80f. Return to an Order of the House of Commons, dated 31st March, 1886, for copies of instructions to Major Bell, Major-General Laurie, S. L. Bedson, and other non-combatants, employed during the North-West campaign, from the Minister of Militia, Major-General Middleton, or the Adjutant-General of Militia, and of correspondence between the last-named authorities and such non-combatants. Presented to the House of Commons, 13th May, 1886.—*Mr. Trow—
Printed for Sessional Papers only.*
- 80g. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return showing names of all militia officers and non-combatants appointed as transport and supply officers, giving rank and corps of militia officers, with dates of appointment, rates of pay, by whom appointed, and on whose recommendation, and total payments to each to date. Presented to the House of Commons, 14th May, 1886.—*Mr. Trow.....Printed for Sessional Papers only.*
- 80h. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return of all horses, ponies, cattle, furs, waggons, carts and other property seized by the Mounted Police or Expeditionary Force, while on service in the North-West between 27th March and 1st August, with the disposition made of the same, the names of persons from whom such seizures were made, and the amounts (if any) paid, received, or now payable or receivable, on account of such property. Presented to the House of Commons, 14th May, 1886.—*Mr. Trow—
Printed for Sessional Papers only.*
- 80i. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return stating name, rank and corps of all officers composing the staff of Major-General Middleton, and the capacity in which each served. Presented to the House of Commons, 14th May, 1886.—*Mr. Trow.....Printed for Sessional Papers only.*
- 80j. Return to an Order of the House of Commons, dated 31st March, 1886, for copies of all correspondence between one James Anderson and the Minister of Militia, Major-General Middleton, and any member of the Government, with respect to the purchasing of supplies, cost of transport and other expenditure incurred during the North-West Rebellion. Presented to the House of Commons, 14th May, 1886.—*Mr. Trow.....Printed for Sessional Papers only.*

- 80k. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return of names of all persons employed as purchasing agents, showing when, by whom, and on whose recommendation appointed, rate of pay, and length of employment. Presented to the House of Commons, 14th May, 1886.—*Mr. Trow*.....*Printed for Sessional Papers only.*
- 80l. Return to an Order of the House of Commons, dated 31st March, 1886, for a Return showing names of all contractors from whom teams were engaged for transport, number of teams engaged from each, with rate of pay per day per team, and the total amount paid to each of such contractors. Presented to the House of Commons, 25th May, 1886.—*Mr. Trow*—
Printed for Sessional Papers only.
- 80m. Return to an Address of the House of Commons to His Excellency the Governor General, dated 31st March, 1886, for copies of all correspondence between the Government of the United Kingdom and the Canadian Government, or any members, officers or employees thereof, respecting the medals to be given to the volunteers who served in the recent insurrection in the North-West. Presented to the House of Commons, 25th May, 1886.—*Mr. Amyot*—
Printed for Sessional Papers only.
81. Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for copies of all petitions, despatches and correspondence, reports to Council and Orders in Council touching upon and relating to the disallowance of railway charters in Manitoba, not already brought down. Presented to the House of Commons, 3rd May, 1886.—*Mr. Watson*.....*Printed for Sessional Papers only.*
82. Return to an Address of the House of Commons to His Excellency the Governor General, dated 19th April, 1886, for a copy of the report of Mr. Justice Hensley upon the trial of Alexander Gillis, for murder, at Charlottetown, in January last, together with a copy of the report of the Minister of Justice recommending a commutation of the sentence of death passed upon Gillis, and all telegrams and letters upon the subject. Presented to the House of Commons, 3rd May, 1886.—*Mr. Davies*.....*Not printed.*
83. Return to an Order of the House of Commons, dated 5th March, 1886, for copies of all correspondence relative to the dismissal of Isaac McLeod, Esq., Strathbone, Inverness, from the position of postmaster at that place, including the Post Office Inspector's report. Presented to the House of Commons, 3rd May, 1886.—*Mr. Cameron (Inverness)*.....*Not printed.*
84. Copy of an agreement between Her Majesty Queen Victoria, represented by the Minister of Railways and Canals, and the Baie des Chaleurs Railway Company, dated 7th November, 1885. Presented to the House of Commons, 6th May, 1886, by Sir Hector Langevin—
Not printed.
86. Return to an Order of the House of Commons, dated 29th March, 1886, for a Return giving :
1. The number of Chinese immigrants that have arrived in Canada from the 20th day of August, 1885, to the 31st day of January, 1886, specifying the ports at which such immigrants have arrived. 2. The number that have arrived direct from China. 3. The number that have arrived from other countries, specifying the countries. 4. The total amount of duty collected from such immigrants. 5. The number of Chinese that have entered as tourists, merchants, men of science or students. 6. Whether in either case (if any) certificates were presented from the Chinese Government endorsed by the chargé d'affaires, consul or consular agent, or other representative of Her Majesty, at the place where the same was granted, or at the port or place of departure. 7. The cost to the Department of Customs, in consequence of the administration by that Department of the Act restricting and regulating Chinese immigration into Canada. 8. Copies of all the correspondence (if any) between trades unions or other societies, corporate or incorporate, or persons and the Department of Customs, urging more strict supervision over Chinese immigration, together with complaints (if any) against any officer of Customs in connection with the administration of said Chinese Restriction Act. 9. The total number of Chinese persons that have left Canada during the same period. Presented to the House of Commons, 11th May, 1886.—*Mr. Gordon*....*Printed for Sessional Papers only.*

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87. Return to an Address of the House of Commons to His Excellency the Governor General, dated 4th March, 1886, for copies of: 1. All Orders in Council or Departmental Orders respecting the putting in operation "The Act respecting the Electoral Franchise." 2. All correspondence between the Government or any Department of it and said revising officers. Presented to the House of Commons, 25th May, 1886.—*Mr. Cameron (Huron)*.....*Not printed.*
- 87a. Return (*in part*) to an Order of the House of Commons, dated 1st April, 1886, for statements from all revising officers in regard to the arrangements made by them for the printing of the voters' lists in their respective electoral divisions, showing whether tenders were called for, for such printing, or written contracts entered into for its performance, with copies of such contracts; names of parties with whom agreements (written or verbal) were made for such printing, and number of times lists are to be printed; stating rates allowed, per name or otherwise, number of names on first list, whether first list is printed by polling sub-divisions or not, manner of making alterations and additions after first printing, and all other details of such arrangements, agreements and contracts for printing said lists. Presented to the House of Commons, 29th May, 1886.—*Mr. Casey*.....*Not printed.*
88. Memorandum as to whether it has come to the notice of the Government that American tow boats have been towing in British Columbia harbors and within the "three mile limit" in Dominion waters. Presented to the Senate, 19th May, 1886.—*Hon. Mr. Macdonald*...*Not printed.*
89. Return to an Order of the House of Commons, dated 19th April, 1886, for copies of correspondence, not already brought down, between the Government and the captain or any of the crew of the Life-Saving Service at Port Rowan, province of Ontario. Presented to the House of Commons, 27th May, 1886.—*Mr. Jackson*.....*Not printed.*
90. Correspondence, etc., in connection with the suit of *The Queen vs. the St. Catharines Milling and Lumbering Company*. Presented to the House of Commons, 29th May, 1886, by *Hon. Thomas White*.....*Not printed.*
91. Return to an Address of the House of Commons to His Excellency the Governor General, dated 29th March, 1886, for a Return of particulars of any claim made by *John Heney*, of *Ottawa*, for a refund of tolls paid by him upon vessels or wood passing through the Government canals, together with copies of all Orders in Council passed by the Government in relation to such claim, and copies of all correspondence between the Government and the said *John Heney*, or any other person, respecting such claims for refund. Presented to the House of Commons, 31st May, 1886.—*Mr. Trow*.....*Not printed.*

REPORT
OF THE
POSTMASTER GENERAL

FOR THE
YEAR ENDED 30TH JUNE,

1885

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1886.

SCHEDULE.

Accompanying this Report are the following Documents therein referred to:—

| | Ontario. | Quebec. | Nova Scotia. | New Brunswick. | Manitoba and North - West Territories. | British Columbia. | Prince Edward Island. |
|---|----------|---------|--------------|----------------|--|-------------------|-----------------------|
| PART I. | Page | Page | Page | Page | Page | Page | Page |
| No. 1.—Post Office Revenue and Expenditure of the Dominion for the year ending 30th June, 1885. See page 2. | | | | | | | |
| Post Office Revenue and Expenditure for the several Provinces of the Dominion during same period..... | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| No. 2.—Detail of all payments made and charges incurred for ordinary mail transportation during the year ending 30th June, 1885..... | 11 | 66 | 95 | 117 | 134 | 144 | 148 |
| Charges for conveyance of mails by water during same period..... | 63 | 92 | 114 | 131 | ..... | 146 | 153 |
| Charges for conveyance of mails by railway during same period..... | 64 | 93 | 115 | 132 | 143 | 147 | 153 |
| Charges for making and repairing mail bags during same period..... | 65 | 94 | 116 | 133 | 143 | 147 | 154 |
| PART II. | | | | | | | |
| No. 3.—(A.)—Salaries in Post Office Inspectors' Offices (including Railway Mail Service)..... | 2 | 72 | 106 | 132 | 153 | 165 | 170 |
| Salaries in City Post Offices organized by Department..... | 10 | 76 | 108 | 134 | 154 | 165 | 170 |
| Salaries of Ocean Mail Clerks..... | 21 | ..... | ..... | ..... | ..... | ..... | ..... |
| Revenue collected, and salaries and allowances paid at Post Offices generally throughout the Dominion..... | 23 | 83 | 110 | 136 | 157 | 167 | 172 |
| (D.)—Report of all charges for commission on Sale of Postage Stamps by vendors in cities for the said year..... | 178 | 179 | 179 | 180 | 180 | 181 | 181 |
| (E.)—Account of travelling expenses incurred in the service of the Post Office Department for the said year..... | 182 | 183 | 184 | 184 | 185 | 185 | 186 |
| (F.)—Account of sums paid in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department for the said year..... | 187 | 191 | 193 | 194 | 195 | 196 | 197 |
| (G.)—Account of sums paid for Rents and Taxes on account of the Post Office Department for the said year..... | 198 | 198 | 199 | 199 | 200 | 200 | 200 |
| (H.)—Report, in detail, of the expenditure of the Department for Stationery, Printing and Advertising for the said year..... | 201 | 203 | 204 | 205 | 206 | 207 | 208 |
| (I.)—Account of sums paid for Fuel and Light for the use of the Post Office Department for the said year..... | 209 | 210 | 210 | 211 | 211 | 212 | 212 |
| (K.)—Account of sums paid for miscellaneous disbursements on account of the Post Office Department for the said year..... | 213 | 217 | 219 | 220 | 221 | 222 | 223 |
| PART III. | | | | | | | |
| No. 6.—Showing the Money Order Offices in operation, the number and amount of orders issued and paid..... | 2 | 11 | 14 | 17 | 19 | 20 | 19 |

SCHEDULE—*Concluded.*

| PART III— <i>Concluded.</i> | Page |
|--|----------|
| No. 7.—Showing the annual cost of the Money Order System in the Dominion, specifying, in detail, the disbursements for Salaries, &c., during the year..... | 21 |
| No. 8.—Showing losses sustained in conducting the Money Order System during the said year... Analysis of the Money Order business of the Dominion, &c. | 22 23 |
| No. 5.—Report of all cases occurring within the year ended 30th June, 1884, 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..... | 25 57 |
| No. 9.—Statement of Dead Letters:— Table I, showing the total number of letters of all kinds received, and the disposition made of them..... | 58 |
| Table II, showing the number of letters received containing money or other articles of value, and the disposition made of them..... | 64 |
| No. 10.—An account of all deposits received and paid under the authority of the Act 31st Vic., chap. 10, from the 1st July, 1883, to 30th June, 1884, and of the total amount due to all depositors at the latter date..... | 69 |
| Statement of expenses incurred from the 1st July, 1883, to 30th June, 1884. | 70 |

REPORT

OF THE

POSTMASTER GENERAL

FOR THE YEAR ENDED 30TH JUNE, 1885.

To His Excellency the Most Honourable the Marquess of Lansdowne, Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to present to Your Excellency, to be laid before Parliament, the Report of the Canada Post Office for the year ended the 30th June, 1885, with the accompanying returns and statements, exhibiting the operations of the year, and the general condition of this branch of the public service of the Dominion.

By the following tabular statement it will be seen that the number of post offices in operation last year was 7,084, with 50,461 miles of post route, on which the annual mail travel was computed to be 22,173,455 miles.

These figures, as compared with the returns of 1884, show that 247 new Post Offices were established last year, and 3,330 miles of new post routes organized for mail service.

The additional mail travel provided on these new post routes, and for augmented frequency of service on routes already in operation, was at the rate of 1,287,139 miles per annum.

The increased facilities given to correspondence by these extensions of the Postal service have been proportionately great.

The communication with Manitoba and the North-West was materially improved by the completion of the main line of the Canadian Pacific Railway on the Lake Superior Section, and from November last a daily mail service, by postal car, with mail clerks in charge, has been had between Montreal and Ottawa and Winnipeg—timed to deliver the mails from Winnipeg at Montreal, and *vice versa*, in about 66 hours—the distance being 1,430 miles. This service has been regularly maintained throughout the present winter, without any serious interruption from snow or other casualty.

The annual addition to expenditure attendant on the constant growth and improvement of the Canada Post Office, for mail transport, salaries of Postmasters, &c., supervision, and the other incidents of a Postal service, will naturally be considerable, but it is satisfactory to mark what has been gained for public convenience by the augmented outlay.

The disturbed condition of the North-West Territories during a portion of last year occasioned much solicitude to that Department in connection with the maintenance of the ordinary Postal communications in that section of the Dominion, and with the safe and speedy transmission of the correspondence of the force engaged in the restoration of peace and order.

Special arrangements were made in furtherance of these objects, and for relieving the troops employed from all difficulties in relation to postal charges on their letters.

There is reason to believe that these arrangements worked as satisfactorily as the condition of things permitted.

The local officers of the Department in Manitoba and the North-West deserved much credit for the zeal and intelligence with which the difficulties of the time were met, and, for the most part, overcome, in respect to the matters within their sphere of action.

The Third Congress of the Universal Postal Union was held at Lisbon in February, 1885, and the interests thereof of Canada, as a member of the Union, were ably represented and maintained by the delegates of the British Post Office, who had been duly authorized to act also in that capacity for the Post Office of the Dominion.

A number of suggestions and measures of more or less importance were submitted for consideration at the Lisbon Congress by the Postal Administrations of the countries represented—having for their object the introduction of new features in the Union regulations, or of modifications in the existing usages authorized—but after careful examination and discussion of these propositions no alteration of the regulations already in force was adopted as obligatory upon the Union generally, on any point of material significance in relation to the correspondence of Canada with other Union countries.

The Union now embraces all the States of Europe and America, some countries of Asia and Africa, and all the British Colonies and Possessions, except Australasia, New Zealand and South Africa.

The British Empire had three votes at the Lisbon Congress—one for the United Kingdom, one for British India and one for Canada.

It was conceded there that a vote should further be added hereafter for the other unrepresented British Colonies, conditionally upon the entry of the Cape Colony and Natal, and, moreover, that a separate vote would be awarded to the Australasian Colonies in the event of the adhesion to the Union of not less than three of them.

Comparative statement of the establishment of the Canada Post Office in 1880 and in 1885 :—

| | 1880. | 1885. |
|---|-------|-------|
| Number of Post Offices..... | 5,773 | 7,084 |
| do Clerks, Letter Carriers, &c., in city Post Offices..... | 452 | 674 |
| do Railway Mail Clerks..... | 190 | 290 |
| do Post Office Inspectors..... | 12 | 13 |
| do Assistant Inspectors..... | 9 | 12 |
| do Clerks, &c., in Inspectors' Offices..... | 50 | 65 |
| | == | === |

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, 1885.

| Provinces and Territories. | Extent of Mail Service. | | Estimated Number of Letters, Post Cards, Newspapers, &c., sent by Post in 1885. | | | | | | | |
|-----------------------------|--|---|---|------------|-------------|---------------------|---------------|--|---|----------------------------|
| | 1st November, 1885. Number of Post Offices. | 1885. Number of Miles of Post Route. | 1885. Annual Rate of Mail Travel in Miles. | Letters. | Post Cards. | Registered Letters. | Free Letters. | Newspapers and Periodicals Number Posted otherwise than from Office of Publication. | Number of Books, Circulars, Samples and Patterns, and other Miscellaneous Articles. | Number of Parcels by Post. |
| Ontario..... | 2,762 | 17,580 | 10,492,954 | 37,500,000 | 9,000,000 | 1,820,000 | 2,100,000 | 4,400,000 | 7,200,000 | 335,000 |
| Quebec..... | 1,289 | 10,329 | 4,968,633 | 16,000,000 | 2,700,000 | 660,000 | 420,000 | 2,700,000 | 2,500,000 | 150,000 |
| Nova Scotia..... | 1,355 | 7,697 | 2,652,963 | 5,300,000 | 850,000 | 155,000 | 140,000 | 520,000 | 350,000 | 45,000 |
| New Brunswick..... | 997 | 4,575 | 1,978,445 | 4,000,000 | 700,000 | 115,000 | 100,000 | 470,000 | 200,000 | 27,000 |
| Prince Edward Island..... | 280 | 1,146 | 457,422 | 800,000 | 90,000 | 30,000 | 20,000 | 90,000 | 40,000 | 4,000 |
| British Columbia..... | 97 | 3,536 | 385,445 | 1,100,000 | 60,000 | 50,000 | 70,000 | 80,000 | 70,000 | 11,000 |
| Manitoba..... | 295 | | | | | | | | | |
| Keewatin..... | 8 | 5,698 | 1,237,593 | 3,700,000 | 400,000 | 230,000 | 110,000 | 500,000 | 140,000 | 28,000 |
| North-West Territories..... | 101 | | | | | | | | | |
| Total..... | 7,084 | 50,461 | 22,173,455 | 68,400,000 | 13,800,000 | 3,060,000 | 2,960,000 | 8,760,000 | 10,500,000 | 600,000 |

FREE DELIVERY BY LETTER CARRIER.

ESTIMATE of the Weekly Averages of Letters and Papers delivered by Letter Carriers under the Free Delivery System, taken in November, 1885.

| Office. | City Letters. | Registered Letters. | Other Letters. | Total Letters. | News-papers. | Total Letters and News-papers. | Letter Carriers. (a) |
|--|---------------|---------------------|----------------|----------------|--------------|--------------------------------|----------------------|
| Halifax..... | 6,458 | 183 | 12,708 | 19,349 | 10,692 | 30,041 | 13 |
| Hamilton..... | 14,988 | 756 | 20,649 | 36,393 | 13,181 | 49,574 | 26 |
| Kingston..... | 4,596 | 309 | 7,320 | 12,225 | 5,978 | 18,203 | 7 |
| London..... | 6,728 | 569 | 23,695 | 30,992 | 10,182 | 41,174 | 23 |
| Montreal, including Hochelaga and Point St. Charles..... | 37,169 | 2,385 | 53,804 | 93,358 | 28,841 | 122,199 | 76 |
| Ottawa..... | 8,364 | 742 | 13,517 | 22,623 | 17,532 | 40,155 | 20 |
| Quebec and St. Sauveur..... | 9,480 | 787 | 22,958 | 33,225 | 14,936 | 48,161 | 23 |
| St. John..... | 4,163 | 209 | 11,961 | 16,333 | 8,409 | 24,742 | 13 |
| Toronto..... | 56,277 | 5,507 | 101,096 | 162,880 | 45,351 | 208,231 | 73 |
| Winnipeg..... | 3,612 | 632 | 7,733 | 11,977 | 5,601 | 17,578 | 15 |
| Totals..... | 151,835 | 12,079 | 275,441 | 439,355 | 160,703 | 600,058 | 289 |
| Totals in 1884..... | 135,395 | 10,887 | 232,393 | 378,675 | 139,662 | 518,337 | (b) 271 |
| Increase..... | 16,440 | 1,192 | 43,048 | 60,680 | 21,041 | 81,721 | 18 |

(a.) The number of carriers includes the carriers employed in the offices in the sortation of letters and papers in the letter carriers' branch, as well as the carriers employed in actual delivery.

(b.) The number of letter carriers upon last year's return was stated at 251 instead of 271, the number of carriers employed at London having, through a clerical error, been stated on the return to be 2, instead of 22, the actual number employed.

Upon the above Averages the total Annual Delivery would be:—

| | Letters. | Newspapers. | Total Letters and Newspapers. |
|-----------------------|------------|-------------|-------------------------------|
| In 1885..... | 22,846,460 | 8,356,556 | 31,203,016 |
| In 1884..... | 19,691,100 | 7,262,424 | 26,953,524 |
| Increase in 1885..... | 3,155,360 | 1,094,132 | 4,249,492 |

The increase in the mail matter delivered by letter carriers, shown by the above statement, was general in all the cities included.

The total average increase, of 1885 upon 1884, was about 16½ per cent. This, however, is not to be understood as indicating an increase to that extent in the correspondence addressed to those cities, but simply an increase in the proportion of that correspondence which the public prefers to have delivered by carriers, rather than directly from the city post offices.

RAILWAY MAIL SERVICE.

Since November, 1884, 935½ miles of Railway, on which Mails are carried, have been put in operation, viz. :—

| Name of Railway. | Places between which Railways have been opened since November, 1884. | Miles. | Total. |
|---------------------------------------|--|--------|--------|
| Intercolonial..... | Dalhousie and Junction..... | ..... | 7 |
| Grand Southern..... | St. John and St. Stephen ..... | ..... | 82½ |
| Kent Northern..... | Richibucto and Kent Junction..... | ..... | 27 |
| Quebec and Lake St. John..... | St. Raymond and Lac Simon..... | ..... | 11 |
| South Eastern..... | Richford and Mansonville..... | 4 | |
| | Frelighsburg and Ste. Rosalie Junction..... | 17 | 21 |
| <i>Canadian Pacific:—</i> | | | |
| Ontario and Quebec..... | Sudbury and Port Arthur..... | 551½ | |
| Manitoba and North-West | End of Track and Donald..... | 24½ | |
| British Columbia..... | Spence's Bridge and Savona's Ferry..... | 47 | 623 |
| Kingston and Pembroke | Flower Station and Renfrew ..... | ..... | 23 |
| Prince Edward County..... | Trenton and Picton..... | ..... | 31½ |
| North-West Coal and Navigation Co. .. | Dunmore and Lethbridge..... | ..... | 109 |
| Total..... | ..... | ..... | 935½ |

STATEMENT of distance travelled daily with Mails on each Railway in Canada on the
1st November, 1885.

| Name of Railway. | Actual length of Railway in Miles. | Daily Service by Traveling Post Office. | | Daily Service by Bags in charge of Company's Servants. |
|--|------------------------------------|---|------------------------------|--|
| | | No. of Postal Cars on Road. | Distance Travelled in Miles. | Distance in Miles. |
| Intercolonial..... | 927 | 10 | 2,622 | 1,018 |
| Halifax and Annapolis..... | 116 | 2 | 260 | 142 |
| Western Counties..... | 67 | 1 | 134 | |
| Spring Hill and Parrsboro'..... | 32 | | | 64 |
| Prince Edward Island..... | 196½ | 1 | 98½ | 571½ |
| Albert..... | 48 | 1 | 96 | |
| Elgin Branch..... | 14 | | | 28 |
| Grand Southern..... | 82½ | | | 165 |
| New Brunswick and Canada..... | 309 | 4 | 566 | 589 |
| Kent Northern..... | 27 | | | 54 |
| Ohatham Branch..... | 9 | | | 72 |
| Quebec and Lake St. John..... | 46 | 1 | 92 | |
| Grand Trunk..... | 2,433½ | 37 | 6,760 | 5,140½ |
| Quebec Central..... | 139 | 2 | 278 | |
| International..... | 69 | 1 | 138 | |
| Massawippi..... | 38 | 1 | 76 | 68 |
| South Eastern..... | 221 | 3 | 378 | 99 |
| Vermont Central (in Canada)..... | 91 | 2 | 182 | 109 |
| <i>Canadian Pacific:—</i> | | | | |
| Ontario and Quebec..... | 1,917½ | 20 | 4,330 | 2,428½ |
| Manitoba and North-West..... | 1,654½ | 7 | 1,911 | 707 |
| British Columbia..... | 213 | 1 | 213 | |
| Canada Atlantic..... | 78 | 1 | 232 | 23½ |
| Thousand Islands..... | 2 | | | 12 |
| Kingston and Pembroke..... | 104 | 2 | 209 | 61 |
| Napanee, Tamworth and Quebec..... | 28 | 1 | 56 | |
| Bay of Quinté..... | 4 | | | 32 |
| Prince Edward County..... | 31½ | 1 | 63½ | 30 |
| Northern and North Western..... | 382½ | 6 | 764½ | 470½ |
| Canada Southern..... | 354½ | 3 | 601 | 232½ |
| Erie and Huron..... | 36 | 1 | 72 | 72 |
| Manitoba and North Western..... | 78½ | 1 | 78½ | |
| North-West Coal and Navigation Co..... | 169 | | | 109 |
| Total..... | 9,858 | 110 | 20,209½ | 12,497½ |

The following Lines included in last Year's Return.

Have since been transferred to, and are included in mileage of the following main lines.

North Shore..... Canadian Pacific.
St. Lawrence and Ottawa..... do

COMPARATIVE STATEMENT of Railway Mail Service in November, 1885, and
November, 1884.

| 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. |
| In November, 1885..... | 9,858 | 110 | 20,209½ | 12,497½ | 32,707½ | 10,253,649 |
| do 1884..... | 8,932½ | 103 | 17,258½ | 11,444½ | 28,703½ | 8,984,195 |
| Increase | a 925½ | 8 | 2,951 | 1,053 | 4,004 | 1,269,454 |

a. The difference of 10 miles between the increase in the number of miles of railway, as shown by this and the previous statement is occasioned

| | Miles. Total. |
|--|---------------|
| 1. By a diminution of distance on the Grand Trunk Railway of..... | 14 |
| 2. By an increase in the distance on the New Brunswick and Canada Railway of | 4 |
| | — 10 |

REVENUE.

The Postal revenue of the year was \$2,400,062.03, of which \$2,325,439.61 was derived from the sale of postage stamps, post cards, envelopes and post-bands.

As compared with the previous year this was an increase of \$69,320.65, a smaller rate of advance than usual.

Correspondence in Canada appears to have been affected by the condition of general business upon this continent during the past year; and as that improves, postal revenue may be expected to improve with it.

The newspaper and periodical matter mailed from the offices of publication in Canada constitute both in bulk and weight an increasingly large proportion of the mails, and consequently the provision for their conveyance enters largely into the general cost of the mail service; but as such matter is, under the existing Statutes, free of postage, the Postal revenue must be obtained entirely from the letter and post card correspondence, and other lesser items.

EXPENDITURE.

In the accounts of the year ended 30th June, 1885 the expenditure was \$3,097,882.49.

As compared with the expenditure of the previous year there was an increase of \$166,494.69 made up as follows:—

| | |
|---|---------------------|
| Increase for Mail Service..... | \$102,895 86 |
| do for Salaries and Allowances to Postmasters, to city Post Office and Railway Mail Clerks, and others..... | 54,398 94 |
| do Miscellaneous items | 9,199 89 |
| | <u>\$166,494 69</u> |

As previously stated, this augmented expenditure was occasioned by the general growth of the Postal service, in additional Post Offices, enlarged mail service and other improved accommodations to the public.

REGISTRATION.

3,060,000 registered letters are estimated to have passed through the mails of the Dominion in this year.

The casualties affecting the transmission of registered matter were exceptionally numerous, particularly with respect to letters contained in mails accidentally destroyed by fire whilst under conveyance by steamboat or railway train, and to letters stolen from Post Offices by burglars, or stolen from mails in transit.

Of 229 registered letters which miscarried from various causes,—

56 were accidentally burned in steamboats and railway trains.

37 were stolen from Post Offices by burglars.

132 were stolen from mails in transit, or contained in mail packages lost in course of transmission, or were embezzled, lost or mis-delivered in Post Offices.

4 cases still under investigation as to cause, &c.

229

Included in the 132 cases above noted were 30 in which the loss was due to misconduct or careless treatment in the Post Offices concerned, and in 26 of such cases the amount of loss was made good by the postmasters or other officers responsible.

Besides the 229 cases of miscarriage, there were 61 cases in which, though the letters registered were duly delivered to the address, it was alleged that the valuable contents or portions thereof were missing when the letters were opened. In 18 of these cases the evidence proved that the abstraction had taken place whilst the letters were in the custody of the Post Office, and so far fixed the responsibility for what had occurred, as to compel the postmasters or other officers in fault to make good the amounts missing.

In most of the remaining cases the evidence was not sufficient to prove that the Post Office was concerned in the alleged deficiency in the contents of the let-

ters, or that the supposed discrepancy was not rather due to some mistake on the part of either the sender or receiver of the letter in question.

DEAD LETTERS.

The number of ordinary dead letters, circulars and post cards received at the Dead Letter Office during the year was 694,556—classified as follows:—

| | |
|--|----------------|
| Ordinary dead letters of Canadian origin returned by the British Post Office..... | 9,129 |
| Ordinary dead letters of Canadian origin returned by the United States Post Office..... | 91,412 |
| Ordinary dead letters of Canadian origin returned by British Colonies and foreign countries..... | 1,138 |
| | <u>101,679</u> |
| Less registered letters transferred to special class | 1,434 |
| | <u>100,245</u> |
| Ordinary dead letters from Canada Post Offices..... | 594,311 |
| | <u>694,556</u> |
| Letters sent to Dead Letter Office for special reasons, such as want of proper address, non-payment of postage, &c., &c..... | 92,554 |
| | <u>92,554</u> |
| Total number of dead letters, both special and ordinary | <u>787,110</u> |

16,340 registered letters were received at the Dead Letter Office and disposed of as follows:—

| | |
|--|---------------|
| Delivered from Dead Letter Office to address..... | 4,277 |
| Returned to writers or to country of origin to be so returned..... | 11,072 |
| Failed of delivery to either address or writer and found to be of no value | 745 |
| Remaining in Dead Letter Office or in hands of Postmasters for delivery..... | 246 |
| | <u>16,340</u> |

This return of registered dead letters is much above the usual average, the number having been swelled by letters of the registered class, coming to Canada intended for foreigners employed in the construction of the Canadian Pacific line through the unsettled region north of Lake Superior. Many of these letters, owing to vague and incorrect addresses, and other causes, failed in delivery, and were in consequence returned through the Dead Letter Office to the country of origin.

STATEMENT of Receipts and Issue of Postage Stamps, Post Bands, Post

RECEIPTS.

| Denominations. | Stamps on hand from last year. | Received from manufacturers. | Surplus on transactions of the year. | Returned by Postmasters, unfit for use. | Returned by Postmasters, fit for use. | Total number of Stamps to be accounted for. | Amount to be accounted for. |
|--------------------------|--------------------------------|------------------------------|--------------------------------------|---|---------------------------------------|---|-----------------------------|
| | | | | | | | \$ cts. |
| ½ cent | 286,400 | 450,000 | ..... | 313 | 300 | 737,013 | 3,685 06½ |
| 1 do | 5,432,600 | 30,725,000 | 100 | 8,568 | 6,500 | 36,172,768 | 361,727 68 |
| 2 do | 780,300 | 2,900,000 | ..... | 4,082 | 8,600 | 3,392,982 | 73,859 64 |
| 3 do | 8,962,300 | 58,100,000 | ..... | 23,029 | 91,800 | 67,176,129 | 2,015,283 87 |
| 5 do | 335,650 | 2,400,000 | ..... | 2,265 | 1,250 | 2,739,165 | 136,958 25 |
| 6 do | 157,550 | 850,000 | ..... | 362 | 100 | 1,008,012 | 60,480 72 |
| 10 do | 65,650 | 300,000 | ..... | 269 | 350 | 365,669 | 36,566 90 |
| 12½ do | 611,850 | ..... | ..... | 282 | 900 | 613,032 | 76,629 00 |
| 15 do | 18,400 | 115,000 | ..... | 81 | 100 | 133,581 | 20,037 15 |
| Registered. { 2 do | 684,450 | 2,700,000 | ..... | 2,561 | 3,550 | 3,390,561 | 67,811 22 |
| { 5 do | 112,950 | 400,000 | ..... | 2,184 | 1,500 | 516,634 | 25,831 70 |
| Post Bands..... | 254,882 | 440,000 | 82 | 293 | 1,554 | 696,811 | 8,710 13½ |
| 1 ct. Cards..... | 574,233 | 15,355,000 | 1,002 | 308 | 3,242 | 15,933,785 | 159,337 85½ |
| 2 ct. Cards, P. U.... | 11,908 | 70,000 | 400 | ..... | 2,098 | 84,406 | 1,688 12 |
| 2 ct. Reply Cards.. | 28,650 | 110,000 | ..... | 3,506 | 2,141 | 144,297 | 2,885 94 |
| Envelopes. { 1 cent..... | 23,933 | 199,000 | ..... | 30 | 100 | 223,063 | 2,899 81½ |
| { 3 do No. 1.... | 52,998 | 175,000 | ..... | 7 | 165 | 228,170 | 7,529 61 |
| { 3 do No. 2 ... | 32,166 | 86,750 | 4 | ..... | 35 | 118,955 | 3,984 99½ |
| | 18,426,270 | 115,375,750 | 1,588 | 48,140 | 123,285 | 133,975,033 | 3,065,907 66½ |

Cards and Stamped Envelopes, for the Year ended 30th June, 1885.

ISSUE.

| Denominations. | Issued to Post-masters during the year. | Suspense Items | Stamps destroyed as unfit for use. | Stamps on hand, 30th June, 1885. | Total number of Stamps, &c., thus accounted for. | Amount accounted for. |
|---------------------------|---|----------------|------------------------------------|----------------------------------|--|----------------------------|
| | | | | | | \$ cts. |
| $\frac{1}{2}$ cent..... | 511,400 | ..... | 313 | 225,300 | 737,013 | 3,685 06 $\frac{1}{2}$ |
| 1 do | 29,309,700 | 100 | 8,568 | 6,854,400 | 36,172,768 | 361,727 68 |
| 2 do | 2,744,100 | ..... | 4,082 | 944,800 | 3,692,982 | 73,859 64 |
| 3 do | 52,249,700 | ..... | 23,029 | 14,903,400 | 67,176,129 | 2,015,283 87 |
| 5 do | 2,165,550 | ..... | 2,265 | 571,350 | 2,739,165 | 136,968 25 |
| 6 do | 849,050 | ..... | 362 | 158,600 | 1,008,012 | 60,480 72 |
| 10 do | 198,300 | ..... | 269 | 167,100 | 365,689 | 36,566 90 |
| 12 $\frac{1}{2}$ do | 2,650 | ..... | 282 | 610,100 | 613,032 | 76,629 00 |
| 15 do | 90,825 | ..... | 81 | 42,675 | 133,581 | 20,037 15 |
| Registered. { 2 do | 2,427,300 | ..... | 2,581 | 960,700 | 3,390,561 | 67,811 22 |
| { 5 do | 340,000 | 50 | 2,184 | 174,400 | 516,634 | 25,831 70 |
| Post Bands..... | 546,100 | ..... | 293 | 150,418 | 696,811 | 8,710 13 $\frac{3}{4}$ |
| 1 ct. Cards..... | 14,038,400 | 106 | 308 | 1,894,971 | 15,933,785 | 159,337 85 |
| 2 ct. Cards, P.U..... | 56,800 | ..... | ..... | 27,606 | 84,406 | 1,688 12 |
| 2 ct. Reply Cards..... | 116,300 | 100 | 3,506 | 24,391 | 144,297 | 2,885 94 |
| Envelopes. { 1 cent..... | 159,900 | ..... | 30 | 63,133 | 223,063 | 2,899 81 $\frac{5}{10}$ |
| { 3 do No. 1..... | 172,200 | ..... | 7 | 55,963 | 228,170 | 7,529 61 |
| { 3 do No. 2..... | 84,600 | ..... | ..... | 34,355 | 118,955 | 3,984 99 $\frac{1}{2}$ |
| | 106,062,875 | 356 | 48,140 | 27,863,662 | 133,975,033 | 3,065,907 66 $\frac{2}{3}$ |

Value of the Issue during the Year, to 30th June, 1885:—

| | |
|---------------------------|----------------|
| Ontario..... | \$1,313,564 80 |
| Quebec | 498,247 75 |
| New Brunswick..... | 141,535 40 |
| Nova Scotia | 182,410 00 |
| Manitoba..... | 134,659 20 |
| British Columbia..... | 41,922 50 |
| Prince Edward Island..... | 25,512 50 |

\$2,337,862 15

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1885.

| Year ended 30th June. | Number of Money Order Offices. | Total Number of Money Orders Issued. | Total Amount of Money Orders Issued in Canada. | | WHERE PAYABLE. | | Amount of Orders Issued in other Countries Payable in Canada. | Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, &c. | Expenditure for Salaries, Commissions to Postmasters, Printing, Stationery and Miscellaneous. | Losses sustained in conducting the Money Order System. | | | | | | |
|-----------------------|--------------------------------|--------------------------------------|--|------|----------------|------|---|--|---|--|------------|------|------------|------|---------|-------|
| | | | \$ | cts. | In Canada. | | | | | | \$ | cts. | | | | |
| | | | | | \$ | cts. | | | | | | | \$ | cts. | | |
| 1868..... | 515 | 90,163 | 3,352,881 | 40 | 2,959,762 | 80 | 393,118 | 60 | 90,579 | 92 | 29,942 | 57 | 30,655 | 65 | 2,355 | 55 |
| 1869..... | 550 | 96,637 | 3,663,644 | 95 | 3,193,305 | 77 | 370,339 | 18 | 100,822 | 84 | 30,835 | 12 | 32,594 | 97 | 3,169 | 99 |
| 1870..... | 558 | 110,021 | 3,910,249 | 95 | 3,489,610 | 00 | 420,639 | 95 | 117,913 | 89 | 33,477 | 71 | 31,746 | 97 | 1,584 | 74 |
| 1871..... | 571 | 120,821 | 4,846,433 | 85 | 4,067,735 | 17 | 478,698 | 68 | 126,694 | 06 | 38,495 | 55 | 33,225 | 68 | ..... | ..... |
| 1872..... | 634 | 136,422 | 5,154,120 | 13 | 4,573,019 | 76 | 581,100 | 37 | 147,230 | 16 | 44,682 | 25 | 40,366 | 85 | 478 | 35 |
| 1873..... | 644 | 161,096 | 6,239,505 | 86 | 5,669,298 | 00 | 667,251 | 56 | 160,695 | 80 | 53,019 | 45 | 42,271 | 89 | 2,036 | 92 |
| 1874..... | 662 | 179,861 | 6,757,427 | 17 | 6,090,172 | 61 | 667,251 | 56 | 177,501 | 49 | 54,360 | 22 | 49,416 | 12 | 118 | 94 |
| 1875..... | 687 | 181,091 | 6,711,538 | 98 | 6,132,091 | 67 | 579,444 | 31 | 181,091 | 07 | 54,360 | 22 | 49,416 | 12 | 796 | 61 |
| 1876..... | 736 | 238,668 | 6,866,618 | 54 | 6,157,813 | 48 | 708,805 | 06 | 359,314 | 21 | 54,809 | 59 | 56,269 | 35 | 4,239 | 21 |
| 1877..... | 754 | 253,962 | 6,856,821 | 13 | 6,164,825 | 99 | 691,993 | 14 | 408,285 | 99 | 54,847 | 50 | 51,740 | 08 | 6,166 | 49 |
| 1878..... | 769 | 269,417 | 7,130,895 | 77 | 6,412,576 | 78 | 718,318 | 99 | 459,745 | 80 | 56,547 | 03 | 49,112 | 00 | 656 | 68 |
| 1879..... | 772 | 281,725 | 6,788,723 | 29 | 6,086,521 | 05 | 702,202 | 24 | 505,833 | 69 | 55,008 | 42 | 47,222 | 93 | 147 | 00 |
| 1880..... | 775 | 308,088 | 7,207,337 | 06 | 6,385,210 | 86 | 822,126 | 20 | 698,651 | 87 | 58,376 | 28 | 46,287 | 43 | 286 | 20 |
| 1881..... | 785 | 338,238 | 7,725,312 | 66 | 6,879,547 | 44 | 1,045,663 | 23 | 1,002,734 | 96 | 60,835 | 25 | 47,722 | 80 | 209 | 10 |
| 1882..... | 806 | 372,248 | 8,354,153 | 57 | 7,018,526 | 04 | 1,356,627 | 53 | 1,194,028 | 92 | 65,392 | 04 | 52,449 | 62 | 110 | 78 |
| 1883..... | 826 | 419,613 | 9,490,899 | 62 | 7,834,735 | 27 | 1,856,164 | 35 | 1,236,374 | 95 | (a) 65,485 | 20 | (b) 73,035 | 91 | 58 | 85 |
| 1884..... | 866 | 463,502 | 10,067,834 | 85 | 7,971,919 | 70 | 2,095,915 | 15 | 1,262,867 | 31 | (c) 87,870 | 31 | 77,489 | 12 | 892 | 61 |
| 1885..... | 885 | 499,243 | 10,384,210 | 99 | 8,254,003 | 12 | 2,130,207 | 87 | 1,188,750 | 92 | (d) 73,692 | 86 | (e) 83,211 | 35 | (f) 636 | 59 |

(a) The fact that the Revenue for the year 1883 fails to show an increase proportionate to the increase in the business, is explained by the reduction in charges on Money Orders to the United Kingdom and Newfoundland, which took place on the 1st July, 1882. The falling off in Revenue from this measure is estimated at \$6,000 for the year.

(b) This increase in the cost of management arises from the exhibition, for the first time, as a charge against the Money Order System, of the salaries of Clerks in City Post Offices, engaged exclusively in Money Order duties; also, from the preliminary expenses incurred in organizing Money Order Exchange with a number of additional countries, as stated in the Report.

(c) Including amount of the "Void" Orders of all previous years.

(d) do do payment for services partly chargeable to preceding year.

(e) do do These losses arose from burglaries of Money Order offices, and robbery of Money Order funds in transit in the mails.

(f) do do

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1881.

| Year ended 30th June. | UNITED STATES. | | UNITED KINGDOM. | | FRANCE. | | GERMANY, DENMARK, SWEDEN AND NORWAY. | | ITALY. | | SWITZERLAND, AUSTRIA-HUNGARY AND ROUMANIA. | | BELGIUM. | | NEW-FOUNDLAND. | | JAMAICA. | | AUSTRALASIAN COLONIES AND NEW ZEALAND. | | |
|-----------------------|----------------|--|-----------------|---|---------|--|--------------------------------------|---|--------|--|--|---|----------|--|----------------|---|----------|--|--|---|-------|
| | \$ | Amount of Money Orders issued in Canada. | \$ | Amount of Money Orders payable in Canada. | \$ | Amount of Money Orders issued in Canada. | \$ | Amount of Money Orders payable in Canada. | \$ | Amount of Money Orders issued in Canada. | \$ | Amount of Money Orders payable in Canada. | \$ | Amount of Money Orders issued in Canada. | \$ | Amount of Money Orders payable in Canada. | \$ | Amount of Money Orders issued in Canada. | \$ | Amount of Money Orders payable in Canada. | |
| 1868.. | | | | 87,437 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1869.. | | | | 94,308 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1870.. | | | | 110,885 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1871.. | | | | 121,644 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1872.. | | | | 143,301 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1873.. | | | | 156,888 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1874.. | | | | 171,487 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1875.. | | | | 174,160 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1876.. | | | | 194,680 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1877.. | | | | 188,116 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1878.. | | | | 189,081 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1879.. | | | | 176,067 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1880.. | | | | 181,581 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1881.. | | | | 175,461 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1882.. | | | | 170,304 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1883.. | | | | 196,467 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1884.. | | | | 257,738 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1885.. | | | | 299,563 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1886.. | | | | 299,563 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

* Nine months business only, from 1st October, 1883.

† Eight do do 1st November, 1884.

‡ Including Money Orders payable in several countries that have no direct exchange of Money Orders with Canada.

MONEY ORDER SYSTEM.

The Money Order Offices in operation on the 30th June, 1885, were 885, an increase of 19 during the year, the distribution being as follows:—

| | |
|-----------------------------|-----|
| Ontario..... | 488 |
| Quebec..... | 136 |
| Nova Scotia..... | 119 |
| New Brunswick..... | 92 |
| Prince Edward Island..... | 7 |
| Manitoba..... | 13 |
| North-West Territories..... | 9 |
| British Columbia..... | 21 |
| | — |
| | 885 |
| | == |

The accompanying Tables, on preceding pages, exhibit the Money Order transactions, both domestic and foreign, up to the 30th June, 1885. It will be seen that the interchange of Money Orders with other countries had the following results:—

| Countries. | Issued in Canada. | | Payable in Canada. | |
|--|-------------------|-----------|--------------------|---------|
| | Number. | Amount. | Number. | Amount. |
| | | \$ | | \$ |
| * United Kingdom..... | 56,386 | 769,679 | 17,714 | 299,563 |
| United States..... | 86,660 | 1,288,245 | 45,445 | 820,046 |
| France (eight months only)..... | 777 | 8,724 | 209 | 5,107 |
| Germany, Sweden, Norway and Denmark..... | 1,428 | 23,039 | 268 | 7,137 |
| Italy..... | 731 | 23,273 | 27 | 620 |
| Switzerland, Austria and Roumania..... | 158 | 3,643 | 41 | 1,069 |
| Belgium..... | 96 | 1,146 | 108 | 3,343 |
| Newfoundland..... | 287 | 6,652 | 1,876 | 37,863 |
| Jamaica..... | 38 | 696 | 203 | 6,481 |
| Australasian Colonies and New Zealand..... | 178 | 5,110 | 229 | 4,521 |

* Including all those British Possessions and a few Foreign Countries, between which and Canada there is not a direct Money Order exchange.

It is satisfactory to have to record the entire absence of loss by defalcation, during the past year.

An incident, unique in itself, and interesting as illustrating the pioneer services which the Post Office may be called upon to render, in advance of actual settlement, may be worth recording. On the 1st January, 1885, a Post Office and Money Order Office was established at what, for convenience, was designated "End of Track, Rocky Mountains, Canadian Pacific Railway," the Post Office and Postmaster's home being in a railway car roughly fitted for the service, and moving westward a few

miles from day to day with the progress of track-laying. On the 7th of November following, with the meeting in the Rocky Mountains of the two sections of railway, that proceeding westward and that coming eastward, the so-called "End of Track" ceased to be. The labourers and navvies employed in construction dispersing, the objects of the temporary office ceased, and it passed out of existence with its name. During these ten months, Money Orders of the value of \$65,304 were issued at this travelling Post Office, an amount greater than at any office in Ontario, Quebec or the Maritime Provinces, except the chief or few city offices, greater in fact than at Kingston, Ont., and nearly equal to the Money Order issues of the City of Quebec.

STATEMENT of the Business of the POST OFFICE SAVINGS BANK,

| PERIOD. | Number of Post Office Savings Banks at close of period. | Number of deposits received during period. | Total amount of deposits received during period. | Average amount of each deposit received during period. | 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 | 1,671,665.19 | 81.23 | 10,846 |
| Year ended 30th June, 1873 | 239 | 44,413 | 2,306,918 | 51.94 | 22,159 | 1,925,999.32 | 86.91 | 11,995 |
| Year ended 30th June, 1874 | 266 | 45,329 | 2,340,284 | 51.63 | 24,248 | 2,086,243.42 | 86.04 | 12,048 |
| Year ended 30th June, 1875 | 268 | 42,508 | 1,942,346 | 45.69 | 24,637 | 2,041,879.04 | 82.88 | 10,516 |
| Year ended 30th June, 1876 | 279 | 38,647 | 1,726,204 | 44.66 | 23,127 | 1,783,257.97 | 77.11 | 10,216 |
| Year ended 30th June, 1877 | 287 | 36,126 | 1,521,000 | 42.10 | 21,643 | 1,525,682.98 | 70.49 | 8,971 |
| Year ended 30th June, 1878 | 295 | 40,097 | 1,724,371 | 43.00 | 21,065 | 1,486,158.73 | 70.55 | 10,056 |
| Year ended 30th June, 1879 | 297 | 43,349 | 1,973,243 | 45.52 | 22,326 | 1,475,048.79 | 66.07 | 10,755 |
| Year ended 30th June, 1880 | 297 | 56,031 | 2,720,216 | 48.55 | 26,043 | 1,820,213.16 | 69.89 | 14,407 |
| Year ended 30th June, 1881 | 304 | 71,747 | 4,175,043 | 58.19 | 28,398 | 2,072,289.15 | 73.56 | 18,731 |
| Year ended 30th June, 1882 | 308 | 97,380 | 6,435,989 | 66.09 | 35,859 | 3,461,619.31 | 96.53 | 25,778 |
| Year ended 30th June, 1883 | 330 | 109,489 | 6,826,266 | 62.35 | 45,253 | 4,730,995.39 | 104.54 | 27,127 |
| Year ended 30th June, 1884 | 343 | 109,338 | 6,441,439 | 58.88 | 56,026 | 5,649,611.13 | 100.84 | 26,562 |
| Year ended 30th June, 1885 | 355 | 116,576 | 7,098,459 | 60.89 | 59,714 | 5,793,031.84 | 97.01 | 27,591 |

*The figures in smaller type in these two columns exhibit further withdrawals not paid to depositors Dominion Stock. The amount of Dominion Stock held by P. O. Savings Bank depositors, having, as the fluctuations in the expenses of management, and the average cost of each transaction,—where attributable to payments in one year for services not wholly chargeable to that year.

The total cost of maintaining the Post Office Savings Bank, including interest allowed to depositors the hands of the Government.

Canada, year by year, from 1st April, 1868, to 30th June, 1885.

| Number of accounts closed during period. | Number of accounts remaining open at close of period. | Cost of Maintaining the Post Office Savings Bank. | | | | | Total Amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period. | Average amount standing to credit of each Open Account at close of period. |
|--|---|--|---|--|-------------------|---------------------------------|--|--|
| | | Total Expenses of Management, including Salaries, Compensation to Postmasters, Inspection, Printing, Stationery, &c. | Average cost of each Transaction, viz. of each Deposit or Withdrawal. | Percentage of Cost of Management to Balance due to depositors. | Losses sustained. | Interest allowed to depositors. | | |
| | | \$ | ¢ | | \$ | \$ | \$ | ¢ |
| 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 $\frac{10}{10}$ | 0.51 | ..... | 48,689.08 | 1,688,848.83 | 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 | 2,928,090.48 | 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 | 125.80 |
| 10,491 | 39,605 | 23,223.99 | 0.23 $\frac{2}{10}$ | 0.37 | ..... | 184,904.81 | 6,208,226.77 | 156.75 |
| 13,920 | 51,463 | 29,245.68 | 0.21 $\frac{1}{10}$ | 0.31 | 391.00 | 291,065.07 | 9,473,661.53 | 184.08 |
| 17,531 | 61,059 | 31,180.03 | 0.20 $\frac{2}{10}$ | 0.26 | ..... | 407,305.17 | 11,976,237.31 | 196.13 |
| 20,939 | 66,682 | 34,168.95 | 0.20 $\frac{1}{10}$ | 0.26 | ..... | 477,487.46 | 13,245,552.64 | 198.63 |
| 20,951 | 73,322 | 35,751.23 | 0.20 $\frac{1}{10}$ | 0.24 | ..... | 539,560.51 | 15,090,540.31 | 205.81 |

in cash, but at their request paid over to the Finance Department to be inscribed in their names in shown, passed out of the Books of the Post Office Savings Bank, does not appear in this Statement. not explained by variations in the amount of business and the number of transactions,—are mainly

and all expenses of management, averages about $4\frac{1}{10}$ per cent. on the average Savings Bank balance in

POST OFFICE SAVINGS BANK.

During the year Savings Bank accommodation was extended to twelve additional Post Offices, the total number of Savings Bank Offices on 30th June, 1885, being 355.

Accompanying this report is a tabular statement exhibiting the business and progress of the Post Office Savings Bank in Canada from 1868 to 1885. The following figures show the general results for the past year in comparison with that immediately preceding:—

| | 1884. | 1885. | Increase. | Percentage of Increase. |
|--|--------------|--------------|-------------|-------------------------|
| Number of Deposits..... | 109,388 | 116,576 | 7,188 | $6\frac{4}{10}$ |
| Amount do | \$6,441,439 | \$7,098,459 | \$657,020 | $10\frac{2}{10}$ |
| Open Accounts..... | 66,682 | 73,322 | 6,640 | 10 |
| Balance at Credit of Open Accounts | \$13,245,552 | \$15,090,540 | \$1,844,988 | 14 |

Although the volume of transactions shows an increase of from 8 to 10 per cent. over the preceding year, the cost of management was slightly less— $20\frac{2}{10}$ cents per transaction against $20\frac{6}{10}$ cents—a reduction due to some extent to the better office accommodation which has been temporarily provided.

Four hundred and seventy-nine claims to deceased depositors' moneys were disposed of during the year. Ten of these cases involved reference to the Minister of Justice.

No losses by fraud or otherwise occurred during the year.

Since the close of the fiscal year the Post Office Savings Bank system has been extended to the Provinces of Nova Scotia and New Brunswick—19 offices being opened in the former and 13 in the latter. Deposits were first received on the 1st of September, and during the four months ended 31st December \$31,925 had been received in Nova Scotia, and \$42,380 in New Brunswick. The business of the Post Office Savings Bank is not likely to assume especial magnitude in the Maritime Provinces at present, the cities and larger towns having ample Savings Bank accommodation already in the Government Savings Banks managed by the Finance Department.

The approaching completion of the Canadian Pacific Railway will enable the Department to extend Post Office Savings Bank facilities to the Province of British Columbia whenever it may be thought that the time for doing so has

arrived. In view of the possibility of such extension and of the interval which must necessarily elapse before depositors in that distant Province can receive from Ottawa confirmatory Acknowledgments for their deposits, special legislation will be necessary to extend, as regards British Columbia, and perhaps the North-West generally, the term during which a pass-book entry shall be sufficient and conclusive evidence of a deposit.

A. CAMPBELL,

Postmaster-General.

POST OFFICE DEPARTMENT,

OTTAWA, February, 1886.

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, 1884, till 9th April, 1885.

| STREAMSHIP. | CAPTAIN. | Left Liverpool. | Arrived at Halifax. | Passage. | | | Number of Passengers. | Freight. | | Left Halifax. | Arrived at Liverpool. | Passage. | | | Barrels. | | | Bush ls Grain. | Kegs Butter. | Tierces Beef. | Pkgs. Lard. | Pkgs. Pork. | Boxes Meat. | Boxes Tobacco. | Hds Tobacco. | Boxes Cheese. | Sundries. | Total Barrel Bulk. | Remarks. | | | | | | | | | |
|----------------------|------------|-----------------|---------------------|----------|--------|----------|-----------------------|----------------|---------|---------------|-----------------------|----------|--------|----------|----------|--------|---------|----------------|--------------|---------------|-------------|-------------|-------------|----------------|--------------|---------------|-----------|--------------------|----------|--|--|--|--|--|--|--|--|--|
| | | | | Days. | Hours. | Minutes. | | United States. | Canada. | | | Days. | Hours. | Minutes. | Ashes. | Flour. | Apples. | | | | | | | | | | | | | | | | | | | | | |
| Polynesian | Brown | Nov. 6 | Nov. 18 | 10 | 2 | 55 | 111 | 636 | 1,454 | Nov. 29 | Dec. 8 | 8 | 4 | 0 | 136 | | | | | | | | | | | | | | | | | | | | | | | |
| Peruvian | Ritchie | do 13 | do 21 | 8 | 5 | 20 | 154 | 864 | 889 | do 15 | do 15 | 8 | 7 | 40 | 107 | | | | | | | | | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 20 | do 29 | 8 | 7 | 20 | 129 | 1,087 | 1,197 | do 21 | do 21 | 8 | 3 | 45 | 273 | | | | | | | | | | | | | | | | | | | | | | | |
| Sarmatian | Graham | do 27 | Dec. 8 | 0 | 13 | 0 | 67 | 435 | 924 | do 31 | do 31 | 8 | 10 | 0 | 34 | | | | | | | | | | | | | | | | | | | | | | | |
| Parisian | Richardson | do 4 | do 15 | 9 | 10 | 15 | 155 | 847 | 1,734 | do 27 | Jan. 4 | 7 | 5 | 0 | 194 | | | | | | | | | | | | | | | | | | | | | | | |
| Circassian | Hughes | do 11 | do 24 | 12 | 13 | 5 | 91 | 1,063 | 838 | Jan. 10 | do 18 | 8 | 5 | 33 | 78 | | | | | | | | | | | | | | | | | | | | | | | |
| Polynesian | Ritchie | do 18 | do 28 | 9 | 4 | 35 | 76 | 744 | 1,205 | do 4 | do 12 | 7 | 22 | 40 | 49 | | | | | | | | | | | | | | | | | | | | | | | |
| Caspian | Barrett | do 25 | Jan. 4 | 9 | 18 | 40 | 42 | 669 | 792 | do 27 | do 27 | 8 | 21 | 30 | 65 | | | | | | | | | | | | | | | | | | | | | | | |
| Sardinian | Smith | Jan. 1 | do 13 | 11 | 4 | 10 | 66 | 421 | 1,051 | do 24 | Feb. 3 | 8 | 5 | 0 | 161 | | | | | | | | | | | | | | | | | | | | | | | |
| Sarmatian | Ambury | do 8 | do 20 | 11 | 11 | 0 | 56 | 287 | 1,286 | Feb. 8 | do 18 | 9 | 18 | 0 | 78 | | | | | | | | | | | | | | | | | | | | | | | |
| Parisian | Richardson | do 15 | do 26 | 9 | 16 | 0 | 110 | 441 | 1,810 | do 1 | do 10 | 8 | 3 | 0 | 104 | | | | | | | | | | | | | | | | | | | | | | | |
| Polynesian | Ritchie | do 22 | Feb. 5 | 13 | 2 | 20 | 73 | 511 | 1,349 | do 14 | do 24 | 9 | 13 | 0 | 55 | | | | | | | | | | | | | | | | | | | | | | | |
| Circassian | Hughes | do 29 | do 10 | 11 | 0 | 9 | 80 | 425 | 1,457 | do 21 | Mar. 4 | 10 | 4 | 0 | 72 | | | | | | | | | | | | | | | | | | | | | | | |
| Caspian | Barrett | Feb. 5 | do 16 | 9 | 15 | 43 | 60 | 754 | 1,448 | do 28 | do 10 | 10 | 0 | 0 | 82 | | | | | | | | | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 12 | do 22 | 9 | 0 | 0 | 116 | 668 | 1,728 | Mar. 7 | do 16 | 8 | 23 | 0 | 93 | | | | | | | | | | | | | | | | | | | | | | | |
| Peruvian | Ambury | do 19 | Mar. 2 | 9 | 15 | 0 | 101 | 515 | 1,333 | do 14 | do 24 | 8 | 20 | 0 | 68 | | | | | | | | | | | | | | | | | | | | | | | |
| Sarmatian | Graham | do 26 | do 8 | 9 | 12 | 0 | 154 | 747 | 1,694 | do 25 | April 3 | 9 | 0 | 0 | 88 | | | | | | | | | | | | | | | | | | | | | | | |
| Polynesian | Wylie, H. | Mar. 5 | do 14 | 8 | 21 | 0 | 107 | 1,006 | 1,327 | do 28 | do 7 | 8 | 22 | 0 | 65 | | | | | | | | | | | | | | | | | | | | | | | |
| Parisian | Wylie, J. | do 13 | do 22 | 8 | 21 | 0 | 367 | 1,078 | 1,909 | April 5 | do 13 | 8 | 4 | 0 | 200 | | | | | | | | | | | | | | | | | | | | | | | |
| Peruvian | Barrett | do 19 | do 30 | 10 | 13 | 20 | 193 | 771 | 1,238 | do 11 | do 21 | 9 | 10 | 30 | 64 | | | | | | | | | | | | | | | | | | | | | | | |
| Circassian | Richardson | do 26 | April 6 | 10 | 3 | 30 | 529 | 773 | 1,472 | do 18 | do 28 | 9 | 12 | 0 | 106 | | | | | | | | | | | | | | | | | | | | | | | |
| Peruvian | Hughes | do 13 | do 13 | 9 | 13 | 30 | 301 | 480 | 957 | do 25 | May 4 | 8 | 22 | 45 | 79 | | | | | | | | | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 9 | do 19 | 9 | 7 | 0 | 310 | 777 | 1,165 | May 3 | do 3 | 9 | 1 | 40 | 181 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 230 | 8 | 42 | 3,447 | 16,029 | 30,257 | | | | | 301 | 23 | 3 | 2,432 | | | | | | | | | | | | | | | | | | | | | |
| Average run Westward | | | | 10 | 0 | 23 | Average run Eastward | | | | 8 | 18 | 45 | | | | | | | | | | | | | | | | | | | | | | | | | |

The "Sardinian," 24th January, from Halifax, called at St. Johns, Newfoundland.
 The "Sarmatian," which should, in regular course, have sailed from Halifax on the 21st March, was delayed by a heavy snowstorm outside the harbor 12 hours, and at Halifax, waiting for the mails, 96 hours.
 The "Sarmatian," 16th April voyage, having been delayed on the outward voyage. The mails intended for her were taken from Halifax by the "Nova Scotian" on the 11th May.

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 16th April, 1885, till 21st November, 1885.

| STEAMSHIP. | CAPTAIN. | Left Liverpool. | Arrived at Quebec. | Passage. | | | Number of Passengers. | Freight. | | Left Quebec. | Arrived at Liverpool. | Passage. | | | Barrels and Sacks. | | | Bushels Grain. | Kegs Butter. | Tierces Beef. | Pkgs. Lard. | Pkgs. Pork. | Boxes Meat. | Boxes Tobacco. | Bags Asbestos. | Boxes Cheese. | Sundries. | Splints. | Canned Meats. | Pieces Deals and Boards. | Total Barrel Bulk. | Remarks. | | | | | | | |
|------------|------------|-----------------|--------------------|----------|--------|----------|-----------------------|------------------|------------------|--------------|-----------------------|----------|--------|----------|--------------------|------------------|---------|----------------|--------------|---------------|-------------|-------------|-------------|----------------|----------------|---------------|-----------|----------|---------------|--------------------------|--------------------|----------|--|--|--|--|--|--|--|
| | | | | Days. | Hours. | Minutes. | | Quebec and East. | Montreal & West. | | | Days. | Hours. | Minutes. | Ashes. | Flour & Oatmeal. | Apples. | | | | | | | | | | | | | | | | | | | | | | |
| Sarmatian | Graham | April 16 | Halifax, April 27 | 10 | 3 | 0 | 641 | 162 | 1,662 | May 16 | May 28 | 10 | 5 | 0 | 223 | 89 | 278 | 30,949 | | | | | | 1,114 | | | | | | | | | | | | | | | |
| Polynesian | Ritchie | do 23 | Halifax, May 8 | 10 | 23 | 0 | 701 | 96 | 1,873 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Circassian | Richardson | do 30 | do 11 | 9 | 1 | 30 | 456 | 195 | 1,319 | May 23 | June 2 | 9 | 6 | 0 | 173 | 44 | | 27,496 | | 240 | | | | 684 | | | | | | | | | | | | | | | |
| Parisian | Wylie, J. | May 7 | do 16 | 8 | 5 | 0 | 637 | 158 | 2,097 | do 30 | do 8 | 8 | 12 | 0 | 396 | | | 53,503 | | 19 | | 600 | | 1,543 | | | | | | | | | | | | | | | |
| Hanoverian | Thomson | do 14 | do 25 | 10 | 5 | 0 | 478 | | | do 15 | do 9 | 9 | 2 | 0 | 175 | | | 49,992 | | 70 | 1,000 | | 7 | 692 | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 21 | do 31 | 9 | 1 | 15 | 467 | 89 | 1,811 | do 13 | do 23 | 8 | 4 | 15 | 257 | | | 28,513 | | 69 | | | 3 | 1,085 | | | | | | | | | | | | | | | |
| Sarmatian | Wylie, H. | do 30 | June 9 | 9 | 10 | 0 | 496 | 147 | 1,613 | do 20 | do 30 | 9 | 5 | 0 | 204 | | | 27,556 | | 66 | | | 14 | 1,758 | | | | | | | | | | | | | | | |
| Polynesian | Ritchie | June 4 | do 16 | 9 | 20 | 55 | 406 | 46 | 1,484 | July 4 | July 16 | 8 | 20 | 10 | 224 | | | 24,184 | | 166 | | | 48 | 3,093 | | 10 | | | | | | | | | | | | | |
| Parisian | Wylie, J. | do 11 | do 20 | 8 | 9 | 0 | 315 | 131 | 1,390 | June 27 | do 5 | 7 | 19 | 0 | 432 | | | 60,227 | | 198 | | 1,500 | 4 | 1,872 | | | | | | | | | | | | | | | |
| Circassian | Richardson | do 18 | do 29 | 10 | 0 | 20 | 257 | 80 | 1,399 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 25 | July 6 | 8 | 12 | 45 | 239 | 91 | 1,968 | July 11 | July 20 | 8 | 14 | 0 | 280 | | 200 | 34,187 | | 90 | | 5 | 1,826 | | | | | | | | | | | | | | | | |
| Sarmatian | Graham | July 3 | do 13 | 9 | 1 | 30 | 334 | 109 | 1,970 | do 18 | do 27 | 8 | 17 | 30 | 172 | | | 14,986 | | 93 | | 7 | 1,485 | | | | | | | | | | | | | | | | |
| Parisian | Wylie, J. | do 9 | do 18 | 8 | 10 | 0 | 332 | 100 | 2,462 | do 25 | Aug. 2 | 8 | 2 | 0 | 321 | | | 29,321 | | 56 | | | 1 | 2,762 | | | | | | | | | | | | | | | |
| Peruvian | Wylie, H. | do 16 | do 25 | 8 | 13 | 0 | 364 | 113 | 1,615 | Aug. 1 | do 10 | 9 | 9 | 0 | 188 | | | 26,199 | | 127 | | | | 319 | | | | | | | | | | | | | | | |
| Circassian | Richardson | do 23 | Aug. 2 | 9 | 8 | 0 | 300 | 59 | 1,840 | do 8 | do 19 | 9 | 11 | 0 | 192 | | | 34,952 | | 955 | | 409 | 75 | | | | | | | | | | | | | | | | |
| Sardinian | Smith | do 30 | do 9 | 8 | 4 | 0 | 301 | 62 | 1,947 | do 15 | do 24 | 8 | 21 | 42 | 191 | | | 49,813 | | 72 | | | 3 | 1,671 | | | | | | | | | | | | | | | |
| Sarmatian | Graham | Aug. 6 | do 17 | 10 | 6 | 45 | 246 | 52 | 1,793 | do 22 | Sept. 1 | 9 | 23 | 0 | 207 | | | 35,423 | | 77 | | | 5 | 1,091 | | | | | | | | | | | | | | | |
| Parisian | Wylie, J. | do 13 | do 22 | 7 | 19 | 0 | 476 | 70 | 2,312 | do 29 | do 6 | 8 | 1 | 0 | 311 | | | 44,272 | | 2,527 | | 135 | 1 | 2,776 | | | | | | | | | | | | | | | |

MEMORANDUM of Special Mail Subsidies and Steamship Subventions, disbursed through the Post Office Department, during the Fiscal Year ended 30th June, 1885.

N.B.—These amounts are not paid from the Parliamentary Appropriation for the Post Office Department, but from the special vote for Mail Subsidies and Steamship Subventions, and are brought into the Public Accounts under that heading.

| Name of Route. | Name of Contractor. | Distance in Miles. | Number of Trips per Week. | Period. | Amount. | Total Amount. |
|--|---------------------------|--------------------|---------------------------|-------------------------------------|----------|---------------|
| | | | | | \$ cts. | \$ cts. |
| MAIL SUBSIDIES. | | | | | | |
| Yearly subsidy to Montreal Ocean Steamship Co — Halifax and Liverpool, <i>via</i> Moville (winter)..... | Andrew Allan..... | 2,530 | 1 | } 12 months to 31st March, 1885 | | 126,533 33 |
| Quebec and Liverpool, <i>via</i> Moville (summer)..... | do | 2,650 | 1 | | | |
| Steam communication between the United States and Victoria, British Columbia— Victoria and San Francisco..... | Goodall & Perkins..... | 750 | 3 per month. | do do | | 17,640 00 |
| Steam communication on Lakes Huron and Superior— Collingwood and Fort William | C. & L. S. Transit Co.... | 750 | 2 | Season, 1884..... | 3,000 00 | |
| Collingwood and Sault Ste. Marie | G. N. Transit Co..... | 429 | 2 | do | 3,500 00 | |
| Sarnia, Fort William and Duluth, U.S. | N. W. Transportation Co. | 750 & 150 | 2 | do | 3,500 00 | |
| Owen Sound and Port Arthur | Owen Sound S.S. Co | 687 | 2 | Portion of season, 1884..... | 250 00 | |
| do do | C. P. Railway S.S. Co.... | 687 | 2 | Balance do | 1,750 00 | 12,000 00 |
| Steam communication with the Magdalen Islands— Pictou and Magdalen Islands..... | J. Holliday..... | 180 | 3 per month. | Season, 1884..... | 5,300 00 | |
| Pictou, Magdalen Islands and Gaspé, <i>via</i> Percé..... | do | 410 | 1 do | do | 2,500 00 | 7,800 00 |
| Steam communication between Grand Manan, N.B., and Mainland— Grand Manan and St. John..... | E. Gaskill..... | 80 | 1 | do | | 4,000 00 |
| STEAMSHIP SUBVENTIONS. | | | | | | |
| Steam communication between Halifax and St Pierre— Halifax, Cape Breton and St. Pierre, Miquelon | Anglo French S.S. Co.... | 439 | Fortnightly. | 12 months to 31st March, 1885 | | 2,000 00 |
| Steam communication between Halifax and St. John, <i>via</i> Yarmouth— Halifax and Yarmouth, <i>via</i> intermediate ports..... | E. Fishwick | 202 | 1 | Season, 1884..... | 6,000 00 | |
| St. John and Yarmouth, <i>via</i> Westport..... | Nova Scotia S.S. Co..... | 90 | 1 | Portion of season, 1884..... | 2,750 00 | 8,750 00 |
| Steam communication between Halifax, Murray Harbor and Charlottetown— Halifax, Murray Harbor and Charlottetown, <i>via</i> Nova Scotia and Cape Breton Ports | E. Fishwick | 250 | 1 | Season, 1884..... | | 3,000 00 |
| Steam communication between Port Mulgrave and East Bay, Cape Breton— Port Mulgrave and Head of East Bay | Bras d'Or S. N. Co..... | 75 | 6 | do | | 6,000 00 |
| Steam communication between Cape Canso and Port Hood, <i>via</i> Port Mulgrave— Port Mulgrave to Canso, <i>via</i> Arichat, Port Mulgrave to Guysborough; and Port Mulgrave to Port Hood | R. Macdonald | 40, 30 & 25 | 2 | do | | 3,000 00 |
| Steam communication between Port Mulgrave Railway Terminus and Cheticamp, &c. (the Local Govern- ment having granted a similar amount)— Port Mulgrave, Mabou and Cheticamp | do | 43 & 50 | 2 & 1 | do | | 2,000 00 |

PART I.

REPORT No. 1.

STATEMENT of the Revenue and Expenditure of the Post Office Department of the Dominion of Canada, for the Year ended 30th June, 1885.

| 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, 1884..... | 66,565 61 | | 665,548 50 | ..... | 665,548 50 |
| Postage paid in money, on letters..... | 18,583 19 | Conveyance of mails by land..... | 75,513 00 | ..... | 75,513 00 |
| do newspapers and periodicals..... | 891 27 | do steamboats, &c..... | 691,970 68 | ..... | 691,970 68 |
| do way letters, &c..... | 58 65 | Making and repairing mail bags and locks..... | 20,869 83 | 7 80 | 20,868 68 |
| Amount collected by letter carriers..... | 39 87 | | 1,443,893 06 | 7 80 | 1,443,900 86 |
| Rents of letter boxes, drawers, &c..... | 22,169 31 | A. Salaries..... | 830,241 49 | 495,938 91 | 1,326,200 40 |
| Postage stamp, post cards, &c., sold..... | 2,325,489 61½ | B. Forward allowances..... | ..... | 44,002 28 | 44,002 28 |
| Miscellaneous receipts..... | 2,224 81 | C. Allowances towards rent, fuel and light..... | ..... | 35,757 65 | 35,757 65 |
| Ocean postage from Great Britain, balance to 31st December, 1884..... | 34,006 93 | D. Discount to stamp vendors..... | ..... | 30,775 38 | 30,775 38 |
| | 2,470,302 25½ | E. Travelling expenses..... | 18,446 57 | ..... | 18,446 57 |
| | | F. Tradesmen's bills..... | 67,867 99 | 51 50 | 67,919 49 |
| Losses - Mis-sent and dead letters..... \$ 5,273 46½ | | G. Rents and taxes..... | 5,671 82 | ..... | 5,671 82 |
| Balances due by Postmasters, 30th June, 1885..... 64,966 74 | 70,240 22½ | H. Stationery, printing and advertising..... | 50,053 22 | 12 25 | 50,064 47 |
| | | I. Fuel and light..... | 16,234 90 | 53 13 | 16,288 03 |
| | | K. Miscellaneous disbursements..... | 55,907 31 | 4,918 23 | 60,855 54 |
| Net revenue..... | 2,400,062 03 | | \$2,488,315 36 | \$609,567 13 | |
| Balance..... | 697,820 46 | | | | \$3,097,882 49 |
| | \$3,097,882 49 | | | | |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTED,
Accountant.

REPORT No. 1, B.

STATEMENT of the Revenue and Expenditure of the Post Office Department of Canada, in the Province of Quebec, for the Year ended 30th June, 1885.

| 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, 1884 ... | 15,441 98 | | 138,767 79 | | 138,767 79 |
| Postage paid in money, on letters..... | 3,873 21 | Report: { Conveyance of mails by land | 10,867 51 | | 10,867 51 |
| do newspapers and periodicals..... | 159 95 | do do steamboats, &c. | 156,010 82 | | 156,010 82 |
| do do way letters, &c..... | 4 50 | do do railways | 6,971 54 | 4 95 | 6,976 49 |
| Amount collected by letter carriers | | Making and rep'g mail bags and locks.. | | 4 95 | |
| Rents of letter boxes, drawers, &c..... | 6,434 12 | | 312,617 66 | | 312,622 61 |
| Postage stamps, post cards, &c., sold | 498,129 11 | | | | |
| Miscellaneous receipts (including \$387.18 received at Department) | 651 79 | 2 B. { A. Salaries | 219,693 32 | 95,394 96 | 315,088 28 |
| Ocean postage from Great Britain, balance to 31st December, 1884..... | 7,184 05 | do B. { B. Forward allowances | | 8,431 84 | 8,431 84 |
| | | do C. Allow's towards rent, fuel and light | | 4,650 34 | 4,650 34 |
| | | do D. Discount to stamp vendors | | 7,384 80 | 7,384 80 |
| | | do E. Travelling expenses..... | 4,992 39 | | 4,992 39 |
| | | do F. Tradesmen's bills..... | 15,159 93 | | 15,159 93 |
| Less—Miscellaneous and dead letters | 529,878 71 | do G. Rents and taxes | 3,332 87 | | 3,332 87 |
| Balances due by Postmasters, 30th June, 1885 | 17,165 21 | do H. Stationery, printing and advertising | 9,480 34 | | 9,480 34 |
| | | do I. Fuel and light | 4,872 61 | | 4,872 61 |
| | | do K. Miscellaneous disbursements..... | 11,794 01 | 362 00 | 12,156 01 |
| Net Revenue..... | 512,513 50 | | \$681,943 13 | \$116,128 89 | \$698,072 02 |
| Balance | 185,558 52 | | | | |
| | \$698,072 02 | | | | |

JOHN CARLING,
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 for the Year ended 30th June, 1885.

| 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, 1884..... | 15,079 33 | | 107,195 46 | | 107,195 46 |
| Postage paid in money, on letters..... | 1,012 40 | 2 C. { Conveyance of mails by land..... | 8,572 01 | | 8,572 01 |
| do newspapers and periodicals..... | 80 51 | do do steamboats, &c..... | 42,801 14 | | 42,801 14 |
| do way letters, &c..... | 9 00 | { Making and rep'g mail bags and locks. | 927 77 | | 927 77 |
| Amount collected by letter carriers..... | | | 159,496 38 | | 159,496 38 |
| Rents of letter boxes, drawers, &c..... | 1,544 42 | | | | |
| Postage stamps, post cards, &c., sold..... | 182,237 98 | | | | |
| Miscellaneous receipts (including .03cts. received ceived at Department) | 149 03 | 3 C. { A. Salaries..... | | 54,005 54 | 108,759 23 |
| Ocean postage from Great Britain, balance to 31st December, 1884..... | 2,589 89 | B. Forward allowances..... | | 4,147 00 | 4,147 00 |
| | | C. Allow's towards rent, fuel and light..... | | 3,325 00 | 3,325 00 |
| | | D. Discount to stamp vendors..... | | 1,389 99 | 1,389 99 |
| | | E. Travelling expenses..... | 1,640 29 | | 1,640 29 |
| | 202,752 56 | F. Tradesmen's bills..... | 4,874 35 | | 4,874 35 |
| | | G. Rents and taxes..... | | | |
| Loss—Misc-sent and dead letters....\$ 324 12 | | H. Stationery, printing and advertising..... | 4,880 33 | | 4,880 33 |
| Balance due by Postmasters, 30th June, 1885..... | 13,707 25 | I. Fuel and light..... | 1,210 83 | | 1,210 83 |
| | | K. Miscellaneous disbursements..... | 3,016 64 | 119 23 | 3,135 87 |
| Net Revenue..... | 188,751 19 | | \$229,672 00 | \$62,986 76 | |
| Balance..... | 108,917 57 | | | | \$292,668 76 |
| | \$292,668 76 | | | | |

JOHN CARLING,
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, for the Year ended 30th June, 1885.

| 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, 1884..... | 4,881 16 | Report: { | 51,562 64 | 51,562 64 | 51,562 64 |
| Postage paid in money, on letters..... | 442 75 | do do steamboats, &c..... | 9,349 59 | 9,349 59 | 9,349 59 |
| do do newspapers and periodicals..... | 28 14 | do do railways..... | 70,417 79 | 70,417 79 | 70,417 79 |
| do do way letters, &c..... | 1 65 | Making and rep'g mail bags and locks... | 1,295 16 | 1,295 16 | 1,295 16 |
| Amount collected by letter carriers..... | 309 67 | | 132,625 18 | 132,625 18 | 132,625 18 |
| Rents of letter boxes, drawers &c..... | 1,279 35 | A. Salaries..... | 69,232 01 | 34,034 54 | 103,266 55 |
| Postage stamps, post cards, &c, sold..... | 138,465 05½ | B. Forward allowances..... | ..... | 3,308 23 | 3,308 23 |
| Miscellaneous receipts..... | 26 00 | C. Allow's towards rent, fuel and light..... | ..... | 1,900 00 | 1,900 00 |
| Ocean postage from Great Britain, Balance to 31st December, 1884..... | 2,366 17 | D. Discount to stamp vendors..... | ..... | 1,491 32 | 1,491 32 |
| | 147,799 94½ | E. Travelling expenses..... | 764 30 | 764 30 | 764 30 |
| | | F. Traders' bills..... | 4,689 93 | 4,689 93 | 4,689 93 |
| Loss—Mis-sent and dead letters..... \$ 141 73½ | | G. Rents and taxes..... | 384 69 | 384 69 | 384 69 |
| Balances due by Postmasters, 30th June, 1885..... | 3,820 33 | H. Stationery, printing and advertising..... | 4,798 49 | 4,798 49 | 4,798 49 |
| | 3,820 33 | I. Fuel and light..... | 1,770 00 | 1,770 00 | 1,770 00 |
| | 3,820 33 | K. Miscellaneous disbursements..... | 3,690 55 | 125 12 | 3,815 67 |
| Net Revenue..... | 143,837 88 | | \$217,955 15 | \$40,859 21 | \$258,814 36 |
| Balance..... | 114,976 48 | | | | |
| | \$358,814 36 | | | | |

JOHN CARLING,
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 the North-West Territories, for the Year ended 30th June, 1885.

| 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, 1884..... | 7,753 47 | Report: | 72,731 63 | | 72,731 63 |
| Postage paid in money, on letters..... | 1,513 43 | { Conveyance of mails by land..... | | | |
| do newspapers and periodicals..... | 0 88 | do do steamboats, &c..... | 33,829 39 | | 33,829 30 |
| do do way letters, &c..... | 9 50 | do do railways..... | 780 99 | 0 60 | 781 59 |
| Amount collected by letter carriers..... | 2,837 00 | { Making and rep'g mail bags and locks..... | | | |
| Rent of letter boxes, drawers, &c..... | 133,355 74½ | { A. Salaries..... | 107,344 91 | 0 63 | 107,345 51 |
| Postage stamps, post cards, &c. sold..... | 138 45 | { B. Forward allowances..... | | | |
| Miscellaneous receipts (including \$52.45 received at Department)..... | 1,927 08 | { C. Allow's towards rent, fuel and light..... | 63,941 33 | 30,349 68 | 94,291 01 |
| Ocean postage from Great Britain, balance to 31st December, 1884..... | 147,665 55½ | { D. Discount to stamp vendors..... | | 3,359 33 | 2,802 87 |
| LESS—Mis-sent and dead letters... \$1,904 13½ | | { E. Travelling expenses..... | | 1,653 57 | 3,359 33 |
| Balances due by Postmasters, 30th June, 1885..... | 7,705 89 | { F. Tradesmen's bills..... | 1,248 70 | | 1,653 57 |
| | | { G. Rents and taxes..... | 4,783 19 | | 1,248 70 |
| | | { H. Stationery, printing and advertising..... | 733 25 | | 4,783 19 |
| | | { I. Fuel and light..... | 4,302 06 | 7 00 | 733 25 |
| | | { K. Miscellaneous disbursements..... | 455 32 | | 4,309 06 |
| | | | 3,138 31 | 223 50 | 455 32 |
| Net Revenue..... | 138,055 53 | | \$185,947 07 | \$36,396 55 | 3,361 81 |
| Balance..... | 86,268 09 | | | | |
| | \$224,343 62 | | | | \$224,343 62 |

JOHN CARLING,
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, for the Year ended 30th June, 1885.

| 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, 1884..... | 935 84 | Report: { | 33,983 91 | | 33,983 91 |
| Postage paid in money, on letters..... | 580 09 | Conveyance of mails by land..... | 23,470 00 | | 23,470 00 |
| do newspapers and periodicals..... | 18 94 | do do steamboats, &c..... | 1,615 52 | | 1,615 52 |
| do do way letters, &c..... | | do do railways..... | 145 64 | | 145 64 |
| Amount collected by letter carriers..... | | Making and rep'g mail bags and locks.. | 59,215 07 | | 59,215 07 |
| Rents of letter boxes, drawers, &c..... | 3,443 25 | A. Salaries..... | 14,425 60 | 7,134 17 | 21,559 77 |
| Postage stamps, post cards, &c., sold..... | 37,341 05½ | B. Forward allowances..... | | 735 00 | 735 00 |
| Miscellaneous receipts..... | 400 00 | C. Allow's towards rent, fuel and light | | 200 00 | 200 00 |
| Ocean postage from Great Britain, balance to 31st December, 1884..... | 504 39 | D. Discount to stamp vendors..... | | 557 70 | 557 70 |
| | | E. Travelling expenses..... | 683 35 | | 683 35 |
| | 43,228 56½ | F. Tradesmen's bills..... | 1,077 00 | 51 00 | 1,128 00 |
| LESS—Misc-sent and dead letters..... \$ 147 72½ | | G. Rents and taxes..... | 9 00 | | 9 00 |
| Balance due by Postmasters, 30th June, 1885..... | 832 43 | H. Stationery, printing and advertising | 897 16 | 5 25 | 902 41 |
| | | I. Fuel and light..... | | 53 13 | 53 13 |
| | 980 16½ | K. Miscellaneous disbursements..... | 778 18 | 143 25 | 921 41 |
| Net Revenue..... | 43,248 41 | | \$77,085 34 | \$8,879 50 | |
| Balance..... | 43,716 43 | | | | |
| | \$85,964 84 | | | | \$85,964 84 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
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, for the Year ended 30th June, 1885.

| 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, 1884 | 638 67 | Report : | 11,052 40 | | 11,052 40 |
| Postage paid in money, on letters | 161 38 | 2 G. { | 14,010 00 | | 14,020 00 |
| do newspapers and periodicals | 2 49 | Conveyance of mails by land | 8,064 00 | | 8,064 00 |
| do do way letters, &c. | | do do steamboats, &c | 416 99 | | 416 99 |
| Amount collected by letter carriers | | do do railways | | | |
| Rents of letter boxes, drawers, &c. | 699 75 | Making and rep'g mail bags and locks. | | | |
| Postage stamps, post cards, &c., sold | 28,425 04 | | 33,553 39 | | 33,553 39 |
| Miscellaneous receipts | | A. Salaries | | 7,337 21 | 17,291 79 |
| Ocean postage from Great Britain, balance to 31st December, 1884 | 425 39 | B. Forward allowances | | 1,012 50 | 1,042 50 |
| | | C. Allow's towards rent, fuel and light | | 210 00 | 210 00 |
| | | D. Discount to stamm vendors | | 277 05 | 277 05 |
| | | E. Travelling expenses | 53 10 | | 53 10 |
| | | F. Tradesmen's bills | 782 38 | | 782 38 |
| | | G. Rents and taxes | 56 00 | | 56 00 |
| | | H. Stationery, printing and advertising | 488 52 | | 488 52 |
| | | I. Fuel and light | 192 15 | | 192 15 |
| | | K. Miscellaneous disbursements | 979 82 | | 979 82 |
| Less—Mis-sent and dead letters | \$ 18 83 | | | | |
| Balances due by Postmasters, 30th June, 1885 | 685 74 | | | | |
| Net Revenue | 704 57 | | | | |
| Balance | 29,648 15 | | | | |
| | 26,278 55 | | | | |
| | \$54,926 70 | | \$46,059 94 | \$8,866 76 | \$54,926 70 |

JOHN CARLING,
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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------|--------------------|------------------------|-----------------------------|----------|
| Aberarder and Railway Station..... | D. N. Sinclair..... | Foot or vehicle.. | 1 | 6 | 12 months..... | \$ 40 00 |
| Aberdour and Railway Station..... | G. Christie..... | Optional..... | 14 | 6 | do (to Dec. 31, 1884)..... | 70 00 |
| Aboyne and Elors..... | J. T. Taylor..... | do..... | 12 | 6 | do from do..... | 56 25 |
| do | E. T. Mills..... | do..... | 12 | 6 | do..... | 18 75 |
| Acton and Knatebull..... | W. Langrill..... | do..... | 5 | 2 | do..... | 75 00 |
| Acton and Speyaside..... | R. McPherson..... | do..... | 5 | 2 | do..... | 37 50 |
| do | W. Langrill..... | do..... | 2 | 2 | do from do..... | 37 50 |
| Adison and Railway Station..... | R. McKim..... | Vehicle..... | 8 1/2 | 6 | do..... | 187 00 |
| Adelaide and Strathroy..... | J. Harris..... | do..... | 7 | 6 | do..... | 200 00 |
| Adolphustown and Bath..... | J. H. Roblin..... | do..... | 14 | 6 | do..... | 430 00 |
| Adolphustown and Napanee..... | F. Membrey..... | do..... | 24 1/2 | 6 | do..... | 600 00 |
| Agnecourt and Railway Station..... | W. Lawton..... | do..... | 1 | 6 | do (to Sept. 30, 1884)..... | 12 50 |
| do | do..... | do..... | 3 | 6 | do from do..... | 15 00 |
| Agincourt Station and L'Amaraux..... | L. Phelan..... | Horse or vehicle. | 4 | 3 | do..... | 100 00 |
| Ahmec Harbor and Dunchurch..... | J. Crosswell..... | Optional..... | 4 | 1 | do (to Dec. 31, 1884)..... | 17 55 |
| do | do..... | do..... | 4 | 1 | do from do..... | 10 00 |
| Ahmec Lake and Spence..... | J. McCartney..... | do..... | 9 | 1 | do..... | 60 00 |
| Alisa Craig, Denfield and Railway Station..... | J. Orr..... | do..... | 6 | 6 & 12 | do..... | 280 00 |
| Air Line Junction and Welland Railway Station..... | G. Schoures..... | do..... | 4 | 6 & 12 | do..... | 40 00 |
| Albert and Marysville..... | R. Jones..... | do..... | 9 | 3 | do (to Dec. 31, 1884)..... | 90 00 |
| do | P. Sullivan..... | do..... | 9 | 3 | do from do..... | 35 00 |
| Alberton and Lynden..... | L. Lawrence..... | do..... | 7 | 6 | do..... | 200 00 |
| Albion, Castleberg and Mount Wolf..... | D. McDermid..... | do..... | 6 & 5 | 6 & 3 | do..... | 210 36 |
| Albion and Railway Station..... | R. H. Booth..... | Horse or vehicle. | 5 1/2 | 24 | do (from Aug. 1, 1884)..... | 100 00 |
| Albana and Cottam..... | E. S. Irwin..... | Optional..... | 3 | 2 | do (to June 30, 1884)..... | 50 00 |
| Albury and Redersville..... | J. T. Rose..... | Horse or vehicle. | 3 | 3 | do from do..... | 12 13 |
| do | do..... | do..... | 4 | 3 | do..... | 56 25 |
| Aldboro' and Rodney..... | T. K. Morris..... | do..... | 6 | 6 | do..... | 185 00 |
| Aldershot and Watdown..... | J. Simmons..... | do..... | 3 | 12 | do..... | 250 00 |
| Alexandria and McOrmon..... | R. McLeannan..... | Vehicle..... | 9 | 6 | do..... | 260 00 |
| Alexandria and Railway Station..... | D. McMaster..... | do..... | 1 | 12 | do..... | 78 00 |
| Alexandria and St. Raphael West..... | S. R. McLeod..... | do..... | 17 | 6 | do..... | 297 00 |
| Alexandria and Vankleek Hill..... | X. Lajeunesse..... | do..... | 19 | 6 | do..... | 425 00 |

REPORT No. 2, A.—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--------------------------------------|---------------------|---------------------|--------------------|------------------------|------------------------------------|----------|
| Alfred and Montebello | L. Larocque | Vehicle. | 9 | 6 | 3 months (to June 30, 1884). | \$ 62 00 |
| do | do | do | 9 | 6 | do from do | 150 00 |
| Allenburg and Railway Station | W. Livingston | On foot. | 3 1/2 | 12 | do | 93 88 |
| Allendale and Holly | M. Campbell | Optional. | 3 1/2 | 6 | do | 145 00 |
| Allendale and Painswick | W. Thompson | Horse or vehicle. | 3 1/2 | 6 | do | 150 00 |
| Allendale and Railway Station | M. J. Hamelin | On foot. | 1 1/2 | 36 | do | 150 00 |
| Allan Park and Hampden | H. Byers | Optional. | 5 | 2 | do | 69 00 |
| Allan Park and Lamias | E. Paris | do | 5 | 2 | do | 16 25 |
| do | do | do | 5 | 2 | do | 60 00 |
| Allenford and Owen Sound | G. Seagel | do | 13 | 6 | do from do | 199 00 |
| Allenford and Railway Station | A. Johnston | do | 4 | 12 | do | 140 00 |
| Allenford and Sauguen | W. Gilbert | do | 11 | 6 | do | 195 00 |
| Allenford and Skipness | D. Morton | Horse or vehicle. | 4 1/2 | 2 | do | 65 00 |
| Allensville and Utterson | J. McNicol | Optional. | 4 | 6 | Season, 1884 | 99 45 |
| Allenwood and Elmvale | J. Harvey | do | 3 | 2 | 12 months | 110 00 |
| Allenwood and Gibson | do | do | 3 | 2 | do | 50 00 |
| Allisonville and Consecoc | G. Pine | Vehicle. | 8 | 3 | do | 115 00 |
| Allisonville and Elm Grove | J. Berridge | Horse or vehicle. | 14 r. t. | 6 | do | 300 00 |
| Alliston and Railway Station | do | do | 14 r. t. | 12 | do | 37 50 |
| do | T. Langley | do | 1 1/2 | 12 | do from do | 24 50 |
| do | do | do | 1 1/2 | 6 | do | 280 00 |
| Alliston and Rosemont | do | Optional. | 9 | 6 | do | 80 00 |
| Allos and Edmonton | R. Quin | do | 6 | 12 | do | 112 00 |
| Alma and Railway Station | J. S. Johnston | do | 7 | 12 | do | 124 00 |
| Alma and Winfield | W. Hill | Horse or vehicle. | 8 | 6 | do | 132 00 |
| Almonite and Clayton | E. Blair | Vehicle | 12 | 6 | do | 147 00 |
| Almonite and McKinlay | H. Kennedy | Horse or vehicle. | 12 | 3 | do | 103 29 |
| Almonite and Railway Station | E. Dowdall | Optional. | 4 | 30 | do (to Dec. 31, 1884). | 49 00 |
| Almonite and West Huntley | J. Manion | Horse or vehicle. | 12 | 3 | do (from Jan. 1, 1885) | 40 50 |
| Alport and Bracebridge | H. F. Bickmore | Vehicle | 4 | 3 | Part of seasons 1883-84 & 1884-85. | 100 00 |
| Alsfeld and Railway Station | H. Ziegler | Optional. | 1 1/2 | 6 | 12 months | 30 00 |
| Allston and Railway Station | J. Hanna | do | 1 | 12 | do from do | 46 80 |
| do | A. Menzies | do | 1 | 13 | do | 62 40 |
| Alvinston and Railway Station | C. E. Brannan | do | 1 1/2 | 6 | do | 10 00 |
| Amaranth Station and Railway Station | A. Lamb | Horse or vehicle. | 1 1/2 | 3 | do (to June 30, 1884) | 30 00 |
| do | J. Lacon | do | 1 1/2 | 6 | do from do | 30 00 |

| | | | | | | | | |
|---------------------------------------|-------------------------------|-----------------------|--------|-------------|----|----|----------------------------------|--------|
| Amberley and Kincardine | J. Gentles..... | Vehicle..... | 14 | 6 | 12 | 3 | do | 6 00 |
| Amberley and Lochalsh..... | J. McLennan..... | Horse or vehicle..... | 4 | 2 | 3 | do | (to June 30, 1884)..... | 12 00 |
| do | do | do | 4 | 2 | 9 | do | from do | 45 00 |
| Amberley and Lurgan..... | J. McCrindle..... | Optional | 4 1/2 | 2 | 12 | do | ..... | 80 00 |
| Amelisburg and Balleville..... | J. Coleman..... | do | 10 | 6 | 12 | do | (from Sept. 1, 1884)..... | 500 00 |
| Amelisburg and Mountain View | D. Hubbs..... | do | 4 | 3 | 7 | do | ..... | 36 00 |
| Amelisburg and Oxley | A. Elliott..... | Horse or vehicle..... | 18 | 6 | 12 | do | ..... | 475 00 |
| Amherstburg and Railway Station..... | E. G. Park | Vehicle | 1 | 12, 18 & 24 | 12 | do | ..... | 394 06 |
| Amherstburg and Windsor | A. M. McKay | do | 18 | 6 & 3 | 9 | do | (to Dec. 31, 1884)..... | 396 25 |
| do | C. M. Hunt | do | 18 | 6 & 3 | 9 | do | from do | 39 00 |
| Amiens and Lobo..... | J. W. Edwards..... | do | 12 1/2 | 3 | 12 | do | ..... | 150 00 |
| Amigari and Railway Station | A. Hurrell..... | Optional | 12 | 12 | 12 | do | ..... | 65 00 |
| Ancaster and Hamilton | J. Phillips..... | Vehicle | 8 | 12 | 12 | do | ..... | 298 00 |
| Anderson and Granton | J. Anderson..... | Horse or vehicle..... | 15 | 2 | 12 | do | ..... | 195 00 |
| Angus and Railway Station | Executors of J. R. Brown..... | Optional | 1 | 12 | 3 | do | (to June 30, 1884)..... | 6 00 |
| do | W. J. Smith | do | 8 | 12 | 9 | do | from do | 45 00 |
| Ansonia and Thessalon | J. B. Dobie | do | 8 | 1 | 9 | do | (to Dec. 31, 1884)..... | 39 00 |
| do | do | do | 8 | 1 | 3 | do | from do | 16 25 |
| Anten Mills and Railway Station | J. McLaughlin..... | do | 1 | 6 | 12 | do | ..... | 100 00 |
| Antioch and Grassmere | J. Russell | do | 10 | 1 | 12 | do | ..... | 52 00 |
| Appin and Glen Willow..... | A. Moore | do | 6 | 2 | 3 | do | (to June 30, 1884)..... | 14 75 |
| do | J. M. Cameron..... | do | 5 1/2 | 2 | 9 | do | from do | 54 50 |
| Appin and Mayfair..... | J. Dalton | Horse or vehicle..... | 3 | 3 | 3 | do | (to June 30, 1884)..... | 18 75 |
| do | J. E. Campbell | do | 3 | 3 | 9 | do | from do | 75 00 |
| Appleby and Railway Station | J. Prescott..... | Optional | 4 | 6 | 12 | do | ..... | 83 00 |
| Appledore and Lidcote | E. W. Hall | do | 4 | 2 | 9 | do | (to Dec. 31, 1884)..... | 36 00 |
| Appledore and Railway Station | O. B. Arnold | Horse or vehicle..... | 24 | 2 | 3 | do | from do | 16 12 |
| Apple Hill and Loch Gary | J. McDonald..... | Vehicle..... | 3 | 3 | 6 | do | (to Sept. 30, 1884)..... | 37 50 |
| Appleton and Railway Station..... | J. G. Munro | Horse or vehicle..... | 4 | 12 | 3 | do | (to June 30, 1884)..... | 48 75 |
| do | do | do | 4 1/2 | 12 | 9 | do | from do | 184 82 |
| Apsley and Cheddar | T. Eastland..... | do | 20 | 1 | 12 | do | ..... | 140 00 |
| Apsley and Claircarde..... | A. Graham..... | do | 9 | 1 | 12 | do | ..... | 40 00 |
| Apsley and Peterboro'..... | T. Eastland..... | do | 40 | 3 | 12 | do | ..... | 480 00 |
| Apto and Pheipston Station | P. Gallagher..... | do | 6 | 6 | 12 | do | ..... | 145 00 |
| Archer and Bouck's Hill..... | T. Archer | Vehicle | 8 | 3 | 12 | do | ..... | 80 00 |
| Ardeville and Ottawa..... | J. J. Garrow..... | Optional..... | 12 | 6 | 12 | do | ..... | 60 00 |
| Arden and Oso Station..... | W. Mills..... | do | 16 | 6 | 2 | do | 7 days (to June 7, 1884)..... | 46 70 |
| Arden and Railway Station | J. W. Babcock..... | do | 1 | 6 | 7 | do | 21 dys. (from Aug. 11, '84)..... | 47 89 |
| Arden and Tamworth | A. Thompson | Horse or vehicle..... | 20 | 2 | 2 | do | 9 dys. (from June 9, 1884)..... | 28 84 |
| do | do | do | 20 | 3 | 9 | do | 21 dys. (from June 9, '84)..... | 181 73 |
| do | do | do | 9 | 2 | 12 | do | (to Sept. 30, 1884)..... | 160 00 |
| Ardrea and Orillia | W. Blair | do | 9 | 6 | 6 | do | ..... | 20 83 |
| Argyle and Railway Station..... | A. B. McLean..... | do | 5 1/2 | 2 | 12 | do | ..... | 55 00 |
| Arkona and Keyser | T. Dowden | do | 7 1/2 | 6 | 12 | do | ..... | 236 00 |
| Arkona and Theford..... | do | Vehicle..... | 7 1/2 | 6 | 12 | do | ..... | 300 00 |
| Arkona and Watford..... | do | do | 12 | 2 | 4 | do | ..... | 16 66 |
| Arkwright and Mount Hope..... | J. Cole..... | Optional..... | 23 | 3 | 3 | do | (from Dec. 1, 1884)..... | 23 75 |
| Armadale and Unionville | W. Weatherill..... | do | 5 1/2 | 3 | 9 | do | (to June 30, 1884)..... | 75 00 |
| do | J. Webber | do | 5 1/2 | 3 | 9 | do | from do | 75 00 |

REPORT No. 2, A.—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|-----------------------|--------------------|------------------------|--------------------------|---------|
| | | | | | | \$ cts. |
| Arnow and Kincardine..... | J. Jarrel..... | Optional..... | 12 | 3 | 12 months..... | 198 00 |
| Armstrong's Mills and Guelph..... | G. Armstrong..... | Horse or vehicle..... | 8 | 2 | 12 do..... | 75 00 |
| Arnott and Railway Station..... | W. G. Murray..... | Optional..... | 1 | 12 | 12 do..... | 60 00 |
| Arnprior and Fitzroy Harbor..... | P. Teevins..... | Vehicle..... | 12 | 6 | (to Sept. 30, 1884)..... | 135 00 |
| do | W. A. Shirreff..... | do..... | 12 | 6 | from do..... | 172 50 |
| Arnprior and Railway Station..... | C. Tierney..... | do..... | 1 | 30 | 12 do..... | 195 64 |
| Arnprior and White Lake..... | J. P. McGonigal..... | do..... | 19 | 3 | 12 do..... | 387 00 |
| Arthur and Fergus..... | J. L. Benham..... | do..... | 12 | 6 | 12 do..... | 230 00 |
| Arthur and Metz..... | J. R. Bell..... | Horse or vehicle..... | 6 | 2 | 12 do..... | 60 00 |
| Arthur and Monck..... | J. Jackson..... | Optional..... | 12½ | 2 | 12 do..... | 149 00 |
| do | D. F. Kilgour..... | do..... | 1 | 24 | (to June 30, 1884)..... | 18 72 |
| do | J. Buschlen..... | do..... | 1 | 24 | from do..... | 98 75 |
| Arva and Rallymote..... | J. H. Shoebottom..... | Horse or vehicle..... | 3 | 2 | 12 do..... | 58 00 |
| Ash and Railway Station..... | A. Bowman..... | Optional..... | 1 | 6 | (to Sept. 30, 1884)..... | 17 50 |
| do | W. Dorian..... | do..... | 1 | 6 | from do..... | 17 50 |
| Ashdad and Bagot..... | S. Felleter..... | Horse or vehicle..... | 6 | 1 | 12 do..... | 32 00 |
| Ashdown and Rosseau..... | J. Harvie..... | Optional..... | 14 | 3 | Season, 1884..... | 25 00 |
| Ashdown and Turtle Lake..... | A. Ross..... | Horse or vehicle..... | 6½ | 1 | 12 months..... | 40 00 |
| Ashdown and West Grove..... | E. Nixon..... | do..... | 5 | 1 | 12 do..... | 225 00 |
| Ashgrove and Georgetown..... | G. Follis..... | Horse or vehicle..... | 3½ | 3 | 12 do..... | 50 00 |
| Ashley and Railway Station..... | A. Burrows..... | Optional..... | 11 | 3 | 12 do..... | 190 00 |
| Ashton and Prospect..... | E. S. Conn..... | do..... | 2 | 6 | 12 do..... | 109 00 |
| Ashton and Railway Station..... | J. Dunn..... | Horse or vehicle..... | 18 | 3 | (to June 30, 1884)..... | 45 00 |
| Atherley and Dartmoor..... | J. M. Smith..... | do..... | 4 | 2 | (to Sept. 30, 1884)..... | 20 00 |
| Atherley and Fewna..... | E. Lanigan..... | do..... | 1 | 6 | (to May 31, 1884)..... | 13 33 |
| Atherley and Railway Station..... | do..... | do..... | 1 | 12 | from do..... | 133 33 |
| do | G. O. Wilson..... | Horse or vehicle..... | 3 | 2 | 12 do..... | 45 00 |
| Alberton and Delhi..... | S. E. Turner..... | Optional..... | 19 r. l. | 6 | 12 do..... | 220 00 |
| Alhlon and Tottenham..... | J. Lecky..... | do..... | 1 | 12 | 12 do..... | 78 24 |
| Atercliffe Station and Railway Station..... | J. McKay..... | Vehicle..... | 17 | 6 | 12 do..... | 480 00 |
| Atwood and Mitchell..... | D. Gordon..... | Optional..... | 1 | 6 | 12 do..... | 36 00 |
| Atwood and Railway Station..... | W. J. Moore..... | do..... | 6 & 9½ | 6 | 12 do..... | 374 00 |
| Auburn, Blyth and Fordyce..... | R. J. McCabe..... | do..... | 10 | 6 | 9 do..... | 150 00 |
| Aughrim and Bothwell..... | R. J. Armstrong..... | do..... | 10 | 6 | (to Dec. 31, 1884)..... | 72 25 |
| do | do..... | do..... | 10 | 3 | do..... | 72 25 |

| Location | Vehicle | Class | Days | Period | Amount |
|--|-------------------|-------|------|------------------------------|--------|
| Aughrim and Mosside | do | 6 | 9 | do | 60 00 |
| do do | do | 6 | 3 | do | 21 00 |
| Anitville and Bush Glen | Horse or vehicle. | 6 | 3 | do | 75 00 |
| Aultsville and East Williamsburg | Vehicle. | 9 | 12 | do | 60 00 |
| Aurora and Railway Station | Foot or vehicle. | 24 | 6 | do | 120 00 |
| Aurora and Schomberg | Vehicle. | 15 | 6 | do | 530 00 |
| Aurora and White Rose | do | 4 | 12 | do | 90 00 |
| Avening and Railway Station | Optional. | 8 | 12 | do | 92 00 |
| Avon, Putnam and Railway Station | Vehicle | 6 | 12 | do | 350 00 |
| Avonry and Waubuno | do | 34 | 1 | do | 2 92 |
| do do | do | 3 | 11 | do | 55 00 |
| Aze Lake and Charinch | do | 7 | 12 | do | 40 00 |
| Aylmer and Dunchester Station | do | 23 | 6 | do | 500 00 |
| Aylmer and Donbonyne | do | 13 | 6 | do | 350 00 |
| Aylmer, Kingsmill and Railway Station | do | 4 | 2 | do | 27 50 |
| Aylmer and Ayr Line Station | do | 4 | 2 | do | 15 90 |
| do do | do | 4 | 10 | do | 117 00 |
| Aylmer and Seville | Optional. | 4 | 2 | do | 40 00 |
| Ayr and Railway Station | do | 24 | 12 | do | 200 32 |
| Ayton and Railway Station | do | 12 | 12 | do | 49 00 |
| Baden and Wellesley | Vehicle. | 9 | 6 | do | 199 00 |
| Bagot and Burnstown | do | 5 | 3 | do | 77 52 |
| Bagot and Calabogie | Horse or vehicle. | 6 | 2 | do | 46 56 |
| Bagot and High Falls | Optional. | 13 | 1 | do | 64 22 |
| Bainville and Railway Station | do | 6 | 5 | do | 6 25 |
| do do | do | 4 | 7 | do | 8 75 |
| Bala and Glen Orchard | do | 6 | 2 | Season, 1884 | 63 00 |
| Bala and Sahantien | do | 1 | 1 | 8 months (from Aug. 1, 1884) | 33 33 |
| Balderson and Playfair | Horse or vehicle. | 6 | 3 | do | 89 00 |
| Baldwin and Railway Station | Optional. | 12 | 3 | do | 11 25 |
| do do | do | 12 | 9 | do | 33 75 |
| Ballantree and Railway Station | do | 12 | 12 | do | 60 00 |
| Ballantyne's Station and Railway Station | On foot. | 2 | 12 | do | 26 00 |
| Ballinlad and Georgetown | Optional. | 6 | 6 | do | 250 00 |
| Ballinville and South March | Horse or vehicle. | 4 | 2 | do | 29 17 |
| do do | do | 4 | 2 | do | 16 67 |
| Ballycroy, Connor and Palgrave Station | Optional. | 4 1/2 | 3 | do | 205 00 |
| Ballyduff and Drum | do | 5 1/2 | 2 | do | 65 30 |
| Balsam Lake and Victoria Road | do | 4 | 2 | do | 71 50 |
| Bamburg and St. Agatha | J. Cunninghamham | 5 1/2 | 2 | do | 72 00 |
| Banbury and Haldane Hill | F. Walter | 6 | 1 | do | 16 66 |
| Bancroft and Cheddar | J. Barry | 19 | 1 | do | 60 66 |
| Bancroft and Deer Lake | do | 15 | 1 | do | 35 00 |
| Bancroft and Hybla | Optional. | 10 | 1 | do | 29 48 |
| Banda and Glencairn | Horse or vehicle. | 2 1/2 | 6 | do | 175 00 |
| Banda and Scarriet Hill | do | 3 1/2 | 2 | do | 65 00 |
| Banks and Collingwood | do | 8 | 1 | do | 39 00 |
| do do | do | 8 | 3 | do | 18 75 |

REPORT No. 2, A.—Continued.
 DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|-----------------------|-------------------------------|------------------------|--|---------------|
| Beardville and Falkenburg..... | C. Bard..... | Optional..... | 6 ¹ / ₂ | 1 | Season, 1884..... | \$ cts. 51 75 |
| Bark Lake and Murchison..... | J. Taylor..... | Horse or vehicle..... | 17 | 1 | 6 months (from Oct. 1, 1884)..... | 50 00 |
| Bark Lake and Rockingham..... | S. McCord..... | Optional..... | 21 | 1 & 2 | do..... | 168 00 |
| Barkway and Gravenhurst..... | J. Evoy..... | do..... | 14 | 1 | 9 do (to Dec. 31, 1884)..... | 30 00 |
| Barkway and Uffington Road..... | do..... | do..... | 14 | 1 | 3 do from do..... | 18 75 |
| Bar River and Garden River..... | M. Corkery..... | do..... | 16 | 1 | 12 do..... | 75 00 |
| Barrett and Comandsa..... | do..... | do..... | 10 | 1 | 12 do..... | 97 00 |
| Barrie Division..... | Sundry persons..... | do..... | ..... | ..... | Special trips, snow blockade on railway..... | 63 25 |
| Barrie and Hillsdale..... | O. Waugh..... | do..... | 15 | 6 | 12 months..... | 297 00 |
| Barrie and Midhurst..... | J. Roberts..... | do..... | 5 | 3 | do..... | 93 00 |
| Barrie and Railway Station..... | W. H. Crosby..... | Horse or vehicle..... | 5 | 68 | do..... | 154 92 |
| Barrie and Street Letter Boxes..... | A. W. Harris..... | Optional..... | 5 | 18 | 5 do (to Aug. 31, 1884)..... | 80 83 |
| do..... | L. Pullan..... | do..... | 5 | 18 | 14 days (to Sept. 14, 1884)..... | 7 38 |
| do..... | M. Murphy..... | do..... | 5 | 18 | 6 months, 16 days, from do..... | 105 43 |
| Barrieheld and Kingston..... | J. Ryan..... | do..... | 14 | 6 | 12 do..... | 75 00 |
| Barrie Island and Gore Bay..... | H. Mandar..... | do..... | 12 | 1 | 1 do (to April 30, 1884)..... | 10 41 |
| do..... | do..... | do..... | 12 | 1 | do (to Nov. 30, 1884)..... | 52 50 |
| do..... | H. L. McLean..... | do..... | 12 | 1 | 4 do from do..... | 38 24 |
| do..... | do..... | do..... | 49 | 1 | 12 do..... | 300 00 |
| Basin Depot and Eganville..... | A. H. G. Wilson..... | Vehicle..... | 34 | 12 | do..... | 94 00 |
| Bath and Railway Station..... | W. Aylesworth..... | do..... | 6 | 6 | 5 do (to Aug. 31, 1884)..... | 137 55 |
| Bath and Stella..... | A. Stevenson..... | Optional..... | 7 | 6 | 7 do from do..... | 190 38 |
| do..... | do..... | do..... | ..... | ..... | do..... | 46 92 |
| Batteau and Railway Station..... | W. Boucher..... | do..... | 16 | 3 | 12 do..... | 140 00 |
| Batterses and Kingston..... | A. Ferguson..... | do..... | 15 & 1 | 6 & 12 | 3 do (to June 30, 1884)..... | 74 75 |
| Bayfield, Brucefield and Seaforth..... | J. Simpson..... | Vehicle..... | 15 & 1 | 6 & 12 | 9 do from do..... | 392 50 |
| do..... | D. Hay..... | do..... | 20 | 3 | 12 do..... | 395 00 |
| Bayham and Ingersoll..... | C. Cook..... | do..... | 8 | 6 | 12 do..... | 50 00 |
| Bayside and Belleville..... | W. B. Wemp..... | do..... | 164 | 6 | 12 do..... | 325 00 |
| Baysville and Bracebridge..... | F. Sauder..... | Horse or vehicle..... | 18 | 1 | 4 do..... | 80 00 |
| Baysville and Dorset..... | J. C. Huckins..... | Optional..... | 19 & 74 | 1 | 12 do (to July 31, 1884)..... | 26 66 |
| Baysville, Dwight and Grassmere..... | do..... | do..... | 19 & 74 | 1 | 8 do from do..... | 73 33 |
| do..... | do..... | do..... | 5 | 1 | 12 do..... | 50 00 |
| Baysville and Menominee..... | I. Williams..... | Horse or vehicle..... | 8 | 1 | Season, 1884..... | 14 00 |
| Baysville and Maple Ridge..... | T. Silverthorn..... | Optional..... | ..... | ..... | do..... | ..... |

| Item | Quantity | Unit | Period | Amount |
|--|----------|-------------------|------------------------------|--------|
| Rayview and Morley | 11 | do | 12 months | 140 00 |
| Beachburg and Gower Point | 9 | Horse or vehicle. | do | 120 00 |
| Beachburg and Westmeath | 7 | do | do | 165 00 |
| Beachville and Embro | 6 | do | do | 140 00 |
| Beamsville and Campden | 5 | do | do | 225 00 |
| Bearbrook and Canaan | 19 r. 4 | do | do | 135 00 |
| Bearbrook and Railway Crossing | 3 | do | do | 75 00 |
| Beatrice and Windermere | 12 | Optional. | do | 166 00 |
| Beaumaris and Ziaka | 8 | do | Balance of season 1883-84 | 6 00 |
| Beaver and Glen Sandfield | 6 | Horse or vehicle. | 4 months (from Dec. 1, 1884) | 25 00 |
| Beaver and St. Eugene | 6 | do | (to Nov. 30, 1884) | 50 00 |
| Beaverton and Railway Station | 24 | do | 8 do (to Sept. 30, 1884) | 45 00 |
| do | 24 | do | 6 do from do | 70 00 |
| Becher and Wallaceburg | 3 | do | 12 do | 74 00 |
| Beckstead and Dunbar | 3 | Horse or vehicle | do | 100 00 |
| Bedford Mills and Newboro | 13 | Optional | do | 100 00 |
| Beech Lane and Glenmeyer | 6 | Horse or vehicle. | do | 45 00 |
| Beech Lane and Kinglake | 44 | Optional. | do | 60 00 |
| Beechwood and Seaforth | 64 | Vehicle. | do | 45 00 |
| Beeton and Railway Station | 12 | Optional. | do | 85 00 |
| Beggsboro' and Bourdeal | 4 | do | do | 74 00 |
| do | 6 | do | (to Dec. 31, 1884) | 48 76 |
| Belfast and Lanes | 4 | do | do | 18 95 |
| Belfast and St. Helen's | 2 | do | do | 80 00 |
| Belfontain and Forks of Credit Station | 24 | do | 12 do | 150 00 |
| Belgrave and Eushfield | 14 | do | 6 do | 90 00 |
| Belgrave and Marnoch | 6 | do | 12 do | 60 00 |
| Belgrave and Railway Station | 31 | do | do | 60 00 |
| Bellamy's Station and North Augusta | 4 | do | do | 132 00 |
| Belle River and Byrnedale | 44 | do | do | 140 00 |
| Belleville and Bridgewater | 54 | do | do | 85 00 |
| Belleville and Madoc | 30 | Vehicle | do | 525 00 |
| Belleville and North Hastings Junction | 26 | do | do | 474 00 |
| Belleville and Railway Station | 14 | do | Special trip | 3 00 |
| Belleville and Street Crossing | 64 | Vehicle | 24-12 months | 313 00 |
| Belleville and Sydney Letter Boxes | 5 | Horse or vehicle. | do | 80 00 |
| Belleville and Wallbridge | 9 | Vehicle | do | 250 04 |
| Bell Ewart and Lefroy Station | 1 | Horse or vehicle. | do | 110 00 |
| do | 1 | On foot | (to Dec. 31, 1884) | 48 76 |
| Bell Ewart and Rosch's Point | 2 | do | do | 20 00 |
| Belleue and Bobasgeon | 7 | Optional | from do | 140 00 |
| Belmont and London | 13 | do | (to April 30, 1884) | 4 16 |
| Belmont and Railway Station | 4 | Horse or vehicle. | do | 248 00 |
| Belton and Railway Station | 12 | Optional. | do | 62 50 |
| Belton and Railway Station | 13 rods. | On foot | (from July 1, 1884) | 11 25 |
| do | 64 | do | do | 10 00 |
| Belton and St. Ives | 96 | do | do | 19 53 |
| do | 96 | Optional. | (to June 30, 1884) | 88 32 |
| Bendale and Woburn | 2 | do | do | 50 00 |
| do | 2 | do | do | 50 00 |

As req. 12 rods.

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|---------------------|---------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | | \$ cts. |
| Benmiller and Goderich | J. Miller | Horseback | 6 | 2 | 1 month (to April 30, 1884) | 8 33 |
| do | do | do | 6 | 3 | do from do | 137 50 |
| Bensfort and South Monaghan | E. Stirton | Horse or vehicle. | 6 | 3 | do | 75 00 |
| Berkeley and Glascott | R. English | Optional. | 6 | 2 | do | 60 00 |
| Berkeley and Railway Station | G. Fleming | do | 6 | 6 | do | 80 00 |
| Berlin and Groschill | J. Wilford | Vehicle | 16 1/2 | 6 | do | 435 00 |
| Berlin and Glenallen | H. Zilliox | do | 24 | 6 | do | 347 00 |
| Berlin and West Montrose | A. Michener | do | 14 1/2 | 6 | do | 425 00 |
| Berriedale and Burk's Falls | J. Young | do | 4 1/2 | 1 | do | 40 00 |
| Berriedale and Hartfell | do | do | 9 1/2 | 1 | do | 37 50 |
| Bethany and Lifford | do | Horse or vehicle. | 30 r. t. | 6 | (to Sept. 30, 1884) (less fine) | 423 00 |
| Beveridge's Bay and Railway Station | C. W. Kelly | do | 4 | 12 | do | 40 00 |
| do | A. Healey | Optional. | 4 | 6 | do | 39 00 |
| do | A. G. Delaney | do | 4 | 6 | do | 69 09 |
| do | A. Dudgeon | do | 4 | 6 | do 10 dys. (to Dec. 10, 84) | 61 41 |
| do | J. Jewison | do | 11 | 6 | do 21 dys. from do | 390 00 |
| Bawley and Millbrook | F. Charon | do | 7 1/2 | 2 | do | 18 11 |
| do | A. Cheff | do | 7 1/2 | 2 | do from do | 37 50 |
| Big Point and Dover South | F. Cassidy | do | 3 | 6 | do | 100 00 |
| do | R. Wickett | do | 5 | 6 | do | 180 00 |
| Billings' Bridge and Ottawa | W. Wansborough | Horse or vehicle. | 4 1/2 | 2 | do | 70 00 |
| Binbrook and Glanford Station | J. Bryse | do | 5 | 6 | do | 1 00 |
| Binkham and Erin | A. Ferguson | Optional. | 5 & 7 | 6 | (to June 30, 1884) | 71 60 |
| Birdsall's and Railway Station | J. Goulding | do | 5 & 7 | 6 & 2 | do from do | 202 50 |
| Britt and Devizes, &c. | M. Runk | do | 190 | 6 & 2 | do from do | 360 00 |
| do | J. M. Runk | do | 50 ft. | 2 | do | 3 17 |
| Biscotasing and Michipicoten River | W. Sampson | do | 20 yds. | 12 | do | 120 00 |
| Biscotasing and Railway Station | J. Dool | Horse or vehicle. | 8 | 3 | do | 5 84 |
| Bishop's Mills and Oxford Mills | W. Bernier | Optional. | 10 & 5 | 2 & 1 | do | 190 00 |
| Bisset's Creek and Railway Station | W. Paddison | Horse or vehicle. | 5 & 7 | 1 | do | 4 42 |
| Black Bank and Lisle, &c. | J. Coughlin | do | 6 1/2 | 1 | do | 39 00 |
| Blackburn and Oumming's Bridge, &c. | do | do | 4 | 12 | do | 62 60 |
| Blackburn and Lourdes | I. H. Allen | Optional. | 4 | 1 | do | 29 00 |
| Black Creek and Railway Station | R. J. Richey | do | 7 1/2 | 3 | do | 125 00 |
| Black's Corners and Laurel | G. McGuire | Horse or vehicle. | 7 1/2 | 3 | do | 26 00 |
| Black River Bridge and Picton | J. Ranshaw | Optional. | 1 1/2 | 6 | do | 20 00 |
| Blair and Railway Station | do | do | 1 1/2 | 6 | do | 20 00 |

| Location | Name | Vehicle | Class | Value | Period | Rate | Amount |
|---|-----------------|------------------|-------|----------|----------------------------|------|--------|
| Blairhampton and Minden | W. Blair | do | do | 52 00 | | | |
| Blairton and Havelock | T. C. Oaskey | Vehicle | do | 58 50 | (from Oct. 1, 1884) | | |
| Blandford Station and Railway Station | A. Ballard | Optional | do | 25 00 | | | |
| Blenheim and Leamington | I. M. Burk | Vehicle | do | 1,400 00 | | | |
| Blenheim and Morpeth | do | do | do | 82 25 | (to June 30, 1884) | | |
| Blenheim and Railway Station | J. Bell | do | do | 225 00 | from do | | |
| do | I. M. Burk | do | do | 46 80 | (to June 30, 1884) | | |
| do | T. W. Pearson | do | do | 112 50 | from do | | |
| Blenheim and Rondeau | J. Horton | Optional | do | 150 00 | | | |
| Blind River and Thompson | W. E. Bateman | do | do | 52 00 | (from Oct. 1, 1884) | | |
| Bloomfield and Railway Station | A. B. Saylor | do | do | 17 04 | 24 dys. (from Jan. 8, '86) | | |
| Bluevale and Railway Station | J. Thornion | do | do | 100 00 | (to Sept. 30, 1884) | | |
| do | J. Gardner | do | do | 100 00 | from do | | |
| Blythe and Railway Station | I. Hutton | do | do | 140 00 | | | |
| Bobcaygeon and Fenelon Falls | H. Workman | do | do | 23 75 | (to April 30, 1884) | | |
| Bobcaygeon and Lindsay | do | do | do | 825 00 | from do | | |
| Bobcaygeon and Peterboro' | Connor & Kearns | Vehicle | do | 600 00 | | | |
| Bobcaygeon and Silver Lake | A. Couler | Optional | do | 45 00 | | | |
| Bogart and Chapman | R. Oliver | do | do | 105 00 | | | |
| Bognor and Woodford | J. Moffatt | Horse or vehicle | do | 75 00 | | | |
| Bolingbroke and Glen Tay | S. Hanna | do | do | 16 98 | (to June 30, 1884) | | |
| do | do | do | do | 8 33 | (to July 31, 1884) | | |
| Bolingbroke and Marion | do | do | do | 66 67 | from do | | |
| Bolover and Dalrymple | J. McCracken | Optional | do | 90 00 | | | |
| Bolover and Railway Station | D. Munro | Horse or vehicle | do | 81 25 | (to Aug. 31, 1884) | | |
| Bolton and Brodhead | C. Seehaver | do | do | 100 00 | | | |
| Bornish and Sable | A. McDonald | Vehicle | do | 45 00 | | | |
| Boskung and Minden | J. Beatty | Horse or vehicle | do | 65 00 | | | |
| Bosworth and Riverbank | J. G. Hollis | Optional | do | 50 00 | | | |
| Botary and Thamesville | P. McBrayne | do | do | 80 00 | | | |
| Bethwell and Clachan | A. McArthur | Vehicle | do | 100 00 | | | |
| Bothwell and Florence | T. J. Elliott | Optional | do | 313 00 | | | |
| Bothwell and Moravian Town | A. Harumann | Horse or vehicle | do | 33 33 | (to Jan. 31, 1886) | | |
| do | do | do | do | 20 00 | from do | | |
| Boulter and Combermere | J. Lynch | do | do | 10 00 | | | |
| Boulter and L'Amable | M. McLean | Optional | do | 200 00 | | | |
| Bowesville and Railway Station | J. Gamble | do | do | 262 92 | | | |
| do | do | do | do | 33 33 | (to April 30, 1884) | | |
| Bowling Green, Laurel and Railway Station | E. B. Oooney | do | do | 55 00 | from do | | |
| Bowling Green and Laurel | J. Davis | do | do | 75 00 | (to Sept. 30, 1884) | | |
| Bowmanville and Cassara | C. W. Crea | do | do | 29 62 | from do | | |
| Bowmanville and Courtice | J. M. Orea | Vehicle | do | 591 00 | | | |
| Bowmanville and Tyrone | J. Moore | Horse or vehicle | do | 80 00 | | | |
| Bowood and Fernhill | D. R. Owen | Vehicle | do | 143 00 | | | |
| Bracebridge and Fraserburg | H. Hamilton | Horse or vehicle | do | 90 00 | | | |
| Bracebridge and Huntsville | J. T. Harvie | Vehicle | do | 20 00 | (from Jan. 1, 1885) | | |
| Bracebridge and Muskell | C. Gregg | do | do | 500 00 | | | |
| Bracebridge and Muskoka Falls | H. Olliford | Optional | do | 39 00 | (to Dec. 31, 1884) | | |
| Bracebridge and Point Kaye | C. Kaye | do | do | 61 20 | Season, 1884 | | |
| | | | | 68 00 | 1884-85 | | |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|------------------------|-------------------------------------|----------|
| Bracebridge and Port Carling..... | W. Davidson..... | Optional..... | 21 | 2 | Part of seasons 1883-84 & 1884-85.. | \$ 69 84 |
| Bracebridge and Zieka..... | J. Kaye..... | do..... | 6 | 2 | 8 months (to Nov. 30, 1884)..... | 52 00 |
| Breckonrig, Point Keye and Port Carling..... | F. J. Davidson..... | do..... | 4 | 2 | do..... | 36 45 |
| Bracondale and Yorkville..... | J. Achar..... | do..... | 2½ | 6 | do..... | 80 00 |
| Bradford and Newton Robinson..... | J. McDermott..... | Vehicle..... | 9 | 6 | (to Sept. 30, 1884)..... | 99 00 |
| do..... | do..... | do..... | 9 | 6 | from do..... | 162 50 |
| do..... | do..... | do..... | 5 | 24 | do..... | 75 00 |
| Bredford and Railway Station..... | W. Bradshaw..... | do..... | 5 | 2 | do..... | 65 00 |
| Bradshaw and Bridgen..... | do..... | do..... | 17½ | 12 | do..... | 47 50 |
| Breside and Railway Station..... | J. Gillies, jun..... | On foot..... | 7 | 1 | (to Aug. 31, 1884)..... | 11 49 |
| Brae Lake and Uplands..... | J. W. Guess..... | Optional..... | 8½ | 1 | from do..... | 32 66 |
| do..... | do..... | do..... | 8 | 1 | do..... | 50 00 |
| Bramley and Railway Station..... | J. W. Gordon..... | do..... | 17½ | 12 | do..... | 50 00 |
| Brampton and Huttonsville..... | J. Hyatt..... | do..... | 4 | 3 | do..... | 95 00 |
| Brampton and Railway Station..... | J. J. Chambers..... | do..... | 8 | 12 | do..... | 59 00 |
| Brampton and Railway Station..... | do..... | do..... | 8 | 12 | do..... | 22 50 |
| Brandy Creek and Railway Station..... | E. R. Crombie..... | Vehicle..... | 7 | 9 | (to Dec. 31, 1884)..... | 10 00 |
| do..... | do..... | do..... | 7 | 9 | from do..... | 364 90 |
| Brantford and Harley..... | R. Wintemute..... | do..... | 14 | 1 | do..... | 140 00 |
| Brantford and Langford..... | K. Oavin..... | do..... | 8 | 6 | do..... | 275 00 |
| Brantford and Mohawk &c..... | W. Reed..... | Horse or vehicle..... | 12 | & 6 | do..... | 469 50 |
| Brantford and Railway Station..... | G. Lane, jun..... | Vehicle..... | 12 | 60 | do..... | 3 50 |
| Brantford and Simcoe..... | J. Hale..... | do..... | 24 | 6 | (less fine)..... | 90 00 |
| Bray's Crossing and Railway Crossing..... | C. H. Fowler..... | Stage..... | 20 yds. | 2 | (from Oct. 1, 1884)..... | 120 00 |
| Breadalbane and Loehinvar..... | C. Bray..... | On foot..... | 34 | 3 | do..... | 112 50 |
| Brechin and Evansvale..... | J. R. Campbell..... | Optional..... | 5½ | 3 | do..... | 50 00 |
| Brechin and Railway Station..... | C. Martin..... | do..... | 1 | 6 | (to May 31, 1884)..... | 60 00 |
| do..... | M O'Neil..... | do..... | 1 | 2 | from do..... | 225 00 |
| Brentwood and Railway Station..... | do..... | do..... | 1 | 12 | do..... | 58 75 |
| Bresian and Weisenburg..... | J. O'Connell..... | do..... | 8½ | 12 | (to June 30, 1884)..... | 147 75 |
| Brewster and Parkhill..... | A. Hoch..... | do..... | 16 | 3 | from do..... | 65 00 |
| do..... | J. Appinan..... | Vehicle..... | 16 | 3 | (to Sept. 30, 1884)..... | 52 00 |
| Bridgewater and Flinton..... | F. Graton..... | do..... | 12 | 3 | 21 dys (to Dec. 31, '84)..... | 102 75 |
| do..... | C. Stewart..... | Horse or vehicle..... | 12 | 3 | (to Dec. 31, 1884)..... | 277 50 |
| do..... | R. E. Jones..... | do..... | 12 | 3 | do..... | 68 86 |
| do..... | A. C. Farrington..... | do..... | 7 | 6 | do..... | |
| Bridgewater and Madoc..... | W. Keller..... | do..... | 7 | 6 | do..... | |
| Bridgen and Railway Station..... | J. Armstrong..... | Optional..... | 7 | 12 | do..... | |

| | | | | | | | |
|---|--------------------|-------------------|-----------------------------------|---------|------------|-------------------------------------|--------|
| Bright and Washington, &c. | A. Gaska. | Vehicle | 6 & 7 ¹ / ₂ | 6 & 12 | 12 | do | 270 00 |
| Brighton and Campbellford. | J. Weese. | do | 20 | 6 | 12 | do | 468 00 |
| Brighton and Smithfield. | W. Bate. | do | 4 | 6 | 12 | do | 116 00 |
| Brinkworth and Railway Station. | T. H. Bryant. | Optional | 1 | 3 | 6 | do | 30 00 |
| Brinsley and Maguire. | A. Tod. | Horse or vehicle. | 3 ¹ / ₂ | 3 | 12 | do | 35 00 |
| Brisbane and Ooningsby. | J. W. Burt. | Stage. | 4 | 2 | 12 | do | 40 00 |
| Britton and Hammond. | J. Martin. | Optional. | 1 ¹ / ₂ | 3 | 12 | do | 40 00 |
| Britton and Railway Station. | do | do | 4 | 6 | 12 | do | 50 00 |
| Broadbent and McKellar. | T. Patterson. | do | 7 | 1 | 12 | do | 50 00 |
| Brookton and Parkdale. | T. Coles. | do | 2 | 6 | 3 | do | 16 25 |
| Brookville and Morristown, U.S. | D. W. Lyon. | do | 2 | 6 | 12 | do | 160 00 |
| Brookville and Military Camp. | W. Fitzsimmons. | do | 1 | 24 | 12 months. | Special trips. | 281 70 |
| Brookville and Railway Station. | W. Curry. | Vehicle | 8 | 1 | 12 | do | 44 00 |
| Brookville and Sherwood Spring. | R. Latham. | Horse or vehicle. | 3 | 12 | 12 | do | 100 00 |
| Brookville and Street Letter Boxes | J. McKenney. | On foot. | 44 | 6 | 12 | do | 984 00 |
| Brookville and Westport. | R. W. & J. Opeland | Vehicle | 20 yds. | As req. | 12 | do | 370 00 |
| Brookville—C. P. Railway and G. T. Railway. | J. E. Cavanaugh. | On foot. | 1 | 12 | 5 | do | 53 20 |
| Bronte and Railway Station. | J. McDonnell. | Optional. | 3 | 6 | 12 | do | 210 00 |
| Bronte Station and Palermo. | G. Sargent. | do | 7 ¹ / ₂ | 1 | 4 | do | 14 29 |
| Brooke and Glen Tay. | E. McKeracher. | Horse or vehicle. | 7 | 1 | 8 | do | 26 87 |
| Brooke and Maron. | do | do | 2 | 6 | 12 | do | 50 00 |
| Brookfield Station and Railway Station | M. Topp. | Optional. | 2 | 3 | 11 | do | 45 83 |
| Brookholm and Owen Sound. | J. Mills. | do | 2 | 12 | 12 | do | 85 00 |
| Brooklin and Railway Station. | H. Hosking. | do | 4 | 2 | 12 | do | 160 00 |
| Brookside and Stratford. | J. Forbes. | Vehicle | 14 | 2 | 10 | do | 37 50 |
| Brotherston and Newbridge. | M. Brothers. | Optional. | 2 | 6 | 6 | do | 140 84 |
| Brougham and Markham. | T. F. Wootten | do | 12 | 6 | 6 | do | 137 50 |
| do | do | do | 12 | 6 | 6 | do | 220 00 |
| do | J. Scott. | do | 12 | 12 | 12 | do | 87 64 |
| Brougham and Whitty. | W. Dixon. | do | 4 | 1 | 12 months. | Part of seasons 1883-84, & 1884-85. | 168 00 |
| Brucefield and Railway Station. | C. Hendrickson. | do | 42 | 1 | 12 months. | do | 104 00 |
| Bruce Mines and Cockburn Island. | E. Robinson. | do | 16 | 1 | 12 | do | 80 00 |
| Bruce Mines and Desert. | J. Bennett. | Horse or vehicle. | 9 | 2 | 12 | do | 125 00 |
| Bruenell and Castile. | E. Bennett. | do | 13 | 6 | 12 | do | 30 00 |
| Bruenell and Killaloe. | E. Ring. | do | 13 | 12 | 2 | do | 27 14 |
| Brunner and Railway Station. | J. Atridge. | Optional. | 1 | 6 | 9 | do | 53 17 |
| Brunswick and Railway Station. | L. Paterson. | do | 1 ¹ / ₂ | 6 | 9 | do | 200 00 |
| do | do | do | 1 ¹ / ₂ | 6 | 12 | do | 125 00 |
| do | V. Gramm. | Vehicle | 5 | 3 | 5 | do | 12 50 |
| Brussels and Orebrock. | O. & P. White. | Optional. | 4 | 3 | 6 | do | 197 24 |
| Brussels and Railway Station. | D. Hubbs. | do | 2 | 3 | 6 | do | 166 51 |
| Bumbury and Mountain View. | R. Hubbs. | do | 8 ¹ / ₂ | 3 | 6 | do | 52 50 |
| Burford and Cathart, &c. | R. Cavin. | do | 5 | 6 | 6 | do | 130 00 |
| Burgess Corners and Douglas. | J. Rice. | do | 5 | 3 | 12 | do | 50 08 |
| Burgessville and Newark. | C. Ward. | Vehicle | 5 | 2 | 1 | do | 16 00 |
| do | C. H. Flood | do | 8 | 12 | 12 | do | 28 83 |
| do | W. E. Somerville. | do | 15 ¹ / ₂ | 2 | 2 | do | 43 25 |
| Burgessville and Oriol. | E. W. Burgess. | Optional. | 15 ¹ / ₂ | 2 | 3 | do | |
| Burgessville and Railway Station. | D. F. Burk. | do | 15 ¹ / ₂ | 2 | 2 | do | |
| Burk's Falls and Hartell. | F. McCarty. | do | 15 ¹ / ₂ | 2 | 2 | do | |
| do | do | do | 15 ¹ / ₂ | 2 | 3 | do | |
| do | J. Duke. | do | 15 ¹ / ₂ | 2 | 3 | do | |

REPORT No. 2, A—Continued.
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|-----------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | | \$ cts. |
| Burk's Falls and Huntsville..... | W. H. Trimmer..... | Optional..... | 28 | 3 | 12 months..... | 360 00 |
| Burk's Falls and Magnetawan..... | R. H. Menzies..... | do..... | 16 | 3 | Part of seasons 1883-84 & 1884-85. | 153 70 |
| Burk's Falls and Uplands..... | H. Tripp..... | do..... | 20 1/2 | 2 | 12 months..... | 312 00 |
| Burlington and Port Nelson..... | J. Cutler..... | do..... | 11 1/2 | 6 | do..... | 70 00 |
| Burlington and Railway Station..... | do..... | do..... | 4 1/2 | 12 | do..... | 76 61 |
| do do..... | H. J. Bray..... | do..... | 4 1/2 | 12 | 15 dys. (to Feb. 15, '86) | 10 68 |
| Burlington Beach and Railway Station..... | J. Hughes..... | do..... | 1 | 12 & 3 | 13 dys. from do | 47 10 |
| Burlington Station and Zimmerman..... | J. W. Bowman..... | Vehicle..... | 8 | 6 | Part of seasons 1883-84 & 1884-85. | 280 00 |
| Burnbrae and Railway Station..... | J. Milne..... | do..... | 5 | 6 | 12 months..... | 169 00 |
| Burnbrae and Stanwood..... | A. Hubbel..... | Horse or vehicle..... | 8 | 2 | do..... | 20 83 |
| Burnley and Castleton..... | W. Freeman..... | do..... | 8 | 3 | (from Nov. 1, 1884) | 114 58 |
| Burnley and Roseneath..... | do..... | do..... | 5 | 3 | do..... | 6 66 |
| Burnt River and Rettie's Station..... | S. Moore..... | Optional..... | 2 1/2 | 6 | (to April 30, 1884) | 86 00 |
| Pury's Green and Fell's Station..... | J. Fell..... | do..... | 2 1/2 | 2 | do..... | 46 80 |
| Byron and London..... | J. Charles..... | do..... | 6 | 6 | do..... | 138 00 |
| Cadmus and Cartwright..... | T. W. Robertson..... | do..... | 2 1/2 | 6 | do..... | 80 00 |
| Caisorville and Winona..... | L. W. Heundershot..... | do..... | 20 | 3 | do..... | 240 64 |
| Calabogie and High Falls..... | T. Dillon..... | do..... | 7 | 1 | 12 dys. (from Jan. 20, '85) | 8 50 |
| Calabogie and Railway Station..... | D. Dillon..... | do..... | 2 1/2 | 6 | do..... | 11 44 |
| Calder and Railway Station..... | H. Jones..... | do..... | 2 1/2 | 2 | do..... | 45 00 |
| Caldwell and Caledon..... | W. Phillips..... | Horse or vehicle..... | 10 | 3 | do..... | 24 25 |
| do do..... | N. Potters..... | do..... | 4 | 3 | (to June 30, 1884) | 72 00 |
| Caldwell's Mills and Railway Station..... | W. C. Caldwell..... | Optional..... | 3 1/2 | 9 | from do | 14 58 |
| do do..... | W. Reid..... | do..... | 3 1/2 | 6 | (to Oct. 31, 1884) | 10 42 |
| Caledon and Railway Station..... | W. Phillips..... | Horse or vehicle..... | 4 1/2 | 12 | from do | 31 50 |
| do do..... | N. Potters..... | do..... | 4 1/2 | 12 | (to Sept. 30, 1884) | 27 00 |
| Caledon East and Lockton..... | B. Ingoldsbey..... | do..... | 11 | 3 | do..... | 100 00 |
| Caledonia and Cayuga..... | E. Wigg..... | Vehicle..... | 6 | 6 | do..... | 410 00 |
| Caledonia and Comboyville..... | J. Atkinson..... | Optional..... | 6 | 2 | do..... | 69 00 |
| Caledonia and North Seneca..... | P. C. Shafer..... | Vehicle..... | 3 | 6 | (to June 30, 1884) | 25 00 |
| do do..... | F. Dawson..... | do..... | 3 | 6 | from do | 84 00 |
| Caledonia and Railway Stations..... | P. McMullen..... | do..... | 1 1/2 | 12 & 24 | do..... | 180 00 |
| Caledonia Springs and L'Original..... | J. Rochon..... | Horse or vehicle..... | 9 | 3 | (to Sept. 30, 1884) | 87 50 |
| do do..... | W. Cross..... | do..... | 9 | 6 | from do | 78 00 |

| do | do | N. Butler | do | do | do | Season, 1884 | 3 | 5 mos. 13 dys. (to Sept. 13, 1884) | 28 00 |
|--|----|------------------|------------------|----|----|----------------------------|----|------------------------------------|--------|
| Callender and LeVase | do | A. Dreany | Optional | do | do | Balance of season, 1883-84 | 1 | to July 31, 1884 | 27 92 |
| Callender and Nipising | do | A. Loop | Horse or vehicle | do | do | 4 months | 3 | (to August 31, 1884) | 20 00 |
| Calton and Mount Salem | do | M. Freeman | do | do | do | 1 do | 3 | (to Sept. 30, 1884) | 5 00 |
| do | do | C. McConnell | do | do | do | 3 do | 3 | (to Dec. 31, 1884) | 15 00 |
| do | do | W. R. Smith | do | do | do | 3 do | 3 | from do | 20 00 |
| do | do | C. McConnell | do | do | do | 6 do | 3 | (to Sept. 30, 1884) | 57 50 |
| Cambay and Gleuarm | do | N. Thomas | Optional | do | do | 12 do | 6 | do | 90 00 |
| Cambay and Railway Station | do | R. Moffat | do | do | do | 6 do | 6 | from do | 150 00 |
| Cambay, Lindsay and Railway Station | do | J. Allison | do | do | do | 12 do | 3 | (to June 30, 1884) | 12 50 |
| Cambay Station and Linden Valley | do | T. Robinson | do | do | do | 7 do | 3 | (to Oct. 31, 1884) | 67 08 |
| Camden East and Desmond | do | J. Glover | Vehicle | do | do | 6 do | 7 | do | 233 33 |
| Camden East and Moscow | do | J. Bryson | Optional | do | do | 12 do | 12 | do | 120 00 |
| Cameron and Railway Station | do | E. Cameron | Horse or vehicle | do | do | 12 do | 12 | do | 50 08 |
| Camerontown and Railway Station | do | A. Cameron | do | do | do | 6 do | 12 | do | 98 00 |
| Camerontown and Summerstown | do | J. Heatherington | do | do | do | 2 do | 12 | do | 80 00 |
| Camilla and Granger | do | R. Blain | Optional | do | do | 2 do | 12 | do | 168 00 |
| Camlachie and Hillsborough | do | S. J. Reaney | Horse or vehicle | do | do | 6 & 12 | 12 | do | 426 00 |
| Campbell's Cross, Cheltenham and Railway Station | do | J. N. Kent | Vehicle | do | do | 12 do | 12 | do | 56 24 |
| Campbellford and Railway Station | do | J. Martin | Horse or vehicle | do | do | 3 do | 12 | do | 190 00 |
| Campbellton and West Lorne | do | S. R. Lister | On foot | do | do | 6 do | 2 | (from Feb. 1, 1885) | 8 33 |
| Campbellville and Railway Station | do | J. Easterbrook | Optional | do | do | 6 do | 12 | do | 200 00 |
| Campbellville Station and Nassagawya | do | J. R. Groble | Horse or vehicle | do | do | 3 do | 12 | do | 130 00 |
| Campan and Rosdene | do | H. Robbins | Optional | do | do | 6 & 3 | 12 | do | 185 00 |
| Canboro', Osnfield and Warner | do | J. Switzer | do | do | do | 3 do | 12 | do | 80 00 |
| Canfield and Darling Road | do | G. Newton | Vehicle | do | do | 12 do | 12 | do | 62 60 |
| Canfield and Railway Station | do | R. W. Gilpin | do | do | do | 3 do | 6 | (to Sept. 30, 1884) | 87 50 |
| Canington and Poffelaw | do | R. J. Harwood | do | do | do | 3 do | 6 | from do | 74 00 |
| do | do | W. D. Bell | do | do | do | 6 do | 6 | (to Sept. 30, 1884) | 47 00 |
| Cannington and Railway Station | do | R. Cox | Optional | do | do | 24 do | 6 | from do | 30 60 |
| Cape Oroker and Colpo's Bay | do | J. Baldwin | do | do | do | 24 do | 6 | from do | 4 12 |
| do | do | G. Huchcroft | do | do | do | 15 days | 1 | (to April 15, 1884) | 191 75 |
| Cape Rich and Mesford | do | H. Cargill | Stage | do | do | 11 mos. 15 dys. from do | 2 | do | 120 00 |
| Cardinal and Hyndman | do | G. Jones | Horse or vehicle | do | do | 12 months | 3 | (from Jan. 1, 1885) | 50 00 |
| Cardinal and Railway Station | do | J. Wilson | Optional | do | do | 3 do | 3 | do | 73 00 |
| Cardinal and Shanly | do | R. Blair | do | do | do | 12 do | 3 | (to Dec. 31, 1884) | 75 00 |
| Cargill and Railway Station | do | J. Smith | do | do | do | 3 do | 9 | (to June 30, 1884) | 12 50 |
| do | do | L. Lobinger | do | do | do | 6 do | 3 | from do | 72 00 |
| Carholm and Lynedoch | do | H. A. McNaught | Vehicle | do | do | 12 do | 9 | from do | 143 00 |
| Carleton Place and Railway Station | do | do | do | do | do | 3 do | 11 | (from May 1, 1884) | 91 36 |
| do | do | do | Optional | do | do | 30 do | 6 | (to Sept. 30, 1884) | 88 90 |
| Carling and Parry Sound | do | do | do | do | do | 30 do | 6 | from do | 65 00 |
| Carlingford and Sebringville | do | do | do | do | do | 3 do | 12 | do | 148 16 |
| Carleton and Hamilton | do | do | do | do | do | 3 do | 12 | do | 440 00 |
| Carleton and Neustadt | do | do | Vehicle | do | do | 6 do | 12 | do | 1 80 |
| Carlshuhe and Railway Crossing | do | do | do | do | do | 12 do | 12 | Special trip | 110 00 |
| Carman, and Monkton | do | do | Optional | do | do | 2 do | 12 | do | 80 00 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|------------------------|--------------------|------------------------|--------------------------------|---------|
| | | | | | | \$ cts. |
| Carp and Elm | N. Smith | Optional | 3 | 3 | 12 months | 75 00 |
| Carp and Marchurst | O. Riddle | Horse or vehicle | 3 | 2 | do (to Sept. 30, 1884) | 17 50 |
| Carville and Patterson | J. Coombs | do | 2 1/2 | 6 | do | 72 00 |
| Carsonby and North Gower | A. Eastman | Optional | 3 1/2 | 2 | do | 60 00 |
| Carswell and Railway Station | D. Carswell | Horse or vehicle | 3 | 2 | (to April 30, 1884) | 2 33 |
| do | do | do | 3 | 2 | from do | 48 58 |
| Carthage and Henson | L. Smith | Optional | 3 | 2 | do | 44 00 |
| Cartwright and Purple Hill | W. Bartley | do | 4 | 2 | do | 50 00 |
| Carter and Railway Station | P. J. O'Meara | do | 20 ft. | 12 | do (from March 1, 1884) | 0 83 |
| Cashion's Glen and Oornwall | J. J. Cashion | Horse or vehicle | 13 | 3 | do | 155 00 |
| Cashtown and Greenore | W. Ootson | Vehicle | 2 | 6 | do | 100 00 |
| Casselman and Orysler | B. Cortar | Horse or vehicle | 10 | 6 | do | 300 00 |
| Casselman and Railway Station | O. Quenneville | Optional | 1 1/2 | 12 | do | 60 00 |
| Cassels and Ratho | S. Robertson | Vehicle | 4 | 2 | do | 80 00 |
| Castleford and Railway Station | J. Warnock | Horse or vehicle | 2 | 6 | do | 200 00 |
| Castlemore and Kleinburg Station | W. Tedder, jun. | do | 14 r. t. | 6 | (to June 30, 1884) | 67 50 |
| do | R. Douglas | do | 14 r. t. | 6 | from do | 198 00 |
| Cataract and Church's Falls | T. Babe | Optional | 4 | 12 | do | 69 48 |
| Caterham and Cheddar | F. J. Davis | do | 7 | 1 | do (to Mar. 4, 1884) | 19 50 |
| Cayuga and Dean's Station | E. Wigg | do | 1 1/2 | 18 | 9 days (to May 31, 1884) | 44 52 |
| do | J. Shipway | Vehicle | 2 & 1/2 | 6 | from do | 72 80 |
| Cayuga, Dean's and Railway Station | B. Ullman | Optional | 6 | 6 & 12 | do (from June 1, 1884) | 191 67 |
| Cayuga and Fisherville | J. Thompson | Horse or vehicle | 3 1/2 | 6 | (to June 30, 1884) | 50 00 |
| Cayuga and Gypsum Mines | J. Booker | do | 4 1/2 | 3 | (to June 30, 1884) | 115 44 |
| Cayuga and Kohler | do | do | 10 | 3 | from do | 16 00 |
| do | C. Etherington | Vehicle | 10 | 3 | do | 60 00 |
| Cayuga and Upper | W. A. Cowan | Optional | 10 | 3 | Season 1884 | 140 00 |
| Ocebe and Steamer | W. Coleman | do | 10 | 3 | do | 6 00 |
| Cedar Dale and Railway Station | S. Connerly | Horse or vehicle | 5 1/2 | 25 | 12 months | 125 00 |
| Cedar Hill and Pakenham | J. Clark | Optional | 6 1/2 | 2 | do | 80 00 |
| Centralia, Crediton and Railway Station | R. Handford | do | 3 1/2 | 12 | do | 200 00 |
| Centrais and Mooreville | C. Lean | Horse or vehicle | 13 1/2 | 6 | do | 200 00 |
| Centreton and Grafton | J. Regan | Optional | 8 | 2 | do | 193 00 |
| Chafler Locks and Elgin | T. Field | do | 2 1/2 | 2 | do | 75 00 |
| Chalk River and Railway Station | do | do | 2 1/2 | 3 | (to Jan. 31, 1885) | 41 67 |

REPORT No. 2, A—Continued
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|-----------------------|-----------------------------------|------------------------|---------------------------|---------|
| | | | | | | \$ cts. |
| Clarendoye and West McGillivray..... | G. Saunders..... | Vehicle..... | 7 $\frac{1}{2}$ | 6 | 12 months..... | 200 00 |
| Clareview and Erinsville..... | J. Murphy..... | Optional..... | 4 | 2 | do..... | 55 00 |
| Claremont and Railway Station..... | E. Derusha..... | do..... | 3 | 12 | (to Dec. 31, 1884)..... | 61 50 |
| do do | T. Gibbons..... | do..... | 4 | 12 | from do..... | 30 80 |
| Claremont and Stouffville..... | A. Yake..... | do..... | 19 r. l. | 6 | do..... | 250 00 |
| Clarence and Clarence Creek..... | O. David..... | Vehicle..... | 5 | 6 | do..... | 100 00 |
| Clarence and The Brook..... | S. Chenier..... | Horse or vehicle..... | 7 | 3 | do..... | 126 00 |
| Clarence and Thurso Station..... | J. B. Bourgon..... | Optional..... | 3 | 12 | do..... | 200 00 |
| Clarendon Station and Plevna..... | W. G. Orozier..... | Vehicle..... | 23 | 2 | do..... | 400 00 |
| Clarke and Kendal..... | C. Mitchell..... | Optional..... | 6 $\frac{1}{2}$ | 6 | do..... | 200 00 |
| do do | do..... | Vehicle..... | 4 $\frac{1}{2}$ | 12 | do..... | 181 72 |
| do do | J. Morgan..... | do..... | 5 | 12 | (to Dec. 31, 1884)..... | 49 28 |
| Clarksburg and Heathcote..... | P. Rowe..... | Horse or vehicle..... | 5 | 6 | from do..... | 148 00 |
| Clarksburg and Railway Station..... | J. E. Hill..... | do..... | 1 $\frac{1}{2}$ | 12 | (to Jan. 31, 1885)..... | 65 00 |
| do do | do..... | do..... | 1 $\frac{1}{2}$ | 24 | from do..... | 21 33 |
| Clarksburg and Redwing..... | J. G. Conklin..... | Optional..... | 13 $\frac{1}{2}$ | 2 | do..... | 115 00 |
| Clarkson and Railway Station..... | W. Clarkson..... | do..... | 1 $\frac{1}{2}$ | 6 | do..... | 25 00 |
| Clayering and Railway Station..... | W. D. Devitt..... | do..... | 1 $\frac{1}{2}$ | 12 | do..... | 50 00 |
| Clayton and Rosetta..... | G. McFarlane..... | do..... | 6 | 2 | (from June 1, 1884)..... | 83 34 |
| Clayton and Tatlock..... | P. Guthrie..... | Horse or vehicle..... | 12 $\frac{1}{2}$ | 3 | (to July 31, 1884)..... | 50 00 |
| do do | do..... | do..... | 16 | 3 | from do..... | 128 00 |
| Clear Creek and Cultus..... | E. Lansley..... | Vehicle..... | 5 | 2 | do..... | 65 00 |
| Cleavelands and Craigie Lea..... | J. C. Walls..... | Optional..... | 3 $\frac{1}{2}$ | 2 | (from Sept. 1, 1884)..... | 29 16 |
| Clifford and Huntingfield..... | J. Gordon..... | Horse or vehicle..... | 6 | 2 | do..... | 50 00 |
| Clifford and Lakelet..... | W. J. Halladay..... | Optional..... | 6 | 6 | do..... | 156 00 |
| Clifford and Mount Forest..... | T. Gray..... | Horse or vehicle..... | 16 $\frac{1}{2}$ | 2 | (to Dec. 31, 1884)..... | 93 72 |
| do do | C. Hunt..... | do..... | 16 | 2 | from do..... | 32 50 |
| Clifford and Railway Station..... | K. M. Walton..... | Optional..... | 4 | 12 | do..... | 100 00 |
| Clinton and Railway Station..... | J. Cunningham..... | do..... | 4 | 48 | do..... | 375 60 |
| Clontarf and Foymount..... | L. R. McDonald..... | Horse or vehicle..... | 8 | 3 | do..... | 156 00 |
| Clover Hill, Cookstown and Egbert..... | H. Coleman..... | do..... | 2 $\frac{1}{2}$ & 6 $\frac{1}{2}$ | 6 & 3 | (to Feb. 28, 1885)..... | 176 91 |
| do do | do..... | do..... | 2 $\frac{1}{2}$ & 6 $\frac{1}{2}$ | 3 | from do..... | 18 91 |
| Cloyne and Hardinge..... | T. Tapping, jun..... | do..... | 6 $\frac{1}{2}$ | 2 | do..... | 100 00 |
| Cloyne and Harlowe..... | T. Neale..... | Optional..... | 6 $\frac{1}{2}$ | 1 | do..... | 55 00 |
| Cloyne and Ferry..... | J. R. Ferry..... | Horse or vehicle..... | 6 | 1 | (from June 1, 1884)..... | 41 65 |

| | | | | | | | |
|---|--------------------|-----------------------|---------|----|----|--------------------------------------|--------|
| Cloyne and Tamworth..... | O. S. Wheeler..... | Vehicle..... | 42 | 2 | 12 | do | 390 00 |
| Cobble Hill and Evelyn..... | H. Bray..... | Optional..... | 57 | 2 | 12 | do | 49 48 |
| Cobden and Railway Station..... | J. Ross..... | Vehicle..... | 7 | 12 | 9 | do | 29 25 |
| do do..... | do do..... | do do..... | 7 | 12 | 3 | do | 12 50 |
| Cobden Station and Eganville..... | O. W. Boland..... | Horse or vehicle..... | 18 | 6 | 9 | do | 193 38 |
| do do..... | do do..... | do do..... | 18 | 12 | 3 | do | 76 00 |
| Coboconk and Lorneville..... | H. Edward..... | Vehicle..... | 31 1/2 | 6 | 7 | do | 612 50 |
| Coboconk and Kirkfield..... | C. Bowins..... | Optional..... | 14 | 6 | 18 | days (to Aug. 31, 1884)..... | 54 00 |
| Coboconk and Minden..... | J. Pearce..... | do do..... | 24 | 6 | 9 | months (to Dec. 31, 1884)..... | 330 00 |
| Coboconk and Norland..... | J. Harshaw..... | do do..... | 5 | 6 | 3 | do | 50 00 |
| Coboconk and Rosedale..... | C. Rowins..... | do do..... | 6 | 2 | 12 | do | 130 00 |
| Coboconk and Railway Station..... | N. LeBoy..... | do do..... | 1 1/2 | 12 | 5 | do | 25 00 |
| Cobourg and Harwood..... | L. E. Day..... | do do..... | 16 | 6 | 12 | do | 474 48 |
| Cobourg and Roseneath..... | J. Clapperton..... | Vehicle..... | 20 | 6 | 12 | do | 500 00 |
| Coe Hill Mines and Madoc..... | R. Simmons..... | Optional..... | 41 | 3 | 3 | do | 180 00 |
| Colborne and Dundonald..... | S. Robins..... | Horse or vehicle..... | 7 | 6 | 12 | do | 207 00 |
| Colborne and Hastings..... | J. W. Cannon..... | Vehicle..... | 25 | 6 | 6 | do | 325 00 |
| do do..... | J. Yeomans..... | do do..... | 25 | 6 | 6 | do | 400 00 |
| Colborne and Lakeport..... | H. Redfern..... | do do..... | 2 1/2 | 12 | 12 | do | 150 00 |
| Coldwater and Esdy..... | J. F. Moffat..... | Optional..... | 3 | 3 | 7 | do | 43 75 |
| Coldwater and Lovering..... | S. D. Eplott..... | do do..... | 6 | 2 | 12 | do | 90 00 |
| Coldwater and Railway Station..... | do do..... | do do..... | 4 | 12 | 2 | do | 20 00 |
| do do..... | do do..... | do do..... | 4 | 24 | 10 | do | 166 66 |
| Colebrook and Petworth..... | T. Gilligan..... | Horse or vehicle..... | 1 | 3 | 7 | do | 58 33 |
| Coleman and Railway Station..... | G. Digby..... | Optional..... | 3 | 6 | 7 | do | 28 68 |
| Collingwood and Gibraltar..... | J. Glenn..... | do do..... | 10 | 1 | 12 | do | 52 00 |
| Collingwood and Railway Station..... | D. Darroch..... | Vehicle..... | 1 | 36 | 12 | do | 250 00 |
| Collin's Bay and Railway Station..... | J. J. Losee..... | do do..... | 3 | 12 | 12 | do | 42 00 |
| Collin's Inlet and Killarney..... | J. & C. Noble..... | Horse or vehicle..... | 18 | 1 | 6 | do | 100 00 |
| do do..... | D. Lamoureux..... | do do..... | 18 | 1 | 6 | do | 76 70 |
| Colpoys Bay and Warton..... | H. Orandon..... | Optional..... | 3 | 6 | 12 | do | 125 00 |
| Colwell and Railway Station..... | W. W. Colwell..... | do do..... | 100 ft. | 12 | 3 | do | 2 50 |
| do do..... | do do..... | do do..... | 100 ft. | 12 | 9 | do | 32 90 |
| Comber and Railway Station..... | H. Whately..... | Vehicle..... | 3 | 6 | 12 | do | 70 41 |
| Comber and Strangfield..... | G. Robb..... | Optional..... | 4 1/2 | 2 | 9 | do | 45 00 |
| Comber and Windfall..... | do do..... | Horse or vehicle..... | 9 | 2 | 3 | do | 25 00 |
| Combermere and Eganville..... | M. Furlong..... | Vehicle..... | 35 | 6 | 12 | do | 300 00 |
| Combermere and Maynooth..... | P. J. Green..... | Horse or vehicle..... | 25 | 1 | 16 | days (from March 16, 1885)..... | 9 08 |
| Combermere and Purdy..... | W. Watt..... | do do..... | 6 | 1 | 11 | mos. 14 dys. (to Mar. 14, 1885)..... | 57 16 |
| Comet and Verker..... | D. Graveline..... | Optional..... | 4 | 2 | 12 | months..... | 80 00 |
| Commanra and Restoule..... | A. O. Smith..... | do do..... | 8 | 3 | 12 | do | 75 00 |
| Conroy and Railway Station..... | J. Smith..... | do do..... | 2 1/2 | 6 | 9 | do | 60 00 |
| Consecon and Pictou..... | W. Rutan..... | Vehicle..... | 21 | 12 | 2 | do | 698 34 |
| Consecon and Railway Station..... | C. A. Week..... | Optional..... | 3 1/2 | 12 | 2 | do | 21 30 |
| Consecon and Trenton..... | T. Hefferman..... | Vehicle..... | 11 | 6 | 9 | do | 361 63 |
| Cookstown and Railway Station..... | H. Coleman..... | Optional..... | 1 | 12 | 12 | do | 75 00 |
| Cooksville and Railway Station..... | C. R. Colwell..... | do do..... | 1 | 6 | 12 | do | 65 00 |
| Cooksville Station and Sheridan..... | W. Conover..... | do do..... | 8 | 6 | 12 | do | 300 00 |
| Cooksville Station and Summerville..... | B. Morris..... | Horse or vehicle..... | 6 | 6 | 12 | do | 225 00 |

REPORT No. 2, A—Continued.
 DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|-----------------------|--------------------|------------------------|----------------|---------|
| | | | | | | \$ cts. |
| Cooper, Madoc and Queensboro' | S. C. Ranson..... | Vehicle..... | 18 & 8 | 3 | 12 months..... | 416 00 |
| Cooper's Falls and Lewisham..... | J. G. Taylor..... | do..... | 12 | 2 | do..... | 120 00 |
| Copetown and Orkney..... | J. McCarthy..... | Optional..... | 3 | 6 | do..... | 185 00 |
| Copleston and Petrola..... | W. S. Glime..... | do..... | 4 1/2 | 6 | do..... | 175 00 |
| Corbetton and Railway Station..... | J. Corbett..... | do..... | 25 rods | 6 | do..... | 35 00 |
| Corinth and Railway Station..... | W. Moore..... | do..... | 25 rods | 12 | do..... | 35 00 |
| do do..... | do..... | do..... | 25 rods | 3 | do..... | 17 50 |
| Cornwall and Railway Station..... | A. Latonde..... | do..... | 1 | 1 | do..... | 13 00 |
| Cornwall and St. Andrews, West..... | J. Rivier..... | Vehicle..... | 7 | 3 | do..... | 195 00 |
| Cornwall and Tayside..... | D. D. Mc Kercher..... | do..... | 24 | 3 | do..... | 375 00 |
| Cornwall and Mileroches..... | D. McKay..... | Optional..... | 2 1/2 | 3 | do..... | 65 00 |
| Corson's Crossing and Head Lake..... | T. E. Maxwell..... | do..... | 12 | 3 | do..... | 175 00 |
| Corson's Siding and Railway Crossing..... | W. H. Decater..... | do..... | 20 yds. | 12 | do..... | 16 66 |
| Corwin and Nassagaweya..... | P. Little..... | Horse or vehicle..... | 6 | 2 | do..... | 45 00 |
| do do..... | do..... | do..... | 6 | 2 | do..... | 48 00 |
| Cotswood and Elora..... | T. Bilton..... | Vehicle..... | 23 | 6 | do..... | 470 00 |
| Cottam and Olinda..... | U. Phillips..... | Optional..... | 5 | 3 | do..... | 80 00 |
| Coulson and Marchmont..... | E. Brown..... | Vehicle..... | 12 | 3 | do..... | 125 00 |
| Courland and Port Rowan..... | W. Smith..... | do..... | 19 | 6 | do..... | 478 33 |
| Courland and Railway Station..... | do..... | do..... | 19 | 12 | do..... | 66 67 |
| Courtright and Railway Station..... | W. A. Oathcart..... | Optional..... | 1 1/2 | 12 | do..... | 19 50 |
| do do..... | do..... | do..... | 1 1/2 | 3 | do..... | 15 00 |
| Coveley and Latons..... | J. Grant..... | Vehicle..... | 15 1/2 | 12 | do..... | 190 00 |
| Cowal and Iona Station..... | M. McFarlane..... | do..... | 6 | 2 | do..... | 85 00 |
| Craigleith and Railway Station..... | A. Fleming..... | do..... | 3 | 6 | do..... | 48 00 |
| Craigsholm and Gartraxa..... | C. Campbell..... | Optional..... | 4 | 3 | do..... | 62 00 |
| Cranbrook and Monctief..... | V. Gramm..... | do..... | 3 | 1 | do..... | 30 00 |
| Cranston and Dufferin Station..... | J. King..... | do..... | 4 1/2 | 3 | do..... | 74 00 |
| Cranworth and Portland..... | P. Jones..... | do..... | 5 1/2 | 1 | do..... | 6 25 |
| do do..... | do..... | do..... | 5 1/2 | 1 | do..... | 18 75 |
| Credit Forks and Railway Station..... | G. G. Smith..... | Horse or vehicle..... | 7 | 13 | do..... | 57 40 |
| Creemore and Lavender..... | J. Jackson..... | do..... | 7 | 12 | do..... | 140 00 |
| Creemore and Railway Station..... | A. Gillespie..... | Optional..... | 12 | 12 | do..... | 96 00 |
| Cressy and Pictou..... | G. Gordon..... | do..... | 19 | 3 | do..... | 194 00 |
| Crinan and West Lorne..... | A. F. McIntyre..... | do..... | 3 1/2 | 2 | do..... | 75 00 |

| Location | Owner | Horse or vehicle | Quantity | Period | Value |
|---------------------------------------|-----------------|------------------|----------|--------|--------|
| Crofton and Rossmore | B. S. Salisbury | Horse or vehicle | 9 | do | 126 00 |
| Crossland and Pbeipston | H. Crossland | do | 5 | do | 60 00 |
| Croton and Dawn Mills | L. Phillips | Optional | 6 1/2 | do | 40 00 |
| Cruickshank and Owen Sound | C. Barfoot | do | 6 | do | 75 00 |
| Cryslar and Wales | L. Goulet | Vehicle | 23 | do | 350 00 |
| Cumberland and Railway Station | A. Foubert | do | 2 1/2 | do | 70 20 |
| do | J. Winser | do | 2 1/2 | do | 62 50 |
| Currie's Crossing and Railway Station | W. D. Smith | do | 4 1/2 | do | 50 00 |
| Curry Hill and River Beaudette | J. A. Curry | do | 4 1/2 | do | 100 00 |
| Cushing and Little Rideau | J. Little | do | 5 | do | 170 00 |
| Cyprus and Swindon | J. Large | do | 7 | do | 23 33 |
| Dacre and Grattan | A. J. Morrow | do | 6 | do | 70 00 |
| Dacre and Griffith | A. Lagree | do | 19 | do | 146 00 |
| Dacre and Mount St. Patrick | M. Sheedy | Horse or vehicle | 5 | do | 51 09 |
| Dacre and Renfrew | A. Jamieson | do | 22 | do | 375 00 |
| Dale and Ross Mount | J. Lill | do | 4 | do | 50 00 |
| Dalkeith and Glen Robertson | D. McDonald | Vehicle | 8 | do | 220 00 |
| Dalston and Orillia | R. Hutchinson | Optional | 40 | do | 485 00 |
| Darrell and Lidcote | E. Hall | do | 2 1/2 | do | 21 07 |
| Darrell and Railway Station | S. Duncan | Horse or vehicle | 2 rods. | do | 2 50 |
| Dartmoor and Sebright | J. Dunn | do | 4 | do | 37 50 |
| Dashwood and Parkhill | E. Hall | Vehicle | 14 1/2 | do | 250 00 |
| do | W. Fletcher | do | 14 1/2 | do | 109 75 |
| do | J. Witzer | do | 2 1/2 | do | 64 00 |
| Davenport and Fairbank | R. Rayner | Horse or vehicle | 2 1/2 | do | 7 50 |
| Davenport and Railway Station | J. Green | Optional | 12 | do | 160 00 |
| Dawn Mills and Dresden | L. Peters | Horse or vehicle | 4 | do | 10 43 |
| Dawn Mills and Wabash | L. Phillips | Optional | 2 | do | 52 00 |
| Day Mills and Thessalon | W. Harris, jun. | do | 15 | do | 19 88 |
| Dean's and Railway Station | M. Shipway | Foot or vehicle | 1 1/2 | do | 15 00 |
| Decewville and Railway Station | D. P. Foster | Optional | 300 yds. | do | 12 50 |
| do | O. Hagney | do | 300 yds. | do | 60 00 |
| Deemerton and Mildmay | B. Ruland | do | 2 1/2 | do | 100 00 |
| Deerhurst and Guilford | M. Kneeshaw | do | 4 1/2 | do | 200 00 |
| Delaware and London | P. Munn | Vehicle | 12 | do | 166 87 |
| Delhi, Lynedoch and Railway Station | G. Reid | Horse or vehicle | 5 | do | 100 00 |
| Delmer and Tilsonburg | W. T. Armstrong | Optional | 4 1/2 | do | 30 86 |
| Demorestville and Fish Lake | D. Demill | Horse or vehicle | 4 | do | 78 00 |
| Denbigh and Griffith | J. S. Lane | do | 12 | do | 188 00 |
| Denbigh and Plevna | F. Chaston | Vehicle | 20 | do | 325 00 |
| Denfield and Duncieff | J. Hodgins | Optional | 8 1/2 | do | 188 00 |
| Denfield and Railway Station | J. Edwards | do | 5 rods. | do | 28 50 |
| Dereham Centre and Mount Elgin | S. Carter | do | 3 | do | 49 48 |
| Derrynane and Kenilworth | J. Hayes | do | 5 1/2 | do | 36 75 |
| do | do | do | 5 1/2 | do | 15 00 |
| Derry West and Malton | J. Foster | Horse or vehicle | 17 r. t. | do | 235 00 |
| Desboro' and Peabody | J. Smith | Vehicle | 16 | do | 38 93 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|------------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | | \$ cts. |
| Deseronto and Picton (see water service) | Deseronto Nav. Co. | Optional | 22 | 12 | 6 months (from Oct. 1, 1884) | 982 12 |
| Desert Lake and Sydenham | W. Snook | Horse or vehicle | 11 | 1 | do | 69 00 |
| Deux Rivieres and Railway Station | T. Legge | Optional | 4 | 3 | do | 70 00 |
| Dexter and Sparta | C. M. Pettit | Vehicle | 4 | 6 | do | 85 00 |
| Diamond and Kinburn | D. McMillan | do | 3 | 12 | do | 80 00 |
| Dickinson and Railway Crossing | L. E. Wood | Optional | 3 | 12 | do | 70 00 |
| Dirleton and Fitzroy Harbor | J. Drummond | Foot or vehicle | 7 1/4 | 2 | do | 60 00 |
| Dixon's Corners and Dundela | J. E. Tuttle | Optional | 4 | 2 | do | 50 00 |
| Dixon's Corners and Pleasant Valley | J. Kennedy | Vehicle | 10 1/2 | 3 | do (to Oct. 31, 1884) | 81 08 |
| do | J. Farrell | do | 10 1/2 | 3 | do from do | 57 92 |
| Dobbinon and Railway Station | R. Dobbin | Optional | 4 1/2 | 6 | do | 85 00 |
| Dobbinon and Williscroft | B. Talbot | do | 4 1/2 | 2 | do | 85 00 |
| Doe Lake and Spence | S. Reid | do | 14 | 1 | do (to June 30, 1884) | 18 75 |
| do | do | do | 14 | 2 | do from do | 112 50 |
| Doe Lake and Utterson | N. Hanes | do | 33 | 3 | do | 800 00 |
| Dolson and Railway Station | B. Daly | do | 3 | 1 | do (from Feb. 1, 1885) | 4 17 |
| Domionville and Maxville | C. E. Campbell | Horse or vehicle | 3 | 6 | do (to Sept. 30, 1884) | 47 50 |
| Donville and Prescott | S. Barton | Vehicle | 4 | 2 | do (from July 1, 1884) | 57 00 |
| Don and Toronto | A. Hogg | Horse or vehicle | 8 | 9 | do | 300 00 |
| Donegal and Newry | A. Buchanan | Optional | 3 1/2 | 3 | do | 85 00 |
| Doon and Railway Station | J. H. Thompson | do | 10 | 6 | do | 20 00 |
| Dorking and Hawkesville | W. Calder | Horse or vehicle | 26 r. | 6 | do | 290 09 |
| Dornock and Durham | G. Crittendon | Optional | 4 1/2 | 3 | do | 226 00 |
| Douglas Station and Hereward | G. Brown | do | 5 1/2 | 6 | do | 100 00 |
| Downeyville and Omamee | T. Morrissey | Horse or vehicle | 5 1/2 | 6 | do (to Oct. 31, 1884) | 93 33 |
| do | B. Downey | do | 5 1/2 | 6 | do from do | 66 66 |
| Downsview and Railway Station | R. Clarke | Optional | 5 | 6 | do | 70 00 |
| Dracon and Garafraxa | C. Campbell | do | 10 | 1 | do | 35 00 |
| Drayton and Glenallan | H. Gordon | Vehicle | 24 | 6 | do | 324 00 |
| Drayton and Railway Station | M. H. Markle | Optional | 24 | 12 | do | 98 00 |
| Dresden and Railway Station | J. E. McLaughlin | do | 2 1/2 | 24 | do (from June 1, 1884) | 166 48 |
| Dromore and Greenside | R. Legate | do | 9 | 2 | do | 33 33 |
| Dromore and Holstein Station | P. Sterne | do | 2 1/2 | 6 | do | 230 88 |
| Drum and Pontypool | H. Evers | do | 2 1/2 | 2 | do (from Jan. 1, 1885) | 27 20 |
| Drumbo and Railway Stations | L. Casady | do | 1 1/2 | 3 | do (to June 30, 1884) | 40 56 |

REPORT No. 2, A—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | | \$ cts. |
| Edgar's Mills and Railway Station..... | W. Edgar..... | Optional..... | 1 1/2 | 6 | 1 month (from March 1, 1885).... | 3 33 |
| Edgeley and Thornhill Station..... | W. A. Clark..... | do..... | 2 | 6 | do..... | 125 20 |
| Edgington and Seguin Falls..... | J. H. Holton..... | do..... | 9 | 1 | do..... | 65 00 |
| Edmonton and Railway Station..... | W. W. Goulding..... | do..... | 1 1/2 | 6 | do..... | 30 00 |
| Edwardsville and Molesworth..... | S. Longhead..... | do..... | 4 | 2 | do..... | 64 00 |
| Eganville and Golden Lake..... | S. Sunstrum, sea..... | Vehicle..... | 12 | 2 | do..... | 36 00 |
| Eganville and Pembroke..... | M. Foy..... | Horse or vehicle..... | 27 | 3 | do (from Jan. 1, 1885)..... | 366 07 |
| Egerton and Kingscote..... | J. Phelan..... | Optional..... | 6 | 1 | do..... | 35 00 |
| Egerton and Mount Forest..... | J. Hunter..... | Horse or vehicle..... | 16 | 3 | do..... | 260 00 |
| Eglington, Toronto and Yorkville..... | J. Henry..... | Vehicle..... | 4 1/2 & 1 1/2 | 6 & 12 | do..... | 360 00 |
| Egmont and Mount Forest..... | W. Hunt..... | do..... | 3 | 2 | do..... | 70 00 |
| Eicho and Smithville..... | H. Hunsburger..... | Horse or vehicle..... | 8 | 2 | do..... | 74 72 |
| Elder and Rosemont..... | O. Conn..... | Optional..... | 7 1/2 | 2 | do..... | 88 00 |
| Elder's Mills and Railway Station..... | J. Wright..... | do..... | 1 | 6 | do..... | 50 00 |
| Eldon Station and Railway Station..... | M. McArthur..... | do..... | 1 1/2 | 6 | do..... | 16 66 |
| Elford and Essex Centre..... | L. Elford..... | do..... | 4 1/2 | 5 | do (to Aug. 31, 1884)..... | 45 00 |
| Elia and Railway Station..... | A. Snider..... | do..... | 1 | 1 | do..... | 12 50 |
| do do..... | W. Jackson..... | do..... | 3 | 6 | do (to June 30, 1884)..... | 56 25 |
| do do..... | P. N. Oke..... | Horse or vehicle..... | 32 r. t. | 6 | do (to June 30, 1884)..... | 118 75 |
| Elizabethville and Port Hope..... | do..... | do..... | 32 r. t. | 6 | do from do..... | 367 98 |
| do do..... | J. MacMillan..... | Optional..... | 5 | 2 | do..... | 55 00 |
| Ellisville and Seeley's Bay..... | J. Williams..... | Vehicle..... | 9 | 3 | do..... | 360 00 |
| Elmvale Station and Waverley..... | H. R. Clements..... | do..... | 2 1/2 | 3 | do (from Jan. 1, 1885)..... | 20 00 |
| Elmwood and Malcolm..... | A. Peffer..... | do..... | 1 1/2 | 12 | do (to Sept. 30, 1884)..... | 37 50 |
| Elmwood and Railway Station..... | T. Johnson..... | do..... | 6 | 12 | do from do..... | 37 50 |
| do do..... | H. R. Clements..... | do..... | 6 | 6 | do (to Dec. 31, 1884)..... | 105 00 |
| Elmwood and Solway..... | R. Ariss..... | Optional..... | 4 1/2 | 2 | do..... | 39 00 |
| Elora and Inverhaugh..... | R. Amy..... | Horse or vehicle..... | 5 | 2 | do (to Dec. 31, 1884)..... | 60 00 |
| Elora and Pentland..... | do..... | do..... | 5 | 2 | do from do..... | 15 00 |
| do do..... | J. Biggar..... | Optional..... | 1 | 36 | do..... | 260 00 |
| Elora and Railway Stations..... | J. R. Wisler..... | do..... | 1 | 6 | do..... | 40 00 |
| Elora and Salem..... | R. B. Wilson..... | Horse or vehicle..... | 6 | 2 | do..... | 60 00 |
| Elphin and McDonald's Corners..... | H. Shannon..... | Optional..... | 5 | 1 | do (to June 30, 1884)..... | 7 50 |
| Elsmore and French Bay..... | do..... | do..... | 5 | 1 | do from do..... | 30 00 |
| do do..... | H. Jarvis..... | do..... | 12 1/2 | 1 | do (to Dec. 31, 1884)..... | 48 75 |
| Emperson and Port Sydney..... | do..... | do..... | 12 1/2 | 1 | do..... | 48 75 |

REPORT No. 2, A.—Continued

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|--------------------|------------------------|----------------------------------|----------|
| Fawkham and Catching Post..... | J. S. Wardell..... | Optional..... | 2 | 2 | 3 months (to June 30, 1884)..... | \$ 14 30 |
| do | W. Carrick..... | do | 2 | 6 | from do | 75 00 |
| Fawn and Catching Post..... | J. Smith..... | do | 4 | 3 | do (from Oct. 1, 1884)..... | 20 00 |
| Felton and Russell..... | H. Powell..... | do | 4 | 2 | do (from June 1, 1884)..... | 33 34 |
| Fenshvale and St. Amour..... | M. Poirière..... | do | 2 1/2 | 2 | do (from Feb. 1, 1885)..... | 4 17 |
| Fenelon Falls and Railway Station..... | S. Tuff..... | do | 7 | 12 | do | 80 00 |
| Fergus and Mimosa..... | C. S. Herrington..... | Horse or vehicle. | 18 | 2 | do | 127 50 |
| do | do | do | 18 | 2 | from do | 50 00 |
| Fergus and Railway Station..... | J. C. Morrow..... | Vehicle..... | 3 | 12 | do | 250 00 |
| Ferguson's Falls and Perth..... | J. Hudson..... | Optional..... | 18 | 3 | do | 275 00 |
| Fermy and Westport..... | E. Watt..... | Horse or vehicle. | 8 | 2 | do (to June 30, 1884)..... | 17 50 |
| Fesserton and Railway Station..... | R. Jancowski..... | Optional..... | 3 | 6 | do (to May 31, 1884)..... | 5 83 |
| do | do | do | 3 | 2 | from do | 54 16 |
| Feverham and Maxwell..... | I. H. Perigol..... | Horse or vehicle. | 4 | 6 | do | 80 00 |
| Fingal and Port Talbot..... | J. Brown..... | do | 7 | 3 | do | 125 00 |
| Fingal and St. Thomas..... | T. Warren..... | Optional..... | 7 | 6 | do | 219 00 |
| Fingal, Shelden and Railway Station..... | N. Powers..... | Horse or vehicle | 3 1/2 | 6 & 12 | do | 149 00 |
| Fingerboard and Sonya..... | T. Mosse..... | Optional..... | 2 1/2 | 2 | do | 60 00 |
| Fish Creek and Granton..... | J. W. Donnan..... | Horse or vehicle | 5 | 3 | do | 65 00 |
| Fishville and Railway Station..... | B. Ullman..... | do | 4 | 6 | do (to Dec. 31, 1884)..... | 75 00 |
| Fisher's Nelles' Corners and Railway Station..... | J. Mehlbacher..... | do | 4 | 6 & 12 | from do | 39 75 |
| Fleetwood and Franklin..... | W. Stacy..... | Optional..... | 1 1/2 | 4 | do | 78 00 |
| Fleetherton and Mesford..... | W. Taylor..... | Horse or vehicle. | 3 1/2 | 3 | do (to Dec. 31, 1884)..... | 412 50 |
| Fleisherton and Railway Station..... | P. Munshaw..... | Optional..... | 1 1/2 | 24 | do | 156 00 |
| Fleisherton and Vandeur..... | W. I. Covey..... | Horse or vehicle | 6 1/2 | 3 | do | 98 00 |
| Fleisher and Railway Station..... | P. T. Barry..... | Optional..... | 12 | 12 | do | 60 00 |
| Flinton and Madoc..... | R. Simmons..... | Vehicle..... | 19 | 6 | do (from Jan. 1, 1885)..... | 185 25 |
| Florence and Rutherford..... | J. Johnson..... | Optional..... | 6 | 3 | do | 112 00 |
| Fonthill and North Pelham..... | J. McQueen..... | do | 8 | 3 | do | 196 00 |
| Fordwich and Newbridge..... | O. Rogers..... | do | 4 1/2 | 6 | do | 166 00 |
| Fordway and Railway Station..... | W. Faulkner..... | do | 3 | 12 | do | 110 09 |
| Forest and Ravenswood..... | A. S. Anderson..... | do | 9 | 12 | do | 149 00 |
| Forster's Falls and Railway Crossing..... | H. Howard..... | do | 17 | 6 | do (to Dec. 31, 1884)..... | 337 50 |
| do | do | do | 17 | 6 | from do | 130 00 |
| Forest Lake and Sundridge..... | G. Ambury..... | do | 9 | 1 | do | 16 25 |

| | | | | | | | |
|---|--------------------|-------------------|-----------|---------|----|----|--------|
| Forfar and Harlem..... | C. T. Hales..... | do | 8 | 6 | 12 | do | 235 00 |
| Fort Erie and Garrison Road..... | J. Heryh..... | do | 4 | 2 | 12 | do | 80 00 |
| Fort Erie and Railway Station..... | G. Lewis..... | On foot..... | 2 | 13 & 24 | 12 | do | 360 00 |
| Fort William and Railway Station..... | A. McLaren..... | Optional..... | 100 yds. | 6 | 1 | do | 5 40 |
| do | do | do | 100 yds. | 12 | 10 | do | 103 18 |
| Fowler's Corners and Peterboro' do | A. Tully..... | Horse or vehicle | 7½ | 2 | 3 | do | 21 00 |
| do | do | do | 7½ | 2 | 9 | do | 78 00 |
| Foxmead and Railway Station..... | J. Hadden..... | Optional..... | 10 | 12 | 2 | do | 5 00 |
| do | do | do | 10 | 12 | 10 | do | 50 00 |
| do | do | do | 6 | 6 | 12 | do | 175 00 |
| Franconia and Perry Station..... | E. Marr..... | Vehicle | 2 | 3 | 12 | do | 36 00 |
| Frankford and Stockdale..... | H. Bowerman..... | do | 2 | 3 | 12 | do | 170 00 |
| Frankford and Trenton..... | O. Weston..... | do | 8 | 6 | 12 | do | 100 00 |
| Franklin and Mount Hope..... | W. Gernyn..... | do | 6 | 2 | 12 | do | 60 00 |
| Franklin and Railway Station..... | W. Maguire..... | Optional..... | 100 feet. | 12 | 12 | do | 150 00 |
| Franktown and Railway Station..... | W. Lightbody..... | Vehicle..... | 1½ | 12 | 12 | do | 230 00 |
| Frankville and Railway Station..... | C. Marshall..... | do | 11 | 6 | 12 | do | 18 75 |
| Freeburg and Purbrook..... | J. Crookford..... | do | 5 | 1 | 9 | do | 100 00 |
| Freeport and Moundsberg..... | J. McCormack..... | Horse or vehicle. | 3½ | 3 | 12 | do | 67 80 |
| Freeman and Railway Station..... | E. B. Freeman..... | Optional..... | 1½ | 30 | 12 | do | 78 25 |
| Frome and Railway Station..... | W. M. Merrill..... | Horse or vehicle. | 1½ | 2 | 5 | do | 16 67 |
| Fullarton and Gowrie..... | R. Francis..... | Optional..... | 3 | 3 | 7 | do | 35 00 |
| do | do | do | 3 | 3 | 7 | do | 140 00 |
| Fullarton, Mitchell and Kusseldale..... | W. Rogers..... | Horse or vehicle. | 2 & 6 | 2 | 6 | do | 3 33 |
| Fuller and Thomassburg..... | M. Mitts..... | Optional..... | 4½ | 2 | 11 | do | 44 00 |
| do | do | do | 4½ | 2 | 12 | do | 20 00 |
| Furnace Falls and Monek Road..... | J. C. Parry..... | do | 1 | 2 | 9 | do | 45 00 |
| Fyfield and Teeswater..... | A. Gibson..... | do | 5 | 2 | 9 | do | 225 00 |
| Gad's Hill and Stratford..... | T. O'Donnell..... | Horse or vehicle | 6 | 6 | 12 | do | 42 62 |
| Galt and Glenmorris..... | D. O'Brien..... | do | 7 | 6 | 3 | do | 68 88 |
| do | do | do | 7 | 6 | 5 | do | 72 50 |
| Galt and Puslinch..... | J. Dent..... | do | 7 | 6 | 3 | do | 225 00 |
| Galt and Railway Station..... | D. Munro..... | do | 7 | 3 | 12 | do | 150 00 |
| Galt and Railway Station..... | F. Mathers..... | Vehicle..... | 15 | 24 | 12 | do | 10 00 |
| Ganebridge and Railway Station..... | I. E. Eby..... | do | 3 | 12 | 2 | do | 91 68 |
| do | do | Optional..... | 3 | 12 | 10 | do | 150 00 |
| Gananoque and Howe Island..... | W. M. Stewart..... | do | 12 | 12 | 10 | do | 160 00 |
| Gananoque and Pitt's Ferry..... | J. Driscoll..... | do | 12 | 2 | 12 | do | 198 00 |
| Gananoque and Seely's Bay..... | L. Root..... | do | 12 | 2 | 12 | do | 149 00 |
| Gananoque Station and Marble Rock..... | B. Eaton..... | Vehicle..... | 16 | 2 | 12 | do | 69 00 |
| Garafraxa and Railway Station..... | E. Bradley..... | do | 4½ | 2 | 12 | do | 65 00 |
| Garafraxa and Spires..... | J. Hanna..... | Horse or vehicle. | 3 | 2 | 12 | do | 36 00 |
| Garnet and Railway Station..... | C. Campbell..... | Optional..... | 3 | 2 | 12 | do | 49 00 |
| Garrington and Spencerville..... | T. Sullivan..... | do | 1½ | 2 | 12 | do | 100 00 |
| Garryowen, Johnson and Owen Sound..... | A. D. Landon..... | Horse or vehicle. | 9 | 2 | 12 | do | 400 00 |
| Gelert and Ingoldaby..... | G. H. David..... | do | 10 & 13 | 3 | 12 | do | 60 00 |
| Gelert and Railway Station..... | D. Burke..... | do | 5 | 2 | 12 | do | 50 00 |
| do | W. Ritchie..... | On foot..... | 5 | 12 | 12 | do | 50 00 |

REPORT No. 2, A —Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips, per Week. | Period. | Amount. |
|---|--------------------------|---------------------|--------------------|-------------------------|--|---------|
| | | | | | | \$ cts. |
| Georgetown and Railway Station..... | McCallum and Watson..... | Optional..... | 1 1/2 | 12 | 4 months 25 dys. (to Aug. 25, '84) | 50 27 |
| do do | do | do | 1/2 | 18 | 7 do 5 dys. from do | 112 08 |
| Georgetown and Salmonville..... | A. Sharp..... | Vehicle..... | 6 | 6 | 12 do | 179 00 |
| Georgina and Newmarket..... | W. Armstrong..... | Optional..... | 22 | 6 | 9 do (to Dec. 31, 1884)..... | 669 00 |
| Georgina and Railway Station..... | W. D. Townley..... | Horse or vehicle. | 2 | 12 | 9 do do | 45 00 |
| Georgina and Vashell..... | do | do | 14 r. t. | 2 | 9 do | 75 00 |
| Germania and Ufington Road..... | J. Wersmiller..... | Optional..... | 2 1/2 | 2 | 7 do (from Sept. 1, 1884)..... | 29 16 |
| German Mills and Strasburg..... | W. Arndt..... | do | 2 | 6 | 12 do | 75 00 |
| Gibbert's Mills and Pieton..... | M. W. Hunt..... | Horse or vehicle. | 10 | 3 | 12 do | 148 00 |
| Giford and Railway Station..... | T. Maonehy..... | Optional..... | 1 1/2 | 24 | 12 do | 60 00 |
| Gladstone and Harrietsville..... | F. Lavine..... | Vehicle..... | 3 | 6 | 12 do | 100 00 |
| Glamis and Pinkerton Station..... | J. McKeeman..... | Horse or vehicle. | 9 | 6 | 12 do | 300 00 |
| Glamis and Tiverton..... | H. Cameron..... | do | 9 | 3 | 9 do (to Dec. 31, 1884)..... | 146 25 |
| Glanorgan and Millbrook..... | K. Kennedy..... | Optional..... | 6 | 2 | 12 do | 78 00 |
| Glandine and Railway Station..... | C. H. Jones..... | do | 2 | 3 | 12 do | 60 00 |
| Glanford Station and Sinclairville..... | J. R. Wilson..... | Horse or vehicle. | 10 | 3 | 14 do | 185 00 |
| Glanmire and Millbridge..... | S. Armstrong..... | do | 8 | 1 | 9 do (to June 30, 1884)..... | 9 14 |
| do do | J. Summis..... | do | 8 | 1 | 3 do from do | 39 00 |
| Glanworth and Railway Station..... | J. Turnbull..... | Optional..... | 1 1/2 | 6 | 12 do | 62 48 |
| Glastonbury and Kaladar..... | E. F. Dunham..... | do | 4 1/2 | 2 | 12 do | 39 00 |
| Glea Aida and Thanet..... | W. McWilliam..... | Horse or vehicle. | 19 | 1 | 12 do | 175 00 |
| Glenannan and Railway Station..... | A. Anderson..... | Optional..... | 1 | 12 | 12 do | 40 00 |
| Glenarn and Woodville..... | J. Shaw..... | Vehicle..... | 22 r. t. | 6 | 6 do (from Oct. 1, '84) (less fine)..... | 148 69 |
| Glencairn and Railway Station..... | W. Griewe..... | Optional..... | 1 1/2 | 12 | 12 do | 70 00 |
| Glencoe and Kilmartin..... | D. McIntyre..... | do | 4 1/2 | 3 | 12 do | 85 00 |
| Glencoe and Strathburne..... | J. Smith..... | do | 2 1/2 | 6 | 12 do | 120 00 |
| Glencolin and Springfield..... | S. T. Young..... | do | 3 | 12 | 12 do | 80 00 |
| Glendale and White Oak..... | C. Flower..... | do | 2 1/2 | 3 | 3 do (from Jan. 1, 1885)..... | 12 50 |
| Glenfarrow and Wingham..... | W. Mackersis..... | do | 6 | 2 | 9 do (to Dec. 31, 1884)..... | 52 50 |
| do do | do | do | 6 | 2 | 3 do from do | 18 75 |
| Glen Haron and Railway Station..... | J. Hamilton..... | do | 1 1/2 | 6 | 12 do | 100 00 |
| Glen Haron Station and Railway Station..... | P. McMillan..... | do | 1 1/2 | 12 | 12 do | 20 00 |
| Glenile and Loring..... | A. W. Sinclair..... | do | 2 1/2 | 1 | 8 do (from Aug. 1, 1884)..... | 100 00 |

| Location | Vehicle | 6 1/2 | 6 | 12 | do | 224 00 |
|--------------------------------------|------------------|----------|----|----------------------------|-----------------------------------|--------|
| Glen Major and Myrtle | Vehicle | 10 | 3 | 12 | do | 165 00 |
| Glenmeyer and Tilsonburg | do | 9 | 3 | 12 | do | 145 00 |
| Glenmore and Maitland | Horse or vehicle | 8 | 2 | 12 | do | 75 00 |
| Glen Oak and Longwood Station | Vehicle | 3 | 1 | 12 | do | 9 00 |
| Glen Orchard and Redwood | Optional | 3 | 1 | Season, 1884-85 | do | 340 00 |
| Glen Robertson and North Lancaster | Vehicle | 25 r. t. | 6 | 12 | months | 30 00 |
| Glen Robertson and Railway Station | Optional | 4 | 12 | do | do | 40 00 |
| Glen Ross and Shirling | Horse or vehicle | 4 | 2 | 12 | do | 88 62 |
| Glen Roy and Munro's Mills | do | 4 | 3 | 12 | do | 30 00 |
| Glen Small and Spenceville | Optional | 3 | 2 | 3 | do | 12 50 |
| Glen Tay and Perth | do | 4 1/2 | 6 | 12 | do | 140 63 |
| Glenvale and Sharpton | Horse or vehicle | 3 | 2 | 3 | do | 17 60 |
| do | do | 4 | 2 | 3 | do | 45 00 |
| do | do | 3 | 2 | 9 | do | 33 33 |
| Glen Walker and Heather | do | 3 | 2 | 10 | do | 25 00 |
| Glen Walker and Railway Stations | Optional | 1 1/2 | 12 | 10 | do | 85 00 |
| Goderich and Kintail | Vehicle | 14 | 6 | 6 | do | 244 50 |
| Goderich and Lucknow | do | 23 | 6 | 6 | do | 199 00 |
| do | do | 23 | 6 | 6 | do | 212 84 |
| do | do | 1 | 24 | 12 | do | 13 50 |
| Goderich and Railway Station | do | 6 | 1 | 3 | do | 200 00 |
| Godfrey and Sangster | Horse or vehicle | 20 | 6 | 4 | do | 246 00 |
| Godfrey and Westport | Optional | 20 | 6 | 6 | do | 55 00 |
| do | do | 20 | 3 | 12 | do | 100 00 |
| do | do | 10 | 6 | 12 | do | 100 16 |
| Goldfield and South Finch | do | 1 1/2 | 2 | 12 | do | 244 00 |
| Goldsmith and Leamington | do | 6 | 1 | 12 | do | 30 00 |
| Goldstone and Railway Station | do | 3 | 2 | 2 | do | 4 33 |
| Gooderham and Kilmount | do | 3 | 2 | 2 | do | 60 00 |
| Gooderham and Ursa | do | 1 1/2 | 12 | 12 | do | 50 00 |
| Goodtown and Richmond | do | 10 | 12 | 12 | do | 174 00 |
| Goodwood and Railway Station | do | 10 | 12 | 12 | do | 32 50 |
| Gordon and Railway Station | do | 50 | 1 | 1 | Part of seasons 1883-84 & 1884-85 | 8 00 |
| Gore Bay and Little Current | do | 50 | 5 | months (from Nov. 1, 1884) | do | 133 33 |
| Gore Bay and Long Bay | do | 58 | 1 | 6 | days (to April 6, 1884) | 41 66 |
| Gore Bay and Meltrum Bay | do | 4 | 2 | 10 | do | 399 88 |
| do | do | 4 | 12 | 12 | do | 160 00 |
| Goring and Rocklyn | Horse or vehicle | 25 r. t. | 12 | 12 | do | 520 00 |
| Gormley and Unionville | Optional | 11 | 6 | 12 | do | 119 88 |
| Gorrie and Railway Station | do | 30 1/2 | 6 | 12 | do | 66 00 |
| Gorrie and Seaforth | Horse or vehicle | 16 | 3 | 12 | do | 66 00 |
| Gospert and Napanee | do | 5 | 3 | 12 | do | 19 00 |
| Gowanstown and Kurtzville | Vehicle | 4 | 3 | 3 | do | 85 00 |
| Gowanstown and Railway Station | Optional | 3 | 6 | 12 | do | 39 00 |
| Gowanstown and Shipley | do | 3 1/2 | 1 | 6 | do | 26 38 |
| Gowanstown and Wallace | Horse or vehicle | 3 1/2 | 1 | 6 | do | 53 00 |
| Grant and South Indian | Optional | 6 | 2 | 6 | do | 35 00 |
| Grassmere and Huntsville | do | 6 | 2 | 6 | do | |
| do | do | 2 | 2 | 12 | do | |
| Grassy's Corners and Smithville Road | do | 2 | 2 | 12 | do | |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|-----------------------|--------------------|------------------------|--|----------|
| | | | | | | \$ cts. |
| Gravenhurst and Port Carling..... | R. Mahon..... | Horse or vehicle. | 28 | 2 | Balance of season 1883-84..... | 24 70 |
| do do..... | C. McConley..... | do | 28 | 2 | Season, 1884-85..... | 96 25 |
| Gravenhurst and Railway Station..... | G. F. Marter..... | Optional. | 2 1/4 | 12 | 4 months (to July 31, 1884)..... | 43 00 |
| do do..... | do | do | 40 | 24 | 8 do from do (less fine)..... | 165 80 |
| Gravenhurst Station and Rosseau..... | J. T. Harvie..... | Vehicle..... | 11 | 6 | Part of seasons 1883-84 & 1884-85..... | 385 00 |
| Gravenhurst and Uffington..... | J. Doherty..... | Optional..... | 14 | 3 | 12 months..... | 194 00 |
| Gravenhurst and Walker's Point..... | W. Walker..... | Vehicle..... | 2 1/2 | 1 | Part of seasons 1883-84 & 1884-85..... | 60 00 |
| Gravenhurst and West Gravenhurst..... | D. McPherson..... | Optional..... | 2 1/2 | 6 | 6 months (to Sept. 30, 1884)..... | 50 00 |
| Gravenhurst and Wharf..... | G. F. Marter..... | do | 2 & 1/2 | 6 | 6 do 18 dys. (from May 14, '84)..... | 46 00 |
| Gravenhurst, West Gravenhurst and Wharf..... | D. McPherson..... | do | 2 & 1/2 | 6 | 6 do (from Oct. 1, 1884)..... | 70 00 |
| Graystock and Peterboro'..... | W. Rutherford..... | do | 6 | 2 | 12 do..... | 102 00 |
| Greenbank and Wick Station..... | P. Taylor..... | Vehicle..... | 6 | 6 | 3 do (to June 30, 1884)..... | 38 75 |
| do do..... | W. Taylor..... | do | 6 | 9 | 9 do from do..... | 137 50 |
| Green Bay and Little Current..... | F. Skippen..... | Optional..... | 12 | 1 | ..... | 70 00 |
| Greenfield and Railway Station..... | A. McDougall..... | Vehicle..... | 1 | 12 | ..... | 50 00 |
| Green Point and Picton..... | C. Reynolds..... | Horse or vehicle..... | 12 | 1 | ..... | 52 00 |
| Green River and Whitby Road..... | J. Windsor..... | do | 1 1/2 | 12 | ..... | 90 00 |
| Greenview and Monteaigle Valley..... | J. Pof..... | do | 6 | 6 | ..... | 2 22 |
| Grieg and Wiarton..... | A. Greig..... | Optional..... | 6 | 1 | 16 dys. (from March 16, 1885)..... | 30 00 |
| Griefel and Railway Station..... | H. Parr..... | do | 1 1/2 | 2 | ..... | 60 00 |
| Gresham and Paisley..... | R. Cruickshank..... | Horse or vehicle..... | 11 1/2 | 2 | ..... | 150 00 |
| Griffith and Matawahan..... | J. McGregor..... | Optional..... | 10 | 1 | ..... | 52 00 |
| Grimby and Smithville..... | G. H. Merritt..... | Vehicle..... | 8 | 12 | ..... | 200 50 |
| do do..... | L. W. Nixon..... | do | 8 | 12 | 6 do from do..... | 200 50 |
| Grimby Camp and Railway Station..... | N. Phelps..... | do | 1 1/2 | 24 | Special trips..... | 35 50 |
| Grimston and Keady..... | R. Keys..... | Optional..... | 4 | 7 | 7 months (from Sept. 1, 1884)..... | 29 16 |
| Grovesend and Lakeview..... | G. M. McDonnell..... | Horse or vehicle..... | 2 | 6 | 9 do (from July 1, 1884)..... | 30 00 |
| Guelph and Hamilton..... | J. Herriman..... | Vehicle..... | 31 1/2 | 6 | ..... | 1,009 00 |
| Guelph and Ponsoby..... | J. L. Halley..... | do | 12 | 3 | ..... | 200 00 |
| Guelph and Street Letter Boxes..... | J. D. Johnstone..... | do | 5 | 3 | ..... | 280 00 |
| Gunter and Thwaites..... | J. H. Gunter..... | Horse or vehicle..... | 12 | 12 | ..... | 55 00 |
| Guthrie and Steele..... | G. Johnson..... | do | 3 | 2 | ..... | 12 50 |
| do do..... | J. Steele..... | do | 3 | 2 | ..... | 36 00 |
| Hagersville and Railway Station..... | J. Fleming..... | Optional..... | 1 1/2 | 36 | ..... | 175 00 |

| | | | | | | | |
|--|----------------------|-------------------|---------|---------|----|----|--------|
| Hagerville and Springvale..... | J. Holbrook..... | do | 4 | 6 | 12 | do | 120 00 |
| Hagerville Station and Selkirk | S. Hurst..... | do | 14 | 6 | 12 | do | 290 00 |
| Raley's Station and Harcourt..... | W. N. Hutton..... | do | 2 | 3 | 12 | do | 50 00 |
| Haliburton and Kenaway..... | J. E. Holmes..... | Horse or vehicle. | 25 | 12 | do | do | 235 00 |
| Haliburton and Railway Station | J. Young..... | Optional. | 1 | 12 | do | do | 50 00 |
| Hallville and Kempville..... | J. Dickinson..... | Vehicle | 13 | 3 | 12 | do | 200 00 |
| Hamilton and Lowville..... | D. Harris..... | do | 20 | 6 | 12 | do | 525 00 |
| Hamilton and Railway Station | C. Armstrong..... | do | 3 | 12 & 30 | 12 | do | 885 77 |
| Hamilton—G. W. Railway Station and H. and N. W. Railway Station..... | do | do | 1 1/2 | 6 | 12 | do | 234 75 |
| Hamilton and Stony Creek..... | H. A. Combs..... | do | 7 | 6 | 3 | do | 54 25 |
| do | J. Borman..... | do | 7 | 6 | 9 | do | 187 50 |
| Hamilton and Street Letter Boxes..... | J. Brundle..... | do | 31 | As req. | 12 | do | 750 00 |
| Hamilton and Solina..... | W. Batten..... | Horse or vehicle. | 2 1/2 | 3 | 12 | do | 50 00 |
| Hanover and Railway Station..... | R. Pace..... | Optional. | 3 | 12 | do | do | 95 00 |
| Harkaway and Markdale..... | J. Logan..... | Horse or vehicle. | 7 | 12 | do | do | 52 00 |
| Harley and Hatchley Station | B. Powell..... | Optional. | 4 | 2 | 12 | do | 75 00 |
| Harley and New Durham | F. E. Ollis..... | Horse or vehicle. | 5 | 6 | 9 | do | 114 00 |
| do | R. Gavin..... | do | 5 | 6 | 3 | do | 33 00 |
| Harlock and Seaford..... | T. Neilans..... | Vehicle | 17 | 3 | 12 | do | 366 16 |
| Harney's Crossing and Waller..... | P. Harney..... | Optional. | 1 1/2 | 2 | 12 | do | 25 00 |
| Harold and Wellman's Corners..... | P. Hubble..... | do | 4 | 2 | 12 | do | 50 00 |
| Harper and Perth..... | T. Butler..... | Horse or vehicle. | 7 | 2 | 12 | do | 50 00 |
| Harrisburg and Troy..... | D. O'Riley..... | Optional. | 4 | 6 | 12 | do | 200 00 |
| Harrisburg and Weir..... | E. Williamson..... | do | 2 1/2 | 3 | 12 | do | 45 00 |
| Harrison and Railway Stations..... | J. Collison..... | do | 3 & 1/2 | 24 & 12 | 12 | do | 250 40 |
| Hartford and Waterford..... | J. Dean..... | Horse or vehicle. | 10 | 6 | 12 | do | 227 60 |
| Hartman, Vivian and Railway Station..... | N. L. McCormick..... | Optional. | 3 | 3 & 6 | 3 | do | 30 00 |
| Hartmore and Hermon..... | J. Bremner..... | Horse or vehicle. | 8 1/2 | 6 | 12 | do | 41 00 |
| Harwich and Railway Station..... | J. O'Brien..... | do | 7 | 6 | 12 | do | 229 00 |
| Havelock and Railway Station..... | A. V. Fuller..... | Optional. | 3 1/2 | 6 | 6 | do | 31 20 |
| Havelock and Tilton..... | G. W. Gibson..... | do | 3 1/2 | 3 | 12 | do | 75 00 |
| Hawkesbury and L'Original..... | W. Wright..... | do | 3 1/2 | 3 | 12 | do | 1 00 |
| Hawkestone and Railway Station..... | J. Mahony..... | do | 1 1/2 | 12 | 6 | do | 45 53 |
| do | W. Hodges..... | do | 1 1/2 | 12 | 6 | do | 24 98 |
| Hawtrej Station and Kelvin | J. W. Hainer..... | do | 9 | 6 & 12 | 12 | do | 249 00 |
| Hawtrej and Lynedoch..... | G. Reid..... | Vehicle | 9 | 6 | 2 | do | 41 67 |
| Hawtrej and Railway Station | C. J. Treffry..... | Optional. | 1 1/2 | 12 | 12 | do | 25 00 |
| Hayesland and Mill Grove | J. Shapland..... | Horse or vehicle. | 3 1/2 | 3 | 7 | do | 36 16 |
| do | do | do | 3 | 6 | 5 | do | 51 68 |
| Hayesville and New Hamburg..... | R. O. Tye..... | do | 3 | 6 | 12 | do | 148 00 |
| Hazledean and Stittsville..... | A. Abbott..... | do | 3 1/2 | 2 | 2 | do | 75 00 |
| Heather and Walkers..... | O. McIntyre..... | do | 3 | 2 | 2 | do | 6 67 |
| Hendrick and Railway Station | A. R. McKellar..... | On foot. | 1 1/2 | 3 | 9 | do | 29 75 |
| do | H. Crowell..... | do | 1 1/2 | 3 | 3 | do | 9 75 |
| Hendrick and Railway Station..... | G. Vanhorn..... | Optional. | 1 1/2 | 6 | 12 | do | 9 00 |
| Henry and Railway Station..... | E. Hall..... | Horse or vehicle. | 4 1/2 | 3 | 12 | do | 80 00 |
| Henry and L'Original..... | H. Doan..... | Optional. | 1 1/2 | 12 | 12 | do | 100 16 |
| Hensall and Railway Station..... | do | do | 1 1/2 | 6 | 12 | do | 100 00 |
| Hensall and Rodgerville..... | do | do | 1 1/2 | 6 | 12 | do | 100 00 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------|--------------------|------------------------|-----------------------------|---------|
| | | | | | | \$ cts. |
| Hensall, Zurich and Railway Station | W. A. Zent | Optional | 6 & 1 | 6 & 12 | 12 months | 320 00 |
| Hepworth and Railway Station | T. Kemp | do | 1 | 12 | do | 180 00 |
| Heron Bay and Port Arthur | W. A. McDonald | do | 202 | 2 | 16 dys. (from Nov. 15, '84) | 900 00 |
| Hewitt and Marshville Station | J. B. Hewitt | do | 4 | 6 | do | 41 25 |
| Hiawatha and Keene | A. Campbell, jun. | do | 6 | 1 | do | 52 00 |
| Hickson and Railway Station | S. Vance | do | 10 | 12 | do | 20 00 |
| Hickson and Railway Station | N. Heacock | Horse or vehicle | 3 1/2 | 2 | (to Jan. 1, 1885) | 56 66 |
| Highfield and Malton | do | do | 4 | 2 | from do | 15 00 |
| do | H. Bell | Optional | 1 | 12 | do | 112 68 |
| Highgate and Railway Station | D. Teetzel | do | 5 | 3 | do | 90 00 |
| Higgle and Turin | H. Palmer | do | 1 | 12 | do | 21 30 |
| Hillier and Railway Station | R. M. Gartney | Horse or vehicle | 2 1/2 | 3 | 24 dys (from Jan. 8, '86) | 6 66 |
| do | do | do | 2 1/2 | 3 | (to April 30, 1884) | 110 00 |
| do | do | do | 6 | 2 | from do | 43 75 |
| Hilman and Leamington | R. Maney | Optional | 6 | 2 | (from Sept. 1, 1884) | 75 00 |
| Hillsburgh and Railway Station | J. Carmichael | do | 1 | 6 | (to June 30, 1884) | 62 50 |
| Hillsburgh Station and Marsville | J. Hanna | do | 7 1/2 | 6 | from do | 243 75 |
| do | do | do | 7 1/2 | 6 | do | 131 25 |
| Hillsdale and Medonte | O. Waugh | do | 11 1/2 | 3 | (to Dec. 31, 1884) | 51 25 |
| Hillsdale and Moonstone | J. F. Hinch | do | 13 1/2 | 3 | from do | 15 00 |
| Hinch and Newburg | M. Lewis | do | 6 | 2 | (to June 30, 1884) | 52 50 |
| do | do | do | 6 | 2 | from do | 60 00 |
| Hoath Head and Owen Sound | M. Dealy | do | 7 | 1 | do | 37 68 |
| Holland Landing and Railway Station | R. Keyes | On foot | 1 | 24 | (to Sept. 30, 1884) | 37 44 |
| do | W. Tuck | do | 1 | 24 | from do | 500 00 |
| Holly Park, King and Nobleton | J. Gould | Optional | 10 & 4 1/2 | 6 & 3 | do | 75 00 |
| Holmesville and Porter's Hill, &c | A. Duff | Vehicle | 4 & 1/2 | 3 & 12 | (to Dec. 31, 1884) | 18 75 |
| Holmesville and Porter's Hill | A. Knox | do | 4 | 3 | do | 12 50 |
| Holmesville and Railway Station | G. Pollock | Optional | 3 1/2 | 12 | do | 55 00 |
| Holstein and Murdoch | P. Dickson | do | 8 1/2 | 12 | do | 80 00 |
| Holstein and Railway Station | J. Crispin | do | 8 1/2 | 6 | do | 250 00 |
| Holstein Station and Nenegeth | J. Roseman | do | 2 1/2 | 12 | (to Dec. 31, 1884) | 112 50 |
| Holt, Mount Albert and Railway Station | P. Reynolds | do | 3 | 6 | from do | 31 35 |
| Holt and Mount Albert | J. Astor | do | 9 | 3 | (to Sept. 30, 1884) | 25 00 |
| Honeywood and and Horning's Mills | do | do | 9 | 3 | from do | 62 50 |

| | | | | | | | |
|---|-----------------------|-------------------|-----------|----|----|----|--------|
| Hoodstown and Huntville..... | J. F. Hanes..... | do | 10 | 2 | 12 | do | 112 00 |
| Hopetown and Lenark..... | W. Magury..... | Horse or vehicle. | 7 | 3 | 10 | do | 62 50 |
| Hopetown and Rosetta..... | G. McFarlane..... | Optional..... | 7 | 2 | 20 | do | 20 67 |
| Hopetown and White..... | R. Jordan..... | Horse or vehicle | 12 | 1 | 12 | do | 55 00 |
| Hopetown and Railway Station..... | L. W. McArdle..... | Optional..... | 9 | 3 | 9 | do | 105 50 |
| do | P. Fullerton..... | do | 9 | 3 | 3 | do | 35 50 |
| Horning's Mills and Shelburne..... | J. Ostic..... | Horse or vehicle. | 6 | 6 | 12 | do | 215 00 |
| do | J. Richards..... | do | 18 | 3 | 6 | do | 99 74 |
| do | do | do | 18 | 3 | 6 | do | 127 50 |
| Housley's Rapids and Washago..... | A. C. Fletcher..... | Optional..... | 15 | 2 | 3 | do | 37 50 |
| do | H. Nichols..... | do | 16 | 2 | 9 | do | 101 25 |
| Humber and Weston..... | C. R. Wade..... | Horse or vehicle. | 7 1/2 | 6 | 12 | do | 260 00 |
| Humberstone and Railway Station..... | D. Stapp..... | do | 7 | 24 | 12 | do | 150 00 |
| Hurdville and Waubamick..... | I. N. Hurd..... | Optional..... | 1 | 1 | 12 | do | 45 00 |
| Hudston and Moorefield Station..... | R. Kirby..... | do | 1 | 12 | 12 | do | 90 00 |
| Huston and Treacastle..... | do | Horse or vehicle. | 4 | 6 | 3 | do | 27 50 |
| do | D. Callaway..... | do | 4 | 6 | 9 | do | 72 00 |
| Hyde Park Corner and Railway Station..... | W. Brown..... | Optional..... | 1 | 6 | 12 | do | 40 00 |
| Hyadman and Ventnor..... | J. Hyndman..... | do | 4 | 2 | 3 | do | 17 50 |
| Indian River and Norwood..... | M. Guerin..... | Vehicle | 11 | 3 | 6 | do | 75 00 |
| Ingersoll and Lakeside..... | W. C. Garner..... | do | 16 | 6 | 12 | do | 500 00 |
| Ingersoll and Port Burwell..... | E. Gray..... | do | 32 | 6 | 12 | do | 365 00 |
| Ingersoll and Railway Station..... | C. R. Patience..... | Optional..... | 12 | 12 | 12 | do | 160 24 |
| Inglewood and Railway Station..... | J. Graham..... | do | 12 | 13 | 3 | do | 13 00 |
| Inkstone and Railway Station..... | H. Armstrong..... | do | 2 1/2 | 3 | 12 | do | 91 00 |
| Inkerman and Iroquois..... | W. Gamble..... | Vehicle | 24 | 6 | 12 | do | 365 00 |
| Inkerkip and Railway Station..... | S. Trachel..... | Optional..... | 1 | 12 | 12 | do | 90 00 |
| Innerkip and Walmer..... | do | Vehicle | 23 1/2 r. | 6 | 6 | do | 225 00 |
| Innisfil and Lefroy..... | B. Treman..... | Horse or vehicle. | 6 | 6 | 1 | do | 14 16 |
| do | R. McMillan..... | Optional..... | 3 | 6 | 9 | do | 93 75 |
| do | T. J. Orr..... | do | 3 | 6 | 3 | do | 93 75 |
| do | G. Graham..... | do | 1 | 24 | 12 | do | 31 25 |
| Inverhuron and Railway Station..... | H. Cameron..... | do | 3 | 3 | 12 | do | 150 00 |
| Invermay and Railway Station..... | A. Neeland..... | do | 3 1/2 | 12 | 12 | do | 70 00 |
| Inwood and Railway Station..... | J. M. Courtright..... | do | 1 | 12 | 12 | do | 137 72 |
| Iona and Railway Station..... | J. Monteith..... | do | 1 | 12 | 13 | do | 20 00 |
| Irena and Boyena..... | T. S. Carter..... | do | 1 | 12 | 13 | do | 124 00 |
| Islington and Railway Station..... | T. Musson..... | Horse or vehicle. | 3 | 3 | 12 | do | 80 00 |
| Ivy and Thornton..... | J. Graham..... | Optional..... | 3 1/2 | 6 | 12 | do | 93 90 |
| do | do | do | 4 1/2 | 6 | 7 | do | 68 25 |
| do | do | do | 4 1/2 | 6 | 5 | do | 62 50 |
| Jaffa and Orwell..... | I. Bently..... | do | 3 | 2 | 1 | do | 2 92 |
| do | W. J. Ostrander..... | do | 3 | 2 | 11 | do | 36 67 |
| Jarlsberg and Seguin Falls..... | H. Frederickson..... | do | 6 1/2 | 1 | 12 | do | 45 00 |
| Jarvis and Railway Station..... | E. Lea..... | Vehicle | 18 & 34 | 12 | do | do | 179 85 |
| Jarvis Station and Railway Station..... | do | Optional..... | 6 | 7 | do | do | 20 20 |
| Jermyn and Lang..... | A. C. Brown..... | Horse or vehicle | 4 | 3 | 1 | do | 6 25 |
| Jefferson and King Station..... | G. J. Jefferson..... | Vehicle | 9 1/2 | 6 | 12 | do | 310 00 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|-------------------------------------|---------------------|-----------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | | \$ cts. |
| Jessopville and Shelburne..... | T. White..... | Optional..... | 7 | 1 | 8 months (to Nov. 30, 1884)..... | 33 33 |
| Jocelyn and Marksville..... | O. Young..... | do | 12½ | 12 | do | 90 00 |
| Joekvale and Manotick..... | J. Fernoyle..... | Vehicle..... | 5 | 3 | do | 70 00 |
| Johnson's Mills and Zurich..... | D. Spencer..... | Horse or vehicle..... | 4 | 2 | do | 49 00 |
| Jones' Falls and Morton..... | T. Kenny..... | Optional..... | 3 | 2 | (to Oct. 31, 1884)..... | 29 16 |
| do | do | do | 3 | 3 | from do | 31 26 |
| do | do | do | 3 | 5 | do | 40 00 |
| Jordan and Pelham Union..... | J. Johnston..... | do | 4 | 2 | do | 6 00 |
| Judithaven and Port Carling..... | W. H. Foreman..... | do | 12 | 1 | Balance of season, 1883-84..... | 34 20 |
| do | A. Thomson..... | do | 14 | 1 | Part of season, 1884-85..... | 104 00 |
| Jura and Theford..... | J. McOordie..... | Vehicle..... | 7 | 3 | 12 months..... | 55 00 |
| Kagawong and Perivale..... | J. N. Pierce..... | Optional..... | 11 | 1 | do | 350 00 |
| Kealy and Owen Sound..... | J. Morden..... | do | 12 | 6 | do | 40 00 |
| Keane and Ravensworth..... | J. C. Harvey..... | do | 7 | 1 | do | 160 00 |
| Keene and Railway Station..... | J. Frost..... | do | 1½ | 12 | do | 31 50 |
| Keith and Tupperville..... | S. Sutor..... | do | 1½ | 2 | (from July 1, 1884)..... | 18 75 |
| Keith and Wallaceburg..... | W. S. Martin..... | Horse or vehicle..... | 7½ | 2 | (to June 30, 1884)..... | 30 33 |
| Keldon and Shelburne..... | W. Bryson..... | Optional..... | 10 | 2 | (from Jan. 1, 1885)..... | 56 00 |
| Kelso and Christie's Crossing..... | D. Smith..... | do | 3 | 6 | do | 550 00 |
| Kelvin and Northfield Centre..... | J. W. Hainer..... | do | 3 | 12 | do | 236 00 |
| Kemble and Wolseley..... | J. Hearn..... | do | 4½ | 18 | do | 66 99 |
| Kemptville and Merrickville..... | O. W. Putnam..... | Vehicle..... | 18 | 6 | do | 195 00 |
| Kemptville and Railway Station..... | O. Banks..... | Optional..... | 1 | 12 | do | 125 00 |
| do | W. Dickinson..... | do | 1 | 18 | (to Dec. 31, 1884)..... | 80 00 |
| Kemptville and South Gower..... | H. H. Adams..... | Vehicle..... | 11 | 3 | from do | 77 00 |
| Kenilworth and Petherton..... | M. Enright..... | Optional..... | 3 | 2 | do | 80 00 |
| Kenilworth and Railway Station..... | R. Gordon..... | do | 3 | 12 | do | 40 00 |
| Kenilworth and Riverstown..... | T. Muldoon..... | do | 5 | 2 | do | 35 00 |
| Kenilworth and Wagram..... | J. Craig..... | do | 3 | 2 | do | 25 00 |
| Kent Bridge and Thorncliffe..... | G. B. Shaw..... | Horse or vehicle..... | 3 | 2 | do | 55 00 |
| Khiva and Shipka..... | W. Holt, jun..... | do | 2 | 1 | do | 27 50 |
| Kilgorie and Whitfield..... | N. Maw..... | Vehicle..... | 4½ | 2 | do | 39 50 |
| Killyleagh and Thornton..... | J. Graham..... | Optional..... | 3 | 3 | (to Sept. 30, 1884)..... | |
| Kilmnagh and Mono Road Station..... | H. McTaggart..... | Horse or vehicle..... | 3 | 6 | do | |
| do | do | do | 3 | 3 | from do | |

| | | | | | | | | |
|--|---------------------|-----------------------|----------|-------|-------|--|---------------------------|----------|
| Kilmarnock and Smith's Falls..... | J. Halliday..... | do | 8 1/2 | 2 | 3 | do | (to June 30, 1884)..... | 14 50 |
| do do | W. G. Halliday..... | do | 8 1/2 | 2 | 9 | do | from do | 78 75 |
| Kilroy and Railway Station..... | W. H. Pim..... | Optional..... | 7 1/2 | 6 | 9 | do | (to Dec. 31, 1884)..... | 37 50 |
| do do | W. Eager..... | do | 7 1/2 | 6 | 2 | do | from do | 6 87 |
| Kimball and Railway Station..... | J. Kimball..... | do | 7 1/2 | 2 | 12 | do | ..... | 25 00 |
| Kimball and Sackerton..... | T. Johnston..... | do | 7 1/2 | 2 | 12 | do | ..... | 68 00 |
| Kimball and Wasbuno..... | T. Oapes..... | Horse or vehicle..... | 3 1/2 | 6 | 12 | do | ..... | 40 00 |
| Kincardine and Port Elgin..... | A. McDougall..... | Vehicle..... | 2 1/2 | 6 | 12 | do | ..... | 385 00 |
| Kincardine and Railway Station..... | J. Hockins..... | Optional..... | 2 1/2 | 38 | 12 | do | ..... | 360 00 |
| Kincardine and Walkerton..... | J. H. Keake..... | Horse or vehicle..... | 2 1/2 | 6 | 12 | do | ..... | 872 87 |
| King and Railway Station..... | T. Harker..... | On foot..... | 7 1/2 | 6 | 12 | do | ..... | 60 00 |
| Kingscourt and Railway Station..... | J. Pelkey..... | do | 4 | 3 | 7 | months | (from Sept. 1, 1884)..... | 14 68 |
| Kingsmill and Mapleton..... | J. Hammond..... | Optional..... | 4 | 6 | 12 | do | (to Dec. 31, 1884)..... | 170 00 |
| Kingsmill and Railway Station..... | R. A. Putnam..... | do | 40 rods. | 12 | 7 | do | from do | 43 75 |
| do do | J. Hammond..... | do | 40 rods. | 12 | 3 | do | from do | 15 00 |
| Kingston Division..... | Sundry persons..... | do | ..... | ..... | ..... | Special trips; snow blockade on railway..... | ..... | 14 00 |
| Kingston and Military Camp..... | G. C. Burns..... | do | ..... | ..... | ..... | Special trips..... | ..... | 6 00 |
| Kingston and Newboro'..... | J. W. Preston..... | Vehicle..... | 41 | 6 | 12 | months | ..... | 1,173 00 |
| Kingston and Newburgh..... | H. Finkle..... | do | 22 | 6 | 12 | do | ..... | 450 00 |
| Kingston and Perth Road..... | J. Stones..... | do | 18 | 3 | 12 | do | ..... | 249 48 |
| Kingston and Portsmouth..... | W. Wilson..... | Horse or vehicle..... | 2 1/2 | 12 | 12 | do | ..... | 225 00 |
| Kingston and Street Letter Boxes..... | D. Grimshaw..... | Vehicle..... | 4 | 18 | 12 | do | ..... | 248 00 |
| Kingsville and Oxley..... | A. Elliott..... | do | 10 | 3 | 12 | do | ..... | 120 00 |
| Kingsville and Pelee Island..... | T. R. Lidwell..... | Boat..... | 20 | 1 | 6 | do | (see water service)..... | 287 50 |
| Kinless and Lucknow..... | A. Phillips..... | Stage..... | 10 | 6 | 6 | do | (to Sept. 30, 1884)..... | 130 00 |
| do do | R. Lithco..... | do | 10 | 6 | 6 | do | from do | 137 50 |
| Kinmount and Minden..... | H. Workman..... | Optional..... | 12 | 6 | 12 | do | ..... | 180 00 |
| Kinmount and Mount Irwin..... | T. Peacock..... | do | 7 | 1 | 12 | do | ..... | 33 00 |
| Kinmount and Railway Station..... | A. McArthur..... | do | 1 1/2 | 12 | 6 | do | (to Sept. 30, 1884)..... | 20 00 |
| do do | J. Wilson..... | do | 1 1/2 | 12 | 6 | do | from do | 20 00 |
| Kippen and Railway Station..... | R. Mallis..... | do | 1 1/2 | 12 | 6 | do | ..... | 100 16 |
| Kirkfield and Lorneville..... | H. Edwards..... | do | 17 1/2 | 6 | 31 | days | (to August 31, 1884)..... | 72 00 |
| Kirkfield and Railway Station..... | M. O'Neill..... | Vehicle..... | 2 | 12 | 5 | months | (to August 31, 1884)..... | 27 08 |
| Kirkwall and Rockton..... | J. T. Smith..... | Horse or vehicle..... | 1 1/2 | 6 | 12 | do | ..... | 150 00 |
| Kleinburg and Railway Station..... | T. O'Reilly..... | Optional..... | 1 1/2 | 12 | 12 | do | ..... | 150 00 |
| Klock's Mills and Railway Station..... | J. B. Klock..... | do | 3 | 10 | 0 | do | (to Jan. 31, 1885)..... | 4 17 |
| do do | do | do | 3 | 6 | 2 | do | from do | 1 67 |
| Knappdale and Newbury..... | J. Macdonald..... | Horse or vehicle..... | 6 | 1 | 12 | do | ..... | 40 00 |
| Kolapore and Ravenna..... | G. Wilson..... | Optional..... | 5 | 2 | 5 | do | (from Nov. 1, 1884)..... | 21 65 |
| Korah and Sault Ste. Marie..... | D. Everett..... | Horse or vehicle..... | 7 | 1 | 12 | do | ..... | 50 00 |
| Kossuth and Preston..... | J. D. Grot..... | Optional..... | 5 1/2 | 2 | 12 | do | ..... | 70 48 |
| Kurtzville and Shipley..... | R. Strang..... | do | 2 1/2 | 6 | 2 | do | (to June 30, 1884)..... | 20 00 |
| Lady Bank and Maxwell..... | T. Clemen..... | Horse or vehicle..... | 5 1/2 | 1 | 9 | do | (to Dec. 31, 1884)..... | 15 00 |
| do do | W. T. Paul..... | do | 5 1/2 | 1 | 3 | do | from do | 12 50 |
| Lafontaine and Penstangishene..... | P. Brassac..... | do | 8 | 3 | 12 | do | ..... | 89 48 |
| Lake Charles and Oxenden..... | J. Davidson..... | Optional..... | 5 | 1 | 12 | do | ..... | 35 00 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|-----------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | | \$ cts. |
| Lakefield and Lakehurst..... | C. Griffin..... | Vehicle..... | 19 | 3 | 9 months (to Dec. 31, 1884)..... | 180 00 |
| do do..... | J. Record..... | do..... | 19 | 3 | do do..... | 65 00 |
| Lakefield and Railway Station..... | J. Cooper..... | Optional..... | 1 | 12 | do do..... | 86 10 |
| Lake Opinicon and Loughboro'..... | W. D. Waters..... | Horse or vehicle..... | 17 | 2 | do do..... | 200 00 |
| Lake Raion and Railway Station..... | W. Harris..... | Optional..... | 7 | 3 | (to Jan. 31, 1885)..... | 16 66 |
| do do..... | do..... | do..... | 7 | 6 | do do..... | 6 67 |
| Lambeth and Raper..... | J. Howlett..... | do..... | 4 | 2 | do do..... | 44 00 |
| Lambton Mills and Railway Station..... | J. Lynn..... | do..... | 1 | 12 | do do..... | 75 00 |
| Lamernoor and Watson's Corners..... | W. Gibson..... | do..... | 7 | 1 | (from Jan. 1, 1885)..... | 11 25 |
| Lamon and Syivan..... | A. McLachlan..... | do..... | 34 | 3 | do do..... | 11 30 |
| Lanark and McDonald's Corners..... | H. Hawkins..... | Horse or vehicle..... | 14 | 3 | 12 days (to July 12, 1884)..... | 194 00 |
| Lanark and Middleville..... | J. Somerville..... | do..... | 7 | 6 | do do..... | 231 00 |
| Lanark and Perth..... | R. Hogan..... | Optional..... | 12 | 6 | do do..... | 64 00 |
| Lancaster and Martintown..... | J. Baggally..... | Horse or vehicle..... | 12 | 6 | do do..... | 58 68 |
| do do..... | do..... | do..... | 12 | 6 | (to June 30, 1884)..... | 240 00 |
| Lancaster and South Lancaster..... | W. Gillespie..... | do..... | 1 | 12 | do do..... | 124 80 |
| Lang and Railway Station..... | G. English..... | Optional..... | 1 | 12 | do do..... | 93 00 |
| Langside and Lucknow..... | J. McDonald..... | Horse or vehicle..... | 64 | 2 | (to Dec. 31, 1884)..... | 51 00 |
| do do..... | do..... | do..... | 64 | 6 | do do..... | 25 00 |
| Langstaff and Thornhill..... | J. Langstaff..... | do..... | 5 | 2 | do do..... | 60 00 |
| Langton and Marston..... | E. Loug..... | do..... | 8 | 2 | do do..... | 44 12 |
| Lansdown and Sand Bay..... | W. Farchy..... | Vehicle..... | 84 | 2 | (from July 1, 1884)..... | 78 00 |
| Lansdown and Tilley..... | H. Bradley..... | Optional..... | 34 | 1 | do do..... | 30 00 |
| Lansdown and Warburton..... | J. Steady..... | do..... | 6 | 3 | (to June 30, 1884)..... | 16 00 |
| Largie and West Lorne..... | J. Martin..... | Horse or vehicle..... | 84 | 2 | (to April 30, 1884)..... | 15 66 |
| La Salette and Railway Station..... | J. McElhose..... | Optional..... | 16 | 24 | do do..... | 25 00 |
| Lalmer and Wolf's Corners..... | B. S. Wartman..... | do..... | 8 | 3 | (from Oct. 1, 1884)..... | 35 00 |
| Laurel and Railway Station..... | J. Davis..... | do..... | 6 | 6 | do do..... | 46 01 |
| Lavant and Watson's Corners..... | A. Browning..... | Horse or vehicle..... | 13 | 1 | do do..... | 60 00 |
| Lavant Station and Omphah..... | T. R. Briscoe..... | Vehicle..... | 8 | 2 | (to Sept. 30, 1884)..... | 72 50 |
| do do..... | J. Lennox..... | do..... | 8 | 2 | do do..... | 67 50 |
| La Vase and Nipissing..... | A. Dreaux..... | Optional..... | 18 | 3 | Season 1884-85..... | 128 25 |
| La Vase and Railway Station..... | M. Conway..... | Vehicle..... | 4 | 6 | do do..... | 20 83 |
| do do..... | do..... | do..... | 4 | 2 | 10 months (to Jan. 31, 1885)..... | 8 33 |
| Lawrence Station and Railway Station..... | R. R. Cranston..... | Horse or vehicle..... | 5 | 6 | do do..... | 239 00 |

| | | | | | | | |
|--|---------------------|-----------------------|----------|----|---|-----------------------------------|--------|
| Leaskdale and Sunderland Station..... | N. Ferran..... | Optional..... | 13 | 6 | 12 | do | 395 00 |
| Lebanon and Moorefield..... | J. Sinclair..... | Horse or vehicle..... | 8 | 3 | 12 | do | 151 60 |
| Lefroy and Railway Station..... | T. C. McKeggie..... | Vehicle..... | 7 | 12 | 3 | do | 5 00 |
| Leinster and Roblin..... | J. Brown..... | Horse or vehicle..... | 7 | 12 | 3 | do | 75 00 |
| Letrim and Railway Station..... | H. Cowan..... | Optional..... | 6 | 3 | 12 | do | 167 49 |
| Lemieux and Riceville..... | A. Chesser..... | do | 6 | 3 | 12 | do | 38 00 |
| Lemontville and Stouffville..... | M. Flint..... | do | 5 | 6 | 3 | do | 36 25 |
| do | J. Jennings..... | do | 5 | 9 | 9 | do | 116 25 |
| do | J. M. Jackson..... | Vehicle..... | 10 | 6 | 12 | do | 350 00 |
| Leskard and Newcastle..... | J. Fuller..... | do | 4 | 2 | 12 | do | 52 48 |
| Leskard and New Park..... | G. A. Lehmann..... | Optional..... | 100 ft. | 6 | 12 | do | 15 00 |
| Lethbridge and Railway Station..... | A. Wianko..... | do | 4 | 1 | 15 | dys. (to April 15, 1884) | 1 85 |
| do | do | do | 4 | 2 | 11 | mos. 15 dys. (from Apl. 15, 1884) | 76 70 |
| Letter Kenny and Rockingham..... | J. Gallagher..... | Horse or vehicle..... | 6 | 1 | 12 | months..... | 46 00 |
| Lidcote and Railway Station..... | S. Duncan..... | Optional..... | 7 | 2 | 3 | do | 7 50 |
| Lily Lake and Maritowaning..... | W. R. A. Grey..... | Horse or vehicle..... | 7 | 1 | 6 | do | 41 60 |
| do | H. McLaughlin..... | do | 7 | 1 | 6 | do | 36 00 |
| Lily Oak and Williamsford Station..... | J. Bruce..... | do | 4 | 1 | 12 | do | 30 00 |
| Lime Lake and Roblin..... | T. Henderson..... | do | 11 | 3 | 12 | do | 128 00 |
| Lindsay and Midland Railway Station..... | B. Gunigle..... | On foot..... | 1 | 36 | 3 | do | 72 12 |
| do | do | do | 1 | 42 | 9 | do | 255 93 |
| Lindsay and W.P. & L., and Victoria Ry. Station..... | H. Workman..... | Optional..... | 1 | 12 | 12 | do | 70 00 |
| Lindsay and Surgeon Point..... | G. Grandell..... | Boat or vehicle..... | 12 | 6 | 6 | do | 75 00 |
| Linton and Loydton..... | B. Wreggitt..... | Optional..... | 3 | 6 | 6 | do | 62 50 |
| do | W. Rolling..... | do | 3 | 6 | 6 | do | 67 50 |
| do | J. S. McKay..... | do | 12 | 6 | 12 | do | 398 00 |
| Linwood and St. Jacob's..... | L. Hyatt..... | do | 55 r. t. | 3 | 12 | do | 690 00 |
| Lion's Head and Warton..... | P. Glebe..... | do | 2 | 2 | 12 | do | 55 00 |
| Lisbon and Wellesley..... | P. McInnes..... | Horse or vehicle..... | 10 r. t. | 2 | 6 | do | 24 00 |
| Lisburn and Ripley..... | H. Jeffrey..... | do | 10 r. t. | 2 | 6 | do | 12 00 |
| Liste and Railway Station..... | T. H. Harrison..... | Optional..... | 1 | 12 | 12 | do | 50 00 |
| Listowel and Moleworth..... | G. Brown..... | do | 11 | 6 | 9 | do | 156 75 |
| do | S. Loughred..... | do | 11 | 6 | 3 | do | 63 37 |
| Listowel and Railway Station..... | C. Hacking..... | do | 2 | 12 | 12 | do | 190 00 |
| Little Britain and Railway Station..... | H. Willis..... | do | 2 | 12 | 12 | do | 125 00 |
| Little Britain and Valentinia..... | R. W. Roach..... | Vehicle..... | 5 | 3 | 12 | do | 85 00 |
| Little Current and Parry Sound..... | J. M. Anselj..... | Optional..... | 198 | 1 | Season, 1884-85..... | 1,447 50 | |
| Little Current and Sault Ste. Marie..... | H. W. Plummet..... | do | 169 | 1 | do | 1,178 00 | |
| Little Current and Shegindah..... | H. May..... | do | 8 | 2 | Season, 1884..... | 90 00 | |
| Loch Garry and Railway Station..... | D. Grant..... | Vehicle..... | 5 | 6 | 6 | months (to Sept 30, 1884) | 50 00 |
| Loch Garry, Maxville and Railway Station..... | A. J. Kennedy..... | do | 11 | 6 | 6 | do | 247 09 |
| Loch Winnoch and Railway Station..... | R. Storrie..... | do | 6 | 6 | 12 | do | 73 04 |
| Lombardy and Smith's Falls..... | J. A. Weekes..... | Horse or vehicle..... | 6 | 6 | 12 | do | 140 00 |
| Londesboro' and Railway Station..... | J. Bell..... | Optional..... | 8 | 12 | 12 | do | 125 20 |
| London Division..... | Sundry persons..... | do | 1 | 24 | Special trips; snow blockade on railway | 16 00 | |
| London and London East..... | P. Allaster..... | Vehicle..... | 1 | 24 | 12 | months..... | 145 00 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|------------------------|--------------------|------------------------|----------------------------|---------|
| | | | | | | \$ cts. |
| London and Lucan | D. Anderson | Vehicle | 16½ | 6 | 12 months | 450 00 |
| London and Nairn | T. Burton | do | 21½ | 3 | do | 260 00 |
| London and Odell | T. Tomlinson | Optional | 24 | 3 | do | 50 00 |
| London and Peteraville | T. Barham | Vehicle | 17½ | 12 | do | 90 00 |
| London and Railway Station | Fendrie & Co. | Optional | 4 | 24 | do | 200 00 |
| London and St. Thomas | F. Munn | do | 15 | 6 | do | 150 00 |
| London and Street Water Boxes | M. O'Meara | do | 1 | 12 | (to May 31, 1884) | 78 25 |
| Longford Mills and Railway Station | W. Thomson | do | 6 | 12 | (to July 31, 1884) | 10 00 |
| do | do | do | 1½ | 24 | from do | 28 63 |
| Longford Station and Rama | J. McPherson | do | 4 | 6 | do | 80 00 |
| Lonsdale and Marysville | J. Whiteman | Horse or vehicle | 4 | 3 | (from Jan. 1, 1885) | 25 00 |
| L-Original and Railway Station | Lee & Seguin | Optional | 3 | 12 | do | 301 50 |
| Lorimer Lake and Waubamick | F. R. Ferris | do | 8 | 1 | (from March 1, 1885) | 5 00 |
| Lorville and Railway Station | T. Morison | do | 1 | 12 | do | 60 00 |
| Lowbanks and Boulton Ditch Crossing | I. Michener | do | 4 | 6 | do | 80 00 |
| Lowville and Milton | H. McDavid | Horse or vehicle | 7 | 6 | do | 200 00 |
| Lucan and McGilivray | J. Hodgins | Vehicle | 3 | 18 | do | 374 40 |
| Lucknow and Railway Station | W. Mellis | Optional | 4 | 36 | do | 375 60 |
| Luther and Peepsabun | W. Osbourne | do | 4 | 2 | (to Sept. 30, 1884) | 22 50 |
| do | do | do | 4 | 2 | from do | 25 00 |
| Luther and Railway Station | J. Robinson | do | 1 | 12 | do | 45 00 |
| Luther and Tarbert | W. Osbourne | Horse or vehicle | 4½ | 2 | (to Sept. 30, 1884) | 22 50 |
| do | do | do | 4½ | 2 | from do | 25 00 |
| Lyn and Railway Station | G. Buell | Optional | 1 | 6 | (to June 30, 1884) | 15 80 |
| do | A. Kendrick | do | 1 | 2 | from do | 47 00 |
| Lyn and Union Spring | A. Booth | do | 3½ | 6 | do | 50 00 |
| Lynch Lake and Sundridge | A. Menzies | do | 6 | 1 | (to Dec. 31, 1884) | 6 63 |
| Lynchville and Seeley's Bay | W. D. Withere | Horse or vehicle | 8 | 3 | do | 168 00 |
| Lynchurst and Silver Hill | O. Jones | Optional | 6½ | 1 | (to April 30, 1884) | 8 32 |
| Lynedoch and Wycombe | J. Cattle | do | 3½ | 2 | do | 35 00 |
| Lynn Valley and Railway Station | E. Edmunds | do | 2 | 12 | do | 25 00 |
| Lynnville and Railway Station | A. L. Wilson | do | 2½ | 6 | do | 90 77 |
| McCreedy and Newbury | G. Leach | Horse or vehicle | 5 | 2 | do | 60 00 |
| McGregor and Railway Station | D. Sicklesteel | Optional | 1 | 12 | do | 50 03 |

| Location | Name | Vehicle | Age | Class | Term | Amount |
|--|--------------------|------------------|-------|-------|------|--------|
| McIntosh Mills and Mallorytown | J. M. Clow | Vehicle | 8 | 3 | do | 67 50 |
| McIntyre and Flesheron Road | D. C. McFarlane | do | 11 | 6 | do | 70 00 |
| Maberly and Oso Station | J. Armstrong | Horse or vehicle | 9 | 2 | do | 15 60 |
| do | J. Morrow | do | 9 | 2 | do | 60 00 |
| do | do | do | 1 | 3 | do | 16 68 |
| Mackey's Mills and Railway Station | W. Mackey | Optional | 1 | 6 | do | 6 67 |
| do | do | do | 1 | 12 | do | 43 84 |
| Mackey's Station and Railway Station | J. Dunlap | do | 8 | 3 | do | 180 00 |
| Mackey's Station, Rapides des Joachims and Railway Station | M. McPhee | Horse or vehicle | 14 | 6 | do | 55 00 |
| Macville and Railway Station | O. McLean | Vehicle | 14 | 12 | do | 200 00 |
| Macoc and Marmora | E. McWilliams | do | 31 | 3 | do | 62 60 |
| Madoc and Railway Station | S. Barnum | Horse or vehicle | 34 | 3 | do | 375 00 |
| Madoc and Thonet | R. Simmons | Optional | 8 | 3 | do | 60 00 |
| Magretawan and Nipissing | T. Carr, jun | do | 8 | 1 | do | 52 00 |
| Magretawan and Pearceley | T. G. Pearce | Vehicle | 34 | 3 | do | 449 00 |
| Magretawan and Rosseau | A. Best | do | 12 | 12 | do | 125 20 |
| Maldstone and Railway Station | T. Moran | do | 4 | 3 | do | 48 75 |
| Malakoff and North Gower | H. Good | Optional | 4 | 3 | do | 16 25 |
| do | A. Johnston | do | 4 | 3 | do | 57 20 |
| Mallorytown and Rockfield | J. Nunn, jun | Horse or vehicle | 11 | 3 | do | 199 00 |
| Mallorytown and Rockport | W. Sandres | do | 13 | 2 | do | 105 00 |
| Malone and Marmora | G. Richardson | do | 4 | 6 | do | 170 00 |
| Malts and Severn Bridge | T. White | Optional | 12 | 6 | do | 50 00 |
| Malton and Sandhill | J. Foster | Vehicle | 12 | 6 | do | 160 50 |
| do | S. Seales | Horse or vehicle | 23 r. | 6 | do | 320 00 |
| Malvern and Scarborough Junction | J. Gibson | do | 1 | 13 | do | 108 00 |
| Manchester and Railway Station | J. Amsbury | do | 5 | 3 | do | 132 60 |
| Mandamin and Vynar | I. Gates | Optional | 2 | 12 | do | 250 00 |
| Manila and Railway Station | E. Harper | do | 34 | 2 | do | 344 25 |
| Manitowaning and Providence Bay | J. Riddell | do | 37 | 6 | do | 122 67 |
| Manotick and Manotick Station | W. Hicks | do | 14 r. | 6 | do | 50 00 |
| Mansewood and Railway Station | A. Wooding | do | 18 | 6 | do | 12 99 |
| Manver's Station and Railway Station | W. Johnston | do | 10 | 6 | do | 219 00 |
| Maple and Purpleville | J. Rupert | On foot | 10 | 1 | do | 96 00 |
| Maple and Railway Station | J. Hood | do | 18 | 12 | do | 30 00 |
| Maple Island and Whitestone | G. Montgomery | Optional | 5 | 1 | do | 80 00 |
| Maple Lake and Minden | J. Melville | Horse or vehicle | 5 | 1 | do | 1 34 |
| Mar and Red Bay | J. McFarlane | Vehicle | 8 | 2 | do | 52 88 |
| do | do | do | 1 | 24 | do | 100 00 |
| Markdale and Railway Station | W. A. Brown | Optional | 8 | 3 | do | 94 50 |
| Markdale and Traverson | T. Edwards | do | 8 | 3 | do | 29 75 |
| do | E. Darcey | do | 24 | 3 | do | 25 00 |
| Markham and Milnesville | J. Gregory | Horse or vehicle | 24 | 3 | do | 0 40 |
| do | F. G. Percy | do | 24 | 6 | do | 25 00 |
| do | W. G. Woodruff | Optional | 13 | 24 | do | 78 00 |
| Markham and Railway Station | F. G. Percy | do | 13 | 1 | do | 20 00 |
| do | do | do | 13 | 1 | do | 48 75 |
| Markham and Tenby Bay | J. Watson | do | 21 | 3 | do | 100 00 |
| do | B. P. Fuller, jun. | do | 21 | 3 | do | 100 00 |
| Marmora and Norwood | J. Vosburg | Horse or vehicle | 21 | 3 | do | 100 00 |

REPORT No. 2, A--Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-------------------------|-----------------------|--------------------|------------------------|--|---------|
| | | | | | | \$ cis. |
| Marmora and Stirling..... | N. McWilliams.... | Vehicle | 16 | 6 | 9 months (to Dec. 31, 1884)..... | 165 00 |
| do | do | do | 16 | 6 | do from do | 100 00 |
| Marmora and Wexton..... | D. H. Vansickle.... | do | 7 | 1 | do | 50 00 |
| Marshallville and Railway Station..... | W. McOuet | Optional..... | 3 | 6 | (to Dec. 31, 1884)..... | 93 75 |
| do | do | do | 3½ | 6 | do from do | 32 50 |
| Marvelville and Russell..... | J. Pushman | do | 4 | 6 | do | 75 00 |
| Matawa and Railway Station..... | E. J. Smith | do | 1 | 18 | do | 200 00 |
| Maxville and Railway Station..... | P. McLeod | do | 1 | 6 | do | 25 00 |
| Maxville and St. Isidore de Prescott..... | L. Verma | Horse or vehicle..... | 7 | 6 | do | 200 00 |
| Maxville and Wareham..... | J. M. Burk..... | Optional..... | 5 | 2 | do | 32 50 |
| do | do | do | 5 | 2 | do | 37 50 |
| Maynooth and Monteaagle Valley..... | P. J. Green..... | do | 16 | 1 | do from do | 99 37 |
| Maynooth and Rathburn Station..... | W. Jarman | do | 31 | 3 | 15 dys. (to Mar. 15, '85)..... | 172 50 |
| Maynooth and Thanet..... | do | Horse or vehicle..... | 36 | 3 | (from Jan. 1, 1885)..... | 600 00 |
| Meadowdale and Railway Station..... | C. W. Switzer..... | Optional..... | 3 | 9 | (to Dec. 31, 1884)..... | 118 91 |
| Meaford and Owen Sound..... | C. Gibbons | Horse or vehicle..... | 20 | 12 | do | 37 50 |
| do | Cameron & Leavens..... | do | 20 | 6 | (to June 30, 1884)..... | 112 50 |
| Meaford and Railway Station..... | S. Paul | Optional..... | 19 | 12 | do from do | 50 00 |
| do | do | do | 19 | 24 | (to Jan. 31, 1885)..... | 16 85 |
| Meaford and Walter's Falls..... | J. H. Deleeve..... | Horse or vehicle..... | 22 | 2 | do from do | 100 00 |
| do | do | do | 12 | 2 | do | 92 00 |
| Meconoma and Uplands..... | W. Adams..... | Optional..... | 12 | 6 | do | 68 64 |
| Melancton and Railway Station..... | J. Brown | do | 18 | 6 | do | 77 50 |
| Meldrum Bay and Silver Water..... | L. Kemp | do | 18 | 1 | 25 dys. (to Nov. 25, '84)..... | 30 00 |
| Melville Cross and Railway Station..... | H. Scott..... | do | 9 | 6 | do | 50 00 |
| Menie and Rylstone..... | J. Mine | do | 8 | 1 | do | 84 00 |
| Merivale and Ottawa..... | E. B. Hopper..... | do | 8 | 3 | do | 300 00 |
| Merrickville and Irish Creek Station..... | D. Crozier..... | Horse or vehicle..... | 9 | 6 | do | 75 00 |
| Merritt and Varney..... | J. Wilson | do | 5 | 2 | do | 50 00 |
| Michigan River and Michipicoten Island..... | E. W. Bell..... | Optional..... | 50 | 2 | Balance of season 1883-84..... | 475 00 |
| Michipicoten River and Sault Ste. Marie..... | do | do | 160 | 1 | Part of seasons 1883-84 & 1884-85..... | 10 00 |
| Midland and Railway Station..... | T. B. J. Gladstone..... | On foot..... | 3 | 12 | 2 months (to May 31, 1884)..... | 100 00 |
| do | do | do | 3 | 24 | do from do | 119 48 |
| Midland and Penetanguishene Station..... | J. M. Smith..... | do | 6 | 6 | do | 123 00 |
| Middlemis and Wendigo..... | J. Greaves..... | Vehicle | 3 | 6 | do | |
| | | Horse or vehicle..... | | | | |

| Station | Person | Vehicle | Days | Period | Amount |
|--|--------------------------------|------------------|------|---------------------------|--------|
| do | J. Diebold | Optional | 12 | (to June 30, 1884) | 12 50 |
| do | G. Herring | do | 12 | (to Sept. 30, 1884) | 12 50 |
| do | do | do | 12 | from do | 40 00 |
| Millford and Picton | D. Welbanks | Horse or vehicle | 6 | do | 174 00 |
| Millford and Point Travers | G. Ferguson | do | 2 | do | 275 00 |
| Millbank Station and Morningdale Mills | J. Dillabough | Optional | 2 | do | 70 00 |
| Mill Brook and Street Letter Box | W. Williams | do | 6 | do | 50 00 |
| Mill Brook and Mount Pleasant | J. Armstrong | do | 6 | do | 263 00 |
| Mill Brook and Railway Station | W. Nugent, sen | Foot or vehicle | 86 | (to Dec. 31, 1884) | 263 11 |
| do | do | do | 30 | from do | 70 31 |
| Milleroches Station | W. M. Tait | Optional | 12 | do | 120 00 |
| Milton and Railway Stations | J. McIntosh | Foot or vehicle | 12 | do | 131 94 |
| Milverton and Railway Station | W. H. Dorland | Optional | 12 | do | 134 80 |
| Milverton Station and Topping | E. Taylor | Horse or vehicle | 6 | do | 235 00 |
| Mindemoya and Tekkumbah | D. Cowan | Optional | 1 | do | 182 00 |
| Mining and Railway Station | B. Tracy | do | 6 | do | 120 00 |
| Mining and Russellton | J. Campbell | do | 3 | do | 80 00 |
| Mitchell's Bay and Oungah | W. W. Hicks | Horse or vehicle | 24 | do | 100 16 |
| Moirs and Plainfield | J. Thorn | Optional | 2 | do | 104 00 |
| Molite and Neustadt | W. H. Dean | Horse or vehicle | 3 | do | 95 00 |
| Money more and Roslin | C. Laug | Optional | 3 | do | 30 00 |
| Mono Centre, Orangeville and Whittington | J. Thompson | do | 1 | do | 60 00 |
| Mono Mills and Mono Road Station | T. Sanderson | Horse or vehicle | 3 | do | 488 48 |
| do | T. Bird | Vehicle | 9 | do | 289 72 |
| Mono Road Station and Railway Station | J. Stinson | Horse or vehicle | 3 | do | 210 00 |
| do | J. Judge | Optional | 6 | do | 4 00 |
| do | E. Holborn | Horse or vehicle | 2 | do | 75 00 |
| do | A. Weistead | Optional | 12 | do | 104 00 |
| do | H. Maudsley | do | 5 | do | 60 00 |
| do | T. Sear | do | 7 | do | 37 50 |
| do | T. D. Stark | do | 3 | (from Jan. 1, 1885) | 493 00 |
| do | Moose Creek and Moulinette | do | 6 | do | 398 00 |
| do | Morewood and Railway Station | Vehicle | 6 | do | 83 50 |
| do | Morpeth and Thamesville | do | 6 | (to Sept. 30, 1884) | 124 50 |
| do | do | do | 6 | from do | 78 25 |
| Morrisburg and Waddington, U.S. | R. S. Walters | Optional | 6 | do | 234 75 |
| Morrisburg and West Winchester | W. J. Murphy & Co | Vehicle | 6 | (to June 30, 1884) | 6 66 |
| do | J. Boyd | do | 2 | from do | 50 00 |
| do | Holmes & Drew | do | 12 | do | 130 00 |
| do | J. I. Hobson | do | 10 | do | 120 00 |
| do | do | do | 2 | do | 190 00 |
| do | W. Roger | Horse or vehicle | 12 | do | 18 50 |
| do | H. Swerbrick | do | 2 | do | 86 00 |
| do | P. Reynolds | Optional | 12 | (from Jan. 1, 1885) | 178 44 |
| do | J. Mason | do | 3 | do | 28 91 |
| do | L. Coyne | Vehicle | 12 | do | 200 00 |
| do | Mount St. Patrick and Shamrock | Horse or vehicle | 13 | do | 1 00 |
| do | J. Brady | do | 4 | 10 days (to Aug. 10, '84) | 36 00 |
| do | A. Ardley | Vehicle | 6 | do | 70 00 |
| do | N. Watson | Optional | 12 | do | |
| do | A. McGregor | do | 12 | do | |
| do | J. McLean | do | 4 | do | |

REPORT No. 2, A—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | | \$ cts |
| Murray and Railway Station..... | R. Corrigan..... | Optional..... | 1 | 12 | 2 months 24 dys(from Jan. 8, '85) | 25 56 |
| Muskoka Mills and Railton..... | W. Botting..... | Horse or vehicle | 47 | 6 | do | 96 00 |
| Muskoka Mills and Penetanguishene..... | A. H. Campbell..... | Optional..... | 20 | 1 | do | 200 00 |
| Muskegon and Poole..... | A. Burgmann..... | Horse or vehicle | 3 | 12 | do | 25 00 |
| Myrtle and Railway Station..... | W. R. Derby..... | Optional..... | 4 | 12 | do | 18 07 |
| do | do | do | 4 | 7 | 10 dys. (to Aug. 10, '84) | 51 08 |
| do | do | do | 4 | 7 | 21 dys. from do | 8 33 |
| Nantye and Catching Post..... | S. Spillett..... | do | 3 | 5 | do (from Nov. 1, 1884) | 80 00 |
| Napanee and Switzerville..... | P. E. R. Miller..... | Horse or vehicle | 6 | 3 | do | 145 83 |
| Napanee and Tamworth..... | H. Finkle..... | Vehicle..... | 22 | 6 | do (to Oct. 31, 1884) | 49 40 |
| Napanee and Plainfield..... | H. Alford..... | Optional..... | 13 | 1 | do | 288 50 |
| Napier and Strathroy..... | T. Knight..... | do | 11 | 6 | do (to Dec. 31, 1884) | 86 75 |
| do | J. Sheahan..... | do | 11 | 6 | do from do | 70 00 |
| do | A. H. Oline..... | do | 135 yds. | 12 | do (to Dec. 31, 1884) | 9 37 |
| Nelles' Corners and Railway Station..... | G. Vogt..... | do | 5 | 2 | do (to June 30, 1884) | 36 06 |
| Newstadt and Railway Station..... | H. Joynt..... | do | 5 | 2 | do from do | 180 00 |
| Newboync and Portland..... | do | do | 5 | 2 | do | 60 00 |
| Newbury and Wardsville..... | D. W. Frickelton..... | Vehicle..... | 3 | 6 | do | 65 00 |
| Newcastle and Orono..... | J. Hallett..... | Optional..... | 44 | 6 | do | 160 00 |
| New Dublin and Railway Station..... | J. A. Brown..... | Vehicle..... | 27 | 3 | do | 160 00 |
| New Edinburgh and Ottawa..... | J. W. Proctor..... | do | 14 | 18 | do | 24 00 |
| Newholm and Port Sydney..... | D. Ferguson..... | do | 6 | 1 | do | 35 00 |
| New Lowell and Railway Station..... | A. Christie..... | do | 47 | 3 | do | 24 00 |
| New Market and Pine Orchard..... | C. Ganton..... | do | 47 | 3 | do | 100 00 |
| Newmarket and Railway Station..... | J. Bogart..... | Horse or vehicle | 22 | 24 | do | 139 00 |
| Newmarket and Sutton West..... | W. Armstrong..... | Vehicle..... | 3 | 6 | do (from Jan. 1, 1886) | 223 00 |
| Newry and Railway Station..... | J. McNeelands..... | Optional..... | 1 | 6 | do | 50 00 |
| New Sarum and Railway Station..... | G. W. Cloes..... | Horse or vehicle | 7 | 12 | do (from June 1, 1884) | 130 00 |
| Newton and Trabe..... | do | do | 10 | 6 | do (to May 31, 1884) | 31 50 |
| Niagara and Niagara Falls..... | A. Harvey..... | do | 16 | 3 | do | 130 00 |
| Niagara and Railway Station..... | W. J. Sheppard..... | Vehicle..... | 4 | 6 | do | 525 00 |
| Niagara and St. Catharines..... | R. Warren..... | Horse or vehicle. | 4 | 12 | do | 60 00 |
| Niagara Falls and Railway Station..... | J. Bishop..... | do | 12 | 6 | do | 284 00 |
| Niagara Falls and Suspension Bridge, U.S..... | W. W. Woodruff..... | Optional..... | 1 | 12 | do | 52 00 |
| do | do | do | 2 | 6 | do | 84 00 |

| | | | | | | |
|--|-------------------|-------------------|----------|---------|----|--------|
| Misping and Powassan | J. Clark | do | 8 | 3 | 12 | 123 00 |
| Nithburg and Shakespear | W. Kumpf | Horse or vehicle. | 8 | 3 | 12 | 195 00 |
| Nixon and Railway Station | J. Baister. | Optional | 2 | 6 | 2 | 14 00 |
| do | do | do | 300 yds. | 12 | 10 | 41 60 |
| Normandale and Victoria | S. Otley | Vehicle | 4 | 3 | 12 | 70 00 |
| North Bay and Railway Station | J. M. Ferguson | Optional | 1 | 3 | 1 | 1 25 |
| do | do | do | 1 | 3 | 9 | 11 25 |
| do | W. McDonald | do | 1 | 6 | 2 | 5 00 |
| do | do | do | 2 | 12 | 12 | 80 30 |
| North Bruce and Queen Hill | D. McKinnon. | do | 2 | 12 | 12 | 30 00 |
| North Buxton and Railway Station | A. McPhee. | do | 1 | 2 | 6 | 27 00 |
| Northcoote and Renfrew | A. Froad. | Vehicle. | 9 | 2 | 6 | 49 50 |
| do | do | do | 9 | 2 | 6 | 21 00 |
| North Gower and Osgoode Station | J. Wright | do | 9 | 6 | 12 | 216 03 |
| North Keppel and Owen Sound | G. W. David. | Horse or vehicle. | 8 | 6 | 12 | 303 33 |
| North Valley and Oznabruck Centre | J. A. Dunbar. | Foot or vehicle. | 19 | 3 | 12 | 60 00 |
| North Williamsburg and Strader's Hill | W. C. Strader | Optional | 4 | 3 | 12 | 2 17 |
| Norwich and Railway Station | G. Chiswell. | do | 5 | 1 | 1 | 137 00 |
| Norwood and Peterboro' | F. Vosburg. | do | 1 | 12 | 12 | 63 50 |
| Norwood and Midland Railway Station | E. Gould. | Vehicle | 6 | 3 | 6 | 58 33 |
| do | do | do | 20 | 12 | 7 | 83 33 |
| do | M. McGregor. | Optional. | 6 | 12 | 4 | 24 60 |
| Norwood and O. & Q. Railway Station | E. Gould. | do | 1 | 12 | 5 | 23 10 |
| do | do | do | 1 | 3 | 3 | 17 50 |
| Norwood and Round Lake | H. Gerow. | Horse or vehicle. | 15 | 1 | 9 | 60 00 |
| do | do | do | 15 | 3 | 10 | 33 33 |
| Nosbonsing and Railway Station | M. Scott. | Optional. | 1 | 6 | 2 | 15 34 |
| do | do | do | 1 | 8 | 2 | 90 00 |
| Nottawa and Railway Station | W. Edwards. | Vehicle. | 1 | 12 | 12 | 374 00 |
| Oakland and Winham Centre, &c. | T. W. Shovelear. | Horse or vehicle. | 13 | 6 | 12 | 235 90 |
| Oakville and Trafalgar | E. Hillmer | Optional. | 4 | 12 | 12 | 93 60 |
| Oakwood and Railway Station | W. H. McLauchlin. | do | 2 | 12 | 12 | 125 00 |
| Odessa and Violet | W. H. Perry. | do | 6 | 6 | 12 | 200 00 |
| Odessa and Wilton | A. J. Babcock | do | 3 | 12 | 12 | 115 00 |
| Ohsweken and Tuscarora | S. A. McKelvey | Vehicle. | 3 | 3 | 12 | 6 24 |
| Oil City and Railway Station | J. Keating | do | 1 | 2 | 12 | 75 00 |
| Oil City and Wheeler | J. Gallaway | Optional. | 1 | 6 | 5 | 114 68 |
| Oil City, Railway Station and Oil Springs | J. Keating | do | 2 | 12 | 7 | 213 54 |
| do | do | do | 4 | 12 | 7 | 100 00 |
| Old Castle and Railway Station | M. McCarthy | Horse or vehicle. | 4 | 3 | 12 | 100 00 |
| Oliver and Thorndale | J. G. McLeod. | Optional. | 6 | 2 | 12 | 256 80 |
| Onenice and Railway Station | R. Grandy | do | 1 | 24 | 12 | 100 16 |
| Ononda and Railway Station | J. A. Munny | do | 1 | 6 | 12 | 109 55 |
| Onondago and Railway Station | L. Buckwell | do | 1 | 6 | 12 | 243 24 |
| Orangeville and Railway Station | R. Mann | do | 1 | 12 | 24 | 38 09 |
| Orangeville and Vassar | J. C. Reid. | do | 1 | 2 | 12 | 23 33 |
| Oranmore and Spence | H. Nelson | do | 5 | 2 | 4 | 30 00 |
| Orillia, Midland Ry. and Muskoka Branch Ry | S. McElroy. | Horse or vehicle. | 1 | 12 | 3 | 14 82 |
| Orillia and Midland Railway Station | W. Jackson. | do | 1 | 24 | 9 | 89 30 |
| do | do | do | 1 | As req. | 3 | |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|---------------------|--------------------|------------------------|-------------------------------------|----------|
| | | | | | | \$ cts. |
| Orillia and Northern Railway Station..... | J. Harvie..... | Horse or vehicle. | 1 | 12 | 12 months..... | 176 00 |
| Orillia and Sebright..... | J. Dunn..... | do | 16 | 6 | 12 do | 262 50 |
| Orillia and Warminster..... | A. B. McKeulen..... | Optional..... | 7 1/2 | 6 | (to Dec. 31, 1884)..... | 120 00 |
| do | W. Moffat..... | do | 8 1/2 | 6 | do | 67 50 |
| Orleans and Ottawa..... | H. Dupuis..... | Horse or vehicle. | 12 1/2 | 6 | do | 280 00 |
| Oro Station and Railway Station..... | J. Whiting..... | Optional..... | 1 | 6 | (to Sept. 30, 1884)..... | 25 00 |
| do | A. Douglas..... | do | 1 | 6 | do | 27 50 |
| Orton and Railway Station..... | W. Mooney..... | do | 12 | 12 | do | 50 00 |
| Orwell and Railway Station..... | F. W. Smith..... | do | 1 | 12 | (to Dec. 31, 1884)..... | 52 50 |
| do | F. Sutherland..... | do | 1 | 12 | do | 30 00 |
| do | R. B. Childerhose..... | do | 8 | 2 | do | 75 00 |
| Oscolela and Stafford..... | J. Drew..... | Vehicle..... | 22 | 6 | do | 30 00 |
| Osgoode Station and Russell..... | J. Buckels..... | Optional..... | 40 yds. | 18 | do | 525 00 |
| Osgoode Station and Railway Station..... | J. Boyd..... | Vehicle..... | 22 | 6 | do | 8 88 |
| Osgoode Station and West Winchester..... | J. Holmes..... | do | 22 | 6 | (to Sept. 30, 1884)..... | 250 00 |
| do | W. H. Thomas..... | do | 9 | 6 | do | 250 00 |
| Oshawa and Raglan..... | J. Rudd..... | do | 31 r. l. | 6 | do | 290 00 |
| Ossian and Sarnia..... | E. Batterton..... | do | 1 | 3 | do | 300 00 |
| Ottawa and Post Office Department..... | B. D'Arpentigny..... | do | 1 | 6 | do | 379 50 |
| Ottawa and C. A. and O. P. Railway Stations..... | | do | | As req. | (to Feb. 28, 1885; and extra trips) | 713 40 |
| Ottawa and Railway Station..... | F. McKenna..... | do | 1 | As req. | do | 2,128 26 |
| Ottawa and Exhibition Grounds..... | W. Goodwin..... | Optional..... | | 6 | Special trips..... | 568 00 |
| Ottawa and Richmond..... | H. Reilly..... | Stage..... | 20 | 6 | do | 60 00 |
| Otterville and Railway Station..... | F. Mitchell..... | Vehicle..... | 11 | 12 | 12 months..... | 38 33 |
| Oungah and Wallaceburg..... | J. B. McDonell..... | do | 11 | 3 | do | 333 33 |
| do | do | do | 11 | 6 | (to May 31, 1884)..... | 60 00 |
| Oorton and Robin..... | W. M. Paul..... | Horse or vehicle. | 3 1/2 | 2 | do | 60 00 |
| Owen Sound and Railway Station..... | E. Paterson..... | Optional..... | 1 | 24 | (to June 30, 1884)..... | 46 96 |
| do | W. M. Matthew..... | do | 1 | 24 | do | 187 50 |
| Owen Sound and Street Letter Boxes..... | J. Park..... | do | 1 1/2 | 18 | do | 45 50 |
| do | do | do | 2 | 18 | do | 133 20 |
| Oxenden and Wiarton..... | J. Crandon..... | Horse or vehicle. | 3 | 6 | 18 dys. from do | 42 00 |
| do | do | do | 3 | 6 | (to Sept. 30, 1884)..... | 60 00 |
| Oxford Station and Railway Station..... | G. L. Cook..... | Optional..... | 1 | 3 | do | 28 08 |

| | | | | | | |
|--|---------------------|-------------------|---------|-----------------------------------|----|------|
| Paisley and Railway Station..... | R. Crnickhank..... | do | 24 | 12 | do | 115 |
| Paisley and Vests..... | do | do | 6 | 12 | do | 390 |
| Pakenham and Paumotu..... | G. McClinton..... | Horse or vehicle. | 6 | 12 | do | 279 |
| Pakenham and Railway Station..... | R. Clark..... | Optional..... | 30 | 12 | do | 166 |
| Palmer Rapids and Rockingham..... | J. Martin..... | do | 1 | 12 | do | 59 |
| Palmer Rapids and Wingle..... | J. Wingle..... | do | 1 | 12 | do | 45 |
| Palmerston and Railway Station..... | J. Taggart..... | do | 26 | 12 | do | 177 |
| Paris and Railway Station..... | J. Robinson..... | Vehicle | As req. | 9 | do | 235 |
| do | C. Nevill..... | do | 30 | 3 | do | 69 |
| Parkdale and Railway Station..... | T. Coles..... | Optional..... | 24 | 12 | do | 90 |
| Park Head and Railway Station..... | W. Simpson..... | do | 6 | 6 | do | 20 |
| do | F. Pattison..... | do | 6 | 6 | do | 20 |
| Parkhill and Railway Station..... | J. Donley..... | do | 6 | 12 | do | 49 |
| Parkhill and Strathroy..... | do | do | 3 | 6 | do | 390 |
| Parry Sound and Port Cockburn..... | J. T. Harvie..... | do | 6 | 12 | do | 289 |
| Parry Sound and Roseau..... | D. Couitts..... | Vehicle | 18 | 6 | do | 308 |
| Patillo and Railway Station..... | J. Service..... | Horse or vehicle. | 6 | 6 | do | 70 |
| Peebles and Salford..... | M. Belaire..... | Vehicle | 6 | 12 months..... | | 25 |
| Pembroke and Railway Station..... | J. Ohabot..... | Optional..... | 6 & 24 | 12 | do | 60 |
| Pendleton and Railway Station..... | E. McDonald..... | do | 12 | 12 | do | 300 |
| Penetangshene and Railway Station..... | J. Dobson..... | do | 6 | 12 | do | 400 |
| Penville and Tottenham..... | J. Irwin..... | do | 2 | 12 | do | 74 |
| Perch Station and Railway Station..... | J. Gallagher..... | Horse or vehicle. | 6 | 6 | do | 172 |
| Perin and Rosemont..... | J. J. Morrow..... | do | 6 | 6 | do | 20 |
| do | J. D. Perrin..... | Optional..... | 2 | 9 | do | 88 |
| Perrin and Railway Station..... | J. J. Allan..... | Vehicle | 18 | 12 | do | 94 |
| Perth and Railway Station..... | M. Stanley..... | Horse or vehicle. | 1 | 6 | do | 280 |
| Perth and Stanleyville..... | do | do | 1 | 6 | do | 29 |
| do | W. Devlin..... | do | 1 | 12 | do | 78 |
| Perth and Tennyson..... | A. Hoben..... | Vehicle | 2 | 12 | do | 194 |
| Perth and Westport..... | S. Devine..... | Optional..... | 2 | 12 | do | 60 |
| Petsawya and Railway Station..... | J. Butler..... | Vehicle | 54 & 60 | 12 | do | 512 |
| Peterboro' and Railway Station..... | P. Kennedy..... | Horse or vehicle. | 6 | 12 | do | 24 |
| Peterboro' and Warsaw..... | G. Nadiger..... | do | 6 | 12 | do | 276 |
| Petersburg and Roseville..... | J. Raiser..... | do | 6 | 12 | do | 385 |
| Petersburg and St. Agatha..... | P. Barclay..... | Optional..... | 12 | 1 | do | 125 |
| Petrolca and Railway Station..... | do | do | 24 | 10 | do | 6 |
| do | J. Wilson..... | do | 2 | 7 | do | 6 59 |
| Petrolca and Wilsoncroft..... | D. Gallagher..... | Horse or vehicle. | 3 | 12 | do | 43 |
| Phelpton and Vigo..... | N. Flanagan..... | Optional..... | 2 | 17 days (to April 17, 1884) | | 90 |
| Pic and Port Arthur..... | W. Rutan..... | do | 12 | 2 mos. 24 dys. (from Jan. 8, '85) | | 208 |
| Picton and Railway Station..... | G. A. Harrison..... | Vehicle | 6 | 3 months (to June, 30, 1884) | | 65 |
| Picton and Solmesville..... | H. Goodwin..... | do | 6 | 9 | do | 116 |
| do | J. Hicks..... | Horse or vehicle | 2 | 12 | do | 281 |
| Picketon and West Lake..... | E. Nautais..... | Optional..... | 2 | 12 | do | 94 |
| Pike Creek and Tricum. ch..... | J. Somberger..... | do | 2 | 3 | do | 40 |
| Pinedale and Wick..... | H. Ferguson..... | do | 2 | 3 | do | 18 |
| do | do | do | 2 | 9 | do | 75 |
| Pine Grove and Woodbridge..... | R. Haslam..... | do | 6 | 12 | do | 48 |
| | | | | | | 75 |
| | | | | | | 50 |

REPORT No. 2, A.—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|--------------------|------------------------|--|----------|
| | | | | | | \$ cts. |
| Pinkerton and Railway Station..... | S. A. King..... | Horse or vehicle. | 2 | 6 | 6 months (to Sept. 30, 1884)..... | 40 00 |
| do do | do | do | 2 | 6 | do from do | 60 00 |
| Point Alexander and Railway Station..... | F. Armstrong..... | Optional..... | 6 | 3 | do | 78 00 |
| Pointe aux Pins and Sault Ste. Marie..... | H. Wood..... | Horse or vehicle. | 9 | 1 | do | 55 00 |
| Point Edward and Sarnia..... | T. Symington..... | Vehicles..... | 2 | 6 | do | 186 60 |
| Point Marnaise and Sault Ste. Marie..... | W. W. Stuart..... | Optional..... | 60 | 1 | do (and arrears)..... | 1,000 00 |
| Pomona and Priceville..... | W. H. Arrowsmith..... | Horse or vehicle. | 5 | 2 | do (to Dec. 31, 1884)..... | 33 75 |
| do do | do | do | 5 | 2 | do from do | 17 50 |
| Pond Mills and Wilton Grove..... | E. Ings..... | Optional..... | 3 | 3 | do (to Dec. 31, 1884)..... | 33 75 |
| do do | do | do | 3 | 3 | do from do | 11 25 |
| SPontypool and Railway Station..... | J. Gilmore..... | do | 3 | 6 | do 21 dys. (to Dec. 31, '84)..... | 12 30 |
| do do | G. P. Bidger..... | do | 3 | 6 | do from do | 10 00 |
| Poplar Grove and Rydal Bank..... | T. H. Williamson..... | do | 13 | 1 | do (from Dec. 1, 1884)..... | 34 66 |
| Portage du Fort and Ross..... | W. R. Smyth..... | do | 3 | 3 | do | 70 00 |
| Port Arthur and Railway Station..... | M. McLaren..... | Horse or vehicle. | 3 | 3 | do | 100 50 |
| do do | F. Jones..... | Optional..... | 3 | 12 | do | 8 75 |
| do do | do | do | 3 | 6 | do 11 dys. (to May 11, '84)..... | 109 50 |
| do do | do | do | 3 | 7 | do 20 dys. (to Dec. 31, '84)..... | 49 75 |
| Port Arthur and Silver Islet..... | J. Livingstone..... | do | 25 & 50 | 6 | do from do | 285 00 |
| Port Burwell and Port Rowan..... | E. E. Gray..... | do | 18 | 2 | Part of seasons 1883-84 & 1884-85..... | 425 00 |
| Port Cockburn and Trout Lake..... | H. Fraser..... | Vehicle..... | 4 | 6 | 12 months..... | 25 00 |
| Port Colborne and Railway Stations..... | W. Lewis..... | Optional..... | 4 | 2 | Part of seasons 1883-84 & 1884-85..... | 148 86 |
| Port Dalhousie and Railway Station..... | F. W. Smith..... | do | 1 | 24 | do | 120 00 |
| Port Dover and Railway Stations..... | P. P. Newell..... | On foot..... | 1 & 1 1/2 | 6 & 12 | do (to Dec. 31, 1884)..... | 68 08 |
| do do | B. Evans..... | do | 3 & 4 | 6 & 12 | do from do | 20 00 |
| Port Elgin and Railway Station..... | M. F. Eby..... | Optional..... | 16 | 24 | do | 120 00 |
| Port Elgin and Tara..... | G. H. Tomlinson..... | do | 16 | 6 | do | 394 00 |
| Port Finlay and Richard's Landing..... | M. McLennan..... | do | 6 | 2 | Season, 1884..... | 18 00 |
| Port Franks and Theford..... | A. Kimmerly..... | do | 6 | 3 | do | 23 50 |
| do do | do | do | 6 | 3 | 3 months (to June 30, 1884)..... | 93 75 |
| Port Hope and Railway Station..... | O. R. Adamson..... | Vehicle..... | 3 | 12 | do from do | 270 00 |
| Port Hope and Street Letter Boxes..... | J. Caldwell..... | Optional..... | 3 | 36 | do (to Dec. 31, 1884)..... | 131 25 |
| do do | do | do | 4 1/2 | As req. | do from do | 50 00 |
| Port Maitland and Stromness..... | H. Siddall..... | do | 2 | 3 | do (to Sept. 30, 1884)..... | 30 00 |
| do do | do | do | 2 | 3 | do from do | 35 00 |
| Port Perry and Railway Station..... | J. Cook..... | Vehicle..... | 1 | 13 | do (to Aug. 31, 1884)..... | 39 58 |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|-----------------------|--------------------|------------------------|---------------------------------------|---------|
| | | | | | | \$ cts. |
| Richwood and Railway Station..... | W. Taylor..... | Optional..... | 1/2 | 6 | 12 months..... | 78 25 |
| Ridgetown and Railway Station..... | L. S. Hancock..... | Vehicle..... | 1 | 18 | do..... | 150 24 |
| Ridgway and Railway Station..... | R. Disher..... | On foot..... | 1/2 | 12 | do..... | 100 00 |
| Ridgway and Welland..... | I. Teal..... | Vehicle..... | 18 | 3 | do..... | 267 00 |
| Ripley and Railway Station..... | P. D. McInnes..... | Optional..... | 1/2 | 12 | do..... | 84 00 |
| Ripley and Verdun..... | S. Irwin..... | Vehicle..... | 1/2 | 2 | do..... | 25 00 |
| Riverside Junction and Railway Station..... | J. Graham..... | Optional..... | 1/2 | 9 | (from Oct. 1, 1884)..... | 39 00 |
| Riverview and Railway Station..... | S. Carey..... | do —..... | 3 1/2 | 2 | (to Dec. 31, 1884)..... | 12 50 |
| do do..... | G. Doney..... | do..... | 3 1/2 | 2 | do..... | 37 50 |
| do do..... | J. Bannerman..... | do..... | 6 | 1 | do..... | 45 00 |
| Rob Roy and Singhampton..... | W. Lemon..... | Horse or vehicle..... | 4 | 6 | do..... | 20 00 |
| Rockford and Railway Station..... | A. Campbell..... | Optional..... | 1 1/2 | 6 | (from March 1, 1885)..... | 20 00 |
| Rockland and Railway Station..... | W. H. McIntyre..... | do..... | 20 yds. | 3 | do..... | 132 00 |
| Rockline and Railway Station..... | do..... | do..... | 20 yds. | 6 | (to July 31, 1884)..... | 1 67 |
| do do..... | J. Stokes..... | Vehicle..... | 3 1/2 | 8 | do..... | 6 67 |
| Rockside and Salmonville..... | A. Humphrey..... | On foot..... | 30 rods | 12 | do..... | 60 00 |
| Rodney and Railway Station..... | J. Buckborough..... | Horse or vehicle..... | 5 | 3 | do..... | 62 60 |
| Rosebank and St. George..... | T. Henderson, jun..... | Vehicle..... | 12 | 3 | (to June 30, 1884)..... | 25 00 |
| Rosemont and Shelburne..... | P. Mutchenbacher..... | Optional..... | 4 | 6 | do..... | 520 00 |
| Rosseau and Rosseau Falls..... | W. Fletcher..... | do..... | 12 1/2 | 3 | Part seasons 1883-84 and 1884-85..... | 19 00 |
| Rosseau and Shannon Hall..... | C. Schimidt..... | do..... | 12 1/2 | 1 | do..... | 77 36 |
| Rostock and Sebringville..... | R. H. Crew..... | Vehicle..... | 17 | 2 | do..... | 98 00 |
| Round Hill and Toronto..... | B. H. Ramage..... | do..... | 4 | 6 | do..... | 389 00 |
| Round Plains and Waterford..... | R. Young..... | do..... | 10 | 6 | do..... | 95 00 |
| Russell and South Indian Railway Station..... | J. D. Mather..... | Optional..... | 50 yds. | 6 | do..... | 200 00 |
| Ruscom Station and Railway Station..... | M. Iveson..... | Horse or vehicle..... | 1 | 12 | do..... | 5 00 |
| St. Catharines and Railway Station..... | A. Mercier..... | Vehicle..... | 9 | 24 & 30 | do..... | 185 31 |
| St. Eugène and Vankleek Hill..... | X. Froux..... | do..... | 10 | 6 | (to Feb. 28, 1885)..... | 226 85 |
| do do..... | J. Westwood..... | Horse or vehicle..... | 3 | 1 | do..... | 22 68 |
| St. George and Railway Station..... | E. Benglet..... | do..... | 3 | 24 | do..... | 137 56 |
| St. Joachim, River Ruscom and Railway Station..... | F. Pinsonault..... | do..... | 3 | 6 | (to April 30, 1884)..... | 9 58 |
| do do..... | S. D. Woodman..... | do..... | 12 | 6 | do..... | 132 92 |
| St. Lawrence and Wolfe Island..... | B. Payment..... | Optional..... | 1/2 | 1 | do..... | 70 00 |
| St. Patrick and Railway Station..... | E. Kingsman..... | do..... | 1/2 | 2 & 3 | do..... | 39 62 |
| St. Paul's and Railway Station..... | do..... | do..... | 1/2 | 12 | do..... | 62 60 |

| | | | | | | | |
|---|------------------------|-----------------------|----------|------------|-----------------------------------|--------|----------|
| St. Thomas and Railway Stations..... | M. A. Boughner..... | Vehicle..... | 1 | 12,54 & 60 | 12 | do | 667 50 |
| St. Thomas and Sparta..... | W. Gregory..... | Optional..... | 11 | 6 | 12 | do | 185 00 |
| St. Thomas and Talbotville Royal..... | J. Wait..... | do..... | 34 | 6 | 12 | do | 120 00 |
| Sedowa and Sebright..... | J. H. Vanlack..... | do..... | 54 | 1 | 12 | do | 26 00 |
| Sand Point and Railway Station..... | G. Drysdale..... | do..... | 7 | 24 | 12 | do | 125 20 |
| Sandwich and Windsor..... | O. Jackson..... | Vehicle..... | 2 | 6 | 9 | do | 75 00 |
| do..... | A. G. Kennedy..... | do..... | 2 | 6 | 3 | do | 43 50 |
| Sarnia and Port Huron, U.S..... | M. Sullivan..... | Optional..... | 35 | 12 | 12 | do | 150 00 |
| Sarnia and Wallaceburg..... | I. Secor..... | Vehicle..... | 12 | 6 | 12 | do | 1,400 00 |
| Sarnie Falls and Wallaceburg..... | L. Post..... | Optional..... | 12 | 24 | 12 | do | 78 80 |
| Saugeen and Railway Station..... | T. Lee..... | Vehicle..... | 1 | 12 | 12 | do | 160 00 |
| Sault Ste. Marie and Sault Ste. Marie, U.S..... | W. Turner..... | Optional..... | 1 | 12 | Part seasons 1883-84 and 1884-85. | 157 00 | |
| do..... | M. C. Pim..... | do..... | 1 | 1 | 4 months (to July 31, 1884). | 8 33 | |
| do..... | R. T. Pim..... | do..... | 1 | 6 | Part season 1884. | 28 56 | |
| do..... | do..... | do..... | 1 | 6 | 2 1/2 months (to Nov. 30, 1884). | 55 00 | |
| Saurin and Railway Station..... | D. A. Cooper..... | do..... | 1 | 12 | 12 | do | 10 00 |
| Scotch Block and Railway Station..... | J. McKenzie..... | do..... | 1 | 6 | 6 | do | 23 50 |
| do..... | do..... | do..... | 1 | 6 | 6 | do | 39 00 |
| Seaforth and Railway Station..... | J. Simpson..... | do..... | 24 | 3 | 3 | do | 29 64 |
| do..... | do..... | do..... | 24 | 9 | 9 | do | 141 00 |
| Seagrave and Railway Station..... | J. Allen..... | do..... | 1 | 6 | 12 | do | 69 88 |
| Sebringville and Railway Station..... | L. R. Paton..... | do..... | 1 | 12 | 12 | do | 80 00 |
| Severn Bridge and Railway Station..... | J. H. Jackson..... | do..... | 1 | 12 | 4 | do | 20 00 |
| do..... | do..... | do..... | 1 | 24 | 8 | do | 80 00 |
| Shanty Bay and Railway Station..... | R. Thompson..... | do..... | 1 | 12 | 7 | do | 60 00 |
| Sherbot Lake and Railway Station..... | M. Avery..... | do..... | 1 | 24 | 12 | do | 52 30 |
| Shelburne and Railway Station..... | E. Berwick..... | do..... | 1 | 24 | 12 | do | 125 20 |
| Sherkston and Railway Station..... | W. L. Brown..... | do..... | 1 | 6 | 12 | do | 50 00 |
| Sutherland and Sutherland's Corners..... | J. Walker..... | Vehicle..... | 1 | 3 | 12 | do | 90 00 |
| Shrubmount and Vivian..... | F. Stevens..... | do..... | 1 | 3 | 10 | do | 54 16 |
| Siloman and Uxbridge..... | H. Wooten & Exrs..... | Horse or vehicle..... | 24 | 3 | 12 | do | 150 00 |
| Simcoe and Railway Station..... | H. Hall..... | Vehicle..... | 17 r. t. | 12 | 12 | do | 222 44 |
| Skya and Railway Station..... | D. McMillan..... | Horse or vehicle..... | 1 & 2 | 6 | 12 | do | 240 00 |
| Smith's Falls and Railway Station..... | H. Carley..... | Optional..... | 1 | 24 | 3 | do | 25 00 |
| do..... | do..... | do..... | 1 | 24 | 9 | do | 131 25 |
| Smithville and Wellandport..... | J. Wilson..... | Vehicle..... | 9 | 6 | 12 | do | 273 00 |
| Snake River and Railway Station..... | G. Douglas..... | Optional..... | 3 | 2 | 4 | do | 18 34 |
| do..... | do..... | do..... | 3 | 2 | 4 | do | 42 77 |
| Solway and Walkerton..... | D. McIntyre..... | Vehicle..... | 6 | 3 | 3 | do | 37 25 |
| Sombra and Marine City, U.S..... | P. Cattanaach..... | Boat..... | 3 | 3 | 12 | do | 36 00 |
| Sombra and Thornyhurst..... | J. E. Featherston..... | Optional..... | 6 | 2 | 12 | do | 68 00 |
| Sombra and Walkesport..... | N. Cornwall..... | Vehicle..... | 8 | 6 | 12 | do | 185 00 |
| Sonya and Railway Station..... | J. Campbell..... | Optional..... | 1 | 6 | 12 | do | 60 00 |
| South Indian and Railway Station..... | F. McLennan..... | do..... | 1 | 12 | 12 | do | 50 00 |
| South March and Upplands..... | W. Boucher..... | do..... | 16 | 6 | 12 | do | 395 50 |
| South River and Upplands..... | W. Adams..... | do..... | 4 | 1 | 12 | do | 38 40 |
| Spencerville and Railway Station..... | W. Spencer..... | do..... | 14 | 6 | 2 | do | 10 00 |
| Spring Arbor and Walsingham Centre..... | J. McKay..... | do..... | 2 | 3 | 9 | do | 19 50 |
| do..... | do..... | do..... | 2 | 3 | 9 | do | 13 00 |

REPORT No. 2, A.—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|------------------------------------|---------------------|---------------------|--------------------|------------------------|------------------------------------|---------|
| | | | | | | \$ cts. |
| Springfield and Railway Station | L. Marshall | Optional | 1 | 12 | 12 months | 100 00 |
| Springford and Railway Station | E. Meriam | do | 3 | 6 | do | 200 00 |
| Springville and Railway Station | J. R. Gibson | Horse or vehicle | 3 | 12 | do (to Dec. 31, 1884) | 143 75 |
| do | M. Hallam | do | 3 | 6 | do from do | 32 50 |
| Spry and Stokes Bay | J. Shute | Optional | 7 | 3 | do | 100 00 |
| Stanleydale and Yearley | G. S. Yearley | do | 24 | 3 | do (from Aug. 1, 1884) | 26 00 |
| Stayner and Railway Station | J. McKeggie | do | 3 | 24 | do | 96 00 |
| Stayer and Sunnisdale | A. Ansmar | do | 6 | 3 | do | 110 00 |
| Stayner and Vanvack | J. Vanvack | do | 13 | 1 | do | 52 00 |
| Stevensville and Railway Station | C. Tytherleigh | do | 1 | 12 | do | 80 00 |
| Stirling and Railway Station | W. Gould | Vehicle | 1 | 12 | do | 62 60 |
| Stittville and Railway Station | S. Mann | Optional | 120 yds. | 6 | do | 21 91 |
| Stokes' Bay and Tobermorey | B. Butchart | do | 26 | 1 | do | 280 00 |
| Stony Creek and Woodburn | J. A. Spers, jun | Horse or vehicle | 15 r. t. | 3 | do | 127 00 |
| Stony Lake and Warsaw | H. Bell | do | 12 | 1 | do | 75 00 |
| Stouffville and Railway Station | M. Flint | Optional | 1 | 24 | do (to Sept. 30, 1884) | 45 00 |
| do | J. Jennings | do | 1 | 24 | do from do | 50 00 |
| do | J. Forbes | Vehicle | 4 & 1/2 | 24 & 12 | do (to Sept. 30, 1884) | 207 24 |
| Stratford and Railway Stations | J. Putland | do | 4 | 6 | do from do | 177 84 |
| do | J. Seppin | Optional | 14 | 4 | do (to Oct. 31, 1884) | 33 75 |
| Strathallan and Woodstock | R. Langdon | do | 14 | 6 | do from do | 168 87 |
| do | S. Gill | Vehicle | 2 | 24 | do | 100 00 |
| Streetsville and Railway Station | T. Siddall | Optional | 2 | 12 | do (to Sept. 30, 1884) | 65 03 |
| Stromness and Railway Station | G. Latimer | do | 2 | 12 | do from do | 63 60 |
| do | R. G. McUraw | do | 1 | 12 | do | 120 00 |
| Stroud and Railway Station | P. Christie | do | 1 | 12 | do | 87 60 |
| Sturgeon Bay and Railway Station | J. McLeod | do | 1 | 6 | do (to Dec. 31, 1884, and arrears) | 12 50 |
| Sturgeon Falls and Railway Station | G. Coombs | do | 1 | 6 | do (from Jan. 1, 1886) | 6 25 |
| do | S. Fourier | do | 1 | 6 | do do | 11 60 |
| Sudbury and Railway Station | N. Steffias | do | 24 | 12 | do | 66 00 |
| Sunderland and Railway Station | W. D. Townley | do | 12 | 3 | do (from Jan. 1, 1885) | 15 00 |
| Sutton West and Railway Station | do | do | 2 | 3 | do do | 25 00 |
| Sutton West and Vachel | do | Vehicle | 14 | 3 | do | 79 00 |
| Sweabing and Woodstock | H. McCallay | Optional | 6 | 12 | do | 130 00 |
| Sylvan and Widder | W. Randall | do | 3 | 6 | do | |

| | | | | | | |
|---|------------------------|----------|---------|------------------------------------|--|----------|
| Talbotville Royal and Tempo..... | J. Wait..... | 3 | 2 | 12 | do | 65 00 |
| Tara and Railway Station..... | G. H. Tomlinson..... | 12 | 12 | 12 | do | 145 00 |
| Tavistock and Railway Station..... | G. Matheson..... | 12 | 12 | 12 | do | 50 00 |
| Teaswater and Railway Station..... | J. McHardy..... | 12 | 9 | do | (to Dec. 31, 1884)..... | 37 50 |
| do | do | 12 | 3 | do | from do | 287 00 |
| Teaswater and Wingham..... | W. Zinger..... | 10 | 6 | 12 | do | 20 00 |
| The Grove and Railway Station..... | J. Sprowl..... | 12 | 6 | do | (to Sept. 30, 1884)..... | 7 50 |
| do | do | 12 | 6 | do | from do | 20 00 |
| Thompsonville and Railway Station..... | T. A. Robinson..... | 12 | 12 | do | (to Sept. 30, 1884)..... | 110 00 |
| do | do | 12 | 6 | do | from do | 94 20 |
| Thornhill and Railway Station..... | J. T. Schmiendorf..... | 3 | 6 | do | from do | 93 60 |
| do | Horse or vehicle. | 3 | 6 | do | do | 249 00 |
| do | do | 12 | 6 | do | do | 78 00 |
| Thornhill and Toronto..... | W. T. Brown..... | 12 | 6 | do | do | 93 90 |
| Thornton and Railway Station..... | W. A. Nixon..... | 12 | 12 | do | do | 48 20 |
| Thorold and Railway Station..... | J. Arnold..... | 1 | 24 | 9 | do | 30 00 |
| do | do | 1 | 24 | 3 | do | 137 48 |
| Tilbury Centre and Railway Station..... | M. Hudson..... | 10 rods. | 12 | 12 | do | 104 17 |
| do | do | 2 | 12 | 10 | do | 11 25 |
| Tilsonburg and Railway Station..... | J. Ostrander..... | 1 | 12 | 3 | do | 33 75 |
| do | do | 1 | 12 | 9 | do | 32 00 |
| Tioga and Railway Station..... | Becker & Pierce..... | 1 | 12 | 3 | do | 135 72 |
| do | do | 1 | 12 | 3 | do | 1,440 23 |
| Toronto Division..... | G. Fitzsimons..... | 1 | 12 | do | Special trips; snow blockade on railway..... | 0 50 |
| Toronto and Toronto, Grey and Bruce Railway Station..... | Sundry persons..... | 1 | 24 | 6 months (to Sept. 30, 1884)..... | ..... | 2,400 00 |
| Toronto and Railway Stations (including T. G. & B. from 1st October, 1884)..... | R. Murray..... | 1 | 24 | 6 months (to Sept. 30, 1884)..... | ..... | 45 00 |
| Toronto and Street Letter Boxes..... | J. Hendry..... | 1 & 1/2 | 36 & 24 | 12 | do | 7 50 |
| Tottenham and Railway Station..... | Hynes & Mason..... | 1 | As req. | 12 months..... | ..... | 40 00 |
| do | F. Johnston..... | 3 1/2 | 3 | 1 | do | 108 36 |
| Toys Hill and Winchester Springs..... | W. Childs..... | 3 | 3 | 1 | do | 175 00 |
| Trenton and Railway Station..... | D. Kitchen..... | 3 | 3 | 1 | do | 10 00 |
| Trenton and Wooler..... | R. J. Toye..... | 3 | 12 | 2 | do | 11 66 |
| Trenton and Military Camp..... | T. Hefferman..... | 9 | 6 | 12 | do | 39 95 |
| Tuftsville and Railway Station..... | H. Sharp..... | 1 1/2 | 3 | 7 months (from Sept. 1, 1884)..... | ..... | 122 84 |
| Tupperville and Railway Station..... | J. O. Christie..... | 1 1/2 | 6 | 9 | do | 72 30 |
| Tuscarora and Railway Station..... | S. Sutor..... | 1 | 6 | 12 | do | 106 00 |
| Tweed and Railway Station..... | S. J. McKelvey..... | 1 | 6 | 12 | do | 25 00 |
| Tyreconnell and Wallace town..... | W. J. Powell..... | 4 | 2 | 6 | do | 20 00 |
| Uffington and Vakougnnet..... | W. Hall..... | 8 1/2 | 2 | 6 | do | 6 66 |
| do | J. Dennison..... | 9 | 6 | 2 | do | 66 66 |
| Uthoff and Railway Station..... | J. Meyers..... | 9 | 6 | 2 | do | 45 00 |
| do | J. Lynes..... | 6 1/2 | 12 | 10 | do | 84 50 |
| do | do | 6 1/2 | 1 | 12 | do | 166 00 |
| Underwood and Willow Creek..... | J. Hyde..... | 6 1/2 | 3 | 12 | do | 16 66 |
| Unionville and Railway Station..... | C. H. Chant..... | 12 | 24 | 12 | do | 150 00 |
| Upphill and Victoria Road..... | H. O. Stewart..... | 12 | 12 | 2 | do | ..... |
| Uptergrove and Railway Station..... | T. Mulvihill..... | 12 | 24 | 10 | do | ..... |
| do | do | 12 | 24 | 10 | do | ..... |

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distances in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|---------------------|------------------------|-----------|---------|
| | | | | | | \$ cts. |
| Utopia and Railway Station..... | P. Connor..... | Optional..... | 1/2 | 12 | 12 months | 50 00 |
| Uttoxeter and Wanstead..... | N. K. Nesbitt..... | do | 6 | 3 | 12 do | 100 00 |
| Uxbridge and Railway Station..... | J. S. Kimmerly..... | Vehicle..... | 3 | 24 | 12 do | 90 00 |
| Uxbridge and Victoria Corners..... | W. Bell..... | Optional..... | 14 r. t. | 3 | 12 do | 166 00 |
| Vandecar and Woodstock..... | N. Schooley..... | Vehicle..... | 9 | 3 | 12 do | 115 00 |
| Vankleek Hill and Railway Station..... | W. Lawlor..... | Boat and vehicle..... | 12 | 6 | 12 do | 626 00 |
| Varney and Railway Station..... | F. Eden..... | Optional..... | 1/8 | 12 | 12 do | 52 00 |
| Vasey and Waverley..... | A. Reid..... | do | 4 | 3 | 9 do | 75 75 |
| do | J. Fraser..... | do | 4 | 3 | 3 do | 25 00 |
| Ventnor and Railway Station..... | J. McAuley..... | Horse or vehicle..... | 5 1/2 | 6 | 12 do | 180 00 |
| Ventry and Railway Station..... | E. Johnston..... | do | 6 | 2 | 12 do | 100 00 |
| Victoria Harbor and Railway Station..... | M. Vasey..... | Optional..... | 1/2 | 12 | 2 do | 6 66 |
| do | do | do | do | 24 | 10 do | 70 00 |
| Victoria Road and Railway Station..... | W. R. Cayana..... | Vehicle..... | 1/2 | 12 | 4 do | 27 50 |
| Ville Nova and Railway Station..... | J. McAlpine..... | On foot..... | 1/2 | 6 | 12 do | 40 69 |
| Villiers and Railway Station..... | W. Weir..... | Horse or vehicle..... | 2 | 3 | 12 do | 75 36 |
| Vine and Railway Station..... | J. Campbell..... | Optional..... | 1/2 | 12 | 12 do | 52 00 |
| Victoria and Walsh..... | W. Howick..... | Vehicle..... | 4 | 3 | 12 do | 72 00 |
| Vivian and Railway Station..... | N. McOormack..... | Optional..... | 1/8 | 12 | 9 do | 45 00 |
| do | do | do | do | 12 | 9 do | 45 00 |
| Waldemar and Railway Station..... | J. Telbutt..... | do | 1/2 | 12 | 12 do | 80 00 |
| Wales and Railway Station..... | W. J. Baker..... | do | 1/2 | 12 | 12 do | 62 60 |
| Walker's and Railway Station..... | J. Greaves..... | do | 1/2 | 12 | 2 do | 5 00 |
| Walkerton and Railway Station..... | A. McLean..... | Horse or vehicle..... | 1 1/2 | 24 | 9 do | 45 00 |
| do | do | do | 1 1/2 | 24 | 3 do | 77 00 |
| Walkerton and Wrester..... | P. O'Malley..... | Optional..... | 2 1/2 | 6 | 12 do | 494 00 |
| Walkerville and Windsor..... | T. Bradley..... | do | 2 | 12 | 12 do | 100 00 |
| Wallaceburg and Railway Station..... | J. Delorme..... | do | 1/2 | 24 | 12 do | 166 50 |
| Wallacetown and Railway Station..... | C. McGregor..... | do | 2 1/2 | 12 | 12 do | 156 50 |
| Walmer and Railway Station..... | A. Bray..... | do | 2 1/2 | 6 | 6 do | 62 50 |
| Walnut and Watford..... | P. E. Willoughby..... | Vehicle..... | 6 | 2 | 12 do | 75 00 |

| | | | | | | | |
|--|----------------------|---------------|---------|----|----|---|--------|
| Warwick and Railway Station..... | J. Smith..... | Optional..... | 6 | 12 | do | ..... | 195 00 |
| Washago and Railway Station..... | J. C. Marshall..... | do do | 12 | 4 | do | (to July 31, 1884)..... | 20 80 |
| do do | do | do | 24 | 8 | do | from do | 83 20 |
| Waterford and Railway Station..... | B. H. Ramage..... | do | 12 | 12 | do | ..... | 59 32 |
| Waterloo and Railway Station..... | F. Sars..... | Vehicle | 30 | 12 | do | ..... | 343 00 |
| Waukesha and Railway Station..... | J. Scott..... | Optional..... | 12 | 2 | do | (to May 31, 1884)..... | 6 66 |
| do do | do | do | 24 | 10 | do | from do | 50 00 |
| Weidman and Railway Station..... | F. Weidmann..... | do | 12 | 12 | do | ..... | 15 00 |
| Weldon and Railway Station..... | J. E. Weldon..... | do | 24 | 3 | do | (from Jan. 1, 1885)..... | 40 00 |
| Welland and Railway Station..... | A. W. McAlpine..... | do | 6 | 12 | do | ..... | 29 26 |
| Welland and Railway Stations..... | O. H. Gardner..... | do | 12 & 24 | 12 | do | ..... | 257 26 |
| Wellington and Railway Station..... | L. Durham..... | Vehicle..... | 12 | 12 | do | ..... | 375 00 |
| Welland and Wellandport..... | G. J. Chadd..... | do | 12 | 12 | do | ..... | 21 30 |
| Wendigo and Railway Station..... | I. M. Cody..... | Optional..... | 6 | 12 | do | 24 dys (from Jan. 8, '85) (less fine)..... | 36 48 |
| Wendover and Railway Station..... | F. Corbelle..... | do | 6 | 12 | do | ..... | 125 00 |
| Westville and Railway Station..... | J. Barrowclough..... | do | 6 | 10 | do | (from June 1, 1884)..... | 93 90 |
| West Toronto Junction and Railway Station..... | J. Kirkwood..... | do | 6 | 12 | do | ..... | 33 33 |
| Westwood and Railway Station..... | J. S. Comstock..... | Vehicle | 2 | 9 | do | (to Dec. 31, 1884)..... | 125 00 |
| Wheatley and Windfall..... | J. McNorland..... | Optional..... | 12 | 5 | do | (to Aug. 31, 1884)..... | 52 50 |
| Whitby and Railway Station..... | J. Scott..... | Vehicle | 18 | 7 | do | from do | 28 68 |
| do do | do | do | 12 | 12 | do | ..... | 60 24 |
| Whitechurch and Railway Station..... | H. D. Henderson..... | Optional..... | 3 | 9 | do | (to Dec. 31, 1884)..... | 50 08 |
| White Oak and Wilton Grove..... | E. Ings..... | do | 12 | 12 | do | ..... | 37 50 |
| Wharton and Railway Station..... | I. Post..... | do | 12 | 8 | do | (from Aug. 1, 1884)..... | 124 80 |
| Williamsford and Railway Station..... | T. B. Caldwell..... | do | 24 | 12 | do | ..... | 16 67 |
| Willow Grove and Railway Station..... | C. Price..... | do | 6 | 12 | do | ..... | 110 00 |
| Wilsonville and Wilsonville Corners..... | H. Stewart..... | do | 12 | 8 | do | ..... | 80 00 |
| do do | C. H. Fowler..... | do | 6 | 4 | do | (to Nov. 30, 1884)..... | 6 67 |
| Wilton Grove and Railway Station..... | P. Murray..... | do | 12 | 12 | do | from do | 1 67 |
| Windsor and Detroit, U.S..... | B. G. Davis..... | Boat..... | 30 | 12 | do | ..... | 35 00 |
| Windsor and Canada Southern Railway Station..... | do | Vehicle | 24 | 12 | do | ..... | 474 00 |
| Wingham and Great Western Railway Station..... | T. Bradley..... | do | 12 | 12 | do | ..... | 300 00 |
| Wolverton and Railway Station..... | D. Carapell..... | do | 12 | 12 | do | ..... | 129 56 |
| Woodbridge and Railway Station..... | R. Given..... | Vehicle | 12 | 12 | do | ..... | 260 00 |
| Woodstock and Railway Station..... | J. P. Henry..... | Optional..... | 24 | 12 | do | ..... | 95 00 |
| Woodville and Railway Station..... | J. A. McKenzie..... | Vehicle | 12 | 12 | do | ..... | 75 00 |
| Wroter and Railway Station..... | J. Shaw..... | do | 24 | 12 | do | ..... | 156 50 |
| Wythe and Wyeale Station..... | W. Edwards..... | Optional..... | 6 | 12 | do | ..... | 326 20 |
| Wythe and Railway Station..... | J. Lyons..... | do | 12 | 12 | do | ..... | 200 00 |
| Wyon Station and Railway Station..... | G. Scatcherd..... | do | 13 | 3 | do | ..... | 70 00 |
| do do | do | do | 6 | 12 | do | ..... | 149 00 |
| do do | do | do | 13 | 3 | do | (from Jan. 1, 1885)..... | 50 00 |
| do do | do | do | 6 | 7 | do | ..... | 5 00 |
| do do | do | do | 6 | 3 | do | (to Dec. 31, 1884)..... | 45 75 |
| do do | do | do | 6 | 3 | do | from do (less fine)..... | 23 00 |

REPORT No. 2, A—Continued.

DETAIL of all Payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---------------------------------|------------------------|---------------------|--------------------|------------------------|-----------------------------------|--------------|
| Zephyr and Railway Station..... | J. N. Dafoe..... | Optional..... | 3 | 6 | 9 months (to Dec. 31, 1884) | \$ 108 75 |
| do do | do | do | 3 | 6 | do from do | 62 50 |
| Suspension Bridge Tolls | W. G. Swan, Supt. .... | ..... | ..... | ..... | do do | 40 00 |
| | | | | | Total | \$250,251 67 |

JOHN CARLING,
Postmaster-General.

62 H. A. WICKSTEED,
Accountant.

REPORT No. 2, A—Continued.

DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1885.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------------------------|--------------------|------------------------|--|------------|
| Burks' Falls and Magnetawan | R. H. Menzies. | 25 | 3 | Season 1884 (see land service) . | \$ cts. |
| Byng Inlet and Waubashone | Magnetawan Lumber Co. | 120 | 1 | do | 115 20 |
| Callander, Nipissing and Sturgeon Falls, &c..... | Muskoka and Nipissing Navigation Co. | 53 | 3 | do | 280 00 |
| Deseronto and Picton, &c..... | Deseronto Navigation Co | 17 | 6 & 12 | do (and arrears; see land service).... | 578 25 |
| Gananoque and Clayton, U.S | Thousand Island Railway Co..... | 10 | 6 | 2 months (to Dec. 18, 1884)..... | 1,611 28 |
| Gravenhurst and Port Cockburn, Rosseau, &c..... | Muskoka and Nipissing Navigation Co. | 25 & 54 | 6, 2 & 3 | Season 1884..... | 80 00 |
| Kingston and Cape Vincent, U.S..... | St. Lawrence Navigation Co..... | 11 | 6 | 12 months..... | 3,660 00 |
| Kingsville and Pelee Island, | T. R. Lidwell..... | 20 | 1 | 6 do (see land service).... | 1,000 00 |
| Lindsay and Sturgeon Point..... | G. Grandall | 12 | 6 | 6 do do | 287 50 |
| Michipicoten River and Port Arthur..... | Marks & Co. | 320 | 1 | Season 1884..... | 75 00 |
| Niagara and Toronto..... | Niagara Navigation Co..... | 36 | 6 | do | 500 00 |
| Port Hope and Charlotte, U.S..... | C. F. Gildersleeve | 60 | 6 | do | 460 00 |
| | | | | Total..... | 586 66 |
| | | | | | \$9,233 89 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, A—Continued.
 DETAIL of all payments for Mail Transportation in Ontario, made within the Year ended 30th June, 1886.
 CONVEYANCE OF MAILS BY RAILWAYS.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------|------------------------|---------------------------------------|--------------|
| Bay of Quinté Railway and Navigation Co..... | 4 | 18 | 12 months (to 31st March, 1885) | \$ 730 00 |
| Canada Atlantic Railway | 79 | 12 | do (to 31st May, 1885) | 4,369 80 |
| Canada Southern Railway (including U. S. Mails to June 30, '85) | 3314 | 6 | do (to 31st March, 1885) | 32,939 70 |
| Canadian Pacific Railway (main line within Ontario) | 768 | With varying fre- | do do do | 32,657 46 |
| Canadian Pacific Railway (Barrie Division) | 122 | quency over differ- | do do do | 2,036 64 |
| Canadian Pacific Railway (Ottawa Division) | 55 | ent sections of the | do do do | 298 35 |
| Canadian Pacific Railway (Toronto Division) | 640 | line. | do do do | 22,570 00 |
| Central Ontario Railway | 32 | 6 | do do do | 363 52 |
| Erie and Huron Railway | 36 | 6 | 24 dys. (to 31st March, 1885) | 2,704 32 |
| Grand Trunk Railway (main line within Ontario) | 4784 | 12 | do (to 31st March, 1885) | 101,560 00 |
| Grand Trunk Railway (Barrie Division) | 3124 | 12 | do do do | 15,825 25 |
| Grand Trunk Railway (Kingston Division) | 904 | 12 | do do do | 4,641 66 |
| Grand Trunk Railway (London Division) | 7464 | 12 | do do do and arrears- | 74,339 80 |
| Grand Trunk Railway (Toronto Division) | 443 | 12 | do do do | 30,138 13 |
| Kingston and Pembroke Railway | 81 | 6 | do do do | 5,443 15 |
| Napanee, Tamworth and Quebec Railway | 284 | 12 | do do do | 1,187 22 |
| Northern and North-Western Railway | 3924 | 12 | do do do | 26,410 02 |
| Ontario and Quebec Railway (Credit Valley Division) | 204 | 6 | do (to 30th June, 1884) | 2,305 16 |
| Ontario and Quebec Railway (Toronto, Grey & Bruce Division) | 1914 | 6 | do (to 30th Sept., 1884) | 5,291 54 |
| St. Lawrence and Ottawa Railway | 54 | 6 | do (to 28th Feb., 1885) | 2,633 39 |
| Thousand Island Railway | 2 | 3 | do (to 31st March, 1885) | 730 00 |
| Welland Railway | 25 | 12 | do (to 30th April, 1884) | 156 00 |
| | | | Total | \$369,232 11 |

JOHN CARLING,
 Postmaster-General.

A. WICKSTEED,
 Accountant.

REPORT No. 2. A.—Concluded.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Ontario, made within the Year ended 30th June, 1885.

| Trademen's Names. | Particulars of Disbursements. | Amount. | |
|---------------------------------|--|----------|------|
| | | \$ | cts. |
| S. & H. Borbridge..... | Mail bags, labels, rivet-seals, &c., for Post Office Department..... | 3,785 | 22 |
| R. S. Montgomery..... | do do do | 1,762 | 33 |
| E. Chanteloup..... | Brass mail locks for Post Office Department..... | 188 | 50 |
| G. Bailey..... | do do do | 125 | 65 |
| Pritchard and Mingard | Mail bag labels for Post Office Department..... | 234 | 38 |
| L. Lortie..... | Repairing mail bags for do | 49 | 08 |
| E. Chanteloup | Brass mail locks for Post Office Inspector, Barrie..... | 100 | 50 |
| Canada Cotton Manufacturing Co. | Mail bags for do do | 6 | 75 |
| S. Wesley..... | Stencilling mail bags for do do | 2 | 30 |
| R. J. Moore..... | Repairing mail bag for do do | 1 | 25 |
| E. Chanteloup..... | Brass mail locks for do Kingston.. | 75 | 75 |
| L. W. Shannon..... | Stencilling mail bags for do do | 11 | 62 |
| Loughrey & Tackaberry | Mail bags and repairs for do London.... | 274 | 28 |
| Canada Cotton Manufacturing Co. | Mail bags for do do | 66 | 00 |
| E. Chanteloup | Brass mail locks for do do | 10 | 00 |
| Canada Cotton Manufacturing Co. | Mail bags for do Ottawa.... | 93 | 00 |
| E. Chanteloup..... | Brass mail locks for do do | 30 | 00 |
| Canada Cotton Manufacturing Co. | Mail bags for do Toronto.... | 62 | 00 |
| Canada Rubber Co..... | do do do | 75 | 00 |
| J. Roberts..... | Mail locks and repairs for do do | 87 | 80 |
| E. Chanteloup..... | Brass mail locks for do do | 87 | 75 |
| T. Thompson..... | Mail bags, labels and repairs do do | 2,062 | 75 |
| R. S. Montgomery..... | Repairing mail bags for do do | 7 | 80 |
| R. Malcolm..... | do do do | 4 | 20 |
| I. Turner..... | do do do | 0 | 95 |
| T. Hill & Son..... | Stencilling mail bags for do do | 20 | 30 |
| H. E. Young..... | Repairing mail bags for Postmaster, Blenheim..... | 0 | 75 |
| J. Veitch..... | do do Clarksburg.. | 0 | 65 |
| J. Philp & Son..... | do do Hamilton.... | 5 | 20 |
| Loughrey & Tackaberry..... | do do London..... | 83 | 04 |
| W. Burgmann, P.M..... | To pay for repairing mail bags, at Musselburg | 0 | 50 |
| E. J. Gedfrey..... | Repairing mail bag for Postmaster, Nobleton..... | 0 | 35 |
| E. Chanteloup..... | Brass mail locks for do Ottawa..... | 25 | 25 |
| L. Lortie..... | Repairing mail bags for do do | 1 | 50 |
| E. Chanteloup..... | Brass mail locks for do Toronto..... | 873 | 50 |
| T. Thompson..... | Repairing mail bags for do do | 58 | 40 |
| N. H. Ferris..... | do do Vittoria..... | 0 | 25 |
| B. F. Chapman..... | do do Warton..... | 0 | 25 |
| E. Chanteloup..... | Brass mail locks for do Windsor..... | 50 | 25 |
| Total | | \$10,325 | 05 |

JOHN CARLING,
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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|-----------------------|--------------------|------------------------|-----------------------------|-----------|
| Abbotsford, Granby and Milton..... | S. Page..... | Vehicle..... | 9 | 6 | 12 months..... | \$ 640 00 |
| Abercorn and Railway Station..... | E. R. Shepard..... | Optional..... | 3 | 12 | do..... | 75 00 |
| Acton Vale and Railway Station..... | S. Eastern Ry. Co..... | do..... | 4 | 12 | do..... | 49 00 |
| Acton Vale and St. Theodore d'Acton..... | P. Decelles..... | Vehicle..... | 4 | 6 | do (to Dec. 31, 1884)..... | 75 00 |
| do..... | A. Laplante..... | do..... | 4 | 6 | do from do..... | 25 00 |
| Adamsville and Brigham..... | G. Wilkins..... | do..... | 4 | 6 | do (to Dec. 31, 1884)..... | 108 00 |
| do..... | D. Larivee..... | do..... | 4 | 6 | do from do..... | 35 00 |
| Adderley and St. Pierre Baptiste..... | P. A. Drolet..... | Horse or vehicle..... | 3 | 3 | do..... | 45 00 |
| Adstock and St. Ephrem de Tring..... | G. Rodrigue..... | do..... | 9 | 1 | do (from Nov. 1, 1884)..... | 20 83 |
| Agnes and Threelakes..... | J. S. Wilson..... | Optional..... | 10 | 12 | do..... | 40 00 |
| Aird and Clarenceville..... | W. H. Flint..... | do..... | 6 | 3 | do (to Dec. 31, 1884)..... | 45 00 |
| do..... | E. A. Clark..... | Vehicle..... | 6 & 4 | 3 | do from do..... | 24 00 |
| Aird, Clarenceville and Miranda..... | M. Burwort..... | do..... | 4 | 2 | do..... | 52 00 |
| Allan's Corners and Cairnsville..... | J. Bryson..... | do..... | 1 | 6 | do (from May 1, 1884)..... | 36 66 |
| Allan's Corners and Railway Station..... | do..... | Optional..... | 3 | 1 | do..... | 20 00 |
| Allard Settlement and Nouvelle..... | T. Keays..... | Horse or vehicle..... | 7 | 12 | do..... | 35 00 |
| Allanette Island and Pembroke..... | J. McGuire..... | Vehicle..... | 60 rds. | 6 | do..... | 24 00 |
| Amqui and Railway Station..... | A. Grant..... | On foot..... | 400 yds. | 12 | do..... | 80 00 |
| Ancienne Lorette and Railway Station..... | L. Dufrerne..... | do..... | 3 | 6 | do..... | 60 00 |
| Ancienne Lorette and Sub-Office..... | G. G. Dufrerne..... | Foot or vehicle..... | 4 | 2 | do (to Dec. 31, 1884)..... | 30 00 |
| Anderson's Corners and Dewittville..... | J. Anderson..... | Horse or vehicle..... | 4 | 2 | do from do..... | 15 00 |
| do..... | do..... | do..... | 5 | 6 | do..... | 124 00 |
| Ange Gardien de Rouville and Farnham..... | W. Gilmour..... | Vehicle..... | 5 | 3 | do..... | 78 00 |
| Angeline and St. Alphonse de Granby..... | O. Boisvert..... | do..... | 4 | 3 | do..... | 60 00 |
| Angeles and L'Ange Gardien Railway Station..... | L. Moncion..... | Optional..... | 4 | 6 | do..... | 2 08 |
| Annesley and North Onslow..... | P. Killowan..... | do..... | 22 | 1 | do (from Mar. 1, 1885)..... | 84 00 |
| Antoinette and Lost River..... | W. D. Graham..... | Vehicle..... | 22 | 2 | do (to Sept. 30, 1884)..... | 75 00 |
| do..... | C. Boon..... | do..... | 22 | 2 | do from do..... | 56 00 |
| Antoinette and St. Jovite..... | do..... | do..... | 7 | 2 | do..... | 68 00 |
| Armagh and St. Raphael..... | J. Belanger..... | do..... | 15 | 3 | do..... | 7 83 |
| Armstrong Railway Station and Sorel..... | J. Robidoux..... | do..... | 8 | 12 | do (to April 30, 1884)..... | 192 00 |
| Arthabaska and Chester..... | G. Bourassa..... | do..... | 3 | 6 | do..... | |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------|--------------------|------------------------|------------------------------|---------|
| | | | | | | \$ cts. |
| Beleil Village and St. Hilaire. | P. Authier | Optional. | 1 | 12 | 12 months | 130 00 |
| Bergerville and Quebec | J. Drolet | Vehicle | 3 | 6 | do | 80 00 |
| Bermain and Sault au Cochon | S. Miller | Optional | 26 | 2 | do | 650 00 |
| Berthier (en bus) and Railway Station | V. Guillemette | do | 24 | 12 | do | 78 00 |
| Berthier (en bus) and Isle Dupas | P. Moreau | do | 24 | 3 | do | 48 00 |
| Berthier (en bus) and Railway Station | F. Plante | do | 27 | 12 | do | 150 00 |
| Berthier and Sorel | S. Valois | do | 5 | 7 w., 14 s. | do | 444 00 |
| Bethel and South Durham | W. Bartlett. | Vehicle | 6 | 2 | do | 50 00 |
| Bic and Railway Station | J. R. Colclough | Optional. | 10 yds. | 12 | do | 22 41 |
| Birchon and Railway Station | E. A. Sawyer | On foot | 10 | 12 | do | 26 00 |
| Birchon and Sand Hill | D. M. Caswell | Vehicle | 4 | 3 | do | 54 00 |
| Birchon and Sawyerville | L. Munn | Horse or vehicle. | 6 | 6 | do | 280 00 |
| Bisson and Railway Station | F. Hamanne | Optional. | 360 yds. | 12 | do | 40 00 |
| Bisson and Saints Anges | F. Grenier | do | 6 | 2 | do | 22 50 |
| do | do | do | 6 | 2 | do | 101 25 |
| Bianche and Mayo | C. Conroy | Horse or vehicle. | 8 | 2 | do | 43 96 |
| Blanche and Thurso | do | do | 16 | 1 | do | 50 00 |
| Blanchet and St. Lambert | J. Paquet | Optional. | 3 | 6 | do | 20 00 |
| Blandford and Staufford | A. Richard | Vehicle | 9 | 1 | do | 40 00 |
| Boileau and Rivington | P. Boileau | Horse or vehicle. | 14 | 1 | do | 70 00 |
| Boileau and St. Remi d'Amierst. | E. Thomas | Optional. | 10 | 1 | do | 55 00 |
| Bolton Centre, Knowlton and Knowlton Landing | L. Poulin | Vehicle | 9 | 6 | do | 26 00 |
| Bolton Forest and Railway Station | J. T. Channell | do | 3 | 4 | do | 20 00 |
| Bonaventure Island and Percé | P. Rossy | Optional. | 3 | 3 | (from Dec. 1, 1884) | 550 00 |
| Bonne Esperance and Lourdes du Blanc Sablon | J. Hebert. | do | 40 | 2 | trips, season 1883-84 | 20 00 |
| do | do | do | 40 | 2 | trips, season 1884-85 | 80 00 |
| Bonne Esperance and Pointe aux Esquimaux | W. H. Whitley | Vehicle. | 250 | 2 | do | 250 00 |
| Booth and Dumoline | J. Lafrenière | Foot or vehicle. | 46 | 1 | 6 months (from Oct. 1, 1884) | 150 00 |
| Booth and Rowanton | R. Wilson | Optional. | 51 | 1 | 6 do (to Sept. 30, 1884) | 10 00 |
| Bordeaux and Railway Station | G. Picard | On foot. | 8 | 12 | do | 30 00 |
| Boscobel and Roxton Falls | W. Hackwell | Horse or vehicle. | 4 | 2 | do | 28 00 |
| Botreaux and Ormstown | O. Bergevin | Vehicle | 4 | 3 | do (from Aug. 1, 1884) | 72 00 |
| Boulogne and St. Engène de Grantham | L. Blondeau | Optional | 4 | 6 | do | 75 00 |
| Bourg Louis and Railway Station | P. Russell | Vehicle | 3 | 6 | do | 75 00 |
| Boytton and Railway Station | J. Crosbie | Optional. | 1 | 6 | do | 25 00 |

| Location | Foot or vehicle. | P. E. O'Connor. | Foot or vehicle. | 2 | 6 | 12 | do | 85 00 |
|--|-------------------|------------------|-------------------|---------|------------|--------------|----|----------|
| Brigham and Farnham Centre | Optional. | A. S. Newell | Optional. | 1 | 12 | 12 | do | 48 00 |
| Brigham and Railway Station | do | J. Caldwell | do | 4 | 3 | 12 | do | 40 00 |
| Bristol and Oaidwell | Vehicle. | W. Creighton | Vehicle. | 5 | 6 | 6 | do | 84 00 |
| Bristol and Maple Ridge | Horse or vehicle. | W. Shirley | Horse or vehicle. | 5 | 6 | 6 | do | 36 00 |
| Bristol and North Bristol | On foot. | H. Guilbert | On foot. | 60 yds. | 12 | 12 | do | 20 00 |
| Britannia Mills and Railway Station | Horse or vehicle. | G. Hamilton | Horse or vehicle. | 8 | 6 | 12 | do | 100 00 |
| Britonville and St. Sauveur | Optional. | H. H. Smith | Optional. | 4 | 6 | 12 | do | 60 00 |
| Brome and Railway Station | Horse or vehicle. | R. Addison | Horse or vehicle. | 4 | 3 | 12 | do | 80 00 |
| Brompton and Brompton Falls | Vehicle. | R. Rowe | Vehicle. | 6 | 3 | 12 | do | 48 00 |
| Brookbury and Robinson | Horse or vehicle. | O. H. J. Hall | Horse or vehicle. | 3 | 3 | 6 | do | 22 50 |
| Broughton and Railway Station | do | J. Stewart | do | 3 | 3 | 6 | do | 22 50 |
| Broughton Station and Railway Station | Vehicle. | J. McGee | Vehicle. | 3 1/2 | 12 | 12 | do | 24 00 |
| Browsburg and Mount Maple | do | D. Warwick | do | 16 | 6 | 1 | do | 24 00 |
| Bryson and Fort Conlongue | Horse or vehicle. | M. Cahill | Horse or vehicle. | 7 | 6 | 1 | do | 30 00 |
| Bryson and Portage du Fort | Boat or vehicle. | D. Shea | Boat or vehicle. | 19 | 3 w., 6 s. | 7 | do | 16 25 |
| Buckingham and High Rock | do | W. McIntosh | do | 19 | 3 w., 6 s. | 5 | do | 145 33 |
| do | do | C. W. Pearson | do | 3 | 3 | 12 | do | 208 83 |
| Buckingham and Railway Station | Vehicle. | E. Labreque | Vehicle. | 15 | 3 | 6 | do | 97 00 |
| Buckland and St. Lazare | Horse or vehicle. | L. Lafamme | Horse or vehicle. | 15 | 3 | 6 | do | 60 00 |
| do | do | P. Tanguay | do | 13 | 2 | 1 | do | 70 00 |
| Buckland and St. Magloire | do | A. Sanborn | do | 18 | 2 | 11 | do | 9 83 |
| do | do | J. Wood | Optional. | 3 | 12 | 12 | do | 162 25 |
| Eulwer and Railway Station | do | J. B. Beaulieu | do | 5 | 12 | 3 | do | 20 00 |
| Burraside and St. Hermas Station | do | do | do | 5 | 12 | 3 | do | 40 00 |
| Oscanna and Railway Station (viz St. Arsène) | do | do | do | 5 | 12 | 3 | do | 49 50 |
| do | do | do | do | 5 | 12 | 9 | do | 187 50 |
| do | do | do | do | 2 1/2 | 12 | 2 | do | 30 60 |
| Calumet Island and Collifed | do | E. B. D. Lafleur | do | 14 | 6 | 9 | do | 58 50 |
| do | do | J. E. Cahill | do | 14 | 6 | 2 | do | 10 00 |
| do | do | do | do | 12 | 1 | 1 | do | 10 00 |
| Calumet Island and Dunraven | Vehicle. | J. Letts | Vehicle. | 5 | 2 | 3 | do | 15 00 |
| do | do | C. Barsalou | do | 5 | 2 | 9 | do | 39 00 |
| do | do | A. Cyr | do | 87 | 6 | 12 | do | 3,880 00 |
| Campbellton and Paspébiac | Optional. | R. Groom | Optional. | 4 | 2 | 12 | do | 42 00 |
| Cantebury and Scotsburn | do | M. Reid | do | 3 | 3 | 12 | do | 75 00 |
| Cantley and Kirk's Ferry | do | R. Blackburn | do | 19 | 1 | 12 | do | 100 00 |
| Cantley and Lucerne | Optional. | A. Desbiens | Optional. | 3 | As req. | Season, 1884 | do | 33 00 |
| Cap à l'Aigle and Murray Bay | Vehicle. | J. Savage | Vehicle. | 4 | 12 | 9 | do | 49 00 |
| Cap Cove and Wharf | On foot. | J. H. Edwards | On foot. | 5 | 12 | 3 | do | 30 00 |
| Capelton and Railway Station | do | O. H. Crisp | do | 5 | 12 | 3 | do | 10 00 |
| do | do | C. H. Toupin | Optional. | 5 | 12 | 3 | do | 37 50 |
| Cap Magdeleine and Railway Station | do | do | do | 5 | 12 | 9 | do | 135 00 |
| do | do | do | do | 5 | 12 | 9 | do | 97 50 |
| Cap Rouge and Pointe aux Trembles | Stage | J. N. Beaudry | Stage | 14 | 6 | 12 | do | 199 00 |
| Cap Rouge and Quebec | Optional. | J. Drolet | Optional. | 14 | 12 | 9 | do | 60 00 |
| Cap St. Ignace and Railway Station | do | O. H. Larue | do | 14 | 12 | 3 | do | 22 50 |
| do | do | do | do | 14 | 12 | 3 | do | 22 50 |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|------------------------|--|---------|
| | | | | | | \$ cts. |
| Cap Santé and Les Escureuils..... | P. Page..... | Vehicle..... | 4½ | 6 | 12 months..... | 150 00 |
| Cap Santé and Portneuf..... | E. Marcotte..... | do..... | 5 | 6 | 12 do..... | 150 00 |
| Carillon and Lachine..... | M. Campeau..... | do..... | 10½ | 6 | 12 do..... | 247 00 |
| Carillon and Pointe Fortune..... | J. Poitras..... | Boat..... | 1 | 6 | Part of season 1884..... | 34 00 |
| do do..... | J. Larocque..... | do..... | 1 | 12 | Balance of season 1884..... | 18 90 |
| Carillon and Vaudreuil Station..... | F. X. Legault..... | Vehicle..... | 25½ | 6 | Part of seasons 1883-84 & 1884-85..... | 398 75 |
| Carillon and Wharf..... | J. O. Fletcher..... | do..... | 2 | 6 | Part of seasons 1883-84 & 1884-85..... | 38 00 |
| Casault and Railway Station..... | J. J. Ouellet..... | Optional..... | 2 | 3 | Season, 1884..... | 40 00 |
| Castlebar and Danville..... | G. W. Barlow..... | do..... | 5 | 3 | 12 months..... | 125 00 |
| Caughnawaga and Chateauguy..... | J. Faubert..... | Vehicle..... | 6½ | 6 | 7 do..... | 84 58 |
| Caughnawaga and Wharf..... | A. de Lorimier..... | do..... | 4 | 12 | 12 do..... | 88 00 |
| Causapscal and Railway Station..... | A. Blais..... | On foot..... | 250 yds. | 12 | 12 do..... | 50 00 |
| Cedar Hill and Railway Station..... | J. Smith..... | Optional..... | 60 yds. | 6 | 12 do..... | 12 00 |
| Cedars and St. Dominique Station..... | B. Hurteau..... | Vehicle..... | 4½ | 6 | 12 do..... | 160 00 |
| Chambly Basin and Railway Station..... | G. E. Mayrand..... | do..... | 4 | 12 | 12 do..... | 80 00 |
| Chambly Canton and Railway Station..... | J. Hackett..... | do..... | 4 | 12 | 12 do..... | 80 00 |
| Champlain and Railway Station..... | J. Abel..... | Vehicle..... | 2 | 12 | 12 do..... | 90 00 |
| Champlain and Vincennes..... | M. Desjarsreault..... | Optional..... | 5 | 3 | 12 do..... | 100 00 |
| Channay and Plopolis..... | E. Bécigneul..... | do..... | 9 | 1 | 6 do..... | 25 00 |
| do do..... | F. Poulin..... | do..... | 9 | 1 | 6 do..... | 25 00 |
| Chautelle and Rawdon..... | D. Morin..... | Vehicle..... | 17 | 3 | 12 do..... | 204 00 |
| Chapeau, Pembroke and Fort William..... | A. S. Maloney..... | do..... | 23 | 6 | 12 do..... | 41 58 |
| Charlemagne and L'Assomption..... | J. Belbunneur..... | do..... | 9 | 6 | 12 do..... | 250 00 |
| Charlemagne and Montreal..... | M. Archambeault..... | do..... | 15 | 6 | 3 do..... | 75 00 |
| do do..... | do..... | do..... | 15 | 6 | 3 do..... | 300 00 |
| Charlesbourg and Quebec..... | E. Lefebvre..... | do..... | 5 | 2 | 12 do..... | 69 00 |
| Charterville and La Patrie..... | A. Daigreau..... | do..... | 9 | 12 | do..... | 75 00 |
| Chartboro' and St. Philippe..... | W. Douglas..... | do..... | 2½ | 3 | 12 do..... | 39 00 |
| Châtillon and St. Zepherin..... | C. Castonguay..... | do..... | 5½ | 3 | 12 do..... | 64 00 |
| Chaudière Curie and Railway Station..... | A. Lemieux..... | Optional..... | 30 yds. | 12 | 12 do..... | 20 00 |
| Chaudière Mills and Railway Station..... | do..... | Horse or vehicle..... | 3½ | 6 | 12 do..... | 100 00 |
| Chaudière Station and Railway Station..... | A. McFeer..... | On foot..... | 300 yds. | 6 | 12 do..... | 35 00 |
| Chamont and St. Agapit..... | E. T. Paquet..... | Optional..... | 3 | 3 | 8 do..... | 26 66 |
| Chelsea and Old Chelsea..... | H. Edmonds..... | do..... | 1½ | 6 | 1 do..... | 4 17 |
| Chemin Tsché and St. Cyrrien..... | G. Dallaire..... | Horse or vehicle..... | 6 | 1 | 12 do..... | 35 00 |

| Item | Quantity | Unit | Period | Value |
|--|----------|------|-------------------------|----------|
| Chemin Taohé and St. François Xavier de Viger..... | 6 | do | (to June 30, 1884)..... | 60 00 |
| Cherry River and Masgog..... | 4 | do | from do | 10 50 |
| do | 4 | do | ..... | 66 25 |
| do | 4 | do | ..... | 149 00 |
| Obester and North Ham..... | 21 | do | ..... | 345 00 |
| Chichester and Fort Coulonge..... | 11 | do | (to Feb. 28, 1885)..... | 293 33 |
| Chichester, Fort William and Pembroke..... | 16 | do | ..... | 25 50 |
| Chicoutimi and Grande Bate..... | 57 | do | ..... | 1,275 00 |
| Chicoutimi and Lasterrière..... | 10 | do | ..... | 156 00 |
| Chicoutimi and Metabetchouan..... | 87 | do | ..... | 1,407 47 |
| Chicoutimi and St. Paul's Bay..... | 2 | do | ..... | 69 48 |
| Chicoutimi and Tremblay..... | 2 | do | ..... | 60 00 |
| Chicoutimi and Wharf..... | 16 | do | ..... | 18 75 |
| Chute aux Iroquois and L'Annonciation..... | 20 | do | ..... | 150 00 |
| Chute aux Iroquois and St. Jovite..... | 7½ | do | ..... | 9 00 |
| Clairvaux and St. Paul's Bay..... | 7½ | do | ..... | 54 00 |
| do | 7½ | do | ..... | 156 00 |
| Clapham and Inverness..... | 13 | do | ..... | 146 25 |
| Clarenceville and Lacolle Railway Station..... | 4 | do | ..... | 60 00 |
| do | 4 | do | ..... | 24 00 |
| Clarenceville and Miranda..... | 4 | do | ..... | 77 00 |
| Coaticook and Cansan, U.S..... | 19 | do | ..... | 90 00 |
| do | 19 | do | ..... | 14 82 |
| Coaticook and North Coaticook..... | 1½ | do | ..... | 37 50 |
| do | 1½ | do | ..... | 300 00 |
| Coaticook and Paquette..... | 22 | do | ..... | 475 00 |
| Coaticook and Rock Island..... | 19 | do | ..... | 209 00 |
| Coleraine and Sanborn..... | 14 | do | ..... | 5 00 |
| Coleraine Station and Railway Station..... | 67 yds. | do | ..... | 22 50 |
| do | 67 yds. | do | ..... | 51 00 |
| Como and Oka..... | 1 | do | ..... | 10 95 |
| Como and Wharf..... | 1 | do | ..... | 23 33 |
| Compton and Martinville..... | 6 | do | ..... | 93 33 |
| do | 6 | do | ..... | 100 00 |
| Compton and St. Edwidge..... | 10 | do | ..... | 100 00 |
| do | 10 | do | ..... | 490 40 |
| Contrecoeur and Varannes..... | 12 | do | ..... | 125 00 |
| do | 12 | do | ..... | 225 00 |
| Cookshire and Island Brook..... | 15 | do | ..... | 52 00 |
| Cookshire and Linda..... | 10 | do | ..... | 40 00 |
| Cookshire and Railway Station..... | 5 | do | ..... | 60 00 |
| Corbin and Frontier..... | 5 | do | ..... | 60 00 |
| Cornwall and St. Régis..... | 3 | do | ..... | 183 33 |
| Coteau Landing and Coteau du Lac..... | 3 | do | ..... | 33 00 |
| do | 3 | do | ..... | 60 00 |
| Coteau Landing and Railway Station..... | 6 | do | ..... | 125 00 |
| Coteau Landing and Ste. Zouque..... | 6 | do | ..... | 401 00 |
| Coteau Landing and Valleyfield..... | 14½ | do | ..... |  |
| Coteau Station and Ste. Marthe..... | 14½ | do | ..... |  |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | | \$ cts. |
| Côte St. Louis and Mile End..... | M. Hotté..... | Optional..... | 1 1/2 | 6 | 12 months..... | 52 00 |
| Côte St. Michel and Montreal..... | L. Tassé..... | do..... | 6 1/2 | 3 | 12 do..... | 120 00 |
| Côte St. Paul and Railway Station..... | E. Latour..... | Vehicle..... | 1 | 12 | 12 do..... | 96 00 |
| Covey Hill and Vicars..... | W. Orr..... | Optional..... | 2 | 12 | 12 do..... | 52 00 |
| Cowansville and Railway Station..... | C. S. Browne..... | Vehicle..... | 1 1/2 | 12 | 12 do..... | 48 00 |
| Craig's Road Station and Fréchette..... | N. Fréchette..... | Horse or vehicle..... | 2 1/2 | 3 | 12 do..... | 50 00 |
| Craig's Road Station and Leeds..... | W. J. Machell..... | do..... | 28 | 3 | do (to June 30, 1884)..... | 72 50 |
| Craig's Road Station and St. Sylvester..... | J. Machell..... | Vehicle..... | 18 | 6 | do (to Sept. 30, 1884)..... | 145 00 |
| Craig's Road Station and St. Sylvester, East..... | D. Mooney..... | do..... | 24 | 6 | do from do..... | 294 00 |
| Oranbourne and Ouidaf..... | V. Wilson..... | Horse or vehicle..... | 5 | 2 | do (from Jan. 1, 1885)..... | 11 25 |
| Oranbourne and Frampton..... | V. Lacroix..... | do..... | 8 | 2 | do (to Dec. 31, 1884)..... | 80 00 |
| Oranbourne and St. Odilon..... | W. Wilson..... | Optional..... | 5 | 2 | do..... | 33 75 |
| Cross Point and Matapédia..... | C. Keane..... | Vehicle..... | 14 | As req. | Special trips..... | 156 20 |
| Cross Point and Ste. Anne de Restigouche..... | O. Guay..... | do..... | 2 | 6 | 2 months (from Feb. 1, 1885)..... | 16 67 |
| Cross Point and Sillerville..... | J. Downs..... | Optional..... | 10 1/2 | 2 | 9 do (to Dec. 31, 1884)..... | 60 00 |
| do..... | A. McDonald..... | do..... | 10 1/2 | 2 | 3 do from do..... | 21 00 |
| do..... | T. J. Taylor..... | do..... | 8 | 1 | 12 do..... | 50 00 |
| Cumberland Mills and River Gilbert..... | J. Tomalty..... | Vehicle..... | 6 | 1 | 12 do..... | 30 00 |
| Dalesville and Edina..... | P. McArthur..... | Horse or vehicle..... | 6 | 6 | 12 do..... | 180 00 |
| Dalesville and Lachute..... | W. Watchorn..... | Vehicle..... | 5 | 1 | 6 do (to Sept. 30, 1884)..... | 11 00 |
| Dalesville and Louisa..... | do..... | do..... | 5 | 2 | 6 do from do..... | 22 00 |
| do..... | A. Morrison..... | do..... | 2 | 6 | 12 do..... | 60 00 |
| Dalhousie Mills and Peveril..... | L. W. Weed..... | Optional..... | 6 | 3 | 12 do..... | 90 00 |
| Dalling and South Ely..... | S. D. McGeer..... | do..... | 50 yds. | 12 | 12 do..... | 12 00 |
| Danby and Railway Station..... | H. H. Shipman..... | do..... | 9 | 2 | 2 do (to Dec. 31, 1884)..... | 15 00 |
| Danford Lake and Kazabazua..... | J. T. Barnes..... | do..... | 9 | 2 | 3 do from do..... | 22 50 |
| do..... | R. Farrell..... | do..... | 18 | 1 | 3 do do..... | 25 00 |
| Danford Lake and Otter Lake..... | J. McManus..... | On foot..... | 1 1/2 | 6 | 12 do..... | 34 00 |
| Danville and Railway Station..... | P. Morin..... | Horse or vehicle..... | 10 | 3 | 7 do (to Oct. 31, 1884)..... | 51 33 |
| Danville and St. George de Windsor..... | J. Godbout..... | do..... | 10 | 3 | 5 do from do..... | 50 00 |
| do..... | G. Goodenough..... | do..... | 24 | 3 | 12 do..... | 399 00 |
| Danville and South Ham..... | J. D. Morin..... | do..... | 6 1/2 | 1 | 12 do..... | 40 00 |
| D'Autenil and Kingsley Falls..... | J. R. Denison..... | do..... | 7 | 2 | 12 do..... | 135 00 |
| Denison's Mills and Richmond East..... | H. A. Channell..... | Vehicle..... | 1 1/2 | 12 | 12 do..... | 180 00 |
| Derby Line, Rock Island, Stansstead and Ry. Station..... | | | | | | |

| | | | | | | |
|---|---------------------|-----------------------|-------|----|----|--------|
| Deschambault and Railway Station..... | O. Perrault..... | do | 12 | 12 | do | 59 00 |
| Dejardins and Railway Station..... | A. Blondeau..... | Optional..... | 12 | 12 | do | 90 00 |
| Dewittille and Railway Station..... | J. Holiday..... | Vehicle..... | 12 | 11 | do | 68 75 |
| Dillon and Eastman..... | F. P. Dufresne..... | do | 3 | 6 | do | 31 50 |
| Dilonton and Railway Station..... | do | Optional..... | 6 | 6 | do | 37 50 |
| D'Israeli and Railway Station..... | J. E. Rheault..... | do | 12 | 12 | do | 32 00 |
| Dixville and Railway Station..... | C. Baldwin..... | do | 12 | 12 | do | 60 00 |
| Dolbeau and Tadoussac..... | L. Dechenes..... | Horse or vehicle..... | 1 | 6 | do | 40 00 |
| Domaine de Gentilly and Gentilly..... | D. Beauchene..... | Vehicle..... | 2 | 12 | do | 45 00 |
| Dorval and Railway Station..... | D. Descary..... | do | 12 | 12 | do | 100 00 |
| Doyle and Sheenboro'..... | J. Bush..... | Horse or vehicle..... | 12 | 12 | do | 70 00 |
| Drummondville and Melbourne..... | F. Courchaine..... | do | 6 | 12 | do | 500 00 |
| Drummondville and Railway Station..... | J. F. Picotin..... | On foot..... | 12 | 12 | do | 84 00 |
| Drummondville and St. Cyrille de Wendover..... | J. Jarnelle..... | Vehicle..... | 3 | 12 | do | 84 00 |
| Dudlos and Wakefield..... | A. Duclos..... | Horse or vehicle..... | 2 | 12 | do | 92 00 |
| Dudswell Centre and East Dudswell..... | H. R. Bishop..... | do | 2 | 12 | do | 42 00 |
| Dudswell Centre and Railway Station..... | W. H. Lothrop..... | Vehicle..... | 12 | 12 | do | 150 00 |
| Dudswell Centre and South Dudswell..... | E. F. Ort..... | do | 12 | 12 | do | 40 00 |
| Dufresne's Mills and South Durham..... | J. O. Dufresne..... | do | 6 | 12 | do | 50 00 |
| Duboro', Scottmore and Railway Station..... | F. E. Scott..... | do | 3 & 6 | 12 | do | 65 00 |
| Dundee and Railway Station..... | J. Tyo..... | do | 12 | 11 | do | 91 66 |
| Dunham and East Dunham..... | J. G. Wales..... | do | 3 | 2 | do | 117 50 |
| do | do | do | 6 | 10 | do | 190 00 |
| Dunham and Freilighsburg..... | A. Ingalls..... | do | 6 | 12 | do | 447 00 |
| Dunham, East Stanbridge and Stanbridge Station..... | J. H. Martin..... | do | 6 | 12 | do | 200 00 |
| Dunham and Sweetsburg..... | E. Pickel..... | do | 6 | 12 | do | |
| East Angus and Linda..... | D. B. Hall..... | do | 3 | 3 | do | 9 75 |
| East Angus and Railway Station..... | A. Averst..... | do | 12 | 12 | do | 16 00 |
| East Arthabaska and Larochele..... | L. Boulanger..... | do | 3 | 6 | do | 21 50 |
| do | do | do | 3 | 6 | do | 25 00 |
| do | do | do | 2 | 3 | do | 26 00 |
| East Arthabaska and St. Fortunat..... | P. Janneau..... | do | 3 | 9 | do | 225 00 |
| do | do | do | 2 | 3 | do | 10 00 |
| East Arthabaska and Ste. Helene de Chester..... | do | Optional..... | 1 | 3 | do | 50 00 |
| East Arthabaska and Stanfold..... | do | Vehicle..... | 6 | 6 | do | 97 50 |
| do | D. Leneau..... | do | 3 | 1 | do | 6 23 |
| East Broughton and Railway Station..... | L. Beaudoin..... | Horse or vehicle..... | 6 | 11 | do | 137 50 |
| do | do | do | 2 & 1 | 12 | do | 250 00 |
| East Clifton, Sawyerville and Canaan, U.S..... | H. Sawyer..... | Vehicle..... | 6 | 12 | do | 100 00 |
| East Farnham and Railway Station..... | C. Mansfield..... | do | 1 | 12 | do | 26 00 |
| East Magdala and Lyster..... | A. Rousseau..... | do | 6 | 12 | do | 26 00 |
| Eastman and Railway Station..... | T. Perdue..... | Optional..... | 6 | 12 | do | 100 00 |
| East Templeton and Perkins..... | J. Freney..... | Horse or vehicle..... | 2 | 12 | do | 110 00 |
| East Templeton and Railway Station..... | P. Devost..... | Vehicle..... | 12 | 12 | do | 240 00 |
| Echo Vale and Piopola..... | G. Boufford..... | do | 12 | 12 | do | 18 00 |
| Echo Vale and Railway Station..... | J. P. Jones..... | On foot..... | 12 | 12 | do | 34 00 |
| Eden Dale and Table Falls..... | C. W. Johnson..... | Vehicle..... | 1 | 12 | do | 195 00 |
| Egypte and St. Ephrem d'Upton..... | C. Dupont..... | do | 6 | 12 | do | 30 00 |
| Elgin Road and Railway Station..... | T. Francoeur..... | Foot or vehicle..... | 3 | 12 | do | |

REPORT No. 2, B.—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips, per Week. | Period. | Amount. |
|---|----------------------|-----------------------|--------------------|-------------------------|-----------------------------------|----------|
| | | | | | | \$ cts. |
| Emilville and St. Pie..... | M. Gauthier..... | Optional..... | 1 | 6 | 12 months..... | 40 00 |
| Recuminc and Fleurant..... | N. MacNeill..... | Horse or vehicle..... | 8 | 1 | do..... | 26 00 |
| Equimaux Point and Moiste..... | C. Ahier..... | Optional..... | 134 | ..... | 4 trips, season 1884-85..... | 480 00 |
| Equimaux Point and Sheldrake..... | P. Tourzel..... | do..... | 70 | ..... | Special trip..... | 20 00 |
| Etehemia and Lévis..... | F. Samson..... | Vehicle..... | 6 | 12 | 12 months..... | 250 00 |
| Echemin and St. Jean Chrysostôme..... | A. Pichet..... | do..... | 3 | 6 | 12 do..... | 100 00 |
| Farnboro' and West Shefford..... | J. Kathan..... | do..... | 2½ | 3 | 12 do..... | 52 90 |
| Fardon and Heseville..... | T. Hase..... | Horse or vehicle..... | 7 | 2 | do..... | 43 02 |
| Fardon and Railway Station..... | A. C. Truxax..... | Optional..... | 14 rods. | 6 | (to Oct. 31, 1884)..... | 25 00 |
| Farnham and Magenta..... | J. Fournier..... | Vehicle..... | 5 | 2 | do..... | 50 00 |
| Farnham and Railway Station..... | S. S. Chaquette..... | Optional..... | 1 | 24 | 12 do..... | 100 00 |
| Farnham and Ste. Brigide..... | W. W. Peters..... | do..... | 6 | 1 | Special trip..... | 1 50 |
| Farnham and Stanbury..... | P. Beattie..... | Horse or vehicle..... | 8 | 2 | 5 months (from Nov. 1, 1884)..... | 33 33 |
| Father Point and Rimouski..... | G. Lavoie..... | Vehicle..... | 6½ | 6 | 12 do..... | 159 00 |
| Fleuriau and Ste. Luce..... | A. Caron..... | do..... | 18 | 2 | 11 do..... | 110 00 |
| Fontenelle and Gaspé Basin..... | J. Stanley..... | Horse or vehicle..... | 8 | 1 | do..... | 32 00 |
| Fontenoy and Melbourne..... | R. Fraser..... | Vehicle..... | 6 | 2 | 12 do..... | 48 00 |
| Fort Coutouge and Portage du Fort..... | J. B. Kelly..... | do..... | 23 | 6 | 11 do..... | 915 75 |
| Fortville and St. Jean des Chailions..... | J. B. Fortier..... | do..... | 9½ | 3 | 12 do..... | 75 00 |
| Fortin and Matane..... | N. Fortin..... | do..... | 6 | 1 | 9 do..... | 23 00 |
| Foster and Railway Station..... | C. B. Inglis..... | Optional..... | 1 | 12 | do..... | 12 00 |
| Fox River and Grande Greve..... | J. Philibert..... | do..... | 20 | 3 | 12 do..... | 288 00 |
| Fox River and Ste. Anne des Monts..... | A. Lepage..... | do..... | 107 | 2 | 12 do..... | 1,120 90 |
| Frampton and Ste. Hénédine..... | J. Lapointe..... | Vehicle..... | 13 | 6 | 12 do..... | 250 00 |
| Frampton and Springbrook..... | J. Clark..... | Horse or vehicle..... | 4 | 3 | 11 do..... | 60 00 |
| Franklin Centre and Hemmingford..... | T. Lemieux..... | do..... | 16 | 6 | 12 do..... | 481 25 |
| Franklin Centre and Huntingdon..... | J. Paulman..... | do..... | 16 | 6 | 11 do..... | 407 91 |
| Franklin Centre and Starnesboro'..... | S. Huet..... | Optional..... | 2 | 2 | 1 do..... | 64 00 |
| Frelighsburg and North Pinnacle..... | G. C. Chadburn..... | Vehicle..... | 6½ | 3 | 11 do..... | 91 66 |
| do..... | do..... | do..... | 6½ | 3 | do..... | 13 35 |
| Frelighsburg and Railway Station..... | J. Boyd, jun..... | do..... | 10 | 6 | 5 do..... | 79 75 |
| Frelighsburg and St. Armand Station..... | A. Shelters..... | Horse or vehicle..... | 10 | 6 | 3 do..... | 276 00 |
| do..... | do..... | do..... | 10 | 6 | 9 do..... | ..... |
| Frost Village and Waterlooc..... | G. Moynan..... | Vehicle..... | 2½ | 2 | 8 do..... | 62 66 |

| | | | | | | | | | |
|---|------------------|------------------|------------------|-----|---------|--------------|---------------------|---------------------------------|----------|
| Fulford and Waterloo | do | A. Spears | do | 2½ | 6 | 1 | do | (from March 1, 1885) | 7 83 |
| Galson and Gould | do | M. L. McIver | do | 4 | 2 | 12 | do | | 50 00 |
| Garland and St. Christostôme | do | D. Cross | do | 5½ | 2 | 12 | do | | 42 00 |
| Garthby Station and Railway Station | On foot | T. Jacques | On foot | 3 | 3 | 12 | do | (to June 30, 1884; and arrears) | 48 00 |
| do | do | do | do | 8 | 9 | 3 | do | | 22 91 |
| Gaspé Basin and Gaspé Basin South | do | J. H. Eden | Vehicle | 1 | 12 | 9 | do | from do | 54 99 |
| Gaspé Basin and Grande Grève | Optional | A. G. Annett | Optional | 4½ | 3 | 3 | do | (from Jan. 1, 1885) | 15 00 |
| Gaspé Basin and Percé | Vehicle | D. Grant | Vehicle | 15 | 3 | 12 | do | | 230 00 |
| do | do | X. Kennedy | do | 36 | 6 | 12 | do | | 1,400 00 |
| Gaspé Basin and Wharf | Optional | A. J. Carter | Optional | 36 | As req. | Special trip | Special trip | | 4 00 |
| Genoa and St. Hermas | do | A. J. Gordon | do | 1 | 2 | 12 | months | Season, 1884 | 54 00 |
| Georgeville and Knowlton Landing | do | D. A. Bullock | do | 3½ | 2 | 12 | do | | 48 00 |
| Georgeville and Magoo's Point | Vehicle | E. G. Merrick | Vehicle | 3 | 6 | 12 | do | | 150 00 |
| Georgeville and Magoon's Point | Horse or vehicle | A. Magoon | Horse or vehicle | 10 | 6 | 12 | do | | 300 00 |
| Georgeville and Smith's Mills | do | W. Tuck | do | 5½ | 2 | 12 | do | | 52 00 |
| Geraldine and Stockwell | do | C. Newman | do | 10½ | 2 | 12 | do | | 295 00 |
| Glen Robertson and Ste. Justine | Vehicle | W. Robinson | Vehicle | 8 | 2 | 12 | do | | 25 00 |
| Gould and North Hill | do | D. W. McDonald | do | 4½ | 6 | 12 | do | | 218 00 |
| Gould and Red Mountain | do | C. Smith | do | 5 | 2 | 9 | do | (from July 1, 1884) | 42 00 |
| Gould and Robinson | Vehicle | P. Dunsmore | Vehicle | 12 | 2 | 12 | do | | 30 00 |
| Gould Station and Railway Station | Optional | R. H. Cowan | Optional | 1 | 12 | 12 | do | | 339 00 |
| Granboro' and Granby | Vehicle | G. Vitte | Vehicle | 6 | 3 | 12 | do | | 120 00 |
| Granby and Railway Station | Optional | S. Page | Optional | 8 | 12 | 12 | do | | 75 00 |
| Granby and Shefford Mountain | Horse or vehicle | L. G. Therien | Horse or vehicle | 8 | 3 | 12 | do | | 75 00 |
| Grande Baie and L'Anse St. Jean | Optional | R. Gagnon | Optional | 54 | 2 | 12 | do | | 230 00 |
| Grand Oascepedia and New Richmond | Horse or vehicle | W. Robertson | Horse or vehicle | 4½ | 2 | 12 | do | | 80 00 |
| Grandes Goudees and Jersey Mills | do | M. Cahill | do | 14 | 3 | 12 | do | | 80 00 |
| Grand Entry and House Harbor | Optional | J. McPhail | Optional | 30 | 3 | 12 | do | | 180 00 |
| Grande Ligne and Mont St. Nicholas | do | M. Boissonneault | do | 7 | 3 | 12 | do | | 50 00 |
| Grandes Piles and Ste. Flore | Vehicle | J. B. G. Lagole | Vehicle | 2½ | 3 | 12 | months | Season, 1884 | 40 00 |
| Grand River and Wharf | Optional | T. A. Boudin | Optional | 7 | 6 | 12 | do | | 149 00 |
| Grand St. Esprit and Ste. Monique | Vehicle | J. A. Pinaud | Vehicle | 4 | As req. | 8 months | (from Aug. 1, 1884) | | 50 50 |
| Green River and St. Antonin | Horse or vehicle | J. April | Horse or vehicle | 2½ | 3 | 3 | do | | 33 33 |
| do | do | P. April | do | 3 | 6 | 3 | do | (to June 30, 1884) | 15 00 |
| do | do | O. Chouinard | do | 5 | 6 | 9 | do | from do | 45 00 |
| Greer Mount and Thorne Centre | do | T. Hodgins | do | 6 | 6 | 3 | do | (to June 30, 1884) | 24 50 |
| Greenville and Lost River | Vehicle | H. F. Cumming | Vehicle | 6 | 6 | 9 | do | from do | 86 25 |
| do | do | A. McPhee | do | 19 | 2 | 6 | do | (to Sept. 30, 1884) | 50 00 |
| Greenville and Railway Station | do | A. F. Cumming | do | 19 | 2 | 6 | do | from do | 87 00 |
| Grondines and Railway Station | do | L. Côté | do | 17 | 6 | 12 | do | | 78 00 |
| do | do | J. Halle | Optional | 3½ | 12 | 12 | do | | 100 00 |
| Hadlow Core Road and St. David de Lévis | Vehicle | D. M. Kattray | Vehicle | 1 | 6 | 12 | do | | 192 00 |
| Haley's Station and Portage du Fort | do | T. McWilliam | do | 7 | 12 | 12 | do | | 50 00 |
| do | do | J. Blair | do | 4½ | 6 | 12 | do | | 175 00 |
| Hallerton and Hemmingford | do | do | do | 4½ | 8 | 12 | do | | 87 48 |
| | | | | | | | | | 53 00 |

REPORT No. 2, B—Continued.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|-------------------------------|------------------------|-----------------------------------|----------|
| Halverson and Masham Mills..... | J. Moore | Horse or vehicle. | 11 | 1 | 3 months (to June 30, 1884)..... | \$ 21 67 |
| do | do | do | 11 | 2 | do from | 75 00 |
| Harrington and Rivington..... | D. McIntosh | Vehicle..... | 5 | 1 | do | 26 00 |
| Harvey Hill Mines and West Broughton..... | L. Couture | do | 3 | 3 | do | 34 00 |
| Hatley and Railway Station..... | T. B. Curtis | do | 3 ¹ / ₂ | 6 | do | 185 00 |
| Hedleyville and St. Roch de Québec..... | J. De Blois..... | On foot..... | 3 ¹ / ₂ | 12 | do | 62 60 |
| Helena and Railway Station..... | F. Harvey..... | Optional..... | 3 ¹ / ₂ | 6 | do | 69 99 |
| Helena and White's Crossing..... | P. Fellows..... | Vehicle..... | 3 ¹ / ₂ | 5 | (to Oct. 31, 1884)..... | 82 50 |
| Hemison and St. Malachie..... | C. Laulagne..... | Horse or vehicle. | 3 | 1 | do | 4 17 |
| do | T. Smith, jun..... | do | 3 | 1 | (to June 30, 1884)..... | 18 75 |
| Hemmingford and Roxham..... | W. C. Kingsbury | Vehicle..... | 5 | 2 | do from | 35 00 |
| Henrysburg and Lacolle | G. Giroux..... | do | 8 ¹ / ₂ | 3 | do | 96 00 |
| Henryville and Stanbridge Station..... | P. Girard..... | do | 8 | 3 | do | 189 00 |
| High Rock and Notre Dame du Laus..... | D. Vincent..... | Horse or vehicle. | 29 | 1 | do | 200 00 |
| Hochelega and Montreal | J. H. Brown | Optional..... | 2 | 12 | do | 12 16 |
| do | do | do | 2 | 18 | do from | 320 83 |
| Holland's Mills and Chalifoux Point..... | A. Holland..... | do | 2 ¹ / ₂ | 3 | do | 55 00 |
| Holton and Ste. Clothilde de Chateauguay..... | F. Delage..... | Vehicle..... | 3 | 2 | do (from Oct. 1, 1884)..... | 17 00 |
| House Harbor and Magdalen Islands..... | P. Turnbull..... | Optional..... | 30 | Fortnightly..... | Season, 1884..... | 70 00 |
| Howick and Railway Station..... | J. Marchant | Vehicle..... | 9 | 12 | 11 months (from May 1, 1884)..... | 44 91 |
| Howick and St. Chrysostôme..... | T. Hebert..... | do | 9 | 6 | do (from June 1, 1884)..... | 200 00 |
| Hudson and Wharf..... | A. Vipond..... | Optional..... | 1 | 12 | Season, 1884..... | 12 00 |
| Huntertown and Louisville..... | S. Milot..... | Vehicle..... | 17 | 6 | do | 150 00 |
| do | T. Paillet | do | 17 | 6 | 6 months (to Sept 30, 1884)..... | 145 00 |
| Huntingdon and Railway Station..... | T. Paulman | do | 17 | 12 | do from | 64 16 |
| Huntingdon and St. Anicet..... | S. Dupuis | do | 16 | 6 | 11 months (from May 1, 1884)..... | 425 00 |
| Inverness and Kinnear's Mills..... | J. N. Franklin..... | Optional..... | 9 ¹ / ₂ | 3 | do | 128 00 |
| Inverness and Leeds..... | H. McCutcheon..... | Horse or vehicle. | 12 | 6 | do | 394 00 |
| Inverness and New Ireland..... | J. Jamieson | Vehicle..... | 17 | 6 | do | 178 00 |
| Inverness and Ste. Julie de Somerset..... | D. Johnston | do | 9 ¹ / ₂ | 6 | do | 264 00 |
| Iron Hill and Sweetsburg..... | W. Moffat | do | 8 | 3 | do | 86 00 |
| Isle Bizard and Ste. Geneviève | A. Barbeau..... | do | 9 | 6 | do | 50 00 |
| Isle aux Coudres and St. Paul's Bay..... | J. Dufour..... | Optional..... | 9 | 2 | do | 312 00 |
| Isle aux Coudres and Wharf..... | E. Dufour..... | do | 6 | As reqd..... | Part of season 1884..... | 87 75 |
| do | A. Perron | do | 6 | 7 | Balance of season 1884..... | 24 75 |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|-----------------------|---------------------------------|------------------------|----------------------------------|----------|
| | | | | | | \$ cts. |
| Lacolle and St. Bernard Sud..... | T. Samoisette..... | Vehicle..... | 2 | 3 | 11 months(from May 1, 1884)..... | 27 50 |
| Lake Aylmer and Lake Weedon Station..... | F. Bernier..... | do..... | 12 | 6 | do..... | 225 00 |
| Lake Beauport and Quebec..... | P. Brown..... | do..... | 13 | 2 | do..... | 150 00 |
| Lake Etchemin and Langevin..... | L. Mercier..... | Horse or vehicle..... | 12 | 2 | do..... | 135 41 |
| Lake Etchemin and Ste. Rose de Watford..... | A. Chabot..... | do..... | 12 | 1 | do..... | 50 00 |
| Lake Etchemin and Standon..... | J. Fortin..... | do..... | 12 | 3 | do..... | 131 25 |
| Lake Temiscamingue and Mattawa..... | C. Rankin..... | Optional..... | 125 ¹ / ₂ | 1 | do..... | 1,000 00 |
| Lake Weedon and Railway Station..... | P. Briere..... | Vehicle..... | 60 yds. | 6 | do..... | 24 00 |
| Lamartine and L'Islet Station..... | P. Cloutier..... | Optional..... | 3 | 4 | do..... | 50 00 |
| Lambton and Railway Station..... | L. Langlois..... | do..... | 14 | 6 | do..... | 375 00 |
| Lambton and Stormoway..... | E. Belanger..... | do..... | 9 | 6 | do..... | 212 00 |
| Landreville and Ormstown..... | A. Blouin..... | Horse or vehicle..... | 8 | 2 | do..... | 250 00 |
| Land Villa and Railway Station..... | V. Brault..... | Vehicle..... | 4 | 2 | do..... | 59 00 |
| Lanoraie and Railway Station..... | C. Lavalle..... | do..... | 2 | 6 | do..... | 40 00 |
| L'Anse au Foin and Tremblay..... | P. Delisle..... | do..... | 6 | 6 | do..... | 89 50 |
| do do..... | M. Duchene..... | do..... | 8 | 2 | do..... | 15 60 |
| do do..... | E. Harvey..... | do..... | 8 | 4 | do..... | 52 00 |
| L'Anse à Giles and Railway Station..... | J. F. Giasson..... | Horse or vehicle..... | 2 | 6 | do..... | 15 00 |
| do do..... | do..... | do..... | 2 | 6 | do..... | 48 75 |
| do do..... | S. Labonne..... | Vehicle..... | 10 | 3 | do..... | 120 00 |
| do do..... | A. Roy..... | On foot..... | 3 | 6 | do..... | 35 00 |
| La Patrie and Notre Dame des Bois..... | P. Bouchard..... | Horse or vehicle..... | 7 | 6 | do..... | 200 00 |
| La Petite Rivière and Railway Station..... | C. Gauthier..... | Vehicle..... | 80 yds. | 12 | do..... | 12 00 |
| La Petite Rivière, St. François and St. Cassien des Caps..... | A. Serre..... | do..... | 6 | 12 | do..... | 148 00 |
| La Plaine and Railway Station..... | A. Millet..... | do..... | 6 | 6 | do..... | 160 00 |
| La Présentation and St. Hyacinthe..... | E. Archambault..... | do..... | 4 ¹ / ₂ | 6 | do..... | 150 00 |
| L'Assomption and Railway Station..... | J. Royal..... | do..... | 5 | 6 | do..... | 175 00 |
| Laurentides and Railway Station..... | J. M. V. Latour..... | Optional..... | 3 | 12 | do..... | 80 00 |
| Laurentides and St. Calixte de Kilkenny..... | F. Therien..... | Vehicle..... | 10 | 3 | do..... | 67 50 |
| do do..... | D. Thouin..... | do..... | 10 | 3 | do..... | 37 50 |
| Laurentides and Ste. Thérèse Railway Station..... | Sundry persons..... | Optional..... | 19 | 3 | Special trips..... | 64 00 |
| Lauzon and Lévis..... | H. Martin..... | Horse or vehicle..... | 2 | 12 | 12 months..... | 100 00 |
| Lauzon and St. Joseph de Lévis..... | E. Ruel..... | Optional..... | 14 | 12 | do..... | 140 00 |
| Laval and Quebec..... | T. Keough..... | Vehicle..... | 17 | 2 | do..... | 100 00 |

| | | | | | | |
|---|------------------|-------------------|---------|---------------|------------------------------|----------|
| Lavaltrie and Railway Station | A. A. Laviolette | do | 6 | 12 | do | 192 00 |
| Lawrenceville and North Sukey | C. Gendron | do | 4 | do | do | 100 00 |
| Lazy Bogan and New Richmond | E. Brash | Optional. | 45 | do | 23 dys. (to Aug. 6, '84) | 299 00 |
| Leeds and Leeds Village | H. McCutcheon | Horse or vehicle | 1 | do | do | 30 00 |
| Leeds and St. Sylvester | J. Craigie, jun | Vehicle | 9 | 6 | do | 50 00 |
| Leeds and Wilson's Mills | J. Jiggins | do | 4 | 3 | do | 12 00 |
| Lennoxville and Milby | J. R. Moy | Optional. | 5 | 3 | do | 32 50 |
| do | A. Aldrich | do | 5 | 6 | do | 93 00 |
| Lennoxville and Railway Station | E. W. Abbott | On foot | 24 | 12 | do | 101 00 |
| Leopold and Shrewsbury | J. Thompson | Vehicle | 6 | 2 | do | 45 00 |
| L'Epiphanie and Railway Station | E. Leblanc | do | 12 | 9 | do | 100 00 |
| L'Epiphanie and St. Jacques | G. Forest | do | 6 | 6 | do | 100 00 |
| do | do | do | 6 | 6 | do | 162 50 |
| L'Epiphanie and Ste. Julienne. | T. Renaud | do | 18 | 6 | do | 174 00 |
| do | N. M. Moisan | do | 18 | 6 | do | 87 50 |
| do | L. Bertrand | do | 18 | 3 | do | 87 50 |
| do | N. Coulobme | Horse or vehicle | 6 | 3 | do | 87 50 |
| Les Eboulemens and Settrington | T. Lapointe | do | 2 | 9 | do | 45 00 |
| do | J. Tremblay | Optional. | 8 | 2 | do | 13 75 |
| Les Eboulemens and Wharf | M. Boissonneault | Vehicle | 3 | Season, 1884 | do | 253 00 |
| Les Escoumains and Saut au Cochon | E. Morin | do | 35 | 2 | 12 months | 450 00 |
| Les Escoumains and Tadousac | E. Martin | do | 35 | 2 | 12 do | 499 00 |
| Lévis and Québec | do | Optional. | 1 1/2 | 12 | 8 do | 287 50 |
| do | Sundry persons | do | 1 | 12 | 4 do | 100 00 |
| do | H. Martin | do | 1 | 12 | do | 330 00 |
| Lévis and Grand Trunk Railway Station. | F. Bégin | do | 1 | 12 | months | 90 00 |
| do | N. Guay | Vehicle | 15 | 6 | 12 months | 40 10 |
| Lévis and St. Michel | M. Gagnon | do | 2 1/2 | 18 | 12 do | 255 00 |
| Lévis and Street Letter Boxes | E. Beaud | Optional. | 2 1/2 | 12 | do | 313 00 |
| Lévis and Sub-office | H. Lavigne | Vehicle | 92 | 6 | 12 do | 200 00 |
| Lévis and Three Rivers | J. V. Pageau | Optional. | 1 | 6 | 12 do | 2,780 00 |
| Lévis and South Québec | G. King | do | 1 | Special trips | do | 0 25 |
| Lévis Ferry and South Québec Railway Station | F. Bégin | do | 1 1/2 | 12 | 6 months (to Sept. 30, 1884) | 13 50 |
| Lévis Ferry and Québec Central Railway Station. | do | do | 1 1/2 | 12 | Special trips | 125 00 |
| do | J. Wood | do | 1 1/2 | 12 | 3 months (from Jan. 1, 1885) | 16 50 |
| do | T. Gagné | do | 1 1/2 | 12 | do | 48 00 |
| Lineboro' and Railway Station. | M. E. Ballantyne | On foot | 13 1/2 | 2 | 8 do | 16 00 |
| Linire and Metgermette | J. B. Cloutier | Horse or vehicle | 9 | 2 | do | 114 00 |
| Linire and St. Zacharie | P. Lesperance | do | 2 1/2 | 1 | 4 do | 33 25 |
| L'Islet and Railway Station. | D. Brissette | do | 7 1/2 | 12 | 12 do | 199 00 |
| L'Islet Station and St. Cyrille | E. D. Adams | do | 3 | 2 | 12 do | 104 00 |
| Longueuil and St. Lambert Railway Station. | L. Lemay | Vehicle | 15 | 6 | 9 do | 235 00 |
| Longueuil and Varennes | L. Richard | do | 200 yds | 12 | 12 do | 657 50 |
| Lorette and Railway Station | E. D. Adams | On foot | 6 | 3 | 12 do | 40 00 |
| Lorne and Railway Station | P. Picotte | Horse or vehicle | 1 1/2 | 6 | 12 do | 71 00 |
| Lotbinière and Rivière Boiscail | G. Nadeau | Optional. | 1 1/2 | 6 | 12 do | 39 00 |
| Louisville and Railway Station. | W. Brooks | do | 8 | 1 | 12 do | 220 00 |
| Louisville and Ste. Ursule | do | do | 5 1/2 | 1 | 12 do | 50 00 |
| Louderes and Somerset | do | Horse or vehicle. | 8 | 3 | 12 do | 50 00 |
| Low and Maniwaki | do | do | 54 | 3 | 12 do | 1,700 00 |

REPORT No. 2, B--Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------|--------------------|------------------------|---------------------|----------|
| | | | | | | \$ cts. |
| Low, Maniwaki and North Wakefield | W. Brooks | Horse or vehicle. | 54 & 11 | 3 & 6 | 12 months | 1,900 00 |
| Lucerne and Pointimore | T. L. Ransall | do | 4 | 2 | 12 do | 40 00 |
| Maddington and Stanfold | A. Richard | Vehicle | 13 | 2 | 12 do | 89 50 |
| Magog and Railway Station | L. N. Allard | do | 1 | 12 | 12 do | 90 00 |
| Magog and Sherbrooke | J. G. Cowie | do | 19 1/2 | 6 | 12 do | 300 00 |
| Malmison and Notre Dame de Stanbridge | J. Granger | do | 3 | 6 | 12 do | 90 00 |
| Maniwaki and River Joseph | T. White | Optional. | 8 | 1 | 12 do | 75 00 |
| Mansonville and Railway Station | W. B. Manson | Vehicle | 2 1/2 | 6 | 12 do | 125 00 |
| Mansonville and Vale Perkins | W. Greer | Horse or vehicle | 5 1/2 | 3 | 12 do | 60 00 |
| Mansonville and West Potton | M. L. Elkins | Vehicle | 5 | 3 | 12 do | 60 00 |
| Maple Grove and Richardville | D. Poudrier | Optional. | 7 | 3 | 12 do | 95 00 |
| Maple Grove and Somerset | T. Dubois | Vehicle | 20 | 3 | 12 do | 125 00 |
| Maple Grove and Wolfstown | J. Bennett | do | 10 | 3 | 2 do | 16 67 |
| Maple Leaf and Sawyerville | W. G. Planche | Horse or vehicle | 3 1/2 | 2 | 12 do | 40 00 |
| Marbletown and Railway Station | O. Cote | Vehicle | 3 1/2 | 12 | 12 do | 202 00 |
| Marbletown and South Ham | S. Porter | Optional. | 15 | 6 | 1 do | 19 17 |
| Marlow and U. S. Boundary Line | J. Haggan | Horse or vehicle | 14 1/2 | 3 | 0 do | 92 25 |
| do | D. M. Cathcart | do | 14 1/2 | 3 | 0 do | 37 50 |
| Marsden and Railway Station | J. D. Morison | Vehicle | 6 | 12 | 12 do | 24 00 |
| Masouche and Railway Station | D. Larose | do | 1 1/2 | 6 | 12 do | 98 00 |
| Masham Mills and Wakefield | P. Bertrand | Horse or vehicle. | 7 | 1 | 12 do | 50 00 |
| Mastigoche and St. Gabriel de Brandon | J. O. Henault | Vehicle | 9 | 1 | 12 do | 33 00 |
| Matane and St. Anne des Monts | S. Lefourneau | do | 57 | 3 | 12 do | 598 00 |
| Matane and St. Octave Station | W. Pelletier | do | 28 | 6 | 12 do | 494 00 |
| Matapedia and Railway Station | D. Fraser | On foot | 200 yds. | 12 | 12 do | 46 00 |
| Matapedia and Runnymede (via Dee Side) | J. Lawlor | Optional. | 12 | 1 | 12 do | 59 00 |
| Mayo and Thurso | M. Murphy | Vehicle | 8 | 2 | 9 do | 66 23 |
| do | C. Conroy | do | 8 | 2 | 3 do | 18 75 |
| do | H. Leahy | do | 7 | 6 | 12 do | 188 00 |
| Melbourne and New Rockland | N. Coburn | do | 3 | 13 | 12 do | 100 00 |
| Melbourne and Upper Melbourne | S. Jamieson | Horse or vehicle | 33 | 3 | 12 do | 500 00 |
| Melbourne and Waterloo | P. Paradis | Vehicle | 18 | 6 | 12 do | 500 00 |
| Metabeouhan and Roberval | C. Duchesne | Horse or vehicle. | 9 | 3 | 12 do | 125 00 |
| Metabeouhan and St. Gédéon | J. Fournier | do | 8 | 6 | 1 do | 7 91 |
| Méthot's Mills and Ste. Agathe | | | | | (to April 30, 1884) | |

REPORT No. 2, B—Continued.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-------------------------|------------------------|--------------------|------------------------|------------------------------------|----------|
| North Ham and St. Adrien | F. X. Charland | Optional | 8 | 2 | 12 months | \$ 60 00 |
| North Hasley and Railway Station | B. LeBaron | Foot or vehicle | 3 | 6 | do | 30 00 |
| North Nation Mills and Railway Station | D. Landriau | Vehicle | 3½ | 6 | do | 100 00 |
| North Onslow and O'Connell | G. Grier | Horse or vehicle | 6 | 2 | do | 80 00 |
| North Onslow and Onslow | C. O'Donnell | do | 7 | 3 | do | 95 00 |
| North Sutton and Sutton | S. Sweet | Vehicle | 3 | 6 | do | 60 00 |
| North Wakefield and Ottawa | R. Hastey | do | 26½ | 6 | do | 512 00 |
| North Wakefield and Rupert | R. Joynt | Horse or vehicle | 2 | 12 | do | 80 00 |
| Norton Creek and St. Rémi | J. B. Boyer | Vehicle | 3½ | 6 | do | 208 33 |
| Notre Dame des Anges and St. Ubalde | F. Bertrand | Optional | 11 | 3 | (from June 1, 1884) | 129 00 |
| Notre Dame du Portage and Railway Station | G. St. Pierre | Vehicle | 7 | 6 | do | 240 00 |
| Notre Dame de Rimouski and Railway Station | F. Parent | do | 1 | 6 | (to June 30, 1884) | 10 00 |
| do | E. Drapeau | do | 1 | 6 | from do | 30 00 |
| Ormtown and Railway Station | T. H. Paling | do | ½ | 12 | do | 44 91 |
| Outer Lake and Shawville | C. R. Morrison | do | 2½ | 3 | (from May 1, 1884) | 275 00 |
| Painchaud and Somerset | T. Dubois | Optional | 4 | 3 | do | 25 00 |
| Papineauville and St. Amédée | R. Robinson, jun. | Horse or vehicle | 7½ | 2 | do | 62 00 |
| Paquette and St. Malo | M. Roy | do | 5 | 2 | (to May 31, 1884) | 8 66 |
| do | C. Breault | do | 8 | 2 | from do | 66 66 |
| Paspébiac and Percé | W. Ramier | Vehicle | 68 | 6 | (to May 31, 1884) | 439 69 |
| do | do | do | 68 | 6 | (to Nov. 30, 1884) | 1,300 00 |
| do | do | do | 68 | 6 | from do | 879 40 |
| Paspébiac and Wharf | P. D. Loisel | Optional | ½ | As req. | Season, 1884 | 55 00 |
| Pauline and St. Cesaire | A. Garceau | Vehicle | 5 | 2 | 2 months (from Feb. 1, 1885) | 10 00 |
| Percé and Wharf | J. E. Tuzo | Optional | 2 | As req. | Season, 1884 | 51 00 |
| Philpburg and St. Armand Railway Station | A. Hoge | Vehicle | 33 yds | 12 | 12 months | 188 00 |
| Pointe au Chêne and Railway Station | T. Matthews | do | 2½ | 12 | do | 20 00 |
| Pointe aux Orignaux and Rivière Ouëlle | J. B. Hudon | Horse or vehicle | 2½ | 6 | do | 50 00 |
| Pointe aux Trembles and Quebec | F. Voyer | Vehicle | 22 | 6 | (from July 1, 1884) | 448 60 |
| Pointe aux Trembles and Rivière des Prairies | D. Brian | do | 6 | 6 | (to June 30, 1884) | 22 00 |
| do | F. Roy | do | 6 | 6 | from do | 112 50 |
| do | J. Launier | Horse or vehicle | 5 | 3 | do | 65 00 |
| Pointe Bleue and Roberval | F. Lanthier | Vehicle | 1 | 3 | (to Sept. 30, 1884) | 9 87 |
| Pointe Claire and Railway Station | O. Descoteau | Optional | ½ | 12 | do | 80 00 |
| Pointe du Lac and Railway Station | do | do | do | 12 | do | do |

| | | | | 50 yds. | | | 6 | Season, 1884 | |
|--|-----------------------|-----------------------|-----------------------|--|-------------------|----|----------|--------------|--|
| Pointe Fortune and Wharf..... | A. St. Denis..... | do | Horse or vehicle | 3 | 12 | do | 14 00 | | |
| Poite Séche and Ste. Hélène..... | T. Pelletier..... | Optional. | do | 12 | 12 | do | 79 50 | | |
| Pont de Maskinongé and Railway Station..... | A. Lafrenière..... | Vehicle..... | do | 6 | 9 | do | 111 00 | | |
| Pont de Maskinongé and St. Justin..... | E. Chapelaine..... | do | Foot or vehicle..... | 6 | 3 | do | 60 00 | | |
| do | do | do | do | 12 | 6 | do | 40 00 | | |
| Pont Rouge and Railway Station..... | A. Bussière..... | do | Optional..... | 6 | 12 | do | 50 00 | | |
| do | do | do | do | As req. | Season, 1884..... | do | 48 00 | | |
| Pont Viau and Sault au Recollet Road..... | T. Belanger..... | do | do | 3 | 12 | do | 58 80 | | |
| Port Daniel and Wharf..... | J. Lawrence..... | do | Vehicle..... | 3 | 12 | do | 74 00 | | |
| Port Lewis and St. Anicet..... | S. Dupuis..... | Horse or vehicle..... | do | 12 | 12 | do | 100 00 | | |
| Portneuf and Railway Station..... | E. Marcotte..... | do | do | Special trips; snow blockade on railway..... | do | do | 29 00 | | |
| Quebec Division..... | | | | 12 | 12 | do | 1,553 32 | | |
| Quebec and Railway Station..... | C. Hough..... | Vehicle..... | do | 6 | 3 | do | 37 50 | | |
| Quebec and St. Foy..... | F. Belleau..... | do | Boat or vehicle..... | 6 | 12 | do | 475 00 | | |
| Quebec, St. François and St. Jean d'Orléans..... | B. Asselin..... | Vehicle..... | do | 30 | 12 | do | 136 50 | | |
| Quebec and St. Joachim..... | J. Simard..... | Optional..... | do | 30 | 12 | do | 550 00 | | |
| Quebec and St. John Suburb..... | J. Blodreau..... | do | do | 12 | 12 | do | 625 56 | | |
| Quebec and St. Sauveur de Quebec..... | W. Saucier..... | do | Vehicle..... | 3 | 12 | do | 220 00 | | |
| Quebec and Spencer Cove..... | A. Flanagan..... | do | do | 2 | 12 | do | 145 00 | | |
| Quebec and Stoneham..... | J. Corrigan..... | do | do | 12 | 12 | do | 84 50 | | |
| do | O. Hough..... | do | do | 12 | Season, 1884..... | do | 120 00 | | |
| do | do | do | Horse or vehicle..... | 1 | 6 | do | 15 00 | | |
| do | J. Chanabesten..... | do | do | 1 | 6 | do | 20 00 | | |
| do | J. Gahagan..... | do | do | 3 | 12 | do | 45 00 | | |
| do | do | do | Horseback..... | 6 | 12 | do | 40 00 | | |
| Radford and Shawville..... | J. Dale..... | Vehicle..... | do | 20 | 12 | do | 350 00 | | |
| Randboro' and Sawyerville..... | L. Munn..... | Horse..... | do | 6 | 6 | do | 99 50 | | |
| Rapides des Joachims and Rowanton..... | A. McDougall..... | Vehicle..... | do | 1 | 12 | do | 30 00 | | |
| Rawdon and St. Lignori..... | P. O. Morin..... | do | do | 2 | 12 | do | 30 00 | | |
| Reedham and Roberson Station..... | J. Savage..... | Horse or vehicle..... | do | 6 | 12 | do | 300 00 | | |
| Repentigny and St. Paul l'Ermitte..... | A. Perreault..... | Optional..... | do | 2 | 12 | do | 173 25 | | |
| Ricards and St. Hermenegilde..... | L. Letourneau..... | do | do | 12 | Season, 1884..... | do | 68 50 | | |
| Richmond East and Sydneyham Place..... | H. Rocheleau..... | Vehicle..... | do | 12 | 12 | do | 137 84 | | |
| Rigaud and St. Redempteur..... | E. Bertrand..... | do | do | 1 | 12 | do | 60 00 | | |
| Rigaud and Vandreuil Station..... | D. Rochon..... | Horse or vehicle..... | do | 2 | 1 | do | 2 16 | | |
| Rigaud and Wharf..... | P. A. Sequin..... | Optional..... | do | 2 | 10 | do | 43 34 | | |
| Rimouski and Railway Station..... | L. Lavoie..... | do | do | 6 | 1 | do | 2 08 | | |
| Rimouski and Ste. Blandine..... | A. Duval..... | do | do | 12 | 6 | do | 3,000 00 | | |
| River David and Railway Station..... | O. Houde..... | do | do | 12 | 12 | do | 762 76 | | |
| Rivière aux Pins and St. Gabriel Station..... | F. Armstrong..... | Vehicle..... | do | As req. | Season, 1884..... | do | 57 00 | | |
| do | do | do | do | 6 | 12 | do | 140 00 | | |
| do | do | do | do | 12 | 1 | do | 1 66 | | |
| Rivière aux Pins and Valcartier..... | J. Turner..... | Optional..... | do | 12 & 24 | 12 | do | | | |
| Rivière du Loup and Edmundston..... | M. L. Marchand..... | Vehicle..... | do | As req. | Season, 1884..... | do | | | |
| Rivière du Loup and Railway Station..... | L. T. Pinyer..... | do | do | 6 | 12 | do | | | |
| Rivière du Loup and Wharf..... | J. T. Lachance..... | Optional..... | do | 12 | 1 | do | | | |
| River Gilbert and River Gilbert Gold Mines..... | A. E. Beauchemin..... | On foot..... | do | 10 | yds. | | | | |

REPORT No. 2, B.—Continued.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|----------------------|--------------------|------------------------|-----------------------------------|-----------|
| Rivière Ouelle and Railway Station | J. Anctil..... | Vehicle..... | 5 | 2 | 12 months | \$ 140 00 |
| do | J. E. Guigue..... | do | 5 | 2 | Special service in 1883..... | 48 00 |
| Rivière Ste. Marguerite and Tadoussac (via Dolbeau) | L. Dechenes..... | do | 21 | 2 | 2 months (from Feb. 1, 1885)..... | 21 67 |
| Rivière Trois Pistoles and Railway Station | J. G. Seton..... | do | 250 yds. | 12 | do | 40 00 |
| Robertson Station and Railway Station | O. Thériault..... | Optional..... | 60 yds. | 12 | do (to Sept 30, 1884)..... | 10 00 |
| do | A. Talbot..... | do | 60 yds. | 12 | do from do | 10 00 |
| Roberval and St. Prime | G. Laberge..... | Vehicle..... | 10 | 6 | do | 240 00 |
| Robinson and Railway Station | P. Dunsmore..... | do | 12 | 12 | do | 60 00 |
| Rougemont and Railway Station | J. Bacheider..... | do | 12 | 4 | do (from Dec. 1, 1884)..... | 17 33 |
| Rougemont Railway Station and Whitfield. | G. Whitfield..... | do | 13 | 12 | do | 100 00 |
| Roxton Falls and Railway Station | J. Wood..... | On foot..... | 1 | 8 | do (to Nov. 30, 1884)..... | 32 00 |
| St. Roxton Pond and South Roxton | J. B. Cadieux..... | Vehicle..... | 3 | 6 | do | 95 00 |
| Russelton and Vicars | C. Struthers..... | Optional..... | 2 | 6 | do | 60 00 |
| Stc. Adélaïde de Pabos and Wharf. | G. Manger..... | do | 1 | As req. | Season, 1884..... | 53 00 |
| Stc. Adèle and Ste. Agathe des Monts | V. Charbonneau..... | Vehicle..... | 12 | 6 | 12 months | 230 00 |
| Stc. Adèle and St. Jérôme | E. Beauchamp..... | do | 17 | 6 | do | 450 00 |
| St. Agapit and Railway Station | L. Olivier..... | Optional..... | 6 | 9 | do | 40 00 |
| Stc. Agathe des Monts and St. Jovite. | L. Robert..... | Vehicle..... | 19 | 2 | do | 225 00 |
| do | do | do | 19 | 3 | do from do | 112 50 |
| Stc. Agnès de Dundee and Railway Station | T. Rowley..... | Foot or vehicle..... | 1 | 6 | do (from May 1, 1881)..... | 44 00 |
| St. Aimé and St. Hyacinthe | P. Mathieu..... | Vehicle..... | 23 | 6 | do | 500 00 |
| St. Aimé and Yamaska | J. Lambert..... | do | 6 | 6 | do | 164 00 |
| St. Alban and Railway Station | A. Frenette..... | do | 5 | 6 | do | 104 00 |
| St. Alexandre and Railway Station | G. Brochu..... | do | 400 yds. | 12 | do | 40 00 |
| St. Alexandre d'Iberville and Railway Station | T. Morris..... | do | 1 | 12 | do (to Dec. 31, 1884)..... | 71 25 |
| do | E. Trepanier..... | do | 1 | 12 | do from do | 15 00 |
| St. Alexandre and St. Eleuthère | A. Gagne..... | Optional..... | 24 | 1 | do | 96 00 |
| St. Alexis des Monts and St. Paulin | J. B. Drolet..... | Vehicle..... | 10 | 3 | do | 175 00 |
| St. Alphonse and St. Côme | V. Gaudet..... | Optional..... | 12 | 2 | do | 112 00 |
| St. Anaclet and Railway Station | O. Couture..... | do | 2 | 6 | do | 50 00 |
| St. André and Railway Station | G. Dumond..... | do | 4 | 8 | do | 180 00 |
| Stc. Angèle de Laval and Railway Station | B. Desilet..... | do | 4 | 2 | do | 24 00 |
| Stc. Angèle de Monnoir and Railway Station | B. Loisele..... | do | 1 | 12 | do | 48 00 |
| Stc. Anne de Bellevue and Railway Station | A. St. Denis..... | do | 1 | 6 | do (to Sept. 30, 1884)..... | 7 90 |

| Station | Name | Foot or vehicle. | 13 | 12 | do | 105 00 |
|--|-----------------|-------------------|----|----|---------------|--------|
| St. Anne la Pérade and Railway Station. | J. U. Marcotte. | Foot | 7 | | do | 158 00 |
| St. Anne de la Pérade and St. Prosper. | A. Fingon. | Vehicle | 6 | 12 | do | 75 00 |
| St. Anne de la Pocatière and Railway Station. | T. Courcy | Optional. | 12 | 12 | do | 10 00 |
| do | do | do | 12 | 3 | do | 26 25 |
| do | O. Ouellet | do | 3 | 9 | do | 29 25 |
| St. Anne de la Pocatière and St. Onézime. | T. Michaud. | do | 6 | 3 | do | 14 75 |
| do | C. Dubé | do | 3 | 3 | do | 32 00 |
| St. Anne des Plaines and Railway Station. | D. Gaudette | do | 6 | 12 | do | 75 00 |
| St. Anne de Sorel and Sorel. | E. Latraverse. | Vehicle | 12 | 12 | do | 80 00 |
| St. Anselme and Railway Station. | F. Lamontagne. | do | 6 | 12 | do | 175 00 |
| St. Anselme and Ste. Claire. | do | do | 3 | 6 | do | 30 00 |
| St. Antoine and St. Apollinaire. | R. Breton. | do | 5 | 6 | do | 37 50 |
| do | E. Lambert | do | 5 | 6 | do | 70 00 |
| St. Antoine and St. Denis. | A. Lacroix | do | 6 | 12 | do | 6 50 |
| St. Arsène and Viger. | O. Gagnon. | Horse or vehicle. | 3 | 1 | do | 6 50 |
| do | do | do | 6 | 11 | do | 137 50 |
| St. Athanase and Railway Station. | F. Savaris. | On foot | 24 | 12 | do | 100 00 |
| St. Aubert and Railway Station. | A. Robichaud. | Optional. | 6 | 12 | do | 40 00 |
| St. Aubert and St. Pamphile. | A. Tremblay. | Vehicle. | 2 | 12 | do | 199 00 |
| St. Augustin and Railway Station. | H. Rochon. | do | 6 | 12 | do | 56 00 |
| St. Augustin Railway Station and Ste. Monique. | D. Simard. | do | 2 | 6 | do | 78 00 |
| St. Barbe and St. Stanislas de Kostka. | N. Lemieux. | do | 4 | 6 | do | 22 50 |
| St. Barnabé and St. Elie. | L. Guillemette. | do | 3 | 1 | do | 6 66 |
| do | do | do | 9 | 6 | do | 66 66 |
| do | do | do | 12 | 6 | do | 99 50 |
| St. Barnabé and Yamaeliche. | A. Gôlizas. | do | 12 | 12 | do | 95 00 |
| St. Barthélemi and Railway Station. | L. Michaud | do | 12 | 12 | do | 39 00 |
| St. Bazile and Railway Station. | F. Paquette. | Optional. | 2 | 6 | do | 18 00 |
| St. Bazile le Grand and Railway Station. | E. Lalumière | do | 6 | 9 | do | 10 00 |
| do | do | do | 6 | 3 | do | 10 00 |
| St. Bazile Station and Railway Station. | C. A. Delage | do | 6 | 12 | do | 12 00 |
| St. Beatrix and Ste. Méanie. | J. Marion. | Vehicle | 9 | 2 | do | 50 00 |
| St. Brigitte and Railway Station. | B. McGuire. | do | 6 | 12 | do | 110 00 |
| St. Brigitte des Sautes and Ste. Monique. | J. B. Beaulieu. | Horse or vehicle. | 3 | 12 | do | 200 00 |
| St. Bruno and Ste. Julie de Verchères. | L. Hebert. | do | 6 | 12 | do | 140 00 |
| St. Bruno and St. Paschal. | P. Gôté. | Optional. | 1 | 2 | do | 8 33 |
| St. Camille and Sherbrooke. | O. Manseau | Horse or vehicle. | 26 | 1 | do | 14 00 |
| St. Camille and Stoke Centre. | M. Bison. | Optional. | 14 | | Special trip. | 125 00 |
| St. Casimir and Railway Station. | L. Martin. | Vehicle | 12 | 12 | months. | 2 00 |
| St. Casimir and St. Ubalde. | A. Pepin. | Horse or vehicle | 3 | 12 | do | 95 00 |
| St. Catherine and Railway Station. | P. Julien. | Optional. | 6 | 12 | do | 70 00 |
| St. Cecile de Whitton and Spring Hill. | A. Loubier. | On horseback. | 2 | 12 | do | 70 00 |
| St. Césaire and Railway Station. | C. E. Houde | Optional. | 6 | 12 | do | 60 00 |
| St. Césaire and Railway Station. | F. Garceau | do | 12 | 12 | do | 60 00 |
| St. Charles and Railway Station. | E. Bilodeau | do | 6 | 12 | do | 25 00 |
| St. Charles and St. Marc. | A. Desjardin. | Boat or vehicle. | 6 | 12 | do | 60 00 |
| St. Chrysostôme and St. Kemi. | J. B. Boyer. | Optional. | 14 | 3 | do | 50 00 |
| St. Claire and St. Malachie. | P. Turgeon. | Vehicle. | 6 | 12 | do | 190 00 |
| St. Clément and St. Eloi. | G. April. | Horse or vehicle | 3 | 12 | do | 100 00 |
| St. Clothilde and Victoriaville. | T. Perreault. | Vehicle. | 3 | 12 | do | 125 00 |

120 yds.

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|-----------------------|--------------------|------------------------|--|---------|
| | | | | | | \$ cts. |
| St. Columbin and Ste. Scholastique..... | M. Phehan..... | Vehicle..... | 9 | 6 | 12 months..... | 270 00 |
| St. Constant and Railway Station..... | O. Robert..... | Optional..... | 1 $\frac{1}{2}$ | 12 | do..... | 24 48 |
| St. Outhbert Station and Railway Station..... | A. Champagne..... | do..... | 400 yds. | 12 | do..... | 12 00 |
| Ste. Cunégonde and St. Henri de Montreal..... | R. Ducharme..... | Vehicle..... | 1 | 12 | do..... | 100 00 |
| St. Cyr and Richmond Station..... | G. Dyson..... | Optional..... | 6 $\frac{1}{2}$ | 1 | do..... | 50 00 |
| St. Damien de Brandon and St. Gabriel de Brandon..... | J. Clermont..... | do..... | 6 | 4 | (to Sept. 30, '84, & arr's) from do..... | 120 00 |
| do..... | do..... | do..... | 6 | 4 | do..... | 95 00 |
| St. Denis and Railway Station..... | A. Dumais..... | do..... | 4 | 12 | do..... | 97 00 |
| St. Didace and St. Norbert..... | E. Lauzon..... | do..... | 16 $\frac{1}{2}$ | 6 | do..... | 400 00 |
| St. Dominique des Cédres and Railway Station..... | S. Trotter..... | do..... | 2 | 3 | do..... | 36 00 |
| St. Donat and St. Gobert..... | A. Caron..... | do..... | 9 | 2 | do..... | 5 42 |
| St. Donat and Ste. Lucie..... | C. Belanger..... | do..... | 9 | 2 | do..... | 5 00 |
| St. Donat de Montcalm and St. Theodore de Chertsey..... | W. Aubin..... | do..... | 27 | 1 | (to April 30, 1884)..... | 175 00 |
| St. Edouard and St. Michel de Napierville..... | J. Hamlin..... | do..... | 4 $\frac{1}{2}$ | 6 | do..... | 120 00 |
| St. Elic and Yamachiche..... | C. Gélinas..... | Vehicle..... | 21 | 6 | (from Oct. 1, 1884)..... | 124 50 |
| St. Floi and Railway Station..... | P. Laugelier..... | do..... | 3 | 6 | do..... | 60 00 |
| St. Elzéar and St. Sylvester Bas..... | L. Rosbery..... | Horse or vehicle..... | 10 | 6 | (to Oct. 31, 1884)..... | 32 42 |
| St. Emile de l'Énergie and St. Jean de Matha..... | J. Blais..... | Vehicle..... | 12 | 1 | (from June 1, 1884)..... | 43 33 |
| St. Ephrem d'Upton and St. Hélène de Bagot..... | N. Billette..... | do..... | 7 | 6 | do..... | 150 00 |
| St. Etienne du Saguenay and Tadoussac..... | H. P. Blair..... | Boat or vehicle..... | 10 | 1 | (from Nov. 1, 1884)..... | 65 00 |
| St. Eulalie and Railway Station..... | N. Tourigny..... | do..... | 4 | 6 | (to June 30, 1884)..... | 16 25 |
| do..... | E. Prince..... | do..... | 4 | 6 | do..... | 60 00 |
| St. Eustache and Railway Station..... | J. M. Goulet..... | Optional..... | 360 yds. | 6 | do..... | 45 00 |
| St. Eustache and St. Joseph du Lac..... | J. B. Laurin..... | Horse or vehicle..... | 11 | 3 | do..... | 150 00 |
| St. Evariste de Forsyth and Railway Station..... | J. B. Letourneau..... | Vehicle..... | 26 | 6 | do..... | 589 32 |
| St. Evariste de Forsyth and St. Honoré..... | J. Plante..... | Horse or vehicle..... | 7 | 4 | do..... | 80 00 |
| St. Fabien and Railway Station..... | J. Danjou..... | Optional..... | 1 | 12 | do..... | 49 00 |
| St. Famille and St. Pierre d'Orléans..... | A. Maranda..... | Horse or vehicle..... | 8 | 3 | (to Dec. 31, 1884)..... | 54 00 |
| do..... | do..... | do..... | 8 | 3 | from do..... | 30 00 |
| St. Félixien and St. Prime..... | T. Bouchard..... | do..... | 9 | 3 | do..... | 128 00 |
| St. Félixien and Ticoncabo..... | O. Perreault..... | do..... | 5 | 2 | do..... | 57 50 |
| St. Félix de Valois and Railway Station..... | S. Tessier..... | Vehicle..... | 13 | 6 | do..... | 480 00 |
| St. Félix de Valois and St. Jean de Matha..... | E. Lessard..... | do..... | 3 | 12 | do..... | 88 20 |
| St. Flavie and Railway Station..... | J. Lavoie..... | do..... | 3 | 12 | do..... | 311 09 |
| St. François de Sales and Terrebonne..... | N. Constant..... | Optional..... | 3 | 6 | do..... | 40 00 |

| Station | Vehicle | Quantity | Period | Amount |
|---|------------------|----------|---------------------------|--------|
| St. François Montmagny and Railway Station | Foot or vehicle | 14 | (to June 30, 1884) | 12 50 |
| do | do | 13 | from do | 54 00 |
| St. François Xavier de Viger and Viger | Horse or vehicle | 6 | | 66 00 |
| St. Frédéric and Railway Station | do | 2 | | 75 00 |
| St. Frédéric and St. Séverin de Beauvage | Vehicle | 6 | | 82 48 |
| St. Gabriel Station and Railway Station | On foot | 10 yds. | | 16 00 |
| St. Gabriel and St. Joseph d'Alma | do | 13 | | 50 00 |
| St. Geneviève and Railway Station | Vehicle | 3 | | 130 03 |
| St. Geneviève de Batiscan and Railway Station | do | 4 | (from Jan. 1, 1885) | 37 25 |
| St. Geneviève de Batiscan and St. Stanislas | do | 8 | from do | 50 00 |
| St. George East and St. Prosper de Dorchester | Optional | 11 | | 82 48 |
| St. Germain de Grantham and Railway Station | On foot | 12 | | 60 00 |
| St. Gervais and Railway Station | Vehicle | 6 | | 56 00 |
| St. Gervais and St. Nérée | do | 6 | | 179 00 |
| do | Horse or vehicle | 2 | (to July 31, 1884) | 16 67 |
| do | do | 3 | from do | 50 00 |
| St. Guillaume and Railway Station | On foot | 12 | | 100 00 |
| St. Guillaume and St. Pie de Guire | Optional | 12 | | 175 00 |
| St. Héloïse and Railway Station | Foot or vehicle | 12 | | 28 00 |
| St. Hénédine and Railway Station | Optional | 12 | | 40 00 |
| St. Henri and Railway Station | do | 12 | | 48 00 |
| St. Henri and St. Isidore | Vehicle | 6 | | 180 00 |
| St. Henri and St. Lambert | do | 6 | | 296 00 |
| St. Henri de Montreal and Railway Station | Optional | 24 | | 90 00 |
| St. Henri Station and Railway Station | do | 36 | 20 dys. (to July 20, '84) | 36 52 |
| do | do | 12 | 11 dys. from do | 52 17 |
| St. Hermas and Railway Station | Vehicle | 4 | | 156 00 |
| St. Hilarie Station and Railway Station | On foot | 30 | (to May 31, 1884) | 14 00 |
| do | do | 36 | from do | 82 20 |
| St. Hilaire Station and St. Jean Baptiste de Rouville | Vehicle | 6 | | 166 00 |
| St. Hilaire Station and Sorel | do | 6 | | 945 00 |
| St. Hubert and Railway Station | On foot | 6 | (less fines) | 60 00 |
| St. Hugues and St. Hyacinthe | Vehicle | 6 | | 212 50 |
| do | do | 6 | (to Sept. 30, 1884) | 262 50 |
| St. Hugues and St. Marcel | do | 6 | from do | 37 50 |
| do | do | 6 | (to June 30, 1884) | 138 00 |
| St. Hyacinthe and St. Pie | do | 6 | from do | 475 00 |
| St. Isidore and Railway Station | do | 12 | | 72 00 |
| St. Janvier and Railway Station | do | 12 | | 40 00 |
| St. Jean de Dieu and Trois Pistoles | Horse or vehicle | 3 | (to Oct. 31, 1884) | 56 00 |
| do | do | 5 | from do | 41 67 |
| St. Jean de Matha and St. Michel des Saints | do | 1 | | 129 00 |
| St. Jean Port Joli and Railway Station | do | 12 | (to June 30, 1884) | 30 00 |
| do | do | 9 | from do | 120 00 |
| St. Jérôme and Railway Station | Optional | 12 | | 52 00 |
| St. Jérôme and Ste. Thérèse | Vehicle | 6 | | 300 00 |
| St. Joachim and Warden | do | 3 | | 84 00 |
| St. John's and Railway Station | Optional | 12 | | 100 00 |
| St. John's and St. Luc | do | 3 | | 80 00 |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|-----------------------|-------------------------------|------------------------|----------------------------------|---------|
| | | | | | | \$ cts |
| St. John's and Sabrevois | A. M. White..... | Optional..... | 8 ¹ / ₂ | 3 | 12 months | 108 00 |
| St. Joseph de Sorel and Sorel..... | E. E. Filiatrault..... | do | 14 | 6 | do (to Sept. 30, 1884)..... | 24 00 |
| do | A. Bouvier..... | do | 14 | 6 | do from do | 24 00 |
| St. Lazare de Vaudreuil and Vaudreuil | C. Castonguay | do | 8 | 3 | do | 108 00 |
| Ste. Louise and Railway Station | A. Anctil..... | do | 2 | 12 | do | 50 00 |
| Ste. Lucie and Railway Station..... | M. Gagnon..... | Horse or vehicle..... | 2 | 12 | do | 150 00 |
| Ste. Madeleine and Railway Station..... | J. D. Kainville..... | Optional | 1 ¹ / ₂ | 12 | do | 24 00 |
| St. Malachie and Standon..... | E. Lantagne..... | Vehicle..... | 13 | 6 | do (to Dec 31, 1884)..... | 145 50 |
| do | E. Lantagne | do | 13 | 6 | do from do | 48 50 |
| Ste. Marie de Monnoir and Railway Station..... | G. Poulin..... | Optional..... | 4 ¹ / ₂ | 12 | do (from May 1, 1884)..... | 61 16 |
| Ste. Marie and Railway Station | W. Marchand..... | Vehicle | 4 ¹ / ₂ | 12 | do | 135 00 |
| Ste. Martine and St. Urbain de Chateauguay | V. Demers..... | do | 4 ¹ / ₂ | 6 | do | 140 00 |
| St. Mathias and Village Richelieu | O. Darche..... | do | 3 ¹ / ₂ | 6 | do | 44 00 |
| St. Mathieu and St. Simon | T. Levesque | Optional | 3 | 3 | do | 63 75 |
| St. Maurice and Railway Station..... | L. Rheault..... | Vehicle | 1 | 12 | do (to Dec. 31, 1884)..... | 56 25 |
| St. Moise and Railway Station..... | J. Smith..... | Horse or vehicle..... | 6 | 2 | do | 22 50 |
| do | do | do | 6 | 3 | do from do | 75 00 |
| St. Narcisse and Railway Station..... | A. Dupont..... | Vehicle | 4 | 6 | do (to Dec. 31, 1884)..... | 110 00 |
| St. Narcisse and Three Rivers | F. Nobert..... | do | 19 | 6 | do from do | 290 00 |
| St. Norbert and Railway Station..... | S. Carpentier..... | do | 9 | 6 | do | 20 60 |
| St. Ours and St. Roch de Richelieu | J. B. Paquette | do | 1 ¹ / ₂ | 12 | do | 112 00 |
| St. Pacôme and Railway Station..... | A. Hudon..... | Optional..... | 4 | 12 | do | 126 00 |
| St. Patrick and Railway Station | F. C. Picard | Vehicle..... | 4 | 6 | do | 7 08 |
| St. Patrick's Hill and Trout Brook..... | J. C. Stevens | Horse or vehicle..... | 3 | 6 | 1 month (to April 30, 1884)..... | 12 33 |
| St. Patrick's Hill and Warwick | T. Demers..... | do | 5 ¹ / ₂ | 6 | do | 39 00 |
| St. Paul's Bay and St. Urbain..... | E. Fortin..... | do | 3 | 3 | 3 months (to Aug. 31, 1884)..... | 324 00 |
| St. Paul's Bay and Wharf | E. Bouchard | Optional..... | 3 | 3 | Season, 1884..... | 96 00 |
| St. Paul du Buton and St. Pierre Montmagny | E. Audette | Vehicle | 17 | 2 | 9 months (to Dec. 31, 1884)..... | 47 50 |
| do | do | do | 17 | 3 | do from do | 40 00 |
| St. Philippe du Néry and Railway Station | F. Deschene | On foot | 3 | 6 | do (to Dec. 31, 1884)..... | 183 75 |
| St. Philippe Railway Station and Stonefield | B. Wilson | Vehicle | 9 | 6 | do from do | 70 00 |
| do | J. Fletcher | do | 9 | 6 | do | 132 91 |
| Ste. Philomène and Railway Station..... | J. B. Damour | do | 2 ¹ / ₂ | 6 | do (from May 1, 1884)..... | 15 26 |
| St. Pierre les Becquets and Ste. Sophie de Levrard..... | G. Morissette..... | Optional..... | 10 | 3 | do (to May 31, 1884)..... | 104 16 |
| do | D. Fournier..... | do | 10 | 3 | do from do | |

| | | | | | | | | |
|---|-------------------|------------------|--------------------------------|----|----|------|----------------------------|--------|
| St. Pierre Montmagry and Railway Station | A. Samson | do | 2 | 12 | 3 | do | (to June 30, 1884) | 20 00 |
| do | N. Samson | do | 2 | 12 | 9 | do | from do | 60 00 |
| St. Placide and Ste. Scholastique | N. Charette | do | 13 ¹ / ₂ | 6 | 3 | do | (to June 30, 1884) | 62 50 |
| do | A. Gration | do | 13 ¹ / ₂ | 6 | 9 | do | from do | 225 00 |
| do | F. Lavergne | Vehicle | 5 ¹ / ₂ | 12 | 12 | do | | 52 00 |
| St. Polycarpe and Railway Station | L. Daoust | do | 6 | 6 | 12 | do | | 180 00 |
| St. Polycarpe and St. Telephore | F. X. Bernard | do | 6 | 6 | 12 | do | | 72 00 |
| St. Raphaël and Railway Station | H. Pelletier | Optional | 6 | 12 | 12 | do | | 40 00 |
| St. Raymond and Railway Station | N. Champagne | Vehicle | 5 | 3 | 1 | do | (to April 30, 1884) | 5 00 |
| St. Rémi de Tingwick and Trout Brook | do | do | 13 ¹ / ₂ | 6 | 11 | do | from do | 363 00 |
| St. Rémi de Tingwick and Warwick | L. Poirier | do | 2 | 6 | 9 | do | (to Dec. 31, 1884) | 70 50 |
| St. Robert and Railway Station | do | do | 2 | 6 | 3 | do | from do | 25 00 |
| do | A. E. Leonard | do | 8 | 12 | 12 | do | | 72 00 |
| St. Rose and Railway Station | R. Dallaire | Horse or vehicle | 8 | 1 | 12 | do | | 21 76 |
| St. Samuel de Gayhurst and Valletfort | W. Saucier | Optional | 1 | 24 | 12 | do | | 196 00 |
| St. Saureur de Quebec and Street Letter Boxes | J. Souche | Vehicle | 1 | 12 | 12 | do | | 40 00 |
| St. Scholastique and Railway Station | T. Hunter | Horse or vehicle | 3 ¹ / ₂ | 2 | 12 | do | | 34 00 |
| St. Sébastien and Venice | J. B. Martin | Optional | 1 | 12 | 13 | do | | 48 00 |
| St. Simon and Railway Station | S. Cloutier | Vehicle | 7 | 3 | 9 | do | (from July 1, 1884) | 45 00 |
| St. Sophie and Somerset | R. Sauvé | do | 3 | 6 | 12 | do | | 144 00 |
| St. Stanislas de Kostka and Valleyfield | J. B. McAffrey | Optional | 7 | 3 | 6 | do | (to Sept. 30, 1884) | 48 00 |
| St. Sylvester and St. Sylvester East | L. N. Magnan | Horse or vehicle | 9 | 3 | 12 | do | | 145 00 |
| St. Thecle and St. Tite | L. N. Handfield | Vehicle | 6 | 3 | 12 | do | | 78 00 |
| St. Théodose and Verchères | F. BoisMENU | do | 28 | 24 | 12 | do | | 80 00 |
| St. Titus and Railway Station | G. Lahaye | do | 6 | 6 | 12 | do | | 90 00 |
| St. Tite and Railway Station | F. Hetier | Optional | 3 | 6 | 12 | do | | 72 00 |
| St. Valentin and Stotville | J. Lambert | Vehicle | 4 | 3 | 12 | do | | 72 00 |
| St. Valère de Buistode and Railway Station | A. Belanger | Horse or vehicle | 3 | 6 | 12 | do | | 96 00 |
| St. Valier and Railway Station | H. Paulhus | Vehicle | 4 | 3 | 12 | do | | 140 00 |
| St. Victoire and Sorel | C. E. Germalin | do | 9 | 18 | 12 | do | | 60 00 |
| St. Vincent de Paul and Railway Station | J. Vallière | do | 5 | 6 | 12 | do | | 114 32 |
| Sacré Cœur de Marie and Railway Station | W. Somerville | Horse or vehicle | 11 | 6 | 3 | do | (to June 30, 1884) | 78 25 |
| Sand Point and Shawville | D. Wilson | do | 11 | 6 | 9 | do | from do | 234 75 |
| Savage's Mills and Railway Station | H. T. Hamlin | Foot or vehicle | 4 | 6 | 12 | do | | 48 00 |
| Scotstown and Railway Station | J. A. McIver | Optional | 4 | 12 | 12 | do | | 40 00 |
| Scotstown and West Ditton | S. Labonne | Vehicle | 12 | 6 | 9 | do | (to Dec. 31, 1884) | 176 25 |
| do | J. B. Brousseau | do | 12 | 6 | 3 | do | from do | 45 00 |
| Scott Junction and Railway Station | G. Gagnon | Optional | 60 yds. | 12 | 12 | do | | 50 00 |
| Shawanagan and Three Rivers | J. B. Lapolice | Vehicle | 21 | 6 | 12 | do | | 275 00 |
| Shelfington and West Shefford Railway Station | T. A. Harris | Optional | 4 | 6 | 12 | do | | 100 00 |
| Sherbrooke and Railway Station | J. J. Foss | do | 9 ¹ / ₂ | 36 | 12 | do | (from Jan. 1, 1886) | 150 00 |
| Sherbrooke and Stoke Centre | M. Biron | Vehicle | 23 | 2 | 3 | do | | 26 00 |
| Sherbrooke and Street Letter Boxes | R. A. Biron | do | 23 | 36 | 12 | do | | 300 00 |
| Sherbrooke and Street Letter Boxes | R. Vautrin | do | 21 | 6 | 12 | do | | 100 00 |
| Sherrington and Railway Station | O. Brown | Optional | 13 | 12 | 12 | do | | 42 00 |
| Sillery Cove and Spencer Cove | W. T. Knight | do | 8 | 12 | 12 | do | | 16 00 |
| Smith's Mills and Railway Station | P. Lavallée | Vehicle | 8 | 12 | 11 | do | 17 dys. (from Apl. 14, 84) | 91 61 |
| Sorel and Railway Station | S. E. Railway Co. | do | 8 | 6 | 12 | days | (to April 12, 1884) | 12 00 |
| Sorel and Yamaska | | do | 12 | 6 | 12 | days | (to April 12, 1884) | 12 00 |

REPORT No. 2, B.—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|------------------------|-----------------------|--------------------------------|------------------------|---|---------|
| | | | | | | \$ cts. |
| South Ham and Railway Station..... | S. Porter..... | Vehicle..... | 9 ¹ / ₂ | 6 | 8 months (to Dec. 31, 1884)..... | 153 33 |
| do do..... | do..... | do..... | 9 ¹ / ₂ | 6 | do from..... | 64 33 |
| South Quebec and Grand Trunk Railway Station..... | J. Ritchie..... | do..... | 200 yds. | 36 | do do..... | 150 00 |
| South Quebec and Quebec Central Railway Station..... | A. Atkinson..... | do..... | 2 | 12 | (to Aug. 31, 1884; and arrears)..... | 99 50 |
| South Stukely and Railway Station..... | L. H. Knowlton..... | do..... | 1 ¹ / ₂ | 6 | do do..... | 26 00 |
| Spring Hill and Railway Station..... | M. Campbell..... | Optional..... | 1 ¹ / ₂ | 12 | (to June 30, 1884)..... | 10 00 |
| do do..... | M. A. McLean..... | do..... | 1 ¹ / ₂ | 12 | do from..... | 30 00 |
| Spring Hill and Railway Station..... | D. B. MacLean..... | Vehicle..... | 9 | 6 | 3 do (to June 30, 1884)..... | 78 25 |
| do do..... | P. Legendre..... | do..... | 9 | 6 | do from..... | 234 75 |
| do do..... | A. McDonald..... | Optional..... | 6 | 1 | do do..... | 40 00 |
| Stagburn and Upper Wakefield..... | N. Martindale..... | do..... | 3 | 2 | 12 do..... | 48 00 |
| Stanbridge East and Stanbridge Ridge..... | H. Deschamps..... | Horse or vehicle..... | 7 ¹ / ₂ | 2 | do do..... | 50 00 |
| Stoneham and Tewkesbury..... | F. Jenne..... | Optional..... | 10 | 12 | do do..... | 44 00 |
| Sutton and Railway Station..... | G. T. Batschelder..... | Vehicle..... | 10 | 12 | do do..... | 64 00 |
| Sweetsburg and Railway Station..... | | | | | | |
| Tadouac and Wharf..... | P. Marquis..... | Optional..... | 1 | As req. | Season, 1884..... | 51 60 |
| Templeton and Railway Station..... | J. O'Hagan..... | do..... | 1 ¹ / ₂ | 6 | 12 months..... | 36 00 |
| Terrbonne and Railway Station..... | E. Brière..... | do..... | 1 ¹ / ₂ | 6 | do do..... | 80 00 |
| Theford Mines and Railway Station..... | S. Blondeau..... | On foot..... | 150 yds. | 12 | do do..... | 30 00 |
| Thornby and Otter Lake..... | J. Hill..... | Horse or vehicle..... | 7 | 2 | (from Oct. 1, 1884)..... | 43 50 |
| Thornby and Thorne Centre..... | do..... | do..... | 8 | 2 | do (to Sept. 30, 1884)..... | 43 50 |
| Three Rivers and Railway Station..... | C. Godin..... | Vehicle..... | 11 ¹ / ₂ | 30 | 1 do (to April 30, 1884)..... | 32 50 |
| do do..... | do..... | do..... | 11 ¹ / ₂ | 19 | 6 do 13 dys. (to Nov. 13, '84)..... | 131 36 |
| do do..... | do..... | do..... | 11 ¹ / ₂ | 25 | 4 do 17 dys. from do and extra trips (less fine)..... | 131 14 |
| Three Rivers and Valmont..... | L. Ducharme..... | do..... | 15 | 3 | 12 do..... | 182 00 |
| Thurso and Valency..... | M. St. Pierre..... | Horse or vehicle..... | 13 | 1 | do do..... | 35 00 |
| Tring Station and Railway Station..... | T. B. Charest..... | On foot..... | 60 yds. | 12 | do do (from June 1, 1884)..... | 16 67 |
| Trois Pistoles and Railway Station..... | T. Pelletier..... | Optional..... | 1 | 12 | do do..... | 49 79 |
| Trois Saumons and Railway Station..... | B. Gaumont..... | do..... | 2 | 6 | 12 do..... | 56 00 |
| Trout River and Railway Station..... | J. Morrison..... | do..... | 2 | 6 | 15 days (to May 15, 1884)..... | 2 16 |
| Valcartier and Railway Station..... | J. McBain..... | Vehicle..... | 6 | 6 | 12 months..... | 185 00 |
| Valleyfield and Street Letter Boxes..... | D. Dine..... | do..... | 1 | 12 | 9 do (to Dec. 31, 1884)..... | 37 50 |

REPORT No. 2, B—Continued.

DETAIL of all Payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Dis- tance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------------------------|----------------------------|------------------------------|-------------------------------------|-------------|
| | | | | | \$ cts. |
| Bagotville, Chicoutimi and Quebec..... | St Lawrence Steam Navigation Co..... | 235 | As required. | Season, 1884..... | 4,500 00 |
| Bonae Esperance and Natashquan..... | A. E. Jones..... | 220 | do | do | 45 00 |
| Carlton and Lachine..... | Ottawa River Navigation Co..... | 44 | 6 | do | 456 66 |
| Caughnawaga and Lachine..... | J. Delisle..... | 1½ | 12 | 12 months | 366 50 |
| Coteau Landing and Valleyfield..... | Lake St. Francis Tow Boat Co..... | 6 | 13 | Season, 1884 (see land service).... | 125 00 |
| Gaspé Basin and North Shore of River St. Lawrence. | R. Pye..... | 232 | Fortnightly. | Season, 1884..... | 1,191 71 |
| Gaspé Basin and Shelldrake..... | J. & E. Collas | | | Special trip | 15 00 |
| Laprairie and Montreal..... | Laprairie Navigation Co..... | 9 | 6 | Season, 1884..... | 181 00 |
| Lévis and Quebec..... | Quebec and Lévis Ferry Co..... | 1 | 12 | 12 months | 180 00 |
| do | do | 1 | 24 | 5 do (from Nov. 1, 1884)..... | 173 60 |
| McDonald's Cove and North Shore of River St. Law- rence..... | R. Pye..... | 75 | Fortnightly. | Season, 1884..... | 160 00 |
| Magdalen Islands, &c, and Pictou, N S | J. Holiday..... | 180 | 4 per month. | (in excess of subsidy)..... | 1,200 00 |
| Magdalen Islands and Souris, P. E. I..... | J. W. Bullock..... | | | 2 special trips | 530 00 |
| Moisie and Rimouski (via Berimis) | L. Bonillon..... | 195 | Fortnightly. | Season, 1884..... | 280 00 |
| Montreal and Quebec..... | Richelleu and Ontario Navigation Co. | 180 | 6 | do | 1,200 00 |
| Musrole River and North Shore of River St. Law- rence..... | R. Pye..... | 30 | 1 per month. | do | 50 00 |
| Quebec and South Quebec..... | Quebec and Lévis Ferry Co | 2 | 24 | 7 months (to Oct. 31, 1884)..... | 243 04 |
| | | | | Total | \$10,867 51 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Quebec, made within the Year ended 30th June, 1885.
CONVEYANCE OF MAILS BY RAILWAY.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|--------------------|--|--|--------------|
| Canadian Pacific Railway (main line within Quebec) | 157 | 12 | 12 months (to March 31, 1885) | \$ 7,053 62 |
| C. & P. River and Mississippi Valley Railway | 35 | 6 | do do | 1,971 90 |
| Central Vermont Railway | 68 | 12 | do do | 4,657 44 |
| Grand Trunk Railway (main line within Quebec) | 405½ | With such frequency as may be required by the Post Office, from the trains run | 12 do | 64,880 00 |
| Grand Trunk Railway (within Quebec) | 54 | 6 & 12 | do do | 4,158 00 |
| Grand Trunk Railway (Montreal Division) | 303 | With varying frequency over different sections of the line | Special trips with British mails | 2,387 48 |
| Intercolonial Railway (within Quebec) | 69 | 6 | 12 months (to March 31, 1885) | 39,390 00 |
| International Railway | 201 | 6 | do do | 2,691 64 |
| North Shore Railway | 139 | 6 | do do | 10,263 88 |
| Quebec Central Railway | 36 | 6 | do do | 7,093 32 |
| Quebec and Lake St. John Railway | 172 | 6 | do do | 1,333 44 |
| South-Eastern Railway | 23 | 6 | do do | 9,164 14 |
| Waterloo and Magog Railway | | | do do | 1,076 96 |
| | | | | \$156,010 82 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, B—*Concluded*—DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., in Quebec, made within the Year ended 30th June, 1885.

| Tradesmen's Names. | Particulars of Disbursements. | Amount. | |
|---------------------------------|---|----------------|-----------|
| | | \$ | cts. |
| S. & H. Borbridge..... | Mail bags, labels, rivet seals, &c., for Post Office Department | 4,111 | 98 |
| R. S. Montgomery | do do | 610 | 05 |
| E. Chanteloup | Brass mail locks for Post Office Department..... | 90 | 00 |
| G. Bailey | do do | 58 | 75 |
| Pritchard & Mingard | Mail bag labels for do | 131 | 43 |
| P. O'Donoghue..... | Mail bags for Post Office Inspector, Montreal..... | 25 | 50 |
| E. Chanteloup | Brass mail locks for do | 5 | 50 |
| Canada Cotton Manufacturing Co. | Mail bags for Post Office Inspector, Quebec | 61 | 80 |
| O. Corneil & Son..... | Repairing mail bags for do | 66 | 75 |
| Bernier & Rheaume..... | do do | 1 | 00 |
| E. Chanteloup..... | Brass mail locks for Post Office Inspector, Three Rivers. | 1 | 80 |
| U. Pothier | Repairing mail bags for do | 7 | 80 |
| S. McClatchie..... | do Postmaster, Hemmingford.... | 0 | 20 |
| W. Wark | do do do | 0 | 10 |
| J. Moreau | do do Kildare | 0 | 10 |
| E. Chanteloup..... | Brass mail locks for do Montreal | 214 | 00 |
| P. O'Donoghue..... | Repairing mail bags for do Montreal | 1,569 | 53 |
| A. Girard | do do Murray Bay | 0 | 75 |
| O. L. Richardson & Son | Sheepskins for labels do Quebec..... | 10 | 20 |
| A. J. Sasseville | Repairing mail bags for do Ste. Anne des M. | 5 | 45 |
| E. Larivée | do do St. Chas. Rich... | 0 | 35 |
| H. S. Hunter | do do Stanstead | 2 | 50 |
| E. Morin | do do Tadousac | 0 | 95 |
| | Total | \$6,976 | 49 |

JOHN CARLING,

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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|--------------------|------------------------|-----------------------------|----------|
| | | | | | | \$ cts |
| Abercombe and New Glasgow..... | W. Munro | Horse or vehicle | 5 | 2 | 12 months | 88 00 |
| Acadia Mines and Bass River..... | J. W. Davison..... | do | 14 | 3 | do (from Nov. 1, 1884)..... | 82 28 |
| Acadia Mines and Londonderry Station..... | J. E. Bigney | do | 24 | 1 | do (to April 30, 1884)..... | 22 08 |
| do | do | do | 24 | 8 | do (to Dec. 31, 1884)..... | 190 00 |
| do | do | do | 24 | 3 | do from do | 52 50 |
| Acadia Mines and Lornevale | J. M. Bigney..... | do | 3 | 2 | do (to Oct. 31, 1884)..... | 17 50 |
| Adington Forks and Keppoch | W. E. Spencer..... | Vehicle | 7 | 1 | do | 50 00 |
| Advocate Harbor and Apple River..... | D. Campbell..... | do | 10 | 3 | do (to June 30, 1884)..... | 72 50 |
| do | J. M. Ward..... | do | 10 | 6 | do from do | 260 00 |
| Afton and Bayfield..... | do | do | 20 | 6 | do | 87 00 |
| Afton and Guysboro Intervale | T. W. Taylor..... | Horseback | 2½ | 1 | do | 72 72 |
| Afton and Railway Station..... | W. G. Aikens | Vehicle | 15 | 1 | do | 60 00 |
| Albert Bridge and Horn's Road..... | G. H. Irish | Optional. | 100 yds. | 6 | do | 3 33 |
| Alderney and Petite de Grat..... | H. Horn | Optional. | 4 | 1 | do (from Feb. 1, 1885)..... | 33 33 |
| Amherst and Amherst Point..... | W. Landry | Horse or vehicle. | 2 | 2 | do (from Aug. 1, 1884)..... | 67 00 |
| Amherst and Fenwick..... | I. B. Stewart..... | Horse or vehicle | 4½ | 3 | do | 32 00 |
| Amherst and Hastings..... | W. Pipes | Horse or vehicle | 6 | 1 | do | 40 00 |
| Amherst and Linden..... | E. Chapman | Vehicle | 6 | 1 | do | 210 00 |
| Amherst and Little River..... | K. Hunter | Horse or vehicle. | 20 | 3 | do | 145 00 |
| Amherst and Railway Station..... | D. M. Quigley | do | 22½ | 2 | do | 400 64 |
| do | M. Hillson..... | On foot. | 1 | 12 | do | 92 25 |
| do | do | do | 1 | do | 9 d'ys. (from Jan. 23, '86) | 499 00 |
| Annapolis and Digby..... | A. Purdy | Horse or vehicle. | 21 | 6 | do | 125 00 |
| Annapolis and Granville Ferry..... | E. Gates..... | Horse or vehicle. | 1 | 6 | do | 1,387 50 |
| Annapolis and Liverpool..... | E. M. Irvine..... | Optional. | 68 | 6 | do (to Sept. 30, 1884)..... | 1,199 50 |
| do | W. A. Ritchie | Vehicle. | 67 | 6 | do from do | 45 00 |
| do | G. & E. Stalling..... | do | 9 | 1 | do | 112 00 |
| Annapolis and Perrott Settlement..... | N. Dargie..... | Horse or vehicle | 3½ | 3 | do | 68 00 |
| Annapolis and Railway Station..... | A. W. Corbett..... | On foot. | 31 | 1 | do | 83 50 |
| Annapolis and Saw Mill Creek..... | R. Harris..... | Horse or vehicle. | 31 | 6 | do (to Sept. 30, 1884)..... | 70 00 |
| Annapolis and Stoddart's..... | J. K. Harris | do | 31 | 1 | do from do | 64 00 |
| do | J. Gounley..... | do | 17 | 1 | do | |
| Antigonish and Arisaig..... | J. Gillis..... | Vehicle | 17 | 1 | do | |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|-----------------------|--------------------|------------------------|-----------------------------|----------|
| | | | | | | \$ cts. |
| Antigonishe and Georgaville..... | R. McDonald..... | Vehicle..... | 44 | 4 | 12 months..... | 398 00 |
| Antigonishe and Glen Uig..... | do..... | Horse or vehicle..... | 7 | 1 | do (from May 1, 1884)..... | 27 50 |
| Antigonishe and Hallowell Grant..... | H. Dunn..... | do..... | 7 | 1 | do..... | 53 00 |
| Antigonishe and Railway Station..... | R. McDonald..... | Vehicle..... | 4 | 12 | do (to Dec. 31, 1884)..... | 103 22 |
| do..... | W. C. Cunningham..... | do..... | 4 | 13 | do..... | 23 75 |
| Antigonishe and Sherbrooke..... | M. McGrath..... | do..... | 40 | 6 | do..... | 1,092 00 |
| Antigonishe and South End Lochaber..... | R. McDonald..... | do..... | 22 | 2 | do (to Sept. 30, 1884)..... | 90 00 |
| do..... | T. McAmis..... | do..... | 23 | 2 | do..... | 96 50 |
| Antigonishe Harbor (South side) and Lower Settlement South River..... | J. Kiely..... | Horse or vehicle..... | 4 1/2 | 2 | do..... | 38 00 |
| Anthony's Line and Scotch Village..... | H. T. Oochran..... | Vehicle..... | 11 | 2 | do (to June 30, 1884)..... | 9 75 |
| do..... | do..... | do..... | 11 | 2 | do..... | 41 25 |
| do..... | do..... | do..... | 16 | 2 | do..... | 73 00 |
| Antrim and Gay's River..... | J. Carroll..... | do..... | 4 | 1 | do..... | 23 00 |
| Arcadie and East Chebogue..... | W. W. Coffin..... | Horse or vehicle..... | 4 | 2 | do..... | 85 00 |
| Artoise Hill and Newport Station..... | M. Harvey..... | Vehicle..... | 23 | 1 | do (less fine)..... | 32 08 |
| Argyle and Glen Wood..... | A. J. Nickers..... | Options..... | 6 | 3 | do (from May 1, 1884)..... | 19 00 |
| Argyle Sound and Lower Argyle..... | E. Murphy..... | do..... | 3 1/2 | 1 | do..... | 25 00 |
| Archat and Grandigne Ferry..... | D. Fennely..... | Horse or vehicle..... | 5 | 4 | Season, 1884..... | 80 00 |
| Archat and Petite de Grat..... | A. McDonald..... | Vehicle..... | 3 | 3 | do..... | 46 66 |
| Archat and Robins..... | C. Le Noir..... | Boat or vehicle..... | 4 | 6 | do (from Aug. 1, 1884)..... | 4 75 |
| Ashdale and Glen Road..... | V. Chisholm..... | Optional..... | 4 | 1 | do (to June 30, 1884)..... | 21 00 |
| do..... | C. McGillivray..... | do..... | 4 | 1 | do..... | 65 00 |
| Ahol and Railway Station..... | J. C. Taylor..... | do..... | 1 1/2 | 12 | do..... | 50 00 |
| Auld's Cove and Railway Station..... | H. McMillan..... | do..... | 1 1/2 | 12 | do..... | 50 00 |
| Avondale Station and Railway Station..... | A. F. Robertson..... | On foot..... | 1 1/2 | 12 | do..... | 25 00 |
| Avonport and Avonport Station..... | J. B. Newcomb..... | Optional..... | 1 1/2 | 6 | do..... | 100 00 |
| Avonport Station and Railway Station..... | do..... | do..... | 12 yds. | 12 | do..... | 30 00 |
| Aylesford and Bridgewater..... | J. Franey..... | Vehicle..... | 60 | 1 | do..... | 294 72 |
| Aylesford and Harmony..... | A. D. Nichols..... | do..... | 20 | 1 | do..... | 57 00 |
| Aylesford and Morden..... | W. Dodge..... | do..... | 22 | 2 | do..... | 160 00 |
| Aylesford and Palmer Road..... | I. Foster..... | do..... | 2 | 6 | do..... | 68 00 |
| Aylesford and Railway Station..... | C. A. Williamson..... | do..... | 1 1/2 | 12 | do..... | 60 00 |
| Bpocars and Port La Tour..... | T. W. Crowell..... | Optional..... | 3 | 2 | do (to June 30, 1884)..... | 8 75 |

REPORT No. 2, C—Continued.

DETAIL of all Payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1886.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|------------------------|--------------------|------------------------|-----------------------------------|----------|
| Bedford Basin and Upper Sackville | L. L. Hamilton .. | Optional | 9½ | 1 | 2 months 10 dys (to July 21, '84) | \$ 22 75 |
| Beechmont and Railway Station | G. K. Ball | do | 4 | 2 | do (from Jan. 1, 1886) | 9 50 |
| Beechmont and North-West Arm | do | Horse or vehicle | 4 | 2 | do (to Dec. 31, '84) | 7 91 |
| Belmont and Railway Station | T. Lindsay | Optional | ½ | 6 | do | 60 00 |
| Pen Eoin and Big Pond | A. Gillis | do | 6 | 12 | do (to Dec. 31, 1884) | 4 16 |
| Berwick and Buckley | I. C. Power | Horse or vehicle | 22½ | 2 | do | 149 00 |
| Berwick and Morristown | G. E. Prim | do | 14 | 1 | do | 36 00 |
| Berwick and Railway Station | W. Shaw | Vehicle | 3½ | 6 | do | 32 00 |
| Berwick Railway Station and Harborville | G. Collins | Horse or vehicle | 14 | 2 | do | 100 00 |
| Berwick Railway Station and Somerset | G. W. Kinsman .. | do | 23 | 4 | do | 70 00 |
| Big Intervale, Margaree and Margaree Forks | L. White | do | 17 | 1 | 15 days (to June 16, 1884) | 3 00 |
| do | T. Cuddy | do | 17 | 2 | 2 months (to Aug. 16, 1884) | 21 66 |
| do | do | do | 17 | 3 | do 15 dys. from do | 131 87 |
| Big Intervale, Margaree and North-East Margaree | A. A. Ross | Vehicle | 12 | 2 | do (to May 31, 1884) | 6 59 |
| Big Island and Merigonishe | N. A. McLean | Optional | 16 | 2 | do (to June 30, 1884) | 9 00 |
| do | do | do | 16 | 2 | do from do | 41 25 |
| Big Lorraine and Sydney | D. McLean | Vehicle | 31 | 3 | do | 349 00 |
| Big Marsh and Lower Hallowell Grant | R. Martin | Optional | 24 | 1 | do (from Dec. 1, 1884) | 5 00 |
| Big Marsh and Maryvale | J. McGilivray .. | Vehicle | 3 | 1 | do | 18 00 |
| Big Pond and Enon | A. McEllan | Optional | 3 | 1 | do (to July 31, 1884) | 20 00 |
| Big Pond and Rear of Ben Erin | D. A. McVicar | Vehicle | 8 | 2 | do (from Jan. 1, 1885) | 6 25 |
| Big Pond and Salem Road | A. Gillis | Horse or vehicle | 6 | 1 | do (from Aug. 1, 1884) | 60 00 |
| Big Port le Bear and Sable River | D. A. McVicar | do | 12 | 2 | do | 90 00 |
| Big Ridge and Marlon Bridge | G. Harding | Optional | 12 | 3 | do (to June 30, 1884) | 18 75 |
| Big Tracadie and Railway Station | A. Matheson | do | 4 | 12 | do | 40 00 |
| Big Tracadie and Upper Big Tracadie | W. Gerrion | On foot | 100 yds. | 12 | do (from July 1, 1884) | 15 00 |
| Birchtown and Church Over | E. O'By | do | 4 | 1 | do (to Dec. 31, 1884) | 15 00 |
| do | J. W. Walters | Optional | 4 | 1 | do from do | 6 00 |
| do | J. J. Gregory | do | 4 | 1 | do 5 days (to Feb. 5, 1885) | 20 40 |
| Black River and Main Post Road | R. Chisholm | do | 1 | 3 | do | 42 00 |
| Black Rock and Parruboro' | M. Phinney | Vehicle | 6 | 1 | do | 145 00 |
| Blanchard Road and New Glasgow | J. McLennan | do | 14 | 2 | do | 3 33 |
| Blanche and Cape Negro | T. G. Thomas | Horse or vehicle | 4 | 2 | do (from March 1, 1886) | 280 00 |
| Blandford and Hubbard's Cove | J. Link | Vehicle | 17 | 3 | do | 38 00 |
| Blandford and Tancook Island | J. Pearl | do | 4 | 1 | do | 38 00 |

| Location | Name | Horse or vehicle | Yds. | 6 | 12 | do | 199 01 |
|---|----------------|------------------|----------|----|----|-------|----------|
| Blomidon and Ganning | E. J. Loomer | Horse or vehicle | 77 | 6 | 12 | do | 199 01 |
| Blomidon and Lower Blomidon | A. Kennedy | do | 24 | 12 | do | 25 00 | |
| Blue Rock and Lunenburg | J. E. Hunt | do | 5 | 1 | 12 | do | 48 33 |
| Boisdale, Barrachois and Boisdale Chapel | D. McIntyre | do | 6 | 1 | 12 | do | 19 96 |
| Boom and Whycocomagh | L. McDougall | Vehicle | 15 | 1 | 12 | do | 68 00 |
| Boularderie and Little Bras d'Or | A. Young | do | 20 | 3 | 12 | do | 208 00 |
| Boularderie and Point Clear | C. Munro | do | 7 | 2 | 12 | do | 60 00 |
| Boylston and Prase Harbor | W. H. McKeough | do | 50 | 3 | 12 | do | 398 00 |
| Brazil Lake and Railway Station | H. Crosby | Optional | 1 | 6 | 3 | do | 7 50 |
| do | I. Crosby | do | 1 | 6 | 3 | do | 5 00 |
| Brenton and South Ohio | E. Pennell | do | 4 | 1 | 6 | do | 10 00 |
| Bridgetown and Granville Ferry | B. Reed | Vehicle | 14 | 3 | 12 | do | 194 00 |
| Bridgetown and Granville Ferry (vis Chute's Cove) | L. Poole | do | 34 | 2 | 9 | do | 161 25 |
| do | J. G. Phinney | do | 34 | 3 | do | do | 47 00 |
| Bridgetown and Lawrencetown | J. Hoyt | do | 18 | 1 | 3 | do | 33 25 |
| do | E. Poole | do | 18 | 1 | 9 | do | 56 25 |
| Bridgetown and Middleton | B. Foster | do | 174 | 2 | 12 | do | 83 00 |
| Bridgetown and Railway Station | F. Crosskill | do | 1 | 12 | 12 | do | 75 00 |
| Bridgewater and Halifax | B. Blair | do | 91 | 6 | 12 | do | 4 530 00 |
| Bridgewater and Lawrencetown | A. R. Saunders | do | 58 | 2 | 12 | do | 420 00 |
| Bridgewater and Mill Village | F. Shafner | do | 37 | 3 | 12 | do | 399 00 |
| Bridgewater and New Canada | W. Cronin | do | 26 | 1 | 12 | do | 70 00 |
| Bridgewater and Pleasant River | F. Shafner | do | 20 | 2 | 12 | do | 195 00 |
| Bridgewater and Shelburne | H. Kilcup | do | 72 | 6 | 3 | do | 750 00 |
| do | J. W. Balcom | do | 72 | 6 | 1 | do | 400 00 |
| do | J. K. Hogg | do | 72 | 6 | 8 | do | 2,600 00 |
| do | R. Chisholm | Optional | 7 | 6 | 12 | do | 20 00 |
| Eriley's Brook and Railway Station | L. McPherson | Vehicle | 7 | 1 | 12 | do | 28 00 |
| Broad Cove Marsh and Chimney Corner | F. Waterman | do | 8 | 3 | 12 | do | 116 00 |
| Brookfield and Pleasant River | J. Graham | do | 100 yds. | 12 | 12 | do | 120 00 |
| Brookfield and Railway Station | J. J. Brenton | do | 18 | 6 | 12 | do | 524 72 |
| Brookfield and Upper Slewiacke | W. Gray | Horse or vehicle | 3 | 2 | 12 | do | 16 00 |
| Brookland and Salt Springs | J. H. Pitman | Vehicle | 4 | 1 | 12 | do | 40 00 |
| Brooklyn and Yarmouth | R. Fizzie | do | 8 | 1 | 12 | do | 45 00 |
| Brook Village and West Side Lake Ainslie | S. S. Brown | do | 4 | 1 | 12 | do | 40 00 |
| Brown's Brook and Halfway River Station | C. McDonald | do | 44 | 1 | 12 | do | 19 00 |
| Brown's Mountain and Marshy Hope | J. Forbes | Optional | 2 | 1 | 12 | do | 30 00 |
| Brnle and Forbes | M. A. Kinsford | Vehicle | 16 | 6 | 12 | do | 500 00 |
| Buckley's and Kentville | G. W. Sanford | do | 16 | 1 | 6 | do | 20 00 |
| Burlington and Victoria Harbor | W. H. Clem | do | 16 | 1 | 6 | do | 18 50 |
| do | L. A. O'Brien | do | 44 | 3 | 12 | do | 52 00 |
| Burntcoat and Noel | W. Butler | Optional | 3 | 3 | 12 | do | 50 00 |
| Caledonia Corner and West Caledonia | M. McDonald | Vehicle | 6 | 1 | 12 | do | 36 00 |
| Caledonia, St. Mary's and Upper Caledonia | J. Caldwell | do | 104 | 1 | 12 | do | 45 00 |
| Cambridge Station and Condon Settlement | A. Nelly | do | 50 yds. | 12 | 12 | do | 28 00 |
| Cambridge Station and Railway Station | F. W. Bishop | Horse or vehicle | 6 | 6 | 9 | do | 102 50 |
| Cansan and Kentville | A. Bishop | do | 6 | 6 | 3 | do | 41 00 |

REPORT No. 2, C.—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|---------------------|--------------------|------------------------|---|----------|
| | | | | | | \$ cts. |
| Canaan and Tusket..... | A. Hurlburt | Horse or vehicle. | 28 r. t. | 1 | 6 months (to Sept. 30, 1884)..... | 41 78 |
| do | do | do | 28 r. t. | 1 | 6 do from do | 35 00 |
| Canada Creek and Waterville..... | S. Thomas..... | Vehicle | 2 | 12 | do (less fine) | 61 00 |
| Canard and Lower Canard | E. Lockwood..... | Optional..... | 2 1/2 | 12 | do | 125 00 |
| Cannes and River Bourgeois | P. Thibeau..... | Horse or vehicle | 12 1/2 | 3 | do (from Nov. 1, 1884)..... | 20 83 |
| Canning and Kentville | J. A. Ward..... | do | 12 | 6 | do (less fine) | 280 00 |
| Canning and Medford..... | W. West..... | Vehicle | 5 | 6 | do | 150 00 |
| Canning and North Medford | R. Weaver..... | do | 4 | 1 | do | 20 00 |
| Canning and Port William's Station | B. Forsyth..... | Horse or vehicle. | 7 | 6 | do (to June 30, 1884) | 61 75 |
| do | J. L. Bishop | do | 7 | 6 | do from do | 183 25 |
| Canning and Scott's Bay..... | W. Jess | Vehicle | 16 | 3 | do | 176 00 |
| Canso and Guysboro' | G. W. Scott | Horse or vehicle | 32 | 6 | do | 1,090 00 |
| Cape George and Georgeville | A. McIsaac..... | do | 20 r. t. | 1 | do | 48 00 |
| Cape Negro Island and North East Harbor | J. R. King..... | Horse or vehicle. | 3 | 2 | do | 79 00 |
| Cape North and Dingwall..... | M. McAskill..... | Optional..... | 4 1/2 | 2 | do | 65 00 |
| Cape Sable Island and Clarke's Harbor | J. C. McGray | Horse or vehicle | 20 r. t. | 6 | do | 280 00 |
| Carriboo Gold Mines and Upper Musquodoboit | A. Barnett | Vehicle | 8 | 3 | do (to Dec. 31, 1884)..... | 82 50 |
| do | do | do | 8 | 3 | do from do | 39 00 |
| Carroll's Corner and Elmadale | J. Carroll | do | 29 1/2 | 2 | do | 64 00 |
| Catalone and Catalone Gut | A. McDougall | Optional | 3 1/2 | 1 | do | 24 00 |
| Catalone and Little Lorraine | H. McIntyre..... | do | 12 | 3 | do | 125 00 |
| Catalone and New Boston..... | D. B. McDonald..... | do | 4 | 2 | do | 25 50 |
| do | J. MacDonald | do | 4 | 3 | do from do | 7 25 |
| Centreville and Hall's Harbor | C. Boylen | Horse or vehicle. | 20 1/2 | 3 | do (to Dec. 31, 1884)..... | 152 40 |
| Chance Harbor and Pictou Landing | D. Cameron | Optional | 4 | 1 | do | 20 00 |
| Chapman Settlement and Rockwell Settlement..... | N. T. Rockwell | do | 3 | 1 | do (to April 30, 1884)..... | 1 25 |
| Cheboque Point and Yarmouth..... | J. D. Archibald..... | Horse or vehicle. | 12 | 1 | do | 90 00 |
| Chelsea and Pleasant River | D. H. Waterman..... | do | 9 | 1 | do | 40 00 |
| Chester and Kentville | A. Bishop | do | 46 | 2 | do (to Sept. 30, 1884) (less fine)..... | 290 00 |
| do | do | do | 46 | 2 | do from do | 325 00 |
| Chester and Windsor..... | J. L. Bishop | do | 35 | 2 | do | 370 00 |
| Cheverie and Kennetcook | R. Robinson | do | 9 | 1 | do | 44 00 |
| Cheverie and Newport..... | A. S. Sandford | do | 18 | 6 | do | 396 00 |
| Cheverie and Waitq | A. S. McLean | do | 12 | 3 | do (to Dec. 31, 1884)..... | 129 00 |
| do | H. Wilcox..... | Vehicle | 12 | 3 | do | 129 00 |

| do | J. W. Morris | do | Optional | 12 | 3 | / | do | from | do | 36 75 |
|--|----------------|----|-------------------|--------------|----|----|----|---------------------|----|----------|
| Chignecto Mines and Maccan | M. B. Harrison | do | Vehicle | 34 | 3 | 12 | do | do | do | 140 00 |
| Chipman's Brook and Lakeville | D. Radolph | do | do | 18 | 2 | 9 | do | (to Dec. 31, 1884) | do | 55 50 |
| do | J. Kirby | do | do | 18 | 2 | 12 | do | from | do | 17 50 |
| Christmas Island and East Bay | R. R. McDonald | do | Optional | 53 r. t. | 2 | 12 | do | do | do | 375 00 |
| Christmas Island and Grand Narrows | D. McNeil | do | Horse or vehicle. | 3 1/2 | 3 | 12 | do | do | do | 26 00 |
| Churchville and Mountville | J. Urquhart | do | Vehicle | 6 | 1 | 8 | do | (from Aug. 1, 1884) | do | 13 33 |
| Churchville and New Glasgow | K. McMillan | do | Optional | 3 | 2 | 12 | do | do | do | 80 00 |
| Claremont and River Philip | W. O. Philips | do | Horse or vehicle. | 4 1/2 | 1 | 9 | do | (from July 1, 1884) | do | 21 72 |
| Clarke's Road and Lonsburg | A. McLean | do | Optional | 4 | 3 | 12 | do | do | do | 58 00 |
| Clementport and Okenawatsale | G. G. Hicks | do | Horse or vehicle. | 4 | 2 | 2 | do | (from Feb. 1, 1885) | do | 10 00 |
| Cloverdale and Middle Stewacke | F. W. Winton | do | do | 7 | 3 | 12 | do | do | do | 268 00 |
| Clyde River and Gunning Cove | R. Sutherland | do | do | 20 | 1 | 12 | do | do | do | 103 00 |
| Clyde River and Upper Clyde River | J. Reynolds | do | do | 26 | 1 | 12 | do | do | do | 16 00 |
| Cogmagun River and Kennetook | H. Porter | do | On foot | 60 yds. | 12 | 9 | do | (to June 30, 1884) | do | 21 00 |
| Coldbrook Station and Railway Station | do | do | Vehicle | 60 yds. | 12 | 9 | do | from | do | 17 50 |
| Goldstream and Gay's River | C. Gray | do | do | 5 | 1 | 7 | do | (to Oct. 31, 1884) | do | 5 00 |
| do | do | do | do | 5 | 1 | 2 | do | (from Feb. 1, 1885) | do | 195 00 |
| Comeauville and Railway Station | J. D. Lombard | do | do | 2 | 12 | 12 | do | do | do | 40 00 |
| Conquerall Bank and Conquerall Mills | A. Snyder | do | Horse or vehicle. | 5 | 1 | 12 | do | do | do | 68 00 |
| Corberie and Weymouth Bridge | A. Melanson | do | Vehicle | 14 | 1 | 12 | do | do | do | 99 00 |
| Cow Bay and Mira Gut | E. Phalen | do | do | 25 r. t. | 6 | 12 | do | (less fine) | do | 394 00 |
| Cow Bay and Sydney | J. O'Callaghan | do | do | 28 | 2 | 12 | do | do | do | 25 00 |
| Coxheath and Sydney | R. W. Martin | do | Optional | 3 | 2 | 12 | do | do | do | 20 00 |
| Cranton Section and Middle Section, N. E. Margaree | J. A. Oranton | do | do | 2 1/2 | 1 | 6 | do | (to Sept. 30, 1884) | do | 24 86 |
| Cross Roads Country Harbor and Goshen | A. Sinclair | do | Horse or vehicle. | 10 | 1 | 6 | do | from | do | 17 74 |
| do | J. G. Sinclair | do | do | 10 | 3 | 9 | do | (to Dec. 31, 1884) | do | 326 25 |
| Cross Roads Country Harbor and Guysboro' | G. W. Myers | do | do | 24 | 3 | 3 | do | from | do | 95 00 |
| do | E. H. Curritt | do | do | 24 | 1 | 12 | do | do | do | 47 60 |
| Culloden and Digby | C. E. Turnbull | do | Horse or vehicle. | 17 r. t. | 2 | 12 | do | do | do | 89 00 |
| Dalhousie Settlement and Durham | H. McKay | do | Vehicle. | 11 | 19 | 12 | do | do | do | 105 52 |
| Dartmouth and Halifax | J. E. Leadley | do | Optional | 17 | 1 | 12 | do | do | do | 52 00 |
| Dartmouth and Montague Gold Mines | F. W. Cooper | do | Horse or vehicle. | 4 | 1 | 12 | do | do | do | 150 00 |
| Dartmouth and South East Passage | J. A. Shiers | do | Vehicle | 48 | 6 | 3 | do | (to June 30, 1884) | do | 360 00 |
| Dartmouth and West Chezzetcook | W. H. Innes | do | Horse or vehicle. | 36 | 3 | 9 | do | from | do | 1,168 50 |
| Dean and Shubenscaidie | D. M. Kent | do | Vehicle | 36 | 3 | 12 | do | (and arrears) | do | 347 95 |
| do | G. Hamilton | do | do | 17 1/2 r. t. | 3 | 12 | do | do | do | 68 00 |
| Debert Station and Folly Mountain | R. English | do | Horse or vehicle. | 4 | 1 | 5 | do | (from Nov. 1, 1884) | do | 140 00 |
| Debert Station and Masstown | P. Falmer | do | Vehicle | 7 1/2 | 6 | 12 | do | do | do | 30 00 |
| Descourse and Lennox Ferry | M. McDonald | do | do | 3 | 12 | 12 | do | do | do | 100 00 |
| Descourse and Rocky Bay | do | do | do | 3 | 2 | 12 | do | do | do | 100 00 |
| Digby and Railway Station | G. R. Burton | do | On foot | 300 yds. | 6 | 12 | do | do | do | 1,199 00 |
| Digby and Thorne's Cove Point | H. Soderquist | do | Vehicle | 8 | 2 | 12 | do | do | do | 100 00 |
| Digby and Westport | G. E. Stalling | do | do | 43 | 6 | 12 | do | do | do | 1,199 00 |
| Digby and Weymouth | do | do | do | 20 | 6 | 12 | do | do | do | 100 00 |
| Digby Wharf and Railway Station | G. R. Burton | do | Optional | 200 yds. | 6 | 12 | do | Special trip | do | 50 00 |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|-----------------------|--------------------|------------------------|-----------------------------------|----------|
| | | | | | | \$ cis. |
| Doherty Creek and Street's Ridge..... | R. A. Montrose..... | Vehicle..... | 19 | 3 | 12 months..... | 124 00 |
| Dover East and Peggy's Cove..... | W. Baker..... | Optional..... | 4 | 2 | do..... | 60 00 |
| Dunmaglass and McARA's Brook..... | A. McGillivray..... | do..... | 3 | 3 | do..... | 50 00 |
| East Bay and Sydney..... | J. McKinnon..... | do..... | 14 | 6 | 7 do (to Dec. 31, 1884)..... | 268 20 |
| East Bay and Sydney Mines..... | J. Peppett..... | Horse or vehicle..... | 19 | 6 | do..... | 696 00 |
| East Chezzetcook and Head of Chezzetcook..... | J. Smith..... | Optional..... | 3 | 1 | do..... | 26 00 |
| East Earlton and Truro..... | R. Munro..... | Horse or vehicle..... | 27½ | 2 | do..... | 238 84 |
| East Jeddore and Head of Jeddore..... | D. Wournell..... | Optional..... | 6 | 1 | do..... | 40 00 |
| East Margaree and Post Road..... | J. LeBlanc..... | do..... | 2 | 3 | do..... | 70 00 |
| East Mines Station and Folly Village..... | D. L. Uiquhart..... | Horse or vehicle..... | 4½ | 12 | do..... | 212 96 |
| East Mines Station and Railway Station..... | C. Morrison..... | On foot..... | 20 yds. | 6 | 13 dys (from Feb. 16, 85)..... | 6 25 |
| Eastern Harbor and Mabou..... | J. McNeil..... | Vehicle..... | 62½ | 3 | do (to June 30, 1884)..... | 277 22 |
| Eastern Harbor and Pleasant Bay..... | A. McLean..... | Optional..... | 24 | 1 | do..... | 95 00 |
| Eastern Harbor and Port Hastings..... | W. P. Fynn..... | Vehicle..... | 101 | 6 | do (from July 1, 1884)..... | 5,325 00 |
| East River, St. Mary's and Green's Brook..... | M. Green..... | Horse or vehicle..... | 3½ | 1 | do 17 dys (from Aug. 16, 84)..... | 122 00 |
| East Side Publico Harbor and Publico Beach..... | J. McComiskey..... | Vehicle..... | 8 | 3 | do..... | 60 00 |
| East Side Ragged Island and Lewis Head..... | G. Craig..... | Optional..... | 40 r.t. | 1 | do..... | 175 00 |
| Eastville and Upper Stewiacke..... | S. Ellis..... | Vehicle..... | 1 | 1 | do..... | 60 00 |
| Economy Point and Main Post Road..... | J. F. Vance..... | Horse or vehicle..... | 1 | 2 | do (from Jan. 1, 1885)..... | 2 50 |
| Bel Cove and Main Post Road..... | D. McLean..... | On foot..... | 1 | 2 | do..... | 66 00 |
| Bel Creek and Oxford..... | I. Simpson..... | Vehicle..... | 16 | 1 | do (to June 30, 1884)..... | 16 25 |
| Bliershouse and Newport..... | D. Harvey..... | do..... | 6 | 2 | do from do..... | 63 75 |
| do..... | do..... | do..... | 6 | 2 | do..... | 100 00 |
| Bliershouse and Railway Station..... | J. Johnson..... | On foot..... | 50 yds. | 24 | do..... | 44 80 |
| Brimdale and Nine Mile River..... | J. Uiquhart..... | Vehicle..... | 8 | 1 | do..... | 29 16 |
| Brimdale and Railway Station..... | E. Thompson..... | On foot..... | 50 yds. | 12 | do (from Sept. 1, 1884)..... | 29 16 |
| Brimdale and Main Post Road..... | P. Tompkins..... | do..... | 3½ | 1 | do (from Aug. 1, 1884)..... | 13 33 |
| Brimfield and Oldham..... | L. Brown..... | Horse or vehicle..... | 3 | 2 | do..... | 48 00 |
| Brimfield and Railway Station..... | H. F. Donaldson..... | On foot..... | 20 yds. | 12 | do..... | 30 00 |
| Brimfield and Renfrew..... | J. McKenzie..... | Vehicle..... | 7 | 1 | do..... | 48 00 |
| Brighthtown and Ingomishie..... | M. Morrison..... | do..... | 34 | 2 | do..... | 500 60 |
| Brinville and Roman Valley..... | J. Cuddahee..... | Optional..... | 7 | 1 | do..... | 30 00 |
| Brockland and Herring Cove..... | J. Dempsey..... | Vehicle..... | 3 | 2 | do..... | 50 00 |
| Brockland Ridge and Springfield..... | C. B. Marshall..... | Horse or vehicle..... | 5 | 1 | do..... | 48 00 |

| | | | | | | | |
|---|-----------------------|-------------------|----------|----|----|--------|--------|
| Falmouth Station and Railway Station..... | W. Armstrong..... | Optional..... | 12 yds. | 12 | 12 | do | 47 00 |
| Falmouth Station and Upper Falmouth..... | L. Aker..... | Horse or vehicle. | 10 r. t. | 3 | 12 | do | 80 00 |
| Farrington and West Branch River Philip..... | M. Chapman..... | do | 12 1/2 | 3 | 8 | do | 100 00 |
| Fifteen Mile Stream and Fraalgar..... | W. D. McLean..... | do | 16 | 1 | 5 | do | 43 33 |
| Fletcher's Crossing and Mapleton..... | W. A. Lodge..... | Optional. | 2 | 2 | 12 | do | 45 00 |
| Fletcher's Station and Wellington Station..... | E. Lurie..... | do | 4 | 6 | 12 | do | 75 00 |
| Fort Lawrence and Railway Station..... | C. E. Baker..... | do | 1 | 12 | do | 100 00 | |
| Fort Lawrence and Upper Fort Lawrence..... | M. Chapman..... | Horse or vehicle | 2 1/2 | 3 | do | 40 00 | |
| Foster's and Newburn..... | C. Jodrey..... | do | 5 1/2 | 1 | 12 | do | 25 00 |
| Fouchie and Gaborouse..... | J. McDonald..... | do | 12 | 1 | 6 | do | 37 50 |
| Fouchie and Grand River..... | M. McLeod..... | do | 30 | 3 | 12 | do | 398 00 |
| Four Mile House and Railway Station..... | T. Payne..... | On foot..... | 1 1/2 | 12 | do | 50 00 | |
| Four Mile House Station and Three Mile House..... | J. McDonald..... | Horse or vehicle. | 1 | 3 | 12 | do | 33 74 |
| Fox Harbor and Pugwash..... | J. Woodlock..... | do | 11 1/2 | 2 | 6 | do | 42 50 |
| do | F. Tuttle..... | do | 11 1/2 | 2 | 6 | do | 30 00 |
| Framboise and North Framboise..... | A. McQueen..... | do | 5 | 1 | 12 | do | 28 00 |
| Fraser's Grant and Heatherton..... | A. McDougall..... | do | 5 | 1 | 12 | do | 28 00 |
| French River and McGrath's Mountain..... | D. Cameron..... | do | 6 | 1 | 12 | do | 28 00 |
| Frenchvale and North West Arm..... | L. McMillan..... | Optional..... | 7 | 1 | 12 | do | 29 00 |
| Gaborouse and Sydney..... | R. Martin..... | Horse or vehicle | 24 1/2 | 3 | 9 | do | 261 75 |
| Gaspereaux and Gaspereaux (circular route)..... | R. Westcott..... | Vehicle..... | 19 r. t. | 1 | 12 | do | 63 00 |
| Gaspereaux and Wolfville..... | E. A. Eagles..... | Optional..... | 2 1/2 | 3 | 12 | do | 51 00 |
| Gay's River and Ramsay..... | C. Gay..... | Horse or vehicle | 8 | 1 | 3 | do | 12 00 |
| Gay's River Road and Lower Stewiacke..... | G. Parker..... | Vehicle..... | 13 | 1 | 12 | do | 74 00 |
| George's River and Little Bras d'Or..... | G. Howatson, jun..... | do | 5 | 1 | 12 | do | 34 00 |
| Gilbert Cove and Railway Station..... | J. Kinney..... | Optional..... | 2 1/2 | 12 | do | 200 00 | |
| Gillander's Mountain and Middle River..... | C. McLennan..... | do | 4 | 1 | 12 | do | 20 00 |
| Glen Alpine and Goshon..... | A. Manson..... | Horse or vehicle | 7 1/2 | 1 | 7 | do | 23 33 |
| Glen Bard and Railway Station..... | J. McLean..... | Vehicle..... | 1 1/2 | 2 | 12 | do | 30 00 |
| Glendale and Mabou..... | W. P. Fynn..... | Horse or vehicle. | 24 | 2 | 3 | do | 62 50 |
| do | A. Boyd..... | do | 14 | 2 | 6 | do | 196 50 |
| do | do | do | 14 | 3 | 12 | do | 147 00 |
| Glendale and River Inhabitants Bridge..... | W. McDonald..... | do | 3 | 3 | 12 | do | 40 00 |
| Glendyer and Mabou..... | A. Kirk..... | do | 4 | 3 | 12 | do | 42 87 |
| Gleng and Upper Cross Roads St. Mary's..... | K. McKenzie..... | do | 4 | 1 | 12 | do | 20 00 |
| Glengig and Waterliah..... | S. Campbell..... | do | 8 | 1 | 12 | do | 48 72 |
| Glengarry and Port Hood..... | A. McKay..... | Optional..... | 22 r. t. | 2 | 12 | do | 118 00 |
| Glengarry Station and Pleasant Valley..... | D. Graham..... | do | 22 r. t. | 1 | 12 | do | 94 00 |
| do | do | do | 100 yds. | 12 | 12 | do | 50 00 |
| Glengarry Station and Railway Station..... | G. Dauphinee..... | On foot..... | 12 | 6 | 12 | do | 340 00 |
| Glen Margaret and Head of St. Margaret's Bay..... | J. Miller..... | Vehicle..... | 8 | 6 | 6 | do | 100 00 |
| Glen Margaret and Peggy's Cove..... | W. Face..... | do | 8 | 6 | 6 | do | 90 00 |
| do | D. Campbell..... | do | 9 | 2 | 9 | do | 39 63 |
| Glenshee and Merigonahie..... | J. E. McDonald..... | Horse or vehicle. | 11 | 1 | 12 | do | 18 75 |
| do | M. McGrath..... | do | 2 1/2 | 6 | 12 | do | 49 00 |
| Goff's and Waverley..... | J. B. Monteith..... | Vehicle..... | 20 | 2 | 12 | do | 135 00 |
| Goldenville and Sherbrooke..... | do | Optional..... | do | 2 | 12 | do | 175 00 |
| Gore and Maitland..... | do | do | do | 2 | 12 | do | do |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|------------------------|----------------------------------|----------|
| Gore and Newport..... | J. Harvie..... | do..... | 42 r. t. | 3 | 3 months (to June 30, 1884)..... | \$ 84 25 |
| do..... | B. Dincock..... | do..... | 42 r. t. | 3 | do from do..... | 237 75 |
| Gore and Shubenacadie (via Bios Road)..... | A. Denmark..... | do..... | 40 r. t. | 1 | do..... | 88 00 |
| Gore and Shubenacadie (via North Salem)..... | do..... | Horse or vehicle..... | 42 r. t. | 1 | do..... | 92 00 |
| Gore and West Gore..... | W. J. McDonald..... | do..... | 5 | 2 | do..... | 50 00 |
| Grand Anse Stables and Grandique Ferry..... | N. McDonald..... | Optional..... | 3 | 6 | do (to Dec. 31, 1884)..... | 91 50 |
| do..... | A. McDonald..... | do..... | 3 | 6 | do from do..... | 24 25 |
| Grandique Ferry and Lennox Ferry..... | O. J. Miller..... | Boat..... | 10 | 6 | do..... | 626 00 |
| Grandique Ferry and West Arichat..... | N. McDonald..... | Vehicle..... | 100 yds. | 12 | do..... | 490 00 |
| Grand Lake Station and Railway Station..... | G. Nichols..... | On foot..... | 51 | 2 | do..... | 20 00 |
| Grand Narrows and Port Hastings..... | H. A. Archibald..... | Vehicle..... | 2 1/2 | 8 | 8 dys. (to Mar. 8, 1885)..... | 915 51 |
| Grand Pré and Long Island..... | A. Fullerton..... | Horse or vehicle..... | 2 1/2 | 3 | do (to Sept. 30, 1884)..... | 23 50 |
| do..... | do..... | do..... | 2 1/2 | 3 | do from do..... | 40 00 |
| Grand Pré and Railway Station..... | A. Borden..... | On foot..... | 12 | 12 | do..... | 160 00 |
| Grand Pré and Wallbrook..... | A. Mitchell..... | Optional..... | 2 | 1 | do..... | 20 00 |
| Grand River and St. Peter's..... | A. Morrison..... | Vehicle..... | 17 | 6 | do..... | 600 00 |
| Granton and Westville..... | A. Hood..... | do..... | 7 | 2 | do..... | 110 00 |
| Granville Ferry and Victoria Beach..... | J. Morrison..... | do..... | 16 | 3 | do..... | 86 91 |
| do..... | do..... | do..... | 16 | 3 | do..... | 352 75 |
| Great Bridge and Londonderry Station..... | D. M. Kent..... | do..... | 4 | 12 | 16 dys. (to July 16, '84)..... | 300 00 |
| Great Village and Lower Five Islands..... | J. W. Davison..... | do..... | 29 1/2 | 6 | 15 dys., from do..... | 620 00 |
| Green Cove and Ingouishie..... | D. Smith..... | do..... | 6 | 2 | do..... | 12 50 |
| Green's Creek and Lower Stewiacke..... | G. Parker..... | On foot..... | 30 r. t. | 1 | (from Jan. 1, 1885)..... | 17 25 |
| do..... | A. Bigelow..... | Horse or vehicle..... | 42 r. t. | 1 | do from do..... | 60 00 |
| Greenfield and Middlefield..... | H. G. Freeman..... | do..... | 5 | 2 | do..... | 75 00 |
| Greenfield and Valley Station..... | R. McKenzie..... | Vehicle..... | 5 | 2 | do..... | 50 00 |
| Greenville and Westchester..... | S. A. Purdy..... | do..... | 16 r. t. | 2 | do..... | 110 00 |
| Greenville Station and Head Wallace Bay..... | J. Dalton..... | do..... | 17 | 3 | do..... | 188 00 |
| Greenville Station and Wallace..... | B. Betts..... | do..... | 17 | 6 | do..... | 280 00 |
| Greenwood and Palmer's Road..... | G. W. Eaton..... | do..... | 6 1/2 r. t. | 1 | do..... | 30 00 |
| Groesbeques and Railway Station..... | A. Melanson..... | Horse or vehicle..... | 4 | 12 | do..... | 240 00 |
| Grosenor and Railway Station..... | S. O'Neill..... | do..... | 4 | 3 | do..... | 80 00 |
| Guyboro' and Heatherton..... | D. D. Harrington..... | Vehicle..... | 26 | 6 | do..... | 1,378 00 |
| Guyboro' and Port Mulgrave..... | J. R. Atwater..... | Optional..... | 24 | 3 | do..... | 475 00 |
| Guyboro' and Port Mulgrave..... | J. R. Atwater..... | Horse or vehicle..... | 26 | 3 | do..... | 1,475 00 |
| Guyboro', Tor Bay and New Harbor..... | J. J. Toray..... | do..... | 20 & 7 | 4 & 2 | do..... | 488 00 |

| | | | | | | |
|--|---------------------|-------------------|----------|--------------------|----|----------|
| Hainsville and North Range Corner..... | W. H. Hains..... | Optional..... | 2 | 12 | do | 31 00 |
| Half Island Cove and Port Felix..... | R. F. Didgson..... | Horse or vehicle | 26 r. t. | 2 | 9 | 108 75 |
| do | A. F. Ehler..... | do | 26 r. t. | 2 | 3 | 28 75 |
| Halfway River Station and Harrison Settlement..... | W. Harrison..... | do | 50 yds. | 2 | 12 | 82 48 |
| Halfway River Station and Railway Station..... | G. Lewis..... | On foot..... | 22½ | 12 | 12 | 60 00 |
| Railfax and Lower Prospect..... | J. Drysdale..... | Horse or vehicle | 117 | 1 | 12 | 95 00 |
| Railfax and Marie Joseph..... | T. Archbald..... | do | 21 | 3 | 12 | 2,029 36 |
| Railfax and Prospect..... | J. Cooten..... | do | 21 | 2 | 6 | 98 00 |
| do | C. Purcell..... | do | 21 | 2 | 6 | 95 00 |
| Railfax and Railway Station..... | E. Fishwick..... | Vehicle..... | 1½ | As req. | 12 | 1,000 00 |
| do | J. O'Brien..... | do | 18 | Special trip..... | do | 1 00 |
| do | A. Neville..... | Optional..... | 20 | 2 | 12 | 199 00 |
| Railfax and Sambre..... | S. Cunard & Co..... | Vehicle..... | 2 | As req. | 12 | 634 00 |
| Railfax Post Office and Wharf, also Railway Station and Wharf..... | do | do | 2 | do | do | do |
| Railfax Post Office and Wharf, also Railway Station and Wharf..... | do | do | 2 | do | do | do |
| Hansford and Street's Ridge..... | Sundry persons..... | do | 2 | Special trips..... | do | 79 50 |
| do | W. Sutherland..... | Optional..... | 14 r. t. | 3 | 12 | 94 00 |
| Hansford and West Hansford..... | A. D. Lockhart..... | Horse or vehicle. | 14 r. t. | 3 | 12 | 94 00 |
| Beautepout and Lochartville..... | W. Sutherland..... | Optional..... | 2½ | 2 | 12 | 15 00 |
| Hantsport and Railway Station..... | B. Mason..... | do | 2½ | 3 | 12 | 48 00 |
| do | W. Davison..... | On foot..... | Yr | 24 | 6 | 20 00 |
| do | L. Shaw..... | do | Yr | 24 | 6 | 36 00 |
| Harbor au Bouché and Railway Station..... | V. Levangie..... | Optional..... | 2 | 12 | 12 | 79 00 |
| Head of Indian Harbor Lake and Sherbrooke..... | M. McGrath..... | Horse or vehicle. | 39 r. t. | 3 | 12 | 213 68 |
| Head of Jeddore and West Jeddore..... | P. Myers..... | Optional..... | 9 | 2 | 12 | 108 00 |
| Head of Jordan River and Jordan Bay, East Side..... | J. N. Holden..... | Horse or vehicle | 5 | 1 | 9 | 16 00 |
| Head of Jordan River and Thornburne's..... | do | Optional..... | 5 | 1 | 3 | 5 00 |
| Head of River Hebert and River Hebert..... | B. Baird..... | Horse or vehicle. | 5 | 3 | 12 | 78 00 |
| Head of St. Mary's Bay and Railway Station..... | E. Spittle..... | Optional..... | 4 | 12 | 12 | 180 00 |
| Head of South River Lake and Salmon River Lake Settlement..... | do | Vehicle..... | 15 | 1 | 12 | 39 00 |
| Head of Tatamagouche Bay and Tatamagouche..... | R. White..... | do | 5 | 3 | 12 | 117 00 |
| Heatherton and Railway Station..... | W. Dobson..... | do | 1½ | 12 | 12 | 60 00 |
| Heatherton and Summerside..... | A. Fraser..... | Horse or vehicle. | 3 | 1 | 12 | 28 30 |
| Hebron and Mavilette..... | W. McKinnon..... | Optional..... | 16 | 1 | 12 | 374 00 |
| Hebron and Railway Station..... | R. Bishop..... | Horse or vehicle. | 1½ | 12 | 12 | 50 70 |
| Hemford and Pleasant River..... | C. Cahen..... | Optional..... | 7 | 1 | 12 | 30 00 |
| Holland Harbor and Port Hillford..... | L. Waterman..... | do | 3 | 3 | 12 | 35 00 |
| do | G. Flick..... | do | 48 | 6 | 6 | 378 58 |
| do | T. McGrath..... | Vehicle..... | 48 | 3 | 7 | 349 28 |
| do | do | do | 48 | 6 | 6 | 50 25 |
| Hopewell and Melrose..... | J. Gunn..... | On foot..... | 1½ | 12 | 9 | 60 25 |
| do | do | do | 1½ | 12 | 3 | 21 25 |
| Hopewell and Railway Station..... | do | do | 18 | 2 | 12 | 120 00 |
| Hopewell and Trafalgar..... | J. Urquhart..... | Optional..... | 4 | 1 | 8 | 16 66 |
| Hornsey and Six Mile Road..... | V. Angevine..... | do | 4 | 1 | 8 | 75 00 |
| Horton Landing and Railway Station..... | F. Curry..... | On foot..... | 1½ | 12 | 12 | do |
| Indian Point and Mahone Bay..... | J. Krust..... | Optional..... | 5 | 1 | 12 | 30 00 |
| Iron Ore and Sunnybrae..... | J. McDonald..... | do | 4 | 1 | 12 | 25 00 |
| Isaac's Harbor and Isaac's Harbor, East Side..... | P. Sinclair..... | do | 3 | 3 | 12 | 51 48 |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|-----------------------|--------------------|------------------------|-------------------------------|---------|
| | | | | | | \$ cts. |
| Isaac's Harbor and Melrose..... | J. McGrath | Vehicle | 28 | 3 | 12 months | 234 72 |
| Isaac's Harbor, East Side, and New Harbor..... | W. Fanning | Boat | 12 | 1 | 12 do | 79 00 |
| Jackson's and West Branch River Philip..... | M. Chapman..... | Vehicle..... | 6 | 3 | 12 do | 58 00 |
| Jacquesville and Lettche's Creek..... | D. Johnson | do | 4 | 2 | 8 do (from Aug. 1, 1884) .. | 28 00 |
| James River Station and Railway Station..... | J. McDonald | Optional..... | 100 yds. | 12 | 12 do | 40 00 |
| Javrin's Harbor and West Arichat..... | P. Doray | Boat..... | 7 | 2 | 12 do | 70 00 |
| Johnson's Crossing and Railway Station..... | G. Riess | On foot..... | 4 | 12 | 11 do (from May 1, 1884) .. | 27 50 |
| Jordan Bay and Shelburne..... | J. McGill..... | Optional | 22 r. t. | 3 | 12 do | 139 00 |
| Judique and Upper Settlement River Dennis..... | D. J. McPhail | do | 15 | 1 | 7 do (to Oct. 31, 1884)..... | 32 08 |
| Kempt and New Grafton | E. P. Freeman..... | do | 3 | 1 | 12 do | 20 00 |
| Kempton and Riverdale | K. J. McLean | do | 5 | 2 | 12 do | 96 00 |
| Kennetcook Corner and Noel..... | C. W. Hadley | do | 20 r. t. | 2 | 12 do | 70 00 |
| Kennington Cove and Louisburg..... | J. McLean | do | 6 | 1 | 12 do | 40 00 |
| Kenogare and Sunnysbrae | D. K. McDonald..... | do | 4 | 2 | 12 do | 46 00 |
| Kentville and Railway Station..... | J. E. Eaton | On foot..... | 200 yds. | 24 | 12 do | 150 00 |
| Kewatske and Whyocomagh | A. McQueen..... | Horse or vehicle..... | 7½ | 1 | 9 do (from July 1, 1884)..... | 26 25 |
| Kingsbury and Lunenburg..... | J. E. Hunt | Vehicle | 31 r. t. | 2 | 12 do | 322 60 |
| Kingston Station and Melvern Square..... | W. H. Goucher | do | 2½ | 6 | 12 do | 73 00 |
| Kingston Station and Railway Station..... | A. Van Buskirk..... | Horse or vehicle..... | 100 yds. | 12 | 12 do | 36 00 |
| Kingston Station and Rhodes | Randal & Goucher | do | 14 r. t. | 2 | 12 do | 40 00 |
| Kingston Station and Tremont | A. Van Buskirk..... | do | 16 r. t. | 2 | 12 do | 125 00 |
| Lake Ainslie (South side) and Lake Ainslie (West side)..... | N. McMillan..... | Optional..... | 6 | 1 | 12 do | 22 00 |
| Lakelands and Railway Station | J. E. Brown..... | do | 4 | 6 | 12 do | 60 00 |
| Lake Ramsay and New Ross..... | G. Ross | Horse or vehicle..... | 5 | 2 | 11 do (from May 1, 1884) .. | 36 65 |
| Lapland and Newcombe | W. Garber..... | do | 17 r. t. | 1 | 12 do | 52 00 |
| Larry's River and Port Felix..... | J. Pelrine | do | 11 | 2 | 12 do | 130 00 |
| Lawrencetown and Lawrencetown (circular route)..... | C. W. Phunney | Vehicle | 23 r. t. | 2 | 6 do (to Sept. 30, 1884) .. | 61 72 |
| Lawrencetown and Mineville | S. J. Hitley..... | Optional..... | 5 | 1 | 12 do | 30 00 |
| Lawrencetown and Fort George..... | E. Phinney..... | Vehicle | 35 r. t. | 1 | 4 do (to July 31, 1884)..... | 98 33 |
| Lawrencetown and Railway Station | H. T. James | On foot | 1 | 12 | 12 do | 74 00 |
| Lawrencetown and Torbrooke..... | J. Balcom | Horse or vehicle..... | 33 r. t. | 2 | 6 do (from Oct. 1, 1884) .. | 55 00 |

REPORT No. 2, C.—Continued.

DETAIL of all Payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|-----------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | | \$ cts. |
| Maitland and Noel..... | J. Woodworth..... | Vehicle..... | 12 | 6 | 12 months..... | 288 00 |
| Maitland and Shubenacadie..... | A. S. Smith..... | do..... | 20 | 6 | 12 do..... | 800 00 |
| Malagash Point and Wallace..... | W. F. Harrison..... | do..... | 33 r. t. | 3 | 12 do..... | 125 00 |
| Malagawatch and River Dennis..... | C. McPhail..... | do..... | 14 | 1 | 12 do..... | 32 00 |
| do..... | K. McKenzie..... | do..... | 14 | 1 | do (from July 1, 1884)..... | 29 79 |
| Malagawatch and West Bay..... | A. McLeod..... | do..... | 16 | 2 | 12 do..... | 137 00 |
| Malignant Cove and Merigonishe..... | A. McIsaac..... | Horse or vehicle..... | 22 1/2 | 6 | 12 do (less fines)..... | 570 00 |
| do..... | T. Coady..... | do..... | 18 | 6 | 12 do (to April 30, 1885)..... | 100 00 |
| Margaree Forks and Upper Settlement Middle River..... | J. Redgate..... | Vehicle..... | 14 | 2 | 12 do..... | 130 00 |
| Margaretville and Morden..... | G. Neely..... | do..... | 22 r. t. | 1 | 12 do..... | 59 00 |
| Margaretville and Willmot..... | G. M. Elliott..... | do..... | 26 | 3 | 12 do..... | 94 00 |
| Marie Joseph and Sherbrooke..... | D. Lamond..... | do..... | 3 | 1 | 6 do..... | 260 00 |
| Marion Bridge and Trout Brook..... | ..... | Optional..... | ..... | ..... | 17 days (from Aug. 15, 1884)..... | 12 50 |
| Marshalltown and Railway Station..... | W. Marshall..... | do..... | 1 1/2 | 12 | 12 do..... | 97 00 |
| Marshy Hope and Railway Station..... | A. McDonald..... | On foot..... | 100 yds. | 2 | 12 do..... | 20 00 |
| Marydale and St. Andrews..... | W. Forbes..... | Horse or vehicle..... | 4 | 1 | 12 do..... | 20 00 |
| Mattata's Lake and Tatamagouche..... | G. Tattie..... | do..... | 9 | 1 | 12 do..... | 52 00 |
| Meikfield and Sutherland's Mills..... | D. McInnis..... | Optional..... | 4 | 1 | 12 do..... | 20 00 |
| Merigonishe and Railway Station..... | W. Dunn..... | do..... | 5 1/2 | 12 | 12 do..... | 52 00 |
| Metaghin and Railway Station..... | E. E. Sheehan..... | Horse or vehicle..... | 5 1/2 | 12 | 12 do..... | 200 00 |
| Meteghan Station and Railway Station..... | F. Goddry..... | On foot..... | 5 | 2 | 12 do (and arrears)..... | 43 33 |
| Middle Musquodoboit and Murchyville..... | W. McCurdy..... | Vehicle..... | 9 | 1 | 12 do..... | 44 48 |
| Middle Musquodoboit and Newcombe's Corner..... | G. McLeod..... | do..... | 9 | 1 | 12 do..... | 34 68 |
| Middle Musquodoboit and Wyse's Corner..... | W. McCurdy..... | do..... | 27 r. t. | 3 | 12 do..... | 146 48 |
| Middle River and West Side Middle River..... | L. McLeod..... | do..... | 8 | 1 | 12 do..... | 11 48 |
| Middleton and Port George..... | W. Mosher..... | Horse or vehicle..... | 8 | 3 | 8 do (from Aug. 1, 1884)..... | 60 00 |
| Middleton and Railway Station..... | J. Gullivan..... | On foot..... | 1 1/2 | 13 | 12 do..... | 60 00 |
| Millford Station and Railway Station..... | T. Andrew..... | do..... | 1 1/2 | 12 | 12 do..... | 40 00 |
| Mill Road and New Ross..... | G. Ross..... | Horse or vehicle..... | 6 | 1 | 7 do (from Sept. 1, 1884)..... | 23 33 |
| Minnie and River Hebert..... | G. Mack..... | Vehicle..... | 8 | 6 | 12 do..... | 239 72 |
| Monk's Head and Fonquet Chapel..... | F. Boudrot..... | Horse or vehicle..... | 2 1/2 | 2 | 8 do..... | 20 00 |
| Morden and Victoria Harbor..... | S. Balcom..... | Horse or vehicle..... | 3 | 1 | 12 do (from Aug. 1, 1884)..... | 24 00 |
| Mooseland and Tangier..... | J. Preat..... | Vehicle..... | 13 | 1 | 12 do..... | 50 00 |
| Mount Cusack and Sydney..... | H. Ousack..... | Horse or vehicle..... | 7 | 1 | 3 do (to Oct. 31, 1884)..... | 6 24 |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|---------------------|--------------------|------------------------|----------------------------------|---------|
| | | | | | | \$ cts. |
| Oakfield and Railway Station..... | W. P. Green..... | On foot..... | 100 yds. | 12 | 3 months (to June 30, 1884)..... | 10 00 |
| do do | J. Ferguson..... | do | 100 yds. | 12 | do do | 30 00 |
| Oban and St. Peter's | J. Morrison..... | Horse or vehicle. | 6 | 12 | do do | 32 00 |
| Onslow and Truro..... | O. R. Pearson..... | Vehicle..... | 22 r. t. | 3 | do do | 220 00 |
| Onslow Station and Railway Station..... | A. McCurdy..... | On foot..... | 3 | 12 | do do | 16 68 |
| Outer Island Port Hood and Port Hood..... | W. D. Smith..... | Boat..... | 3 | 5 | (from Nov. 1, 1884)..... | 30 00 |
| Oxford and Railway Station..... | E. Thompson..... | Vehicle..... | 3 1/2 | 12 | Season, 1884..... | 30 00 |
| do do | H. S. Smith..... | Horse or vehicle. | 11 1/2 | 1 | 12 months..... | 148 00 |
| do do | J. A. Fraser..... | do | 11 | 3 | (to June 30, 1884)..... | 11 25 |
| do do | D. Mills..... | do | 11 | 1 | do do | 33 75 |
| do do | do | do | do | 1 | (from Nov. 1, 1884)..... | 16 68 |
| Paradise Lane and Railway Station..... | W. F. Morse..... | Optional | 1/2 | 12 | do do | 60 00 |
| Parrboro' and Partridge Island..... | J. W. Jenks..... | do | 2 | 6 | do do | 100 00 |
| Parrboro' and Railway Station..... | do | do | 1/2 | 12 | do do | 50 00 |
| Parrboro' and Three Sisters..... | E. D. Fullerton..... | Vehicle..... | 4 1/2 | 6 | (to June 30, 1884)..... | 218 75 |
| do do | do | do | 4 1/2 | 6 | do do | 872 98 |
| Parrboro' and Two Islands..... | T. W. McKay..... | Horse or vehicle. | 6 | 9 | from do (less fine)..... | 64 16 |
| Pictou and Pictou Islands..... | J. Currie..... | Boat..... | 12 | 2 | do do | 130 00 |
| Pictou and Railway Station..... | W. McDonald..... | Optional..... | 1/2 | 12 | (to Sept. 30, 1884)..... | 50 00 |
| Pictou and Railway Wharf..... | do | do | 1/2 | 24 | do do | 75 00 |
| Pictou and River John..... | T. Meagher..... | Vehicle..... | 20 | 6 | do do | 475 00 |
| Pictou and River John (via Shore)..... | D. M. Geldert..... | do | 29 | 2 | do do | 350 00 |
| Pictou and West River Station..... | T. G. Anderson..... | do | 23 | 3 | do do | 311 00 |
| Pictou Landing and Railway Station..... | E. McLeod..... | On foot..... | 200 yds. | 12 | (to April 30, 1884)..... | 1 86 |
| do do | do | do | do | 11 | from do & ex. trips | 47 41 |
| Pictou Landing Station and Railway Station..... | R. Douglas..... | do | 50 yds. | 6 | 16 days (from Nov. 16, | 22 50 |
| do do | do | do | do | 4 | 1884)..... | 22 50 |
| Piedmont Valley and Railway Station..... | A. J. McKenzie..... | do | 50 yds. | 6 | do do | 15 00 |
| Pine Tree and Railway Station..... | J. McDonald..... | Optional..... | 1/2 | 3 | do do | 60 00 |
| Pirate Harbor and Railway Station..... | R. Mitchell..... | do | 1 1/2 | 3 | do do | 80 00 |
| Pleasant Point and West Jeddore..... | R. Peeples..... | do | 6 | 12 | do do | 21 74 |
| do do | F. Slaughenwhite..... | do | 6 | 1 | (to Sept. 30, 1884)..... | 19 00 |
| do do | F. Mosher..... | do | do | 6 | from do | 30 00 |
| Pleasant Valley and Railway Station..... | E. Craig..... | do | 1 1/2 | 2 | do do | 25 00 |
| Point Edward and Sydney | H. Turner..... | Vehicle..... | 12 1/2 r. t. | 1 | do do | 25 00 |

| Location | Name | On foot | 75 yds. | 6 | 3 | do | (to June 30, 1884) | 2 60 |
|--|-----------------|------------------|----------|-------|-------|--------|-----------------------------|----------|
| Polly Bog and Railway Station | T. Lindsay | do | 75 yds. | 6 | 3 | do | from do | 15 00 |
| Pomquet Chapel and Railway Station | C. Duong | Optional. | 75 yds. | 6 | 9 | do | do | 35 00 |
| Pomquet Forks and Tracade | A. McDougall | Vehicle | 15 | 1 | 12 | do | do | 26 00 |
| Port Acadia and Railway Station | F. Belliveau | Optional. | 2 1/2 | 12 | 12 | months | do | 200 00 |
| Portique and Portique Mountain | E. W. Fulton | Horse or vehicle | 2 1/2 | 3 | 7 | do | (to Oct. 31, 1884) | 37 91 |
| Port Beckton and Port Hillford | G. S. Taylor | Optional. | 8 | 3 | 12 | do | do | 75 07 |
| Poger's Lake and West Chezetcook | G. E. Ormon | do | 3 | 3 | 12 | do | do | 40 00 |
| Port Hastings and Port Hawkesbury | A. McDonald | Horse or vehicle | 3 1/2 | 12 | 12 | do | do | 220 00 |
| Port Hastings and Railway Wharf | H. A. Archibald | do | 3 1/2 | 12 | 12 | do | do | 156 80 |
| Port Hastings Railway Wharf and Port Hawkesbury | A. McDonald | do | 3 1/2 | 12 | 12 | do | do | 53 00 |
| do | do | do | 3 1/2 | 12 | 12 | do | do | 156 50 |
| do | do | do | 3 1/2 | 12 | 12 | do | do | 30 00 |
| Port Hawkesbury and Sydney | C. Beaton | do | 108 | 6 | 12 | months | Special trips | 5,724 88 |
| Port Hood and Port Hood Island | T. S. Lindsay | Vehicle | 1 1/2 | 2 | 12 | do | do | 24 00 |
| Port Joli and St. Catharine's River | J. Smith | Optional. | 6 | 1 | 12 | do | do | 40 00 |
| Port Mulgrave and Railway Wharf | L. Robertson | Horse or vehicle | 4 1/2 | 12 | 12 | do | do | 80 00 |
| Port Philip and Pugwash | R. Trites | Optional. | 4 1/2 | 3 | 3 | do | (to June 30, 1884) | 13 00 |
| do | G. King | Horse or vehicle | 4 1/2 | 3 | 9 | do | from do | 45 00 |
| do | do | do | 4 1/2 | 3 | 12 | do | do | 100 00 |
| Port Royal and West Aricha | A. McDonald | Optional. | 3 | 3 | 12 | do | do | 70 86 |
| Port Williams and Port Williams Station | J. L. Bishop | do | 1 | 3 | 12 | do | do | 40 00 |
| Port Williams and Town Plot | D. Borden | do | 2 | 3 | 12 | do | do | 46 95 |
| Port Williams Station and Railway Station | E. A. Forsyth | do | 12 yds. | 24 | 9 | do | (to Dec. 31, 1884) | 15 65 |
| do | F. E. Forsyth | do | 12 yds. | 24 | 3 | do | from do | 90 00 |
| Port Williams Station and White Rock Mills | J. L. Bishop | Vehicle | 4 1/2 | 3 | 12 | do | do | 48 00 |
| Princeport and Truro | J. D. Nelson | do | 16 | 6 | 3 | do | (to June 30, 1884) | 186 00 |
| do | J. Yuill | do | 16 | 6 | 9 | do | from do | 477 96 |
| Pugwash and Thomson's Mills | J. R. Lamy | do | 16 | 6 | 12 | do | do | 30 00 |
| Rear of Black River and West Bay | M. Morrison | do | 16 r. t. | 1 | 6 | do | (to Sept. 30, 1884) | 19 24 |
| do | do | do | 16 r. t. | 1 | 6 | do | from do | 50 00 |
| Rear Lands Sporting Mountain and St. Peters | J. Morrison | do | 8 | 2 | 12 | do | do | 190 00 |
| River Bourgeois and River Tear | J. R. L. McLean | do | 2 1/2 | 6 | 12 | do | do | 283 33 |
| Riversdale and Weymouth Bridge | J. H. Sabine | Horse or vehicle | 10 | 1 | 7 | do | (from Sept. 1, 1884) | 273 00 |
| River Hebert and Shulie | B. Baird | Vehicle | 14 | 3 | 12 | do | do | 150 00 |
| River Inhabitants Bridge and West Bay | M. McKinnon | Optional. | 5 | 6 | 12 | do | do | 292 48 |
| River John and Tatamagouche | J. McLeod | do | 13 | 6 | 12 | do | do | 180 00 |
| River Philip Station, and West Branch River Philip | M. Chapman | Vehicle | 5 | 6 | 12 | do | do | 4 52 |
| Riversdale and Railway Station | B. A. Wall | do | 15 | 12 | 1 | do | 6 days (from Feb. 23, 1886) | 180 00 |
| Rockingham and South Ohio | J. E. Allan | Horse or vehicle | 20 | 2 | 12 | do | do | 199 00 |
| Romans' Valley and St. Andrews | A. H. McIsaac | Optional. | 15 | 3 | 12 | do | do | 30 00 |
| Round Hill and Railway Station | O. E. Spurr | On foot. | 100 yds. | 12 | 12 | do | do | 204 88 |
| St. Andrews and South End Lochaber | D. McDonald | Vehicle | 21 | 2 | 12 | do | do | 43 48 |
| St. Andrews and Vernal | A. McDonald | do | 5 | 2 | 12 | do | do | 145 00 |
| St. Mary's Bay and Railway Station | J. Mullin | Optional. | 3 | 12 | 12 | do | (less fine) | 480 00 |
| St. Peters and West Bay | S. McLeod | Horse or vehicle | 28 | 3 | 12 | do | do | 3 00 |
| Sable River and Shelburne | M. A. Miller | Optional. | ..... | ..... | ..... | do | Special trip | ..... |

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Modg of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|---------------------|--------------------|------------------------|----------------------|----------|
| | | | | | | \$ cts. |
| Salmon River and Sheet Harbor Passage. | W. C. Wambold. | Optional. | 7 | 2 | 12 months | 85 00 |
| Salt Spring Station and Railway Station. | J. W. Black. | On foot. | 20 yds. | 12 | do | 10 00 |
| Sandford and Yarmouth. | D. S. Davison. | Horse or vehicle | 16 r. t. | 1 | (to June 30, 1884). | 27 07 |
| do | D. Weston. | do | 16 r. t. | 2 | do | 24 75 |
| do | do | do | 20 r. t. | 2 | (from do | 61 86 |
| Sand River and Shulie. | E. J. White. | do | 7 | 2 | do | 75 00 |
| Saulnierville and Railway Station. | A. Potter. | do | 1 $\frac{1}{2}$ | 12 | do | 200 00 |
| Scotch Village and Woodville. | H. S. Cochran. | do | 10 r. t. | 1 | do | 30 00 |
| Shelburne and Upper Ohio. | J. Hogg. | Vehicle | 36 r. t. | 1 | do | 75 00 |
| do | G. M. Danc. | do | 68 | 6 | (to Jan. 31, 1885). | 1,166 66 |
| do | O. L. Davison. | do | 70 | 6 | do | 316 66 |
| Ship Harbor Lake and Ship Harbor Lake (circular route). | J. W. Webber. | do | 23 r. t. | 1 | do | 100 00 |
| Shubenacadie and Railway Station. | A. Kirkpatrick. | On foot. | 100 yds. | 30 | do | 100 00 |
| Six Mile Brook and West River. | A. Innis. | Horse or vehicle | 6 | 2 | (to Dec. 31, 1884). | 29 25 |
| do | J. McKay. | do | 6 | 2 | do | 7 50 |
| Six Mile Road and Wallace Grant. | C. Cooke. | do | 5 | 3 | (from do | 20 00 |
| Skye Mountain and Wybecomegh. | A. Ross. | do | 6 | 1 | (from Dec. 1, 1884). | 20 00 |
| Sluce Point and Tusket. | W. D. Van Norden. | Optional. | 6 | 1 | do | 60 00 |
| Southampton and Railway Station. | J. Megeny. | do | 3 $\frac{1}{2}$ | 12 | do | 54 00 |
| South Branch and Upper Stewiacke. | W. Cox. | do | 10 | 12 | do | 130 00 |
| South Farrington and Wilnot Railway Station. | D. McGregor. | do | 1 $\frac{1}{2}$ | 12 | do | 70 00 |
| South Harbor and White Point. | A. McPherson. | do | 9 | 2 | do | 125 00 |
| South Merland and Tracadie. | M. Delorey. | do | 8 | 1 | do | 48 00 |
| South Ohio and Railway Station. | W. Crosby. | do | 60 yds. | 12 | do | 40 00 |
| South Waterville and Waterville. | F. Parrish. | do | 11 r. t. | 1 | do | 32 00 |
| South West Margaree and Upper Margaree. | J. S. McDonald. | do | 4 | 2 | do | 34 48 |
| Spetch's Cove and Railway Station. | J. T. Thomas. | do | 3 | 12 | do | 195 00 |
| Spring Hill Mines and Railway Station. | J. Anderson. | On foot. | 3 | 12 | (to Dec. 31, 1884). | 25 00 |
| do | M. C. Cooper. | Optional. | 6 $\frac{1}{2}$ | 18 | do | 33 75 |
| Spring Hill Mines and Spring Hill Junction. | R. H. Cooper. | do | 7 | 6 | do | 75 00 |
| Spring Hill Mines and Windham Hill. | J. M. Bragg. | do | 7 | 2 | do | 80 00 |
| Stellarton and Railway Station. | J. Bartley. | On foot. | 3 | 24 | do | 150 00 |
| Stellarton and Westville. | C. McIntosh. | Vehicle | 3 | 12 | do | 260 00 |
| Sutherland's River and Railway Station. | W. Sutherland. | Optional. | 2 | 3 | do | 45 00 |

| Station Name | Vehicle | 12 r. t. | 2 1/2 | do | 100 00 |
|---|-----------------------|----------|--------|----|--------------|
| Tatamagouche and Waugh's River..... | J. Lombard..... | 12 r. t. | 2 1/2 | do | 100 00 |
| Tatamagouche and Wentworth Station..... | A. Purdy..... | 20 | 6 1/2 | do | 440 00 |
| The Falls and West New Annan..... | D. O. Byers..... | 9 | 3 1/2 | do | 163 00 |
| Thomson's Mills and Westchester..... | E. J. Purdy..... | 13 | 2 1/2 | do | 160 00 |
| Torbrooke and Tremont..... | W. Brown..... | 5 | 1 1/2 | do | 50 00 |
| Tracadie and Railway Station..... | P. Delorsy..... | 1 1/2 | 12 1/2 | do | 60 00 |
| Truro and Railway Station..... | C. B. Archibald..... | 1 1/2 | 24 1/2 | do | 300 00 |
| Tupperville and Railway Station..... | D. S. Chipman..... | 12 | 1 1/2 | do | 50 00 |
| Tusket and Tusket Forks..... | J. Doucette..... | 12 | 2 1 | do | 49 00 |
| Tusket Wedge and Yarmouth..... | B. LeBlanc..... | 12 | 2 1 | do | 10 41 |
| do | do | 12 | 3 11 | do | 171 86 |
| do | do | 23 | 2 1/2 | do | 120 00 |
| Upper Margaree and Whycomagh..... | N. McMillan..... | 26 | 2 1/2 | do | 270 00 |
| Upper Musquodoboit and West River Sheet Harbor..... | P. Murray..... | 14 | 1 3 | do | 3 00 |
| Upper Newport and Woodville..... | T. Dimock..... | 14 | 1 9 | do | 8 76 |
| do | E. Sweet..... | 14 | | do | |
| Valley Station and Railway Station..... | W. Christie..... | 600 yds | 12 1/2 | do | 43 33 |
| Waterville and Railway Station..... | J. S. Pineo..... | 70 yds | 12 1/2 | do | 50 00 |
| Waverley and Windsor Junction..... | J. Otto..... | 3 | 6 1/2 | do | 130 00 |
| Wentworth Creek and Windsor..... | J. Frider..... | 2 1/2 | 3 1/2 | do | 70 00 |
| Westbrook and Railway Station..... | J. O. Taylor..... | 1 | 12 1/2 | do | 104 00 |
| West Merigonishe and Railway Station..... | J. R. McDonald..... | 1 | 6 1/2 | do | 40 00 |
| West River and Westville..... | J. Munro..... | 9 | 3 1/2 | do | 180 00 |
| West River Station and Railway Station..... | D. Graham..... | 75 yds. | 12 1/2 | do | 40 00 |
| Weymouth and Railway Station..... | C. D. Jones..... | 1 1/2 | 12 1/2 | do | 100 00 |
| Weymouth Bridge and Railway Station..... | G. J. Hoyt..... | 400 yds. | 12 1/2 | do | 40 00 |
| Whycomagh and Whycomagh Rear..... | H. McDonald..... | 6 | 1 1/2 | do | 38 00 |
| Wilnot and Railway Station..... | E. Cummingier..... | 1 1/2 | 12 1/2 | do | 95 00 |
| Windsor and Railway Station..... | P. Burham..... | 1 1/2 | 24 1/2 | do | 200 00 |
| Windsor Junction—J. C. Ry. and W. & A. Ry..... | W. A. Harris..... | 20 yds. | 6 4 | do | 20 00 |
| do | A. G. Herbert..... | 20 yds. | 6 4 | do | 20 00 |
| Windsor Junction and Railway Station..... | P. Hessian..... | 1 | 36 4 | do | 32 40 |
| Wolfville and Railway Station..... | G. V. Rand..... | 1 | 24 1/2 | do | 100 00 |
| Woodbourne and Railway Station..... | T. J. Christison..... | 1 | 2 1/2 | do | 45 00 |
| Yarmouth and Railway Station..... | A. Bain..... | 1 | 12 1/2 | do | 48 00 |
| Total..... | | | | | \$107,195 46 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885
 CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---|--------------------|------------------------|-----------------------------------|---------------------|
| Annapolis and Digby..... | Nova Scotia Steamship Co..... | 17 | 6 | 16 months (to Oct. 31, 1883)..... | \$ cts. 3,485 70 |
| do do | E. F. Clements | 17 | 6 | 5 do (to Mar. 31, 1884)..... | 1,078 56 |
| do do | Western Counties Railway Co. | 17 | 6 | 3 do 10 dys. (to July 10, '84). | 740 00 |
| do do | G. E. Corbitt..... | 17 | 6 | 8 do 21 dys. (to Mar. 31, '85) | 2,260 00 |
| Halifax and Boston, U.S..... | J. F. Phelan & Son..... | 400 | 1 | Season, 1884..... | 400 00 |
| North Sydney and Sydney..... | Owners of Str. "Lady of the Lake" | 5 | 6 | do | 100 00 |
| Port Mulgrave and Sydney (via Bras D'Or Lakes) | Bras D'Or Steam Navigation Co | 110 | 3 | do | 300 00 |
| Yarmouth and Boston U.S. (portion of postage collected).. | Nova Scotia Steamship Co | 240 | 1 | do | 207 76 |
| | | | | Total..... | \$8,672 01 |

JOHN CARLING,
 Postmaster-General.

H. A. WICKSTEED,
 Accountant.

REPORT No. 2, C—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia, made within the Year ended 30th June, 1885.
 CONVEYANCE OF MAILS BY RAILWAYS.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------|---|---------------------------------------|-------------|
| Cumberland Coal and Railway Co..... | 32 | 12 & 6 | 12 months (to March 31st, 1885) | \$ 824 38 |
| Eastern Extension Railway | 80 | 12 & 6 | 12 do | 5,806 40 |
| Intercolonial Railway (within Nova Scotia.) | 196 | With varying frequency over different sections of the line. 6 | 12 do | 25,480 00 |
| Western Counties Railway | 67 | 12 & 6 | 12 do | 3,291 04 |
| Windsor and Annapolis Railway. | 130 | 12 do | 12 do | 7,399 32 |
| | | | Total..... | \$42,801 14 |

JOHN CARLING,
 Postmaster-General.

H. A. WICKSTEED,
 Accountant.

REPORT No. 2, C.—Concluded.—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Nova Scotia, made within the Year ended 30th June, 1885.

| Traders' Names. | Particulars of Disbursements. | Amount. | |
|------------------------|---|--------------|-----------|
| S. & H. Borbridge..... | Mail bags, labels and repairs for Post Office Department..... | \$ 133 | cts. 75 |
| R. S. Montgomery..... | Mail bags for Post Office Department..... | 53 | 12 |
| G. Bailey..... | Brass mail locks for do | 12 | 00 |
| T. Forham & Co..... | Mail bags and repairs for Post Office Inspector, Halifax. | 335 | 00 |
| A. V. Allen..... | do do do | 298 | 65 |
| H. B. Fidler..... | Repairing mail bags for do | 90 | 25 |
| E. Chanteloup..... | Brass mail locks for do | 5 | 00 |
| | Total..... | \$927 | 77 |

JOHN CARLING,
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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips, per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|-------------------------|---|---------|
| | | | | | | \$ cts. |
| Acadie, Acadie Siding and Railway Station..... | J. McDonald..... | Vehicle..... | 7 | 1 | 7 months (to Oct. 31, 1884)..... | 32 08 |
| do do do..... | do do do..... | do do do..... | 7 | 2 | do from do..... | 45 83 |
| Albert and Elgin..... | J. A. Stiles..... | do do do..... | 21 | 1 | 3 do (to June 30, 1884)..... | 34 50 |
| do do do..... | F. Doherty..... | do do do..... | 28 | 1 | 9 do from do..... | 120 00 |
| Albert and Harvey..... | J. L. Richardson..... | do do do..... | 2 | 6 | 1 do (to April 30, 1884)..... | 7 75 |
| Albert and Hillsborough..... | W. M. Barbour..... | Optional..... | | | Special trips, during temporary suspension of traffic on railway..... | 6 00 |
| do do do..... | J. S. Fullerton..... | do do do..... | 7 | 1 | do do do..... | 35 00 |
| do do do..... | J. W. Fillmore..... | On horseback..... | 7 | 1 | 9 months (to Dec. 31, 1884)..... | 15 00 |
| do do do..... | B. Fillmore..... | do do do..... | 7 | 1 | 3 do from do..... | 6 25 |
| Albert and Point Wolf..... | W. Martin..... | Vehicle..... | 20 | 6 | 12 do (less fine)..... | 646 00 |
| Albert and Railway Station..... | J. S. Fullerton..... | do do do..... | 12 | 12 | do do do..... | 60 00 |
| Albert Mines and Railway Station..... | E. Woodworth..... | do do do..... | 8 | 2 | 12 do do..... | 20 00 |
| Altonan and Richbucto..... | M. Daige..... | do do do..... | 26 | 2 | 12 do do..... | 50 00 |
| Alexander's Point and Miscou Lighthouse..... | O. Valley..... | do do do..... | 26 | 2 | 7 do (to Oct. 31, 1884)..... | 145 25 |
| do do do..... | do do do..... | do do do..... | 26 | 2 | 5 do from do..... | 138 33 |
| Alexander's Point and Shippigan..... | R. Dugue..... | do do do..... | 3 | 3 | 12 do do..... | 93 75 |
| Alexandria and Scovill's Mills..... | T. Stevenson..... | Horse or vehicle..... | 4 | 1 | 3 do (from Jan. 1, 1885)..... | 5 20 |
| Allandale and Populock..... | D. Connelly..... | do do do..... | 6 | 1 | do do do..... | 35 00 |
| Allison and Moncton..... | L. Wilson..... | Vehicle do..... | 10 | 1 | 12 do do..... | 53 00 |
| Alma and Hastings..... | J. E. McQuaid..... | do do do..... | 4 | 1 | 12 do do..... | 26 00 |
| Angance and Corn Hill..... | W. Dickey..... | do do do..... | 15 | 2 | 12 do do..... | 73 00 |
| Angance and Elgin..... | E. A. Robinson..... | do do do..... | 7 | 2 | 12 do do..... | 124 00 |
| Andover and Fort Fairfield, U.S..... | J. Stout..... | do do do..... | 2 | 2 | 12 do do..... | 60 00 |
| Andover and Perth Centre..... | D. A. Lartie..... | Optional..... | | 6 | Arrears..... | 17 50 |
| Andover and Railway Station..... | J. A. Purdy..... | Vehicle do..... | 4 | 12 | 9 do do (to Dec. 31, 1884)..... | 37 50 |
| do do do..... | J. C. McClusky..... | do do do..... | 4 | 12 | 3 do from do..... | 12 50 |
| Anndale and English Settlement..... | W. Loshin..... | Optional..... | | 2 | do do do..... | 25 00 |
| Apoahqui and Case Settlement..... | G. Z. Parlo..... | Horse or vehicle..... | 10 | 1 | 9 do do (from July 1, 1884)..... | 37 50 |
| Apoahqui, Collina and Starkey's..... | W. R. Williams..... | Vehicle do..... | 12 & 19 | 3 & 2 | 12 do do..... | 234 00 |
| Archibald Settlement and River Louisa..... | J. Black..... | do do do..... | 3 | 1 | 12 do do..... | 26 00 |
| Archibald Settlement and Sunnyside..... | W. D. Miller..... | do do do..... | 4 | 1 | 12 do do..... | 30 00 |

REPORT No. 2, D.—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------------|--------------------|------------------------|--|---------|
| | | | | | | \$ cts |
| Armstrong and Waterford..... | J. Grey..... | Vehicle..... | 8 | 1 | 12 months..... | 45 71 |
| Armstrong's Brook and Beckettville..... | C. G. Beckett..... | Optional..... | 2 | 6 | do..... | 48 00 |
| Armstrong's Brook and Jacquet River Station..... | W. Barclay..... | do..... | 1 | 12 | do..... | 50 00 |
| Armstrong's Brook and River Louison..... | do..... | do..... | 3 | 12 | do..... | 200 00 |
| Armstrong's Corner and Round Hill..... | R. Corbett..... | Horse or vehicle..... | 20 | 2 | do..... | 230 00 |
| Aroostook Postage and California..... | D. Murchison..... | do..... | 2 | 1 | do..... | 25 00 |
| Back Bay and St. George..... | A. J. Seely..... | Vehicle..... | 11 | 3 | do..... | 224 88 |
| Bairdville and Beaconsfield..... | H. C. Baird..... | Horse or vehicle..... | 8 | 1 | do (to Dec. 31, 1884)..... | 22 50 |
| do..... | do..... | do..... | 8 | 1 | do from do..... | 10 00 |
| Bairdville and Kilburn's Landing..... | D. Watt..... | Optional..... | 2 | 3 | Arrears..... | 18 75 |
| Bald Hill and Wickham..... | J. W. Beeman..... | do..... | 2 | 2 | 3 months (to June 30, 1885)..... | 3 75 |
| Sarachoits and Lower Abougoggin..... | H. Gallang..... | Vehicle..... | 8 | 12 | do..... | 46 18 |
| Barnaby River and Railway Station..... | M. McDonald..... | do..... | 120 yds. | 12 | do..... | 20 00 |
| Baribog and Chatham..... | J. Doyle..... | do..... | 12 | 1 | do..... | 40 00 |
| Bass River and South Branch..... | J. Brown..... | do..... | 15 | 3 | do..... | 47 50 |
| do..... | do..... | do..... | 16 | 3 | (to June 30, 1885)..... | 151 88 |
| Bath, Johnville and Kilfoil..... | E. McGuire..... | do..... | 8 & 3/4 | 2 & 1 | from do..... | 80 00 |
| Bath and Mineral..... | J. Loyd..... | do..... | 8 | 1 | do (to Sept. 30, '84, less fines)..... | 17 50 |
| Bath and Railway Station..... | T. Bohan..... | On foot..... | 4 | 12 | do (to Sept. 30, 1884)..... | 12 50 |
| do..... | do..... | do..... | 4 | 12 | do from do..... | 30 00 |
| Bathurst and Caraquet..... | J. C. Coughlin..... | Vehicle..... | 42 | 3 | do (to Sept. 30, 1884)..... | 246 50 |
| do..... | S. Carter..... | do..... | 42 | 3 | do (to Dec. 31, 1884)..... | 137 50 |
| do..... | J. Foley..... | do..... | 42 | 3 | do..... | 137 50 |
| do..... | do..... | do..... | 42 | 6 | do from do..... | 243 75 |
| do..... | do..... | do..... | 42 | 20 | do..... | 172 97 |
| Bathurst and Railway Station..... | S. Williamson..... | do..... | 2 | 1 | do (from Jan. 1, 1885)..... | 7 75 |
| Bathurst Village and Dumfries..... | J. Nichol..... | Horse or vehicle..... | 6 | 1 | do (to Oct. 31, 1884)..... | 40 83 |
| Bathurst Village and Tete à Gouche River (south side)..... | A. Branch..... | Vehicle..... | 10 & 8 | 1 | do (to Dec. 31, 1884)..... | 16 83 |
| do..... | do..... | do..... | 10 & 8 | 1 | do from do..... | 17 50 |
| do..... | do..... | do..... | 10 & 8 | 1 | do..... | 40 00 |
| Bay du Vin Mills and Upper Bay du Vin..... | W. Dickins..... | do..... | 5 | 2 | do..... | 119 00 |
| Bayfield and Port Elgin..... | A. Polly..... | do..... | 35 r. t. | 2 | do..... | 138 06 |
| Bayfield, Port Elgin and Spence..... | R. Trenholm..... | do..... | 31 | 2 | do..... | 60 00 |
| Bayside and St. Andrews..... | J. Simpson..... | Optional..... | 7 | 2 | do..... | 260 00 |
| Beaufort and Bristol..... | J. Boyer..... | Vehicle..... | 19 | 3 | 20 days (from June 1, '84)..... | 260 00 |
| do..... | do..... | do..... | 19 | 3 | do..... | |

| Location | W. Ash | Horse or vehicle | 4 | 3 | 1/2 | do | 80 |
|---|-----------------|------------------|-----------|--------|-----------|----|-----|
| Beaver Harbor and Pennfield Ridge | J. Chalmers | Optional | 4 | 3 | 12 | do | 00 |
| Belledune and Belledune River | do | do | 4 | 12 | do | do | 68 |
| Bellefleur and Norton Station | J. E. Hickson | Vehicle | 15 & 10 | 1 | 12 | do | 45 |
| Belleveau Village and St. Joseph | S. Bourgeois | do | 2 | 2 | do | do | 70 |
| Belyea's Corner and Carlisle | G. W. Shaw | do | 2 | 3 | 6 | do | 20 |
| Benton and Railway Station | A. J. Teed | On foot | 50 yds. | 12 | 12 | do | 20 |
| Bersford and Railway Station | J. Aubé | do | 100 yds. | 6 | 12 | do | 16 |
| Big Cove and Heustis' Landing | W. Robertson | Optional | 2 1/2 | 1 | 3 | do | 4 |
| Black Brook and Chatham | A. Marshall | Vehicle | 8 | 2 | 12 | do | 79 |
| Black Lands and River Charles | W. Cook | Optional | 3 | 3 | 12 | do | 38 |
| Black Point and New Mills | D. Cook | do | 4 | 3 | 12 | do | 49 |
| Black Rock and Three Brooks | L. Reed | do | 1 1/2 | 2 | 6 | do | 10 |
| Blackville and Coughlan | J. T. Coughlan | Horse or vehicle | 4 | 1 | 3 | do | 9 |
| do | do | do | 4 | 1 | 9 | do | 19 |
| Blackville and Shinnickburn | do | Vehicle | 18 | 1 | 12 | do | 50 |
| Blair Athol and Dalhousie | W. T. Underhill | Optional | 19 | 2 | 12 | do | 128 |
| Bloomfield and Railway Station | J. McIntyre | do | 4 | 12 | 6 | do | 70 |
| do | do | do | 4 | 12 | 6 | do | 17 |
| Bloomfield Ridge and Boiestown | N. Wetmore | do | 6 | 1 | 12 | do | 50 |
| Bloomfield Station and Central Norton | J. McDonald | do | 6 | 1 | 12 | do | 42 |
| Bloomfield Station and Railway Station | J. Cochran | do | 3 1/2 | 3 | 12 | do | 65 |
| Boiestown and Parker's Ridge | T. W. Kierstead | On foot | 100 yds. | 12 | 12 | do | 20 |
| Boiestown and Texas River | J. W. Parker | Vehicle | 5 | 1 | 12 | do | 25 |
| Boudreau Village, Rockland Station and South Rockland | T. McDonald | Horse or vehicle | 4 1/2 | 1 | 3 | do | 7 |
| Boundary Creek and Railway Station | J. Sutherland | Vehicle | 1 & 5 1/2 | 2 | 6 | do | 273 |
| Bourgeois, Grandique and Poirier's | B. B. O. Weldon | On foot | 3 1/2 | 12 | 12 | do | 20 |
| Breadalbane, New Mills and Railway Station | do | Vehicle | 3 1/2 | 1 | 12 | do | 80 |
| Brigg's Corner and Sheffield | R. Poirier | do | 4 & 2 | 1 | 12 | do | 38 |
| Bristol and Chester | F. McMillan | Optional | 1 | 1 | 12 | do | 90 |
| Bristol and Railway Station | F. McGowan | Vehicle | 38 | 12 | 12 | do | 36 |
| Buctouche and Richibucto | J. Boyer | Optional | 1 | 2 | 12 | do | 375 |
| Buctouche and McLaughlin Road | J. Boyer | do | 1 | 6 | Arrears | do | 10 |
| Buctouche and Richibucto | T. Roberts | On foot | 16 & 20 | 12 | 12 months | do | 25 |
| Buctouche and St. Oastine | do | Vehicle | 18 | 2 | 12 | do | 180 |
| do | L. Sawyer | do | 6 1/2 | 3 | 12 | do | 228 |
| do | do | Horse or vehicle | 6 1/2 | 1 | 6 | do | 10 |
| Buctouche and Shediac | do | do | 22 | 1 | 6 | do | 15 |
| Bumfrau, Mineral and Railway Station | J. D. Weldon | Vehicle | 5 & 1/2 | 6 | 12 | do | 494 |
| Bumfrau and Upper Wicklow | A. J. Kearney | Horse or vehicle | 2 | 1 & 12 | 6 | do | 35 |
| Burnt Church and Church Point | W. Holmes | Optional | 2 | 2 | 6 | do | 12 |
| do | W. Henney | Vehicle | 4 | 2 | 3 | do | 11 |
| do | J. McKnight | do | 4 | 3 | 9 | do | 25 |
| Butternut Ridge and Garsonville | H. F. Price | do | 15 | 1 | 12 | do | 30 |
| Butternut Ridge, New Gansan and Forks | A. Perry | do | 12 & 3 | 2 | 12 | do | 93 |
| Butternut Ridge and Petitcodiac | B. O. Herrett | do | 9 | 2 | 6 | do | 128 |
| do | do | do | 9 | 6 | 12 | do | 188 |
| Caledonia, Turtle Creek and Railway Station | F. Beaton | Horse or vehicle | 17 & 1/2 | 2 | 12 | do | 98 |
| Calloun and Railway Station | T. E. Calhoun | On foot | 10 | 12 | 12 | do | 25 |
| Cameron's Mills and St. Louis de Kent | N. Mazerole | Vehicle | 10 | 2 | 12 | do | 110 |

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|---------------------|--------------------|------------------------|--------------------------------------|----------|
| | | | | | | \$ cts. |
| Campbell Settlement and Lower Southampton..... | I. Price..... | Vehicle..... | 6 | 2 | 12 months..... | 89 76 |
| Campbellton and Flatlands..... | A. McKenzie..... | do..... | 10 | 2 | do..... | 93 60 |
| do..... | J. Duncan..... | do..... | 1 | 13 | (to June 30, 1884)..... | 56 87 |
| Campbellton and Railway Station..... | A. McLean..... | do..... | 1 | 14 | do from do..... | 137 86 |
| do..... | do..... | do..... | 1 | 4 | Season 1884..... | 20 40 |
| Campbellton and Wharf..... | W. O. Sulis..... | Boat..... | 3 | 2 | 7 months 16 days. (to Dec. 31, '84) | 62 50 |
| Campo Bello and Indian Island..... | J. Brown..... | Vehicle..... | 7 | 1 | do..... | 60 00 |
| Campo Bello and Wilson's Beach..... | J. P. Crossman..... | On foot..... | 1 | 12 | 18 days (to Apr. 16, '84) and ahrs. | 31 00 |
| Canaan Station and Railway Station..... | J. J. Morston..... | do..... | 1 | 12 | 5 months 12 days. (to Sept. 30, '84) | 9 00 |
| do..... | J. J. Bernard..... | do..... | 5 | 2 | 5 do 19 days. (to Mar. 31, '84) | 9 35 |
| do..... | J. P. Bernard..... | Horse or vehicle. | 5 | 1 | do..... | 80 00 |
| Canaan Station and Sweenyville..... | W. Glendinning..... | do..... | 3 | 1 | do..... | 30 60 |
| Canobie and Clifton..... | J. Hernin..... | Vehicle..... | 9 | 2 | do..... | 125 00 |
| Canterbury and Canterbury Station..... | L. Veysey..... | do..... | 22 | 1 | do..... | 95 00 |
| Canterbury Station and North Lake..... | W. Main..... | On foot..... | 100 yds. | 2 | do..... | 50 00 |
| Canterbury Station and Railway Station..... | J. Wilson..... | Vehicle..... | 16 | 6 | do..... | 10 00 |
| Cape de Moselle Creek and Railway Station..... | Hewson & Muttart..... | do..... | 39 | 3 | (to June 30, 1884)..... | 1,210 00 |
| Cape Tormentine and Amherst Railway Station, N.S. | J. Cowan..... | do..... | 74 | 3 | (to Sept. 30, 1884)..... | 362 00 |
| Caracquet and Chatham..... | J. O. Coughlin..... | do..... | 74 | 3 | (to Dec. 31, 1884)..... | 288 60 |
| do..... | S. Carter..... | do..... | 74 | 6 | do from do..... | 398 75 |
| do..... | A. Lantaigne..... | do..... | 4 | 3 | do..... | 49 00 |
| Caracquet and Lower Caracquet..... | M. Nevins..... | do..... | 20 | 6 & 3 | do..... | 330 00 |
| Caracquet and Shippigan..... | W. Freeman..... | Optional..... | 1 | 12 | do..... | 98 00 |
| Carleton and Railway Station..... | R. Duncan..... | do..... | 1 | 12 | do..... | 92 00 |
| Carleton and St. John..... | Princess St. Ferry | do..... | 1 | As req. | do..... | 70 00 |
| do..... | W. Lane..... | Optional..... | 1 | 12 | do..... | 78 00 |
| Carleton and Street Letter Boxes..... | G. W. Shaw..... | do..... | 2 | 3 | (from Oct. 1, 1881)..... | 20 00 |
| Carthale and Lower Windsor..... | E. W. Brownell..... | Horse or vehicle. | 3 | 1 | (to Sept. 30, 1884)..... | 10 00 |
| Central Blissville and Fredericton Junction..... | J. Shehan..... | do..... | 3 | 1 | do from do..... | 10 00 |
| do..... | T. Colman..... | Optional..... | 3 & 1 | 1 & 6 | do..... | 30 00 |
| Central Blissville, Hart's Mills and Fredericton Junction..... | W. A. Taylor..... | Vehicle..... | 2,4,6&12 | 6, 3 & 2 | do..... | 288 76 |
| Central Blissville, Florenceville, Tacey's Mills and Greenfield..... | M. Robinson..... | Horse or vehicle. | 5 | 1 | (from Nov. 1, 1884)..... | 14 58 |
| Chambers' Settlement and Foster's Croft..... | L. Michand..... | Horse or vehicle. | 4 & 6 | 1 | do..... | 50 00 |
| Chambord and Grand Falls..... | | | | 1 | do..... | |

| | | | | | | | |
|--|-----------------------|-----------------------|----|-----------|------------------------------|----|--------|
| Chance Harbor, Lepreaux and Little Lepreaux..... | U. J. Hope..... | do | do | 2 & 6 | 12 | do | 170 00 |
| Charleston and Middle Simonds | M. Mulheron..... | Vehicle..... | do | 11 | 12 | do | 50 00 |
| Charlo Station and Railway Station..... | W. R. Jamieson..... | Optional..... | do | 12 | 12 | do | 10 00 |
| Chatham and Douglasfield..... | J. Baldwin..... | Horse or vehicle..... | do | 5 1/2 | 12 | do | 25 00 |
| Chatham and Kouchibouguac..... | J. Phelan..... | Vehicle..... | do | 26 | 12 | do | 275 00 |
| Chatham and Newcastle..... | J. Johnston..... | do | do | 6 | do | do | 19 50 |
| Chatham and Point Escuminac..... | J. Noble..... | do | do | 45 | 12 | do | 378 97 |
| Chatham and Railway Station..... | J. Jardine..... | Optional..... | do | 1 | 12 | do | 200 00 |
| Chelmsford and South Nelson..... | J. O'Neill..... | do | do | 10 | 3 | do | 45 00 |
| do | J. Casey..... | do | do | 10 | 9 | do | 74 25 |
| Chipman and Harley Road..... | J. D. Brown..... | do | do | 5 | 12 | do | 25 00 |
| Chipman and Weldford..... | T. Atkinson..... | Horse or vehicle..... | do | 36 | 3 | do | 62 00 |
| do | S. M. Dunn..... | do | do | 36 | 9 | do | 174 00 |
| Clarendon and Gaspereux Station..... | T. Washburn..... | Vehicle..... | do | 6 | 12 | do | 90 00 |
| Clarendon Station and Railway Station..... | T. B. Roberts..... | On foot..... | do | 70 rods. | do | do | 6 00 |
| Clifton and Grey's Mills..... | J. Rodgers..... | Horse or vehicle..... | do | 10 | 9 | do | 183 00 |
| Clifton and Land's End..... | O. M. Flewelling..... | Vehicle..... | do | 20 | 12 | do | 257 30 |
| Clifton, Long Reach and Grey's Mills..... | J. Rodgers..... | Horse or vehicle..... | do | 7 & 3 | 3 | do | 47 91 |
| Clinch's Mills and Gooseberry Cove..... | J. Ferguson..... | Vehicle..... | do | 4 | 12 | do | 60 00 |
| Clinch's Mills and Railway Crossing..... | C. F. Cluch..... | On foot..... | do | 12 | 1 | do | 1 25 |
| Clover Hill and Sussex Vale..... | F. O. Buchanan..... | Horse or vehicle..... | do | 15 | 9 | do | 117 00 |
| Coal Creek and Coal Mines..... | J. Brown..... | Vehicle..... | do | 2 | 12 | do | 44 00 |
| Coal Creek and Upper Coal Creek..... | T. Brown..... | Horse or vehicle..... | do | 5 | 4 | do | 8 00 |
| do | M. E. Weaver..... | do | do | 4 | 3 | do | 6 25 |
| Cocaigne and Cocaigne Cape..... | J. S. Lucas..... | do | do | 4 | 12 | do | 17 88 |
| Cocaigne and Scovill's Mills..... | O. D. Lucas..... | Vehicle..... | do | 2 | 9 | do | 43 50 |
| do | L. LeBlanc..... | do | do | 6 | 3 | do | 17 50 |
| Cole's Island and Narrows..... | J. A. Worden..... | Horse or vehicle..... | do | 3 | 8 | do | 103 84 |
| Cole's Island and New Canaan..... | J. Thorne..... | do | do | 11 | 1 | do | 66 67 |
| College Bridge and Railway Station..... | D. F. Richard..... | On foot..... | do | 23 | 3 | do | 12 50 |
| Collina and Springfield..... | E. J. Perkins..... | Vehicle..... | do | 24 r. 1/2 | 12 | do | 38 48 |
| Cork and Grand Falls' Portage..... | J. McCallum..... | Optional..... | do | 1 | 6 | do | 12 50 |
| Corn Hill and Petitcodiac..... | W. W. Price..... | Horse or vehicle..... | do | 1 | 9 | do | 39 00 |
| do | J. Ryan..... | do | do | 2 | 9 | do | 60 00 |
| do | E. Goodall..... | do | do | 2 | 3 | do | 18 75 |
| Cox's Point and Cumberland Bay..... | A. G. McLean..... | do | do | 5 | 12 | do | 19 76 |
| Cross Creek and Stanley..... | T. Sanson..... | Optional..... | do | 2 | 12 | do | 30 00 |
| Curryville and Railway Station..... | J. A. Beaumont..... | Vehicle..... | do | 7 | 12 | do | 30 00 |
| Dalhousie and Dalhousie Junction..... | N. Shaw..... | do | do | 3 | 8 | do | 58 75 |
| Dalhousie and Point la Nim..... | P. Stewart..... | do | do | 3 | 8 | do | 30 00 |
| Dalhousie and Railway Station..... | T. Murphy..... | do | do | 24 | 6 | do | 90 24 |
| do | H. A. Johnson..... | do | do | 24 | 6 | do | 124 80 |
| Dalhousie and Wharf..... | J. McNair..... | Optional..... | do | 4 | Season, 1884 | do | 31 50 |
| Dalhousie Junction and Railway Station..... | J. Fraser..... | do | do | 12 | 5 months (from Nov. 1, 1884) | do | 10 42 |
| Dalhousie Railway Station and Maple Green..... | H. A. Johnson..... | do | do | 3 | do | do | 40 00 |
| Dalhousie Railway Station and Wharf..... | P. Brony..... | do | do | 4 | do | do | 9 00 |
| Dawson Settlement and Hillsborough..... | A. Harron..... | do | do | 2 | do | do | 36 40 |
| Debeck and Railway Station..... | J. McDuff..... | Horse or vehicle..... | do | 12 | 12 | do | 30 00 |
| Douktown and Shinnickburg..... | J. McDuff..... | Vehicle..... | do | 1 | 12 | do | 100 00 |

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|------------------------|--------------------|------------------------|---|----------|
| | | | | | | \$ cts. |
| Donegal, Waterford and Sussex Vale | F. O. Buchanan | Vehicle | 8 | 2 & 1 | 12 months..... | 130 00 |
| Dorchester and Railway Station..... | S. W. Tingley | do | 14 | 24 | do | 350 56 |
| Dorchester and Rockport..... | P. Ward | do | 14 | 3 | do | 174 00 |
| Dorchester Crossing and Railway Station | P. Belliveau | On foot | 4 | 2 | do | 8 00 |
| Douglasstown and Newcastle..... | J. Fisher | Vehicle..... | 5 | 12 | do | 250 00 |
| Dover and Moncton..... | J. Macfarlane | do | 18 | 2 | do | 137 00 |
| Downeyville and Springfield | W. Killier | Horse or vehicle | 11 | 2 | do | 80 00 |
| Downeyville and Tooleton | V. Vanwart | do | 11 & 3 | 2 | do | 71 00 |
| Doyle Settlement and River Louison | T. Hayes jun. | Vehicle..... | 3 | 1 | do | 15 00 |
| Dunbarton Station and Railway Station | T. Irvin | Optional | 30 yds. | 3 | (to Dec. 31, 1884)..... | 15 00 |
| do | do | do | 30 yds. | 6 | from do | 10 00 |
| Dunbarton Station and Rolling Dam | do | do | 20 | 2 | do | 25 74 |
| Dundee and Shannonvale..... | W. Wright | Vehicle..... | 5 | 1 | do | 25 00 |
| Dangiven and Memramcook | E. Toole | do | 4 | 1 | do | 25 00 |
| Duprey's and Galley | O. Duprey | Optional | 2 | 1 | (to April 30, 1884)..... | 1 50 |
| do | do | do | 2 | 2 | (to Dec. 31, 1884)..... | 24 00 |
| East Scotch Settlement and Stewarton | A. Stewart | do | 3 | 1 | (to Sept. 30, 1884)..... | 6 00 |
| do | A. McGregor | do | 3 | 1 | from do | 7 74 |
| Edmundston and Grand Falls | M. Hart | Vehicle | 37 | 6 | do | 1,395 00 |
| Edmundston and Mouth of St. Francis | J. Leveque | do | 36 | 3 | do | 350 00 |
| Edmundston and Upper Madawaska | D. Sirois | do | 3 | 6 | do | 24 00 |
| Eel River and River Charlo | J. Gouliat | do | 4 | 3 | do | 49 00 |
| Elgin and Hillside..... | J. W. Robinson | Optional | 30 r. | 1 | (to June 30, 1884)..... | 34 91 |
| Elgin and Meadow | R. A. Colpitts | Horse or vehicle | 17 | 1 | from do | 72 15 |
| Elgin and Pleasant Vale..... | W. P. Robinson | Optional | 7 | 1 | do | 30 00 |
| Elgin and Railway Station | W. P. Robinson | Vehicle..... | 4 | 6 | (to Dec. 31, 1884)..... | 14 61 |
| do | A. E. Killam | do | 4 | 6 | from do | 9 00 |
| Elmsville and Oak Bay..... | W. Gilley | Horse or vehicle | 12 | 1 | (to June 30, 1884)..... | 21 00 |
| do | T. Bell | do | 12 | 1 | from do | 58 50 |
| do | B. McAloon | Optional | 4 | 6 | do | 25 00 |
| Enniskillen Station and Railway Station..... | do | do | do | do | do | do |
| Fairhaven and Lord's Cove..... | L. Wentworth | Vehicle | 10 | 2 | 1 mo. and 15 dys. (to May 15, '84)..... | 11 50 |
| do | T. McLaughlin..... | do | 10 | 3 | 10 mos. and 16 dys. from do | 170 63 |
| Fairhaven and Steamer..... | do | Boat..... | 1 | 2 | 9 months (from July 1, 1884)..... | 75 00 |

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|---------------------|--------------------|------------------------|-----------------------------------|---------|
| | | | | | | \$ cts. |
| Grand Manan and Seal Cove | T. Kendrick | Optional | 13 | 2 | 1 month 15 dys. (to May 15, 1884) | 14 09 |
| do do | do | do | 13 | 3 | do 16 dys. (to Oct. 31, 1884) | 77 46 |
| do do | do | do | 13 | 2 | do from do | 46 95 |
| Great Shemogue and Little Cape | R. Bryant | Vehicle | 4 | 1 | do do | 20 00 |
| Great Shemogue and Upper Sackville | C. Kinneer | do | 25 | 1 | do (to June 30, 1884) | 25 00 |
| do do | D. Wheaton | do | 27 | 1 | do from do | 69 76 |
| Green Point and Petit Rocher | J. Morrison | Horse or vehicle. | 3½ | 1 | do do | 35 00 |
| Halcumb and Lyttleton | J. Somces | do | 5 | 1 | do do | 40 00 |
| Hammond Vale and Shepody Road | W. Fowler | Vehicle | 12 | 1 | do do | 104 00 |
| Hampstead and Hibernia | D. Gardner | do | 6 | 2 | do do | 40 00 |
| Hampstead and Wickham | J. Lowery | do | 2 | 2 | do do | 40 00 |
| Hampton and Oscekeag | F. Williams | do | 1 | 6 | do do | 40 00 |
| Hampton and Urquhart's | H. Piers | do | 13 | 2 | do do | 145 00 |
| Hardingville and Quaco Road | F. J. Johnston | do | 4 | 1 | do do | 29 00 |
| Harewood and Salisbury | C. Brown | do | 23 | 1 | do do | 45 00 |
| Hartland and Knowlesville | C. Rogers | do | 22½ | 3 | do do | 295 36 |
| Hartland and Railway Station | S. H. Shaw | do | 11 | 12 | do do | 40 00 |
| Harvey and Harvey Bank | R. Smith | Optional | 1 | 6 | do (to April 30, 1884) | 6 84 |
| Harvey and Midway | do | Horse or vehicle. | 3½ | 1 | do from do | 20 00 |
| Harvey and Waterside | J. L. Richardson | Vehicle | 11 | 12 | do do | 107 00 |
| Harvey Bank and Hillsborough | R. E. Steeves | Optional | 28 | 3 | Special trip | 7 50 |
| Harvey Bank and Railway Station | L. T. Brewster | do | 1 | 6 | 10 months (to Feb. 28, 1885) | 25 00 |
| do do | W. B. Wells | do | 1 | 1 | do from do | 2 50 |
| Harvey Station and Magaguadavic | W. Messer, jun. | Horse or vehicle. | 18 | 2 | do do | 138 00 |
| Harvey Station and Railway Station | J. Rutherford | Optional | 50 yds. | 12 | do do | 20 00 |
| Harvey Station and Yoho | R. McLaughlin | Vehicle | 8 | 1 | do do | 28 76 |
| Hatfield Point and Springfield | W. J. Northrop | do | 3 | 2 | do (to June 30, 1884) | 6 25 |
| Hatfield Point and West Scotch Settlement | F. D. Garong | do | 4 | 1 | do from do | 16 50 |
| Head of Millstream and Sussex Vale | G. Hayes | do | 19 | 2 | do (to June 30, 1884) | 30 00 |
| Head of Millstream, Sussex Vale and Perry Settlement | do | Horse or vehicle. | 19 & 20 | 2 | do from do | 112 50 |
| Heron Island and New Mills | D. Robertson | Vehicle. | 4 | 1 | do (to June 30, 1884) | 7 80 |
| do do | J. McNair | do | 3 | 1 | do from do | 20 25 |
| Henry's Lake and Upperton | J. M. Fowler | Horse or vehicle. | 7 | 2 | do (from March 1, 1885) | 7 00 |

| | T. Brownell | do | 9 | 6 1/2 do | Spectst service, during temporary suspension of traffic on railway..... | 200 00 |
|--|----------------------|-----------------------|----------|----------|---|--------|
| Hillsborough and Lower Ospe..... | R. E. Steeves..... | Optional..... | | | | 47 50 |
| Hillsborough and Moncton..... | | Vehicle..... | 1 | 12 | 3 months (to June 30, 1884)..... | 68 50 |
| Hillsborough and Railway Station..... | T. Brownell..... | do..... | 1 | 12 | do..... | 148 00 |
| Hillsborough and Rose Vale..... | H. J. Stevens..... | do..... | 12 | 3 | do..... | 19 76 |
| Hillsdale and Mackville..... | M. Houlihan..... | Horse or vehicle..... | 3 | 1 | do..... | 280 00 |
| Hillsdale and Sussex Vale..... | S. P. Kyle..... | Vehicle..... | 17 | 6 & 12 | do..... | 80 00 |
| Hopewell, Hopewell Hill and Railway Station..... | J. Deegan..... | do..... | 1 & 1 | * | do..... | 99 00 |
| Hopewell Hill and Memel..... | W. Hunt..... | do..... | 7 & 5 | 1 | do..... | 41 67 |
| Hopper and Salisbury..... | J. Colpitts..... | Horse or vehicle..... | 18 | 2 | (to Aug. 31, 1884)..... | 44 27 |
| Hoyt Station and Juvenile Settlement..... | J. E. Patterson..... | do..... | 12 & 9 | 7 | do..... | 14 59 |
| do..... | do..... | do..... | 12 & 9 | 2 | (from Sept. 1, 1884)..... | |
| Hoyt Station and Railway Station..... | A. W. Messereau..... | On foot..... | 100 yds. | 12 | do..... | 90 00 |
| Indian Mountain and Moncton..... | M. Horsman..... | Vehicle..... | 14 | 1 | do..... | 67 67 |
| Indiantown and St. John..... | D. Connell..... | do..... | 2 | 12 | (to Sept. 30, 1884)..... | 78 00 |
| do..... | W. McLaughlin..... | do..... | 2 | 6 | from do..... | 30 00 |
| Inkerman and Pockmouche..... | V. Lozier..... | do..... | 3 | 3 | do..... | 40 00 |
| Irishtown and Moncton..... | J. Lorraine..... | do..... | 8 | 1 | do..... | 102 00 |
| Irishtown and Shediac..... | W. Larracey..... | do..... | 20 | 1 | do..... | 49 00 |
| Jenkins and Thornetown..... | H. Worden..... | Optional..... | 1 1/2 | 3 | do..... | 18 75 |
| Kerry and New Ireland Road..... | F. Doherty..... | Horse or vehicle..... | 5 | 1 | (from July 1, 1884)..... | 240 00 |
| Keswick Ridge and Millville..... | J. Harrigan..... | Vehicle..... | 28 | 2 | do..... | 75 00 |
| Kilburn's Landing and Kintore..... | D. Watt..... | Optional..... | 6 | 3 | do..... | 18 00 |
| Kingsclear and New Market..... | D. Murphy..... | Horse or vehicle..... | 5 | 1 | do..... | 34 37 |
| Kingston (Kent) and Railway Station..... | E. Harnett..... | do..... | 4 | 6 | 17 days (from Oct. 15, 1884)..... | 22 00 |
| Kingston (Kent) and Richibucto Village..... | P. McKay..... | Vehicle..... | 7 | 2 | (to Sept. 30, 1884)..... | 30 00 |
| do..... | do..... | do..... | 7 | 2 | from do..... | 449 00 |
| Kingston (King's) and Rothsay..... | S. Cosman..... | do..... | 10 | 6 | do..... | 15 17 |
| Knoxford and Upper Knoxford..... | J. McLaggan..... | Horse or vehicle..... | 4 | 1 | (from Sept. 1, 1884)..... | 20 00 |
| Kouchibouguac and Kouchibouguac Beach..... | A. B. Weldon..... | do..... | 9 | 3 | (from Jan. 1, 1886)..... | 65 00 |
| Kouchibouguac and Pointe Sapin..... | J. Potter, sen..... | Vehicle..... | 23 | 1 | do..... | 74 75 |
| Kouchibouguac and Richibucto..... | J. McLean..... | do..... | 12 | 6 | (to June 30, 1884)..... | 198 75 |
| do..... | P. Wood..... | do..... | 12 | 6 | from do..... | 51 00 |
| Lake George and Lower Pouliock..... | S. Irvine..... | Horse or vehicle..... | 5 | 2 | (to Dec. 31, 1884)..... | 112 50 |
| Lake George and Prince William Station..... | D. Hoyt..... | Vehicle..... | 16 | 2 | do..... | 47 50 |
| do..... | W. Nichol..... | do..... | 23 | 3 | from do..... | 40 00 |
| Lakeview and Narrows..... | R. F. Black..... | Optional..... | 3 | 3 | do..... | 194 88 |
| Lakeville Corner and Newcastle Creek..... | J. C. Simmons..... | Vehicle..... | 28 | 12 | do..... | 20 00 |
| Laurence Station and Railway Station..... | J. Taylor..... | On foot..... | 100 yds. | 12 | do..... | 60 00 |
| Ledge and St. Stephen..... | M. Meloy..... | Vehicle..... | 4 | 2 | do..... | 2 08 |
| Lepreaux and Railway Station..... | H. P. Reynolds..... | On foot..... | 1 1/2 | 1 | (from March 1, 1886)..... | 72 80 |
| Lewis Mountain and Peticodiac..... | W. W. Price..... | Vehicle..... | 13 | 1 | do..... | 15 00 |
| Lime Hill and Spring Hill Road..... | T. Scribner..... | Optional..... | 2 | 1 | do..... | |

REPORT No. 2, D—Continued.

DETAIL of all Payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|-----------------------|--------------------|------------------------|-------------------------------|----------|
| Lincoln and Oromocto..... | R. H. Knox..... | Vehicle..... | 4 | 3 | 12 months..... | \$ 70 00 |
| Little River (Rigin) and Prosser Brook..... | H. Killam..... | Optional..... | 4 | 1 | do (to Sept. 30, 1884)..... | 7 50 |
| do..... | W. F. Beeman..... | do..... | 4 | 1 | do from..... | 13 00 |
| Long Creek and Sheba..... | M. Simpson..... | Vehicle..... | 3 | 2 | 12 do..... | 19 48 |
| Long Point and Springfield..... | W. Kellier..... | Horse or vehicle..... | 10 & 7 | 1 | 12 do..... | 35 44 |
| Long Settlement and Woodstock..... | W. McDonald..... | Vehicle..... | 26 | 2 | 12 do..... | 254 00 |
| Lozier Settlement and St. Isidore..... | L. Ache..... | do..... | 5 | 4 | 12 do..... | 60 00 |
| Lower Brighton and Woodstock..... | J. Downey..... | do..... | 8 | 2 | 12 do..... | 72 00 |
| Lower Nappan and Point au Car..... | H. Campbell..... | Horse or vehicle..... | 5 | 2 | 3 do..... | 12 50 |
| do..... | D. Loggie..... | do..... | 5 | 2 | 9 do from..... | 40 50 |
| Lower Salt Springs and Titusville..... | A. S. Campbell..... | do..... | 3 | 2 | 3 do (to June 30, 1884)..... | 7 50 |
| Lower Southampton and Norton Dale..... | S. E. Garne..... | Vehicle..... | 10 | 2 | 12 do..... | 120 00 |
| Lower Turtle Creek and Turtle Creek..... | G. A. Fillmore..... | do..... | 3 | 1 | 12 do..... | 15 00 |
| Lower Woodstock and Speerville..... | J. H. Dugan..... | do..... | 4 | 1 | 12 do..... | 45 00 |
| Lytleton and Newcastle..... | J. C. Brown..... | do..... | 22 | 3 | 9 do (to Dec. 31, 1884)..... | 336 75 |
| Lytleton and Red Bank..... | E. Toyer..... | Horse or vehicle..... | 5 | 3 | 3 do from..... | 20 00 |
| McGinley and Memramcook..... | S. C. Charters..... | Optional..... | 14 | 3 | 12 do..... | 90 00 |
| McLaughlin and Renous Bridge..... | W. Hogan..... | Vehicle..... | 5 | 2 | 12 do..... | 45 00 |
| Maplehurst, Upper Kent and River de Chute..... | W. S. Smith..... | do..... | 3 & 2 | 1 & 3 | 6 do (to Sept. 30, 1884)..... | 27 50 |
| Maplehurst, Upper Kent and Railway Station..... | A. A. Hawthorn..... | do..... | 4 & 1 | 1 & 2 | 6 do from..... | 25 00 |
| Maplewood and Millville..... | J. Appleby..... | Horse or vehicle..... | 5 | 7 | do (from Sept. 1, 1884)..... | 12 67 |
| Martin's Head and Salmon River..... | W. J. Davidson..... | do..... | 15 | 1 | 11 do (from May 1, 1884)..... | 91 67 |
| Marysville and Peniac..... | T. B. Dunphy..... | do..... | 4 | 2 | 12 do..... | 75 00 |
| Maugerville and Upper Maugerville..... | S. H. Bent..... | Optional..... | 5 | 3 | 12 do..... | 40 00 |
| Memramcook and Railway Station..... | S. C. Charters..... | do..... | 5 | 24 | 12 do..... | 90 00 |
| Millford and Railway Station..... | J. Irvine..... | Vehicle..... | 2 | 12 | 12 do..... | 75 00 |
| Milledgeville and St. John..... | J. Forrest..... | do..... | 4 | 2 | 3 do (to June 30, 1884)..... | 12 25 |
| do..... | D. Connell..... | do..... | 4 | 2 | 9 do from..... | 48 75 |
| Millstream and Mountain Dale..... | W. E. Fenwick..... | do..... | 6 & 7 | 1 | 12 do..... | 36 00 |
| Milltown and Pockshaw..... | R. Cushing..... | do..... | 9 | 3 | 12 do..... | 56 00 |
| Milltown and St. Stephen..... | J. & E. Keys..... | do..... | 2 | 12 | 12 do..... | 139 00 |
| Milltown and Upper Mills..... | G. E. Lovejoy..... | do..... | 3 | 1 | 12 do..... | 52 00 |
| Mispec and St. John..... | J. Patton..... | do..... | 9 | 1 | 12 do..... | 59 75 |
| Moncton and Railway Station..... | A. H. Newman..... | do..... | 1 | 20 | 9 do (to Dec. 31, 1884)..... | 214 11 |

REPORT No. 2, D—Continued.

DETAIL of all Payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|----------------------|-----------------------|--------------------|------------------------|----------------------------------|----------|
| Perth Centre and Railway Station..... | D. A. Larlee..... | Optional..... | 1 1/2 | 12 | 12 months..... | \$ 25 00 |
| Perth Centre and Riley Brook..... | W. Inman..... | Vehicle..... | 60 & 8 | 2 & 1 | do..... | 566 84 |
| Perth Centre and Tilley..... | C. Craig..... | do..... | 15 | 1 | do..... | 62 00 |
| Petersville and Welsford..... | J. Burton..... | do..... | 10 | 2 | (to June 30, 1884)..... | 29 75 |
| do..... | do..... | do..... | 10 | 2 | from do..... | 75 00 |
| Petersville Church and South Clones..... | J. Chittick..... | Optional..... | 4 | 1 | do..... | 20 00 |
| Petit Rocher and Railway Station..... | J. Morrison..... | do..... | 1 1/2 | 12 | (less fine)..... | 59 00 |
| Pioneer and Woodstock..... | O. T. Hanson..... | Vehicle..... | 25 | 3 | do..... | 373 00 |
| Pisarcno and Spruce Lake..... | T. Dean..... | do..... | 10 | 2 | (to June 30, 1884)..... | 18 75 |
| do..... | S. McGuire..... | do..... | 6 | 2 | from do..... | 29 63 |
| Pocologan and Railway Station..... | S. T. Anderson..... | do..... | 5 | 2 | do..... | 4 17 |
| Pleasant Ridge and St. Stephen..... | Hardy & Bridges..... | Vehicle..... | 27 | 1 | (from Mar. 1, 1885)..... | 142 50 |
| Pointe du Chêne and Railway Station..... | E. McDonald..... | Optional..... | 1 1/2 | 12 | (to Dec. 31, 1884)..... | 25 00 |
| Poirier and Scovill's Mills..... | F. Cyr..... | Horse or vehicle..... | 6 | 1 | do..... | 30 00 |
| Pollett River and Railway Station..... | C. A. Hallett..... | On foot..... | 100 yds. | 3 | do..... | 5 00 |
| do..... | A. E. Killam..... | do..... | 100 yds. | 3 | (to June 30, 1884)..... | 15 00 |
| Portage Rivés and Junction of Caraquet and Chatham Route..... | L. Mauzerall..... | Optional..... | 2 | 3 | do..... | 30 00 |
| Port Elgin and Sbediac..... | J. H. Hebert..... | Vehicle..... | 35 | 3 | (to Sept. 30, 1884)..... | 192 50 |
| do..... | C. Gautreau..... | do..... | 35 | 3 | from do..... | 200 00 |
| do..... | R. Trenholm..... | Optional..... | 24 | 12 | do..... | 26 34 |
| Port Elgin and Spence..... | A. Richardson..... | Vehicle..... | 16 & 1 | 6 & 12 | 11 dys. (to June 11, '84)..... | 308 00 |
| Port Elgin, Westmoreland Point and Railway Station..... | J. Cairns..... | On foot..... | 1 1/2 | 2 | do..... | 2 88 |
| Prince of Wales and Railway Crcssing..... | W. Murray..... | Horse or vehicle..... | 3 | 2 | (from Mar. 1, 1885)..... | 60 00 |
| Prince William Station and York Mills..... | W. A. Baker..... | Vehicle..... | 2 | 1 | do..... | 10 00 |
| Protectionville and Cross Roads (Serogle route)..... | J. C. Vautrin..... | Horse or vehicle..... | 1 1/2 | 6 | 17 dys. (from Oct. 15, '85)..... | 34 37 |
| Richibucto and Railway Station..... | P. Wood..... | Optional..... | 27 1/2 | 6 | do..... | 800 00 |
| Richibucto and Welford Railway Station..... | W. R. Jamieson..... | do..... | 1 | 12 | do..... | 68 00 |
| River Charlo and Railway Station..... | M. Daley..... | On foot..... | 1 1/2 | 12 | do..... | 29 00 |
| Riverside and Railway Station..... | J. Sutherland..... | do..... | 100 yds. | 12 | do..... | 20 00 |
| Rockland Station and Railway Station..... | D. Fontaine..... | do..... | 100 yds. | 12 | do..... | 25 00 |
| Rogerville and Railway Station..... | J. Haché..... | Horse or vehicle..... | 4 | 1 | do..... | 19 50 |
| Rogerville and Rogerville East..... | E. Lafrançois..... | do..... | 5 | 1 | do..... | 17 50 |
| Rogerville and Viennau..... | W. E. Hoyt..... | Vehicle..... | 8 | 3 | (to Sept. 30, 1884)..... | 6 00 |
| Rosedale and Woodstock..... | do..... | do..... | do | do | (to June 30, 1884)..... | do |

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1886.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------------------|---------------------|--------------------|------------------------|--------------------------|-------------|
| Stymast Settlement and Upper Neguac..... | P. Gratton..... | Vehicle..... | 5 | 2 | 12 months..... | \$ 67 48 |
| Summerfield and Upper Wicklow..... | J. Wilson..... | Optional..... | 3 | 2 | do..... | 35 00 |
| Sussex Corner and Sussex Vale..... | I. Coggan..... | Vehicle..... | 2 | 6 | (to Sept. 30, 1884)..... | 29 74 |
| do..... | J. Rogers..... | do..... | 2 | 6 | from do..... | 21 84 |
| Sussex Vale and Railway Station..... | R. D. Boal..... | On foot..... | 250 yds. | 39 | do..... | 180 00 |
| The Range and Wiggins..... | J. Barton..... | Optional..... | 2½ | 1 | do..... | 20 00 |
| Three Mile House and Railway Station..... | P. O'Neill..... | On foot..... | 100 yds. | 12 | do..... | 13 34 |
| Three Tree Creek and Railway Station..... | J. McQuestion..... | do..... | ½ | 6 | (from Aug. 1, 1884)..... | 15 00 |
| Tower Hill and Railway Station..... | J. Irons..... | do..... | 2 | 2 | do..... | 8 75 |
| Tracey Station and Railway Station..... | D. S. Duplisa..... | do..... | 50 yds. | 12 | (from Jan. 1, 1886)..... | 20 00 |
| Tracey Station and Traceyville..... | W. E. Morgan..... | do..... | 5 | 1 | do..... | 35 00 |
| Weldford and Railway Station..... | A. Dunn..... | Optional..... | ½ | 6 | do..... | 5 00 |
| Welsford and Railway Station..... | J. E. Woods..... | On foot..... | ½ | 12 | do..... | 50 00 |
| Woodstock and Houlton, U.S..... | F. W. Bull..... | Vehicle..... | 14 | 6 | do..... | 245 00 |
| Woodstock and Railway Station..... | J. R. Tupper, jun... do..... | do..... | ½ | 6 | do..... | 284 23 |
| | | | | | Total..... | \$51,562 84 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, D--Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 30th June, 1885.
 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. |
| Campo Bello and Indian Island..... | W. E. Sulis | 3 | 2 | (see land service)..... | 25 00 |
| Fredericton and St. John..... | R. R. Humphrey, Agent..... | 84 | 6 | Season, 1884..... | 535 03 |
| Grand Manan and Eastport, U.S..... | W. E. Sulis | 21 | 3 | 4 months(to Oct. 31, 1884).... | 400 00 |
| do | do | 21 | 2 | 5 do from do | 416 67 |
| Grand Manan and St. Andrew's..... | do | 33 | 2 | 3 do (to June 30, 1884).... | 300 00 |
| St. John, Digby, N. S., and Annapolis, N. S..... | Nova Scotia Steamship Co..... | 45 & 16 | 2 W., 3 S. | 4 do (to July 31, 1884).... | 2,000 00 |
| do | do | 45 & 16 | 3 W., 3 S. | 5 do (to Dec. 31, 1884) | 4,166 67 |
| St. John and Eastport, U. S..... | International Steamship Co..... | 45 | 2 | 12 do (to March 31, 1884)... | 1,200 00 |
| St. Stephen and Eastport, U. S..... | J. Murehie..... | 30 | 1 | 12 do do and extra trips..... | 306 25 |
| | | | | Total..... | \$9,349 59 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, D—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick, made within the Year ended 80th June, 1885.
 CONVEYANCE OF MAILS BY RAILWAYS.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------|--|------------------------------------|-------------|
| Albert County Railway | 48 | 6 | 12 months (to March 31, 1885)..... | \$ 1,167 72 |
| Chatham Branch Railway | 9 | 24 | do do and arrears.. | 961 04 |
| Elgin Branch Railway | 14 | 6 | do do | 360 56 |
| Grand Southern Railway..... | 47½ | 6 | do do | 93 23 |
| Intercolonial Railway (within New Brunswick)..... | 344 | With varying frequency over different sections of the line | do do | 44,720 00 |
| Kent Northern Railway | 27 | 6 | do 5 do 17 dys. do | 311 04 |
| New Brunswick Railway..... | 308 | With varying frequency over different sections of the line..... | do do and arrears.. | 22,814 20 |
| | | | Total | \$70,417 79 |

JOHN CARLING,
 Postmaster-General.

H. A. WICKSTEED,
 Accountant.

REPORT No. 2, D.—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in New Brunswick, made within the Year ended 30th June, 1885.

| Tradesmen's Names. | Particulars of Disbursements. | Amount. | |
|--------------------------|---|---------|---------|
| S. & H. Borbridge..... | Mail bags, labels, rivet seals, &c, for Post Office Department..... | \$ 257 | cts. 36 |
| R. S. Montgomery..... | do do do ... | 130 | 15 |
| Pritchard & Mingard..... | Mail bag labels for Post Office Department..... | 10 | 35 |
| D. Brown..... | Mail bags and repairs for Post Office Inspector, St. John..... | 380 | 20 |
| Daniel & Boyd..... | Mail bags for Post Office Inspector, St. John..... | 332 | 10 |
| E. Chanteloup..... | Brass mail locks for do | 1 | 20 |
| Swan Publishing Co..... | Stencilling mail bags for do | 44 | 80 |
| D. Brown..... | Mail bags for Postmaster, St. John..... | 139 | 00 |
| | Total..... | \$1,295 | 16 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

REPORT No. 2, E.

DETAIL of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|-----------------------|--------------------|------------------------|--------------------------------------|-----------|
| Alameda and Moosomin..... | J. R. Trumpour.... | Vehicle..... | 100 | 1 | 9 months(to Dec. 31, 1884)..... | \$ 750 00 |
| do do..... | A. G. Hamilton.... | do..... | 100 | 1 | do from do..... | 186 00 |
| Alexandria and Thornhill..... | R. Sweet..... | Optional Vehicle..... | 3½ | 2 | do..... | 132 00 |
| Almasippi and Campbellville..... | G. Gray..... | do..... | 8 | 1 | (from Jan. 1, 1885)..... | 13 00 |
| Antler and Brandon..... | E. P. Snider..... | do..... | 108 | 1 | (to Dec. 31, 1884)..... | 937 50 |
| Antler and Carnduff..... | J. P. Carnduff..... | do..... | 16 | 1 | (from Sept. 1, 1884)..... | 116 67 |
| Antler and Menota..... | H. F. Hosteller..... | do..... | 36 | 1 | (to June 30, 1884)..... | 104 00 |
| Archibald and Beaconsfield..... | P. McIntosh..... | Optional..... | 48½ | 2 | do do..... | 173 50 |
| do do..... | G. Pennefather..... | do..... | 48½ | 2 | (to Dec. 31, 1884)..... | 345 00 |
| do do..... | G. Saunders..... | do..... | 48½ | 2 | do from do..... | 172 50 |
| Archibald and Clearwater..... | J. Britton..... | do..... | 32 | 2 | (to Jan. 31, 1885)..... | 326 00 |
| do do..... | Maxwell & Beggs..... | do..... | 32 | 2 | do from do..... | 121 33 |
| Archibald and Lorne..... | S. McDonnell..... | Horse or vehicle..... | 12 | 1 | (to Aug. 31, 1884, and arrears)..... | 67 70 |
| Archibald and Musselboro'..... | do..... | Vehicle..... | 17½ | 1 | do (from Sept. 1, 1884)..... | 110 60 |
| Archibald and Railway Station..... | McLeod & Whelan..... | do..... | 8 | 6 | do do 16 dys. (to Nov. 16, '84)..... | 31 38 |
| do do..... | A. Bethan..... | do..... | 8 | 6 | do do 14 dys. from do..... | 58 07 |
| Archibald and Ruttanville..... | J. Britton..... | Optional..... | 12 | 2 | do (to Jan. 31, 1885)..... | 238 33 |
| do do..... | Maxwell & Beggs..... | do..... | 12 | 2 | do from do..... | 52 00 |
| Arden Station and Railway Station..... | M. E. Broughton..... | On foot..... | 1 | 6 | do (from Dec. 1, 1884)..... | 13 33 |
| Argyle and Stonewall..... | T. Guthrie..... | Horse or vehicle..... | 9 | 1 | do do..... | 100 00 |
| Arnand and Railway Station..... | J. Haddow..... | Foot or vehicle..... | 2½ | 3 | do (to Aug. 31, 1884)..... | 75 00 |
| Arrow River and Beulah..... | W. Elliott..... | Optional..... | 15 | 1 | do from do..... | 76 83 |
| do do..... | do..... | do..... | 22 | 1 | do do..... | 151 66 |
| Aseissippi and Fort Ellice..... | A. G. Hamilton.... | Vehicle..... | 45 | 1 | do (to June 30, 1884)..... | 87 50 |
| do do..... | E. Field..... | Optional..... | 45 | 1 | do (to Dec. 31, 1884)..... | 162 00 |
| do do..... | do..... | do..... | 45 | 2 | do from do..... | 166 00 |
| Assinboine and Poplar Point..... | H. Armstrong..... | Horse or vehicle..... | 4 | 2 | do do..... | 104 00 |
| Austin and Railway Station..... | E. Broadfoot..... | Optional..... | 1 | 12 | do do..... | 30 00 |
| Aweme and Chater..... | A. D. Burdick..... | Horse or vehicle..... | 8 | 1 | do (from Aug. 1, 1884)..... | 68 66 |

| | | | | | | |
|---|-----------------------|--------------|----|----|-------|----------|
| Bate St. Paul and Railway Station | On foot..... | 12 | 12 | do | ..... | 62 60 |
| Balcarres and Indian Head | Vehicle..... | 1 | 4 | do | ..... | 103 60 |
| do | do | 26 | 1 | do | ..... | 222 33 |
| Balgoin and Railway Station | Optional..... | 12 | 12 | do | ..... | 30 00 |
| Balmoral and Foxton | Vehicle..... | 13 | 1 | do | ..... | 24 16 |
| Balmoral and Pleasant House | do | 18 | 1 | do | ..... | 16 67 |
| do | do | 18 | 1 | do | ..... | 100 00 |
| Balmoral and Stonewall | Optional..... | 7 | 1 | do | ..... | 18 75 |
| do | do | 7 | 2 | do | ..... | 105 00 |
| Batoche and Saskatoon | Vehicle..... | 55 | 6 | do | ..... | 225 00 |
| Battleford and Fort Pitt, &c.; also Calgary and Fort Saskatchewan | do | 90, 122, 218 | 6 | do | ..... | 6,347 82 |
| Beaver Creek and Railway Station | Horse or vehicle..... | 52 | 12 | do | ..... | 70 00 |
| Bellevue and Virden | Optional..... | 49 | 1 | do | ..... | 260 00 |
| Beulah and Elkhorn | Horse or vehicle..... | 25 | 4 | do | ..... | 86 66 |
| do | do | 25 | 1 | do | ..... | 39 00 |
| do | do | 25 | 2 | do | ..... | 273 00 |
| Binscarth and Silver Creek | do | 4 | 1 | do | ..... | 25 00 |
| do | do | 4 | 1 | do | ..... | 75 00 |
| Bird's Hill and Cook's Creek | do | 172 | 1 | do | ..... | 70 00 |
| do | do | 172 | 2 | do | ..... | 266 66 |
| Bird's Hill and Railway Station | do | 37 | 6 | do | ..... | 31 40 |
| do | do | 37 | 6 | do | ..... | 31 40 |
| Birtle and Moosomin | Vehicle..... | 38 | 2 | do | ..... | 571 25 |
| Birtle and Oakburn | Optional..... | 8 | 12 | do | ..... | 160 00 |
| Blythfield and Warleigh | do | 13 | 1 | do | ..... | 156 00 |
| Broadview and Headingly | Horse or vehicle..... | 14 | 5 | do | ..... | 60 41 |
| Bradwardine and Logoch | Vehicle..... | 66 | 1 | do | ..... | 212 50 |
| Brandon and Deloraine | do | 66 | 1 | do | ..... | 345 83 |
| do | do | 66 & 25 | 1 | do | ..... | 333 33 |
| Brandon, Deloraine and Turtle Mountain, &c. | do | 70 | 1 | do | ..... | 212 50 |
| Brandon and Menota | do | 38 | 3 | do | ..... | 565 66 |
| Brandon and Minnedosa | do | 17 | 1 | do | ..... | 130 00 |
| Brandon and Pemmias | Optional..... | 17 | 12 | do | ..... | 230 00 |
| Brandon and Railway Station | Foot or vehicle..... | 20 | 6 | do | ..... | 230 56 |
| do | do | 20 | 3 | do | ..... | 156 00 |
| Brandon and Rapid City | Vehicle..... | 20 | 6 | do | ..... | 600 00 |
| Brandon and Souris | do | 24 | 1 | do | ..... | 208 00 |
| Bridge Creek and Minnedosa | Vehicle..... | 33 | 2 | do | ..... | 1,058 00 |
| Bridge Creek and Railway Station | Optional..... | 13 | 12 | do | ..... | 4 00 |
| Broadview and Railway Station | do | 104 | 3 | do | ..... | 58 50 |
| Broadview and Wallace | do | 104 | 12 | do | ..... | 78 00 |
| do | do | 104 | 2 | do | ..... | 143 35 |
| Broadview and Yorkton | Vehicle..... | 70 | 1 | do | ..... | 470 00 |
| do | do | 70 | 1 | do | ..... | 104 00 |
| Burnside and Railway Station | Optional..... | 70 | 1 | do | ..... | 60 00 |
| do | do | 70 | 2 | do | ..... | 200 00 |
| do | do | 54 | 12 | do | ..... | 208 00 |
| do | do | 54 | 12 | do | ..... | 1,058 00 |
| do | do | 54 | 12 | do | ..... | 4 00 |
| do | do | 54 | 12 | do | ..... | 58 50 |
| do | do | 54 | 12 | do | ..... | 78 00 |
| do | do | 54 | 12 | do | ..... | 143 35 |
| do | do | 54 | 12 | do | ..... | 470 00 |
| do | do | 54 | 12 | do | ..... | 104 00 |
| do | do | 54 | 12 | do | ..... | 60 00 |
| do | do | 54 | 12 | do | ..... | 200 00 |

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|----------------------|-----------------------|--------------------|------------------------|----------------------------------|----------|
| | | | | | | \$ cts. |
| Butterfield and Workman..... | W. A. Smith..... | Vehicle..... | 22 | 1 | 5 months (to Dec. 31, 1884)..... | 114 58 |
| do..... | do..... | Optional..... | 22 | 1 | do from do..... | 75 00 |
| Calif Mountain and Darlingford..... | F. Bolton..... | do..... | 4 | 2 | do..... | 125 00 |
| Calgary and Fort McLeod..... | J. Stewart..... | Vehicle..... | 102 | 1 | do (and arrears)..... | 2,548 07 |
| Calgary and Fort Saskatchewan; also Fort Pitt and Stobart..... | Leeson & Scott..... | do..... | 218 & 212 | Fortn'tly. | 14 ½ yrs. (to Sept. 14, '84) | 4,142 39 |
| Calgary and Railway Station..... | H. Bannerman..... | Optional..... | 1 | 3 | do (to June 30, '84, & art's) | 47 50 |
| do..... | H. Jardine..... | do..... | 1 | 6 | do (from June 30, 1884)..... | 101 87 |
| do..... | W. Jenkin..... | On foot..... | 1 | 5 | do (from Nov. 1, 1884)..... | 25 00 |
| Canmore and Railway Station..... | H. A. Perley..... | foot or vehicle..... | 55 | 12 | do..... | 31 28 |
| Carberry and Railway Station..... | M. Hamilton, Ex..... | Optional..... | 16 ½ | 2 | do (to June 30, 1884)..... | 260 00 |
| Carberry and Salisbury..... | J. W. Newton..... | Vehicle..... | 17 | 2 | do from do..... | 187 50 |
| Carberry and Wellwood..... | S. C. Dinsmore..... | Optional..... | 17 | 1 | do (to July 31, 1884)..... | 86 66 |
| Carlingville and Oak River..... | do..... | do..... | 13 | 1 | do from do..... | 160 00 |
| do..... | T. Hislop..... | Horse or vehicle..... | 8 | 1 | do..... | 160 00 |
| Carlyle and Clare..... | E. Gurry..... | do..... | 8 | 1 | do..... | 100 60 |
| Carman and Pomeroy..... | D. Jerry..... | On foot..... | 4 | 6 | do (from Nov. 1, 1884)..... | 12 50 |
| Caron and Railway Station..... | A. H. Carroll..... | Optional..... | 4 | 5 | do (to June 30, 1884)..... | 32 50 |
| Carrollton and Sheppard's Trail..... | E. Cars..... | do..... | 17 | 1 | do..... | 104 00 |
| Carsdale and Regina..... | G. Widmeyer..... | do..... | 16 | 1 | do..... | 166 00 |
| Cartwright and Clearwater..... | D. Black..... | Horse or vehicle..... | 6 | 1 | do..... | 189 20 |
| Chater and Elton..... | P. Dickson..... | Optional..... | 8 | 12 | do..... | 62 60 |
| Chater and Railway Station..... | A. M. Muckle..... | Horse or vehicle..... | 10 | 1 | do..... | 80 00 |
| Chandeboye and Selkirk..... | F. L. Shaver..... | do..... | 5 | 5 | do (to Aug. 31, 1884)..... | 39 59 |
| Clanwilliam and Minnedosa..... | do..... | do..... | 42 | 1 | do..... | 41 66 |
| Clanwilliam and Marchison..... | G. Widmeyer..... | Vehicle..... | 12 | 1 | do..... | 450 00 |
| Clearwater and Wakopa..... | J. Scott..... | do..... | 12 | 1 | do (from Aug. 1, 1884)..... | 65 87 |
| Craigtelea and Roseberry..... | J. Parke..... | On foot..... | 1 | 12 | do (from May 1, 1884)..... | 27 50 |
| Delton and Catching Post..... | do..... | Vehicle..... | 3 ½ | 1 | do (to April 30, 1884)..... | 39 58 |
| Dalton and Viola Dale..... | D. Brown..... | Optional..... | 1 ½ | 6 | do..... | 135 00 |
| Darlingford and Railway Station..... | R. J. Anderson..... | do..... | 12 | 1 | do..... | 104 00 |
| De Clare and Fort Ellice..... | H. Huycke..... | Vehicle..... | 24 | 1 | do (to July 31, 1884)..... | 98 66 |
| Deloraine and Waskada..... | do..... | do..... | 26 | 4 | do from do..... | 216 00 |
| do..... | do..... | do..... | 26 | 1 | do from do..... | 216 00 |

| | | | | | | |
|--|--------------------------------|-----------------------|------------|------------|---------------------------|----------|
| Dominion City and Railway Station..... | D. McKercher..... | Optional..... | 12 | 12 | do | 40 00 |
| Donore and Railway Station..... | J. McOurdy..... | Foot or vehicle..... | 2 | 12 | do | 50 00 |
| Douglas Station and Railway Station..... | W. J. Mathers..... | Optional..... | 6 | 6 | (to Sept. 30, 1884)..... | 19 50 |
| do | T. E. Greenwood..... | do | 6 | 6 | from do | 19 50 |
| Drumconner and Railway Station..... | E. Brown..... | On foot..... | 3 | 5 | (from Nov. 1, 1884)..... | 16 25 |
| Dundee and Winnipeg..... | W. T. Sutherland..... | Horse or vehicle..... | 1 | 3 | (to June 30, 1884)..... | 79 44 |
| East Selkirk and Railway Station..... | J. G. Dagg..... | do | 6 | 12 | do | 100 00 |
| Edgely Farm and Qu'Appelle Station..... | W. Cameron..... | do | 2 | 6 | (from Oct. 1, 1884)..... | 100 00 |
| Edmonton and St. Albert..... | H. Leduc..... | Vehicle..... | Fortn'tly. | 12 | do | 140 00 |
| Edmonton and Stobart..... | Leeson, Scott and Stewart..... | do | 381 | Fortn'tly. | do | 875 00 |
| Eikhorn and Railway Station..... | J. McLeod..... | Foot or vehicle..... | 12 | 12 | (to April 30, 1884)..... | 78 00 |
| Elm Valley and Mandak..... | J. Cain..... | Horse or vehicle..... | 1 | 12 | do | 115 00 |
| Emerson and Gauthier..... | J. Graveline..... | do | 2 | 12 | do | 300 00 |
| Emerson and Green Ridge..... | W. Foulds..... | do | 18 | 1 | (to June 30, 1884)..... | 46 25 |
| do | J. H. VanWhort..... | do | 18 | 9 | from do | 136 50 |
| Emerson and Railway Station..... | H. Lewis..... | Vehicle..... | 24 | 12 | do | 590 00 |
| Emerson and West Lynne..... | D. Matheson..... | do | 1 | 12 | (to Sept. 30, 1884)..... | 78 00 |
| do | do | do | 12 | 6 | from do | 93 90 |
| do | do | do | 1 | 1 | (from Aug. 1, 1884)..... | 93 33 |
| Erinview and Stonewall..... | A. J. Bell..... | do | 21 | 1 | do | 106 16 |
| Fairmede and Wapella..... | A. H. Salmon..... | do | 16 | 7 | (from Sept. 1, 1884)..... | 182 00 |
| Fairmount and Odanah..... | E. McGill..... | Horse or vehicle..... | 12 | 12 | do | 22 50 |
| Le Fleming and Railway Station..... | M. Rowan..... | On foot..... | 12 | 9 | (from July 1, 1884)..... | 50 00 |
| Forest Farm and Whitewood Station..... | R. Munn..... | Vehicle..... | 12 | 4 | (from Dec. 1, 1884)..... | 130 00 |
| Fort Alexander and Peguis..... | A. R. McKenzie..... | Optional..... | 50 | 12 | do | 942 00 |
| Fort Francis and Rat Portage..... | M. Morrison..... | do | 160 | Fortn'tly. | do | 1,300 00 |
| Fort McLeod and Medicine Hat..... | E. T. Galt..... | Vehicle..... | 150 | 6 | (to Dec. 31, 1884)..... | 350 00 |
| Fort McLeod and Pincher Creek..... | M. Brouillette..... | do | 32 | 1 | (to Jan. 31, 1884)..... | 95 00 |
| do | G. C. Ives..... | do | 32 | 2 | from do | 35 00 |
| do | J. Wells..... | Horseback..... | 20 | 1 | (to June 30, 1884)..... | 50 00 |
| Gauthier and Letellier..... | T. Gentes..... | Horse or vehicle..... | 8 | 1 | do | 75 00 |
| Gimli and Peguis..... | H. Arnason..... | Optional..... | 65 | Fortn'tly. | (to June 30, 1884)..... | 72 50 |
| do | S. Janason..... | do | 65 | 3 | from do | 281 25 |
| Giroux and Winnipeg..... | R. Ramsay..... | Vehicle..... | 50 | 1 | (from Nov. 1, 1884)..... | 225 50 |
| Gladstone and Golden Stream..... | D. McConnel..... | do | 8 | 9 | (from July 1, 1884)..... | 58 50 |
| Gladstone and Mekwin..... | J. McGregor..... | Horse or vehicle..... | 15 | 2 | do | 260 00 |
| Gladstone and Railway Station..... | J. L. Logie..... | Foot or vehicle..... | 12 | 12 | do | 180 00 |
| Gladstone and Richmond..... | J. Herron..... | Vehicle..... | 12 | 1 | (to Aug. 31, 1884)..... | 62 50 |
| do | do | do | 20 | 1 | from do | 116 66 |
| Gladstone and Wellington..... | J. McKevey..... | do | 17 | 1 | (to June 30, 1884)..... | 39 00 |
| Gleichen and Railway Station..... | W. D. Creighton..... | On foot..... | 12 | 7 | (from Sept. 1, 1884)..... | 35 00 |
| Glenboro' and Millford..... | J. Thomson..... | Horse or vehicle..... | 15 | 1 | (to Dec. 31, 1884)..... | 117 00 |
| do | do | do | 15 | 3 | from do | 30 00 |
| Glendale and Sewall..... | W. J. Lister..... | Vehicle..... | 30 | 1 | do | 416 00 |
| Glendinning and Pilot Mound..... | G. Wood..... | Vehicle..... | 28 | 1 | do | 325 00 |

REPORT No. 2, B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|------------------------|-----------------------|--------------------|------------------------|---------------------------------|---------|
| | | | | | | \$ cts. |
| Grange and Portage la Prairie..... | A. Creighton | Vehicle | 57 | 1 | 1 month (from March 1, 1885)... | 86 66 |
| Green Ridge and Stuartburn..... | L. G. Ramsay | do | 11 1/2 | 1 | 4 do (from Dec. 1, 1884)..... | 41 66 |
| Grenfell and Railway Station..... | R. Routh..... | do | 17 1/2 | 12 | 12 do | 78 00 |
| Gretina and Reinland..... | W. Esau..... | do | 17 1/2 | 2 | 12 do | 338 00 |
| Griswold and Catching Post..... | J. Parke..... | On foot..... | 1 1/2 | 12 | 1 do (to April 30, 1884)..... | 2 50 |
| Griswold and Hillview..... | T. R. Todd..... | Vehicle | 15 | 1 | 2 do (to June 30, 1884)..... | 24 16 |
| Griswold and Viola Dale..... | J. Parke..... | do | 34 | 1 | 1 do (to April 30, 1884)..... | 39 58 |
| Griswold Station and Railway Station..... | A. J. Leitch..... | Foot or vehicle..... | 4 1/2 | 12 | 10 do (from June 1, 1884)..... | 68 67 |
| Griswold Station and Viola Dale..... | J. Parke..... | Vehicle | 42 | 1 | 4 do (to Sept. 30, 1884)..... | 196 73 |
| do | A. J. Leitch..... | do | 42 1/2 | 1 | 3 do (to Dec. 31, 1884)..... | 156 00 |
| do | J. Bangs..... | do | 42 1/2 | 1 | 3 do from | 145 00 |
| Grand and Stockton..... | S. Christopherson..... | Horse or vehicle..... | 11 | 1 | 12 do | 100 00 |
| Hanlan and Meadow Lea..... | C. Stewart..... | Optional..... | 6 1/2 | 1 | 12 do | 65 00 |
| Hayward and Qu'Appelle..... | H. H. Hayward..... | Vehicle | 12 | 1 | 8 do (from Aug. 1, 1884)..... | 86 67 |
| High Bluff and Railway Station..... | J. A. Drummond..... | do | 1 1/2 | 12 | 12 do | 144 00 |
| Ignace and Railway Station..... | W. H. Cobb..... | do | 1 1/2 | 6 | 12 do | 25 00 |
| Indian Head and Railway Station..... | R. Crawford..... | do | 1 1/2 | 12 | 12 do | 78 00 |
| Joly and Otterburne..... | H. Gagné..... | Horse or vehicle..... | 6 | 2 | 3 do (to June 30, 1884)..... | 37 50 |
| do | E. Vinette..... | do | 6 | 2 | 9 do from | 69 00 |
| Joly and Steinback..... | do | Vehicle | 34 | 1 | 8 do (from Aug. 1, 1884)..... | 116 66 |
| Keewatin Mills and Railway Station..... | J. Mather..... | On foot..... | 1 | 12 | 12 do | 246 50 |
| Killarney, Langvale and Sourisburg..... | W. A. Lang..... | Vehicle..... | 93 & 15 | 2 & 1 | 6 do (to Sept. 30, 1884)..... | 400 00 |
| Killarney, Langvale and Souris City..... | C. Bate..... | do | 93 & 15 | 1 | 6 do from | 375 00 |
| Kinbrae and Moosomin..... | A. G. Hamilton..... | do | 50 | 1 | 3 do (from Jan. 1, 1885)..... | 98 75 |
| Kinbrae and Redpath..... | W. Minbinnick..... | do | 16 | 1 | 3 do (to Dec. 31, 1884)..... | 39 00 |
| Kinistino and Prince Albert..... | H. Campbell..... | Horse or vehicle..... | 36 | 1 | 3 do | 255 00 |
| La Broquerie and Winnipeg..... | R. Ramsay..... | Vehicle..... | 46 | 1 | 7 do (to Oct. 31, 1884)..... | 291 66 |
| Lansburn and Longfleet..... | R. Talbot..... | Horse or vehicle..... | 6 | 1 | 7 do (from Sept. 1, 1884)..... | 30 33 |
| Littleton and Portage la Prairie..... | A. Creighton..... | do | 52 | 1 | 11 do (to Feb. 28, 1885)..... | 870 83 |
| Luplaketon and Loon Creek..... | B. Woolhouse..... | Vehicle | 18 | 1 | 3 do (to Nov. 30, 1884)..... | 52 00 |

| Location | Vehicle | Person | Class | Period | Amount |
|---------------------------------------|-------------------|------------------|---------|--------|--------|
| Longlaketon and Marietom. | do | A. Hutchingson | 1 | do | 21 66 |
| Longlaketon and Regina. | Optional. | T. Young | 1 | do | 52 00 |
| do | do | J. B. Doig | 1 | do | 104 00 |
| Loua Creek and Qu'Appelle. | Vehicle | B. Woolhouse | 1 | do | 69 33 |
| Lowestoft and Warrington. | Horse or vehicle | W. H. Lowe | 1 | do | 65 00 |
| McGregor Station and Railway Station. | Optional. | T. R. Vardon | 6 | do | 31 20 |
| McGregor Station and Wellington. | Vehicle | J. McKelvey | 1 | do | 39 00 |
| McLean and Railway Station. | On foot. | J. B. Davis | 12 | do | 30 00 |
| Maple Creek and Railway Station. | Optional. | L. W. Faugier | 12 | do | 117 00 |
| do | do | J. Dixon | 12 | do | 39 00 |
| Marborough and Moose Jaw | Vehicle. | J. G. Beesley | 1 | do | 34 66 |
| Marieton and Regina. | do | S. Beach | 1 | do | 97 50 |
| Marxey and Strathclair. | Horse or vehicle. | P. Butchart | 1 | do | 156 00 |
| M-ringhurst and Otanaw | do | J. Monkman | 1 | do | 182 00 |
| Medicine Hat and Railway Station. | Optional. | T. Tweed | 12 | do | 82 40 |
| Melbourne and Railway Station. | do | W. G. Atcock | 12 | do | 32 00 |
| Melita and Menota. | do | E. Snider | 1 | do | 60 67 |
| Millbrook and Michland. | do | W. Rice | 2 | do | 39 60 |
| Millford and Niwette | do | J. Yellowlees | 1 | do | 97 50 |
| Milford and Stockton. | do | A. F. Andrews | 2 | do | 75 00 |
| Minnedosa and Murchison. | Vehicle | K. Murchison | 1 | do | 85 75 |
| Minnedosa and Railway Station. | Foot or vehicle. | T. Boyd | 6 | do | 58 50 |
| Minnedosa and Shoal Lake. | Vehicle. | D. McNaught | 2 | do | 525 00 |
| Moline and Rapid City. | do | B. O. Corbett | 1 | do | 97 50 |
| Montgomery and Whitewood Station. | Optional. | J. A. Whitmore | 12 | do | 260 00 |
| Moose Jaw and Railway Station. | do | J. Daniel | 12 | do | 281 50 |
| Moosemin and Redpath | Horse or vehicle. | A. H. R. Bastien | 1 | do | 166 00 |
| Morden and Railway Station. | Optional. | J. W. Driver | 1 | do | 331 50 |
| Morden and Stodderville. | Foot or vehicle. | H. Webster | 6 | do | 20 80 |
| Morris and Railway Station. | Vehicle. | J. Rina | 2 | do | 190 66 |
| do | do | J. W. Kastner | 12 | do | 69 05 |
| Morris and St. Jean Baptiste. | do | J. Gray | 2 | do | 52 00 |
| do | do | S. Shevman | 2 | do | 112 50 |
| Mount Laggan and Railway Station. | On foot. | T. W. Gordon | 4 | do | 101 87 |
| do | Optional. | F. W. Anderson | Special | trips | 6 25 |
| Mowbray and Pembina Crossing | Vehicle. | J. Stevenson | 1 1/2 | months | 200 00 |
| Neepawa and Oberon. | do | J. McIntyre | 2 | do | 224 00 |
| Neepawa and Orange Ridge. | do | P. Winter | 1 | do | 70 83 |
| Neepawa and Railway Station. | Foot or vehicle. | J. McIntyre | 6 | do | 68 50 |
| Neepawa and Salisbury. | Vehicle. | do | 2 | do | 117 00 |
| Netson and Opawake. | Optional. | R. Semple | 1 | do | 91 00 |
| Nelson and Railway Station. | Vehicle. | J. Rinn | 3 | do | 469 00 |
| Nelson and Saltville. | do | C. E. Moore | 2 | do | 312 00 |
| do | do | G. Leary | 2 | do | 143 00 |
| Nelson and Warrington. | Horse or vehicle. | J. Lapointe | 1 | do | 80 00 |
| Nimitaw and Wakopa. | Vehicle | W. A. Munro | 1 | do | 63 33 |

REPORT No. 2, E—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-------------------------------|------------------------|--------------------|------------------------|------------------------------------|----------|
| Winette and Souris City | R. Kinley | Vehicle | 12 | 1 | 3 months (from Jan. 1, 1885) | \$ 26 00 |
| Xiverville and Railway Station | E. Pennet | Optional | 1/4 | 12 | do | 25 00 |
| Oak Lake and Railway Station | D. H. Parker | Foot or vehicle | 1/2 | 12 | do | 78 00 |
| Oakland and Portage la Prairie | P. H. Cumming | Horse or vehicle | 17 | 1 | do (to April 30, 1884) | 10 00 |
| do | T. H. Metcalfe | do | 17 | 1 | do (to June 30, 1884) | 26 00 |
| do | T. Huddleston | do | 17 | 1 | do from | 101 26 |
| Oak Point and Reburn | J. Clark | Vehicle | 32 1/2 | 1 | do and extra trip | 219 13 |
| Oak River and Totonka | J. Reid | Horse or vehicle | 8 | 1 | do | 104 00 |
| Orange Ridge and Salisbury | P. Winter | Optional | 14 | 1 | do (to Oct. 31, 1884) | 99 16 |
| Orworld and Shoal Lake | T. Orr | Horse or vehicle | 12 | 1 | do | 104 00 |
| Ososwa and Poplar Point | W. Wagner | do | 7 | 2 | do | 166 00 |
| Otterburne and Railway Station | J. L. Ewing | do | 1/2 | 12 | do | 25 00 |
| Parkin and Wapelle | R. Reid | Vehicle | 12 | 1 | do (from Sept. 1, 1884) | 58 23 |
| Pasqua and Railway Station | J. W. Brookfield | On foot | 6 1/2 | 2 | do | 56 00 |
| Peguis and Selkirk | P. Monkman | Horse or vehicle | 6 1/2 | 2 | do | 160 00 |
| Penrith and Virden | W. F. Scarth | Vehicle | 15 | 1 | do (from Sept. 1, 1884) | 97 21 |
| Pense and Railway Station | T. Bull | On foot | 1/2 | 12 | do (to Dec. 31, 1884) | 39 00 |
| do | do | do | 1/2 | 12 | do from do | 19 60 |
| Pheasant Forks and Wolf Creek | J. M. Pereginn | Optional | 30 | 1 | do and arrears | 314 82 |
| Pigeon Lake and Winnipeg | J. Lane | Vehicle | 25 | 2 | do | 625 00 |
| Poplar Point and Railway Station | H. Armstrong | Foot or vehicle | 1/2 | 6 | do | 50 00 |
| Portage la Prairie and Railway Station | S. Rayner | Optional | 1 | 12 | do | 345 00 |
| Portage la Prairie and M. & N. W. Railway Station | W. W. Miller | Vehicle | 1 | 12 | do | 300 00 |
| Prince Albert and Puckahn | R. Campbell | Horse or vehicle | 15 | 1 | do (to Dec. 31, 1884) | 81 67 |
| do | R. Pritchard | do | 15 | 1 | do from do | 37 00 |
| Prince Albert and Qu'Appelle Station | Leeson, Scott & Stewart | Vehicle | 253 | 1 | do (to Sept. 30, 1884) | 3,950 00 |
| do | Leeson & Scott | do | 253 | 1 | do from do | 3,950 00 |
| Pulteney and Railway Station | C. T. Weatherley | On foot | 1/2 | 12 | do (from July 1, 1884) | 22 50 |
| Qu'Appelle Station and Railway Station | S. H. Caswell | Optional | 1/2 | 12 | do | 96 20 |
| Qu'Appelle and Qu'Appelle Station | J. W. McLane | do | 18 | 6 | do (to June 30, 1884) | 273 00 |
| do | L. W. Mulholland | do | 18 | 6 | do from do | 819 00 |

| | | | | | | | | |
|--|-------------------------|------------------------|----------|---------|----|----|---|----------|
| Rapid City and Shoal Lake | A. Stewart | do | do | 1 | 3 | do | (to June 30, 1884) | 185 00 |
| Rat Portage and Railway Station | T. A. Gadbois | do | do | 24 | 12 | do | ..... | 313 00 |
| Reburn and Railway Station | W. J. Paterson | do | do | 12 | 12 | do | ..... | 120 00 |
| Reburn and Woodlands | H. Proctor | Vehicle ..... | ..... | 2 | 12 | do | ..... | 78 09 |
| Regina and Railway Station | C. Irvine | Optional ..... | ..... | 12 | 12 | do | ..... | 312 00 |
| Reiland and Schanzefeldt | C. Veer | Vehicle ..... | ..... | 1 | 9 | do | (from Aug. 1, 1884) | 63 33 |
| Richland and Winnipeg | W. Rice | do ..... | ..... | 37 | 2 | do | (from July 1, 1884) | 442 50 |
| Rose Plain and Tregava | P. B. Kelly | do ..... | ..... | 2 | 9 | do | (from Feb. 1, 1886) | 8 66 |
| Rounthwaite and Strathorne | G. Stewart | Optional ..... | ..... | 2 | 12 | do | ..... | 100 00 |
| St. Agathe and Winnipeg | N. Olivier | Horse or vehicle ..... | ..... | 2 | 12 | do | ..... | 480 00 |
| St. Boniface and Winnipeg | M. Petrim | Vehicle ..... | ..... | 12 | 12 | do | ..... | 360 00 |
| Seaburn and Toddburn | C. Miller | do ..... | ..... | 1 | 6 | do | (from Nov. 1, 1884) | 37 08 |
| Selkirk and Winnipeg | P. Monkman | do ..... | ..... | 3 | 12 | do | ..... | 760 00 |
| Sewell and Railway Station | G. B. Litster | Optional ..... | ..... | 12 | 12 | do | ..... | 30 00 |
| Shellmouth and Shell River | J. G. Langford | Vehicle ..... | ..... | 1 | 5 | do | (from Nov. 1, 1884) | 53 08 |
| Sidney and Railway Station | T. Babb | Optional ..... | ..... | 2 | 12 | do | ..... | 52 00 |
| Silverthorn and Railway Station | J. Smith | On foot ..... | ..... | 12 | 3 | do | (from Jan. 1, 1885) | 15 00 |
| Souris and West Hall | A. Thomson | Vehicle ..... | ..... | 1 | 7 | do | (from Sept. 1, 1884) | 91 00 |
| Stodderville and Railway Station | J. Rinn | Optional ..... | ..... | 2 | 4 | do | (to July 31, 1884) | 95 33 |
| Stonewall and Railway Station | J. Tottle | do ..... | ..... | 10 | 2 | do | (to June 30, 1884) | 7 80 |
| do | J. J. Riley | do ..... | ..... | 6 | 9 | do | from do | 41 13 |
| Stonewall and Wavy Bank | E. S. Thomas | do ..... | ..... | 6 | 1 | do | ..... | 75 00 |
| Stony Mountain and Railway Station | A. Ferry | Vehicle ..... | ..... | 12 | 12 | do | ..... | 100 00 |
| Summerberry and Railway Station | J. Love | On foot ..... | ..... | 6 | 5 | do | (from Nov. 1, 1884) | 12 50 |
| Swift Current and Railway Station | F. F. Tims | Optional ..... | ..... | 12 | 12 | do | ..... | 78 00 |
| Thornhill and Railway Station | W. Bradley | Foot or vehicle ..... | ..... | 6 | 12 | do | ..... | 39 00 |
| Totogan and Westbourne | J. Chantler | Horse or vehicle ..... | ..... | 2 | 3 | do | (to June 30, 1884) | 37 50 |
| do | do | do ..... | ..... | 2 | 6 | do | (to Dec. 31, 1884) | 59 50 |
| Touchwood Hills and Wishart | J. H. Putnam | Optional ..... | ..... | 10 | 1 | do | ..... | 80 00 |
| Turtle Mountain and Wakopa | J. C. Livingstone | Vehicle ..... | ..... | 25 | 1 | do | (to June 30, 1884) | 100 00 |
| do | A. Stewart | do ..... | ..... | 25 | 1 | do | (from Nov. 1, 1884) | 166 67 |
| Vermillion Bay and Railway Station | T. J. Kennedy | Optional ..... | ..... | 2 | 6 | do | (to Sept. 30, 1884) | 5 00 |
| do | J. Gregg | Vehicle ..... | ..... | 2 | 6 | do | from do | 30 00 |
| Viriden and Railway Station | W. Scarth | Optional ..... | ..... | 12 | 12 | do | ..... | 78 00 |
| Wapella and Railway Station | E. P. Benoit | do ..... | ..... | 12 | 12 | do | ..... | 60 00 |
| Westbourne and Railway Station | A. Smalley | Foot or vehicle ..... | ..... | 12 | 12 | do | ..... | 75 00 |
| Whitemouth and Railway Station | J. S. Corrigan | Optional ..... | ..... | 12 | 12 | do | ..... | 100 00 |
| Whitewood Station and Railway Station | T. G. Lyons | Foot or vehicle ..... | ..... | 12 | 12 | do | ..... | 78 00 |
| Winnipeg and Railway Station | J. King | Vehicle ..... | ..... | 1 | 14 | do | (to May 31, 1886) | 4,440 00 |
| Winnipeg—Transferring mails at Railway Station | do | do ..... | ..... | As req. | 14 | do | do | 175 00 |
| Winnipeg and Street Letter Boxes | P. Lamb | Vehicle ..... | ..... | 21 | 10 | do | 4 days (to Feb. 4, 1886; less fine) | 1,026 30 |
| do | do | do ..... | ..... | 21 | 1 | do | 24 days (from Feb. 5, '86) | 215 56 |
| Winnipeg and Street Newspaper Boxes | do | Optional ..... | ..... | 21 | 12 | do | ..... | 150 00 |

REPORT No. 2, E.—Continued.

DETAIL of all payments for Mail Transportation in Manitoba, &c., made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|---------------------|--------------------|------------------------|-----------------|-------------|
| Winnipeg and Letter Box at Richardson's Corner... | P. Lamb..... | Vehicle | 12 | 28 | 12 months | \$ 150 00 |
| Wolf Creek and Railway Station | J. P. Dill..... | Optional | 12 | 12 | do | 100 00 |
| Woodside and Railway Station..... | J. Orr..... | do | 6 | 6 | do | 30 00 |
| | | | | | Total..... | \$72,734 63 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, E—Continued—Detail of all payments for Mail Transportation in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

CONVEYANCE OF MAILS BY RAILWAYS.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. | |
|---|--------------------|------------------------|---------------------------------|----------|------|
| | | | | \$ | cts. |
| Canadian Pacific Railway *With varying frequency over different sections of the line | 1,288 | | 12 months (to March 31st, 1885) | 32,253 | 99 |
| Canadian Pacific Railway Construction Co., (Mount Laggan and end of track)..... | 38 & 83 | 1 | 6 do (from October 1st, 1885) | 326 | 29 |
| Manitoba and North-Western Railway..... | 78½ | 6 & 3 | 12 do (to March 31st, 1885)... | 1,249 | 02 |
| | | | Total | \$33,829 | 30 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, E—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Tradesmen's Names. | Particulars of Disbursements. | Amount. | |
|--------------------------|--|---------|------|
| | | \$ | cts. |
| S. & H. Borbridge | Mail bags, rivet seals and repairs for Post Office Department..... | 655 | 16 |
| R. S. Montgomery | do | 88 | 67 |
| Pritchard & Mingard..... | Mail bag labels for Post Office Department | 12 | 15 |
| E. Chanteloup..... | Brass mail locks for Post Office Inspector, Winnipeg... .. | 25 | 00 |
| J. M. Fraser, P.M..... | To pay for letter pouches at Pilot Mound | 0 | 60 |
| | Total..... | \$781 | 58 |

JOHN CARLING,
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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|--|-----------------------|-----------------------|--------------------|------------------------|------------------------------|----------|
| | | | | | | \$ cts |
| Alkali Lake and Clinton..... | N. Gustafson..... | Optional..... | 80 | 1 | 12 months..... | 840 00 |
| Barkerville and Harvey Bank..... | F. Littler..... | do..... | 50 | 1 | do..... | 790 00 |
| Barkerville and Lytton..... | B. C. Express Co..... | Stage..... | 328 | 1 | (to Sept. 30, 1884)..... | 1,704 00 |
| Barkerville and Sivona's Ferry..... | do..... | do..... | 297 | 2 | (to May 31, 1885)..... | 3,090 00 |
| Barkerville and Spence's Bridge..... | do..... | do..... | 305 | 1 | (from Oct. 1, 1884)..... | 9,604 00 |
| Barkerville and Yale..... | do..... | do..... | 365 | 1 | (to Aug. 31, 1884)..... | 6,000 00 |
| Beaver Point and Burgoyne Bay..... | A. McInennan..... | Horseback..... | 10 | 1 | (from Dec. 1, 1884)..... | 50 00 |
| Burrard Inlet and New Westminster..... | W. R. Lewis..... | Vehicle..... | 9 | 6 | do and extra trip..... | 514 00 |
| Burrard Inlet and Port Moody..... | J. M. Wise..... | do..... | | | Special trips..... | 18 00 |
| Cache Creek and Kamloops..... | J. B. Leighton..... | Vehicle..... | 48 | 1 | 12 months..... | 570 00 |
| Chilliwack and Railway Station..... | G. Ashwell..... | Optional..... | 6 | 2 | do (from Sept. 1, 1884)..... | 142 50 |
| Clinton and Lillooet..... | G. R. Tinker..... | do..... | 47 | 1 | do..... | 800 00 |
| Clinton and Spence's Bridge..... | B. C. Express Co..... | Stage..... | 56 | 1 | do (to Dec 31, 1884)..... | 561 08 |
| Douglas Lake and Wagon Road..... | R. M. Rae..... | Horseback..... | 20 | 1 | do (from Nov. 1, 1884)..... | 41 67 |
| Eagle Pass and Kamloops..... | W. Church..... | Optional..... | 90 | 1 | do (from Jan. 1, 1885)..... | 550 00 |
| Esquimalt and Victoria..... | W. G. Bowman..... | Vehicle..... | 3 | 24 | do..... | 400 00 |
| Hall's Prairie and New Westminster..... | H. T. Thrift..... | Optional..... | 23 | 1 | do..... | 225 00 |
| Hope and Railway Station..... | J. W. Wirth..... | do..... | 2 | 2 | do (from Sept. 1, 1884)..... | 60 00 |
| Johnson's Landing and Railway Station..... | R. O. Garner..... | do..... | 24 | 2 | do (from Oct. 1, 1884)..... | 50 00 |
| Kamloops and Lytton..... | B. C. Express Co..... | Vehicle..... | 101 | 2 | do (to Sept. 30, 1884)..... | 296 00 |
| Kamloops and Okanagan Mission..... | J. B. Leighton..... | Horse or vehicle..... | 100 | 1 | do..... | 930 00 |
| Kamloops and Spence's Bridge..... | B. C. Express Co..... | do..... | 100 | 1 | do..... | 1,100 00 |
| Kamloops and Spence's Bridge (end of track)..... | do..... | do..... | 78 | 2 | do (to Jan. 31, 1885)..... | 798 00 |
| Kootenay and Pan d'Oreille, U.S..... | E. Bray..... | Optional..... | 150 | 8 per ann. | do..... | 900 00 |

| | | | | | | |
|--|------------------------|--------------------|----|-----------|-------------------------------------|-------------|
| Ladner's Landing and New Westminster | T. McNeely | Horse or vehicle. | 4 | 2 | Special trips | 24 00 |
| Langley and Railway Station | H. Wark | Optional | 95 | 1 | 7 months (from Sept. 1, 1884) | 72 50 |
| Lillooet and Savona's Ferry | B. C. Express Co. | Vehicle | 3 | 2 | do (to May 31, 1885) | 910 00 |
| Lytton and Railway Station | L. Cuvreuil | Optional | 3 | 6 | do (from Oct. 1, 1884) | 20 00 |
| Maple Bay and Somenos | J. Kier | do | 7 | 6 | do (to Feb. 28, 1885) | 91 66 |
| do | do | do | 10 | 2 | do from do | 14 58 |
| Metchosin and Victoria | J. Parker | Vehicle | 25 | 1 | do do | 250 00 |
| Mount Lehman and Railway Station | J. Ibbotson | Optional | 5 | 2 | do (from Sept. 1, 1884) | 135 00 |
| Mud Bay and New Westminster | J. Woodward | Horse or vehicle. | 10 | 1 | do do | 135 00 |
| Nanaimo and Wellington | J. Ganner | Stage | 7 | 6 | do do | 130 00 |
| New Westminster and Port Moody | L. F. Benson | Horse or vehicle. | 6 | 2 | do (to Sept. 30, 1884) | 125 00 |
| do | J. M. Wise | do | 6 | 3 | do (from Sept. 1, 1884) | 350 00 |
| Okanagor Mission and Osoyoos | E. Lequime | On horseback | 70 | 1 per mo. | do do | 300 00 |
| Saanich and Victoria | H. Simpson | Stage | 24 | 1 | do do | 245 00 |
| Salt Springs Island and Wharf | J. Broadwell | Optional | 3 | 2 | do do | 100 00 |
| Sooke and Victoria | G. Bridges | Horse or vehicle. | 26 | 1 | do do | 300 00 |
| Spence's Bridge and Yale | B. C. Express Co. | Vehicle | 80 | 1 | do (to Sept. 30, 1884) | 484 00 |
| Sumas and Railway Station | D. W. Miller | Horse or vehicle. | 4 | 2 | do (from Sept. 1, 1884) | 100 00 |
| Sumas and Upper Sumas | H. Barker | Optional | 14 | 1 | do do | 200 00 |
| Victoria and Wellington | J. Ganner | Vehicle | 7 | 2 | do (from Aug. 1, 1884) | 80 00 |
| | | | | | Total | \$33,983 91 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, F—Continued.

DETAIL of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1886.
CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

| Name of Route. | Name of Contractor. | Distance in Miles. | No. of Trips per Week | Period. | Amount. |
|--|--|--------------------|-----------------------|--|-------------|
| Burrard Inlet and Granville..... | J. Van Bramer | 8 r. t. | 6 | 12 months (to Mar. 31, 1885) | \$ 50 00 |
| Comox, Nanaimo and New Westminster | W. Rogers | 100 | 1 | 6 do (from Oct. 1, 1884)..... | 1,500 00 |
| Comox, Nanaimo and Victoria | J. Irving | 60 & 75 | 2 & ftly. | 6 do (to Sept. 30, 1884) | 2,000 00 |
| Nanaimo and Victoria | People's Steam Navigation Co. | 75 | 3 | 6 do from do | 1,250 00 |
| New Westminster and North Arm | J. W. Sexsmith | 12 | 1 | 12 do | 245 00 |
| New Westminster and Victoria | J. Irving | 75 | 3 | 9 do (from July 1, 1884, and special trip) | 7,225 00 |
| New Westminster, Victoria and Yale..... | do | 175 | 4 | 3 do (to June 30, 1884) | 3,750 00 |
| Victoria and Port Townsend, U.S | Oregon Railway and Navigation Co | 40 | 2 | 4 do (to July 31, 1884)..... | 1,686 66 |
| do do | do do | 40 | 6 | 8 do from do | 5,333 34 |
| Total..... | | | | | \$23,470 00 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, F—*Continued*—Detail of all payments for Mail Transportation in British Columbia, made within the Year ended 30th June, 1885.
CONVEYANCE OF MAILS BY RAILWAY.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. | |
|--|--------------------|------------------------|----------------------------------|---------|------|
| | | | | \$ | cts. |
| Canadian Pacific Railway Contractors (Port Moody and Spence's Bridge)..... | 166 | 3 & 2 | 6 months (to Feb. 28, 1885)..... | 1,615 | 52 |
| | | | Total..... | \$1,615 | 52 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, F—*Concluded*—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in British Columbia, made within the Year ended 30th June, 1885.

| Tradesmen's Names. | Particulars of Disbursements. | Amount. | |
|--------------------------|--|---------|------|
| | | \$ | cts. |
| S. & H. Borbridge..... | Mail bags and repairs for Post Office Department. | 73 | 50 |
| R. S. Montgomery..... | Mail bags, rivet seals and repairs for Post Office Department..... | 26 | 14 |
| E. Chanteloup..... | Brass mail locks for Post Office Department..... | 10 | 00 |
| G. Bailey..... | do do..... | 3 | 75 |
| Pritchard & Mingard..... | Mail bag labels for do..... | 3 | 00 |
| E. Chanteloup..... | Brass mail locks for Post Office Inspector, Victoria... | 27 | 00 |
| P. McQuade & Son..... | Mail lock for Postmaster, Victoria..... | 1 | 75 |
| F. Morris..... | Repairing mail bag for do..... | 0 | 50 |
| | Total..... | \$145 | 64 |

JOHN CARLING,
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, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Mils. | No. of Trips per Week. | Period. | Amount. |
|--|---------------------|-----------------------|-------------------|------------------------|----------------|---------|
| | | | | | | \$ cts. |
| Albany and Tryon via North Tryon..... | C. Crawford..... | Vehicle..... | 6 | 3 & 2 | 12 months..... | 100 00 |
| Alberton and Kildare..... | R. Tuplin..... | Optional..... | 10 | 2 | 12 do..... | 60 00 |
| Alberton and Lot 6..... | G. Hardy..... | Horse or vehicle..... | 16 | 2 | 12 do..... | 50 00 |
| Alberton and Railway Station..... | T. Keefe..... | Optional..... | 7 | 12 | 12 do..... | 60 00 |
| Alma and Railway Station..... | J. Mountain..... | On foot..... | 8 | 2 | 12 do..... | 20 80 |
| Argyle Shore and Bonshaw..... | O. Morrow..... | Horse or vehicle..... | 3 | 2 | 12 do..... | 26 00 |
| Armadale and Railway Station..... | H. A. McPhee..... | On foot..... | 8 | 3 | 3 do..... | 3 90 |
| do | do..... | do..... | 8 | 3 | 9 do..... | 15 00 |
| Baldwin's Road and Perth Station..... | D. Reid..... | Optional..... | 14 | 2 | 12 do..... | 18 00 |
| Bangor and Morel Station..... | W. Jardine..... | do..... | 4 | 2 | 9 do..... | 29 25 |
| Barrett's Cross and Clermont..... | M. McMillan..... | Horse or vehicle..... | 3 | 2 | 6 do..... | 17 50 |
| do | A. McLellan..... | do..... | 3 | 2 | 6 do..... | 17 60 |
| Barrett's Cross and Darnley..... | J. Glover..... | Vehicle..... | 12 | 3 | 12 do..... | 190 00 |
| Barrett's Cross and Park Corner..... | J. C. Durant..... | do..... | 164 | 3 | 3 do..... | 42 25 |
| do | G. Mayhew..... | do..... | 164 | 3 | 9 do..... | 145 50 |
| do | W. Glover..... | do..... | 164 | 12 | 12 do..... | 53 16 |
| Barrett's Cross and Railway Station..... | J. McKie..... | Horse or vehicle..... | 104 | 2 | 12 do..... | 88 00 |
| Bay Fortune and Souris East..... | O. D. Poole..... | do..... | 22 | 3 | 12 do..... | 468 00 |
| Beach Point and Montague Bridge..... | C. McDonald..... | do..... | 8 | 3 | 12 do..... | 108 00 |
| Bear River and Clear Spring..... | D. Costello..... | Vehicle..... | 8 | 3 | 12 do..... | 15 60 |
| Bear River and Railway Station..... | A. Collett..... | On foot..... | 41 | 3 | 12 do..... | 719 00 |
| Bedeque and Charlottetown..... | W. A. Noonan..... | Vehicle..... | 44 | 2 | 12 do..... | 46 80 |
| Bedeque and Sea Cow Head..... | T. Glover..... | Horse or vehicle..... | 11 | 3 | 12 do..... | 115 00 |
| Bedeque and Summerside..... | G. McKenzie..... | Vehicle..... | 3 | 2 | 12 do..... | 25 00 |
| Belfast and Garfield..... | M. Martin..... | Optional..... | 64 | 2 | 12 do..... | 49 92 |
| Belfast and Point Prim..... | G. O'Neill..... | Horse or vehicle..... | 9 | 3 | 12 do..... | 120 00 |
| Belfast and Vernon River..... | J. A. Lewis..... | Vehicle..... | 84 | 2 | 12 do..... | 62 40 |
| Big Marsh and Head of St. Peter's Bay..... | J. O'Halloran..... | Optional..... | 2 | 3 | 12 do..... | 55 00 |
| Bloomfield and Railway Station..... | A. Rattray..... | Horse or vehicle..... | 44 | 2 | 12 do..... | 40 00 |
| Blooming Point and Tracadie Cross..... | A. Macdougall..... | Optional..... | 12 | 2 | 12 do..... | 64 00 |
| Bonshaw and Nine Mill Creek..... | do..... | Horse or vehicle..... | 12 | 2 | 12 do..... | 64 00 |

REPORT No. 2, G.—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|---------------------|-----------------------|--------------------|------------------------|---------------------------------------|---------|
| | | | | | | \$ cts. |
| Frederickton and Railway Station..... | J. Weeks..... | On foot..... | 16 | 3 | 12 months..... | 18 00 |
| Freetown and Lower Freetown..... | T. Taylor..... | Horse or vehicle..... | 2 1/2 | 2 | 12 do..... | 29 00 |
| Freetown and Railway Station..... | R. B. Auld..... | Optional..... | 5 | 6 | 12 do..... | 46 96 |
| French Village and Mount Stewart..... | C. McIntyre..... | Vehicle..... | 5 | 2 | 3 do (to June 30, 1884)..... | 14 50 |
| do..... | do..... | do..... | 5 | 2 | 9 do from do..... | 48 00 |
| Georgetown and Launching Place..... | A. Morrison..... | do..... | 8 | 2 | 3 do (to June 30, 1884)..... | 25 00 |
| Georgetown and Murray Harbor North..... | R. R. Jenkins..... | do..... | 12 | 3 | 3 do..... | 54 00 |
| do..... | J. H. Young..... | do..... | 12 | 3 | 9 do from do..... | 150 00 |
| do..... | P. McIntyre..... | Optional..... | 2 1/2 | 3 | 9 do (from July 1, 1884)..... | 51 00 |
| Georgetown and Newport..... | R. R. Jenkins..... | do..... | 7 | 12 | 12 do and extra trips..... | 80 63 |
| Georgetown and Steamer "Northern Light"..... | do..... | do..... | 7 | As req. | Part seasons 1883-84 and 1884-85..... | 17 80 |
| Glencorralde and Priest Pond..... | N. McDonald..... | do..... | 3 1/2 | 2 | 12 months..... | 26 00 |
| Glen William and Murray River..... | J. Martin..... | do..... | 3 1/2 | 2 | 12 do..... | 33 28 |
| Greenwich and Head St. Peter's Bay..... | F. McEwen..... | do..... | 3 1/2 | 2 | 12 do..... | 30 00 |
| Harrington and Winsloe Road..... | R. Lawson..... | do..... | 1 1/2 | 2 | 12 do..... | 32 00 |
| Hazel Green and Peake's Station..... | J. Mooney..... | do..... | 6 | 2 | 12 do..... | 57 20 |
| Head of Hillsboro' and Mount Stewart..... | D. D. Coffin..... | do..... | 4 1/2 | 2 | 12 do..... | 41 60 |
| Head St. Peter's Bay and Railway Station..... | J. Curran..... | Foot or vehicle..... | 1 | 12 | 12 do..... | 78 00 |
| Higgins' Road and Wellington Station..... | D. McNeill..... | Horse or vehicle..... | 13 | 3 | 12 do..... | 120 00 |
| Holmes' Mills and New London..... | J. McDonald..... | do..... | 12 | 6 | 12 do..... | 299 00 |
| Horse Head and Palmer Road..... | W. Kinch..... | Optional..... | 4 | 2 | 8 do (from Aug. 1, 1884)..... | 13 33 |
| Hunter's River and North Rustico..... | M. White..... | Vehicle..... | 16 | 3 | 12 do..... | 150 00 |
| Hunter's River and Railway Station..... | P. McGrath..... | On foot..... | 16 | 12 | 12 do..... | 56 16 |
| Inverness and Railway Station..... | L. Hughes..... | Optional..... | 2 | 2 | 12 do..... | 41 00 |
| Johnston's River and Southport..... | F. Gormley..... | Vehicle..... | 11 | 2 | 9 do (from July 1, 1884)..... | 70 20 |
| Kildare Capes and Tigrish..... | M. Dillon..... | Optional..... | 4 | 2 | 6 do (from Oct. 1, 1884)..... | 20 80 |
| Kildare Station and Railway Station..... | H. Gaudet..... | do..... | 1 1/2 | 2 | 12 do..... | 12 48 |
| Launching and Newport..... | A. Morrison..... | do..... | 8 | 2 | 9 do (from July 1, 1884)..... | 48 75 |
| Little Sands and Wood Islands..... | A. Mann..... | Horse or vehicle..... | 6 | 3 | 12 do..... | 79 00 |

| | | | | | | |
|---|----------------------|--------------------------|----|----|----|--------|
| Little Tignish and Tignish..... | J. J. Buote | Optional..... | 2 | 12 | do | 25 00 |
| Little York and Marshfield..... | R. Lawson | Foot or vehicle..... | 2 | 12 | do | 36 00 |
| Little York and Railway Station..... | T. H. Lawson | do | 12 | 12 | do | 62 40 |
| Lot 10 at d Railway Station..... | do | Vehicle..... | 3 | 12 | do | 156 00 |
| Lot 11 and Railway Station..... | P. Reid | Horse or vehicle..... | 2 | 12 | do | 31 20 |
| Lot 12 and Railway Station..... | T. Ramsay | do | 3 | 12 | do | 31 20 |
| Lot 14 and Railway Station..... | R. Hayes | do | 12 | 12 | do | 87 64 |
| Lot 35 and Railway Station..... | P. Praught | do | 3 | 12 | do | 70 00 |
| Lot 56 and Sailor's Hope..... | M. Lawler | Optional..... | 2 | 12 | do | 33 28 |
| | F. McDonald | do | 2 | 9 | do | 18 75 |
| | | (from July 1, 1884)..... | | | | |
| Marie and Milburn..... | C. Dingwall..... | do | 2 | 12 | do | 20 00 |
| Midgell and Morell Station..... | P. Long..... | Vehicle..... | 3 | 12 | do | 45 00 |
| Mill Cove and Railway Station..... | B. Hughes..... | Optional..... | 2 | 12 | do | 20 00 |
| Mill River and Railway Station..... | F. Peters..... | do | 2 | 12 | do | 15 00 |
| Mill View and Vernon River Bridge..... | E. Gay..... | Horse or vehicle..... | 3 | 3 | do | 9 50 |
| do | F. Storey..... | do | 3 | 9 | do | 24 00 |
| Milton and North Milton..... | J. McNeill..... | Optional..... | 2 | 12 | do | 24 60 |
| Milton and Railway Station..... | do | On foot..... | 3 | 12 | do | 15 60 |
| Mimnigash and Railway Station..... | J. Taylor..... | Horse or vehicle..... | 2 | 12 | do | 74 00 |
| Miscouche and Railway Station..... | G. Des Roches..... | On foot..... | 12 | 12 | do | 36 00 |
| Misouche and South-West Lot 16..... | S. McNeill..... | Vehicle..... | 2 | 12 | do | 57 20 |
| Monaghan and Pisquid..... | P. Fitzsimmons | do | 2 | 3 | do | 16 00 |
| do | do | do | 2 | 9 | do | 43 50 |
| do | do | do | 6 | 12 | do | 203 44 |
| Montague Bridge and Railway Station..... | R. Plummer | Optional..... | 2 | 12 | do | 50 00 |
| Montague Bridge and Valleyfield..... | W. McLeod..... | do | 3 | 3 | do | 9 50 |
| Montague Bridge and Victoria Cross..... | J. Dewar | do | 2 | 3 | do | 42 75 |
| do | do | do | 3 | 9 | do | 17 82 |
| Montague Cross and Murray Harbor North..... | R. D. Stearns..... | do | 2 | 12 | do | 37 00 |
| Morell and Morell Beat..... | J. McLean..... | do | 2 | 12 | do | 49 92 |
| Morell and Railway Station..... | W. Duff | do | 6 | 12 | do | 11 70 |
| Morell Station and Railway Station..... | M. Coffin | On foot..... | 12 | 9 | do | 11 70 |
| Mount Albin and Pownal..... | R. Jenkins..... | Optional..... | 2 | 12 | do | 28 00 |
| Mount Pleasant and Railway Station..... | H. N. Robinson..... | do | 2 | 12 | do | 41 60 |
| Mount Stewart and Railway Station..... | M. McDonald..... | On foot..... | 12 | 12 | do | 31 20 |
| Murray Harbor South and White Sands..... | H. J. Bréhaud..... | Optional..... | 2 | 12 | do | 46 98 |
| | do | do | | | | |
| Newton Cross and Orwell..... | O. Cody..... | do | 2 | 8 | do | 17 33 |
| New Zealand and Railway Station..... | J. Cantwell..... | On foot..... | 3 | 12 | do | 16 60 |
| Northam and Railway Station..... | T. H. Pope..... | Vehicle..... | 12 | 12 | do | 20 00 |
| North Lake and Souris East..... | M. Campbell..... | do | 3 | 11 | do | 149 00 |
| O'Leary Station and Railway Station..... | J. Frost..... | On foot..... | 6 | 12 | do | 15 64 |
| O'Leary Station and West Cape..... | W. Bulger..... | Vehicle..... | 2 | 3 | do | 17 50 |
| do | R. Ellis..... | do | 2 | 9 | do | 66 00 |
| do | A. Loughran | Horse or vehicle..... | 3 | 12 | do | 49 00 |
| Orwell and Orwell Cove..... | do | do | | | | |
| Palmer Road and Railway Station..... | M. Costin..... | Optional..... | 2 | 12 | do | 46 60 |
| Peake's Station and Railway Station..... | A. McDonald..... | On foot..... | 3 | 12 | do | 7 80 |

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Optional.....
Foot or vehicle.....
do

Vehicle.....
Horse or vehicle.....
do

Optional.....
do

Vehicle.....
Optional.....
do

Optional.....
On foot.....
Horse or vehicle.....
Optional.....
On foot.....

REPORT No. 2, G—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1885.

| Name of Route. | Name of Contractor. | Mode of Conveyance. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|-----------------------|-----------------------|--------------------|------------------------|-----------------------------|-------------|
| Pinsville and Railway Station..... | A. Wedge | Optional..... | 2 | 2 | 12 months..... | \$ 26 00 |
| Pisquid and Railway Station..... | A. McDonald | do | 1 $\frac{1}{2}$ | 2 | do | 33 28 |
| Pisquid and Webster's Corner | P. McNaally | do | 6 | 3 | do (from July 1, 1884)..... | 39 00 |
| Pisquid Road and Vernon River | A. O'Keefe..... | Horse or vehicle..... | 3 | 2 | do | 46 00 |
| Port Hill and Railway Station | L. Yeo | Vehicle | 4 | 12 | do | 143 52 |
| St. Andrew's and Railway Station | J. McDonald..... | Optional | 1 | 3 | do | 25 00 |
| St. Eleanor's and Summerside | H. Mills | Horse or vehicle..... | 2 $\frac{1}{2}$ | 6 | do | 74 00 |
| Scotchfort and Railway Station | J. McDonald | Optional | 1 | 2 | do | 12 48 |
| Sea Cow Pond and Tignish..... | J. Mansfield | Vehicle | 7 $\frac{1}{2}$ | 2 | do | 48 00 |
| Skinner's Pond and Tignish..... | P. Aylward | Horse or vehicle..... | 16 | 2 | do | 58 00 |
| Souris East and Railway Station | L. Cheverie | On foot | 3 | 12 | do | 48 00 |
| Suffolk Station and Railway Station..... | J. Ferguson | Optional..... | 1 $\frac{1}{2}$ | 2 | do (from Aug. 1, 1884)..... | 5 54 |
| Summerside and Railway Station..... | R. Glover | Vehicle | 1 $\frac{1}{2}$ | As req. | do | 164 24 |
| Summerville and Vernon River..... | D. Fraser..... | Horse or vehicle..... | 4 $\frac{1}{2}$ | 3 | do | 54 00 |
| Ten Mile House and Railway Station | J. Fitzpatrick..... | Optional..... | 1 $\frac{1}{2}$ | 2 | do (from Oct. 1, 1884)..... | 10 00 |
| Tignish and Railway Station..... | D. Villiard | On foot | 1 | 12 | do | 40 00 |
| Tracadie Cross and Railway Station..... | A. Johnston | Optional | 1 | 3 | do | 28 08 |
| Traveller's Rest and Railway Station..... | T. Townsend | Horse or vehicle..... | 1 | 3 | do | 39 00 |
| Vernon River and Wood Islands | J. McDonald..... | do | 24 | 3 | do | 363 00 |
| Wellington Station and Railway Station..... | F. Arsenault..... | do | 1 $\frac{1}{2}$ | 12 | do | 20 00 |
| Wellington and Railway Station | J. A. Arsenault | do | 1 $\frac{1}{2}$ | 2 | do | 21 48 |
| West Point and Railway Station | P. McPhee | do | 13 | 2 | do | 104 00 |
| West St. Peter's and Railway Station..... | J. McDonald..... | Optional | 2 $\frac{1}{2}$ | 2 | do | 25 00 |
| Wilnot Valley and Railway Station | G. P. Walker | do | 3 $\frac{1}{2}$ | 2 | do | 52 00 |
| | | | | | Total..... | \$11,052 40 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2, G—*Continued*—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1885.

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 & Muttart..... | 9 | As req'd | Season 1884-85 | \$ cts. 4,020 00 |
| Charlottetown, Pictou, N.S., and Shediac, N.B..... | Prince Edward Island Steam Navigation Co | 60 & 45 | 4 & 6 | Season 1884.... | 10,000 00 |
| | | | | Total..... | \$14,020 00 |

JOHN CARLING,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

REPORT No. 2, G—*Continued*—Detail of all payments for Mail Transportation in Prince Edward Island, made within the Year ended 30th June, 1885.

CONVEYANCE OF MAILS BY RAILWAY.

| Name of Railway. | Distance in Miles. | No. of Trips per Week. | Period. | Amount. |
|---|--------------------|------------------------|------------------------------------|---------------------|
| Prince Edward Island Railway | 201½ | | 12 months (to March 31, 1885)..... | \$ cts. 8,064 00 |
| *With varying frequency, over different sections of the line. | | | Total..... | \$8,064 00 |

JOHN CARLING,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

REPORT, No, 2, G—Concluded—Detail of all payments for making and repairing Mail Bags, Mail Locks, &c., in Prince Edward Island, made within the Year ended 30th June, 1885.

| Tradesmen's Names. | Particulars of Disbursements. | Amount. |
|-------------------------|--|-------------------|
| S. & H. Borbridge | Mail bags, rivet seals and repairs for the Post Office Department..... | \$ cts. 323 16 |
| R. S. Montgomery..... | do do | 66 83 |
| W. Dillon..... | Waterproof mail bags, for Asst. Insp'tor, Charlottetown | 27 00 |
| | Total..... | \$416 92 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PART II.

PROVINCE OF ONTARIO.

A, IN 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, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|----------------------------------|---|----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| CHIEF INSPECTOR'S OFFICE. | | | | | |
| J. Dewe | Chief Inspector..... | 2,800 00 | | | |
| J. D. Paterson..... | Assistant Inspector, to 31st December, 1884 (deceased)..... | 650 00 | | | |
| L. F. A. Maingy..... | 1st Class Clerk | 1,200 00 | | 3,450 00 | |
| E. Y. Steele | Temporary Clerk, from 21st July, 1884, to 28th February, 1885 | 245 15 | | 1,200 00 | |
| T. D. D. Caldwell..... | do from 2nd April to 31st May, 1885..... | 65 55 | | 310 70 | |
| | Total, Chief Inspector's Office..... | | | | 4,960 70 |
| BARRIE DIVISION: | | | | | |
| D. Spry | Post Office Inspector..... | 2,200 00 | | | |
| J. Henderson | Assistant do (including arrears)..... | 1,220 00 | | | |
| J. Forsyth..... | 1st Class Clerk..... | 1,200 00 | | 3,420 00 | |
| G. J. Mason | 2nd do | 1,200 00 | | 1,200 00 | |
| S. Jones..... | do to 30th September, 1884 (superannuated)..... | 280 00 | | | |
| J. Ward..... | 3rd do | 520 00 | | 1,450 00 | |
| J. Powell..... | do | 480 00 | | | |
| T. B. Boys..... | Temporary Clerk, from 6th April, 1885 | 94 44 | | 1,000 00 | |
| J. Harris | Messenger..... | 460 00 | | 94 44 | |
| | Total, Barrie Inspector's Office..... | | | 460 00 | 7,684 44 |

| RAILWAY MAIL SERVICE. | | | | | |
|---|-----------------------------------|-----------|----------|--|-----------|
| A. McCarthy | Chief Railway Mail Clerk..... | 1,500 00 | | | |
| P. Hynes..... | 1st Class Railway Mail Clerk..... | 960 00 | 172 50 | | 1,500 00 |
| M. E. Kelly..... | do | 800 00 | 234 90 | | 1,132 50 |
| J. S. Leslie..... | do | 266 67 | 15 20 | | |
| R. Murray..... | do | 300 00 | 224 40 | | |
| J. O'Connor..... | do | 720 00 | 177 50 | | |
| E. J. Skelly..... | do | 720 00 | 180 40 | | |
| T. Martin..... | do | 720 00 | 156 80 | | |
| T. Mason..... | do | 713 33 | 174 80 | | |
| J. H. Bennett..... | do | 713 33 | 176 30 | | |
| T. Dunn..... | do | 640 00 | | | |
| M. Maloney..... | do | 640 00 | 115 60 | | |
| W. Stokes..... | do | 640 00 | 165 50 | | 8,994 73 |
| J. Legate..... | do | 520 00 | 187 60 | | |
| J. D. Cunningham..... | do | 520 00 | 127 70 | | |
| J. J. Golden..... | do | 516 67 | 132 80 | | |
| L. P. McP. McDonald..... | do | 513 34 | 149 70 | | |
| C. Pierson..... | do | 513 34 | 154 70 | | |
| do | do | 560 00 | 199 10 | | |
| do | do | 480 00 | 200 30 | | |
| do | do | 280 00 | 70 30 | | |
| do | do | 280 00 | 63 80 | | |
| do | do | 14,016 68 | 3,079 60 | | 5,469 05 |
| Total, Barrie Railway Mail Service..... | | | | | 17,098 28 |
| KINGSTON DIVISION. | | | | | |
| G. E. Griffin..... | Post Office Inspector..... | 2,400 00 | | | |
| A. Jones..... | Assistant do | 1,200 00 | | | 3,600 00 |
| J. Meagher..... | 2nd Class Clerk..... | 1,200 00 | | | |
| P. H. Macarow..... | do | 1,015 00 | | | |
| J. E. Hopkirk..... | do | 1,100 00 | | | 3,315 00 |
| J. C. Strange..... | 3rd do | 540 00 | | | 540 00 |
| Total, Kingston Inspector's Office..... | | | | | 7,455 00 |

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REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | | Night Duty and Mileage. | | Total of Classes. | | Grand Total. | |
|------------------------------|--|---------|------|-------------------------|------|-------------------|------|--------------|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| RAILWAY MAIL SERVICE. | | | | | | | | | |
| F. Scobell | 2nd Class Railway Mail Clerk. | 700 | 00 | 134 | 50 | 1,132 | 81 | | |
| W. D. Abercrombie | do to 14th November, 1884 (services ceased). | 238 | 21 | 60 | 10 | | | | |
| J. Hoyland | 3rd do | 520 | 00 | 155 | 70 | 1,709 | 70 | | |
| H. F. Ketcheson | do from 1st January, 1885 (transferred from Belleville Post Office). | 240 | 00 | 55 | 10 | | | | |
| W. H. Gass | do from 1st February, 1886 (transferred from Montreal Post Office) | 200 | 00 | 19 | 20 | 1,709 | 70 | | |
| D. J. Walker, jun. | do Probationary, from 8th January, 1885. | 233 | 55 | 68 | 10 | | | | |
| W. J. Doller | do do from 6th February, 1885. | 192 | 85 | 27 | 20 | | | | |
| | Total, Kingston Railway Mail Service. | 2,324 | 61 | 517 | 90 | | | 2,842 | 51 |
| LONDON DIVISION. | | | | | | | | | |
| R. W. Barker | Post Office Inspector | 2,400 | 00 | | | 3,800 | 00 | | |
| C. Fisher | Assistant do | 1,400 | 00 | | | | | | |
| A. Thomson | 1st Class Clerk | 1,300 | 00 | | | 1,300 | 00 | | |
| W. Blair | 2nd do Probationary | 900 | 00 | | | | | | |
| B. G. Mercer | 3rd do | 800 | 00 | | | 2,861 | 44 | | |
| G. Hampton | do do | 711 | 44 | | | | | | |
| F. W. Matthews | do do | 690 | 00 | | | | | | |
| J. Johnson | do do | 460 | 00 | | | 460 | 00 | | |
| B. McNeil | Messenger | 460 | 00 | | | | | | |
| | Total, London Inspector's Office. | | | | | | | 9,121 | 41 |

RAILWAY MAIL SERVICE.

| 1st Class Railway Mail Clerk. | | | | |
|--|----|-----------|----------|-----------|
| P. Purdon..... | do | 960 00 | 176 40 | |
| J. Wynn..... | do | 960 00 | 142 30 | |
| B. D. D. Korison..... | do | 960 00 | 138 60 | |
| A. G. McWhinney..... | do | 960 00 | 178 20 | |
| W. Mathews..... | do | 960 00 | 167 00 | |
| J. G. Wright..... | do | 960 00 | 190 00 | |
| H. Cousins..... | do | 960 00 | 162 96 | |
| T. J. Essex..... | do | 960 00 | 119 00 | |
| J. Yorck..... | do | 960 00 | 181 80 | |
| W. Mitchell..... | do | 960 00 | 234 70 | |
| W. Edgar..... | do | 960 00 | 189 40 | |
| | | | | 12,410 30 |
| 2nd | | | | |
| A. Jones..... | do | 333 34 | 41 60 | |
| T. J. O'Meara..... | do | 800 00 | 181 30 | |
| R. P. Wright..... | do | 800 00 | 187 70 | |
| J. Flynn..... | do | 800 00 | 194 00 | |
| J. Mitchell..... | do | 800 00 | 119 00 | |
| J. W. McLaren..... | do | 720 00 | 218 00 | |
| J. J. Doyle..... | do | 720 00 | 160 00 | |
| W. D. Tye..... | do | 720 00 | 188 90 | |
| J. E. Scanlan..... | do | 720 00 | 90 00 | |
| E. O. B. Rogers..... | do | 693 23 | 170 80 | |
| J. L. G. Elliott..... | do | 640 00 | 253 90 | |
| W. Cousins..... | do | 713 33 | 181 60 | |
| W. A. O'Leary..... | do | 640 00 | 105 70 | |
| F. A. Gemmill..... | do | 466 66 | 90 90 | |
| J. M. Farrow..... | do | 600 00 | 204 60 | |
| J. G. L. Dawson..... | do | 600 00 | 218 90 | |
| A. F. Center..... | do | 600 00 | 176 30 | |
| D. J. McLean..... | do | 600 00 | 217 00 | |
| | | | | 14,944 86 |
| 3rd | | | | |
| H. Elliot..... | do | 520 00 | 146 10 | |
| W. H. Arland..... | do | *523 34 | 123 60 | |
| J. P. Casgrain..... | do | *523 34 | 174 90 | |
| W. Purdon..... | do | 488 71 | 174 40 | |
| W. G. McMillan..... | do | 480 00 | 105 60 | |
| A. Northwood..... | do | 480 00 | 183 90 | |
| C. McL. Sinclair..... | do | 480 00 | 120 30 | |
| G. W. Young..... | do | 480 00 | 169 70 | |
| W. L. McNeal..... | do | 480 00 | 179 80 | |
| J. Oorcoran..... | do | 480 00 | 184 50 | |
| | | | | 6,478 19 |
| Railway Mail Porter (including arrears)..... | | 405 00 | | |
| Total, London Railway Mail Service..... | | 27,847 05 | 6,391 30 | 405 00 |

34,238 35

H:

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|------------------------------|---|----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| OTTAWA DIVISION. | | | | | |
| T. P. French..... | Post Office Inspector..... | 2,400 00 | | | |
| R. Bolduc..... | Assistant do (including arrears)..... | 1,240 00 | | 3,640 00 | |
| C. P. LeSueur..... | 1st Class Clerk..... | 1,200 00 | | 1,200 00 | |
| D. Moloney..... | 2nd do Probationary..... | 900 00 | | 900 00 | |
| J. F. O'Connor..... | 3rd do..... | 800 00 | | | |
| D. A. Bruce..... | do Probationary, from 1st Dec, 1884 (transferred from Ottawa P.O.)..... | 233 34 | | 1,033 34 | |
| R. Roy..... | Messenger..... | 460 00 | | | |
| H. Duggan, jun..... | Temporary Messenger, from 1st September to 6th October, 1884..... | 27 00 | | 487 00 | |
| | Total, Ottawa Inspector's Office..... | | | | 7,260 34 |
| RAILWAY MAIL SERVICE. | | | | | |
| J. D. Thomson..... | 1st Class Railway Mail Clerk..... | 980 00 | 345 65 | | |
| E. Gordon..... | do..... | 960 00 | 363 85 | | |
| W. F. Burnham..... | do..... | 960 00 | 194 55 | | |
| G. T. Gorrell..... | do..... | 960 00 | 224 40 | | |
| R. Peden..... | do Probationary..... | 980 00 | 367 10 | | |
| J. A. Chevrier..... | do..... | 720 00 | 321 20 | | |
| A. Leclair..... | do..... | 720 00 | 213 55 | | |
| J. B. Z. Legendre..... | do..... | 720 00 | 153 70 | | |
| R. Montgomery..... | do..... | 688 66 | 182 42 | | |
| P. A. Maingy..... | do..... | 759 00 | 268 92 | | |
| O. Curran..... | do..... | 700 00 | 161 46 | | |
| L. C. A. Casgrain..... | do..... | 750 00 | 150 19 | | |
| F. H. Smith..... | do from 1st August, 1884 (transferred from Montreal Division)..... | 550 00 | 216 40 | | |

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| | | | | | |
|------------------------------|-----|---|-----------|----------|-----------|
| J. B. Gillisic..... | do | Probationary (less fine)..... | 639 00 | 168 61 | |
| C. Plumb..... | do | do from 20th September, 1884 (less fine)..... | 640 00 | 269 90 | |
| H. MacDonald..... | do | do | 467 33 | 125 72 | 9,552 06 |
| E. P. Gillies..... | 3rd | | 493 34 | 185 50 | |
| S. Houston..... | do | | 480 00 | 172 76 | |
| J. Griffith..... | do | | 480 00 | 278 20 | |
| J. Eagleson..... | do | Probationary, from 10th December, 1884..... | 268 39 | 129 70 | |
| J. J. Nevens..... | do | do from 1st January, 1885; also Temporary Clerk from 27th Dec., 1884..... | | | |
| J. J. Lally..... | do | do from 6th January, 1885..... | 246 45 | 33 86 | |
| A. H. J. Coburn..... | do | do | 234 84 | 42 10 | |
| | | | 234 84 | 116 90 | 9,385 98 |
| | | Total, Ottawa Railway Mail Service..... | 14,569 85 | 4,663 64 | 19,233 49 |
| TORONTO DIVISION. | | | | | |
| M. Sweetnam..... | | Post Office Inspector..... | 2,600 00 | | |
| G. A. Burnham..... | | Assistant do..... | 1,490 00 | | 4,000 00 |
| W. E. Griffith..... | | 1st Class Clerk..... | 1,300 00 | | 1,300 00 |
| G. T. B. Gurnett..... | 2nd | do..... | 1,120 00 | | |
| W. Greaves..... | do | do..... | 1,040 00 | | |
| J. Henry..... | do | do..... | 1,012 50 | | |
| W. Crocker..... | do | do..... | 1,000 00 | | 4,172 50 |
| H. W. Smallpiece..... | 3rd | do..... | 800 00 | | 1,200 00 |
| G. B. Sweetnam..... | do | do..... | 400 00 | | 460 00 |
| J. McKillop..... | | Messenger..... | 460 00 | | |
| | | Total, Toronto Inspector's Office..... | 960 00 | | 11,132 50 |
| RAILWAY MAIL SERVICE. | | | | | |
| C. J. H. Winstanley..... | | Acting Chief Railway Mail Clerk..... | 960 00 | | 960 00 |
| J. Sautler..... | | 1st Class Railway Mail Clerk..... | 960 00 | 390 50 | |
| T. McCormick..... | do | do..... | 960 00 | 107 10 | |
| J. O. Bennett..... | do | do..... | 960 00 | 203 10 | |
| W. Beatty..... | do | do..... | 960 00 | 373 63 | |
| W. C. Ashdown..... | do | do..... | 960 00 | 167 50 | |

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|---|-------------------------------|---------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| TORONTO DIVISION—RAILWAY MAIL SERVICE—Concluded. | | | | | |
| F. Tyner..... | 1st Class Railway Mail Clerk. | | | | |
| G. F. Burns..... | do | 960 00 | 485 20 | | |
| G. A. Shaw..... | do | 960 00 | 205 10 | | |
| T. S. Birchall..... | do | 960 00 | 112 30 | | |
| L. V. Byrne..... | do | 960 00 | 410 89 | | |
| | Probationary..... | 960 00 | 288 51 | | |
| | | | | 12,237 03 | |
| W. Noble..... | 2nd | 800 00 | 307 40 | | |
| J. Egan..... | do | 800 00 | 198 56 | | |
| A. Thompson..... | do | 800 00 | 182 30 | | |
| J. Dundas..... | do | 800 00 | 169 30 | | |
| J. H. Deacon..... | do | 668 67 | 44 50 | | |
| P. J. Costello..... | do | 800 00 | 371 50 | | |
| F. A. Gemmill..... | do | 340 00 | 64 10 | | |
| D. J. Skelly..... | do | 720 00 | 163 20 | | |
| G. Mathews..... | do | 720 00 | ..... |  |  |
| A. Findlay..... | do | 720 00 | 360 02 | | |
| C. T. Bell..... | do | 693 33 | 166 00 | | |
| J. E. McLeod..... | do | 720 00 | 292 76 | | |
| F. O'G. Higgins..... | do | 720 00 | 179 58 | | |
| A. Beatty..... | do | 720 00 | 277 38 | | |
| W. M. Platt..... | do | 706 66 | 112 00 | | |
| E. O. Boyle..... | do | 700 00 | 148 20 | | |
| N. F. Elliott..... | do | 673 33 | 332 72 | | |
| W. O'Connor..... | do | 673 33 | 332 70 | | |
| W. B. Smith..... | do | 726 96 | 168 20 | | |
| J. Little..... | do | 640 00 | 366 25 | | |
| G. W. Griffin..... | do | 640 00 | 274 90 | | |
| L. Sawell..... | do | 706 66 | 361 65 | | |
| J. O'Donohue..... | do | 800 00 | 285 06 | | |
| A. Jones..... | do | 300 00 | 39 80 | | |
| | | 466 66 | 98 70 | | |
| | | | | 22,321 07 | |

Hi

| | | | | | | | |
|---|-----|----|-------|-----------|----------|--|----------------------|
| C. Coleman..... | 3rd | do | ..... | 530 00 | 229 85 | | |
| D. B. Kelly..... | | do | ..... | 516 67 | 143 60 | | |
| J. Kelly..... | | do | ..... | 516 67 | 228 10 | | |
| G. M. Harris..... | | do | ..... | 516 67 | 187 90 | | |
| J. Pringle..... | | do | ..... | 516 67 | 127 00 | | |
| F. C. Clarke..... | | do | ..... | 520 00 | 285 74 | | |
| W. Smellie..... | | do | ..... | 520 00 | 120 00 | | |
| W. J. Little..... | | do | ..... | 480 00 | 3 63 | | |
| E. J. Friel..... | | do | ..... | 480 00 | 197 60 | | |
| W. J. Ramsey..... | | do | ..... | 443 87 | 84 50 | | |
| W. Richardson..... | | do | ..... | 369 33 | 102 40 | | |
| W. H. Humphrey..... | | do | ..... | 197 33 | 33 10 | | |
| J. T. Mollard..... | | do | ..... | 232 26 | 36 70 | | |
| A. J. Cheyne..... | | do | ..... | 157 41 | 35 90 | | |
| Temporary Railway Mail Clerk, from 24th February, 1885..... | | | | 167 14 | 32 00 | | 7,802 90 |
| Mail Transfer Agent, from 11th September, 1884..... | | | | 322 22 | | | 199 14 |
| do from 1st June, 1885 (transferred from Toronto Post Office) | | | | 35 84 | | | 368 06 |
| Total, Toronto Railway Mail Service..... | | | | 34,125 38 | 9,752 82 | | |
| | | | | | | | 43,878 20 |
| | | | | | | | \$24,405 26 |
| | | | | | | | \$164,878 25 |
| | | | | | | | \$164,878 25 |
| | | | | | | | \$140,497 99 |
| | | | | | | | Carried forward..... |

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--------------------------------|---|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| | <i>Brought forward</i> | | | 164,873 25 |
| BELLEVILLE POST OFFICE. | | | | |
| J. H. Meacham..... | Postmaster..... | 1,400 00 | | |
| J. Reid..... | Assistant Postmaster..... | 1,100 00 | 2,500 00 | |
| T. Duncan..... | 3rd Class Clerk..... | 680 00 | | |
| A. Gillen..... | do..... | 480 00 | | |
| H. F. Ketcheson..... | do to 31st December, 1884 (transferred to Kingston Division)..... | 210 00 | | |
| S. W. Lazier..... | do..... | 400 00 | | |
| W. B. Walker..... | do Probationary..... | 400 00 | | |
| J. M. Newbery..... | do do from 8th September, 1884..... | 325 55 | | |
| W. J. Embury..... | do do from, and Temporary Clerk to 1st December, 1884..... | 400 00 | 2,895 55 | |
| J. J. Lynch..... | Temporary Clerk, from 1st December, 1884..... | 233 34 | 233 34 | |
| | Total, Belleville Post Office..... | | | 5,628 89 |
| HAMILTON POST OFFICE. | | | | |
| H. N. Case..... | Postmaster..... | 2,400 00 | | |
| H. Colbeck..... | Assistant Postmaster..... | 1,600 00 | 4,000 00 | |
| H. A. Eager..... | 1st Class Clerk..... | 1,200 00 | 1,200 00 | |
| G. H. Armstrong..... | 2nd do to 31st December, 1884 (superannuated)..... | 600 00 | | |
| T. Burns..... | do do..... | 1,200 00 | | |
| J. Gordon..... | do do to 31st December, 1884 (superannuated)..... | 600 00 | | |
| G. H. Bull..... | do do Probationary; promoted from 3rd Class, 1st January, 1885..... | 850 00 | | |
| G. Ross..... | do do do..... | 850 00 | 4,100 00 | |

| | | |
|-------------------|-------------------------------|--------|
| A. C. Crisp | do | 800 00 |
| J. C. Dempsey | do | 800 00 |
| J. S. Mathews | do | 800 00 |
| E. H. Dunnett | do | 800 00 |
| B. F. Barber | do | 800 00 |
| W. R. Ecclestone | do | 640 00 |
| H. Dinne | do | 640 00 |
| W. Smith | do | 640 00 |
| P. J. O'Donnell | do | 640 00 |
| B. Fitzgerald | do | 590 00 |
| W. Flynn | do | 590 00 |
| D. D. Campbell | do | 520 60 |
| W. L. Waterman | do | 490 00 |
| H. Hill | do | 480 00 |
| J. A. Webber | do | 480 00 |
| H. E. J. Filgano | do | 480 00 |
| J. D. McDonald | do | 383 34 |
| C. Judd | do | 420 00 |
| O. Beatty | do | 420 00 |
| J. R. Morden | do | 410 00 |
| J. E. B. Mackay | do | 208 60 |
| J. O. McCulloch | do | 124 73 |
| R. J. Harrou | do | 117 20 |
| 12,373 87 | | |
| J. Murphy | Superintendent Letter Carrier | 600 00 |
| J. Catchpole | Letter Carrier | 600 00 |
| T. B. S. Austin | do | 600 00 |
| J. Gore | do | 600 00 |
| J. H. Fearnside | do | 600 00 |
| W. J. Flocks | do | 600 00 |
| H. M. Coates | do | 600 00 |
| C. W. W. Fielding | do | 600 00 |
| J. Wilson | do | 600 00 |
| J. Gardner | do | 600 00 |
| R. Stratton | do | 600 00 |
| W. Angus | do | 430 00 |
| J. E. S. Baillie | do | 447 56 |
| W. Rennie | do | 447 56 |
| C. Anstey | do | 407 60 |
| D. C. Downie | do | 382 50 |
| T. H. Loney | do | 382 50 |
| A. Griffin | (including arrears) | 365 00 |
| W. Dava | do | 365 00 |
| W. H. James | do | 365 00 |
| E. Frank | do | 365 00 |
| J. W. North | do | 370 00 |
| C. H. Stickle | do | 370 00 |
| G. Springate | do | 370 00 |
| M. Dawson | do | 370 00 |

REPORT No. 3, A—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--|--|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| HAMILTON POST OFFICE—Continued. | | | | |
| O. Sevier..... | Letter Carrier (including arrears)..... | 370 00 | | |
| W. A. Mundy..... | do..... | 370 00 | 12,777 50 | |
| D. Walsh..... | Messenger..... | 510 00 | 510 00 | |
| | Total, Hamilton Post Office..... | | | 34,861 37 |
| KINGSTON POST OFFICE. | | | | |
| J. Shannon..... | Postmaster..... | 1,800 00 | | |
| W. Shannon..... | Assistant Postmaster..... | 1,400 00 | 3,200 00 | |
| J. Kelly..... | 1st Class Clerk..... | 1,200 00 | 1,200 00 | |
| R. T. Burns..... | 2nd do..... | 1,200 00 | 1,200 00 | |
| J. C. Strachan..... | 3rd do..... | 800 00 | | |
| W. S. Smyth..... | do..... | 800 00 | | |
| J. F. Pense..... | do..... | 640 00 | | |
| J. McBride..... | do..... | 580 00 | | |
| J. L. Renton..... | do..... | 540 00 | | |
| R. A. Adair..... | do..... | 360 00 | | |
| F. C. Volgt..... | do..... | 475 50 | | |
| F. Macdonald..... | do..... | 799 06 | | |
| R. J. Darcey..... | do..... | 400 00 | | |
| T. Moore..... | do..... | 86 67 | | |
| | Probationary, from 13th April, 1885..... | | | 5,485 17 |
| A. H. Miller..... | Letter Carrier..... | 495 00 | | |
| J. Collins..... | do..... | 455 00 | | |
| R. Lewers..... | do..... | 365 00 | | |
| L. Paladeau..... | do..... | 365 00 | | |
| W. O'Reilly..... | do..... | 370 00 | | |
| | including arrears..... | | | |
| | do..... | | | |
| | do..... | | | |

| | | | | | |
|--|----|----|--|----------|----------|
| S. A. McCammon..... | do | do | to 30th September, 1884 (resigned)..... | 100 00 | |
| P. J. Howland..... | do | do | from, and Temporary Letter Carrier to, 1st December, 1884..... | 363 00 | 2,613 00 |
| C. W. Thompson..... | do | do | Temporary Letter Carrier from 15th to 19th November, 1884..... | 4 00 | |
| W. Nell..... | do | do | do from 18th April, 1885..... | 73 00 | 77 00 |
| H. Dunbar..... | do | do | Messenger..... | 510 00 | 510 00 |
| Total, Kingston Post Office..... | | | | | |
| LONDON POST OFFICE. | | | | | |
| R. J. C. Dawson..... | do | do | Postmaster..... | 2,200 00 | |
| J. D. Sharman..... | do | do | Assistant Postmaster..... | 1,600 00 | 3,800 00 |
| H. D. Dalton..... | do | do | 1st Class Clerk..... | 1,200 00 | 1,200 00 |
| J. Hunter..... | do | do | do | 1,119 99 | |
| R. F. Mathews..... | do | do | do | 1,119 99 | |
| G. Hevey..... | do | do | Probationary; promoted from 3rd Class, 1st October, 1884..... | 805 00 | 3,044 98 |
| C. J. N. Shanly..... | do | do | do | 800 00 | |
| J. Ward..... | do | do | do | 800 00 | |
| E. Ashton..... | do | do | do | 800 90 | |
| N. McNeil..... | do | do | do | 690 00 | |
| L. Lawless..... | do | do | do | 560 00 | |
| W. Nicholls..... | do | do | do | 560 00 | |
| F. C. Wheeler..... | do | do | do | 490 00 | |
| W. H. Skinner..... | do | do | do | 480 00 | |
| J. H. Cousins..... | do | do | do | 416 83 | |
| R. A. Gunn..... | do | do | do | 480 00 | |
| J. O'Meara..... | do | do | do | 480 00 | |
| G. B. Nash..... | do | do | do | 40 00 | |
| J. P. Murray..... | do | do | do | 430 00 | |
| A. Carrothers..... | do | do | do | 460 00 | |
| F. J. Devinney..... | do | do | do | 333 34 | |
| M. Haystead..... | do | do | do | 447 50 | |
| J. Kennedy..... | do | do | do | 600 00 | |
| J. Denady..... | do | do | do | 590 00 | |
| J. N. Beattie..... | do | do | do | 600 00 | |
| G. Hilton..... | do | do | do | 600 00 | |
| J. A. Scroston..... | do | do | do | 600 08 | |
| G. Evans..... | do | do | do | 599 00 | |
| W. S. Short..... | do | do | do | 470 00 | |
| J. Ward..... | do | do | do | 447 50 | |
| F. W. Bermingham..... | do | do | do | 407 50 | |
| Superintendent Letter Carrier from, and Letter Carrier to, 1st November, 1884..... | | | | 447 50 | |
| Letter Carrier..... | | | | 600 00 | |
| (suspended six days in November, 1884)..... | | | | 590 00 | |
| do | | | | 600 00 | |
| do | | | | 600 00 | |
| do | | | | 600 08 | |
| do | | | | 599 00 | |
| do | | | | 470 00 | |
| do | | | | 447 50 | |
| do | | | | 407 50 | |

14,186 17

7,750 17

REPORT No. 3, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--------------------------------------|--|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| LONDON POST OFFICE—Continued. | | | | |
| W. P. Burns..... | Letter Carrier..... | 390 00 | | |
| T. Brennan..... | do including arrears..... | 365 00 | | |
| P. Phillips..... | do..... | 365 00 | | |
| T. W. Bartlett..... | do..... | 365 00 | | |
| J. Wilson..... | do..... | 365 00 | | |
| T. Phair..... | do..... | 365 00 | | |
| F. Pontey..... | do..... | 365 00 | | |
| J. Percival..... | do..... | 365 00 | | |
| R. Walsh..... | do..... | 370 00 | | |
| M. J. Maitland..... | do..... | 369 50 | | |
| M. Jno. Cushing..... | do..... | 370 00 | | |
| W. F. Southcott..... | do from, and Temporary Letter Carrier (including arrears) to, 1st September, 1884 from 22nd September, 1884..... | 279 00 | 9,895 00 | |
| W. K. Hewes..... | Temporary Letter Carrier from 17th July to 10th November, 1884..... | 109 60 | | |
| Jas. Cushing..... | do from 4th April, 1885..... | 87 00 | 198 60 | |
| J. W. Kern..... | Letter Collector..... | 600 00 | | |
| R. Wright..... | do..... | 555 00 | | |
| M. O'Meara..... | Messenger..... | 560 00 | 1,155 00 | |
| | Total, London Post Office..... | | 560 00 | 27,401 75 |
| OTTAWA POST OFFICE. | | | | |
| J. A. Gouin..... | Postmaster, from 1st February, 1885..... | 853 33 | | |
| F. Hawken..... | Assistant Postmaster..... | 1,800 00 | | |
| F. French..... | 1st Class Clerk..... | 1,300 00 | 2,833 33 | |
| H. B. Bates..... | 2nd do..... | 1,175 00 | 1,300 00 | |
| H. S. McDermott..... | do..... | 940 00 | | |
| E. J. O'Connor..... | do..... | 1,120 00 | | |

REPORT No. 8, A.—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--------------------------------------|--|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| OTTAWA POST OFFICE—Continued. | | | | |
| J. T. Bédard..... | Letter Carrier (including arrears) | 370 09 | | |
| M. Fagan..... | do | 370 00 | | |
| J. Barrow..... | do | 366 00 | | |
| N. Marion..... | do from 1st August, 1884 | 330 00 | | |
| A. Pegg..... | do from 1st October, 1884; also Temporary Letter Carrier from 22nd Sept., 1884 | 279 09 | | |
| H. H. Duggan..... | do from 1st December, 1884; do 31st Oct., 1884 | 240 99 | 8,172 00 | |
| T. J. Egan..... | Temporary Letter Carrier, to 12th September, 1884..... | 82 00 | 82 00 | |
| W. Darcy..... | Letter Collector | 600 00 | | |
| W. Goodwin..... | do | 600 00 | | |
| H. Duggan..... | Messenger..... | 510 00 | 1,200 00 | |
| H. Duggan, jun..... | Temporary Messenger, from 9th July to 31st August, 1884..... | 54 00 | | |
| | Total, Ottawa Post Office..... | | 564 00 | |
| | | | | 33,079 37 |
| TORONTO POST OFFICE. | | | | |
| J. O. Patteson..... | Postmaster..... | 2,000 00 | | |
| J. Carruthers..... | Assistant Postmaster..... | 2,000 00 | | |
| J. H. Davis..... | 1st Class Clerk | 1,400 00 | | |
| A. Cooper..... | do | 1,200 00 | | |
| J. Moerschfelder..... | do | 1,400 00 | | |
| A. Corke..... | do (less fines)..... | 1,197 50 | | |
| A. G. Thompson..... | do Probationary; promoted from 2nd Class 1st, January, 1885..... | 1,050 00 | | |
| A. Harstone..... | 2nd do | 1,200 00 | | |
| H. F. Falkiner..... | do | 1,200 00 | | |
| W. London..... | do | 1,130 00 | | |
| R. E. Chadd..... | do | 1,130 00 | | |
| | | | 5,000 00 | |
| | | | | 6,247 50 |

| | | |
|--------------------------|----|----------|
| B. Bascom..... | do | 1,120 00 |
| B. M. Armstrong..... | do | 1,120 00 |
| J. Monaghan..... | do | 1,120 00 |
| B. Langley..... | do | 1,120 00 |
| R. W. Riddell..... | do | 900 00 |
| B. Hassard..... | do | 900 00 |
| A. Beatty..... | do | 900 00 |
| Probationary..... | | |
| A. T. Middleton..... | do | 800 00 |
| W. McPherson..... | do | 800 00 |
| J. Gorman..... | do | 800 00 |
| A. A. Curran..... | do | 800 00 |
| W. H. Douglas..... | do | 800 00 |
| J. Dunbar..... | do | 800 00 |
| H. S. Allen..... | do | 800 00 |
| J. Callaghan..... | do | 800 00 |
| J. H. Scott..... | do | 780 00 |
| H. Boulter..... | do | 680 00 |
| W. Bonnick..... | do | 640 00 |
| R. Thompson..... | do | 590 00 |
| R. A. Aymong..... | do | 540 00 |
| G. A. Thomas..... | do | 500 00 |
| M. E. Hynes..... | do | 500 00 |
| A. Pearson..... | do | 510 00 |
| J. C. Beatty..... | do | 11 61 |
| W. J. Newell..... | do | 113 41 |
| J. R. Fraser..... | do | 480 00 |
| J. Aikins..... | do | 480 00 |
| W. L. Bell..... | do | 450 00 |
| J. Wright..... | do | 480 00 |
| A. E. Beatty..... | do | 480 00 |
| J. A. D. Riddell..... | do | 450 00 |
| A. Prael..... | do | 440 00 |
| W. E. Lemon..... | do | 440 00 |
| M. McDonald..... | do | 430 00 |
| M. Boyd..... | do | 430 00 |
| J. K. Johnstone..... | do | 430 00 |
| W. Arthurs..... | do | 430 00 |
| J. Rutherford..... | do | 430 00 |
| J. Grandfield..... | do | 440 40 |
| A. McIntyre..... | do | 630 00 |
| W. Riddle..... | do | 430 00 |
| R. A. Pridham..... | do | 430 00 |
| R. Fritchman..... | do | 430 00 |
| J. S. Boddy..... | do | 800 00 |
| C. E. Smith..... | do | 420 00 |
| H. A. Dwyer..... | do | 400 00 |
| R. F. Durham..... | do | 399 50 |
| | | 430 00 |

11,820 00

REPORT No. 3, A—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|---------------------------------------|---|---------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| TORONTO POST OFFICE—Continued. | | | | |
| J. R. Briggs | 3rd Class Clerk Probationary | 400 00 | | |
| W. Sparks | do | 400 00 | | |
| R. Dillon | do | | | |
| | from 1st August to 30th November, 1884; also Temporary Clerk from 1st to 31st July, 1884 (less fine—left the service) | 165 59 | | |
| A. Symons | do | 399 50 | | |
| T. H. McCandless | do | 279 57 | | |
| W. A. Hynes | do | 278 49 | | |
| E. Spencer | do | 410 00 | | |
| T. Patterson | do | 437 50 | | |
| T. Gill | do | 400 00 | | |
| | from 1st November, 1884; also Temporary from 20th Oct., 1884.. do 31st do | | | |
| | from, and Letter Carrier to 30th November, 1884..... from, and Letter Carrier to 31st March, 1885..... do | | | |
| | do | | 2,095 17 | |
| R. Dunlop | Temporary Clerk, to 31st August, 1884..... | 66 66 | | |
| J. A. Whiteside | do | 30 00 | | |
| G. H. Bennett | do | 40 00 | | |
| G. A. Austin | do | 40 00 | | |
| H. J. Page | do | 40 00 | | |
| W. Maude | do | 40 00 | | |
| J. Huggard | do | 40 00 | | |
| A. J. Mills | do | 3 00 | | |
| F. W. Spinks | do | 40 00 | | |
| S. Luckman | do | 36 13 | | |
| | from 17th to 19th December, 1884..... from 18th December, 1884, to 17th January, 1885..... from 20th December, 1884, to 16th January, 1885..... | | 375 79 | |
| J. Clode | Letter Carrier..... | 600 00 | | |
| W. Foster | do | 600 00 | | |
| A. Packman | do | 600 00 | | |
| C. Reeves | do | 600 00 | | |
| J. Osborne | do | 600 00 | | |
| W. Kenny | do | 600 00 | | |
| J. L. Watkins | do | 600 00 | | |
| J. Barnes | do | 600 00 | | |
| M. Coffey | do | 600 00 | | |
| J. West | do | 450 00 | | |
| T. Curley | do | 600 00 | | |
| J. H. Weatherbee | do | 600 00 | | |
| G. Yates | do | 600 00 | | |
| | to 31st March, 1885 (deceased)..... | | | |

| | | |
|-------------------|----|--------|
| J. Williams | do | 600 00 |
| J. Stewart | do | 600 00 |
| W. Sargent | do | 600 00 |
| J. Stoddart | do | 600 00 |
| M. Sullivan | do | 600 00 |
| C. N. Moore | do | 600 00 |
| C. Culross | do | 600 00 |
| J. R. Cuthbertson | do | 600 00 |
| P. Murphy | do | 400 00 |
| T. Beale | do | 462 50 |
| J. Marks | do | 495 00 |
| J. Crawford | do | 407 67 |
| T. Berney | do | 447 50 |
| R. Hodgins | do | 447 50 |
| R. Jamieson | do | 447 50 |
| J. Askin | do | 430 00 |
| J. Gordon | do | 415 00 |
| R. Sparks | do | 407 00 |
| W. Kimber | do | 407 50 |
| R. Gardiner | do | 407 50 |
| D. Flack, jun. | do | 367 00 |
| R. Dursion | do | 362 14 |
| W. S. Parry | do | 365 00 |
| A. Scholes | do | 386 66 |
| J. McCandless | do | 415 00 |
| A. C. Jackson | do | 362 50 |
| R. London | do | 365 00 |
| R. Kirkpatrick | do | 365 00 |
| C. Kennedy | do | 365 00 |
| H. Treloan | do | 370 00 |
| B. Bowel | do | 370 00 |
| J. H. Watson | do | 370 00 |
| C. Somerville | do | 370 00 |
| A. H. Meadows | do | 370 00 |
| F. Kirk | do | 370 00 |
| J. Anderson | do | 370 00 |
| W. H. Langstone | do | 370 00 |
| G. Pollock | do | 370 00 |
| S. Reid | do | 370 00 |
| C. E. Swat | do | 370 00 |
| W. R. Woodcock | do | 370 00 |
| T. Haycock | do | 360 00 |
| G. Booth | do | 360 00 |
| C. Thompson | do | 365 00 |
| W. J. Platt | do | 365 00 |
| G. Ellis | do | 316 45 |
| E. Meadows | do | 316 45 |
| J. Butler | do | 316 45 |
| J. A. Baxter | do | 316 45 |

(on leave of absence without salary, from 7th July to 15th August, 1884).

(less fine)

(less fine)

(suspended from 1st to 5th February, 1886) (including arrears)

to 31st May, 1885 (transferred to Toronto Division)

(including arrears—less fines)

from, and Temporary Letter Carrier to 1st August, 1884

do

from 15th August, 1884 (less fine)

do

do

REPORT No. 3, A—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|---------------------------------------|---|---------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| TORONTO POST OFFICE—Conclud'd. | | | | |
| T. Smith | Letter Carrier from 1st April, 1885; also Temporary Letter Carrier from 5th March, 1885. | 116 12 | | |
| D. R. Terment | do | 90 00 | | |
| H. R. Atkinson | do from 2nd April, 1886 | 89 00 | | |
| R. Weir | do from 27th do | 64 00 | | |
| | | | 28,501 89 | |
| O. Giroux | Temporary Letter Carrier, to 31st July, 1884. | 25 00 | | |
| A. McKenzie | do | 355 00 | | |
| H. T. King | do | 365 00 | | |
| G. Thompson | do from 17th December, 1884 | 194 51 | | |
| A. McMorde | do do | 194 51 | | |
| W. Cummins | do from 19th January, 1885 | 162 58 | | |
| W. J. Mankey | do from 11th March, 1885 | 110 32 | | |
| H. Speers | do from 14th do to 30th April, 1885 | 47 42 | | |
| W. C. McNair | do from 8th May, 1885 | 53 22 | | |
| T. Smith | do from 20th do | 40 64 | | |
| G. Mountford | do from 17th December, 1884, to 16th January, 1885 | 30 00 | | |
| J. Goodman | do do do | 30 00 | | |
| H. Allan | do do do | 30 00 | | |
| T. Blaber | do do do | 30 00 | | |
| | | | 1,858 20 | |
| R. Kirk | Porter | 460 00 | | |
| R. R. McJannet | do to 28th February, 1885 (deceased) | 306 66 | | |
| J. Parrott | do (including arrears) | 365 00 | | |
| R. H. J. Hutty | do do | 365 00 | | |
| J. W. Reynolds | do (office-keeper) | 460 00 | | |
| | | | 1,956 66 | |
| BRANCH POST OFFICES—TORONTO. | | | | |
| W. C. Price | Postmaster—Toronto East. | 240 00 | | |
| A. Jeffrey | do do Toronto North | 360 00 | | |

| | | | | | |
|--|----|------|----------|----------|--------------|
| F. Johnston | do | West | 360 00 | 960 00 | 81,615 21 |
| Total, Toronto Post Office and Branches | | | | | |
| WINDSOR POST OFFICE. | | | | | |
| Postmaster | do | | 1,200 00 | | |
| Assistant Postmaster | do | | 900 00 | | |
| 3rd Class Clerk, to 31st October, 1884—(retired with a gratuity) | | | | | |
| P. Conway | do | | 200 00 | 2,100 00 | |
| W. A. Conway | do | | 690 00 | | |
| A. O. Langlois | do | | 690 00 | | |
| E. O'Connor | do | | 690 00 | | |
| A. M. Cousins | do | | 690 00 | | |
| E. R. Wagner | do | | 510 00 | | |
| M. Wagner | do | | 610 00 | | |
| M. W. Nesbitt | do | | 480 00 | | |
| A. Ruthven | do | | 480 00 | | |
| P. Egan | do | | 490 00 | | |
| P. J. McHugh | do | | 410 00 | | |
| C. Banglet | do | | 440 00 | | |
| Total, Windsor Post Office | | | | | |
| OCEAN MAIL SERVICE. | | | | | |
| 1st Class Clerk | do | | 1,000 00 | | |
| do | do | | 1,000 00 | | |
| do | do | | 1,000 00 | | |
| do | do | | 1,000 00 | | |
| do | do | | 800 00 | | |
| do | do | | 783 33 | | |
| do | do | | 800 00 | | |
| Total, Ocean Mail Clerks | | | | | |
| Carried forward | | | | | |
| | | | | 6,310 00 | 9,355 04 |
| | | | | 215 04 | |
| | | | | 730 00 | |
| | | | | 6,383 33 | 6,383 33 |
| | | | | | \$377,383 38 |

REPORT No. 8, A—Detail of all payments for Salaries, &c., in Ontario, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|-------|--|---------|----------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| | Brought forward..... | ..... | ..... | 377,383 38 |
| | Balances of Salaries remitted by cheque to certain Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement)..... | ..... | ..... | 25,473 60 |
| | (Loss—Proportion of Salaries transferred to Quebec— Of Ottawa Inspector, Staff and Railway Mail Clerk..... Of Ocean Mail Clerks ..... | ..... | 2,862 06 1,763 95 | 402,856 98 |
| | Total ..... | ..... | ..... | 4,616 01 |
| | | | | \$398,240 97 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, A.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 102 86 | Aberarder..... | 36 00 | | |
| 56 81 | Aberdeen..... | 20 00 | | |
| 63 50 | Aberdour..... | 23 00 | | |
| 46 40 | Aberfeldy..... | 20 00 | | |
| 167 99 | Aberfoyle..... | 56 00 | | |
| 67 80 | Abingdon..... | 26 00 | | |
| 24 07 | Aboyne..... | 14 50 | | |
| 1,708 16 | Acton..... | 520 00 | | 60 00 |
| 28 51 | Adare..... | 16 00 | | |
| 112 26 | Addison..... | 43 00 | | |
| 126 52 | Adelaide..... | 55 50 | | |
| 72 18 | Admaston..... | 34 60 | | |
| 168 18 | Adolphustown..... | 60 00 | 16 00 | |
| 150 73 | Agincourt..... | 57 50 | | |
| 11 06 | Ahmie Harbor..... | 11 50 | | |
| 14 79 | Ahmie Lake..... | 11 50 | | |
| 1,117 07 | Ailsa Craig..... | 458 00 | | 40 00 |
| 21 00 | Airlie..... | 16 00 | | |
| 34 75 | Air Line Junction..... | 16 00 | | |
| 20 85 | Albert..... | 12 00 | | |
| 66 46 | Alberton..... | 26 00 | | |
| 955 14 | Albion (*from 1st July, 1884)..... | 352 50 | 36 00 | *30 00 |
| 15 02 | Albuna (from 1st Aug., 1884)..... | 6 87 | | |
| 22 21 | Albury..... | 12 00 | | |
| 67 25 | Aldboro'..... | 34 00 | | |
| 100 12 | Aldershot..... | 28 50 | | |
| 1,468 84 | Alexandria..... | 439 99 | 100 00 | 60 00 |
| 375 36 | Alfred..... | 112 50 | | |
| 135 47 | Algoma Mills..... | 320 00 | | 40 00 |
| 76 78 | Algonquin..... | 28 50 | | |
| 176 20 | Allanburg..... | 81 50 | | |
| 580 53 | Allandale..... | 235 00 | 10 00 | |
| 148 43 | Allan Park..... | 71 50 | | |
| 66 68 | Allan's Mills..... | 32 00 | | |
| 105 37 | Allansville..... | 38 50 | | |
| 402 68 | Allenford..... | 145 00 | 12 00 | |
| 105 26 | Allenwood..... | 29 00 | | |
| 59 41 | Allisonville..... | 34 50 | | |
| 2,465 06 | Alliston..... | 680 00 | 8 00 | 100 00 |
| 28 70 | Allou..... | 14 00 | | |
| 312 49 | Alma..... | 115 00 | | |
| 80 21 | Almira..... | 40 00 | | |
| 4,009 73 | Almonte..... | 1,100 00 | 60 00 | 120 00 |
| 178 86 | Alport..... | 37 00 | | |
| 18 50 | Alsace..... | 10 00 | | |
| 115 00 | Alsfeldt..... | 27 00 | | |
| 14 00 | Althorpe..... | 10 00 | | |
| 540 30 | Alton (*to 31st Dec., 1884)..... | 195 00 | *18 00 | |
| 115 73 | Altona..... | 42 00 | | |
| 11 01 | Alvanley (re-opened 1st Nov., 1884)..... | 4 17 | | |
| 1,282 34 | Alvinston..... | 500 00 | | 60 00 |
| 41 96 | Amaranth Station..... | 16 00 | | |

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|-------------------------------------|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 230 | 18 | Amberley..... | 90 | 00 | | | | |
| 8 | 00 | Ambleside (3 Quarters)..... | 12 | 00 | | | | |
| 224 | 39 | Ameliasburg..... | 103 | 00 | | | | |
| 1,896 | 61 | Amherstburg..... | 640 | 00 | 80 | 00 | 80 | 00 |
| 19 | 18 | Amiens..... | 11 | 50 | | | | |
| 184 | 77 | Amigari..... | 80 | 00 | | | | |
| 75 | 26 | Amulree..... | 34 | 50 | | | | |
| 673 | 12 | Ancaster..... | 276 | 00 | | | | |
| 62 | 80 | Anderson..... | 45 | 00 | | | | |
| 576 | 85 | Angus..... | 230 | 00 | | | | |
| 205 | 43 | Annan..... | 115 | 00 | | | | |
| 21 | 59 | Ansonia..... | 11 | 50 | | | | |
| 73 | 25 | Anten Mills..... | 30 | 00 | | | | |
| 13 | 67 | Antioch..... | 10 | 00 | | | | |
| 65 | 60 | Antrim..... | 32 | 00 | | | | |
| 369 | 05 | Appin..... | 150 | 00 | 12 | 00 | | |
| | | Appleby (accounts outstanding)..... | | | | | | |
| 31 | 03 | Appledore..... | 22 | 00 | | | | |
| 41 | 00 | Apple Hill..... | 12 | 50 | | | | |
| 198 | 27 | Appleton..... | 84 | 00 | | | | |
| 272 | 55 | Apsley (*including arrears)..... | 108 | 50 | *25 | 00 | | |
| 46 | 76 | Apto..... | 22 | 00 | | | | |
| 27 | 69 | Archer..... | 11 | 50 | | | | |
| 71 | 36 | Archville..... | 17 | 50 | | | | |
| 205 | 28½ | Arden..... | 95 | 00 | | | | |
| 68 | 27½ | Ardoch..... | 23 | 00 | | | | |
| 30 | 53 | Ardrea..... | 18 | 00 | | | | |
| 74 | 15 | Argyle..... | 38 | 00 | | | | |
| 76 | 62 | Arkell..... | 26 | 00 | | | | |
| 860 | 24 | Arkona..... | 354 | 00 | | | 40 | 00 |
| 184 | 49 | Arkwright..... | 90 | 00 | | | | |
| 34 | 30 | Arlington..... | 31 | 50 | | | | |
| 55 | 22 | Armadale..... | 19 | 00 | | | | |
| 107 | 62 | Armow..... | 50 | 00 | | | | |
| 21 | 69 | Armstrong's Mills..... | 11 | 50 | | | | |
| 19 | 10 | Arner..... | 10 | 00 | | | | |
| 108 | 86 | Arnott..... | 40 | 00 | | | | |
| 3,014 | 12 | Arnprior..... | 820 | 00 | 80 | 00 | 100 | 00 |
| 1,650 | 12 | Arthur..... | 520 | 00 | | | 80 | 00 |
| 230 | 86 | Arva..... | 92 | 00 | 28 | 00 | | |
| 48 | 30½ | Ash..... | 20 | 00 | | | | |
| 182 | 70 | Ashburn..... | 76 | 00 | | | | |
| 14 | 10 | Ashdad..... | 19 | 00 | | | | |
| 157 | 77 | Ashdown..... | 74 | 50 | 4 | 00 | | |
| 64 | 07 | Ashgrove..... | 34 | 00 | | | | |
| 55 | 11 | Ashley..... | 20 | 00 | | | | |
| 226 | 15 | Ashton..... | 87 | 50 | 16 | 00 | | |
| 301 | 82 | Askin..... | 97 | 50 | | | | |
| 81 | 50 | Aspdin..... | 34 | 00 | | | | |
| 35 | 82 | Atha..... | 22 | 00 | | | | |
| 93 | 35 | Atherley..... | 56 | 00 | 12 | 00 | | |
| 19 | 44 | Atherton..... | 12 | 00 | | | | |
| 86 | 63 | Athlone..... | 40 | 00 | | | | |
| 181 | 09 | Athol..... | 63 | 00 | 8 | 00 | | |
| 122 | 38 | Attercliffe..... | 48 | 00 | | | | |
| 93 | 35 | Attercliffe Station..... | 43 | 00 | 8 | 00 | | |

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|-------------------------------------|----------|---------------------|--|
| \$ cts | | \$ cts. | \$ cts. | \$ cts. |
| 430 03 | Atwood (*including arrears)..... | 150 00 | *18 00 | ..... |
| 348 31 | Auburn | 97 50 | ..... | ..... |
| 56 10 | Audley..... | 20 00 | ..... | ..... |
| 49 44 | Augbrim | 36 00 | ..... | ..... |
| 596 55 | Aultsville | 230 00 | ..... | ..... |
| 1,974 32 | Aurora..... | 580 00 | 36 00 | 50 00 |
| 421 47 | Avening | 135 00 | ..... | ..... |
| 93 06 | Avon | 42 00 | ..... | ..... |
| 39 31 | Avon Bank | 17 50 | ..... | ..... |
| 175 73 | Avonmore..... | 70 00 | ..... | ..... |
| 12 50 | Avonroy..... | 11 50 | ..... | ..... |
| 89 18 | Avonton | 41 50 | ..... | ..... |
| 28 70 | Axe Lake | 11 50 | ..... | ..... |
| 2,957 31 | Aylmer West..... | 840 00 | 40 00 | 120 00 |
| 2,069 19 | Ayr..... | 580 00 | ..... | 80 00 |
| 807 27 | Ayton | 272 50 | ..... | ..... |
| 15 20 | Baby's Point | 11 50 | ..... | ..... |
| 12 07 | Baddow..... | 18 00 | ..... | ..... |
| 416 98 | Baden..... | 157 50 | 40 00 | ..... |
| 136 18 | Badjeros (*to 30th June, 1884)..... | 38 50 | *1 00 | ..... |
| 58 26 | Bagot..... | 40 00 | 12 00 | ..... |
| 241 64 | Bailieboro'..... | 79 50 | ..... | ..... |
| 65 48 | Bainsville..... | 20 50 | ..... | ..... |
| 67 78 | Bala | 30 00 | ..... | ..... |
| 118 37 | Balderson..... | 44 00 | ..... | ..... |
| 20 98 | Baldoon (3 Quarters)..... | 12 00 | ..... | ..... |
| 53 54 | Baldwin..... | 24 00 | ..... | ..... |
| 21 58 | Balfour..... | 11 50 | ..... | ..... |
| 113 00 | Ballantrae..... | 36 00 | ..... | ..... |
| 24 81 | Ballantyne's Station..... | 11 50 | ..... | ..... |
| 156 42 | Ballinafad..... | 55 50 | ..... | ..... |
| 14 73 | Ballinville..... | 18 00 | ..... | ..... |
| 98 00 | Ballycrov..... | 43 00 | ..... | ..... |
| 80 00 | Balladuff..... | 47 50 | 8 00 | ..... |
| 23 30 | Ballymote..... | 16 00 | ..... | ..... |
| 87 64 | Balmoral..... | 27 50 | ..... | ..... |
| 77 47 | Balsam..... | 36 00 | ..... | ..... |
| 21 07 | Balsam Lake..... | 11 50 | ..... | ..... |
| 247 61 | Baltimore..... | 96 00 | ..... | ..... |
| 37 00 | Bamberg..... | 18 00 | ..... | ..... |
| 8 66 | Banbury (from 1st Aug., 1884)..... | 6 66 | ..... | ..... |
| 213 07 | Bancroft..... | 58 50 | 6 00 | ..... |
| 73 87 | Banda..... | 64 50 | ..... | ..... |
| 9 95 | Bandon..... | 10 00 | ..... | ..... |
| 27 54 | Banks..... | 18 00 | ..... | ..... |
| 100 50 | Bannockburn..... | 34 00 | ..... | ..... |
| 5 82 | Bardolph..... | 10 00 | ..... | ..... |
| 24 98 | Bardsville..... | 11 50 | ..... | ..... |
| 101 35 | Bark Lake..... | 37 00 | ..... | ..... |
| 18 14 | Barkway..... | 11 50 | ..... | ..... |
| 41 20 | Barnett..... | 16 00 | ..... | ..... |
| 44 39 | Barrett..... | 17 50 | ..... | ..... |
| 7,999 50 | Barrie..... | 1,999 99 | 160 00 | 320 00 |
| 95 58 | Barrie field..... | 34 50 | ..... | ..... |
| 8 60 | Barrie Island..... | 16 00 | ..... | ..... |
| 14 70 | Bar River | 10 00 | ..... | ..... |

A, IN REPORT No. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| | | \$ cts. | \$ cts. | \$ cts. |
| 66 16 | Barry's Bay..... | 36 00 | | |
| 60 46 | Bartonville..... | 28 00 | | |
| 73 72 | Basin Depot..... | 18 00 | | |
| 21 46½ | Basingstoke..... | 14 50 | | |
| 581 08 | Bath..... | 220 00 | 50 00 | |
| 103 23 | Batteau..... | 40 00 | | |
| 102 25 | Battersea..... | 42 00 | | |
| 43 18 | Battie's Corners..... | 10 00 | | |
| 483 17 | Baysfield..... | 220 00 | | |
| 74 30 | Bayham..... | 50 00 | | |
| 43 12 | Bayside..... | 17 50 | | |
| 264 85 | Baysville..... | 96 00 | | |
| 63 06 | Bayview..... | 23 00 | 12 00 | |
| 408 16 | Beachburg..... | 160 00 | 16 00 | |
| 295 03 | Beachville..... | 164 00 | | |
| 57 03 | Beaconsfield..... | 19 50 | | |
| 1,394 85 | Beamsville (5 Quarters)..... | 450 00 | 60 00 | 50 00 |
| 201 17 | Bear Brook..... | 69 00 | 4 00 | |
| 30 90 | Beatrice..... | 18 00 | 10 00 | |
| 89 45 | Beaumaris..... | 19 50 | | |
| 47 96 | Beaver..... | 14 50 | | |
| 1,415 20 | Beaverton..... | 460 00 | | 60 00 |
| 33 00 | Becher..... | 11 50 | | |
| 11 90 | Beckstead..... | 10 00 | | |
| 120 52 | Bedford Mills..... | 50 00 | | |
| 45 42 | Beech Lane..... | 15 50 | | |
| 68 45 | Beechwood..... | 18 50 | | |
| 1,061 54 | Beeton (*including arrears)..... | 360 00 | | *30 00 |
| 51 91 | Beggshoro'..... | 20 00 | 6 00 | |
| 154 00 | Belfast..... | 57 50 | 39 00 | |
| | Belford (accounts outstanding)..... | | | |
| 165 52 | Belfountain..... | 55 00 | | |
| 767 79 | Belgrave..... | 175 00 | 12 00 | |
| 163 37 | Belhaven..... | 72 00 | | |
| 352 50 | Belle River..... | 157 50 | | |
| 15,165 03 | Belleville (salaries and expenses entered elsewhere)..... | | | |
| 15 03 | Bellevue..... | 10 00 | | |
| 136 80 | Bell Ewart..... | 87 00 | | |
| 55 85 | Bellrock..... | 16 00 | | |
| 136 46 | Bell's Corners..... | 54 00 | | |
| 481 24 | Belmont..... | 187 50 | | |
| 234 04 | Belmore..... | 94 50 | | |
| 56 34 | Belton..... | 24 00 | | |
| 28 59 | Bendale..... | 11 50 | | |
| 91 23 | Benmiller..... | 28 00 | | |
| 60 60 | Bennie's Corners..... | 20 00 | | |
| 32 04 | Bennington..... | 20 00 | | |
| 56 27 | Bensfort..... | 24 00 | | |
| 115 32 | Berkeley..... | 37 00 | 6 00 | |
| 5,559 58 | Berlin..... | 1,340 00 | 400 00 | 200 00 |
| 93 64 | Berriedale..... | 34 50 | | |
| 27 79 | Berryton..... | 11 50 | | |
| 339 50 | Bervie..... | 147 50 | | |
| 157 42 | Berwick..... | 60 00 | | |
| 678 18 | Bethany..... | 255 00 | 24 00 | |

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 76 | 42 | Bothesda | 28 | 00 | | | | |
| 86 | 48 | Beveridge's Bay | 10 | 00 | | | | |
| 73 | 88 | Bewdley..... | 23 | 00 | | | | |
| 34 | 25 | Bexley..... | 18 | 00 | | | | |
| 32 | 13 | Big Lake..... | 11 | 50 | | | | |
| 18 | 24 | Big Point..... | 10 | 00 | | | | |
| 54 | 78 | Big Springs..... | 10 | 00 | | | | |
| 160 | 31 | Billing's Bridge | 62 | 00 | | | | |
| 226 | 03 | Binbrook | 66 | 50 | | | | |
| 27 | 06 | Bingham Road..... | 12 | 00 | | | | |
| 24 | 40 | Binkham | 19 | 00 | | | | |
| 57 | 20 | Birdsalls | 14 | 50 | | | | |
| 0 | 74 | Bird's Creek (from 1st March, 1885)..... | 0 | 83 | | | | |
| 40 | 50 | Birmingham | 25 | 00 | | | | |
| 62 | 27 | Birnam | 19 | 00 | | | | |
| 97 | 43 | Birr | 56 | 00 | 14 | 00 | | |
| 385 | 48 | Biscotasing (from 1st Jan., 1885) | 154 | 19 | | | | |
| 171 | 79 | Bishop's Mills..... | 58 | 00 | | | | |
| 42 | 64 | Bismarck..... | 18 | 00 | | | | |
| 132 | 00 | Bisset's Creek..... | 56 | 00 | | | | |
| 262 | 28 | Black Bank | 47 | 50 | | | | |
| 10 | 02 | Blackburn | 10 | 00 | | | | |
| 94 | 87 | Black Creek..... | 40 | 00 | | | | |
| 24 | 26 | Black Heath..... | 15 | 50 | | | | |
| 35 | 86 | Black River Bridge..... | 18 | 00 | | | | |
| 8 | 62 | Black's Corners..... | 10 | 00 | | | | |
| 284 | 48 | Blair | 107 | 50 | | | | |
| 17 | 73 | Blairhampton..... | 10 | 00 | | | | |
| 130 | 25 | Blairton..... | 50 | 00 | | | | |
| 156 | 09 | Blake | 56 | 00 | | | | |
| 77 | 22 | Blakeney..... | 31 | 00 | | | | |
| 49 | 08 | Blandford Station..... | 17 | 50 | | | | |
| 77 | 80 | Blantyre..... | 27 | 50 | | | | |
| 1,570 | 60 | Blenheim..... | 600 | 00 | 160 | 00 | 80 | 00 |
| 93 | 50 | Blind River | 47 | 50 | | | | |
| 380 | 90 | Bloomfield..... | 150 | 00 | | | | |
| 193 | 83 | Bloomington..... | 55 | 00 | | | | |
| 76 | 60 | Bloomington..... | 33 | 50 | | | | |
| 70 | 73 | Bloomsburg | 39 | 00 | | | | |
| 427 | 50 | Bluevale | 157 | 50 | | | | |
| 1,253 | 45 | Blyth | 420 | 00 | 38 | 00 | 60 | 00 |
| 86 | 47 | Blytheswood..... | 34 | 50 | | | | |
| 1,150 | 05 | Bobcaygeon | 440 | 00 | 48 | 00 | 60 | 00 |
| 52 | 49 | Bogart | 19 | 00 | | | | |
| 115 | 56 | Bognor | 48 | 50 | | | | |
| 10 | 33 | Bolingbroke | 10 | 00 | | | | |
| 144 | 52 | Bolsover..... | 48 | 50 | | | | |
| 39 | 52 | Bomanton | 26 | 00 | | | | |
| 396 | 07 | Bondhead | 160 | 00 | | | | |
| 123 | 26 | Bongard's Corners..... | 43 | 00 | | | | |
| 20 | 67 | Bonnechère | 10 | 00 | | | | |
| 84 | 19 | Bookton..... | 35 | 50 | | | | |
| 138 | 28 | Bornholm | 70 | 00 | | | | |
| 31 | 43 | Bornish | 20 | 00 | | | | |
| 17 | 27 | Boskung..... | 11 | 50 | | | | |
| 123 | 54 | Boston | 48 | 00 | | | | |
| 65 | 07 | Boston Mills..... | 30 | 00 | | | | |

A, IN REPORT NO. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 49 38 | Bosworth..... | 28 50 | | |
| 24 30 | Botary..... | 12 00 | | |
| 1,686 01 | Bothwell..... | 540 00 | 60 00 | 80 00 |
| 66 98 | Bouck's Hill (*from 1st July, 1884)..... | 20 00 | *4 50 | |
| 58 06 | Boulter..... | 24 00 | 8 00 | |
| 40 74 | Bourdean..... | 10 00 | | |
| 56 43 | Bowesville..... | 20 00 | | |
| 30 98 | Bowling Green..... | 15 00 | | |
| 4,635 78 | Bowmanville..... | 1,300 00 | 160 00 | 200 00 |
| 33 84 | Bowood..... | 10 00 | | |
| 54 31 | Box Grove..... | 26 50 | | |
| 60 39 | Boyne..... | 24 00 | | |
| 2,991 34 | Bracebridge..... | 800 00 | 150 00 | 120 00 |
| 24 86 | Brackenrig..... | 11 50 | | |
| 62 25 | Bracondale..... | 10 00 | | |
| 1,636 28 | Bradford..... | 532 60 | | 60 00 |
| 3 06 | Bradley (13 Months)..... | 10 83 | | |
| 29 32 | Bradshaw..... | 14 50 | | |
| 4 22 | Brae Lake (from 1st June, 1884)..... | 8 33 | | |
| 90 08 | Braemar..... | 31 00 | | |
| 182 76 | Braeside..... | 58 00 | | |
| 62 91 | Bramley..... | 30 00 | | |
| 4,847 44 | Brampton..... | 1,300 00 | 20 00 | 200 00 |
| 206 94 | Branchton..... | 78 00 | | |
| 62 17 | Brandy Creek..... | 22 00 | | |
| 20,523 10 | Brantford..... | 4,600 00 | 400 00 | |
| 5 78 | Bray's Crossing (from 1st Oct., 1884)..... | 5 00 | | |
| 17 28 | Breadalbane..... | 15 50 | | |
| 348 77 | Brechin..... | 145 00 | | |
| 90 73 | Brentwood..... | 50 00 | | |
| 203 26 | Breslau..... | 80 00 | 20 00 | |
| 63 24 | Brewer's Mills (*from 1st July, 1884)..... | 29 00 | *4 50 | |
| 31 50 | Brewster..... | 18 00 | | |
| 56 29 | Brickley..... | 20 00 | | |
| 89 06 | Bridge End..... | 30 00 | | |
| 85 06 | Bridgenorth..... | 29 00 | | |
| 176 95 | Bridgeport..... | 80 00 | | |
| 309 67 | Bridgewater..... | 132 00 | 24 00 | |
| 1,048 62 | Bridgen..... | 356 00 | 4 00 | 40 00 |
| 547 78 | Bright..... | 200 00 | 80 00 | |
| 2,009 67 | Brighton..... | 600 00 | 150 00 | 80 00 |
| 16 70 | Brightside..... | 10 00 | | |
| 9 49 | Brinkworth (closed 30th Sept., 1884)..... | 5 00 | | |
| 115 62 | Brinsaley..... | 40 00 | | |
| 170 00 | Brinston's Corners..... | 50 00 | | |
| 52 61 | Brisbane..... | 28 50 | 4 00 | |
| 42 56 | Britannia..... | 24 75 | | |
| 91 15 | Briton..... | 34 50 | | |
| 24 70 | Broadbent..... | 20 00 | | |
| 162 72 | Brockton..... | 46 50 | | |
| 12,386 25 | Brockville..... | 3,000 00 | 480 00 | 360 00 |
| 51 23 | Brodhagen..... | 20 00 | | |
| 61 03 | Brodie..... | 10 00 | | |
| 46 16 | Bronson..... | 15 50 | | |
| 229 12 | Bronte..... | 94 00 | | |
| 12 85 | Brooke..... | 10 00 | | |

A, IN REPORT NO. 3, A.—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 105 00 | Brookfield Station..... | 30 00 | | |
| 83 04 | Brookholm..... | 29 50 | | |
| 675 71 | Brooklin..... | 263 00 | | |
| 158 14 | Brooksdale..... | 49 00 | | |
| 22 54 | Brotherston (from 1st June, 1884)..... | 8 33 | | |
| 241 38 | Brougham..... | 97 50 | 8 00 | |
| 32 99 | Brouseville..... | 11 50 | | |
| 343 12 | Brownsville..... | 115 00 | | |
| 305 13 | Brucefield..... | 140 00 | 12 00 | |
| 346 42 | Bruce Mines..... | 230 00 | 20 00 | |
| 163 25 | Brudenell..... | 77 50 | | |
| 39 89 | Brunner..... | 16 00 | | |
| 15 25 | Brunswick..... | 10 00 | | |
| 2,754 38 | Brussels..... | 800 00 | 24 60 | 120 00 |
| 93 81 | Bryanston..... | 28 50 | | |
| 23 50 | Bulger..... | 11 50 | | |
| 99 13 | Bullock's Corners..... | 43 00 | | |
| 55 09 | Bunessan..... | 24 00 | | |
| 89 63 | Bunyan..... | 22 00 | | |
| 501 51 | Burford..... | 187 50 | 24 00 | |
| 338 08 | Burgessville..... | 99 00 | 20 00 | |
| 162 48 | Burgoyne..... | 59 00 | | |
| 268 93 | Burk's Falls..... | 67 50 | 40 00 | |
| 22 01 | Burleigh..... | 11 50 | | |
| 43 61 | Burleigh Falls..... | 11 50 | | |
| 872 05 | Burlington..... | 360 00 | 12 00 | 40 00 |
| 81 09 | Burlington Beach (from 1st July, 1884)..... | 7 50 | | |
| 70 80 | Burnbrae..... | 23 50 | | |
| 112 77 | Burnhamthorpe..... | 40 00 | | |
| 54 43 | Burnley..... | 16 00 | | |
| 53 54 | Burns..... | 24 00 | | |
| 118 80 | Burnstown..... | 48 00 | | |
| 67 30 | Burnt River..... | 23 00 | | |
| 372 16 | Burritt's Rapids..... | 120 00 | | |
| 10 15 | Burtch..... | 13 00 | | |
| 40 97 | Burton..... | 16 00 | | |
| 25 91 | Bury's Green..... | 10 00 | | |
| 43 60 | Bushfield..... | 14 50 | | |
| 15 39 | Bush Glen..... | 10 00 | | |
| 110 01 | Buttonville..... | 39 00 | | |
| 163 93 | Buxton..... | 59 00 | | |
| 87 80 | Byng..... | 27 50 | | |
| 250 35 | Byng Inlet..... | 94 00 | | |
| 8 47 | Byrnedale..... | 10 00 | | |
| 93 51 | Byron..... | 40 60 | | |
| 84 44 | Cadmus..... | 38 00 | | |
| 64 46 | Cæsarea..... | 20 00 | | |
| 163 33 | Cainsville..... | 64 00 | | |
| 78 32 | Caintown..... | 21 50 | | |
| 64 88 | Cairgorm..... | 19 00 | | |
| 10 76 | Caistor Centre (from 1st Aug. 1884)..... | 6 67 | | |
| 113 29 | Caistorville..... | 50 00 | | |
| 108 58 | Calabogie..... | 27 00 | | |
| 25 63 | Calder..... | 11 50 | | |
| 37 63 | Caldwell..... | 17 50 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|-------|---------------------------------------|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 143 | 47 | Caldwell's Mills..... | 14 | 50 | | | | |
| 264 | 92 | Caledon..... | 115 | 00 | | | | |
| 431 | 34 | Caledon East..... | 142 | 50 | 16 | 00 | | |
| 1,259 | 96 | Caledonia..... | 440 | 00 | 50 | 00 | 40 | 00 |
| 250 | 93 | Caledonia Springs..... | 115 | 00 | | | | |
| 138 | 93 | Callander..... | 36 | 00 | | | | |
| 67 | 94 | Calton..... | 18 | 00 | | | | |
| 65 | 78 | Camborne..... | 24 | 00 | | | | |
| 423 | 53 | Cambray (*to 30th Sept., 1884)..... | 181 | 50 | *10 | 00 | | |
| 304 | 66 | Camden East (*including arrears)..... | 119 | 00 | *58 | 00 | | |
| 114 | 72 | Cameron..... | 39 | 00 | | | | |
| 157 | 70 | Camerontown..... | 50 | 00 | 12 | 00 | | |
| 134 | 00 | Camilla..... | 47 | 50 | 6 | 00 | | |
| 442 | 59 | Camlachie..... | 160 | 00 | | | | |
| 2,799 | 15 | Campbellford..... | 750 | 00 | | | 80 | 00 |
| 161 | 26 | Campbell's Cross..... | 50 | 00 | | | | |
| 65 | 85 | Campbellton..... | 30 | 00 | | | | |
| 195 | 54 | Campbellville..... | 68 | 50 | | | | |
| 251 | 20 | Campden..... | 87 | 50 | 8 | 00 | | |
| 32 | 92 | Canaan..... | 11 | 50 | | | | |
| ..... | ..... | Canard River..... | 10 | 00 | | | | |
| 140 | 03 | Canboro'..... | 55 | 00 | | | | |
| 79 | 41 | Candasville..... | 24 | 00 | | | | |
| 253 | 21 | Canfield..... | 112 | 00 | 16 | 00 | | |
| 92 | 09 | Cannamore..... | 24 | 00 | | | | |
| 131 | 78 | Cannifton..... | 75 | 00 | | | | |
| 136 | 04 | Canning..... | 59 | 00 | | | | |
| 1,513 | 89 | Cannington..... | 460 | 00 | 48 | 00 | 60 | 00 |
| 111 | 92 | Canton..... | 39 | 00 | | | | |
| 24 | 86 | Cape Chin..... | 10 | 00 | | | | |
| 47 | 88 | Cape Croker..... | 18 | 50 | | | | |
| 28 | 03 | Cape Rich..... | 18 | 00 | | | | |
| 26 | 95 | Carden..... | 26 | 00 | | | | |
| 850 | 32 | Cardinal..... | 267 | 50 | 12 | 00 | | |
| 131 | 92½ | Cardwell..... | 30 | 00 | | | | |
| 277 | 01 | Carhill..... | 84 | 00 | | | | |
| 54 | 03 | Carholm..... | 28 | 00 | | | | |
| 3,081 | 13 | Carleton Place..... | 820 | 00 | | | 120 | 00 |
| 22 | 61 | Carling..... | 10 | 00 | | | | |
| 83 | 41 | Carlingford..... | 35 | 50 | | | | |
| 194 | 50 | Carlisle..... | 74 | 00 | | | | |
| 99 | 15 | Carlow (*to 30th June, 1884)..... | 50 | 00 | *2 | 00 | | |
| 113 | 02 | Carlsruhe..... | 48 | 00 | | | | |
| 95 | 04 | Carlton West..... | 39 | 00 | | | | |
| 106 | 44 | Carluke..... | 40 | 00 | | | | |
| 25 | 59 | Carmuncock..... | 14 | 00 | | | | |
| 18 | 40 | Carnarvon..... | 12 | 00 | | | | |
| 290 | 82 | Carp..... | 107 | 50 | 16 | 00 | | |
| 51 | 11 | Carrville..... | 32 | 00 | | | | |
| 14 | 82 | Carsonby..... | 10 | 00 | | | | |
| 24 | 81 | Carswell..... | 11 | 50 | | | | |
| 21 | 65 | Carterton..... | 10 | 00 | | | | |
| 106 | 30 | Carthage..... | 40 | 00 | 6 | 00 | | |
| 12 | 38 | Cartier (from 1st March, 1885)..... | 4 | 90 | | | | |
| 406 | 13 | Cartwright..... | 157 | 50 | | | | |
| 59 | 47 | Cashel..... | 22 | 00 | | | | |
| 50 | 65 | Cashion's Glen..... | 19 | 50 | | | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts | \$ cts. | \$ cts. |
| 79 50 | Cashmere..... | 32 00 | | |
| 38 75 | Cashtown..... | 33 00 | | |
| 75 75 | Cass Bridge..... | 28 00 | | |
| 60 89 | Cassburn..... | 23 00 | | |
| 55 46 | Cassel..... | 28 00 | | |
| 272 62 | Casselman..... | 51 00 | | |
| 6 89 | Castile..... | 10 00 | | |
| 79 50 | Castlederg..... | 28 00 | | |
| 47 35 | Castleford..... | 24 50 | | |
| 44 95 | Castlemore..... | 20 00 | | |
| 442 92 | Castleton..... | 160 00 | | |
| 153 44 | Cataract..... | 50 00 | | |
| 230 87 | Cataraqui..... | 87 50 | | |
| 8 50 | Caterham (closed 31st Aug., 1884)..... | 4 17 | | |
| 127 42 | Cathcart..... | 49 50 | | |
| 91 83 | Cavan..... | 66 00 | | |
| 1,073 25 | Cayuga (*including arrears)..... | 404 50 | *75 50 | 40 00 |
| 14 00 | Cecebe (from 1st Sept., 1884)..... | 5 83 | | |
| 468 73 | Cedar Dale..... | 195 00 | | |
| 135 11 | Cedar Grove..... | 31 00 | | |
| 30 50 | Cedar Hill..... | 18 09 | | |
| 10 50 | Cedar Mills..... | 10 00 | | |
| 257 66 | Cedar Springs (late Buckhorn)..... | 88 00 | | |
| 136 60 | Cedarville..... | 43 50 | | |
| 218 00 | Centralia..... | 118 00 | 16 00 | |
| 23 30 | Centre Augusta..... | 11 50 | | |
| 63 71 | Centreton..... | 23 50 | | |
| 244 39 | Centreville..... | 120 00 | 20 00 | |
| 24 89 | Chaffey Locks..... | 11 50 | | |
| 126 19 | Chalk River..... | 55 00 | | |
| 42 08 | Chambers..... | 16 00 | | |
| 18 93 | Chandos..... | 11 59 | | |
| 59 21 | Chantry..... | 20 00 | | |
| 67 18 | Chapman..... | 21 50 | 8 00 | |
| 39 17 | Chard..... | 19 00 | | |
| 297 11 | Charing Cross..... | 140 00 | 120 00 | |
| 27 20 | Charlecote (from 1st July, 1884)..... | 11 03 | | |
| 21 71 | Charleston..... | 10 00 | | |
| 18 97 | Charleville..... | 12 00 | | |
| 82 25 | Charlinch..... | 49 50 | 4 00 | |
| 11,008 19 | Chatham (*to 31st July, 1884)..... | 2,900 00 | 240 00 | *33 33 |
| 44 74 | Chatham Centre..... | 10 00 | | |
| 728 00 | Chatsworth..... | 216 50 | 16 00 | |
| 326 80 | Cheapside..... | 130 00 | | |
| 53 92 | Cheddar..... | 32 00 | | |
| 271 45 | Cheltenham..... | 84 50 | | |
| 170 00 | Chepstowe..... | 62 09 | | |
| 25 70 | Cherry Grove..... | 16 00 | | |
| 158 70 | Cherry Valley..... | 57 50 | | |
| 87 84 | Cherrywood..... | 32 00 | | |
| 1,712 35 | Chesley..... | 500 00 | | 80 00 |
| 197 19 | Chesterfield..... | 43 00 | | |
| 829 74 | Chesterville..... | 287 50 | 4 00 | |
| 6 47 | Chetwynd..... | 10 00 | | |
| 169 41 | Chevalier..... | 67 00 | | |
| 0 55 | Cheviot..... | 14 50 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 651 98 | Chippawa | 345 00 | | 40 00 |
| 139 13 | Chippawa Hill..... | 50 00 | | |
| 57 09 | Chiselhurst..... | 22 00 | | |
| 31 90 | Chisholm..... | 16 00 | | |
| 19 69 | Christie's Corner | 10 00 | | |
| 51 08 | Christina..... | 16 00 | | |
| 145 00 | Churchill | 56 00 | | |
| 77 94 | Churchville | 29 50 | | |
| 113 61 | Chute à Blondeau | 50 00 | | |
| 104 15 | Clachan..... | 34 50 | | |
| 73 16 | Clanbrassil..... | 28 00 | | |
| 222 65 | Clandsboye..... | 95 50 | 16 00 | |
| 7 86 | Clappison (closed 30th June, 1884)..... | 2 50 | | |
| 13 24 | Clanricarde..... | 10 00 | | |
| 526 92 | Claremont..... | 190 00 | | |
| 247 24 | Clarence..... | 104 00 | 24 00 | |
| 302 38 | Clarence Creek..... | 112 50 | | |
| 56 32 | Clarendon Station (*from 1st Feb., 1885)..... | 20 00 | *5 00 | |
| 27 02 | Clareview..... | 10 00 | | |
| 368 50 | Clarke..... | 137 50 | | |
| 624 54 | Clarksburg..... | 250 00 | 48 00 | |
| 78 00 | Clarkson..... | 25 50 | | |
| 187 04 | Claude..... | 79 00 | | |
| 115 87 | Clavering..... | 33 50 | | |
| 152 81 | Clayton..... | 70 00 | | |
| 239 83 | Clear Creek (*including arrears)..... | 95 00 | *10 50 | |
| 192 11 | Clearville..... | 80 00 | | |
| 37 42 | Cleavelands..... | 20 00 | | |
| 976 34 | Clifford..... | 440 00 | 90 00 | 60 00 |
| 4,082 66 | Clinton..... | 1,100 00 | 80 00 | 180 00 |
| 10 05 | Clontarf..... | 10 00 | | |
| 78 21 | Clover Hill..... | 70 00 | | |
| 159 29 | Cloyne (*including arrears)..... | 50 00 | *15 00 | |
| 74 78 | Clyde (3 Quarters)..... | 33 00 | | |
| 35 14 | Clydesdale..... | 16 00 | | |
| 32 85 | Cobble Hill..... | 14 50 | | |
| 565 24 | Cobden..... | 222 50 | | |
| 291 50 | Coboconk..... | 120 00 | 24 00 | |
| 6,982 60 | Cobourg..... | 1,880 00 | 240 00 | 240 00 |
| 98 66 | Cockburn Island..... | 100 00 | | |
| 200 05 | Codrington..... | 68 50 | | |
| 102 72 | Coe Hill Mines (from 1st Oct., 1884)..... | 41 08 | | |
| 68 69 | Colbeck..... | 24 00 | | |
| 1,695 67 | Colborne..... | 600 00 | 240 00 | 80 00 |
| 94 13 | Colchester..... | 46 00 | | |
| 109 23 | Cold Springs..... | 54 00 | | |
| 130 45 | Coldstream..... | 41 50 | | |
| 479 31 | Coldwater..... | 175 00 | | |
| 113 81 | Colebrook..... | 50 00 | 20 00 | |
| 32 49 | Cole Lake..... | 10 00 | | |
| 39 95 | Coleman (re-opened 1st Aug., 1884)..... | 12 25 | | |
| 30 04 | Colenso..... | 16 00 | | |
| 65 18 | Coleraine..... | 20 00 | | |
| 20 40 | Cole's Corners..... | 19 00 | | |
| 64 60 | Colgan..... | 28 00 | | |
| 55 29 | Collinville..... | 26 00 | | |

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|--|---|-----------|---------------------|--|
| | | \$ cts. | \$ cts. | \$ cts. |
| 4,876 55 | Collingwood..... | 1,360 00 | 240 00 | 240 00 |
| 157 26 | Collins' Bay..... | 50 00 | | |
| 74 32 | Collins' Inlet..... | 17 50 | | |
| 90 51 | Colpoys' Bay..... | 57 50 | 30 00 | |
| 33 00 | Colquhoun..... | 10 00 | | |
| 317 10 | Columbus..... | 117 00 | | |
| 39 84 | Colwell..... | 16 00 | | |
| 832 89 | Comber (*from 1st July, 1884)..... | 285 00 | 32 00 | *30 00 |
| 198 71 | Combermere..... | 66 50 | 6 00 | |
| 77 50 | Comet..... | 27 50 | | |
| 162 06 | Commanda..... | 48 50 | 4 00 | |
| 25 24 | Comboyville..... | 16 00 | | |
| 79 44 | Concord..... | 47 50 | | |
| 204 27 | Conestogo..... | 75 50 | | |
| 24 05 | Coningsby..... | 12 00 | | |
| 50 92 | Conn..... | 28 00 | | |
| 27 55 | Connaught..... | 14 00 | | |
| 65 43 | Connor..... | 28 00 | | |
| 15 21 | Conroy..... | 10 00 | | |
| 45 18 | Conroy's Farm..... | 10 00 | | |
| 401 98 | Consecon..... | 170 00 | 12 00 | |
| 194 01 | Constance..... | 59 00 | | |
| 75 47 | Conway..... | 33 00 | | |
| 835 56 | Cookstown..... | 360 00 | 12 00 | 40 00 |
| 297 63 | Cooksville..... | 114 00 | | |
| 26 29 | Cooper..... | 16 00 | | |
| 80 00 | Cooper's Falls (*from 1st July, 1884)..... | 20 00 | *3 00 | |
| 55 53 | Copenhagen..... | 28 00 | | |
| 194 15 | Copetown..... | 70 00 | | |
| 190 65 | Copleston..... | 76 00 | | |
| 56 84 | Corbett..... | 25 50 | | |
| 102 36 | Corbetton..... | 23 00 | | |
| 131 93 | Corbyville..... | 47 50 | | |
| 240 63 | Corinth..... | 77 50 | | |
| 130 71 | Cornell..... | 57 50 | | |
| 6,366 75 | Cornwall..... | 1,660 00 | 100 00 | 240 00 |
| 31 28 | Cornwall Centre..... | 16 00 | | |
| 67 60 | Corson's Siding (*from 1st Aug., 1884)..... | 10 00 | *6 67 | |
| 201 09 | Corunna..... | 87 50 | | |
| 27 38 | Corwin..... | 12 00 | | |
| 43 37 | Cotswold..... | 20 00 | | |
| 273 62 | Cottam..... | 120 00 | 12 00 | |
| 46 00 | Coulson..... | 18 00 | | |
| 55 82 | Courtice..... | 37 50 | | |
| 371 32 | Courtland..... | 120 00 | | |
| 558 49 | Courtright..... | 195 00 | 12 00 | |
| 54 37 | Coventry..... | 30 00 | | |
| 24 53 | Coverley..... | 10 00 | | |
| 59 91 | Cowal..... | 28 50 | | |
| 145 95 | Craighurst..... | 53 00 | | |
| 14 53 | Craigie Lea (from 1st Sept., 1884)..... | 5 83 | | |
| 49 78 | Craigieith..... | 28 00 | | |
| 29 76 | Craigsholme..... | 21 50 | | |
| 184 08 | Craigvale..... | 98 00 | | |
| 33 20 | Crampton..... | 14 50 | | |
| 302 56 | Cranbrook..... | 115 50 | | |

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|--|---|-----------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 42 83 | Cranston..... | 16 00 | | |
| 8 37 | Cranworth..... | 10 00 | | |
| 61 42 | Crawford..... | 24 00 | | |
| 217 01 | Credit..... | 86 00 | | |
| 157 04 | Credit Forks..... | 62 47 | | |
| 498 01 | Crediton..... | 157 50 | | |
| 58 65 | Creek Bank..... | 19 00 | | |
| 699 00 | Creemore..... | 285 00 | | |
| 40 50 | Creighton..... | 14 50 | | |
| 44 33 | Cressy..... | 26 00 | | |
| 147 34 | Cresswell..... | 57 50 | | |
| 56 15 | Crieff..... | 22 50 | | |
| 145 41 | Crinan..... | 29 50 | | |
| 3 64 | Cripplegate (closed 30th June, 1884)..... | 2 50 | | |
| 39 09 | Crofton..... | 17 00 | | |
| 251 39 | Cromarty..... | 97 50 | | |
| 65 18 | Crosshill (accounts not received)..... | | | |
| 53 06 | Crossland..... | 20 00 | | |
| 65 61 | Croton..... | 24 00 | | |
| 81 41 | Crowland..... | 24 00 | | |
| 48 13 | Crown Hill..... | 25 00 | | |
| 37 00 | Croydon..... | 23 50 | | |
| 74 28 | Cruickshank..... | 12 00 | | |
| 312 68 | Crumlin..... | 27 00 | | |
| 168 11 | Crysler..... | 120 00 | | |
| 172 73 | Culloden..... | 86 00 | | |
| 372 78 | Cultus..... | 18 00 | | |
| 79 75 | Cumberland..... | 137 00 | | |
| 94 32 | Cummings' Bridge..... | 37 50 | | |
| 105 02 | Cumminsville..... | 58 50 | | |
| 246 22 | Cumnock (5 Quarters)..... | 52 50 | | |
| 81 76 | Curran..... | 78 00 | | |
| 36 46 | Currie's Crossing..... | 30 00 | | |
| 120 07 | Curry Hill..... | 20 00 | | |
| 51 81 | Cypress..... | 27 00 | | |
| 24 05 | Dacre (1 Quarter)..... | 15 00 | | |
| 93 50 | Dale..... | 14 00 | | |
| 118 54 | Dalhousie Mills..... | 48 00 | | |
| 26 37 | Dalkeith..... | 39 00 | | |
| 43 72 | Dalmeny..... | 11 50 | | |
| 116 17 | Dalrymple..... | 11 50 | | |
| 56 96 | Dalston..... | 60 00 | | |
| 17 97 | Damascus..... | 20 00 | | |
| 45 37 | Danforth..... | 11 50 | | |
| 6 52 | Dante..... | 28 50 | | |
| 136 51 | D'Arcy (closed 11th Feb., 1885)..... | 8 66 | | |
| 19 00 | Darling Road..... | 23 50 | | |
| 134 18 | Darrell..... | 14 00 | | |
| 18 42 | Dartford..... | 60 00 | | |
| 214 34 | Dartmoor..... | 10 00 | | |
| 101 80 | Dashwood..... | 80 00 | | |
| 105 65 | Davenport (*including arrears)..... | 42 00 | *17 50 | |
| 104 63 | Davisville..... | 47 50 | | |
| 22 69 | Dawn Mills..... | 57 50 | | |
| | Dawson..... | 10 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 32 27 | Day Mills..... | 20 50 | | |
| 5 90 | Deacon..... | 10 00 | | |
| 50 37 | Dealtown..... | 28 00 | | |
| 145 42 | Dean's..... | 87 50 | | |
| 185 58 | DeCewsville..... | 57 50 | | |
| 28 85 | Deebank..... | 18 00 | | |
| 112 22 | Deemerton..... | 38 00 | | |
| 1 87 | Deerdock (closed 31st May, 1884)..... | 1 67 | | |
| 52 93 | Deerhurst..... | 20 00 | | |
| 82 43 | Deer Lake..... | 29 50 | | |
| 122 68 | Deer Park..... | 70 00 | | |
| 434 10 | Delaware..... | 158 50 | | |
| 777 46 | Delhi..... | 257 50 | 32 00 | |
| 84 90 | Delmer..... | 37 50 | | |
| 196 51 | Deloro..... | 75 00 | | |
| 531 42 | Delta..... | 168 00 | | |
| 297 27 | Demorestville (*to 30th June, 1884)..... | 107 50 | *3 00 | |
| 87 58 | Denbigh..... | 28 00 | | |
| 149 42 | Denfield..... | 80 00 | 36 00 | |
| 87 34 | Denville..... | 29 00 | | |
| 62 12 | Dereham Centre..... | 23 00 | | |
| 10 00 | Derrynane..... | 10 00 | | |
| 16 50 | Derryville..... | 23 00 | | |
| 29 00 | Derry West..... | 16 00 | | |
| 51 54 | Derwent..... | 19 50 | | |
| 116 26 | Desboro'..... | 38 50 | | |
| 3,280 39 | Deseronto..... | 800 00 | | 120 00 |
| 18 28 | Desert..... | 11 50 | | |
| 13 03 | Desert Lake..... | 10 00 | | |
| 12 83 | Desmond..... | 16 00 | | |
| 319 75 | Deux Rivières..... | 135 00 | | |
| 67 39 | Devizes..... | 30 00 | | |
| 38 96 | Dexter..... | 24 00 | | |
| 48 71 | Diamond..... | 20 50 | | |
| 62 86 | Dickens..... | 28 00 | | |
| 46 68 | Dickinson..... | 19 50 | | |
| 303 59 | Dickinson's Landing..... | 86 00 | | |
| 18 10 | Dirlerton..... | 10 00 | | |
| 68 58 | Dixie..... | 29 50 | | |
| 25 40 | Dixon's Corners..... | 24 00 | | |
| 53 68 | Dixon..... | 19 00 | | |
| 121 01 | Dobbington..... | 26 50 | | |
| 82 43 | Doe Lake..... | 27 00 | | |
| 24 20 | Dollar..... | 12 00 | | |
| 6 42 | Dolson (from 1st Feb., 1885)..... | 1 67 | | |
| 214 95 | Dominionville..... | 72 00 | | |
| 79 41 | Domville..... | 27 00 | | |
| 41 04 | Don..... | 20 00 | | |
| 83 87 | Doncaster..... | 34 50 | | |
| 51 56 | Donegal..... | 28 00 | | |
| 341 64 | Doon..... | 180 00 | | |
| 315 90 | Dorchester Station..... | 157 50 | 80 00 | |
| 58 50 | Dorking..... | 28 50 | | |
| 39 99 | Dorland..... | 20 00 | | |
| 65 72 | Dornoch..... | 27 00 | | |
| 84 09 | Dorset..... | 46 00 | | |

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|--|------|---|-----------|---------------------|--|--------|
| \$ | cts. | | \$ | cts. | \$ | cts. |
| 339 | 03 | Douglas..... | 117 | 50 | | |
| 73 | 44 | Dover, South..... | 36 | 00 | | |
| 69 | 87 | Downeyville..... | 37 | 50 | | |
| 60 | 65 | Downsview..... | 28 | 00 | | |
| 10 | 09 | Dracon..... | 11 | 50 | | |
| 1,372 | 25 | Drayton..... | 400 | 00 | 16 | 00 |
| 2,100 | 40 | Dresden..... | 620 | 00 | | 100 00 |
| 27 | 62 | Drew..... | 11 | 50 | | |
| 178 | 89 | Dromore..... | 60 | 00 | | |
| 10 | 84 | Drum..... | 10 | 00 | | |
| 638 | 25 | Drumbo (*including arrears)..... | 235 | 00 | *21 | 00 |
| 52 | 23 | Drumquin..... | 28 | 00 | | |
| 83 | 84 | Drysdale..... | 28 | 00 | | |
| 393 | 73 | Duart..... | 155 | 00 | | |
| 676 | 00 | Dublin..... | 230 | 00 | 32 | 00 |
| 49 | 87 | Dufferin Bridge..... | 20 | 00 | | |
| 49 | 77 | Dumblane..... | 20 | 00 | | |
| 200 | 08 | Dunbar..... | 84 | 00 | | |
| 206 | 67 | Dunbarton..... | 68 | 00 | | |
| 62 | 00 | Dunboyne..... | 20 | 00 | | |
| 19 | 75 | Duncan..... | 11 | 50 | | |
| 149 | 26 | Dunchurch..... | 70 | 00 | 10 | 00 |
| 52 | 09 | Duncrief..... | 22 | 00 | | |
| 1,138 | 98 | Dundalk Station..... | 415 | 00 | 15 | 00 |
| 3,763 | 21 | Dundas..... | 1,060 | 00 | 120 | 00 |
| 21 | 03 | Dundela..... | 14 | 00 | | |
| 98 | 52 | Dundonald..... | 28 | 50 | | |
| 87 | 44 | Dunedin..... | 34 | 50 | | |
| 448 | 19 | Dungannon..... | 167 | 50 | | |
| 89 | 62 | Dunkeld..... | 34 | 50 | | |
| 49 | 65 | Dunkerron (from 1st July, 1884)..... | 7 | 50 | | |
| 69 | 76 | Dunlop..... | 24 | 00 | | |
| 2,320 | 88 | Dunville..... | 635 | 00 | 72 | 00 |
| 87 | 50 | Dunrobin..... | 29 | 50 | | |
| 79 | 20 | Dunsford..... | 32 | 00 | | |
| 374 | 35 | Duntroon..... | 74 | 30 | | |
| 259 | 81 | Dunvegan..... | 106 | 00 | | |
| 1,830 | 98 | Durham..... | 600 | 00 | 110 | 00 |
| 906 | 33 | Onton Station (*from 1st July, 1884)..... | 302 | 50 | | *30 00 |
| 64 | 60 | Dwight..... | 23 | 00 | | |
| 67 | 70 | Dwyer Hill..... | 20 | 50 | | |
| 25 | 31 | Dyer's Bay..... | 14 | 50 | | |
| 18 | 35 | Eady (from 1st Sept., 1884)..... | 5 | 84 | | |
| 210 | 21 | Eagle..... | 78 | 00 | | |
| 10 | 19 | Eagle Lake (closed 31st Oct., 1884)..... | 6 | 00 | | |
| 194 | 38 | Ealing..... | 78 | 00 | | |
| 29 | 63 | Eamer's Corners..... | 15 | 50 | | |
| 24 | 76 | East Linton..... | 16 | 00 | | |
| 74 | 68 | Eastman's Springs..... | 23 | 00 | 8 | 00 |
| 330 | 74 | Easton's Corners..... | 124 | 00 | | |
| 46 | 24 | East Ora..... | 18 | 00 | | |
| 21 | 07 | East Williamsburg..... | 14 | 09 | | |
| 210 | 01 | Eastwood..... | 100 | 00 | | |
| 115 | 89 | Echo Place..... | 32 | 50 | | |
| 20 | 50 | Echo River..... | 11 | 50 | | |

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|-------------------------------------|-----------|---------------------|--|
| | | \$ cts. | \$ cts. | \$ cts. |
| 28 74 | Eddystone..... | 16 00 | | |
| 232 68 | Eden | 80 00 | | |
| 211 98 | Eden Grove..... | 95 00 | | |
| 138 58 | Eden Mills..... | 49 50 | | |
| 262 52 | Edgar | 95 00 | | |
| 54 06 | Edge Hill..... | 20 00 | | |
| 79 00 | Edgeley..... | 28 00 | | |
| 11 98 | Edgeworth..... | 16 00 | | |
| 29 50 | Edgington..... | 14 50 | | |
| 103 64 | Edmonton..... | 52 00 | 32 00 | |
| 18 41 | Edwardsville..... | 12 00 | | |
| 55 31 | Efingham | 24 00 | | |
| 1,125 69 | Eganville..... | 355 00 | 80 00 | 40 00 |
| 64 42 | Egbert..... | 22 00 | | |
| 54 84 | Egerton | 27 00 | 4 00 | |
| 225 35 | Eglington | 100 00 | | |
| 232 25 | Egmondville..... | 119 50 | | |
| 61 22 | Egremont | 36 00 | | |
| 12 76 | Elba | 13 50 | | |
| 30 46 | Elcho | 11 50 | | |
| 10 50 | Elder..... | 11 50 | | |
| 63 35 | Elder's Mills..... | 23 00 | | |
| 28 38 | Eldon Station..... | 15 00 | | |
| 70 89 | Eldorado..... | 22 50 | | |
| 19 60 | Elford | 11 50 | | |
| 53 99 | Elfrida..... | 20 00 | | |
| 353 04 | Elgin..... | 107 50 | 6 00 | |
| 78 17 | Elginburg..... | 28 00 | | |
| 46 78 | Elginfield..... | 27 00 | | |
| 35 09 | Elia | 14 50 | | |
| 85 20 | Elmville..... | 32 00 | | |
| 74 50 | Elizabethville..... | 34 50 | | |
| 23 65 | Ellaton..... | 11 50 | | |
| 54 00 | Ellengowan..... | 34 00 | | |
| 95 47 | Ellesmere..... | 34 00 | | |
| 23 37 | Elliott..... | 10 00 | | |
| 80 21 | Ellisville..... | 24 00 | | |
| 19 27 | Elm..... | 11 50 | | |
| 39 12 | Elma..... | 14 50 | | |
| 50 25 | Elmbank..... | 16 00 | | |
| 68 58 | Elmgrove..... | 30 00 | | |
| 15 33 | Elmhedge (from 1st Oct., 1884)..... | 5 00 | | |
| 859 33 | Elmira..... | 296 00 | | |
| 597 95 | Elmvale..... | 127 50 | | |
| 470 95 | Elmwood..... | 133 00 | | |
| 2,099 88 | Elora..... | 659 00 | 100 00 | 80 00 |
| 35 75 | Elphin..... | 14 00 | | |
| 40 00 | Elsie (from 1st Jan., 1885)..... | 16 00 | | |
| 132 00 | Elsinore..... | 60 00 | | |
| 26 56 | Ely..... | 10 00 | | |
| 11 90 | Emberson..... | 10 00 | | |
| 707 44 | Embro (*including arrears)..... | *293 50 | 50 00 | |
| 176 71 | Embrun..... | 76 00 | | |
| 61 48 | Emerald..... | 24 00 | | |
| 72 73 | Emery..... | 23 00 | | |
| 26 76 | Emmett..... | 16 00 | | |

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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 | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|---|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 178 02 | Emsdale..... | 52 00 | | |
| 58 37 | Enfield..... | 24 00 | | |
| 14 71 | Ennis..... | 10 00 | | |
| 320 56 | Enniskillen..... | 139 50 | | |
| 88 43 | Ennismore..... | 43 00 | 8 00 | |
| 236 63 | Enterprise..... | 77 50 | | |
| 50 81 | Epping..... | 30 00 | | |
| 133 33 | Epsom..... | 46 00 | | |
| 103 27 | Eramosa..... | 48 00 | | |
| 10 34 | Erbsville..... | 10 00 | | |
| 40 64 | Erie (*including arrears)..... | *17 50 | | |
| 826 29 | Erin (*from 1st July, 1884)..... | 310 00 | 4 00 | *30 00 |
| 129 80 | Erinsville..... | 48 00 | 24 00 | |
| 86 17 | Ernestown Station..... | 39 50 | 24 00 | |
| | Erroll (closed 30th April, 1884)..... | 0 83 | | |
| 154 78 | Escott..... | 40 00 | | |
| 18 55 | Esakdale (5 Quarters)..... | 12 50 | | |
| 102 09 | Esquesing..... | 46 00 | | |
| 2,106 00 | Essex Centre..... | 540 00 | 160 00 | 80 00 |
| 10 98 | Essonville..... | 10 00 | | |
| 386 28 | Ethel..... | 142 50 | | |
| 10 86 | Ettrick..... | 10 00 | | |
| 239 38 | Eugenia..... | 68 50 | | |
| 44 64 | Evansvale..... | 11 50 | | |
| 7 38 | Evansville (from 1st Sept., 1884)..... | 5 83 | | |
| 86 90 | Evelyn..... | 36 00 | | |
| 214 55 | Everett..... | 82 50 | | |
| 71 73 | Eversley..... | 28 00 | | |
| 154 12 | Everton..... | 57 50 | | |
| 2,372 72 | Exeter..... | 680 00 | 90 00 | 100 00 |
| 40 81 | Fairbank..... | 16 00 | | |
| 95 55 | Fairfield..... | 39 00 | | |
| 35 15 | Fairfield East..... | 18 00 | | |
| 70 67 | Fairfield Plain..... | 18 00 | | |
| 16 22 | Fairholm..... | 10 00 | | |
| 54 92 | Fairmount..... | 32 00 | | |
| 31 16 | Fair Valley..... | 11 50 | | |
| 20 97 | Fairview (3 Quarters)..... | 9 00 | | |
| 23 10 | Falding..... | 11 50 | | |
| 187 59 | Falkenburg..... | 50 00 | 16 00 | |
| 81 36 | Falkirk..... | 38 00 | | |
| 46 31 | Falkland..... | 20 00 | | |
| 89 43 | Fallbrook..... | 34 50 | | |
| 176 50 | Fallowfield..... | 60 00 | | |
| 27 13 | Faraday..... | 17 50 | | |
| 42 56 | Farewell..... | 20 00 | | |
| 46 75 | Fargo (from 1st Aug., 1884)..... | 18 69 | | |
| 1,354 57 | Farmersville..... | 390 00 | | 40 00 |
| 89 25 | Farquhar..... | 39 00 | 4 00 | |
| 246 28 | Farran's Point..... | 87 50 | | |
| 75 58 | Fassifern..... | 17 50 | | |
| 85 39 | Fawkham..... | 19 00 | | |
| 39 07 | Fawn..... | 11 50 | | |
| 19 98 | Fellows..... | 11 50 | | |
| 31 00 | Felton (from 1st June, 1884)..... | 13 33 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|---|-----------|------|---------------------|------|--|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| 29 36 | Fenaghvale | 12 | 00 | | | | |
| 114 55 | Fenella | 39 | 00 | | | | |
| 1,567 51 | Fenelon Falls | 480 | 00 | 80 | 00 | 60 | 00 |
| 32 50 | Fennell's | 20 | 00 | | | | |
| 188 12 | Fenwick | 78 | 00 | | | | |
| 2,832 22 | Fergus | 780 | 00 | 180 | 00 | 100 | 00 |
| 54 00 | Ferguson | 23 | 00 | | | | |
| 66 67 | Ferguson's Falls | 28 | 50 | | | | |
| 105 50 | Fergusonvale | 29 | 50 | | | | |
| 49 38½ | Fernoy | 15 | 50 | | | | |
| 118 24 | Fernhill | 39 | 00 | | | | |
| 110 67 | Fesserton | 43 | 50 | | | | |
| 27 13 | Fetherston | 16 | 00 | | | | |
| 174 00 | Feversham | 62 | 50 | | | | |
| 721 86 | Fingal | 270 | 00 | | | | |
| 35 00 | Finger Board | 11 | 50 | | | | |
| 17 00 | Pintona | 17 | 50 | | | | |
| 70 64 | Fish Creek | 32 | 00 | | | | |
| 193 54 | Fisherville | 72 | 00 | | | | |
| 10 46 | Fish Lake (from 1st Aug., 1884) | 6 | 67 | | | | |
| 303 70 | Fitzroy Harbor (*from 1st July, 1884) | 120 | 00 | *4 | 50 | | |
| 20 69 | Flamboro' Centre | 14 | 50 | | | | |
| 32 07 | Fleetwood | 11 | 50 | | | | |
| 1,280 77 | Flesherton | 400 | 00 | 70 | 00 | 40 | 00 |
| 165 00 | Flesherton Station | 60 | 00 | | | | |
| 370 02 | Fletcher | 135 | 00 | | | | |
| 177 24 | Flinton | 68 | 50 | | | | |
| 41 60 | Floradale | 14 | 50 | | | | |
| 729 79 | Florence | 300 | 00 | | | | |
| 27 59 | Foley | 14 | 00 | | | | |
| 513 25 | Font Hill | 204 | 00 | | | | |
| 540 54 | Fordwich | 200 | 00 | 16 | 00 | | |
| 36 04 | Fordyce | 16 | 00 | | | | |
| 2,001 93 | Forest | 620 | 00 | 16 | 00 | 100 | 00 |
| 283 85 | Forester's Falls | 87 | 50 | 16 | 00 | | |
| 13 96 | Forest Lake (from 1st Jan., 1885) | 5 | 58 | | | | |
| 22 58 | Forest Mills | 14 | 00 | | | | |
| 54 68 | Forestville (3 Quarters) | 45 | 00 | | | | |
| 75 91 | Forfar | 23 | 50 | | | | |
| 70 00 | Forks Road | 23 | 00 | | | | |
| 278 36 | Formosa | 119 | 00 | | | | |
| 5,872 24 | Fort Erie | 368 | 00 | | | 40 | 00 |
| 661 87 | Fort William | 231 | 00 | | | | |
| 290 08 | Fournier | 115 | 00 | | | | |
| 19 50 | Fowler's Corners | 12 | 00 | | | | |
| 194 28 | Foxboro' | 90 | 00 | | | | |
| 86 76 | Foxmead | 34 | 50 | | | | |
| 49 87 | Foymount | 16 | 00 | | | | |
| 65 27 | Franconia | 14 | 50 | | | | |
| 532 24 | Frankford | 200 | 00 | | | | |
| 6 72 | Frank Hill | 10 | 00 | | | | |
| 90 03 | Franklin | 46 | 00 | 12 | 00 | | |
| 190 99 | Franktown | 68 | 00 | | | | |
| 240 30 | Frankville | 85 | 50 | | | | |
| 10 00 | Fraserburg | 10 | 00 | | | | |
| 80 22 | Fraserville | 40 | 00 | | | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 192 79 | Freelton | 87 50 | 8 00 | |
| 277 72 | Freeman | 99 00 | | |
| 37 18 | Freeport | 19 00 | | |
| 15 00 | French Bay | 10 00 | | |
| 55 33 | Frome | 24 00 | | |
| 182 08 | Fullarton | 76 00 | | |
| 23 71 | Fuller | 14 00 | | |
| 59 12 | Fulton | 26 50 | | |
| 23 32 | Furnace Falls | 17 50 | | |
| 27 54 | Fyfield (from 1st July, 1884) | 7 50 | | |
| 88 19 | Gad's Hill | 40 00 | | |
| 2 75 | Galbraith (2 Months, from 1st Aug., 1884) | 1 67 | | |
| 161 35 | Galetta | 40 00 | | |
| 23 23 | Gallingertown | 11 50 | | |
| 9,140 13 | Galt | 2,300 00 | 60 00 | 320 00 |
| 142 46 | Gamebridge | 60 00 | | |
| 4,112 41 | Gananoque | 1,150 00 | | 160 00 |
| 420 55 | Garafaxa | 180 00 | 16 00 | |
| 158 04 | Garden Hill | 64 50 | | |
| 185 32 | Garden Island | 100 00 | | |
| 95 03 | Garden River | 50 00 | 4 00 | |
| 80 90 | Garnet | 40 00 | | |
| 25 50 | Garretton | 11 50 | | |
| 14 42 | Garrison Road | 10 00 | | |
| 26 63 | Garryowen | 11 50 | | |
| 201 77 | Gelert | 68 00 | | |
| 2,515 26 | Georgetown | 720 00 | 108 00 | 120 00 |
| 103 53 | Germania (from 1st Sept., 1884) | 7 50 | | |
| 82 03 | German Mills | 27 00 | | |
| 221 42 | Gesto | 86 50 | | |
| 56 14 | Gibraltar | 16 00 | | |
| 10 09 | Gibson | 10 00 | | |
| 11 39 | Gilbert's Mills (3 Quarters) | 7 50 | | |
| 186 12 | Gilford | 69 00 | 12 00 | |
| 27 72 | Gill | 14 00 | | |
| 94 04 | Gillie's Hill | 40 00 | | |
| 119 05 | Gladstone (9 Quarters) | 45 00 | | |
| 264 88 | Glamis | 85 80 | | |
| 22 04 | Glamorgan | 12 06 | | |
| 17 76 | Glandine | 10 00 | | |
| 79 75 | Glanford | 71 50 | | |
| 11 03 | Glanmire | 10 00 | | |
| 110 78 | Glanworth | 60 00 | | |
| 26 17 | Glascott | 12 00 | | |
| 35 63 | Glasgow | 18 00 | | |
| 12 94 | Glastonbury | 10 00 | | |
| 24 57 | Glen Alda | 10 00 | | |
| 330 44 | Glen Allan | 146 00 | | |
| 69 59 | Glen Annan | 34 50 | | |
| 129 24 | Glenarm | 39 00 | | |
| 22 40 | Glen Becker | 10 00 | | |
| 152 01 | Glen Buell | 49 00 | | |
| 24 00 | Glenburnie | 12 00 | | |
| 182 30 | Glencairn | 69 00 | 20 00 | |
| 2,220 24 | Glencee | 660 00 | 18 00 | 100 00 |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts | \$ cts | \$ cts. |
| 42 25 | Glen Colin..... | 28 00 | | |
| 35 20 | Glendale..... | 11 50 | | |
| 18 20 | Glen Donald..... | 10 00 | | |
| 47 84 | Glenedin..... | 19 00 | | |
| 24 11 | Glen Farrow..... | 20 50 | | |
| 90 53 | Glen Huron..... | 40 00 | | |
| 54 86 | Glen Huron Station..... | 24 00 | | |
| 21 43 | Glenilla..... | 11 50 | | |
| 58 97 | Glen Major..... | 22 50 | | |
| 93 58 | Glen Meyer..... | 34 50 | | |
| 69 88 | Glen Millar (late Gordon Mills)..... | 27 00 | | |
| 24 53 | Glenmore..... | 11 50 | | |
| 202 76 | Glenmorris..... | 84 00 | | |
| 132 22 | Glennevis..... | 38 00 | | |
| 34 51 | Glen Norman..... | 15 00 | | |
| 24 00 | Glen Oak..... | 15 50 | | |
| 46 24 | Glen Orchard..... | 20 00 | | |
| 233 74 | Glen Robertson (*including arrears)..... | 75 00 | *231 67 | |
| 38 84 | Glen Ross..... | 14 50 | | |
| 72 85 | Gleroy..... | 22 00 | | |
| 80 57 | Glen Sandfield..... | 32 00 | | |
| 37 37 | Glenshee..... | 24 00 | | |
| 57 19 | Glen Smail..... | 20 00 | | |
| 44 92 | Glen Stewart..... | 19 00 | | |
| 77 92 | Glen Tay..... | 64 00 | | |
| 57 35 | Glenvale..... | 22 00 | | |
| 103 26 | Glen Walter..... | 36 06 | | |
| 350 83 | Glen Williams..... | 127 50 | | |
| 18 56 | Glen Willow..... | 10 00 | | |
| 224 64 | Goble's Corners..... | 85 00 | | |
| 5,148 72 | Goderich..... | 1,700 00 | 120 00 | 280 00 |
| 165 38 | Godfrey..... | 57 00 | | |
| 70 05 | Golden Lake..... | 20 00 | | |
| 75 97 | Goldfield..... | 17 50 | | |
| 47 34 | Goldsmith..... | 20 00 | | |
| 80 78 | Goldstone..... | 30 00 | | |
| 82 97 | Gooderham..... | 40 00 | | |
| 4 16 | Goodstown (from 1st Feb., 1885)..... | 1 66 | | |
| 422 25 | Goodwood..... | 157 50 | | |
| 318 02 | Gordon..... | 142 00 | | |
| 48 36 | Gordonville..... | 24 00 | | |
| 381 62 | Gore Bay..... | 140 00 | | |
| 144 51 | Gore's Landing..... | 68 50 | | |
| 32 06 | Goring (from 1st June, 1884)..... | 8 33 | | |
| 71 87 | Gormley..... | 29 50 | | |
| 613 01 | Corrie..... | 260 00 | | |
| 0 24 | Gosport..... | 10 00 | | |
| 71 22 | Gourock..... | 22 00 | | |
| 74 12 | Gowanstown..... | 28 00 | 13 00 | |
| 41 19 | Gowen Point..... | 12 00 | | |
| 30 52 | Gowrie..... | 11 50 | | |
| 659 64 | Grafton..... | 235 00 | 30 00 | |
| 68 37 | Grahamsville..... | 22 50 | | |
| 96 38 | Grand Bend..... | 61 50 | | |
| 16 00 | Granger..... | 10 00 | | |
| 13 56 | Granite Hall..... | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 11 54 | Grant | 10 00 | | |
| 94 31 | Grantley | 34 50 | | |
| 520 13 | Granton | 195 00 | 20 00 | |
| 88 88 | Grasmere | 33 00 | 8 00 | |
| 32 45 | Grassey's Corners | 11 50 | | |
| 43 50 | Grattan | 11 50 | | |
| 35 06 | Gravel Hill | 16 00 | | |
| 2,435 79 | Gravenhurst | 700 00 | 32 00 | 120 00 |
| 26 60 | Graystock | 16 00 | | |
| 182 81 | Greenbank | 70 90 | | |
| 18 82 | Green Bay | 16 00 | | |
| 82 25½ | Greenbush | 40 00 | | |
| 205 51 | Greenfield | 75 00 | | |
| 97 85 | Greenock | 50 00 | | |
| 11 00 | Green Point | 10 00 | | |
| 80 91 | Green River | 48 00 | | |
| 24 30 | Greenside | 12 22 | | |
| 102 36 | Greensville | 48 00 | | |
| 69 44 | Green Valley | 24 00 | | |
| 9 66 | Greenview | 10 00 | | |
| 90 50 | Greenway | 37 00 | | |
| 246 00 | Greenwood | 86 00 | | |
| 29 55 | Gregory | * 16 00 | | |
| 17 60 | Greig | 10 00 | | |
| 23 49 | Grenfell | 16 90 | | |
| 36 91 | Gresham | 24 00 | | |
| 8 55 | Gretna | 10 00 | | |
| 12 00 | Grey Eagle (from 1st Oct., 1884) | 5 00 | | |
| 22 54 | Greysted | 10 00 | | |
| 62 91 | Gribbin | 28 50 | | |
| 68 55 | Griersville | 43 50 | | |
| 55 01 | Griffin's Corners | 35 00 | | |
| 71 00 | Griffith | 28 00 | | |
| 1,507 94 | Grimsby | 460 00 | 60 00 | 60 00 |
| 9 15 | Grimston (from 1st Sept., 1884) | 5 83 | | |
| 16 71 | Grove Mills | 16 00 | | |
| 76 82 | Grovesend | 30 00 | | |
| 15,977 74 | Guelph | 3,600 00 | 400 00 | |
| 141 29 | Guild's | 49 50 | | |
| 49 59 | Gunter | 10 00 | | |
| 10 40 | Guthrie | 10 00 | | |
| 106 85 | Guysborough | 36 00 | | |
| 119 73 | Gypsum Mines | 17 50 | | |
| 57 50 | Hagerman's Corners | 20 00 | | |
| 1,464 45 | Hagersville | 440 00 | | 60 00 |
| 44 10 | Hainsville | 20 00 | | |
| 69 20 | Haldane Hill | 24 00 | | |
| 106 43 | Haley Station | 44 00 | | |
| 812 21 | Haliburton (*including arrears) | 270 00 | *21 00 | |
| 96 02 | Halloway | 36 00 | | |
| 160 04 | Hall's Bridge | 67 60 | | |
| 18 79 | Hall's Glen | 16 00 | | |
| 41 99 | Hall's Mills (6 Quarters) | 16 50 | | |
| 206 75 | Hallville | 42 50 | | |
| 11 77 | Halton | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 62,115 69 | Hamilton (salaries and expenses entered elsewhere) | ..... | ..... | ..... |
| 32 79 | Hammond | 14 00 | ..... | ..... |
| 55 49 | Hampden | 24 00 | ..... | ..... |
| 60 28 | Hampshire Mills | 24 00 | ..... | ..... |
| 63 43 | Hampstead | 18 00 | ..... | ..... |
| 302 10 | Hampton | 117 50 | ..... | ..... |
| 27 60 | Hanlan | 16 00 | ..... | ..... |
| 49 87 | Hannon | 24 00 | ..... | ..... |
| 1,681 91 | Hanover (5 Quarters) | 490 00 | 50 00 | 50 00 |
| 6 28 | Harcourt | 10 00 | ..... | ..... |
| 8 20 | Harding | 11 50 | ..... | ..... |
| 12 77 | Harkaway | 10 00 | ..... | ..... |
| 82 43 | Harlem | 27 00 | ..... | ..... |
| 105 76 | Harley | 50 00 | 8 00 | ..... |
| 35 00 | Harlock | 16 00 | ..... | ..... |
| 23 27 | Harlowe | 16 00 | ..... | ..... |
| 47 71 | Harmony | 16 00 | ..... | ..... |
| 97 38 | Harold | 36 00 | ..... | ..... |
| 66 13 | Harper | 24 00 | ..... | ..... |
| 21 00 | Harpley | 14 00 | ..... | ..... |
| 177 72 | Harrietsville | 72 00 | ..... | ..... |
| 157 39 | Harrington, West | 60 00 | ..... | ..... |
| 236 69 | Harrisburg | 80 00 | 20 00 | ..... |
| 69 90 | Harrison's Corners | 28 00 | ..... | ..... |
| 3,280 39 | Harriston | 900 00 | 60 00 | 120 00 |
| 323 83 | Harrow | 100 00 | ..... | ..... |
| 283 44 | Harrowsmith | 100 00 | ..... | ..... |
| 24 98 | Hartfell | 10 00 | ..... | ..... |
| 131 90 | Hartford | 42 00 | ..... | ..... |
| 86 25 | Hartington | 27 50 | ..... | ..... |
| 54 64 | Hartley | 18 00 | ..... | ..... |
| 2 57 | Hartman (closed 30th June, 1884) | 3 00 | ..... | ..... |
| 20 14 | Hartsmere | 16 00 | ..... | ..... |
| 142 49 | Harwich | 48 00 | ..... | ..... |
| 38 68 | Harwich Centre | 24 00 | ..... | ..... |
| 214 60 | Harwood | 97 50 | ..... | ..... |
| 1,420 45 | Hastings | 460 00 | 20 00 | 60 00 |
| 92 08 | Hatchley Station | 32 00 | ..... | ..... |
| 34 25 | Haultain | 16 00 | ..... | ..... |
| 165 25 | Havelock | 27 00 | ..... | ..... |
| 1,317 55 | Hawkesbury (5 Quarters) | 490 00 | ..... | 50 00 |
| 148 19 | Hawkestone | 57 50 | ..... | ..... |
| 390 80 | Hawkesville | 145 00 | 20 00 | ..... |
| 44 66 | Hawley | 14 00 | ..... | ..... |
| 28 52 | Hawthorne | 16 00 | ..... | ..... |
| 151 67 | Hawtrey | 78 00 | 40 00 | ..... |
| 106 32 | Hay | 72 00 | ..... | ..... |
| 20 12 | Hay Bay | 10 00 | ..... | ..... |
| 70 62 | Haydon | 30 00 | ..... | ..... |
| 27 59 | Hayesland | 20 00 | ..... | ..... |
| 154 13 | Hayesville | 78 00 | ..... | ..... |
| 131 53 | Hazledean | 47 50 | ..... | ..... |
| 37 82 | Headford | 18 00 | | |
| 25 26 | Head Lake | 11 50 | | |
| 254 15 | Heathcote | 100 00 | | |
| 12 74 | Heather | 10 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 114 06 | Heckston..... | 44 00 | | |
| 237 02 | Heidelberg..... | 78 00 | | |
| 47 38 | Hemlock..... | 24 00 | | |
| 34 43 | Hendrick..... | 20 00 | | |
| 112 29 | Henfryn..... | 42 50 | | |
| 26 50 | Henry..... | 14 00 | | |
| 566 03 | Hensall..... | 205 00 | 16 00 | |
| 321 99 | Hepworth (*from 1st Oct., 1884)..... | 102 50 | *2 00 | |
| 58 23 | Hereward..... | 19 50 | | |
| 41 15 | Hermon..... | 13 50 | | |
| | Heron Bay (accounts not received)..... | | | |
| 1,552 58 | Hespeler..... | 460 00 | | 40 00 |
| 16 95 | Hesson..... | 11 50 | | |
| 39 83 | Hewitt (from 1st May, 1884)..... | 9 16 | | |
| 22 41 | Hiawatha..... | 12 00 | | |
| 135 91 | Hickson..... | 29 50 | | |
| 13 89 | High Falls..... | 15 00 | | |
| 19 10 | Highfield..... | 12 00 | | |
| 293 13 | Highgate..... | 121 50 | | |
| 119 57 | Highland Creek..... | 50 00 | | |
| 139 42 | Hillier..... | 70 00 | 8 00 | |
| 8 69 | Hillman (from 1st Sept., 1884)..... | 5 83 | | |
| 9 00 | Hillsboro'..... | 12 00 | | |
| 544 66 | Hillsburg..... | 210 00 | | |
| 401 16 | Hillsdale..... | 155 00 | 10 00 | |
| 53 45 | Hill's Green..... | 33 00 | | |
| 81 50 | Hilly Grove..... | 28 50 | | |
| 58 91 | Hilton..... | 47 50 | | |
| 13 50 | Hinch..... | 10 00 | | |
| 101 20 | Hintonburg..... | 40 00 | | |
| 77 48 | Hoard's Station..... | 17 50 | | |
| 9 55 | Hoasic..... | 15 00 | | |
| 65 94 | Hoath Head..... | 14 50 | | |
| 68 84 | Hobart..... | 19 00 | | |
| 90 33 | Hockley..... | 28 50 | | |
| 72 57 | Holbrook..... | 28 50 | | |
| 220 07 | Holland Landing..... | 104 50 | | |
| 316 75 | Hollen..... | 130 00 | | |
| 44 49 | Holly..... | 16 00 | | |
| 18 50 | Holly Park..... | 12 00 | | |
| 202 80 | Holmesville..... | 67 50 | | |
| 383 03 | Holstein..... | 97 50 | | |
| 76 27 | Holt..... | 24 00 | | |
| 170 00 | Holyrood..... | 60 00 | | |
| 85 81 | Homer..... | 37 50 | | |
| 101 71 | Honeywood..... | 40 00 | | |
| 55 84 | Hoodstown..... | 40 00 | | |
| 18 22 | Hope Bay..... | 12 00 | | |
| 2 70 | Hopefield..... | 11 50 | | |
| 16 51 | Hopeness..... | 12 00 | | |
| 79 98 | Hopetown..... | 27 50 | | |
| 161 61 | Hopeville..... | 60 00 | | |
| 180 00 | Hornby..... | 64 00 | | |
| 21 96 | Horncastle..... | 10 00 | | |
| 440 78 | Horning's Mills..... | 147 00 | | |
| 17 74 | Hotspar..... | 10 00 | | |

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|--|--|-----------|---------------------|---|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 156 78 | Houghton | 60 00 | | |
| 89 15 | House's Rapids | 22 50 | | |
| 14 56 | Howe Island | 10 00 | | |
| 74 47 | Humber | 46 00 | | |
| 858 78 | Humberstone (*including arrears)..... | 337 50 | | *110 00 |
| 33 00 | Huntingfield | 11 50 | | |
| 102 92 | Huntley | 40 00 | | |
| 1,485 71 | Huntsville | 400 00 | 72 00 | 40 00 |
| 26 84 | Hurdman's Bridge | 24 00 | | |
| 11 21 | Hurdville | 10 00 | | |
| 109 14 | Huston | 44 00 | 16 90 | |
| 76 25 | Huttonsville..... | 30 00 | | |
| 20 58 | Hybla | 11 50 | | |
| 120 67 | Hyde Park Corner | 40 00 | | |
| 15 00 | Hyndman (from 1st Oct., 1884)..... | 5 00 | | |
| 92 21 | Ida | 36 00 | | |
| 292 25 | Ilderton | 97 50 | | |
| 104 76 | Ilfracombe | 48 00 | | |
| 70 58 | Indian River..... | 32 00 | | |
| 7,683 67 | Ingersoll | 2,000 00 | 400 00 | 320 00 |
| 230 41 | Inglewood (late Riverdale Junction)..... | 60 50 | | |
| 47 14 | Ingoldsby | 24 00 | | |
| 48 71 | Inistioge..... | 23 00 | | |
| 260 50 | Inkerman | 96 00 | | |
| 333 11 | Innerkip (*to 30th Sept., 1884)..... | 114 00 | *12 00 | |
| 23 92 | Innisfil | 18 50 | | |
| 92 86½ | Innisville | 40 00 | | |
| 584 24 | International Bridge | 215 00 | | |
| 128 41 | Inverary | 44 00 | | |
| 14 00 | Inverhaugh | 10 00 | | |
| 42 02 | Inverhuron | 24 00 | | |
| 291 16 | Invermay (*including arrears)..... | 151 50 | *6 00 | |
| 320 17 | Inwood | 135 00 | | |
| 262 45 | Iona | 104 00 | | |
| 115 25 | Iona Station..... | 59 00 | | |
| 88 21 | Irena | 37 50 | 6 00 | |
| 35 90 | Iris | 16 00 | | |
| 43 62 | Iroindale | 24 00 | | |
| 1,969 82 | Iroquois | 605 56 | 100 00 | 80 00 |
| 11 74 | Irwin | 10 00 | | |
| 37 87 | Islay | 16 00 | | |
| 194 24 | Islington | 80 00 | | |
| 43 42 | Ivan | 20 00 | | |
| 138 25 | Ivanhoe | 47 50 | | |
| 105 89 | Ivy | 47 50 | | |
| 89 27 | Jackfish Bay..... | 11 50 | | |
| 55 98 | Jackson | 30 00 | | |
| 36 21 | Jaffa | 20 00 | | |
| 147 60 | Jamestown | 47 50 | | |
| 11 73 | Jamieson (from 1st Jan., 1885) | 2 50 | | |
| 171 95 | Janetville | 63 50 | | |
| 37 00 | Jarlsberg | 16 00 | | |
| 84 09 | Jarratt's Corner | 40 00 | | |
| 1,192 54 | Jarvis..... | 400 00 | 50 00 | 40 00 |

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|--|------------------------------------|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 338 90 | Jasper (*including arrears)..... | 96 00 | *15 00 | |
| 57 86 | Jefferson..... | 14 50 | | |
| 46 08 | Jericho..... | 16 00 | ..... | ..... |
| 1 34 | Jermyn (from 1st March, 1885)..... | 0 83 | ..... | ..... |
| 177 02 | Jerseyville..... | 70 00 | ..... | ..... |
| 8 38 | Jessopville..... | 10 00 | ..... | ..... |
| 6 83 | Jocelyn..... | 16 00 | ..... | ..... |
| 29 27 | Jockvale..... | 16 00 | ..... | ..... |
| 59 09 | Johnson..... | 23 00 | ..... | ..... |
| 27 37 | Johnson's Mills..... | 16 00 | ..... | ..... |
| 33 09 | Jones' Falls..... | 24 00 | ..... | ..... |
| 183 95 | Jordan..... | 72 00 | ..... | ..... |
| 168 98 | Jordan Station..... | 50 00 | ..... | ..... |
| 15 39 | Josephburg..... | 10 00 | ..... | ..... |
| 30 57 | Josephine..... | 10 00 | ..... | ..... |
| 22 13 | Juddhaven..... | 10 00 | ..... | ..... |
| 49 83 | Jura..... | 34 50 | ..... | ..... |
| 158 87 | Kagawong..... | 70 00 | ..... | ..... |
| 16 53 | Kaladar..... | 16 00 | 2 00 | ..... |
| 177 02 | Kars..... | 58 00 | ..... | ..... |
| 221 28 | Katrine..... | 28 00 | ..... | ..... |
| 109 65 | Keady..... | 40 00 | 20 00 | ..... |
| 101 13 | Kearney..... | 39 00 | ..... | ..... |
| 247 00 | Keenansville..... | 112 00 | ..... | ..... |
| 337 29 | Keene..... | 133 50 | ..... | ..... |
| 8 72 | Keith (2 Quarters)..... | 5 00 | ..... | ..... |
| 18 00 | Keldon (from 1st Sept., 1884)..... | 5 83 | ..... | ..... |
| 10 40 | Kelso (from 1st Jan., 1885)..... | 2 50 | ..... | ..... |
| 139 52 | Kelvin..... | 62 00 | ..... | ..... |
| 114 13 | Kemble..... | 38 00 | 4 00 | ..... |
| 1,403 42 | Kemptville..... | 506 00 | 60 00 | 60 00 |
| 179 65 | Kendal..... | 77 50 | ..... | ..... |
| 89 06 | Kenilworth..... | 40 00 | 30 00 | ..... |
| 164 62 | Kenmore..... | 44 00 | ..... | ..... |
| 10 00 | Kennaway..... | 10 00 | ..... | ..... |
| 265 55 | Kensington (11 Quarters)..... | 100 00 | ..... | ..... |
| 109 81 | Kent Bridge..... | 54 50 | ..... | ..... |
| 288 00 | Kerrwood..... | 100 00 | ..... | ..... |
| 58 28 | Kertch..... | 24 00 | ..... | ..... |
| 210 73 | Keswick..... | 90 00 | ..... | ..... |
| 243 60 | Kettleby..... | 100 00 | ..... | ..... |
| 20 46 | Keyser..... | 12 00 | ..... | ..... |
| 56 69 | Khiva..... | 14 00 | ..... | ..... |
| 163 44 | Kilbride..... | 61 50 | ..... | ..... |
| 0 89 | Kilgorie..... | 10 00 | ..... | ..... |
| 69 93 | Killaloe..... | 16 00 | ..... | ..... |
| 104 71 | Killarney..... | 64 00 | 30 00 | ..... |
| 49 26 | Killeen..... | 24 00 | ..... | ..... |
| 21 26 | Killyleagh..... | 12 00 | ..... | ..... |
| 17 08 | Kilmanagh (5 Quarters)..... | 20 00 | ..... | ..... |
| 40 03 | Kilmarnock..... | 14 00 | ..... | ..... |
| 19 89 | Kilmartin..... | 12 00 | | |
| 26 28 | Kilmaura..... | 12 00 | | |
| 137 92 | Kilroy..... | 57 50 | | |
| 220 39 | Kilyath..... | 87 50 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 64 43 | Kimball..... | 20 00 | | |
| 155 13 | Kimberley..... | 36 00 | | |
| 215 44 | Kinburn..... | 77 50 | 6 00 | |
| 3,367 38 | Kincardine..... | 1,020 00 | 72 00 | 120 00 |
| 393 44 | King..... | 136 00 | 50 00 | |
| 54 78 | King Creek..... | 34 50 | | |
| 67 04 | King Lake..... | 24 00 | | |
| 72 10 | Kingsbridge..... | 37 50 | | |
| 19 84 | Kingscote..... | 10 00 | | |
| 40 82 | Kingscourt (from 1st July, 1884)..... | 7 50 | | |
| 38 21 | Kingsford..... | 20 00 | | |
| 102 81 | Kingsmill..... | 40 00 | 12 00 | |
| 19,428 52 | Kingston (salaries and expenses entered elsewhere)..... | | | |
| 35 47 | Kingston Mills..... | 24 00 | | |
| 822 28 | Kingsville (*including arrears)..... | 360 00 | 12 00 | *110 00 |
| 26 10 | King's Wharf..... | 10 00 | | |
| 38 25 | Kinkora..... | 24 00 | | |
| 153 45 | Kinloss..... | 64 00 | 16 00 | |
| 218 82 | Kinlough..... | 83 00 | | |
| 542 19 | Kinmount..... | 193 50 | 30 00 | |
| 36 77 | Kinnaird..... | 23 00 | | |
| 87 48 | Kinsale..... | 36 00 | | |
| 160 52 | Kintail..... | 80 00 | | |
| 183 55 | Kintore..... | 83 50 | | |
| 307 72 | Kippen..... | 90 00 | 20 00 | |
| 83 91 | Kirby..... | 40 00 | | |
| 281 97 | Kirkfield..... | 110 00 | | |
| 79 77 | Kirkhill..... | 32 00 | | |
| 337 84 | Kirkton..... | 96 00 | | |
| 93 05 | Kirkwall..... | 42 00 | | |
| 209 57 | Kleinburg..... | 87 50 | | |
| 137 59 | Klock's Mills..... | 54 00 | | |
| 19 57 | Knapdale..... | 10 00 | | |
| 16 15 | Knatchbull..... | 10 00 | | |
| 69 32 | Kohler..... | 26 50 | | |
| 18 28 | Kolopore (from 1st Nov., 1884)..... | 4 16 | | |
| 244 77 | Komoka..... | 97 00 | | |
| 27 50 | Korah..... | 16 00 | | |
| 47 66 | Kossuth..... | 20 00 | | |
| 40 81 | Kurtzville (from 1st May, 1884)..... | 9 17 | | |
| 28 89 | Lady Bank..... | 12 00 | | |
| 114 41 | Lafontaine..... | 40 00 | | |
| 115 76 | Laggan (*to 31st Dec., 1884)..... | 58 00 | *24 00 | |
| 28 71 | Lake Charles..... | 10 00 | | |
| 11 93 | Lake Doré..... | 11 50 | | |
| 1,496 74 | Lakefield (5 Quarters)..... | 595 00 | 25 00 | 90 00 |
| 35 55 | Lakehurst..... | 16 00 | | |
| 164 41 | Lakelet..... | 78 00 | | |
| 40 59 | Lake Opinicon..... | 20 00 | | |
| 477 47 | Lakeport..... | 85 00 | | |
| 113 81 | Lakeside..... | 44 00 | | |
| 69 71 | Lake Tallon..... | 50 00 | | |
| 70 56 | Lakeview (from 1st July, 1884)..... | 28 25 | | |
| 145 36 | L'Amable (*including arrears)..... | 54 50 | *37 50 | |
| 52 41 | Lamaroux..... | 26 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 246 44 | Lambeth | 120 00 | | |
| 371 52 | Lambton Mills..... | 135 00 | | |
| 3 57 | Lamermoor (from 1st Jan., 1885)..... | 2 50 | | |
| 39 31 | Lamash | 20 00 | | |
| 2 40 | Lamon (closed 30th June, 1884) | 2 50 | | |
| 899 07 | Lanark | 347 50 | 32 00 | 40 00 |
| 1,590 69 | Lancaster | 480 00 | 360 00 | 60 00 |
| 31 74 | Lancelot | 16 00 | | |
| 45 30 | Lanes..... | 20 00 | | |
| 149 64 | Lang | 72 00 | | |
| 47 59 | Langford..... | 27 00 | | |
| 85 96 | Langside..... | 39 00 | | |
| 24 85 | Langstaff..... | 16 00 | | |
| 341 36 | Langton..... | 160 00 | 6 00 | |
| 522 61 | Lansdowne..... | 195 00 | | |
| 94 78 | Lansing | 42 00 | | |
| 2 00 | Largie (closed 30th April, 1884)..... | 1 33 | | |
| 137 00 | La Salette..... | 57 00 | | |
| 142 60 | Laskay..... | 60 50 | | |
| 50 51 | Latimer..... | 18 00 | | |
| 63 32 | Latona..... | 34 00 | 16 00 | |
| 146 08 | Laurel | 50 00 | 10 00 | |
| 8 04 | Lavant | 10 00 | | |
| 152 25 | Lavant Station..... | 37 50 | | |
| 116 52 | LaVase | 50 00 | | |
| 73 50 | Lavender..... | 36 00 | | |
| 156 61 | Lawrence Station..... | 50 00 | | |
| 71 41 | Layton..... | 12 00 | | |
| 106 73 | Leadbury..... | 40 00 | | |
| 1,411 51 | Leamington | 480 00 | 60 00 | 60 00 |
| 84 41 | Leaskdale | 32 00 | | |
| 52 98 | Lebanon..... | 23 00 | | |
| 1,767 79 | LeBreton Flats (*from 1st Jan., 1885)..... | 472 10 | | *40 00 |
| 196 71 | Lefavre..... | 64 00 | | |
| 311 50 | Lefroy..... | 136 50 | 16 00 | |
| 9 70 | Lehman's Landing..... | 10 00 | | |
| 11 50 | Leinster..... | 10 00 | | |
| 113 65 | Leith..... | 38 00 | | |
| 18 44 | Leitrim | 10 00 | | |
| 4 39 | Lemieux..... | 10 00 | | |
| 81 96 | Lemonville..... | 31 50 | | |
| 209 15 | Leakard..... | 75 00 | | |
| 166 46 | Leslie..... | 82 00 | | |
| 74 24 | Lethbridge..... | 36 00 | | |
| 8 57 | Letterkenny | 10 00 | | |
| 29 50 | Lewisham | 11 50 | | |
| 21 92 | Lidcote..... | 11 50 | | |
| 91 10 | Lieury..... | 40 00 | | |
| 55 50 | Lifford..... | 30 00 | | |
| 9 31 | Lily Lake..... | 10 00 | | |
| 26 03 | Lily Oak..... | 16 00 | | |
| 135 00 | Limehouse..... | 50 00 | | |
| 28 12 | Lime Lake..... | 16 00 | | |
| 81 00 | Linden Valley | 50 00 | | |
| 6,581 55 | Lindsay..... | 2,000 00 | 200 00 | 320 00 |
| 43 01 | Linton..... | 19 50 | | |

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|--|------|---|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 349 | 25 | Linwood..... | 170 | 00 | | | | |
| 296 | 63 | Lion's Head..... | 107 | 50 | | | | |
| 35 | 45 | Lisbon..... | 16 | 00 | | | | |
| 20 | 15 | Lisburn..... | 10 | 00 | | | | |
| 437 | 00 | Lisle..... | 170 | 00 | 10 | 00 | | |
| 3,378 | 19 | Listowel..... | 1,050 | 00 | 120 | 00 | 160 | 00 |
| 520 | 59 | Little Britain..... | 210 | 00 | 10 | 00 | | |
| 285 | 67 | Little Current..... | 120 | 00 | 24 | 00 | | |
| 15 | 90 | Little Rapids (from 1st Oct., 1884)..... | 5 | 09 | | | | |
| 111 | 85 | Little Rideau..... | 39 | 00 | | | | |
| 113 | 36 | Liverpool Market..... | 36 | 50 | | | | |
| 226 | 26 | Lloydtown..... | 88 | 00 | | | | |
| 100 | 84 | Lobo..... | 51 | 50 | 4 | 00 | | |
| 160 | 49 | Lochalsh..... | 30 | 00 | | | | |
| 55 | 33 | Loch Garry..... | 27 | 50 | | | | |
| 129 | 85 | Lochiel..... | 60 | 00 | | | | |
| 41 | 37 | Lochinvar..... | 22 | 00 | | | | |
| 51 | 31 | Loch Winnoch..... | 24 | 00 | | | | |
| 14 | 19 | Locksley..... | 10 | 00 | | | | |
| 57 | 21 | Lockton..... | 20 | 00 | | | | |
| 16 | 00 | Lockville..... | 20 | 00 | | | | |
| 37 | 73 | Lodi..... | 23 | 00 | | | | |
| 50 | 05 | Logierait..... | 24 | 00 | | | | |
| 175 | 91 | Lombardy..... | 60 | 00 | | | | |
| 389 | 68 | Londesborough..... | 150 | 06 | | | | |
| 42,517 | 46 | London (salaries and expenses entered elsewhere)..... | | | | | | |
| 1,323 | 70 | London East..... | 399 | 60 | | | 40 | 00 |
| 4 | 00 | Long Bay (from 1st Nov., 1884)..... | 4 | 17 | | | | |
| 291 | 56 | Longford Mills..... | 100 | 00 | | | | |
| 23 | 29 | Long Lake..... | 16 | 00 | | | | |
| 17 | 00 | Longtinville (from 1st Oct., 1884)..... | 7 | 30 | | | | |
| 111 | 17 | Longwood Station (*including arrears)..... | 61 | 50 | *11 | 00 | | |
| 123 | 06 | Lonsdale..... | 60 | 00 | | | | |
| 20 | 51 | Loree..... | 10 | 00 | | | | |
| 89 | 30 | Loretto..... | 27 | 00 | | | | |
| 864 | 25 | L'Orignal..... | 360 | 00 | 48 | 00 | 40 | 00 |
| 0 | 83 | Lorimer Lake (from 1st March, 1885)..... | 0 | 83 | | | | |
| 27 | 25 | Loring (from 1st Aug., 1884)..... | 6 | 66 | | | | |
| 32 | 78 | Lorne..... | 30 | 00 | | | | |
| 148 | 66 | Lorneville..... | 48 | 00 | | | | |
| 23 | 06 | Lorraine..... | 12 | 00 | | | | |
| 71 | 98 | Lotus..... | 26 | 00 | | | | |
| 27 | 00 | Louise..... | 12 | 00 | | | | |
| 85 | 08 | Louisville..... | 43 | 00 | | | | |
| 5 | 48 | Lourdes (closed 13th July, 1884)..... | 3 | 43 | | | | |
| 43 | 15 | Lovat..... | 12 | 00 | | | | |
| 29 | 96 | Lovering..... | 20 | 00 | | | | |
| 76 | 82 | Lowbanks..... | 29 | 50 | | | | |
| 193 | 71 | Lowville..... | 78 | 00 | 16 | 00 | | |
| 1,011 | 04 | Lucan..... | 400 | 00 | 160 | 00 | 80 | 00 |
| 1,950 | 52 | Lucknow..... | 680 | 00 | 40 | 00 | 120 | 00 |
| 50 | 18 | Lumley..... | 20 | 00 | | | | |
| 240 | 67 | Lunenburg..... | 20 | 00 | | | | |
| 18 | 49 | Lurgan..... | 18 | 00 | | | | |
| 607 | 04 | Luther..... | 185 | 00 | 16 | 00 | | |
| 50 | 97 | Lutherville..... | 16 | 00 | | | | |
| 44 | 64 | Luton..... | 24 | 00 | | | | |

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|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 630 | 78 | Lyn..... | 240 | 00 | | | | |
| 11 | 66 | Lynch Lake (from 1st Nov. 1884)..... | 4 | 16 | | | | |
| 328 | 92 | Lynden..... | 112 | 50 | | | | |
| 235 | 68 | Lyndhurst..... | 93 | 00 | | | | |
| 358 | 96 | Lynedoch..... | 138 | 50 | 32 | 00 | | |
| 68 | 53 | Lynn Valley..... | 24 | 00 | | | | |
| 90 | 75 | Lynnville..... | 50 | 00 | | | | |
| 115 | 61 | Lyons..... | 44 | 00 | | | | |
| 20 | 97 | McCready..... | 10 | 00 | | | | |
| 58 | 36 | McOrimmon..... | 38 | 00 | | | | |
| 174 | 65 | McDonald's Corners..... | 80 | 00 | | | | |
| 43 | 49 | McGarry..... | 24 | 00 | | | | |
| 154 | 97 | McGregor..... | 57 | 50 | | | | |
| 116 | 46 | McIntosh Mills..... | 26 | 50 | | | | |
| 155 | 42 | McIntyre..... | 64 | 50 | | | | |
| 19 | 00 | McIver..... | 10 | 00 | | | | |
| 245 | 20 | McKellar..... | 88 | 50 | 16 | 00 | | |
| 10 | 09 | McKinlay..... | 10 | 00 | | | | |
| 107 | 89 | McLaren's Mills..... | 32 | 50 | | | | |
| 9 | 77 | McPhail..... | 10 | 00 | | | | |
| 164 | 22 | Maberly..... | 80 | 50 | | | | |
| 15 | 70 | Macedonald..... | 10 | 00 | | | | |
| 128 | 49 | Mackay's Mills..... | 36 | 50 | | | | |
| 72 | 03 | Mackay's Station..... | 80 | 00 | 80 | 00 | | |
| 33 | 59 | Macton..... | 16 | 00 | | | | |
| 68 | 52 | Macville..... | 28 | 00 | | | | |
| 1,927 | 66 | Madoc..... | 650 | 00 | 80 | 00 | 80 | 00 |
| 274 | 60 | Magnetawan..... | 110 | 00 | 36 | 00 | | |
| 37 | 95 | Maguire..... | 16 | 00 | | | | |
| 98 | 06 | Maidstone (6 Quarters)..... | 112 | 50 | | | | |
| 211 | 53 | Maitland..... | 97 | 50 | 12 | 00 | | |
| 47 | 17 | Malakoff..... | 19 | 50 | | | | |
| 100 | 00 | Malcolm..... | 40 | 00 | | | | |
| 517 | 10 | Mallorytown..... | 175 | 00 | 24 | 00 | | |
| 26 | 79 | Malone..... | 19 | 00 | | | | |
| 41 | 00 | Malta..... | 20 | 00 | | | | |
| 173 | 48 | Malton..... | 69 | 80 | 4 | 00 | | |
| 158 | 63 | Malvern..... | 64 | 00 | | | | |
| 215 | 87 | Manchester (5 Quarters)..... | 96 | 50 | | | | |
| 135 | 38 | Mandamin..... | 74 | 50 | | | | |
| 405 | 87 | Manilla..... | 159 | 00 | | | | |
| 44 | 58 | Manion (from 1st Aug., 1884)..... | 6 | 66 | | | | |
| 431 | 05 | Manitowaning..... | 270 | 00 | 36 | 00 | | |
| 80 | 32 | Mannheim..... | 22 | 00 | | | | |
| 482 | 13 | Manotick..... | 195 | 00 | | | | |
| 60 | 89 | Mansewood..... | 40 | 50 | | | | |
| 139 | 89 | Mansfield..... | 58 | 50 | | | | |
| 21 | 11 | Manvers Station (from 1st Dec., 1884)..... | 3 | 34 | | | | |
| 285 | 42 | Maple..... | 107 | 50 | 24 | 00 | | |
| 29 | 58 | Maple Grove..... | 10 | 00 | | | | |
| 98 | 73 | Maple Hill..... | 39 | 50 | | | | |
| 14 | 44 | Maple Island..... | 10 | 00 | | | | |
| 28 | 99 | Maple Lake..... | 16 | 00 | | | | |
| 74 | 88 | Maple Lodge..... | 24 | 00 | | | | |
| 14 | 80 | Maple Ridge (from 1st Sept., 1884)..... | 5 | 83 | | | | |
| 72 | 85 | Mapleton..... | 26 | 00 | | | | |

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|--|-------------------------------------|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 64 08 | Maple Valley | 31 50 | | |
| 85 45 | Maplewood | 32 00 | | |
| 23 76 | Mar | 10 00 | | |
| 110 64 | Marathon | 35 00 | | |
| 17 84 | Marble Rock | 10 00 | | |
| 44 91 | March | 24 00 | | |
| 20 46 | Marchurst | 10 00 | | |
| 33 76 | Marchmont | 16 00 | | |
| 89 36 | Marden | 32 00 | | |
| 1,354 68 | Markdale | 460 00 | 20 00 | 60 00 |
| 1,695 84 | Markham | 533 34 | 90 00 | 76 66 |
| 196 71 | Markville | 60 00 | | |
| 74 00 | Marlbank | 28 00 | | |
| 37 87 | Marmion | 16 00 | | |
| 586 46} | Marmora | 215 00 | 12 00 | |
| 52 43 | Marnoch | 20 00 | | |
| 27 56 | Marsh Hill | 12 00 | | |
| 147 29 | Marshville | 59 50 | | |
| 33 94 | Marston | 12 00 | | |
| 52 00 | Marsville (2 Quarters) | 19 00 | 3 00 | |
| 706 19 | Martintown | 270 00 | | |
| 50 56 | Marvelville | 24 00 | | |
| 168 35 | Marysville | 70 00 | | |
| 56 43 | Masonville | 24 00 | | |
| 72 32 | Massie | 34 00 | | |
| 46 56 | Matawatchan | 20 00 | | |
| 1,510 24 | Mattawa ("including arrears") | 523 34 | 60 00 | *81 66 |
| 584 01 | Maxville | 140 00 | 40 00 | |
| 249 94 | Maxwell | 120 00 | | |
| 29 06 | Mayerville | 16 00 | | |
| 60 20 | Mayfair | 28 00 | | |
| 68 66 | Mayfield | 24 00 | | |
| 7 99 | Maynard | 10 00 | | |
| 257 70 | Maynooth | 120 00 | | |
| 212 23 | Meadowvale | 110 00 | | |
| 3,446 47 | Meaford | 960 00 | 60 00 | 160 00 |
| 42 50 | Mecunoma | 24 00 | 10 00 | |
| 90 45 | Medina | 23 00 | | |
| 119 20 | Melancthon | 39 50 | | |
| 21 05 | Meldrum Bay | 11 50 | | |
| 47 61 | Melissa | 18 00 | | |
| 80 83 | Melrose | 40 00 | | |
| 34 57 | Melville | 18 00 | | |
| 61 00 | Melville Cross | 23 00 | | |
| 146 55 | Menie | 48 50 | | |
| 17 59 | Menomonee | 11 50 | | |
| 54 32 | Merivale | 19 00 | | |
| 295 31 | Merlin | 99 00 | | |
| 1,212 88 | Merrickville | 450 00 | | 40 00 |
| 12 00 | Merritt | 10 00 | | |
| 970 47 | Merritton | 286 50 | | |
| 68 76 | Merton | 32 50 | | |
| 561 28 | Metcalfe | 192 50 | | |
| 32 86 | Metropolitan | 20 00 | | |
| 38 63 | Metz | 11 50 | | |
| 50 23 | Meyersburg | 24 00 | | |
| 63 06 | Michael's Bay | 37 00 | | |

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 18 00 | Michipicoton Island..... | 40 00 | | |
| 980 61 | Michipicoton River..... | 82 50 | | |
| 41 95 | Micksburg..... | 15 00 | | |
| 48 57 | Middlemarch..... | 20 00 | | |
| 175 67 | Middlemiss..... | 72 00 | | |
| 195 51 | Middleville..... | 69 00 | | |
| 9 12 | Midford (from 1st Sept., 1884)..... | 5 83 | | |
| 91 42 | Midhurst..... | 38 50 | | |
| 1,735 66 | Midland..... | 540 00 | | 80 00 |
| 32 95 | Midlothian..... | 14 00 | | |
| 923 24 | Mildmay (*should have been rent)..... | 320 00 | *30 00 | 10 00 |
| 252 98 | Milford..... | 120 00 | | |
| 74 01 | Millar's Corners..... | 19 00 | | |
| 65 92½ | Millarton..... | 37 50 | | |
| 400 64 | Millbank..... | 180 00 | | |
| 106 79 | Mill Bridge..... | 60 00 | | |
| 1,667 25 | Mill Brook..... | 560 00 | 96 00 | 80 00 |
| 218 76 | Mille Roches..... | 90 00 | | |
| 73 51 | Mille Grove..... | 24 00 | | |
| 55 33 | Mill Haven..... | 30 00 | | |
| 46 77 | Milliken..... | 22 00 | | |
| 9 89 | Milnesville (2 Quarters)..... | 6 00 | | |
| 2,099 60 | Milton West..... | 700 00 | 48 00 | 120 00 |
| 571 76 | Milverton..... | 200 00 | | |
| 100 03 | Mimico..... | *9 00 | | |
| 63 00 | Mimosa..... | 30 00 | | |
| 35 00 | Mindemoya..... | 18 00 | | |
| 698 60 | Minden..... | 240 00 | 12 00 | |
| 248 52 | Minesing..... | 80 00 | | |
| 184 57 | Mississippi Station (*including arrears)..... | 155 00 | *21 00 | |
| 3,689 37 | Mitchell..... | 960 00 | 60 00 | 160 00 |
| 34 56 | Mitchell's Bay..... | 18 00 | | |
| 74 15 | Mitchell Square..... | 32 00 | | |
| 33 03 | Moffatt..... | 18 00 | | |
| 844 92 | Mohawk..... | 128 00 | | |
| 73 24 | Mohr's Corners..... | 29 00 | | |
| 49 17 | Moirs..... | 24 00 | | |
| 153 28 | Molesworth..... | 54 00 | 4 00 | |
| 64 50 | Moltke..... | 18 00 | | |
| 21 90 | Monck..... | 10 00 | | |
| 70 30 | Monckland..... | 30 00 | | |
| 20 42 | Moncrieff..... | 16 00 | | |
| 10 04 | Moneymore..... | 10 00 | | |
| 63 10 | Mongolia..... | 23 00 | | |
| 245 64 | Monkton..... | 100 00 | | |
| 99 61 | Mono Centre..... | 34 00 | | |
| 257 04 | Mono Mills..... | 117 50 | 20 00 | |
| 403 20 | Mono Road Station..... | 135 00 | | |
| 1 83 | Monsell..... | 10 00 | | |
| 18 27 | Montague..... | 10 00 | | |
| 26 74 | Monteagle Valley..... | 11 50 | | |
| 36 45 | Monticello..... | 16 00 | | |
| 38 14 | Montrose..... | 20 00 | | |
| 109 53 | Moonstone..... | 49 00 | | |
| 307 75 | Moore..... | 110 00 | | |
| 612 44 | Moorefield..... | 241 50 | 8 00 | |
| 19 50 | Mooreburg..... | 14 50 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances | Allowances towards Rent, Fuel and Light. |
|--|---------------------------------------|-----------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 23 21 | Moore's Falls..... | 20 00 | | |
| 44 50 | Mooreville..... | 20 00 | | |
| 257 93 | Moose Creek..... | 120 00 | | |
| 32 44 | Moraviantown..... | 14 50 | | |
| 63 10 | Moray..... | 24 00 | | |
| 213 19 | Morewood..... | 76 00 | | |
| 103 25 | Morganston..... | 35 00 | | |
| 14 00 | Morley..... | 10 00 | | |
| 152 43 | Morningdale Mills..... | 44 00 | | |
| 513 98 | Morpeth..... | 230 00 | | |
| 3,429 83 | Morrisburg..... | 1,100 00 | 240 00 | 160 00 |
| 245 45 | Morrison..... | 80 00 | | |
| 157 74 | Morton (*from 1st July, 1884)..... | 60 00 | *4 50 | |
| 81 06 | Morven..... | 31 00 | | |
| 147 28 | Mosborough..... | 39 00 | | |
| 159 03 | Moscow..... | 38 00 | | |
| 61 69 | Mossie..... | 19 00 | | |
| 75 30 | Mossley..... | 30 00 | | |
| 56 26 | Motherwell..... | 34 50 | | |
| 277 76 | Moulinette..... | 130 00 | 40 00 | |
| 45 00 | Moulton Station..... | 15 00 | | |
| 116 65 | Mountain Grove..... | 26 50 | | |
| 50 31 | Mountain View..... | 15 50 | | |
| 469 00 | Mount Albert..... | 187 50 | | |
| 24 48 | Mount Albion..... | 10 00 | | |
| 448 10 | Mount Brydges..... | 177 50 | 6 00 | |
| 35 05 | Mount Charles..... | 24 00 | | |
| 21 72 | Mount Chesney..... | 12 00 | | |
| 209 90 | Mount Elgin..... | 114 00 | | |
| 3,094 02 | Mount Forest..... | 1,000 00 | 80 00 | 160 00 |
| 43 78 | Mount Healy..... | 36 00 | | |
| 14 53 | Mount Hope (from 1st Dec., 1884)..... | 3 33 | | |
| 37 84 | Mount Horeb..... | 22 50 | | |
| 10 00 | Mount Irwin..... | 10 00 | | |
| 197 32 | Mount Pleasant..... | 77 50 | | |
| 53 72 | Mount St. Louis..... | 24 50 | | |
| 35 38 | Mount St. Patrick..... | 15 50 | | |
| 57 06 | Mount Salem..... | 24 00 | | |
| 47 22 | Mountsberg..... | 20 00 | | |
| 105 03 | Mount Sherwood..... | 45 00 | | |
| 130 26 | Mount Vernon..... | 64 50 | | |
| 24 74 | Mount Wolf..... | 12 00 | | |
| 199 32 | Muir Kirk..... | 92 50 | | |
| 10 81 | Mulgrave..... | 10 00 | | |
| 75 36 | Mull..... | 26 50 | | |
| 19 69 | Mullifarry..... | 16 00 | | |
| 66 56 | Mulmur..... | 30 00 | | |
| 174 96 | Muncey..... | 63 00 | | |
| 45 10 | Munroe's Mills..... | 19 50 | | |
| 68 78 | Munster..... | 31 00 | | |
| 37 06 | Murchison (from 1st Oct., 1884)..... | 14 80 | | |
| 13 22 | Murdoch..... | 10 00 | | |
| 48 25 | Murilla Station..... | 19 00 | | |
| 155 44 | Murray..... | 59 00 | | |
| 80 36 | Murvale..... | 32 50 | | |
| 88 43 | Muskoka Falls..... | 38 00 | 16 00 | |
| 118 84 | Muskoka Mills..... | 57 50 | | |

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$. cts. | | \$ cts. | \$ cts. | \$ cts. |
| 64 57 | Musselburg | 20 00 | | |
| 5 20 | Myrehall..... | 10 00 | | |
| 325 55 | Myrtle | 97 50 | 4 00 | |
| 57 37 | Nairn..... | 38 00 | | |
| 202 00 | Nanticoke | 82 00 | | |
| 24 16 | Nantye (from 1st Nov., 1884)..... | 4 16 | | |
| 5,718 35 | Napanee..... | 1,800 00 | 160 00 | 280 00 |
| 123 27 | Napanee Mills..... | 72 50 | | |
| 9 57 | Napan..... | 10 00 | | |
| 223 60 | Napier..... | 87 50 | | |
| 24 52 | Napperton..... | 14 00 | | |
| 91 04 | Nashville..... | 31 50 | | |
| 180 97 | Nassagaweya..... | 70 00 | 8 00 | |
| 63 11 | Navan | 19 50 | | |
| 137 18 | Nelles' Corners..... | 46 00 | | |
| 142 05 | Nelson..... | 60 00 | | |
| 174 10 | Nenagh..... | 80 00 | | |
| 29 30 | Netherby..... | 16 60 | | |
| 731 52 | Neustadt (5 Quarters)..... | 200 00 | | |
| 41 82 | Newark..... | 20 00 | | |
| 38 92 | Newbliss..... | 16 00 | | |
| 743 28 | Newboro' (*including arrears)..... | 264 50 | *70 00 | |
| 18 15 | New Boyne..... | 12 00 | | |
| 102 93 | Newbridge..... | 50 00 | | |
| 582 87 | Newburgh..... | 230 00 | | |
| 581 97 | Newbury..... | 244 00 | 6 00 | |
| 8 59 | New Carlou..... | 10 00 | | |
| 1,179 69 | Newcastle..... | 440 00 | 48 00 | 60 00 |
| 91 20 | Newcombe Mills..... | 34 00 | | |
| 24 30 | New Dublin..... | 12 00 | | |
| 722 20 | New Dundee..... | 180 00 | | |
| 119 12 | New Durham..... | 57 50 | | |
| 452 68 | New Edinburgh..... | 196 50 | | |
| 82 78 | New Germany..... | 39 00 | | |
| 1,865 58 | New Hamburg..... | 480 00 | 24 00 | 80 00 |
| 12 00 | Newholm..... | 10 00 | | |
| 435 05 | Newington..... | 155 00 | | |
| 407 13 | New Lowell..... | 139 50 | | |
| 2,936 65 | Newmarket..... | 880 00 | 96 00 | 160 00 |
| 19 30 | New Park..... | 10 00 | | |
| 22 34 | Newport..... | 16 00 | | |
| 13 01 | New Ross..... | 10 00 | | |
| 195 10 | Newry..... | 83 00 | 12*00 | |
| 100 37 | New Sarum..... | 44 00 | | |
| 197 62 | Newton..... | 72 50 | 16 00 | |
| 167 59 | Newton Brook..... | 68 00 | | |
| 139 25 | Newton Robinson..... | 60 00 | | |
| 1,641 76 | Niagara..... | 540 00 | 72 00 | 120 00 |
| 2,799 36 | Niagara Falls..... | 800 00 | 200 00 | 120 00 |
| 1,494 79 | Niagara Falls, South (5 Quarters)..... | 486 50 | | 50 00 |
| 93 50 | Nicolston..... | 39 50 | | |
| 138 16 | Nile..... | 36 00 | | |
| 138 72 | Nilestown..... | 64 00 | | |
| 275 81 | Nipissing..... | 86 50 | | |
| 44 27 1/2 | Nissouri (closed 30th June; re-opened 15th Sept., 1884)..... | 16 25 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 31 47 | Nithburg..... | 19 00 | | |
| 116 03 | Nixon..... | 47 00 | | |
| 170 99 | Nobleton..... | 78 00 | 4 00 | |
| 166 29 | Norham..... | 80 00 | | |
| 209 93 | Norland..... | 87 50 | 16 00 | |
| 55 51 | Normandale..... | 20 00 | | |
| 354 44 | North Augusta..... | 146 00 | | |
| 484 72 | North Bay..... | 126 16 | | |
| 16 53 | North Branch..... | 11 50 | | |
| 158 66 | North Bruce..... | 58 00 | | |
| 193 42 | North Burton..... | 58 00 | | |
| 19 44 | Northcote..... | 11 50 | | |
| 69 85 | Northfield..... | 26 00 | | |
| 42 76 | Northfield Centre..... | 20 00 | | |
| 72 16 | North Glanford..... | 24 00 | | |
| 337 80 | North Gower (*from 1st July, 1884)..... | 136 00 | 4 50 | |
| 126 76 | North Keppel..... | 49 50 | | |
| 290 35 | North Lancaster..... | 106 59 | | |
| 19 80 | North Mountain..... | 10 00 | | |
| 33 00 | North Pelham..... | 18 00 | | |
| 261 72 | North Port..... | 110 00 | | |
| 96 26 | North Ridge..... | 39 50 | | |
| 43 83 | North Seguin..... | 19 00 | | |
| 47 21 | North Seneca..... | 20 00 | 6 00 | |
| 15 60 | North Valley..... | 10 00 | | |
| 165 46 | North Williamsburg..... | 64 00 | | |
| 46 40 | North Winchester..... | 20 00 | | |
| 99 65 | Northwood..... | 50 00 | | |
| 302 63 | Norval..... | 120 00 | | |
| 74 31 | Norway..... | 30 00 | | |
| 2,222 11 | Norwich..... | 660 00 | | 120 00 |
| 1,936 02 | Norwood..... | 520 00 | 48 00 | 60 00 |
| 196 40 | Nosbonsing..... | 65 18 | | |
| 336 25 | Nottawa..... | 146 00 | | |
| 89 77 | Nugent..... | 27 50 | | |
| 10 26 | Oak Hill..... | 10 09 | | |
| 122 00 | Oakland..... | 70 00 | 12 00 | |
| 57 36 | Oak Ridges..... | 42 50 | | |
| 1,990 41 | Oakville..... | 620 00 | 32 00 | 100 00 |
| 531 44 | Oakwood..... | 174 00 | | |
| | Oates..... | 10 00 | | |
| 34 09 | Oban..... | 19 00 | | |
| 32 08 | Oconto..... | 10 00 | | |
| 29 89 | Odell..... | 16 00 | | |
| 427 66 | Odessa..... | 180 00 | 72 00 | |
| 80 03 | Offa..... | 35 00 | | |
| 9 81 | Ogemah..... | 23 50 | | |
| 30 61 | Ohswéken..... | 16 00 | | |
| 552 79 | Oil City..... | 205 00 | 4 00 | |
| 499 73 | Oil Springs..... | 165 00 | | |
| 16 63 | Oldcastle (3 Quarters)..... | 12 00 | | |
| 37 22 | Oldfield (closed 31st Oct., 1884; re-opened 1st Jan., 1885)..... | | | |
| | | 28 00 | | |
| 161 33 | Olinda..... | 40 00 | | |
| 17 82 | Olipphant..... | 16 00 | | |
| 8 53 | Oliver..... | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 123 05 | Omagh..... | 40 00 | | |
| 1,272 98 | Omemeo (5 Quarters)..... | 500 00 | 20 00 | 50 00 |
| 88 13 | Ompah..... | 28 50 | | |
| 115 62 | Oneida..... | 37 50 | 6 00 | |
| 161 59 | Onondaga..... | 70 00 | | |
| 4,069 12 | Orangeville..... | 1,100 00 | 72 00 | 160 00 |
| 4 77 | Oranmore (from 1st Dec., 1884)..... | 3 33 | | |
| 129 52 | Orchard..... | 56 00 | 12 00 | |
| 29 67 | Oriel..... | 12 00 | | |
| 5,807 85 | Orillia..... | 1,399 50 | 150 00 | 240 00 |
| 67 21 | Orkney..... | 27 00 | | |
| 88 11 | Orleans..... | 32 00 | | |
| 115 38 | Ormond..... | 30 00 | | |
| 934 98 | Orono (*from 1st July, 1884)..... | 355 00 | | *30 00 |
| 34 40 | Oro Station..... | 16 00 | | |
| 241 08 | Orr Lake..... | 77 66 | | |
| 108 68 | Orton..... | 26 50 | | |
| 121 27 | Orwell (*including arrears)..... | 49 50 | *10 50 | |
| 57 20 | Osaca..... | 30 00 | | |
| 57 54 | Osborne..... | 20 00 | | |
| 325 51 | Osceola..... | 97 50 | 8 00 | |
| 112 24 | Osgoode Station..... | 50 00 | | |
| 5,099 76 | Oshawa..... | 1,411 00 | 80 00 | 240 00 |
| 15 06 | Osman..... | 15 00 | | |
| 243 62 | Osnabrock Centre..... | 77 50 | | |
| 74 13 | Oso Station..... | 36 00 | 16 00 | |
| 97 32 | Osprings..... | 36 00 | | |
| 19 13 | Ossa..... | 11 50 | | |
| 10 78 | Ossian..... | 10 00 | | |
| 59 75 | Ostrander..... | 20 00 | | |
| 40,580 87 | Ottawa (salaries and expenses entered elsewhere)..... | | | |
| 672 69 | Otterville..... | 260 00 | | |
| 6 30 | Oungah..... | 24 00 | 12 00 | |
| 51 53 | Oustic..... | 26 00 | | |
| 73 08 | Ouvry..... | 24 00 | | |
| 7 55 | Overton..... | 10 00 | | |
| 6,762 70 | Owen Sound..... | 1,616 67 | 160 00 | 223 33 |
| 123 81 | Oxenden..... | 44 50 | | |
| 44 07 | Oxford Centre..... | 23 00 | | |
| 386 02 | Oxford Mills (*including arrears)..... | 124 00 | *19 00 | |
| 67 43 | Oxford Station..... | 23 50 | | |
| 156 32 | Oxley..... | 64 00 | | |
| 30 63 | Oxmead..... | 12 00 | | |
| 102 02 | Painswick..... | 42 00 | | |
| 2,185 79 | Paisley..... | 840 00 | 90 00 | 120 00 |
| 1,028 89 | Pakenham..... | 340 00 | 24 00 | 40 00 |
| 160 18 | Palermo..... | 100 00 | 16 00 | |
| 159 12 | Palgrave..... | 50 00 | 14 00 | |
| 24 49 | Palmer Rapids..... | 14 00 | | |
| 1,764 28 | Palmerston..... | 600 00 | 80 00 | 80 00 |
| 138 25 | Palmyra..... | 70 00 | | |
| 90 59 | Panmure..... | 30 00 | | |
| 96 53 | Parham..... | 48 00 | 8 00 | |
| 3,684 39 | Paris..... | 1,060 00 | 80 00 | 200 00 |
| 736 87 | Paris Station..... | 280 00 | 24 00 | |
| 1,360 77 | Parkdale (5 Quarters)..... | 485 00 | | 50 00 |

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|--|---|-----------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 105 31 | Parker..... | 46 00 | | |
| 64 32 | Park Head..... | 24 00 | | |
| 2,591 54 | Park Hill..... | 800 00 | 140 00 | 120 00 |
| 27 45 | Parma..... | 20 00 | | |
| 258 20 | Parry Harbor..... | 147 50 | | |
| 1,250 79 | Parry Sound (5 Quarters)..... | 500 00 | 187 50 | 50 00 |
| 101 30 | Patillo..... | 40 00 | | |
| 864 36 | Patterson..... | 155 00 | | |
| 23 79 | Paudash..... | 18 00 | | |
| 43 60 | Peabody..... | 18 00 | | |
| 10 20 | Pearceley..... | 10 00 | | |
| 5 35 | Peebles..... | 10 00 | | |
| 26 65 | Peepabun..... | 12 00 | | |
| 75 31 | Pefferlaw..... | 33 00 | | |
| 170 54 | Pelee Island..... | 57 50 | | |
| 11 47 | Pelham Union..... | 11 50 | | |
| 5,143 88 | Pembroke..... | 1,300 00 | 220 00 | 200 00 |
| 189 66 | Pendleton..... | 64 00 | | |
| 1,782 15 | Penetanguishene..... | 540 00 | 14 00 | 80 00 |
| 69 65 | Peninsula Harbor (from 1st Aug., 1884)..... | 31 77 | | |
| 20 29 | Pentland..... | 10 00 | | |
| 52 23 | Peaville..... | 28 00 | | |
| 20 32 | Perch Station..... | 14 00 | | |
| 24 57 | Perivale..... | 16 00 | | |
| 80 31 | Perm..... | 26 00 | | |
| 27 74 | Perretton..... | 16 00 | | |
| 25 24 | Perrin (closed 31st Jan., 1885)..... | 10 00 | | |
| 13 43 | Perry (from 1st June, 1884)..... | 8 33 | | |
| 66 65 | Perrytown..... | 36 00 | | |
| 4,513 97 | Perth..... | 1,260 00 | 240 00 | 200 00 |
| 93 48 | Perth Road..... | 43 50 | | |
| 29 39 | Petawawa..... | 16 00 | | |
| 11,230 05 | Peterborough..... | 2,800 00 | 200 00 | 440 00 |
| 132 08 | Petersburg..... | 70 00 | 80 00 | |
| 10 10 | Peterson's Corners..... | 10 00 | | |
| 170 93 | Petersville..... | 80 00 | | |
| 80 79 | Petherton..... | 34 50 | | |
| 4,163 03 | Petrolia..... | 1,100 00 | 16 00 | 160 00 |
| 13 70 | Petworth..... | 10 00 | | |
| 10 17 | Pevensey (from 1st Aug., 1884)..... | 6 67 | | |
| 280 87 | Phelpston..... | 75 00 | 10 00 | |
| 70 07 | Phillipsburg, West..... | 39 50 | | |
| 224 16 | Phillipsville..... | 50 00 | | |
| 23 18 | Phillipston..... | 12 00 | | |
| 10 40 | Pic (closed 30th Nov., 1884)..... | 10 83 | | |
| 832 30 | Pickering (*from 1st July, 1884)..... | 330 00 | | *30 00 |
| 4,381 92 | Pictou..... | 1,300 00 | 300 00 | 240 00 |
| 25 90 | Pike Bay..... | 14 50 | | |
| 31 09 | Pike Creek..... | 20 00 | | |
| 26 75 | Pine Dale..... | 18 00 | | |
| 135 75 | Pine Grove..... | 44 00 | | |
| 85 51 | Pine Orchard..... | 31 50 | | |
| 78 95 | Pine River..... | 55 00 | | |
| 376 17 | Pinkerton..... | 160 00 | | |
| 24 52 | Pitt's Ferry..... | 10 00 | | |
| 53 10 | Pittston..... | 16 00 | | |
| 88 08 | Plainfield (*including arrears)..... | *45 33 | 10 00 | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 108 31 | Plainville..... | 43 00 | | |
| 610 32 | Plantaganet..... | 177 50 | 40 00 | |
| 943 03 | Plattsville..... | 300 00 | | |
| 34 35 | Playfair..... | 14 00 | | |
| 47 02 | Pleasant Valley..... | 15 50 | | |
| 246 96 | Plevna..... | 57 50 | | |
| 25 09 | Plover Mills (from 1st July, 1884)..... | 7 50 | | |
| 26 63 | Plum Hollow..... | 18 00 | | |
| 40 30 | Point Alexander..... | 30 00 | | |
| 14 30 | Point aux Pins..... | 10 00 | | |
| 884 27 | Point Edward..... | 420 00 | | 60 00 |
| 13 20 | Point Kaye..... | 10 00 | | |
| 114 04 | Point Maimaise..... | 25 00 | | |
| | Point Petre..... | 10 00 | | |
| | Point Traverse..... | 12 00 | | |
| 22 38 | Pohand..... | 16 00 | | |
| 17 44 | Pomona..... | 14 00 | | |
| 35 81 | Pond Mills..... | 11 50 | | |
| 36 96 | Ponsonby..... | 33 00 | | |
| 53 53 | Port Arthur..... | 23 00 | | |
| 122 77 | Poole..... | 39 50 | | |
| 99 20 | Poplar (from 1st Sept., 1884)..... | 5 83 | | |
| 6 89 | Poplar Grove (from 1st Dec., 1884)..... | 3 34 | | |
| 101 06 | Poplar Hill..... | 33 00 | | |
| 123 91 | Port Albert..... | 50 00 | | |
| 27 74 | Port Alma (from 1st Jan., 1885)..... | 2 50 | | |
| 3,367 93 | Port Arthur..... | 2,400 00 | 200 00 | 440 00 |
| 47 32 | Port Bruce..... | 24 00 | | |
| 626 88 | Port Burwell..... | 335 50 | 72 00 | |
| 393 47 | Port Carling..... | 140 00 | 8 00 | |
| 57 25 | Port Cockburn..... | 18 00 | | |
| 1,603 33 | Port Colborne..... | 560 00 | 60 00 | 100 00 |
| 204 05 | Port Credit..... | 64 50 | | |
| 571 53 | Port Dalhousie..... | 239 50 | | |
| 1,477 21 | Port Dover..... | 490 00 | | 60 00 |
| 1,885 43 | Port Elgin..... | 690 00 | 24 00 | 80 00 |
| 59 02 | Port Elmsley (3 Quarters)..... | 21 00 | | |
| 68 20 | Porter's Hill..... | 32 00 | | |
| 43 30 | Port Finlay (from 1st Sept., 1884)..... | 16 51 | | |
| 36 53 | Port Franks..... | 11 50 | | |
| 59 14 | Port Granby..... | 24 00 | | |
| 6,795 59 | Port Hope..... | 2,000 00 | 240 00 | 320 00 |
| 311 68 | Port Lambton..... | 189 67 | | |
| 267 30 | Portland..... | 78 00 | | |
| 27 41 | Port Maitland..... | 26 50 | | |
| 61 12 | Port Nelson..... | 22 00 | | |
| 2,894 09 | Port Perry..... | 800 00 | 27 00 | 120 00 |
| 427 57 | Port Robinson..... | 174 00 | | |
| 860 51 | Port Rowan..... | 440 50 | 50 00 | 40 00 |
| 95 48 | Port Royal..... | 40 00 | | |
| 95 20 | Port Ryerse..... | 50 00 | | |
| 65 64 | Port Sandfield..... | 18 00 | | |
| 97 15 | Port Severn..... | 40 00 | | |
| 263 79 | Portsmouth..... | 57 50 | | |
| 655 95 | Port Stanley..... | 321 00 | | |
| 267 33 | Port Sydney..... | 80 00 | 8 00 | |
| 6 72 | Port Talbot..... | 16 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$.. cts. | | \$ cts. | \$ cts. | \$ cts. |
| 32 50 | Pert Union | 12 00 | | |
| 32 92 | Pottageville | 16 00 | | |
| 59 59 | Powassan | 25 00 | | |
| 9 65 | Powell | 12 00 | | |
| 10 42 | Prairie Siding..... | 10 00 | | |
| 60 84 | Preneveau..... | 10 00 | | |
| 3,885 43 | Prescott..... | 1,236 00 | 460 00 | 60 00 |
| 125 35 | Presqu'Isle | 48 00 | | |
| 1,643 82 | Preston..... | 480 00 | 36 00 | 60 00 |
| 50 61 | Price's Corners | 20 00 | | |
| 682 25 | Priceville | 236 50 | 6 00 | |
| 122 33 | Primrose | 47 50 | 8 00 | |
| 170 00 | Prince Albert | 93 00 | | |
| 658 07 | Princeton | 220 00 | | |
| 82 50 | Prinyer | 34 50 | | |
| 62 00 | Prospect | 28 00 | | |
| 76 00 | Providence Bay..... | 47 50 | | |
| 57 00 | Purbrook..... | 22 00 | | |
| 10 33 | Purdy..... | 10 00 | | |
| 9 22 | Purple Grove..... | 10 00 | | |
| 20 52 | Purple Hill..... | 11 50 | | |
| 10 50 | Purple Valley (from 1st Sept., 1884) | 5 83 | | |
| 42 95 | Purpleville | 23 00 | | |
| 195 12 | Puslineh | 72 50 | 8 00 | |
| 108 28 | Putnam (*including arrears)..... | 40 00 | *21 00 | |
| 41 20 | Queen Hill | 24 00 | | |
| 240 67 | Queensboro' | 80 00 | | |
| 233 06 | Queenston..... | 115 00 | | |
| 234 68 | Queensville | 135 50 | 10 00 | |
| 51 07 | Quinn..... | 14 50 | | |
| 159 26 | Raglan..... | 95 00 | | |
| 49 48 | Railton | 24 00 | | |
| 97 38 | Rainham | 48 00 | 8 00 | |
| 73 65 | Rainham Centre..... | 36 94 | | |
| 49 18 | Rama | 24 00 | | |
| 34 50 | Ramsay's Corners | 16 00 | | |
| 112 53 | Randwick | 32 00 | | |
| 52 76 | Ranelagh | 19 00 | | |
| 38 79 | Rankin | 16 00 | 6 00 | |
| 18 64 | Raper | 12 00 | | |
| 58 28 | Rathburn | 24 00 | | |
| 15 69 | Rathbun Station (from 1st March, 1885)..... | 6 27 | | |
| 154 37 | Ratho..... | 94 00 | | |
| 150 00 | Ravenna..... | 48 00 | | |
| 10 00 | Ravenscliffe..... | 10 00 | | |
| 134 32 | Ravenshoe..... | 37 50 | | |
| 86 56 | Ravenswood..... | 44 50 | | |
| 5 64 | Ravensworth..... | 10 00 | | |
| 42 98 | Raymond | 16 00 | | |
| 39 66 | Reaboro' | 24 00 | | |
| 104 25 | Read..... | 35 00 | | |
| 99 60 | Reading..... | 24 00 | | |
| 62 50 | Reay | 32 00 | | |
| 80 26 | Rebecca..... | 14 50 | | |
| 62 82 | Red Bay..... | 17 50 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 108 82 | Rednersville..... | 42 00 | | |
| 149 08 | Red Rock..... | 43 50 | | |
| 31 09 | Red Wing..... | 16 00 | | |
| 27 36 | Redwood (from 1st June, 1884)..... | 8 33 | | |
| 36 98 | Reid's Mills..... | 16 00 | | |
| 38 78 | Relessey..... | 20 00 | | |
| 54 09 | Renforth..... | 24 00 | | |
| 2,781 71 | Renfrew..... | 740 00 | 79 00 | 120 00 |
| 52 98 | Renton..... | 20 00 | | |
| 40 13 | Renton Station..... | 24 00 | | |
| 23 06 | Restoule..... | 11 50 | | |
| 199 10 | Riceville..... | 70 00 | 12 00 | |
| 305 45 | Richard's Landing..... | 80 00 | | |
| 1,004 46 | Richmond Hill..... | 340 00 | | 40 00 |
| 305 29 | Richmond West..... | 127 50 | | |
| 23 77 | Richview..... | 12 00 | | |
| 145 22 | Richwood..... | 72 00 | | |
| 3,067 87 | Ridgetown..... | 700 00 | | 120 00 |
| 145 89 | Ridgeville..... | 64 00 | | |
| 589 75 | Ridgeway..... | 240 00 | 32 00 | |
| 66 00 | Rimington..... | 30 00 | | |
| 158 80 | Ringwood..... | 60 00 | | |
| 843 98 | Ripley..... | 320 00 | | 40 00 |
| 227 31 | Riverbank..... | 70 00 | | |
| 135 75 | Riversdale..... | 60 00 | | |
| 565 10 | Riverside..... | 155 00 | | |
| 58 62 | Riverstown..... | 30 00 | 4 00 | |
| 49 46 | Riverview..... | 24 00 | | |
| 72 20 | Roach's Point..... | 40 00 | | |
| 0 09 | Robertsville (closed 10th Feb., 1885)..... | 9 75 | | |
| 12 05 | Robillard (op'nd 1st June, 1884, cl'd 6th Feb., '85)..... | 6 86 | | |
| 131 40 | Roblin..... | 43 00 | | |
| 19 34 | Rob Roy..... | 10 00 | | |
| 312 61 | Rochesterville..... | 87 50 | | |
| 15 44 | Rockfield (from 1st May, 1884)..... | 9 18 | | |
| 73 80 | Rockford..... | 28 00 | | |
| 158 88 | Rockingham (*including arrears)..... | 57 50 | *53 50 | |
| 456 51 | Rockland..... | 240 00 | | |
| 134 32 | Rockliffe..... | 42 63 | | |
| 121 52 | Rocklyn..... | 38 50 | | |
| 100 38 | Rockport..... | 39 00 | | |
| 20 29 | Rockside..... | 14 00 | | |
| 46 10 | Rock Springs..... | 11 50 | | |
| 144 86 | Rockton..... | 62 00 | 16 00 | |
| 680 32 | Rockwood..... | 257 00 | | |
| 92 91 | Rodgerville..... | 47 50 | | |
| 954 97 | Rodney (*including arrears)..... | 350 00 | *17 50 | 40 00 |
| 27 25 | Roebuck..... | 12 00 | | |
| 8 59 | Romily..... | 10 00 | | |
| 127 07 | Romney..... | 60 00 | | |
| 51 84 | Rondeau..... | 30 00 | | |
| 74 60 | Ronson..... | 36 00 | | |
| 4 57 | Rosebank (closed 31st May, 1884)..... | 1 66 | | |
| 30 89 | Rosedale..... | 18 00 | | |
| 42 50 | Rosedene..... | 16 00 | | |
| 44 91 | Rosehall..... | 19 50 | | |
| 433 00 | Rosemont..... | 160 00 | 28 00 | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---------------------------------------|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 194 63 | Roseneath..... | 80 00 | | |
| 18 28 | Rosetta..... | 12 00 | | |
| 112 54 | Roseville..... | 40 00 | | |
| 170 03 | Roslin..... | 65 00 | 4 00 | |
| 10 72 | Ross..... | 11 50 | | |
| 353 25 | Rosseau..... | 160 00 | 80 00 | |
| 33 86 | Rosseau Falls..... | 16 00 | | |
| 133 83 | Rossmore..... | 48 00 | | |
| 72 45 | Ross Mount..... | 32 00 | | |
| 66 04 | Rostock..... | 27 00 | | |
| 26 00 | Rothés..... | 12 00 | | |
| 404 15 | Rothsay..... | 142 50 | | |
| 5 00 | Rouge Hill..... | 11 50 | | |
| 9 72 | Round Lake..... | 10 00 | | |
| 36 22 | Round Plains (including arrears)..... | 37 08 | | |
| 65 75 | Routhier..... | 23 00 | | |
| 72 81 | Rowan Mills..... | 25 00 | | |
| 93 11 | Rowena..... | 27 50 | | |
| 92 05 | Rugby..... | 39 00 | 16 00 | |
| 22 89 | Ruscom River..... | 21 50 | | |
| 112 94 | Ruscom Station..... | 32 50 | | |
| 7 52 | Rush Point..... | 10 00 | | |
| 25 27 | Ruskview..... | 18 00 | | |
| 54 50 | Russeldale..... | 23 50 | | |
| 423 25 | Russell..... | 170 00 | 24 00 | |
| 13 16 | Russelton..... | 10 00 | | |
| 128 38 | Rutherford..... | 48 00 | | |
| 489 17 | Ruthven (6 Quarters)..... | 142 50 | | |
| 84 90 | Ryckman's Corners..... | 27 50 | | |
| 94 40 | Rydal Bank..... | 17 60 | | |
| 22 34 | Rye..... | 16 00 | | |
| 17 05 | Rylstone..... | 11 50 | | |
| 115 87 | St. Agatha..... | 48 00 | | |
| 143 72 | St. Albert..... | 44 50 | | |
| 6 00 | St. Amour (from 1st Feb., 1885)..... | 1 66 | | |
| 174 84 | St. Andrew's West..... | 48 00 | | |
| 122 54 | St. Ann's..... | 47 50 | | |
| 68 89 | St. Augustine..... | 19 00 | | |
| 13,556 65 | St. Catharine's..... | 3,200 00 | 96 00 | |
| 64 48 | St. Clair Siding..... | 36 00 | | |
| 111 15 | St. Clement's..... | 64 00 | | |
| 217 60 | St. David's..... | 79 50 | | |
| 133 88 | St. Elmo..... | 57 50 | | |
| 415 35 | St. Eugène..... | 195 00 | | |
| 1,040 10 | St. George, Brant..... | 335 00 | | 40 00 |
| 141 88 | St. Helen's..... | 78 00 | | |
| 203 85 | St. Isidore de Prescott..... | 52 50 | | |
| 35 15 | St. Ives..... | 16 00 | | |
| 435 67 | St. Jacob's..... | 172 50 | | |
| 112 50 | St. James' Park..... | 55 00 | | |
| 47 58 | St. Joachim, River Ruscom..... | 24 00 | | |
| 52 80 | St. John's, West..... | 20 00 | | |
| 9 88 | St. Lawrence..... | 10 00 | | |
| 4,745 46 | St. Mary's..... | 1,206 00 | 12 00 | 200 00 |
| 17 51 | St. Ola..... | 12 00 | | |
| 61 10 | St. Patrick..... | 16 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 70 | 97 | St. Paul's Station..... | 28 | 00 | | | | |
| 132 | 25 | St. Raphael, West..... | 43 | 00 | | | | |
| 12,737 | 85 | St. Thomas, West..... | 3,600 | 00 | 120 | 00 | 560 | 00 |
| 272 | 50 | St. Williams..... | 155 | 00 | | | | |
| 52 | 03 | Sable..... | 16 | 00 | | | | |
| 28 | 50 | Sadowa..... | 13 | 00 | | | | |
| 9 | 68 | Sahanatien (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 98 | 45 | Saintfield..... | 39 | 00 | | | | |
| 294 | 31 | Salem..... | 117 | 00 | | | | |
| 195 | 14 | Salford..... | 57 | 50 | | | | |
| 39 | 30 | Salmon Point..... | 16 | 00 | | | | |
| 76 | 56 | Salmonville..... | 33 | 00 | 6 | 00 | | |
| 84 | 89 | Salford..... | 34 | 50 | | | | |
| 14 | 47 | Sand Bay (from 1st Sept., 1884)..... | 5 | 83 | | | | |
| 58 | 10 | Sandfield..... | 24 | 00 | | | | |
| 88 | 02 | Sandford..... | 39 | 50 | | | | |
| 115 | 99 | Sandhill..... | 55 | 00 | | | | |
| 77 | 23 | Sandhurst..... | 36 | 00 | | | | |
| 213 | 44 | Sand Point..... | 98 | 00 | 120 | 00 | | |
| 646 | 03 | Sandwich..... | 266 | 00 | | | 100 | 00 |
| 10 | 00 | Sangster..... | 10 | 00 | | | | |
| 5 | 46 | Sarepta (from 1st Nov., 1884)..... | 4 | 16 | | | | |
| 13 | 67 | Sargison..... | 10 | 00 | | | | |
| 7,166 | 53 | Sarnia (*including special allowance)..... | 1,900 | 00 | *490 | 00 | 280 | 00 |
| 46 | 47 | Sarsfield..... | 24 | 00 | | | | |
| 20 | 06 | Sauble Falls..... | 10 | 00 | | | | |
| 888 | 36 | Saugeen (*3 Quarters)..... | 372 | 00 | 80 | 00 | *30 | 00 |
| 844 | 00 | Sault Ste. Marie..... | 390 | 00 | 72 | 00 | 48 | 00 |
| 93 | 18 | Saurin..... | 29 | 00 | | | | |
| 77 | 27 | Scarboro'..... | 42 | 00 | | | | |
| 115 | 47 | Scarboro' Junction..... | 44 | 00 | | | | |
| 80 | 08 | Scarlet Hill..... | 28 | 50 | | | | |
| 611 | 59 | Schomberg..... | 240 | 00 | | | | |
| 43 | 00 | Scone..... | 18 | 00 | | | | |
| 61 | 36 | Scotch Block..... | 24 | 00 | | | | |
| 12 | 47 | Scotch Line (from 1st Jan., 1885)..... | 2 | 50 | | | | |
| 136 | 35 | Scotia..... | 27 | 50 | | | | |
| 293 | 65 | Scotland..... | 124 | 00 | | | | |
| 10 | 95 | Scouten (from 1st Jan., 1885)..... | 2 | 50 | | | | |
| 55 | 61 | Scugog..... | 16 | 00 | | | | |
| 4,519 | 44 | Seaforth..... | 1,240 | 00 | 180 | 00 | 200 | 00 |
| 160 | 55 | Seagrave..... | 57 | 00 | | | | |
| 22 | 23 | Sea Gull..... | 10 | 00 | | | | |
| 110 | 13 | Seaton..... | 43 | 00 | | | | |
| 188 | 43 | Sebright..... | 43 | 00 | 4 | 00 | | |
| 529 | 50 | Sebringville (*including arrears)..... | 195 | 00 | *48 | 00 | | |
| 12 | 43 | Seckerton..... | 10 | 00 | | | | |
| 264 | 26 | Seeley's Bay..... | 97 | 50 | 20 | 00 | | |
| 16 | 99 | Seely..... | 10 | 00 | | | | |
| 27 | 51 | Seguin Falls..... | 37 | 50 | 6 | 00 | | |
| 126 | 00 | Selby..... | 44 | 00 | | | | |
| 456 | 29 | Selkirk..... | 232 | 50 | | | | |
| 74 | 55 | Selton..... | 47 | 50 | | | | |
| 74 | 16 | Selwyn..... | 29 | 00 | | | | |
| 383 | 77 | Seyern Bridge..... | 140 | 00 | | | | |
| 17 | 64 | Seville..... | 10 | 00 | | | | |
| 512 | 84 | Shakespeare (*1 Quarter)..... | 195 | 00 | *4 | 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 52 11 | Shamrock | 18 00 | | |
| 9 01 | Shanick | 10 00 | | |
| 70 73 | Shanly..... | 24 00 | | |
| 19 95 | Shannon Hall | 10 00 | | |
| 467 25 | Shannonville | 195 00 | 16 00 | |
| 184 34 | Shanty Bay | 62 00 | | |
| 456 09 | Sharbot Lake..... | 172 50 | | |
| 154 70 | Sharon | 72 00 | | |
| 10 60 | Sharpton | 10 00 | | |
| 302 00 | Shedden | 107 50 | 16 00 | |
| 190 51 | Sheffield | 70 00 | | |
| 175 34 | Sheguindah..... | 40 00 | | |
| 1,894 18 | Shelburne..... | 500 00 | 36 00 | 80 00 |
| 32 09 | Sheldon..... | 12 00 | | |
| 52 04 | Sheppardton, s..... | 20 00 | | |
| 84 80 | Sheridan..... | 36 00 | | |
| 111 24 | Sherkston..... | 52 00 | | |
| 32 81 | Sherwood | 30 00 | | |
| | Sherwood Springs..... | 10 00 | | |
| 107 47 | Shetland | 36 00 | | |
| 40 23 | Shiloh..... | 12 00 | | |
| 30 00 | Shipka (3 Quarters)..... | 9 00 | | |
| 29 64 | Shipley..... | 20 50 | | |
| 16 69 | Shirley..... | 16 00 | | |
| 34 00 | Shrigley..... | 14 00 | | |
| 13 47 | Shrubmount (from 1st June, 1884)..... | 8 84 | | |
| 30 78 | Sidney Crossing..... | 16 00 | | |
| 31 50 | Sillsville..... | 14 50 | | |
| 35 50 | Siloam | 15 50 | | |
| 71 70 | Silver Hill..... | 63 50 | | |
| 135 23 | Silver Islet..... | 136 00 | | |
| 6 26 | Silver Lake | 10 00 | | |
| 15 64 | Silver Water..... | 10 00 | | |
| 4,509 30 | Simcoe | 1,360 00 | 300 00 | 200 00 |
| 46 67 | Sinclairville | 20 00 | | |
| 278 12 | Singhampton | 126 00 | 36 00 | |
| 112 22 | Skead's Mills..... | 48 00 | | |
| 29 26 | Skipness..... | 12 00 | | |
| 40 22 | Skye..... | 20 00 | | |
| 40 72 | Sleswick | 16 00 | | |
| 177 66 | Smithfield..... | 48 00 | | |
| 3,868 45 | Smith's Falls..... | 960 00 | 16 00 | 160 00 |
| 10 66 | Smithurst..... | 10 00 | | |
| 667 41 | Smithville..... | 255 00 | 8 00 | |
| 78 10 | Snake River..... | 37 50 | | |
| 66 17 | Solins..... | 30 00 | | |
| 240 62 | Solmesville..... | 80 00 | | |
| 74 08 | Solway | 12 00 | | |
| 223 42 | Sombra..... | 98 00 | 24 00 | |
| 136 06 | Sonya..... | 48 00 | | |
| 26 63 | Soperton (re-opened 1st July, 1884)..... | 9 14 | | |
| 24 90 | South Bay..... | 14 00 | | |
| 143 06 | South Cayuga..... | 63 00 | | |
| 47 18 | South Douro..... | 26 00 | | |
| 31 53 | South Dummer..... | 24 00 | | |
| 96 57 | South End..... | 40 00 | | |
| 226 81 | South Finch..... | 75 00 | | |

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|--|------|---|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 35 | 57 | South Gloucester..... | 12 | 00 | | | | |
| 145 | 82 | South Gower..... | 50 | 00 | | | | |
| 178 | 63 | South Indian..... | 41 | 50 | | | | |
| 27 | 74 | South Lake..... | 16 | 00 | | | | |
| 276 | 48 | South Lancaster..... | 80 | 00 | | | | |
| 112 | 75 | South March..... | 48 | 00 | | | | |
| 70 | 38 | South Middleton..... | 37 | 50 | | | | |
| 127 | 65 | South Monahan..... | 61 | 50 | | | | |
| 431 | 15 | South Mountain..... | 112 | 50 | | | | |
| 22 | 36 | South River..... | 10 | 00 | | | | |
| 30 | 84 | Southwold Station..... | 19 | 00 | | | | |
| 419 | 24 | South Woodlee..... | 125 | 00 | | | | |
| 81 | 50 | South Zorra..... | 39 | 00 | | | | |
| 19 | 47 | Spaffordton..... | 16 | 00 | | | | |
| 180 | 64 | Spanish River..... | 60 | 00 | | | | |
| 36 | 03 | Sparrow Lake..... | 12 | 00 | | | | |
| 393 | 31 | Sparta..... | 157 | 50 | | | | |
| 40 | 23 | Speedside..... | 20 | 00 | | | | |
| 93 | 66 | Spence..... | 51 | 50 | 12 | 00 | | |
| 403 | 16 | Spencerville..... | 145 | 00 | 20 | 00 | | |
| 13 | 16 | Speyside..... | 18 | 00 | | | | |
| 10 | 29 | Spires..... | 10 | 00 | | | | |
| 98 | 31 | Spring Arbor..... | 26 | 00 | | | | |
| 102 | 82 | Springbank..... | 26 | 00 | | | | |
| 193 | 70 | Spring Brook..... | 77 | 50 | | | | |
| 649 | 70 | Springfield..... | 220 | 00 | | | | |
| 226 | 39 | Springford..... | 110 | 00 | | | | |
| 135 | 17 | Springvale..... | 39 | 00 | | | | |
| 56 | 09 | Spring Valley..... | 18 | 00 | | | | |
| 101 | 04 | Springville..... | 48 | 00 | | | | |
| 5 | 64 | Sprucedale (from 1st Jan., 1885)..... | 2 | 50 | | | | |
| 59 | 50 | Spry..... | 18 | 50 | 4 | 00 | | |
| 147 | 23 | Staffa..... | 57 | 00 | | | | |
| 22 | 26 | Stafford..... | 12 | 00 | | | | |
| 248 | 87 | Stamford..... | 107 | 50 | | | | |
| 28 | 67 | Stanleydale..... | 28 | 00 | | | | |
| 49 | 46 | Stanley's Mills..... | 26 | 00 | | | | |
| 29 | 23 | Stanleyville..... | 14 | 00 | | | | |
| 114 | 29 | Stanton..... | 50 | 00 | | | | |
| 15 | 16 | Stanwood (from 1st Nov., 1884)..... | 4 | 16 | | | | |
| 65 | 84 | Stardale (late Barb; closed 30th Sept., 1884; reopened 1st Feb., 1885)..... | 16 | 33 | | | | |
| 29 | 50 | Starkville..... | 16 | 00 | | | | |
| 15 | 55 | Star Lake..... | 14 | 00 | | | | |
| 39 | 30 | Starrat..... | 18 | 00 | | | | |
| 1,964 | 57 | Stayner..... | 560 | 00 | 10 | 00 | 80 | 00 |
| 17 | 44 | Steele (3 Quarters)..... | 13 | 50 | 3 | 00 | | |
| 227 | 07 | Stella..... | 92 | 00 | | | | |
| 71 | 74 | Sterling Falls..... | 36 | 00 | | | | |
| 292 | 95 | Stevensville..... | 90 | 00 | | | | |
| 51 | 32 | Stewart Bay..... | 16 | 00 | | | | |
| 91 | 22 | Stewartville..... | 36 | 00 | | | | |
| 1,193 | 73 | Stirling..... | 420 | 00 | 32 | 00 | 40 | 00 |
| 110 | 60 | Stirton..... | 46 | 00 | | | | |
| 284 | 43 | Stittsville..... | 87 | 50 | 72 | 00 | | |
| 36 | 57 | Stockdale..... | 16 | 00 | | | | |
| 87 | 27 | Stoco..... | 49 | 00 | | | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 59 27 | Stokes' Bay..... | 20 00 | | |
| 35 39 | Stoneleigh..... | 16 00 | | |
| 11 66 | Stoneton (closed 30th June, 1884) | 4 00 | | |
| 237 28 | Stony Creek..... | 85 50 | 32 00 | |
| 10 05½ | Stony Lake..... | 12 00 | | |
| 225 45 | Stony Point..... | 87 50 | | |
| 1,430 23 | Stouffville (5 Quarters) | 465 00 | 100 00 | 50 00 |
| 116 27 | Strabane..... | 48 00 | | |
| 0 88 | Strader's Hill (from 1st March, 1885) | 0 83 | | |
| 136 60 | Straffordville..... | 89 00 | | |
| 87 35 | Strange..... | 38 00 | | |
| 28 35 | Strangfield..... | 10 00 | | |
| 59 16 | Strasbourg..... | 36 00 | | |
| 8,667 47 | Stratford..... | 2,700 00 | 150 00 | |
| 43 73 | Strathallan..... | 38 00 | | |
| 44 63 | Strathavon..... | 19 00 | | |
| 75 27 | Strathburn..... | 32 00 | | |
| 25 87 | Strathnairn..... | 12 00 | | |
| 4,672 17 | Strathroy..... | 1,300 00 | 72 00 | 200 00 |
| 939 04 | Streetsville..... | 360 00 | | 40 00 |
| 120 31 | Stromness..... | 46 00 | | |
| 244 94 | Stroud..... | 100 00 | | |
| 161 80 | Sturgeon Bay..... | 60 00 | | |
| 399 15 | Sturgeon Falls..... | 60 00 | | |
| 22 75 | Sturgeon Point..... | 16 00 | | |
| 3,346 01 | Sudbury..... | 1,248 84 | | |
| 223 76 | Sullivan..... | 80 00 | | |
| 104 69 | Summerstown..... | 44 00 | | |
| 157 29 | Summerville..... | 47 50 | | |
| 63 83 | Sunbury..... | 32 00 | | |
| 831 26 | Sunderland..... | 280 00 | | |
| 149 05 | Sundridge..... | 37 00 | | |
| 37 18 | Sunnidale..... | 14 00 | | |
| 72 00 | Sunnidale Corners..... | 23 00 | | |
| 53 71 | Sunshine (5 Quarters)..... | 15 00 | | |
| 131 33 | Sutherland's Corners..... | 60 00 | | |
| 797 97 | Sutton West, late Georgina (*from 1st July 1884)..... | 313 50 | 30 00 | *30 00 |
| 101 84 | Sweaburg..... | 46 00 | | |
| 61 19 | Sweet's Corners..... | 24 00 | | |
| 25 78 | Swindon (from 1st Aug., 1884)..... | 6 67 | | |
| 10 94 | Switzerville..... | 10 00 | | |
| 450 74 | Sydenham..... | 159 00 | 24 00 | |
| 50 73 | Sykeston..... | 23 00 | | |
| 152 15 | Sylvan..... | 58 00 | | |
| 80 42 | Talbotville Royal..... | 40 00 | | |
| 833 50 | Tamworth (*from 1st July, 1884) | 315 00 | 16 00 | *30 00 |
| 20 29 | Tansley (from 1st Aug., 1884)..... | 11 75 | | |
| 68 16 | Tapleystown..... | 28 00 | | |
| 1,821 40 | Tara (5 Quarters)..... | 490 00 | 15 00 | 50 00 |
| 26 00 | Tarbert..... | 12 00 | | |
| 31 78 | Tatlock..... | 11 50 | | |
| 63 88 | Taunton..... | 34 50 | | |
| 927 17 | Tavistock..... | 274 00 | | |
| 63 05 | Tayside..... | 29 00 | | |
| 146 39 | Tecumseh..... | 56 00 | 6 00 | |
| 1,486 40 | Teeswater..... | 470 00 | | 60 00 |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 315 21 | Teeterville..... | 81 50 | | |
| 34 24 | Tehkummah (*from 1st Oct., 1884)..... | 19 00 | *8 00 | |
| 17 84 | Telfer..... | 11 50 | | |
| 84 42 | Temperanceville..... | 34 00 | | |
| 33 21 | Tempo..... | 19 00 | | |
| 15 09 | Tenby Bay..... | 10 00 | | |
| 8 60 | Tennyson..... | 10 00 | | |
| 54 77 | Teston..... | 26 00 | | |
| 106 61 | Teviotdale..... | 46 00 | | |
| 342 20 | Thamesford..... | 147 50 | | |
| 1,378 84 | Thamesville..... | 560 00 | 16 00 | 80 00 |
| 58 88 | Thanet..... | 24 00 | 16 00 | |
| 69 18 | The Brook..... | 18 00 | | |
| 1,025 11 | Theford..... | 460 00 | 20 00 | 40 00 |
| 57 82 | The Grange (3 Quarters)..... | 14 00 | | |
| 30 84 | The Grove..... | 16 00 | | |
| 40 70 | The Ridge..... | 14 00 | | |
| 319 27 | Thessalon (*from 1st July, 1884)..... | 114 00 | *9 00 | |
| 120 98 | Thistletown..... | 50 00 | | |
| 187 56 | Thomasburg..... | 57 50 | | |
| 14 40 | Thompson (from 1st Oct., 1884)..... | 5 00 | | |
| 159 70 | Thompsonville..... | 58 00 | | |
| 1,283 73 | Thornbury..... | 400 00 | | 40 00 |
| 48 71 | Thorncliffe..... | 14 50 | | |
| 305 54 | Thorndale..... | 117 50 | 12 00 | |
| 349 65 | Thornhill..... | 139 50 | 32 00 | |
| 322 50 | Thornton..... | 120 00 | 14 00 | |
| 13 97 | Thornyhurst..... | 12 00 | | |
| 2,274 83 | Thorold..... | 722 00 | | 120 00 |
| 55 00 | Throoptown..... | 10 00 | | |
| 54 55 | Thwaites (closed 15th Sept., 1884; re-opened 1st Oct., 1884)..... | 34 15 | | |
| 82 70 | Tichborne..... | 34 50 | | |
| 784 93 | Tilbury Centre (*from 1st July, 1884)..... | 230 00 | *4 50 | |
| 66 06 | Tilbury East (*to 30th June, 1884)..... | 32 00 | *6 00 | |
| 21 85 | Tilley..... | 10 00 | | |
| 3,016 85 | Tilsonburg..... | 820 00 | 360 00 | 120 00 |
| 17 08 | Tilton..... | 10 00 | | |
| 42 81 | Tintern..... | 24 00 | | |
| 106 83 | Tioga..... | 40 00 | | |
| 865 76 | Tiverton (*from 1st July, 1884)..... | 315 00 | | *30 00 |
| 38 26 | Tobermory (5 Quarters)..... | 12 50 | | |
| 347 07 | Toledo..... | 115 00 | | |
| 33 37 | Topping..... | 16 00 | | |
| 101 00 | Tormore..... | 40 00 | | |
| 228,985 89 | Toronto (salaries and expenses entered elsewhere)..... | | | |
| 40 76 | Torrance..... | 19 00 | | |
| 1,025 73 | Tottenham..... | 340 00 | 37 50 | 40 00 |
| 41 70 | Townsend Centre..... | 18 00 | | |
| 14 35 | Toy's Hill..... | 10 00 | | |
| 120 75 | Trafalgar..... | 52 00 | 16 00 | |
| 43 00 | Trafford..... | 12 00 | | |
| 24 50 | Tralce..... | 14 00 | | |
| 30 05 | Tramore..... | 16 00 | | |
| 148 60 | Traverston..... | 24 00 | | |
| 130 85 | Treadwell (5 Quarters)..... | 35 00 | | |
| 80 08 | Trecastle..... | 30 00 | | |

A, IN REPORT No. 3, A—Detail of Revenue, Salaries and Allowances in Ontario, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 44 07 | Trent Bridge..... | 16 00 | | |
| 3,664 20 | Trenton..... | 960 00 | 200 00 | 160 00 |
| 15 62 | Trout Lake..... | 14 00 | | |
| 164 66 | Trowbridge..... | 60 00 | | |
| 186 50 | Troy..... | 66 50 | | |
| 79 16 | Trudell..... | 43 00 | | |
| 24 16 | Tuam..... | 19 00 | | |
| 20 41 | Tuftsville (from 1st Sept., 1884)..... | 5 83 | | |
| 86 40 | Tullamore..... | 32 00 | | |
| 56 60 | Tupperville..... | 11 50 | | |
| 90 74½ | Turin..... | 36 00 | | |
| 15 09 | Turtle Lake..... | 11 50 | | |
| 165 33 | Tuscarora..... | 59 00 | | |
| 654 31 | Tweed..... | 245 00 | | |
| 25 55 | Tweedside..... | 16 00 | | |
| 20 38 | Twin Elm (from 1st Oct., 1884)..... | 6 81 | | |
| 52 37 | Tyneside..... | 16 00 | | |
| 99 02 | Tyconnell (*including arrears)..... | *52 00 | | |
| 167 98 | Tyrone..... | 67 00 | | |
| 53 84 | Tyrrell..... | 28 00 | | |
| 96 30 | Udora..... | 35 00 | | |
| 301 86 | Uffington..... | 100 00 | 10 00 | |
| 25 50 | Ufford..... | 12 00 | | |
| 60 19 | Uthoff..... | 20 00 | | |
| 32 53 | Ullswater..... | 16 00 | | |
| 39 67 | Umfraville..... | 15 00 | 4 00 | |
| 333 66 | Underwood..... | 136 00 | | |
| 281 94 | Union..... | 95 00 | | |
| 22 85 | Union Springs..... | 11 50 | | |
| 461 71 | Unionville..... | 168 00 | 80 00 | |
| 146 83 | Uphill..... | 39 00 | | |
| 97 77 | Uplands..... | 26 00 | | |
| 42 11 | Upper..... | 16 00 | | |
| 176 95 | Uptergrove..... | 59 50 | | |
| 36 83 | Ura..... | 15 00 | | |
| 75 40 | Utica..... | 36 00 | | |
| 22 05 | Utoka..... | 10 00 | | |
| 105 14½ | Utopia (*including arrears)..... | *58 50 | | |
| 195 64 | Utterson..... | 43 00 | 70 00 | |
| 31 46 | Uttoxeter..... | 15 50 | | |
| 3,257 52 | Uxbridge..... | 920 00 | 32 00 | 160 00 |
| 45 86 | Vachell..... | 18 00 | | |
| 109 32 | Valentia..... | 37 50 | | |
| 128 46 | Valetta..... | 90 00 | | |
| 66 97½ | Vallentyne..... | 31 00 | | |
| 23 14 | Vanatter..... | 11 50 | | |
| 73 28 | Vanbrugh..... | 40 00 | | |
| 29 53 | Vancamp Mills..... | 15 00 | | |
| 51 09 | Vandecar..... | 23 50 | | |
| 67 87 | Vandeleur..... | 24 00 | | |
| 232 97 | Vanessa..... | 68 50 | | |
| 1,392 12 | Vankleek Hill..... | 400 00 | 24 00 | 40 00 |
| 91 11 | Vankoughnet..... | 40 00 | | |
| 43 95 | Vanneck..... | 15 00 | | |
| 27 00 | Vanvlack..... | 15 00 | | |

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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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 44 | 29 | Varency..... | 20 | 00 | | | | |
| 302 | 43 | Varna..... | 84 | 00 | | | | |
| 88 | 33 | Varney..... | 31 | 50 | | | | |
| 87 | 62 | Vasey..... | 41 | 50 | | | | |
| 75 | 23 | Vellore..... | 24 | 00 | | | | |
| 92 | 19 | Vennachar..... | 36 | 00 | | | | |
| 117 | 53 | Ventnor..... | 37 | 50 | | | | |
| 33 | 21 | Ventry..... | 12 | 00 | | | | |
| 22 | 40 | Verdun..... | 12 | 00 | | | | |
| 108 | 14 | Vereker..... | 31 | 00 | 8 | 00 | | |
| 202 | 47 | Vernon..... | 56 | 00 | | | | |
| 104 | 06 | Vernonville..... | 39 | 00 | | | | |
| 216 | 69 | Verona..... | 59 | 00 | | | | |
| 113 | 87 | Verschoyle..... | 47 | 50 | | | | |
| 3 | 46 | Vert Island (from 1st July, 1884)..... | 7 | 50 | | | | |
| 86 | 29 | Vesta..... | 36 | 00 | | | | |
| 22 | 00 | Victoria Corners..... | 15 | 50 | | | | |
| 359 | 04 | Victoria Harbor..... | 175 | 00 | | | | |
| 510 | 14 | Victoria Road..... | 195 | 00 | 15 | 00 | | |
| 105 | 73 | Victoria Square..... | 44 | 00 | | | | |
| 466 | 62 | Vienna..... | 292 | 00 | 4 | 00 | | |
| 39 | 12 | Vigo..... | 23 | 00 | | | | |
| 212 | 80 | Villanova..... | 64 | 00 | | | | |
| 26 | 02½ | Villiers..... | 12 | 00 | | | | |
| 49 | 34 | Vine..... | 23 | 00 | | | | |
| 31 | 43 | Violet..... | 16 | 00 | | | | |
| 64 | 04 | Violet Hill..... | 20 | 00 | | | | |
| 128 | 43 | Virgil..... | 43 | 00 | | | | |
| 19 | 35 | Virginia..... | 10 | 00 | | | | |
| 492 | 81 | Vittoria..... | 200 | 00 | 16 | 00 | | |
| 95 | 90 | Vivian..... | 40 | 00 | | | | |
| 74 | 07 | Vroomanton..... | 30 | 00 | | | | |
| 43 | 89 | Vyner..... | 19 | 00 | | | | |
| 12 | 16 | Wabash (from 1st Nov., 1884)..... | 4 | 16 | | | | |
| 38 | 00 | Wagram..... | 16 | 00 | | | | |
| 119 | 55 | Waldemar..... | 73 | 00 | | | | |
| 477 | 39 | Wales..... | 180 | 00 | 90 | 00 | | |
| 71 | 23 | Walker's (late Glen Walker)..... | 24 | 00 | | | | |
| 12 | 07 | Walker's Point..... | 10 | 00 | | | | |
| 4,293 | 52 | Walkerton..... | 1,265 | 00 | 200 | 00 | 200 | 00 |
| 707 | 39 | Walkerville..... | 235 | 00 | | | | |
| 74 | 96 | Wallace..... | 30 | 00 | | | | |
| 1,914 | 21 | Wallaceburg (*including arrears)..... | 540 | 00 | *78 | 00 | 80 | 00 |
| 586 | 08 | Wallacetown..... | 220 | 00 | 16 | 00 | | |
| 105 | 09 | Wallbridge..... | 43 | 00 | | | | |
| 80 | 79 | Wallenstein (from 1st June, 1884)..... | 8 | 33 | | | | |
| 14 | 55 | Waller..... | 10 | 00 | | | | |
| 29 | 28 | Walmer..... | 16 | 00 | | | | |
| 48 | 85 | Walnut..... | 20 | 00 | | | | |
| 134 | 83 | Walsh..... | 50 | 00 | | | | |
| 236 | 39 | Walsingham Centre..... | 80 | 00 | | | | |
| 133 | 14 | Walter's Falls..... | 46 | 00 | | | | |
| 251 | 66 | Walton..... | 105 | 00 | | | | |
| 130 | 91 | Wanstead..... | 50 | 00 | 16 | 00 | | |
| 78 | 49 | Warburton..... | 16 | 00 | | | | |
| 688 | 52 | Wardsville..... | 297 | 50 | | | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 26 24 | Wareham..... | 11 50 | | |
| 29 46 | Warina..... | 11 50 | | |
| 18 24 | Wariston..... | 11 50 | | |
| 1,069 10 | Warkworth..... | 380 00 | | 40 00 |
| 149 19 | Warminster..... | 48 00 | 12 00 | |
| 44 43 | Warner..... | 16 00 | | |
| 255 11 | Warsaw..... | 95 00 | | |
| 34 64 | Wartburg..... | 15 50 | | |
| 216 19 | Warwick, West..... | 84 00 | | |
| 252 16 | Washago..... | 87 50 | 8 00 | |
| 63 41 | Washburn..... | 24 00 | | |
| 220 67 | Washington..... | 87 50 | | |
| 625 64 | Waterdown..... | 250 00 | | |
| 2,008 07 | Waterford (5 Quarters)..... | 675 00 | 100 00 | 90 00 |
| 2,956 97 | Waterloo, West..... | 1,000 00 | 16 00 | 160 00 |
| 2,024 32 | Watford..... | 620 00 | 30 00 | 80 00 |
| 133 71 | Watson's Corners..... | 57 50 | | |
| 15 14 | Wattenwyl..... | 10 00 | | |
| 25 34 | Waubamick..... | 17 50 | | |
| 710 67 | Waubauskene..... | 255 00 | | |
| 48 87 | Waubuno..... | 20 00 | | |
| 59 22 | Waupoos..... | 26 00 | | |
| 205 51 | Waverley..... | 71 50 | | |
| 168 32 | Weidmann..... | 32 50 | | |
| 30 65 | Weir..... | 16 00 | | |
| 29 89 | Weissenburg..... | 16 00 | | |
| 135 89 | Welcome..... | 44 00 | | |
| 51 50 | Weldon..... | 24 00 | | |
| 3,053 88 | Welland..... | 860 00 | 160 00 | 160 00 |
| 278 91 | Wellandport..... | 110 00 | | |
| 654 18 | Wellesley..... | 215 00 | 8 00 | |
| 625 30 | Wellington..... | 300 00 | | |
| 74 74 | Wellman's Corners..... | 28 00 | | |
| 391 35 | Wendigo..... | 136 00 | | |
| 130 59 | Wendover..... | 52 00 | | |
| 53 91 | Wesleyville..... | 24 00 | | |
| 89 82 | Westbrook..... | 49 00 | | |
| 62 03 | West Essa..... | 28 00 | 8 00 | |
| 78 11 | Westfield..... | 31 50 | | |
| 201 93 | West Flamboro'..... | 86 00 | | |
| 116 47 | West Gravenhurst..... | 64 00 | | |
| 9 90 | West Grove..... | 10 00 | | |
| 77 00 | West Hill..... | 28 00 | | |
| 87 40 | West Huntingdon..... | 29 50 | | |
| 10 00 | West Huntley..... | 10 00 | | |
| 68 73 | West Lake..... | 47 00 | | |
| 437 65 | West Lorne (*including arrears; †from 1st July, '84)..... | 315 00 | *28 00 | †30 00 |
| 57 96 | West McGillivray..... | 26 00 | | |
| 31 30 | West Magdala..... | 16 00 | | |
| 372 05 | Westmeath..... | 120 00 | | |
| 66 42 | West Montrose..... | 36 00 | | |
| 796 83 | Weston..... | 295 00 | 16 00 | |
| 47 24 | West Osgoode..... | 25 50 | | |
| 130 52 | Westover..... | 47 00 | | |
| 802 10 | Westport..... | 295 00 | 12 00 | 40 00 |
| 166 01 | West Toronto Junction..... | 25 00 | | |
| 1,286 13 | West Winchester (5 Quarters)..... | 445 00 | | 50 00 |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts | \$ cts. | \$ cts. |
| 235 45 | Westwood..... | 76 00 | | |
| 76 59 | Wexford..... | 47 00 | | |
| 49 69 | Whalen..... | 16 00 | | |
| 231 08 | Wheatley (5 Quarters)..... | 99 00 | | |
| 20 84 | Wheeler..... | 10 00 | | |
| 6,760 70 | Whitby..... | 1,600 00 | 200 00 | 240 00 |
| 18 34 | White..... | 10 00 | | |
| 200 86 | Whitechurch..... | 77 50 | | |
| 55 13 | Whitehurst..... | 26 00 | | |
| 207 08 | White Lake..... | 80 00 | | |
| 49 73 | White Oak..... | 24 00 | | |
| 31 21 | White Rose..... | 16 00 | | |
| 4 77 | Whitestone..... | 10 00 | | |
| 253 50 | Whitevale..... | 89 00 | | |
| 82 79 | Whitfield..... | 40 00 | 4 00 | |
| 81 60 | Whittington..... | 24 00 | | |
| 1,879 22 | Warton..... | 560 00 | 36 00 | 80 00 |
| 74 24 | Wick..... | 46 50 | | |
| 94 02 | Wicklow..... | 36 00 | | |
| 126 82 | Widder..... | 46 00 | | |
| 52 70 | Wilberforce..... | 16 00 | | |
| 80 68 | Wilbur Station (from 1st Aug., 1884)..... | 21 33 | | |
| 103 09 | Wilfred..... | 40 00 | | |
| 171 14 | Wilkesport..... | 64 00 | 4 00 | |
| 10 99 | Willetsholme..... | 10 00 | | |
| 367 25 | Williamsford Station..... | 87 50 | | |
| 554 15 | Williamstown..... | 200 00 | | |
| 199 07 | Williamsville..... | 55 00 | | |
| 14 67 | Williscroft..... | 11 50 | | |
| 8 05 | Willow Creek..... | 10 00 | | |
| 60 69 | Willowdale (3 Quarters)..... | 27 00 | | |
| 57 59 | Willow Grove..... | 30 00 | | |
| 17 90 | Wilmur..... | 12 00 | | |
| 29 00 | Wilsoncroft (from 1st Sept., 1884)..... | 7 83 | | |
| 34 87 | Wilsonville..... | 14 50 | | |
| 165 40 | Wilton..... | 58 00 | | |
| 74 30 | Wilton Grove..... | 23 00 | | |
| 57 07 | Winchelsea..... | 29 50 | | |
| 268 38 | Winchester Springs..... | 90 00 | | |
| 73 00 | Windermere..... | 30 00 | 4 00 | |
| 34 38 | Windfall..... | 15 00 | | |
| 156 05 | Windham Centre..... | 87 50 | | |
| 8,353 70 | Windsor (salaries and expenses entered elsewhere)..... | | | |
| 60 48 | Winfield..... | 26 00 | | |
| 73 22 | Winger..... | 30 00 | | |
| 3,049 57 | Wingham..... | 900 00 | 60 00 | 160 00 |
| 11 18 | Wingle..... | 10 00 | | |
| 225 58 | Winona..... | 80 00 | 36 00 | |
| 59 63 | Winslow..... | 11 50 | | |
| 203 10 | Winterbourne..... | 63 00 | | |
| 154 84 | Winthrop..... | 60 00 | | |
| 23 03 | Wisawasa..... | 10 00 | | |
| 103 21 | Wisbeach..... | 28 50 | | |
| 48 67 | Woburn..... | 19 00 | | |
| 385 14 | Wolfe Island..... | 146 00 | | |
| 18 98 | Wolseley..... | 10 00 | | |
| 362 00 | Wolverton..... | 100 00 | | |

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|--|---|---------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 1,036 26 | Woodbridge..... | 400 00 | | 40 00 |
| 74 77 | Woodburn..... | 32 00 | | |
| 229 20 | Woodford..... | 92 50 | 8 00 | |
| 165 34 | Woodham..... | 70 00 | | |
| 55 88 | Woodhill..... | 24 00 | | |
| 121 23 | Woodlands..... | 40 00 | | |
| 48 13 | Woodlawn..... | 24 00 | | |
| 62 89 | Woodrout..... | 24 00 | | |
| 214 51 | Woodslee..... | 100 00 | | |
| 9,540 87 | Woodstock..... | 2,400 00 | 72 00 | 360 00 |
| 890 24 | Woodville..... | 340 00 | 32 00 | 40 00 |
| 140 36 | Wooler..... | 110 00 | | |
| 706 78 | Wroxeter (*from 1st July, 1884)..... | 339 50 | 50 00 | *30 00 |
| 16 48 | Wyandot..... | 12 00 | | |
| 304 88 | Wyebidge..... | 132 00 | | |
| 17 41 | Wyecombe..... | 10 00 | | |
| 7 97 | Wyton Station (from 1st Jan., 1885)..... | 2 50 | | |
| 245 69 | Wyevale..... | 80 00 | | |
| 28 83 | Wylie..... | 11 50 | | |
| 1,309 85 | Wyoming..... | 420 00 | 6 00 | 60 00 |
| 367 50 | Yarker..... | 103 50 | | |
| 87 26 | Yarmouth Centre..... | 42 00 | | |
| 37 72 | Yatton..... | 14 50 | | |
| 44 12 | Yearley's (from 1st July, 1884)..... | 7 50 | | |
| 34 50 | Yelverton..... | 15 50 | | |
| 88 27 | Yeovil..... | 31 50 | | |
| 354 28 | York..... | 147 50 | | |
| 93 63 | York Mills..... | 41 00 | | |
| 3,459 23 | Yorkville..... | 900 00 | | 120 00 |
| 57 15 | Young's Point..... | 30 00 | | |
| 31 43 | Youngsville..... | 15 50 | | |
| 32 17 | Zealand..... | 11 50 | | |
| 205 03 | Zephyr..... | 80 00 | | |
| 112 35 | Zimmerman..... | 44 00 | | |
| 117 70 | Zion..... | 39 00 | | |
| 12 13 | Ziska..... | 11 50 | | |
| 557 46 | Zurich..... | 190 00 | | |
| 81 50 | Postage stamps sold through Mail Officers, on Ocean Steamers..... | | | |
| 1,327,412 64 | Totals..... | †\$293,176 41 | \$21,534 84 | \$22,212 98 |

†N.B.—Of this, the amount of \$267,702.81 was paid from Revenue collections, and \$25,473.60 from Parliamentary appropriation. The latter has been brought to account at page 22, part ii.

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF QUEBEC.

A, IN 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, 1885.

| Name. | Service. | Salary. \$ cts | Night Duty and Mileage. \$ cts. | Total of Classes. \$ cts | Grand Total. \$ cts |
|--|--|-------------------|------------------------------------|-----------------------------|------------------------|
| MONTREAL DIVISION. | | | | | |
| E. F. King | Post Office Inspector | 2,600 00 | | | |
| D. Nelligan | Assistant do | 1,200 00 | | 3,800 00 | |
| F. J. Logie | 2nd Class Clerk | 1,200 00 | | | |
| J. A. Madore | do Probationary | 900 00 | | | |
| J. E. Gervais | do | 900 00 | | 3,000 00 | |
| J. F. Pelletier | 3rd do | 550 00 | | | |
| M. Kearney | do | 640 00 | | | |
| J. A. McShane | do Probationary, from 1st Sept., 1884 (on leave of absence without salary, from 1st January to 16th March, 1885) | 289 99 | | 1,489 99 | |
| P. Nelligan | Messenger | 560 00 | | 560 00 | 8,849 99 |
| RAILWAY MAIL SERVICE. | | | | | |
| Total, Montreal Inspector's Office | | | | | |
| RAILWAY MAIL SERVICE. | | | | | |
| F. Briegel | Chief Railway Mail Clerk | 1,500 00 | | | |
| A. Walmaley | 1st Class Railway Mail Clerk | 960 00 | 406 70 | | |
| J. Bayley | do | 960 00 | 343 11 | | |
| R. Lefebvre | do | 960 00 | 337 53 | | |
| G. Jones | do | 960 00 | 112 90 | | |
| C. Lefebvre | do | 960 00 | 377 00 | | |
| J. Vallée | do | 960 00 | 363 70 | | |
| A. Denis | do | 960 00 | 353 50 | | |

| | | | | |
|--|----|-----------|----------|-----------|
| A. Menzies | do | 960 00 | 325 34 | |
| A. Lachapelle | do | 960 00 | 361 70 | |
| N. McLeifan | do | 960 00 | 190 44 | 12,761 92 |
| 2nd | | | | |
| A. Somerville | do | 800 00 | 263 10 | |
| J. D. Anderson | do | 800 00 | 115 40 | |
| H. D. Filion | do | 800 00 | 301 25 | |
| D. Fairman | do | 800 00 | 357 20 | |
| C. Hayden | do | 703 23 | 295 72 | |
| C. Beatty | do | 800 00 | 78 90 | |
| C. Beaudoin | do | 800 00 | 144 89 | |
| H. E. Channell | do | 800 00 | 56 60 | |
| E. Doron | do | 800 00 | 279 57 | |
| H. G. Goodfellow | do | 720 00 | 290 63 | |
| L. Beigne | do | 720 00 | 189 87 | |
| J. L. Viger | do | 720 00 | 277 83 | |
| J. Murphy | do | 720 00 | 243 20 | |
| W. H. O'Regan | do | 720 00 | 107 03 | |
| L. C. Crevier | do | 720 00 | 177 71 | |
| A. Armstrong | do | 720 00 | 285 67 | |
| G. R. Dewar | do | 720 00 | 217 52 | |
| J. P. Hall | do | 720 00 | 160 30 | |
| D. T. Frost | do | 720 00 | 311 41 | |
| J. E. Mackenzie | do | 720 00 | 122 01 | |
| J. V. Genest | do | 720 00 | 168 23 | |
| J. B. Guévremont | do | 720 00 | 720 00 | |
| M. V. Benoit | do | 330 00 | 156 50 | |
| F. H. Smith | do | 50 00 | 3 90 | |
| E. L. Smith | do | 600 00 | 100 00 | |
| W. N. Peters | do | 600 00 | 148 50 | |
| F. Tuck | do | 600 00 | 275 06 | |
| A. J. McRobie | do | 510 00 | 223 62 | 24,485 12 |
| 3rd | | | | |
| F. W. Webb | do | 530 00 | 200 44 | |
| A. H. Evans | do | 530 00 | 104 10 | |
| C. F. Whitchee | do | 530 00 | 55 50 | |
| J. Ford | do | 489 92 | 218 87 | |
| W. Murphy | do | 442 50 | 81 60 | |
| W. E. C. Jones | do | *498 66 | 146 20 | |
| C. Ohavot | do | 474 83 | 149 10 | |
| E. W. Hay | do | 104 00 | 15 70 | 4,564 42 |
| Mail Transfer Agent from, and Temporary to, 6th Spetember, 1884. | | | | |
| C. Chase | do | 411 53 | | 411 53 |
| Total, Montreal Railway Mail Service | | | | |
| | | 34,234 67 | 9,478 37 | |

A, IN REPORT NO. 8, B--Continued.
DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|---------------------------------------|------------------------------------|----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts | \$ cts. |
| QUEBEC DIVISION. | | | | | |
| W. G. Sheppard | Post Office Inspector..... | 2,400 00 | | | |
| J. L. Ancilil | Assistant do | 1,400 00 | | 3,800 00 | |
| O. Fréchette..... | 2nd Class Clerk | 1,200 00 | | | |
| C. Vohl | do | 1,012 50 | | 2,212 50 | |
| J. E. Carrier..... | 3rd do | 640 00 | | | |
| J. G. Bourget..... | do | 730 00 | | 1,370 00 | |
| J. Boivin | Messenger..... | 460 00 | | 460 00 | |
| Total, Quebec Inspector's Office..... | | | | | 7,642 50 |
| RAILWAY MAIL SERVICE. | | | | | |
| E. A. Murphy | 1st Class Railway Mail Clerk | 960 00 | 336 80 | | |
| J. Deslauriers | do | 960 00 | 168 38 | | |
| G. Lapointe | do | 960 00 | 330 16 | | |
| N. A. Beaudet | do | 960 00 | 325 84 | | |
| E. Blondeau | do | 960 00 | 337 50 | | |
| L. N. Dionne | 2nd do | 800 00 | 193 50 | | |
| T. Gaudry | do | 800 00 | 208 80 | | |
| H. J. Kimlin | do | 800 00 | 298 82 | | |
| D. Blondeau | do | 800 00 | 140 25 | | |
| L. H. Garneau..... | do | 800 00 | 126 50 | | |
| J. O. Pagueau..... | do | 803 00 | 168 85 | | |
| R. G. Bourget..... | do | 800 00 | 288 38 | | |
| O. Talbot | do | 720 00 | 169 66 | | |
| J. E. Roy | do | 720 00 | 155 16 | | |
| L. Furois | do | 720 00 | 198 10 | | |
| | | | | 6,299 78 | |

| | | | | | |
|-------------------------------|---|-------------|-------------|-------------|-------------|
| F. X. Lebbé | do | 800 00 | 199 45 | | |
| G. Evanturel | do | 720 00 | 134 30 | | |
| L. E. Hudon | do | 720 00 | 204 56 | | |
| D. C. Dagneau | do | 720 00 | 209 25 | | |
| A. C. Miquelon | do | 713 33 | 186 86 | | |
| C. Bedard | do | 640 00 | 182 61 | | |
| A. Beaudry | do | 800 00 | 118 00 | 16,024 26 | |
| C. A. Méthot | 3rd | 520 00 | 142 22 | | |
| M. P. Leberge | do | 480 00 | 139 45 | | |
| A. Blondeau | do | 480 00 | 145 90 | 1,907 57 | |
| N. R. Genest | Temporary Railway Mail Clerk from 4th March, 1885 | 156 13 | 43 88 | 200 01 | |
| L. P. Thibault | Railway Mail Porter | 460 00 | 85 01 | 545 01 | |
| | Total, Quebec Railway Mail Service | 19,769 46 | 5,206 17 | | 24,975 63 |
| THREE RIVERS DIVISION. | | | | | |
| G. A. Bourgeois | Post Office Inspector | 2,000 00 | | | |
| J. P. Chillas | Assistant do (including arrears) | 1,236 00 | | 3,236 00 | |
| G. O. Bailey | 3rd Class Clerk | 550 00 | | 550 00 | |
| | Total, Three Rivers Inspector's Office | | | | 3,786 00 |
| RAILWAY MAIL SERVICE. | | | | | |
| A. Dorais | 3rd Class Railway Mail Clerk | 493 34 | 101 70 | 595 04 | |
| | Total, Three Rivers Railway Mail Service | 493 34 | 101 70 | | 595 04 |
| | <i>Carried forward...</i> | \$74,775 96 | \$14,786 19 | \$89,562 15 | \$89,562 15 |

A, IN REPORT No. 3, B—Continued.
 DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | | Total of Classes. | | Grand Total. | |
|------------------------------|---------------------------|---------|------|-------------------|------|--------------|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| <i>Brought forward</i> | | | | | | | |
| MONTREAL POST OFFICE. | | | | | | | |
| G. Lamothe..... | Postmaster..... | 4,000 | 00 | | | | |
| M. Emery..... | Assistant Postmaster..... | 2,000 | 00 | | | | |
| 1st Class Clerk..... | | | | | | | |
| H. A. Bourret..... | do..... | 1,500 | 00 | | | | |
| H. Huddell..... | do..... | 1,400 | 00 | | | | |
| J. McKeop..... | do..... | 1,500 | 00 | | | | |
| J. V. Baillargeon..... | do..... | 1,300 | 00 | | | | |
| J. L. Palmer..... | do..... | 1,400 | 00 | | | | |
| T. F. Larseneur..... | do..... | 1,300 | 00 | | | | |
| 2nd..... | | | | | | | |
| F. Pridham..... | do..... | 1,200 | 00 | | | | |
| Johnston..... | do..... | 287 | 50 | | | | |
| Mayer..... | do..... | 1,200 | 00 | | | | |
| J. C. Sims..... | do..... | 1,200 | 00 | | | | |
| O. Clément..... | do..... | 1,200 | 00 | | | | |
| A. Loftus..... | do..... | 1,200 | 00 | | | | |
| J. Seney..... | do..... | 1,200 | 00 | | | | |
| A. de Restaing..... | do..... | 535 | 00 | | | | |
| F. X. Beuregard..... | do..... | 1,120 | 00 | | | | |
| H. B. A. Daoust..... | do..... | 1,120 | 00 | | | | |
| A. A. de Gaspé..... | do..... | 83 | 34 | | | | |
| T. Desnoyers..... | do..... | 1,080 | 00 | | | | |
| G. Lefebvre..... | do..... | 900 | 00 | | | | |
| T. Harding..... | do..... | 900 | 00 | | | | |
| 3rd..... | | | | | | | |
| R. J. Arless..... | do..... | 800 | 00 | | | | |
| A. E. Anger..... | do..... | 840 | 00 | | | | |
| R. Duncan..... | do..... | 800 | 00 | | | | |
| J. Filiatresault..... | do..... | 800 | 00 | | | | |
| A. A. Doray..... | do..... | 800 | 00 | | | | |
| | | | | 14,425 | 84 | | |

A, IN REPORT NO. 3, B—Continued.

#: DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--|---|------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| MONTREAL POST OFFICE—Concluded. | | | | |
| C. J. A. Leclair..... | 3rd Class Clerk, Probationary from, and Letter Carrier, to 1st, October, 1884..... | 400 00 | | |
| H. A. Gaudet..... | do do do (less fine)..... | 389 00 | | |
| A. B. Côté..... | do do from, and Temporary Letter Carrier to, 1st October, 1884; (less fine)..... | 399 00 | | |
| A. L. Groudin..... | do do from 1st December, 1884; also Temporary Clerk from 22nd to 30th November, 1884..... | 243 34 | | |
| C. Florence..... | do do from 10th December, 1884..... | 223 66 | | |
| M. Simard..... | do do from 13th do 1884..... | 270 43 | | |
| G. A. Carpenter..... | do do from, and Temporary Clerk to, 1st December, 1884..... | 400 00 | | |
| E. Brezeau..... | do do from 27th December, 1884..... | 205 35 | | |
| T. Brophy..... | do do from 30th do 1884..... | 202 15 | | |
| P. H. Rimmingier..... | do do from 1st February, 1885; also Temporary Clerk from 12th January, 1885..... | 188 17 | | |
| T. Lamanque..... | do do from 4th March, 1885..... | 130 11 | | |
| A. Morin..... | Temporary Clerk from 16th May, 1885..... | 50 54 | | |
| E. O. H. Lacroix..... | do do 26th do 1885..... | 40 87 | | |
| | | 33,243 83 | | |
| | | | 91 41 | |
| E. C. O'Dowd..... | Letter Carrier..... | 600 00 | | |
| P. Lapointe..... | do..... | 600 00 | | |
| A. Dufresne..... | do..... | 600 00 | | |
| J. B. Plante..... | do..... | 600 00 | | |
| J. Gally..... | do..... | 600 00 | | |
| J. Kelly..... | do..... | 600 00 | | |
| P. Gallary..... | do..... | 588 71 | | |
| L. Dubé..... | (suspended from 28th to 31st October, 1884)..... | 600 00 | | |
| J. Thiboteau..... | do..... | 600 00 | | |
| W. Kezon..... | do..... | 600 00 | | |
| P. Clarke..... | do..... | 600 00 | | |
| W. Bergrin..... | do..... | 600 00 | | |
| G. Plante..... | do..... | 600 00 | | |
| P. Lévescô..... | do..... | 600 00 | | |
| J. Bathurst..... | (less fine)..... | 598 50 | | |
| A. J. Bissonnette..... | do..... | 600 00 | | |

A, IN REPORT No. 3, B—Continued.
DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. \$ cts. | Total of Classes. \$ cts | Grand Total. \$ cts. |
|--|--|--------------------|-----------------------------|-------------------------|
| MONTREAL POST OFFICE—Continued. | | | | |
| O. Masse | Letter Carrier from 1st April, 1885; also Temporary Letter Carrier from 23rd March, 1885 | 98 71 | 28,430 95 | |
| T. Moore | do from 4th April, 1885 | 87 00 | | |
| N. O. Corriveau | Temporary Letter Carrier from, and Porter to 31st July, 1884 | 370 00 | 611 87 | |
| C. McGuire | do from 3rd November, 1884, to 28th March, 1885 | 148 00 | | |
| J. H. Lapierre | do from 7th May, 1885 | 54 19 | | |
| D. R. Perrault | do from 22nd May, 1885 | 39 68 | | |
| J. Collins | Letter stamper | 600 00 | 600 00 | |
| J. Maher | Messenger | 660 00 | | |
| J. Bennett | do (including arrears) | 365 00 | 660 00 | |
| L. Renois | do | 660 00 | | |
| M. Lepine | Letter Carrier, at Hochelaga, from, and Temporary Letter Carrier to 1st September, 1884 | 370 00 | 1,485 00 | |
| J. Pénin | do do | 370 00 | | |
| S. Gorman | do at Point St. Charles | 600 00 | 740 00 | |
| J. Nugent | do (including arrears) | 370 00 | | |
| T. Latimer | do from 1st October, 1884; also Temporary Letter Carrier from 29th September, 1884 | 372 00 | 1,242 00 | |
| | | | | |
| Total, Montreal Post Office, &c. | | | 95,370 90 | |
| QUEBEC POST OFFICE. | | | | |
| A. J. Tourangeau | Postmaster | 2,000 00 | 3,400 00 | |
| J. E. Bolduc | Assistant Postmaster | 1,400 00 | | |
| C. Chamberland | and Class Clerk | 1,200 00 | 1,200 00 | |
| A. W. LeBel | do | 1,200 00 | | |

| | | |
|---|----|----------|
| W. Handford | do | 1,120 00 |
| L. A. Rochette | do | 900 00 |
| 4,430 00 | | |
| 3rd | | |
| W. White | do | 800 00 |
| Z. Gagnon | do | 800 00 |
| E. English | do | 800 00 |
| F. Gaboury | do | 800 00 |
| M. Myler | do | 800 00 |
| U. Vézina | do | 780 00 |
| J. B. Caouette | do | 680 00 |
| J. B. Turner | do | 600 00 |
| O. Plamondon | do | 550 00 |
| P. E. Laro | do | 530 00 |
| H. Morrissette | do | 480 00 |
| B. J. Gray | do | 80 00 |
| L. L'Heureux | do | 480 00 |
| O. Workman | do | 440 00 |
| W. H. A. Eckhart | do | 410 00 |
| J. J. Batlle | do | 297 85 |
| J. J. H. Larue | do | 133 34 |
| A. Gagnon | do | 133 34 |
| 9,594 83 | | |
| Letter Carrier | | |
| F. Angers | do | 600 00 |
| C. N. Gagnon | do | 600 00 |
| T. Reynar | do | 600 00 |
| R. Wilkinson | do | 600 00 |
| G. Mercier | do | 600 00 |
| Y. Houle | do | 600 00 |
| J. Dumontier | do | 69 35 |
| R. Pelletier | do | 600 00 |
| H. P. Kelly | do | 600 00 |
| L. Guay | do | 487 50 |
| J. P. F. Gingras | do | 470 00 |
| M. Pelletier | do | 365 00 |
| M. Gauvin | do | 460 00 |
| J. Desroches | do | 365 00 |
| G. Duhaault | do | 365 00 |
| D. Mercier | do | 370 00 |
| F. O'Dowd | do | 365 00 |
| A. Pelletier | do | 365 00 |
| 8,604 35 | | |
| Temporary Letter Carrier (including arrears) | | |
| N. U. Joannet | do | 370 00 |
| F. X. Ouellet | do | 370 00 |
| J. A. Bolet | do | 300 00 |
| R. Blackburn | do | 184 84 |
| E. Emond | do | 184 84 |
| 1,594 84 | | |

A, IN REPORT No. 8, B—Continued.

DETAIL of all payments for Salaries, &c., in Quebec, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--------------------|---|---------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| J. Everts | Messenger | 460 00 | | |
| T. Dénéchaud | do (office-keeper) | 860 00 | 1,320 00 | |
| | Total, Quebec Post Office | | | 28,933 72 |
| | Balances of salaries remitted by cheque to certain Postmasters other than above; being the excess of their salaries over the amount of revenue collected by them (see total of following statement) | | | 1,310 54 |
| | Proportion of salaries transferred from Ontario— Of Ottawa Inspector, Staff and Railway Mail Clerk | | | 2,862 06 |
| | Of Ocean Mail Clerks | | | 1,753 95 |
| | Total | | | \$219,693 32 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, B.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 27 18 | Abbott's Corners..... | 15 00 | | |
| 300 09 | Abbotsford..... | 120 00 | | |
| 55 06 | Abenakis Springs (from 1st July, 1884; 1 Quarter) | 2 50 | | |
| 30 66 | Abenakis..... | 11 50 | | |
| 220 01 | Abercorn..... | 97 50 | | |
| 1,066 00 | Acton Vale..... | 360 00 | 150 00 | 40 00 |
| 153 93 | Adamsville..... | 66 50 | | |
| 78 14 | Adderley..... | 30 00 | | |
| 3 03 | Adstock (from 1st Nov., 1884)..... | 4 17 | | |
| 616 06 | Agnes..... | 265 00 | | |
| 31 00 | Aird..... | 20 00 | | |
| 140 18 | Allan's Corners..... | 57 00 | | |
| 27 30 | Allumette Island..... | 11 50 | | |
| 146 33 | Amqui..... | 46 50 | | |
| 83 80 | Ancienne Lorette..... | 37 50 | | |
| 27 79 | Anderson's Corners..... | 12 00 | | |
| 57 74 | Ange Gardien..... | 30 00 | | |
| 218 44 | Ange Gardien de Rouville (6 Quarters; *including arrears)..... | *96 50 | | |
| 57 97 | Angeline..... | 36 00 | | |
| 158 24 | Angers..... | 59 00 | | |
| 1 03 | Annesley (from 1st March, 1885)..... | 0 83 | | |
| 27 00 | Antoinette..... | 20 00 | | |
| 23 86 | Apple Grove..... | 15 50 | | |
| 92 83 | Armagh..... | 40 00 | | |
| 210 04 | Armand..... | 39 00 | | |
| 1,277 86 | Arthabaskaville..... | 440 00 | | 60 00 |
| 29 03 | Arthurville..... | 10 00 | | |
| 72 70 | Arundel..... | 28 00 | | |
| 39 37 | Asbestos (from 1st Aug., 1884)..... | 10 17 | | |
| 84 74 | Ascot Corner (*including arrears)..... | 28 00 | *20 00 | |
| 125 74 | Aston Station..... | 45 50 | 40 00 | |
| 300 53 | Athelstan..... | 104 00 | | |
| 51 00 | Aubert Gallion..... | 18 00 | | |
| 72 64 | Aubrey..... | 21 00 | | |
| 70 97 | Avignon..... | 22 00 | | |
| 60 33 | Avoca..... | 19 00 | | |
| 311 89 | Ayer's Flat..... | 90 00 | | |
| 1,251 77 | Aylmer, East..... | 450 00 | 108 00 | 60 00 |
| 173 20 | Aylwin..... | 59 00 | | |
| 181 75 | Bagotville (*including arrears)..... | 74 00 | *15 00 | |
| 12 20 | Baie de la Trinité..... | 12 00 | | |
| 13 74 | Baie des Rochers..... | 10 00 | | |
| 74 35 | Baillargeon..... | 24 00 | | |
| 85 03 | Baldwin's Mills..... | 27 00 | | |
| 89 00 | Barachois de Malbaie..... | 48 00 | | |
| 304 65 | Barnston..... | 140 00 | | |
| 125 65 | Barrington..... | 45 00 | | |
| 147 96 | Bassin du Lièvre..... | 46 00 | | |
| 387 94 | Batiscan (late Batiscan Bridge)..... | 117 50 | 120 00 | |
| 86 60 | Beauce Junction..... | 17 50 | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salary. | Forward Allowance. | Allowances towards Rent, Fuel and Light. |
|--|---|---------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 915 59 | Beauharnois (*from 1st July, 1884)..... | 420 00 | 60 00 | *30 00 |
| 16 18 | Beaulac..... | 11 50 | | |
| 63 75 | Beaulieu..... | 24 00 | | |
| 65 36 | Beaumont..... | 37 50 | | |
| 243 78 | Beauport..... | 92 00 | | |
| 58 70 | Beaupré..... | 20 00 | 10 00 | |
| 99 21 | Beaurivage..... | 39 00 | | |
| 30 84 | Beauvoir..... | 14 50 | | |
| 386 72 | Bécancour..... | 127 50 | 48 00 | |
| 217 68 | Bécancour Station..... | 80 00 | 24 00 | |
| 956 55 | Bedford (*from 1st July, 1884)..... | 317 50 | | *30 00 |
| 171 50 | Beebe Plain..... | 90 00 | | |
| 35 07 | Beech Grove (from 1st July, 1884)..... | 7 50 | | |
| 37 71 | Beech Ridge..... | 19 00 | | |
| 130 47 | Belle Rivière..... | 60 00 | | |
| 13 28 | Belle Vallée..... | 10 00 | | |
| 29 51 | Belmina..... | 17 50 | | |
| 43 63 | Belmont..... | 16 00 | | |
| 161 40 | Belœil Station..... | 37 50 | | |
| 203 97 | Belœil Village..... | 84 00 | | |
| 14 29 | Bennett (from 1st Feb., 1885)..... | 5 71 | | |
| 190 45 | Bergerville..... | 75 00 | | |
| 70 25 | Bersimis..... | 50 00 | 20 00 | |
| 186 58 | Berthier (<i>en bas</i>)..... | 70 00 | | |
| 1,314 95 | Berthier (<i>en haut</i>)..... | 440 00 | 100 00 | 60 00 |
| 187 85 | Bethel (5 Quarters)..... | 37 50 | | |
| 514 72 | Bic..... | 195 00 | | |
| 191 98 | Bienville..... | 77 50 | | |
| 105 29 | Birchton..... | 39 50 | | |
| 193 31 | Bishop's Crossing..... | 56 00 | | |
| 31 64 | Bisson..... | 18 00 | 4 00 | |
| 176 58 | Black Cape..... | 75 00 | | |
| 31 98 | Blanche..... | 11 50 | | |
| 53 98 | Blanchet..... | 10 00 | | |
| 63 34 | Blandford..... | 22 00 | | |
| 101 82 | Boileau..... | 27 50 | | |
| 17 03 | Bolduc..... | 10 00 | | |
| 167 50 | Bolton Centre..... | 66 50 | 20 00 | |
| 65 03 | Bolton Forest..... | 27 00 | | |
| 27 13 | Bolton Glen..... | 75 00 | | |
| 13 76 | Bonaventure Island (from 1st Dec., 1884)..... | 4 47 | | |
| 90 00 | Bonaventure River..... | 28 50 | | |
| 19 17 | Bon Désir..... | 10 00 | | |
| 55 00 | Bonne Espérance (11 Quarters)..... | 27 50 | | |
| 65 94 | Booth..... | 25 00 | | |
| 31 00 | Bord à Plouffe..... | 33 50 | | |
| 35 57 | Bordeaux..... | 11 50 | | |
| 20 00 | Boscobel..... | 11 50 | | |
| 5 76 | Botreaux (from 1st Aug., 1884)..... | 6 87 | | |
| 114 95 | Boucherville..... | 96 00 | | |
| 90 50 | Bouchette..... | 38 00 | | |
| 17 25 | Bougie..... | 10 00 | | |
| 127 00 | Boulogne (3 Quarters)..... | 45 00 | | |
| 91 23 | Bourg Louis..... | 24 00 | | |
| 80 89 | Boynton..... | 31 00 | | |
| 183 76 | Brigham..... | 73 00 | | |
| 371 92 | Bristol..... | 137 50 | 40 00 | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 38 12 | Britannia Mills | 18 50 | | |
| 36 33 | Britonville | 16 00 | | |
| 18 17 | Broadlands | 10 00 | | |
| 227 53 | Brome..... | 78 00 | | |
| 19 45 | Brompton | 11 50 | | |
| 172 04 | Brompton Falls..... | 60 00 | | |
| 55 10 | Brookbury | 19 00 | | |
| 26 53 | Broughton | 14 50 | | |
| 139 48 | Broughton Station | 45 00 | | |
| 91 60 | Brownsburg | 50 00 | | |
| 508 75 | Bryson | 230 00 | 80 00 | |
| 1,694 69 | Buckingham..... | 520 00 | 12 00 | 80 00 |
| 87 10 | Buckland..... | 24 00 | | |
| 124 11 | Bulwer | 50 00 | | |
| 20 55 | Burnside | 12 00 | | |
| 22 24 | Bute | 16 00 | | |
| 552 72 | Cacouna (*including season allowance) | *202 50 | | |
| 11 43 | Cairside | 10 00 | | |
| 56 45 | Caldwell..... | 18 00 | | |
| 73 12 | Calumet Island..... | 31 00 | | |
| 37 04 | Cambria..... | 12 00 | | |
| 46 49 | Canterbury | 12 00 | | |
| 70 34 | Cantley | 34 00 | 10 50 | |
| 48 05 | Cap à l'Aigle (*including season allowance)..... | *42 50 | | |
| 126 40 | Cap Chat..... | 47 50 | | |
| 58 28 | Cap des Rosiers..... | 29 00 | | |
| 290 12 | Cape Cove | 116 00 | | |
| 382 85 | Capelton..... | 220 00 | | |
| 25 35 | Cape Ozo..... | 16 00 | | |
| 42 00 | Caplin River (from 1st June, 1884)..... | 16 80 | | |
| 70 99 | Cap Magdaleine..... | 30 00 | | |
| 146 04 | Cap Rouge..... | 62 00 | | |
| 179 75 | Cap Santé..... | 71 00 | | |
| 315 00 | Cap St. Ignace..... | 112 50 | | |
| 20 78 | Capucins | 16 00 | | |
| 399 77 | Carillon..... | 157 50 | 32 00 | |
| 212 11 | Carleton..... | 108 00 | | |
| 25 22 | Cartierville..... | 11 50 | | |
| 47 11 | Casault..... | 20 00 | | |
| 53 19 | Cascades..... | 24 00 | | |
| 46 00 | Castlebar..... | 36 00 | | |
| 205 40 | Caughnawaga..... | 57 50 | | |
| 117 50 | Causapscal..... | 50 00 | | |
| 120 62 | Cazaville..... | 47 50 | | |
| 89 26 | Cedar Hall..... | 20 00 | | |
| 145 27 | Cedars..... | 72 00 | | |
| 392 86 | Chambly Basin..... | 160 00 | | |
| 592 57 | Chambly Canton..... | 240 00 | | |
| 79 00 | Chambord (3 Quarters)..... | 29 00 | | |
| 270 41 | Champlain..... | 135 00 | 10 00 | |
| 67 54 | Channay..... | 10 00 | | |
| 11 50 | Chantelle..... | 10 00 | | |
| 203 59 | Chapeau..... | 96 00 | | |
| 44 93 | Charlemagne..... | 56 50 | | |
| 68 24 | Charlesbourg..... | 40 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 4 38 | Charrington..... | 10 00 | | |
| 20 49 | Charteris | 10 00 | | |
| 42 05 | Chartierville..... | 16 00 | | |
| 62 50 | Chatboro'..... | 19 00 | | |
| 126 01 | Chateauguay..... | 47 00 | | |
| 104 59½ | Chateauguay Basin..... | 39 50 | | |
| 105 80 | Chateau Richer..... | 50 00 | | |
| 25 44 | Chatillon..... | 11 50 | | |
| 47 26 | Chaudière Curve..... | 37 00 | | |
| 66 06 | Chaudière Mills..... | 20 00 | | |
| 47 15 | Chaudière Station..... | 24 00 | | |
| 49 50 | Chamont (from 1st Aug., 1884)..... | 6 67 | | |
| 439 73 | Chelsea..... | 180 00 | | |
| 22 98 | Chemin Taché..... | 11 50 | | |
| 120 00 | Cheneville (late Hartwell)..... | 22 00 | | |
| 60 36 | Cherry River..... | 18 00 | | |
| | Chester (accounts outstanding)..... | | | |
| 89 62 | Chichester..... | 47 50 | 12 00 | |
| 1,142 06 | Chicoutimi..... | 390 00 | 115 00 | 40 00 |
| 1 50 | Chilton (from 1st Oct., 1884)..... | 5 00 | | |
| 66 00 | Chlorydormes..... | 23 00 | | |
| 85 34 | Chute aux Iroquois (*including arrears)..... | *27 58 | | |
| 62 17 | Clairvaux (from 1st May, 1884)..... | 24 17 | | |
| 26 15 | Clapham..... | 11 50 | | |
| 473 24 | Clarenceville..... | 177 50 | 16 00 | |
| 2,468 35 | Coaticook..... | 720 00 | 80 00 | 120 00 |
| 48 00 | Coleraine Station..... | 14 50 | | |
| 82 33 | Collfield..... | 39 00 | | |
| 156 00 | Como..... | 55 00 | | |
| 915 53 | Compton..... | 375 00 | 48 00 | 40 00 |
| 106 57 | Contrecoeur..... | 44 00 | | |
| 773 50 | Cookshire..... | 251 50 | | |
| 51 00 | Corbin..... | 27 00 | | |
| 29 71 | Corner of the Beach..... | 16 00 | | |
| 119 89 | Côteau du Lac..... | 60 00 | | |
| 374 66 | Côteau Landing..... | 154 00 | 48 00 | |
| 141 44 | Côteau Station..... | 109 00 | 60 00 | |
| 146 82 | Côte des Neiges..... | 72 00 | | |
| 414 68 | Côte St. Antoine..... | 110 00 | | |
| 65 91 | Côte St. Louis..... | 24 00 | | |
| 28 43 | Côte St. Michel..... | 16 00 | | |
| 221 20 | Côte St. Paul..... | 79 00 | | |
| 25 28 | Côte Visitation..... | 15 50 | | |
| 72 78 | Covey Hill..... | 34 00 | | |
| 1,749 95 | Cowansville (5 Quarters)..... | 559 00 | | 75 00 |
| 70 68 | Craig's Road Station (*from 1st Dec., 1884)..... | 40 00 | *26 67 | |
| 27 69 | Cranbourne..... | 15 00 | | |
| 22 02 | Creemore..... | 10 00 | | |
| 71 15 | Cross Point..... | 44 00 | 80 00 | |
| 26 79 | Culduff (late St. Odilon)..... | 15 00 | | |
| 37 61 | Cumberland Mills..... | 15 00 | | |
| 214 28 | Cushing..... | 94 00 | 12 00 | |
| 124 27 | Dalesville..... | 39 00 | | |
| 51 00 | Dalibaire..... | 15 00 | | |
| 45 92 | Dalling..... | 16 00 | | |
| 163 04 | Danby..... | 46 00 | | |
| 32 61 | Danford Lake..... | 12 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 1,585 87 | Danville..... | 520 00 | | |
| 21 92 | D' Auteuil..... | 11 50 | | |
| 7 06 | Dee Side..... | 10 00 | | |
| 72 27 | Denison's Mills..... | 23 00 | | |
| 16 72 | DeRamsey..... | 12 00 | | |
| 227 64 | Deschambault..... | 120 00 | | |
| 56 50 | Desjardins..... | 17 50 | | |
| 175 69 | Dewitville..... | 58 00 | 12 00 | |
| 53 40 | Dillonton..... | 60 00 | | |
| 313 43 | D'Israeli..... | 92 50 | | |
| 199 08 | Dixville..... | 68 50 | | |
| 3 85 | Dolbeau (from 1st Aug., 1884)..... | 6 67 | | |
| 5 94 | Domaine de Gentilly..... | 10 00 | | |
| 81 44 | Dorval..... | 36 00 | | |
| 143 23 | Douglastown..... | 50 00 | | |
| 66 50 | Doyle..... | 15 50 | | |
| 1,251 83 | Drummondville, East..... | 360 00 | 16 00 | 40 00 |
| 58 94 | Duclos..... | 21 00 | | |
| 115 45 | Dudswell Centre..... | 46 00 | 4 00 | |
| 46 09 | Dufresne Mills..... | 28 00 | | |
| 11 77 | Dumoine (from 1st Aug., 1884)..... | 6 67 | | |
| 28 53 | Dunany..... | 10 00 | | |
| 20 75 | Dunboro'..... | 12 00 | | |
| 178 80 | Dundee..... | 77 50 | | |
| 590 02 | Dunham..... | 268 00 | 16 00 | |
| 37 87 | Dunraven..... | 16 00 | | |
| 142 82 | Earley..... | 60 50 | | |
| 254 11 | East Angus..... | 49 00 | | |
| 288 51 | East Arthabaska..... | 117 50 | | |
| 89 13 | East Bolton..... | 40 00 | | |
| 109 93 | East Broughton..... | 32 00 | | |
| 50 14 | East Clifton..... | 30 00 | | |
| 17 01 | East Dudswell..... | 10 00 | | |
| 60 73 | East Dunham..... | 33 00 | | |
| 217 53 | East Farnham..... | 90 00 | | |
| 19 03 | East Hereford..... | 16 00 | | |
| 37 00 | East Magdala..... | 16 00 | | |
| 145 37 | Eastman..... | 46 50 | | |
| 226 96 | East Templeton..... | 75 00 | | |
| 196 73 | Eaton..... | 108 00 | | |
| 77 01 | Echo Vale..... | 22 00 | | |
| 192 11 | Eden Dale..... | 75 00 | | |
| 9 34 | Edina..... | 10 00 | | |
| 44 94 | Egg Island..... | 14 50 | | |
| 45 51 | Egypt..... | 16 00 | | |
| 20 00 | Elgin Road..... | 10 00 | | |
| 71 78 | Elmside..... | 30 00 | | |
| 125 56 | Emileville..... | 33 00 | | |
| 2 10 | English Bay..... | 11 50 | | |
| 49 51 | Escuminac..... | 24 00 | | |
| 53 88 | Esquimaux Point..... | 35 00 | | |
| 662 31 | Etang du Nord (accounts not received)..... | | | |
| | Etchemin..... | 250 00 | | |
| 12 76 | Farnboro'..... | 11 50 | | |
| 27 69 | Farndon..... | 14 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|-------|--|-----------|------|---------------------|------|--|-------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 1,852 | 66 | Farnham (5 Quarters) | 557 | 50 | 30 | 00 | | 50 00 |
| 74 | 13 | Farnham Centre..... | 32 | 00 | | | | |
| 77 | 21 | Father Point | 58 | 00 | 48 | 00 | | |
| 58 | 18 | Fecteau's Mills | 40 | 00 | | | | |
| 64 | 17 | Fernetville | 30 | 00 | 22 | 00 | | |
| 246 | 64 | Fitch Bay..... | 87 | 50 | | | | |
| 33 | 32 | Fleurant | 10 | 00 | | | | |
| 41 | 97 | Fleuriau | 11 | 50 | | | | |
| 74 | 45 | Flodden..... | 22 | 50 | | | | |
| 8 | 80 | Fontenelle | 10 | 00 | | | | |
| 11 | 00 | Fontenoy | 10 | 00 | | | | |
| 291 | 64 | Fort Coulonge..... | 120 | 00 | | | | |
| 51 | 24 | Fortierville..... | 24 | 00 | | | | |
| 9 | 00 | Fortin (from 1st July, 1884)..... | 7 | 50 | | | | |
| 46 | 70 | Fort William | 19 | 50 | | | | |
| 88 | 21 | Foster..... | 23 | 00 | | | | |
| 4 | 05 | Fox Bay..... | 11 | 50 | | | | |
| 152 | 50 | Fox River | 57 | 50 | 20 | 00 | | |
| 149 | 34 | Frampton | 57 | 00 | 8 | 00 | | |
| 250 | 66 | Franklin Centre..... | 102 | 00 | | | | |
| 13 | 50 | Frechette | 10 | 00 | | | | |
| 679 | 00 | Freighsburg | 237 | 50 | 16 | 00 | | |
| 212 | 01 | French Village | 72 | 00 | | | | |
| 34 | 00 | Frontier..... | 16 | 00 | | | | |
| 25 | 25 | Frost Village (closed 30th Nov., 1884 ; re-opened 1st March, 1885) | 27 | 50 | | | | |
| 31 | 68 | Fulford | 24 | 00 | | | | |
| 10 | 61 | Galson | 11 | 50 | | | | |
| 11 | 36 | Garland | 10 | 00 | | | | |
| 11 | 00 | Garneau (3 Quarters) | 15 | 00 | | | | |
| 328 | 63 | Garthby Station..... | 100 | 00 | | | | |
| 643 | 06 | Gaspé Basin..... | 275 | 00 | 125 | 00 | | |
| 6 | 46 | Gaspé Bay, South (from 1st Jan., 1885)..... | 2 | 50 | | | | |
| 39 | 98 | Geneva | 16 | 00 | | | | |
| 19 | 87 | Genoa | 12 | 00 | | | | |
| 343 | 28 | Gentilly..... | 140 | 00 | 4 | 00 | | |
| 409 | 50 | Georgeville | 150 | 00 | 10 | 00 | | |
| 15 | 28 | Geraldine | 11 | 50 | | | | |
| 20 | 48 | Glen Farnham..... | 11 | 50 | | | | |
| 14 | 54 | Glenlivet | 10 | 00 | | | | |
| 38 | 02 | Glen Lloyd | 16 | 00 | | | | |
| 229 | 98 | Glen Murray..... | 70 | 00 | | | | |
| 154 | 48 | Glen Sutton..... | 57 | 50 | | | | |
| 19 | 35 | Godbout | 17 | 50 | | | | |
| 190 | 95 | Gould..... | 115 | 00 | | | | |
| 10 | 55 | Gould Station | 16 | 00 | | | | |
| 101 | 27 | Gracefield (3 Quarters) | 27 | 50 | | | | |
| 19 | 94 | Granboro' | 14 | 00 | | | | |
| 1,313 | 63 | Granby | 440 | 00 | 36 | 00 | 60 | 00 |
| 156 | 19 | Grande Baie..... | 70 | 00 | 8 | 00 | | |
| 9 | 46 | Grande Cascapedia..... | 11 | 50 | | | | |
| 58 | 65 | Grande Frènière..... | 24 | 00 | | | | |
| 155 | 84 | Grande Grève..... | 63 | 00 | | | | |
| 163 | 69 | Grande Ligne | 63 | 00 | | | | |
| | | Grand Entry | 10 | 00 | | | | |
| 11 | 83 | Grandes Oudées | 10 | 00 | | | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 90 00 | Grandes Piles..... | 50 00 | 40 00 | |
| 30 75 | Grande Vallée..... | 12 00 | | |
| 133 50 | Grand Pabos..... | 55 00 | | |
| 234 43 | Grand River..... | 112 50 | ..... | ..... |
| 20 10 | Grande St. Esprit (from 1st Aug., 1884)..... | 6 67 | ..... | ..... |
| 16 94 | Green River, East..... | 11 50 | ..... | ..... |
| 33 51 | Greer Mount..... | 18 50 | ..... | ..... |
| 713 06 | Grenville..... | 330 00 | 24 00 | 40 00 |
| 49 53 | Griffin Cove..... | 22 00 | ..... | ..... |
| 110 85 | Grindstone Island (6 Quarters)..... | 51 00 | ..... | ..... |
| 166 46 | Gronelines..... | 60 00 | ..... | ..... |
| 16 09 | Grosses Roches..... | 10 00 | ..... | ..... |
| 27 99 | Guigues..... | 10 00 | ..... | ..... |
| 80 43 | Hadlow Cove..... | 38 50 | ..... | ..... |
| 79 49 | Hallerton..... | 24 00 | ..... | ..... |
| 16 00 | Hall's Stream..... | 16 00 | 12 00 | ..... |
| 14 00 | Halverson..... | 11 50 | ..... | ..... |
| ..... | Hamilton Cove (accounts outstanding)..... | ..... | ..... | ..... |
| 31 81 | Harrington, East..... | 16 00 | ..... | ..... |
| 15 67 | Harvey Hill Mines..... | 22 00 | ..... | ..... |
| 2 91 | Haseville..... | 10 00 | ..... | ..... |
| 54 66 | Hathaway..... | 20 50 | ..... | ..... |
| 410 42 | Hatley..... | 147 50 | ..... | ..... |
| 27 12 | Hedleyville..... | 23 50 | ..... | ..... |
| 87 78 | Helina..... | 47 50 | ..... | ..... |
| 54 15 | Hemison..... | 20 00 | ..... | ..... |
| 722 08 | Hemmingford..... | 259 00 | 60 00 | ..... |
| 22 80 | Henesy (from 1st Sept., 1884)..... | 5 83 | ..... | ..... |
| 49 51 | Henrysburg..... | 16 00 | ..... | ..... |
| 292 79 | Henryville..... | 118 50 | ..... | ..... |
| 75 50 | Herdman..... | 29 50 | ..... | ..... |
| 23 07 | Hereford..... | 11 50 | ..... | ..... |
| 53 65 | Heyworth..... | 28 00 | ..... | ..... |
| 173 94 | High Rock..... | 50 00 | ..... | ..... |
| 13 56 | Hill Head..... | 10 00 | ..... | ..... |
| 132 56 | Hillhurst (late Richby)..... | 39 50 | ..... | ..... |
| 734 37 | Hochelaga..... | 430 00 | ..... | 75 00 |
| 33 64 | Holland's Mills..... | 10 00 | ..... | ..... |
| 44 08 | Holton..... | 20 00 | ..... | ..... |
| 30 00 | Hopetown..... | 12 00 | ..... | ..... |
| 47 56 | House Harbor..... | 17 50 | ..... | ..... |
| 427 25 | Howick..... | 210 00 | ..... | ..... |
| 200 06 | Hudson..... | 83 00 | ..... | ..... |
| 1,770 63 | Hull (*including special allowance)..... | 1,000 00 | *500 00 | ..... |
| 50 39 | Hunterstown..... | 18 00 | ..... | ..... |
| 1,529 82 | Huntingdon..... | 480 00 | 64 00 | 60 00 |
| 65 96 | Huntingville..... | 29 00 | ..... | ..... |
| 730 94 | Inverness..... | 250 00 | 120 00 | ..... |
| 45 67 | Iron Hill..... | 20 00 | ..... | ..... |
| 124 63 | Ironside..... | 56 00 | ..... | ..... |
| 22 63 | Irvine..... | 11 50 | ..... | ..... |
| 114 40 | Island Brook..... | 36 50 | ..... | ..... |
| 17 79 | Isle aux Coudres (3 Quarters)..... | 8 50 | | |
| 79 47 | Isle aux Grues..... | 34 50 | | |
| 21 24 | Isle Bizard..... | 12 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 52 33 | Isle Dupas..... | 19 00 | | |
| 34 99 | Isle Perrot..... | 36 00 | | |
| 21 18 | Isle Perrot, Nord..... | 11 00 | | |
| 505 77 | Isle Verte..... | 240 00 | 8 00 | |
| 125 49 | Jersey Mills..... | 57 50 | | |
| 93 62 | Johnville..... | 36 00 | | |
| 1,865 74 | Joliette..... | 724 00 | 84 00 | 80 00 |
| 78 00 | Jonquières..... | 36 00 | | |
| 16 50 | Joynt..... | 12 00 | | |
| 429 62 | Kamouraska (* including season allowance)..... | *273 00 | | |
| 38 95 | Katevale..... | 15 00 | | |
| 132 95 | Kazubazua..... | 73 00 | | |
| 33 00 | Keith..... | 16 00 | | |
| 119 79 | Kelso..... | 40 00 | | |
| | Kennebec Line..... | 10 00 | | |
| 74 36 | Kensington..... | 23 00 | | |
| 88 54 | Kildare..... | 46 00 | | |
| 170 00 | Kingsbury..... | 63 00 | | |
| 64 93 | Kingsroft..... | 20 50 | | |
| 69 46 | Kingsey (* including arrears)..... | *29 00 | | |
| 537 96 | Kingsey Falls..... | 192 50 | | |
| 234 83 | Kinnear's Mills..... | 95 00 | | |
| 119 88 | Kippewa..... | 60 00 | | |
| 33 50 | Kirkdale..... | 15 00 | | |
| 28 13 | Kirk's Ferry..... | 16 00 | | |
| 1,105 87 | Knowlton (* including arrears)..... | 390 00 | *28 00 | *70 00 |
| | Knowlton Landing..... | 14 50 | | |
| 479 56 | La Baie..... | 160 00 | 40 00 | |
| 204 15 | Labarre..... | 83 00 | | |
| 710 83½ | La Beauce..... | 232 50 | 16 00 | |
| 18 81 | Laberge..... | 14 00 | | |
| 78 43 | L'Acadie..... | 31 50 | | |
| 81 78 | Lac à la Tortue..... | 16 00 | | |
| 57 49 | Lachenaie..... | 18 00 | | |
| 176 92 | La Chevrotière..... | 50 00 | | |
| 1,935 23 | Lachine..... | 480 00 | | 80 00 |
| 31 13 | Lachine Rapids..... | 20 00 | | |
| 1,282 27 | Lachute..... | 480 00 | 100 00 | 60 00 |
| 418 64 | Lachute Mills..... | 152 50 | | |
| 51 83 | Lac Masson..... | 29 50 | | |
| 4 60 | Lac Noir..... | 10 00 | | |
| 673 27 | Lacolle..... | 287 50 | 33 00 | |
| 13 95 | La Conception..... | 11 50 | | |
| 4 11 | Lac Onareau (from 1st Oct., 1884)..... | 5 00 | | |
| 84 72 | Lac St. Joseph..... | 29 50 | | |
| 12 62 | Lafayette..... | 10 00 | | |
| 101 66 | La Guerre..... | 36 00 | | |
| 47 59 | Lake Aylmer..... | 18 00 | | |
| 25 32 | Lake Beauport..... | 11 50 | | |
| 103 90 | Lake Etchemin (7 Quarters)..... | 31 00 | | |
| 32 95 | Lakefield..... | 30 00 | | |
| 20 24 | Lake St. Mary (6 Quarters)..... | 15 00 | | |
| 73 85 | Lake Temiscamingue..... | 44 00 | | |
| 20 00 | Lakeview..... | 11 60 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 233 00 | Lake Weedon..... | 60 00 | | |
| 132 55 | Lamartine..... | 48 00 | | |
| 326 30 | Lambton..... | 95 00 | 30 00 | |
| 22 79 | Landreville..... | 11 50 | | |
| 44 81 | Landvilla..... | 22 00 | | |
| 40 78 | Langevin..... | 18 00 | | |
| 5 75 | L'Annonciation (from 1st Jan., 1885)..... | 2 50 | | |
| 276 49 | Lanoraie..... | 79 00 | | |
| 132 77 | L'Anse à Giles..... | 49 50 | | |
| 50 30 | L'Anse au Foin..... | 19 00 | | |
| 80 00 | L'Anse aux Gascons..... | 30 00 | | |
| 50 00 | L'Anse St. Jean..... | 19 00 | | |
| 196 73 | La Patrie..... | 72 00 | | |
| 43 05 | La Petite Rivière..... | 14 50 | | |
| 59 00 | La Petite Rivière, St. François..... | 16 00 | | |
| 24 71 | La Plaine..... | 16 00 | | |
| 495 08 | Laprairie..... | 240 00 | 10 00 | |
| 101 25 | La Présentation (*including arrears)..... | *34 00 | | |
| 10 86 | Larochelle..... | 18 00 | | |
| 52 77 | Lascelles..... | 20 00 | | |
| 655 15 | L'Assomption (* from 1st July, 1884)..... | 360 00 | 12 00 | *30 00 |
| 123 57 | Laterrière (9 Quarters)..... | 55 50 | | |
| 94 08 | Latour's Mills..... | 26 00 | | |
| 389 90 | Laurentides..... | 157 50 | | |
| 462 29 | Lauson..... | 178 00 | | |
| 20 45 | Laval..... | 12 00 | | |
| 92 61 | Lavaltrie..... | 37 50 | | |
| 295 44 | L'Avenir..... | 107 50 | | |
| 231 77 | Laurenceville..... | 100 00 | | |
| 23 36 | Learned Plain..... | 16 00 | | |
| 167 62 | Leclercville..... | 64 00 | | |
| 57 99 | Le Collège d'Arthabaska..... | 40 00 | | |
| 63 44 | Leeds..... | 28 00 | | |
| 288 24 | Leeds Village..... | 96 00 | 32 00 | |
| 31 20 | Lemesurier..... | 18 00 | | |
| 1,561 72 | Lennoxville..... | 560 00 | 120 00 | 60 00 |
| 23 50 | Leopold (from 1st July, 1884)..... | 7 50 | | |
| 420 50 | L'Épiphanie..... | 99 00 | 75 00 | |
| 12 70 | Les Dales..... | 10 00 | | |
| 215 40 | Les Eboulements..... | 97 50 | 16 00 | |
| 88 25 | Les Ecureuils..... | 40 00 | | |
| 116 44 | Les Escoumains..... | 67 50 | | |
| 24 14 | Les Grandes Bergeronnes..... | 11 50 | | |
| 14 20 | Les Petites Bergeronnes..... | 11 50 | | |
| 1,347 03 | Lévis..... | 500 00 | | 80 00 |
| 12 17 | Libbytown..... | 11 50 | | |
| 72 34 | Lime Ridge..... | 24 00 | | |
| 17 34 | Linda..... | 10 00 | | |
| 57 41 | Lineboro'..... | 20 00 | | |
| 52 82 | Linière..... | 19 00 | | |
| 105 36 | Lisgar Station..... | 37 50 | | |
| 602 54 | L'Islet..... | 232 50 | | |
| 116 34 | Little Cascapedia (from 1st May, 1884)..... | 46 52 | | |
| 310 53 | Little Metis..... | 120 00 | 20 00 | |
| 25 00 | Lochaber Bay (closed 30th Nov., 1884)..... | 10 67 | | |
| 91 42 | Long Point..... | 36 00 | | |
| 408 24 | Longueuil..... | 200 00 | | |

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|--|------|---|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 172 | 92 | Lorette..... | 57 | 00 | | | | |
| 290 | 00 | Lorne..... | 100 | 00 | | | | |
| 31 | 99 | Lost River..... | 16 | 00 | | | | |
| 296 | 14 | Lotbinière..... | 140 | 00 | 12 | 00 | | |
| 29 | 60 | Louisa..... | 10 | 00 | | | | |
| 1,138 | 59 | Louiseville..... | 360 | 00 | 72 | 00 | 40 | 00 |
| 14 | 50 | Lourdes..... | 11 | 50 | | | | |
| 1 | 02 | Lourdes du Blanc Sablon (from 1st Nov., 1884).... | 12 | 54 | | | | |
| 111 | 38 | Lowe..... | 39 | 00 | | | | |
| 42 | 51 | Lower Ireland..... | 14 | 50 | | | | |
| 17 | 27 | Lucerne..... | 10 | 00 | | | | |
| 28 | 80 | Luskville (from 1st Sept., 1884)..... | 5 | 83 | | | | |
| 35 | 82 | Lysander..... | 18 | 00 | | | | |
| 190 | 37 | Lyster..... | 75 | 00 | | | | |
| 160 | 50 | Lyster Station..... | 48 | 00 | | | | |
| 12 | 31 | McMartin's Point..... | 14 | 00 | | | | |
| 371 | 79 | Macnider..... | 117 | 50 | | | | |
| 13 | 66 | Maddington..... | 11 | 50 | | | | |
| 106 | 36 | Magdalen Island (*including arrears)..... | *66 | 00 | | | | |
| 15 | 56 | Magenta..... | 11 | 50 | | | | |
| 1,337 | 75 | Magog (*from 1st July, 1884)..... | 332 | 50 | | | *30 | 00 |
| 13 | 78 | Magoon's Point..... | 10 | 00 | | | | |
| 30 | 00 | Magpie..... | 30 | 00 | | | | |
| 17 | 50 | Maisonneuve (from 1st July, 1884)..... | 9 | 20 | | | | |
| 72 | 64 | Malmaison..... | 36 | 00 | 34 | 50 | | |
| 56 | 00 | Malvina..... | 25 | 00 | | | | |
| 13 | 59 | Manitou..... | 11 | 50 | | | | |
| 276 | 81 | Maniwaki..... | 108 | 00 | | | | |
| 383 | 64 | Mansonville Potton..... | 160 | 00 | | | | |
| 91 | 15 | Mansonville Station..... | 34 | 50 | | | | |
| 160 | 66 | Maple Grove..... | 62 | 00 | 12 | 00 | | |
| 22 | 03 | Maple Hill..... | 16 | 00 | | | | |
| 28 | 35 | Maple Leaf..... | 16 | 00 | | | | |
| 56 | 20 | Maple Ridge (late North Bristol)..... | 24 | 00 | | | | |
| 247 | 89 | Marbleton..... | 99 | 00 | | | | |
| 224 | 75 | Maria..... | 84 | 00 | | | | |
| | | Maria Capes..... | 18 | 00 | | | | |
| 44 | 19 | Maritana..... | 15 | 50 | | | | |
| 45 | 94 | Marlow..... | 15 | 50 | | | | |
| 43 | 00 | Marsboro'..... | 24 | 00 | | | | |
| 162 | 50 | Marsden..... | 43 | 00 | | | | |
| 110 | 25 | Martinville..... | 30 | 50 | | | | |
| 221 | 42 | Mascouche..... | 69 | 00 | | | | |
| 106 | 79 | Masham Mills..... | 37 | 00 | | | | |
| 76 | 27 | Maskinongé..... | 24 | 00 | 20 | 00 | | |
| 253 | 46 | Massawippi..... | 87 | 50 | | | | |
| 22 | 50 | Mastagoche..... | 11 | 50 | | | | |
| 433 | 90 | Matane..... | 175 | 00 | 40 | 00 | | |
| 210 | 74 | Matapedia..... | 116 | 00 | 80 | 00 | | |
| 41 | 43 | Mawcook..... | 22 | 00 | | | | |
| 20 | 87 | Mayo..... | 16 | 00 | | | | |
| 46 | 19 | Melboro'..... | 24 | 00 | | | | |
| 558 | 39 | Melbourne..... | 309 | 00 | 60 | 00 | 40 | 00 |
| 301 | 00 | Melochville..... | 102 | 00 | | | | |
| 22 | 00 | Mercier..... | 14 | 00 | | | | |
| 159 | 30 | Metabetchouan..... | 57 | 50 | | | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 13 54 | Metgermette (from 1st Aug., 1884)..... | 6 67 | | |
| 116 52 | Méthot's Mills..... | 60 00 | 24 00 | |
| 269 54 | Métis..... | 140 00 | | |
| 66 42 | Milby..... | 24 00 | | |
| 167 15 | Mile End..... | 100 00 | | |
| 39 41 | Mille Isles..... | 19 00 | | |
| 68 83 | Mille Vaches..... | 27 50 | | |
| 39 50 | Millfield..... | 18 50 | | |
| 78 00 | Millington..... | 19 00 | | |
| 161 83 | Milton, East..... | 50 00 | | |
| 47 37 | Mingan..... | 19 00 | | |
| 35 92 | Mirabel..... | 15 50 | | |
| 2 30 | Miranda..... | 10 00 | | |
| 170 66 | Moe's River..... | 55 00 | | |
| 18 68 | Moisie..... | 17 50 | | |
| 76 87 | Mongenais..... | 28 50 | | |
| 40 85 | Montcalm..... | 16 00 | | |
| 79 66 | Mont Carmel..... | 24 00 | | |
| 598 13 | Monte Bello..... | 210 00 | | |
| 26 37 | Montfort (from 1st May, 1884)..... | 9 17 | | |
| 61 50 | Mont Louis..... | 28 00 | | |
| 1,423 28 | Montmagny..... | 460 00 | 40 00 | 60 00 |
| 143 52 | Montmorency Falls..... | 52 00 | | |
| 20 34 | Mont Morin..... | 11 50 | | |
| 211,540 94 | Montreal (salaries and expenses entered elsewhere)..... | | | |
| 106 07 | Mont St. Hilaire..... | 30 00 | | |
| 40 15 | Mont St. Nicholas..... | 15 00 | | |
| 31 17 | Moore's Station..... | 18 00 | | |
| 59 68 | Morin Flats (*from 1st Jan., 1885)..... | 24 00 | *1 50 | |
| 90 31 | Mount Johnson..... | 40 00 | | |
| 3 00 | Mount Loyal..... | 10 00 | | |
| 11 62 | Mount Maple..... | 10 00 | | |
| 19 09 | Mount Oscar..... | 12 00 | | |
| 458 89 | Murray Bay (*including arrears)..... | 200 00 | *135 00 | |
| 110 37 | Mystic..... | 32 00 | | |
| 87 57 | Namur..... | 39 00 | | |
| 516 68 | Napierville..... | 177 50 | | |
| ..... | Natashquan (accounts outstanding)..... | | | |
| 57 27 | Neigette..... | 30 00 | | |
| 45 65 | Neilsonville (from 1st Oct., 1884)..... | 18 25 | | |
| 21 95 | New Armagh..... | 12 00 | | |
| 46 65 | Newboro'..... | 16 00 | | |
| 359 55 | New Carlisle..... | 160 00 | | |
| 223 73 | New Glasgow..... | 80 00 | | |
| 17 45 | New Ireland..... | 11 50 | | |
| 205 77 | New Liverpool..... | 83 00 | | |
| 47 62 | Newport..... | 28 00 | | |
| 38 20 | Newport Point..... | 19 50 | | |
| 141 09 | New Richmond..... | 88 00 | 12 00 | |
| 249 32 | New Rockland..... | 57 50 | | |
| 1,404 18 | Nicolet (5 Quarters ; *including arrears)..... | 490 00 | *294 00 | 50 00 |
| 83 46 | Nicolet Falls..... | 40 00 | | |
| 34 73 | Normandin..... | 11 50 | | |
| 172 96 | North Coaticook..... | 67 50 | | |
| 39 23 | North Georgetown..... | 24 00 | | |
| 116 73 | North Ham..... | 39 00 | 4 00 | |

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 294 29 | North Hatley..... | 74 00 | | |
| 10 00 | North Hill..... | 10 00 | | |
| 124 24 | North Nation Mills..... | 58 00 | | |
| 98 18 | North Onslow..... | 34 50 | | |
| 15 62 | North Pinnacle..... | 14 00 | | |
| 69 78 | North Stanbridge..... | 23 00 | | |
| 8 50 | North Stoke..... | 11 50 | | |
| 61 50 | North Stukely..... | 26 00 | | |
| 68 00 | North Sutton..... | 20 00 | | |
| 178 25 | North Wakefield..... | 62 00 | 40 00 | |
| 101 65 | Norton Creek..... | 39 00 | | |
| 56 26 | Notre Dame de Betshiamits..... | 19 00 | | |
| 318 06 | Notre Dame de Grace..... | 120 00 | | |
| 34 27 | Notre Dame de la Salette..... | 11 50 | | |
| 26 00 | Notre Dame de l'Isle Verte..... | 14 00 | | |
| 63 91 | Notre Dame de Rimouski..... | 46 00 | | |
| 22 68 | Notre Dame des Anges..... | 11 50 | | |
| 116 12 | Notre Dame des Bois..... | 39 00 | | |
| 196 32 | Notre Dame de Stanbridge..... | 93 00 | | |
| 172 06 | Notre Dame du Lac..... | 63 00 | | |
| 57 04 | Notre Dame du Laus..... | 19 00 | | |
| 141 95 | Notre Dame du Portage..... | 44 00 | | |
| ..... | Nouvelle..... | 10 00 | | |
| 216 23 | Noyau..... | 49 50 | | |
| 40 09 | Nutt's Corners..... | 16 00 | | |
| | | | | |
| 28 27 | Oak Point..... | 12 00 | | |
| 17 77 | O'Connell..... | 11 50 | | |
| 43 55 | Odelltown..... | 16 00 | | |
| 196 02 | Oka..... | 60 00 | | |
| 11 36 | Old Chelsea (from 1st March, 1885)..... | 0 83 | | |
| 25 00 | Oliver..... | 12 00 | | |
| 836 68 | Ormstown..... | 265 00 | | |
| 108 08 | Otter Lake..... | 47 00 | | |
| | | | | |
| 18 00 | Painchaud..... | 11 50 | | |
| 645 40 | Papineauville..... | 174 50 | 12 00 | |
| 82 15 | Paquette..... | 26 50 | | |
| 31 59 | Parisville..... | 15 00 | | |
| 57 93 | Parkhurst..... | 28 50 | | |
| 611 57 | Paspébiac..... | 230 00 | 100 00 | |
| 6 00 | Pasteur..... | 11 50 | | |
| 9 00 | Pauline (from 1st Feb., 1885)..... | 1 67 | | |
| 38 53 | Pearceton..... | 11 50 | | |
| 19 50 | Pelissier..... | 11 50 | | |
| 35 44 | Peninsula, Gaspé..... | 16 00 | | |
| 28 00 | Pentecost River (from 1st Oct., 1884)..... | 5 00 | | |
| 576 42 | Percé..... | 255 00 | 24 00 | |
| 37 16 | Perkins..... | 17 50 | | |
| 23 03 | Perryboro'..... | 16 00 | | |
| 40 76 | Petite Matane..... | 20 00 | | |
| 10 64 | Petits Mechins..... | 11 50 | | |
| 47 00 | Peveril..... | 36 00 | | |
| 182 69 | Phillipsburg, East..... | 74 00 | | |
| 55 34 | Piedmont..... | 34 00 | | |
| 542 80 | Pierreville..... | 202 50 | | |
| 95 00 | Pierreville Mills..... | 50 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 77 26 | Pigeon Hill | 36 00 | ..... | ..... |
| 112 92 | Pike River..... | 44 00 | ..... | ..... |
| 86 54 | Piopolis | 36 00 | ..... | ..... |
| 135 56 | Plaisance | 23 00 | ..... | ..... |
| 337 00 | Pointe à Pic (*including season allowance) | *186 00 | ..... | ..... |
| 13 97 | Pointe au Bouleau | 14 00 | ..... | ..... |
| 118 77 | Pointe au Chêne..... | 48 50 | ..... | ..... |
| 118 42 | Pointe aux Orignaux..... | 38 00 | ..... | ..... |
| 206 17 | Pointe aux Trembles, Hochelaga..... | 77 50 | ..... | ..... |
| 151 17 | Pointe aux Trembles, Portneuf..... | 64 00 | ..... | ..... |
| 43 99 | Pointe Bleue..... | 15 00 | ..... | ..... |
| 203 23 | Pointe Claire..... | 80 00 | ..... | ..... |
| 168 69 | Pointe du Lac | 60 00 | ..... | ..... |
| 330 03 | Pointe Fortune | 116 50 | ..... | ..... |
| 96 33 | Pointe Sèche..... | 57 50 | ..... | ..... |
| 7 00 | Pointe Platon (summer office)..... | 8 75 | ..... | ..... |
| 1,847 83 | Point St. Charles..... | 600 00 | ..... | 80 00 |
| 291 44 | Point St. Peter..... | 115 00 | ..... | ..... |
| 24 29 | Poltimore | 12 00 | ..... | ..... |
| 39 80 | Pont Chateau..... | 16 00 | ..... | ..... |
| 377 31 | Pont de Maskinongé | 127 50 | 16 00 | ..... |
| 221 45 | Pont Rouge..... | 79 00 | ..... | ..... |
| 50 50 | Pont Viau..... | 37 50 | ..... | ..... |
| 946 03 | Portage du Fort (* from 1st July, 1884)..... | 332 50 | 6 00 | *30 00 |
| 32 25 | Port au Persil (from 1st Aug., 1884)..... | 6 00 | ..... | ..... |
| 169 00 | Port Daniel..... | 42 00 | ..... | ..... |
| 30 52½ | Port Lewis | 12 00 | ..... | ..... |
| 302 08 | Portneuf | 104 00 | ..... | ..... |
| 226 48 | Portneuf Station | 66 50 | ..... | ..... |
| 34 11 | Powerscourt..... | 18 00 | ..... | ..... |
| 71 20 | Quai de Rimouski..... | 23 00 | ..... | ..... |
| 9 01 | Quai des Eboulements..... | 10 00 | ..... | ..... |
| 35,591 02 | Quebec (salaries and expenses entered elsewhere)..... | ..... | ..... | ..... |
| 14 31 | Quinnville | 10 00 | ..... | ..... |
| 485 56 | Quyong (late Onslow)..... | 215 00 | 28 00 | ..... |
| 35 09 | Radford | 14 50 | ..... | ..... |
| 35 23 | Radstock | 18 50 | ..... | ..... |
| 79 13 | Randboro..... | 20 00 | ..... | ..... |
| 95 90 | Rapides des Joachims..... | 60 00 | ..... | ..... |
| 240 89 | Rawdon | 75 00 | ..... | ..... |
| 7 50 | Red Mountain (from 1st July, 1884) | 6 67 | ..... | ..... |
| 21 62 | Reedham | 10 00 | ..... | ..... |
| 53 14 | Reedadale | 18 00 | ..... | ..... |
| 95 59 | Repentigny..... | 48 00 | ..... | ..... |
| 89 85 | Riceburg | 38 00 | ..... | ..... |
| 86 92 | Richardville..... | 34 00 | ..... | ..... |
| 1,581 75 | Richmond, East..... | 500 00 | ..... | 80 00 |
| 967 29 | Richmond Station (*from 1st July, 1884) | 310 00 | 32 00 | *30 00 |
| 1 00 | Ridgton (from 1st March, 1885)..... | 0 83 | ..... | ..... |
| 621 01 | Rigaud | 215 00 | ..... | ..... |
| 1,400 03 | Rimouski | 480 00 | 60 00 | 60 00 |
| 108 86 | Ripon | 48 50 | ..... | ..... |
| 272 35 | River Beaudette | 100 00 | 6 00 | |
| 329 70 | River David..... | 103 00 | | |
| 244 37 | River Désert..... | 87 50 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|------|---|-----------|---------------------|--|
| \$ | cts. | | \$ | cts. | \$ |
| 81 | 50 | River Gilbert..... | 60 | 00 | |
| 85 | 03 | River Gilbert Gold Mines (5 Quarters)..... | 75 | 00 | |
| 10 | 00 | River Joseph..... | 10 | 00 | |
| 17 | 11 | Rivière à Claude..... | 11 | 50 | |
| 16 | 00 | Rivière à la Maitre..... | 11 | 50 | |
| 6 | 50 | Rivière aux Pins..... | 10 | 00 | |
| 98 | 42 | Rivière Bois Clair..... | 66 | 00 | |
| 19 | 93 | Rivière des Planties..... | 11 | 50 | |
| | | Rivière des Prairies..... | 15 | 50 | |
| 1,599 | 40 | Rivière du Loup, <i>en bas</i> (*including season allowance)..... | *520 | 00 | 40 00 |
| 888 | 26 | Rivière du Loup Station (*from 1st July, 1884).... | 235 | 00 | *30 00 |
| 0 | 12 | Rivière Gagnon..... | 11 | 50 | |
| 18 | 06 | Rivière la Fleur..... | 10 | 00 | |
| 24 | 00 | Rivière Magdeleine..... | 24 | 00 | |
| 3 | 10 | Rivière Noire (from 1st March, 1885)..... | 0 | 83 | |
| 342 | 36 | Rivière Ouelle..... | 124 | 00 | |
| 7 | 70 | Rivière St. Jean..... | 14 | 50 | |
| 0 | 83 | Rivière Ste. Marguerite (from 1st Feb., 1885)..... | 1 | 67 | |
| 67 | 00 | Rivière Trois Pistoles..... | 32 | 00 | |
| 31 | 51 | Rivington..... | 14 | 50 | |
| 70 | 58 | Robertson Station..... | 20 | 50 | |
| 383 | 30 | Roberval (8 Quarters)..... | 88 | 00 | 33 00 |
| 363 | 21 | Robinson..... | 177 | 50 | 40 00 |
| 69 | 00 | Robitaille..... | 24 | 00 | |
| 62 | 30 | Rochelle..... | 24 | 00 | |
| 181 | 60 | Rockburn..... | 63 | 00 | |
| 37 | 12 | Rock Forest..... | 17 | 50 | |
| 485 | 03 | Rock Island..... | 250 | 00 | |
| 16 | 10 | Rockway Valley..... | 10 | 00 | |
| 61 | 40 | Ross Mills..... | 40 | 00 | |
| 150 | 92 | Rougemont..... | 60 | 00 | |
| 154 | 99 | Rowanton..... | 60 | 00 | |
| 29 | 24 | Roxham..... | 12 | 00 | |
| 726 | 51 | Roxton Falls..... | 235 | 00 | |
| 245 | 51 | Roxton Pond..... | 79 | 00 | |
| 11 | 74 | Ruisseau à Sem..... | 10 | 00 | |
| 9 | 43 | Runnymede..... | 10 | 00 | |
| 29 | 62 | Rupert..... | 12 | 00 | |
| 87 | 04 | Russeltown..... | 39 | 00 | |
| 152 | 92 | Ste. Adèle..... | 60 | 00 | |
| 191 | 80 | Ste. Adelaïde de Pabos..... | 57 | 00 | |
| 8 | 33 | St. Adolphe de Howard..... | 10 | 00 | |
| 71 | 00 | St. Adrien..... | 18 | 00 | |
| 114 | 70 | St. Agapit..... | 39 | 00 | |
| 232 | 17 | Ste. Agathe de Lotbinière..... | 87 | 50 | |
| 160 | 96 | Ste. Agathe des Monts..... | 50 | 00 | |
| 42 | 06 | Ste. Agnès de Charlevoix..... | 15 | 00 | |
| 76 | 33 | Ste. Agnès de Dundee..... | 18 | 50 | |
| 304 | 93 | St. Aimé..... | 106 | 50 | |
| 176 | 11 | St. Alban..... | 63 | 00 | |
| 54 | 14 | St. Albert..... | 28 | 00 | |
| 252 | 71 | St. Alexander, Iberville..... | 82 | 50 | |
| 245 | 00 | St. Alexander, Kamouraska..... | 115 | 00 | |
| 128 | 47 | St. Alexis..... | 36 | 50 | |
| 72 | 70 | St. Alexis des Monts..... | 22 | 00 | |

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|--|--|-----------|---------------------|--|
| | | \$ cts. | \$ cts. | \$ cts. |
| 68 50 | St. Alphonse | 31 50 | | |
| 36 33 | St. Alphonse de Granby | 16 00 | | |
| 83 09 | St. Amédée | 30 00 | | |
| 102 30 | St. Anaclét | 43 50 | | |
| 285 33 | St. André Avelin | 116 00 | 30 00 | |
| 209 87 | St. André de Kamouraska | 76 00 | | |
| 783 52 | St. Andrew's East (*from 1st July, 1884) | 310 00 | 16 00 | *30 00 |
| 121 82 | Ste. Angèle de Laval | 42 00 | | |
| 160 91 | Ste. Angèle de Mennoir | 59 00 | | |
| 239 29 | St. Anicet | 88 50 | 12 00 | |
| 136 18 | Ste. Anne de Beaupré | 65 00 | | |
| 400 23 | Ste. Anne de Bellevue | 157 50 | | |
| 512 65 | Ste. Anne de la Pérade | 212 50 | 20 00 | |
| 765 75½ | Ste. Anne de la Pocatière | 295 00 | 40 00 | |
| 221 00 | Ste. Anne des Monts | 85 50 | 36 00 | |
| 797 97 | Ste. Anne des Plaines | 225 00 | | |
| 24 00 | Ste. Anne de Restigouche (from 1st Dec., 1884) | 5 00 | | |
| 33 24 | Ste. Anne de Sorel | 18 00 | | |
| 379 09 | St. Anselme | 135 00 | | |
| 164 00 | St. Antoine, Lotbinière | 54 50 | 8 00 | |
| 177 23 | St. Antoine, Rivière Richelieu | 68 00 | | |
| 65 00 | St. Antonin | 22 50 | | |
| 78 00 | St. Apollinaire | 25 50 | | |
| 47 94 | St. Armand Centre | 20 00 | | |
| 295 99 | St. Armand Station | 127 50 | 100 00 | |
| 171 30 | St. Arsène | 60 00 | | |
| 384 37 | St. Athanase | 157 50 | | |
| 215 90 | St. Aubert | 75 00 | 15 00 | |
| 93 68 | St. Augustin, Portneuf | 34 50 | | |
| 172 19 | St. Augustin, Two Mountains | 50 00 | | |
| 14 36 | Ste. Barbe (from 1st Oct., 1884) | 5 00 | | |
| 142 52 | St. Barnabé, St. Maurice | 55 00 | 4 00 | |
| 82 48 | St. Barnabé, Yamaska | 40 00 | | |
| 384 39 | St. Barthélemi | 84 00 | | |
| 104 41 | St. Bazile le Grand | 26 00 | | |
| 120 10 | St. Bazile, Portneuf | 44 00 | | |
| 67 20 | St. Bazile Station | 17 50 | | |
| 29 12 | Ste. Beatrix | 16 00 | | |
| 188 86 | St. Benoit | 70 00 | | |
| 116 97½ | St. Bernard, Dorchester | 56 00 | | |
| 32 38 | St. Bernard, sud (*including arrears) | *20 50 | | |
| 19 39 | Ste. Blondine | 10 00 | | |
| 57 44 | St. Bonaventure (3 Quarters) | 21 00 | | |
| 158 66 | Ste. Brigid | 57 50 | | |
| 63 34 | St. Brigitte des Saults | 20 00 | | |
| 109 48 | St. Bruno (*from 1st July, 1884) | 40 00 | *4 50 | |
| 7 00 | St. Bruno de Kamouraska (from 1st Feb., 1885) | 1 67 | | |
| 57 42 | St. Calixte de Kilkenny | 23 00 | | |
| 177 09 | St. Camille | 58 00 | | |
| 41 41 | St. Canute | 20 00 | | |
| 513 67 | St. Casimir | 175 00 | 4 00 | |
| 15 94 | St. Cassien des Caps | 20 00 | | |
| 77 88 | Ste. Catherine | 34 50 | | |
| 63 50 | Ste. Cécile de Lévrard | 20 00 | | |
| 18 71 | Ste. Cécile de Whitton | 11 50 | | |
| 186 72 | St. Célestin | 80 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 776 78 | St. Césaire..... | 339 00 | | 30 00 |
| 92 27 | St. Charles de Caplin..... | 47 00 | | |
| 245 69 | St. Charles, River Boyer..... | 94 50 | | |
| 251 56 | St. Charles, River Richelieu..... | 94 00 | | |
| 464 41 | St. Chrysostôme..... | 154 00 | | |
| 182 98 | Ste. Claire..... | 80 00 | 12 00 | |
| 50 09 | St. Clément..... | 19 00 | | |
| 78 78 | St. Clet..... | 28 00 | | |
| 140 66 | Ste. Clothilde..... | 45 50 | | |
| 6 97 | Ste. Clothilde de Chateauguay (from 1st Oct., 1884) | 5 00 | | |
| 76 69 | St. Columbin..... | 27 50 | | |
| 28 07 | St. Côme..... | 11 50 | | |
| 91 83 | St. Constant..... | 44 00 | | |
| 231 94 | Ste. Croix..... | 97 50 | | |
| 735 74 | St. Cunégonde..... | 255 00 | | |
| 300 26 | St. Cuthbert..... | 136 50 | | |
| 47 00 | St. Cuthbert Station..... | 16 00 | | |
| 12 88 | St. Cyprien..... | 10 00 | | |
| 22 97 | St. Cyr..... | 10 00 | | |
| 3 60 | St. Cyrilas (7 Quarters)..... | 17 50 | | |
| 69 57 | St. Cyrille de l'Islet..... | 24 00 | | |
| 130 17 | St. Cyrille de Wendover..... | 38 50 | | |
| 145 33 | St. Damase..... | 56 00 | | |
| 50 90 | St. Damien de Brandon..... | 19 00 | | |
| 39 50 | St. Damien de Buckland (5 Quarters)..... | 20 00 | | |
| 118 10 | St. David de Lévis..... | 39 00 | | |
| 122 62 | St. Denis de la Boutellerie..... | 47 00 | | |
| 332 95 | St. Denis, River Richelieu..... | 136 00 | 16 00 | |
| 135 68 | St. Didace..... | 54 00 | | |
| 128 12 | St. Dominique de Bagot..... | 52 00 | | |
| 14 00 | St. Dominique des Cédres..... | 14 00 | | |
| 33 38 | St. Dominique Station (3 Quarters)..... | 17 50 | 13 50 | |
| 33 00 | St. Donat..... | 15 00 | | |
| 21 13 | St. Donat de Montcalm..... | 10 00 | | |
| 22 75 | Ste. Dorothee..... | 15 00 | | |
| 13 54 | St. Edouard de Frampton..... | 11 50 | | |
| 99 95 | St. Edouard de Napierville..... | 42 00 | | |
| 138 96 | St. Edwidge..... | 29 00 | | |
| 32 43 | St. Eleuthère..... | 11 50 | | |
| 56 50 | St. Elie..... | 19 50 | | |
| 261 09 | Ste. Elizabeth..... | 92 50 | | |
| 123 07 | St. Eloi..... | 48 00 | | |
| 164 72 | St. Elzéar..... | 57 50 | 6 00 | |
| 35 00 | Ste. Emelie de l'Energie..... | 14 00 | | |
| 201 46 | St. Ephrem de Tring..... | 68 00 | | |
| 669 63 | St. Ephrem d'Upton..... | 237 50 | 32 00 | |
| 131 50 | St. Esprit..... | 47 50 | | |
| 73 23 | St. Etienne de Beauharnois..... | 43 50 | | |
| 38 94 | St. Etienne de Bolton..... | 20 00 | | |
| 334 11 | St. Etienne de Grès..... | 72 50 | | |
| 40 89 | St. Etienne de Saguenay (from 1st Nov., 1884)..... | 5 00 | | |
| 84 28 | St. Eugène de Grantham..... | 25 00 | | |
| 106 75 | Ste. Eulalie..... | 37 00 | | |
| 602 48 | St. Eustache..... | 200 00 | 12 00 | |
| 98 87 | St. Evariste de Forsyth..... | 32 00 | | |
| 218 31 | St. Fabien..... | 80 00 | | |
| 41 70 | Ste. Famille..... | 15 50 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 25 | 24 | St. Faustin..... | 11 | 50 | | | | |
| | | St. Félicien (accounts not received) | | | | | | |
| 89 | 73 | Ste. Félicité..... | 40 | 00 | | | | |
| 124 | 79 | St. Félix de Valois | 66 | 00 | | | | |
| 435 | 53 | St. Ferdinand..... | 159 | 50 | | | | |
| 55 | 56 | St. Féréol..... | 16 | 00 | | | | |
| 35 | 00 | St. Fidèle..... | 24 | 00 | | | | |
| 156 | 65 | Ste. Flavie..... | 72 | 00 | | | | |
| 330 | 15 | St. Flavie Station | 120 | 00 | 22 | 00 | | |
| 114 | 05 | St. Flavien..... | 37 | 00 | | | | |
| 143 | 00 | Ste. Flore | 83 | 00 | | | | |
| 93 | 10 | St. Fortunat | 30 | 00 | | | | |
| 64 | 10 | Ste. Foye..... | 30 | 00 | | | | |
| 268 | 00 | St. François, Beauce..... | 100 | 00 | | | | |
| 12 | 00 | St. François de Sales..... | 14 | 00 | | | | |
| 31 | 37 | St. François d'Orléans..... | 15 | 00 | | | | |
| 252 | 44 | St. François du Lac..... | 140 | 00 | | | | |
| 25 | 89 | Ste. Françoise | 10 | 00 | | | | |
| 236 | 51 | St. François de Montmagny..... | 80 | 00 | | | | |
| | | St. François Xavier de Viger (acct's not received) | | | | | | |
| 146 | 78 | St. Frédéric..... | 44 | 00 | 16 | 00 | | |
| 316 | 59 | St. Gabriel de Brandon (*including arrears) | 120 | 00 | *16 | 00 | | |
| 573 | 41 | St. Gabriel de Montréal..... | 180 | 00 | | | | |
| 49 | 38 | St. Gabriel Station..... | 18 | 00 | | | | |
| 48 | 10 | St. Gédéon..... | 16 | 00 | | | | |
| 153 | 99 | Ste. Geneviève..... | 53 | 00 | 6 | 00 | | |
| 331 | 73 | St. Geneviève de Batiscan (late Batiscan)..... | 123 | 00 | | | | |
| 161 | 00 | St. George, Beauce..... | 60 | 00 | | | | |
| 165 | 09 | St. George de Windsor..... | 56 | 00 | | | | |
| 276 | 15 | St. George, East..... | 76 | 00 | | | | |
| 596 | 06 | St. Germain de Grantham..... | 190 | 00 | | | | |
| 203 | 88 | Ste. Gertrude..... | 66 | 50 | | | | |
| 323 | 88 | St. Gervais (*from 1st July, 1884)..... | 112 | 50 | *18 | 00 | | |
| 52 | 06 | St. Giles..... | 35 | 00 | | | | |
| 506 | 69 | St. Grégoire..... | 135 | 00 | 150 | 00 | | |
| 722 | 20 | St. Guillaume d'Upton..... | 210 | 00 | 20 | 00 | | |
| 123 | 76 | Ste. Hélène Bagot..... | 39 | 00 | | | | |
| 149 | 80 | Ste. Hélène de Chester..... | 57 | 50 | | | | |
| 186 | 89 | Ste. Hélène de Kamouraska..... | 70 | 00 | | | | |
| 203 | 05 | Ste. Hénédine..... | 57 | 50 | 12 | 00 | | |
| 271 | 39 | St. Henri de Lévis..... | 97 | 50 | 120 | 00 | | |
| 716 | 68 | St. Henri de Montréal (*includ'g special allowance)..... | *340 | 00 | | | 40 | 00 |
| 98 | 00 | St. Henri Station..... | 50 | 00 | | | | |
| 199 | 23 | St. Hermas..... | 77 | 50 | | | | |
| 40 | 52 | St. Herménégilde..... | 11 | 50 | | | | |
| 586 | 60 | St. Hilaire Station..... | 140 | 00 | 300 | 00 | | |
| 176 | 18 | St. Hilaire Village..... | 63 | 00 | | | | |
| 41 | 89 | St. Hippolyte de Kilkenny..... | 15 | 00 | | | | |
| 113 | 84 | St. Honoré..... | 34 | 00 | | | | |
| 100 | 65 | St. Hubert..... | 58 | 00 | | | | |
| 356 | 06 | St. Hugues..... | 120 | 00 | 48 | 00 | | |
| 4,280 | 13 | St. Hyacinthe..... | 1,150 | 00 | 150 | 00 | 200 | 00 |
| 88 | 20 | St. Irénée..... | 28 | 00 | | | | |
| 209 | 07 | St. Isidore, Dorchester..... | 77 | 50 | | | | |
| 127 | 08 | St. Isidore, Laprairie..... | 55 | 00 | | | | |
| 333 | 10 | St. Jacques..... | 120 | 00 | | | | |
| 126 | 00 | St. Jacques le Mineur..... | 39 | 00 | | | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 96 77 | St. Janvier..... | 47 00 | | |
| 927 61 | St. Jean Baptiste de Montréal (*including arrears) | 320 00 | | *60 00 |
| 263 68 | St. Jean Baptiste de Rouville..... | 66 00 | | |
| 68 06 | St. Jean Chrysostôme..... | 36 00 | | |
| 59 50 | St. Jean de Dieu..... | 28 50 | | |
| 257 22 | St. Jean des Chailions..... | 90 00 | | |
| 120 54 | St. Jean de Matha..... | 43 00 | | |
| 104 36 | St. Jean d'Orléans..... | 39 50 | | |
| 92 50 | St. Jean l'Evangeliste..... | 27 50 | | |
| 369 42 | St. Jean Port Joli..... | 137 50 | | |
| 1,067 44 | St. Jérôme..... | 390 00 | 120 00 | 40 00 |
| 62 46 | St. Joachim de Montmorency..... | 24 00 | | |
| 59 09 | St. Joachim de Shefford..... | 19 00 | | |
| 4,192 73 | St. John's East (*including arrears)..... | *1,239 57 | 58 00 | |
| 1,720 29 | St. John Suburb (3 Quarters)..... | 1,539 29 | | 75 00 |
| 49 78 | St. Joseph d'Alma..... | 20 50 | | |
| 687 64 | St. Joseph de Beauce..... | 240 00 | 16 00 | |
| 61 32 | St. Joseph de Lepage..... | 27 50 | | |
| 87 60 | St. Joseph de Lévis..... | 50 00 | | |
| 99 08 | St. Joseph de Sorel..... | 25 00 | | |
| 55 57 | St. Joseph du Lac..... | 24 00 | | |
| 88 24 | St. Jovite..... | 27 50 | | |
| 137 30 | St. Jude..... | 56 00 | | |
| 424 11 | Ste. Julie de Somerset..... | 120 00 | | |
| 55 56 | Ste. Julie de Verchères..... | 19 00 | | |
| 180 25 | Ste. Julienne..... | 53 00 | | |
| 145 97 | St. Justin..... | 52 00 | | |
| 169 67 | St. Justin de Newton..... | 54 50 | | |
| 94 98 | St. Lambert de Lévis..... | 50 00 | | |
| 196 33 | St. Lambert de Montréal..... | 80 00 | | |
| 259 73 | St. Laurent de Montréal..... | 219 50 | | |
| 61 85 | St. Laurent d'Orleans..... | 36 00 | | |
| 77 50 | St. Lazare de Belchasse..... | 36 00 | | |
| 62 25 | St. Lazare de Vaudreuil..... | 23 00 | | |
| 222 00 | St. Léon..... | 77 50 | | |
| 291 23 | St. Léonard..... | 95 00 | | |
| 132 77 | St. Liboire..... | 74 00 | | |
| 57 12 | St. Liguori..... | 23 50 | | |
| 64 14 | St. Louis de Bonsecours..... | 28 50 | | |
| 209 64 | St. Louis de Gonzague..... | 78 00 | | |
| 43 56 | St. Louis de Ha! Ha..... | 19 00 | | |
| 142 09 | Ste. Louise..... | 57 00 | | |
| 32 42 | St. Luc..... | 20 50 | | |
| 162 04 | Ste. Luce..... | 70 00 | | |
| 119 25 | Ste. Luce Station..... | 32 50 | | |
| 41 28 | Ste. Lucie de Doncaster..... | 12 40 | | |
| 148 57 | Ste. Magdeleine..... | 53 00 | | |
| 39 78 | St. Magloire..... | 15 50 | | |
| 123 00 | St. Malachie..... | 57 50 | | |
| 25 44 | St. Malo (from 1st July, 1884)..... | 13 50 | | |
| 76 13 | St. Marc..... | 36 00 | | |
| 93 24 | St. Marcel..... | 30 00 | | |
| 133 17 | Ste. Marguerite..... | 48 00 | | |
| 723 41 | Ste. Marie de Monnoir..... | 270 00 | | |
| 182 30 | Ste. Marthe..... | 86 00 | | |
| 108 74 | St. Martin..... | 39 00 | | |
| 251 52 | Ste. Martine..... | 96 00 | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 78 37 | St. Mathias..... | 30 00 | | |
| 101 18 | St. Mathieu..... | 37 50 | | |
| 173 26 | St. Maurice..... | 68 50 | | |
| | St. Maurice Forges (accounts not received)..... | | | |
| 103 75 | Ste. Melanie..... | 40 00 | | |
| 290 70 | St. Michel de Bellechasse..... | 120 00 | | |
| 124 48 | St. Michel de Napierville..... | 60 00 | 10 00 | |
| 51 00 | St. Michel des Saints..... | 20 00 | | |
| 55 75 | Ste. Modeste..... | 18 50 | | |
| 65 75 | St. Moïse..... | 16 00 | | |
| 194 91 | Ste. Monique de Nicolet..... | 79 00 | 12 00 | |
| 62 25 | Ste. Monique des Deux Montagnes..... | 26 00 | | |
| 115 06 | St. Narcisse..... | 40 00 | | |
| 45 44 | St. Nérée..... | 19 00 | | |
| 147 18 | St. Nicholas..... | 66 00 | | |
| 125 85 | St. Norbert..... | 72 50 | 40 00 | |
| 243 96 | St. Octave..... | 64 00 | | |
| 24 61 | St. Odilon (late Culduff)..... | 12 50 | | |
| 89 50 | St. Onésime..... | 18 50 | | |
| 376 51 | St. Ours..... | 130 00 | 16 00 | |
| 325 26 | St. Pacôme (*including arrears)..... | *143 50 | | |
| 68 99 | St. Pamphile..... | 27 50 | | |
| 472 76 | St. Paschal..... | 170 00 | | |
| 149 13 | St. Patrick (7 Quarters; includ'g season allow'e)..... | *86 50 | | |
| 315 43 | St. Patrick's Hill..... | 115 00 | | |
| 64 28 | St. Paul de la Croix..... | 12 00 | | |
| 60 15 | St. Paul d'Industrie..... | 30 00 | | |
| 72 01 | St. Paul du Buton..... | 30 00 | | |
| 74 13 | St. Paul l'Hermite..... | 32 00 | 16 00 | |
| 168 84 | St. Paulin..... | 63 00 | 10 00 | |
| 495 97 | St. Paul's Bay (*from 1st July, 1884)..... | 240 00 | 200 00 | *30 00 |
| 46 59 | Ste. Perpétue..... | 11 50 | | |
| 168 09 | St. Philippe d'Argenteuil..... | 68 00 | | |
| 87 73 | St. Philippe de Laprairie..... | 32 00 | | |
| 155 93 | St. Philippe de Néry..... | 54 50 | | |
| 99 39 | Ste. Philomène..... | 36 00 | | |
| 8 28 | Ste. Philomène des Chaillons (from 1st Jan, 1885)..... | 2 50 | | |
| 368 82 | St. Pie..... | 130 00 | | |
| 95 50 | St. Pie de Guire..... | 35 00 | | |
| 31 02 | St. Pierre Baptiste..... | 12 00 | | |
| 33 39 | St. Pierre d'Orléans..... | 14 00 | | |
| 428 68 | St. Pierre les Becquets..... | 180 00 | 50 00 | |
| 161 68 | St. Pierre, Montmagny..... | 67 50 | 6 00 | |
| 163 00 | St. Placide..... | 61 00 | | |
| 303 91 | St. Polycarpe..... | 116 50 | 16 00 | |
| 97 50 | St. Prime..... | 28 50 | | |
| 155 74 | St. Prosper..... | 52 50 | | |
| 24 62 | St. Prosper de Dorchester..... | 36 00 | | |
| 262 00 | St. Raphaël, East..... | 97 50 | | |
| 532 89 | St. Raymond..... | 235 00 | | |
| 38 76 | St. Rédempteur..... | 11 50 | | |
| 25 73 | St. Régis..... | 12 00 | | |
| 416 59 | St. Rémi..... | 157 50 | 32 00 | |
| 67 39 | St. Rémi d'Amherst..... | 18 00 | | |
| 141 86 | St. Rémi de Tingwick..... | 35 00 | | |
| 94 81 | St. Robert..... | 38 00 | | |
| 3,046 34 | St. Roch de Québec..... | 1,200 00 | | 652 00 |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 67 88 | St. Roch de Richelieu..... | 24 00 | | |
| 128 72 | St. Roch des Aulnais..... | 60 00 | | |
| 144 86 | St. Roch l' Achigan..... | 67 50 | | |
| 62 50 | Ste. Romaine..... | 36 00 | | |
| 114 75 | Ste. Rosalie..... | 36 00 | | |
| 146 34 | Ste. Rose de LaVal..... | 67 50 | | |
| 9 50 | Ste. Rose de Watford..... | 10 90 | | |
| 79 24 | Ste. Rose du Dégelé..... | 23 00 | | |
| 21 45 | St. Samuel de Gayhurst..... | 11 50 | | |
| 1,254 07 | St. Sauveur de Québec..... | 500 00 | | 60 00 |
| 127 39 | St. Sauveur des Montagnes..... | 47 50 | | |
| 515 92 | Ste. Scholastique (*including arrears)..... | 192 50 | *69 00 | |
| 198 90 | St. Sébastien..... | 78 50 | | |
| 329 36 | St. Sévère..... | 102 50 | | |
| 44 10 | St. Sévérin de Beauvillage (3 Quarters)..... | 16 50 | | |
| 41 50 | St. Siméon..... | 19 00 | | |
| 223 22 | St. Simon de Rimouski..... | 76 50 | | |
| 240 93 | St. Simon de Yamaska..... | 87 50 | | |
| 70 00 | Ste. Sophie de Lacorne..... | 28 50 | | |
| 76 98 | Ste. Sophie de Lévrard..... | 27 00 | | |
| 164 94 | Ste. Sophie de Mégantic..... | 54 00 | | |
| 312 46 | St. Stanislas de Champlain..... | 115 00 | | |
| 191 84 | St. Stanislas de Kotaka..... | 60 50 | | |
| 65 46 | St. Sulpice..... | 18 00 | | |
| 90 36 | St. Sylvester..... | 52 00 | | |
| 297 12 | St. Sylvester, East..... | 105 00 | | |
| 146 99 | St. Téléphore..... | 44 00 | | |
| 64 09 | St. Thècle..... | 40 00 | | |
| 122 37 | St. Théodore..... | 54 00 | | |
| 39 30 | St. Théodore de Chertsey..... | 18 50 | | |
| 27 19 | Ste. Théodosie..... | 11 50 | | |
| 515 65 | Ste. Thérèse de Blainville..... | 235 00 | 29 00 | |
| 79 89 | St. Thomas..... | 28 00 | | |
| 192 52 | St. Timothée..... | 70 00 | | |
| 248 89 | St. Tite..... | 77 50 | 8 00 | |
| 34 11 | St. Tite des Caps..... | 12 00 | | |
| 98 42 | St. Ubalde..... | 31 00 | | |
| 87 11 | St. Urbain de Charlevoix..... | 40 00 | | |
| 82 76 | St. Urbain de Chateauguay..... | 40 00 | | |
| 168 58 | Ste. Ursule..... | 61 00 | | |
| 130 49 | St. Valentin..... | 50 00 | | |
| 112 06 | St. Valère de Bulstrode..... | 40 00 | | |
| 142 39 | St. Valérien..... | 48 50 | | |
| 140 24 | St. Valier..... | 51 00 | | |
| 71 74 | St. Valier Station..... | 37 50 | | |
| 128 31 | Ste. Victoire..... | 40 00 | | |
| 171 00 | St. Victor de Tring..... | 48 50 | | |
| 274 62 | St. Vincent de Paul..... | 120 00 | | |
| 168 61 | St. Wenceslas..... | 67 50 | | |
| 20 20 | St. Zacharée..... | 11 50 | | |
| 9 61 | St. Zenon..... | 11 50 | | |
| 222 75 | St. Zéphirin..... | 75 00 | | |
| 60 00 | Ste. Zotique..... | 30 00 | | |
| 132 18 | Sabrevois..... | 60 00 | | |
| 65 00 | Sacré Cœur de Marie (late Guizot)..... | 16 00 | | |
| 41 41 | Saints Anges..... | 11 50 | | |
| 32 45 | Sanborn..... | 12 00 | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1885.

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 19 46 | Sand Hill..... | 11 50 | | |
| 67 27 | Sandy Beach..... | 24 00 | | |
| 97 22 | Sault au Cochon..... | 55 00 | | |
| 319 09 | Sault au Récollet..... | 140 00 | | |
| 60 89 | Savages Mills..... | 24 00 | | |
| 291 09 | Sawyerville..... | 100 00 | | |
| 377 60 | Scottstown..... | 120 00 | 20 00 | |
| 124 19 | Scott Junction (*from 1st Jan., 1885)..... | 40 00 | *2 50 | |
| 51 60 | Scotsmore..... | 19 00 | | |
| 15 23 | Sellarville..... | 10 00 | | |
| 58 97 | Settrington..... | 16 00 | | |
| 56 99 | Shawbridge..... | 24 00 | | |
| 194 00 | Shawenegan..... | 57 50 | | |
| 355 37 | Shawville (*from 1st Oct., 1884)..... | 157 50 | *3 00 | |
| 90 15 | Sheenborough..... | 34 00 | | |
| 92 88 | Sheffington..... | 34 50 | | |
| 39 77 | Shefford Mountain..... | 16 00 | | |
| 11 02 | Shefford Vale..... | 11 50 | | |
| 17 68 | Sheldrake..... | 20 00 | | |
| 9,942 58 | Sherbrooke (*to 31st Jan., 1885)..... | 2,500 00 | 100 00 | *266 67 |
| 151 46 | Sherrington..... | 74 00 | | |
| 102 51 | Shigawake..... | 50 00 | | |
| 298 56 | Shrewsbury..... | 75 00 | | |
| 145 20 | Sillery Cove..... | 84 00 | | |
| 15 74 | Silver Creek..... | 10 00 | | |
| 16 44 | Silverton..... | 10 00 | | |
| 54 78 | Six Portages..... | 28 00 | | |
| 286 39 | Smith's Mills..... | 87 50 | 20 00 | |
| 1,010 34 | Somerset (*from 1st July, 1884)..... | 337 50 | 32 00 | *30 00 |
| 2,814 74 | Sorel..... | 800 00 | 200 00 | 120 00 |
| 51 05 | South Barnston..... | 19 00 | | |
| 47 50 | South Bolton..... | 20 00 | | |
| 27 62 | South Dudswell..... | 14 50 | | |
| 660 08 | South Durham..... | 240 00 | | |
| 72 41 | South Ely..... | 31 50 | | |
| 9 00 | South Granby..... | 12 00 | | |
| 133 49 | South Ham..... | 63 50 | 24 00 | |
| 1,139 17 | South Quebec..... | 480 00 | 100 00 | 65 00 |
| 151 54 | South Roxton..... | 46 00 | | |
| 223 28 | South Stukely..... | 78 00 | | |
| 28 00 | South West Point (2 Quarters)..... | 10 00 | | |
| 97 83 | Spencer Cove..... | 60 00 | | |
| 31 06 | Springbrook..... | 15 50 | | |
| 140 40 | Spring Hill..... | 72 00 | | |
| 15 92 | Stagsburn..... | 11 50 | | |
| 393 57 | Stanbridge, East..... | 155 00 | | |
| 11 25 | Stanbridge Ridge..... | 11 50 | | |
| 300 37 | Stanbridge Station..... | 106 50 | 60 00 | |
| 9 95 | Stanbury..... | 10 00 | | |
| 142 28 | Standon..... | 47 00 | | |
| 982 08 | Stanford (*including arrears)..... | 360 00 | 32 00 | *50 00 |
| 95 18 | Stanhope..... | 53 00 | | |
| 1,916 64 | Stanstead (5 Quarters)..... | 625 00 | 200 00 | 95 00 |
| 80 91 | Stanstead Junction..... | 28 00 | | |
| 112 57 | Starnesboro'..... | 44 00 | | |
| 39 72 | Stockwell..... | 15 00 | | |
| 28 39 | Stoke Centre..... | 12 00 | | |

A, IN REPORT NO. 3, B—Detail of Revenue, Salaries and Allowances in Quebec, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 5 08 | Stoketon..... | 10 00 | | |
| 407 46 | Stonefield..... | 147 50 | | |
| 20 09 | Stoneham..... | 20 00 | | |
| 267 15 | Stornoway..... | 94 00 | 32 00 | |
| 131 15 | Stottville..... | 50 00 | 72 00 | |
| 738 83 | Sutton (*from 1st July, 1884)..... | 300 00 | | *30 00 |
| 98 09 | Sutton Junction..... | 30 00 | | |
| 596 74 | Sweetsburg..... | 235 00 | 16 00 | |
| 34 34 | Sydenham Place..... | 24 50 | | |
| 24 20 | Table Falls..... | 12 00 | | |
| 278 00 | Tadouac (*including season allowance)..... | *132 50 | 52 50 | |
| 184 48 | Templeton..... | 78 00 | | |
| 512 42 | Terrebonne..... | 197 00 | 30 00 | |
| 169 94 | Tessierville..... | 60 00 | | |
| 4 85 | Tewkesbury..... | 11 50 | | |
| 166 50 | Thetford Mines..... | 27 50 | | |
| 17 50 | Thornby..... | 17 50 | | |
| 91 50 | Thorne Centre..... | 39 00 | | |
| 36 41 | Three Lakes..... | 11 50 | | |
| 4,779 71 | Three Rivers (to 31st Jan., 1885)..... | 1,500 00 | 360 00 | *166 67 |
| 760 24 | Thurso..... | 272 50 | 16 00 | |
| 10 96 | Tikonabé..... | 11 50 | | |
| 123 19 | Trembley..... | 40 00 | | |
| 75 50 | Trenholm..... | 24 00 | | |
| 31 60 | Tring Station (from 1st June, 1884)..... | 7 50 | | |
| 720 71 | Trois Pistoles (*from 1st July, 1884)..... | 302 50 | 12 00 | *30 00 |
| 116 30 | Trois Saumons..... | 39 00 | | |
| 90 61 | Trout Brook..... | 22 00 | 4 00 | |
| 78 16 | Trout River..... | 31 00 | | |
| 271 54 | Ulverton..... | 116 00 | | |
| 426 17 | Upper Bedford..... | 143 00 | | |
| 288 95 | Upper Melbourne..... | 67 50 | | |
| 116 52 | Upper Wakefield..... | 60 00 | | |
| 86 36 | Valcartier..... | 39 50 | | |
| 98 61 | Valcourt..... | 50 00 | | |
| 14 00 | Val des Bois..... | 10 00 | | |
| 19 00 | Valency..... | 11 50 | | |
| 96 00 | Vale Perkins..... | 26 00 | | |
| 99 17 | Valletort..... | 34 50 | | |
| 1,731 91 | Valleyfield..... | 540 00 | 40 00 | 80 00 |
| 77 70 | Valmont..... | 36 00 | | |
| 31 40 | Valois..... | 20 00 | | |
| 48 52 | Vanclose..... | 23 50 | | |
| 262 25 | Varennes..... | 120 00 | | |
| 232 00 | Vaudreuil..... | 79 00 | 40 00 | |
| 117 00 | Vaudreuil Station..... | 40 00 | | |
| 10 00 | Venice..... | 11 50 | | |
| 31 33 | Venosta..... | 14 50 | | |
| 242 55 | Verchères..... | 108 50 | | |
| 3 50 | Vernet (from 1st Jan., 1885)..... | 2 50 | | |
| 46 24 | Versailles..... | 20 00 | | |
| 56 97 | Vicars..... | 36 00 | 12 00 | |
| 976 54 | Victoriaville (* from 1st July, 1884)..... | 345 00 | 200 00 | *36 00 |
| 83 64 | Viger..... | 40 00 | | |

A, IN REPORT No. 3, B—Detail of Revenue, Salaries and Allowances in
Quebec, within the Year ended 30th June, 1885.

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. | Names of Post O ces. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|--------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 188 50 | Village des Aulnaies..... | 80 00 | | |
| 209 53 | Village Richelieu | 85 00 | | |
| 195 34 | Villa Mastai..... | 47 50 | | |
| 13 65 | Villette | 10 00 | | |
| 43 00 | Vincennes..... | 19 00 | | |
| 35 90 | Vinoy | 14 50 | | |
| 53 79 | Vinton | 30 00 | | |
| 374 86 | Wakefield | 150 00 | | |
| 54 70 | Walker's Cutting..... | 25 00 | | |
| 30 53 | Waltham | 20 00 | | |
| 186 12 | Warden | 80 00 | | |
| 893 10 | Warwick, East (*from 1st May, 1884) | 315 00 | *27 67 | 40 00 |
| 2,096 96 | Waterloo, East..... | 640 00 | 96 00 | 100 00 |
| 521 46 | Waterville | 172 50 | | |
| 37 71 | Watkin's Mills..... | 10 00 | | |
| 115 12 | Way's Mills | 43 00 | | |
| 108 76 | Weedon (3 Quarters)..... | 80 00 | | |
| 74 10 | Weedon Centre | 30 00 | | |
| 365 25 | Weedon Station | 72 50 | | |
| 13 01 | West Bolton | 10 00 | | |
| 232 01 | West Brome | 75 00 | | |
| 274 47 | West Broughton (7 Quarters)..... | 76 00 | | |
| 24 66 | Westbury | 19 00 | | |
| 42 82 | Westbury Basin (from 1st Sept., 1884)..... | 10 11 | | |
| 11 74 | West Ditton | 12 00 | | |
| 34 50 | West Potton..... | 12 00 | | |
| 256 40 | West Shefford | 78 00 | | |
| 46 50 | Wheatland | 16 00 | | |
| | Whitfield (2 Quarters)..... | 5 00 | | |
| 0 15 | Whitton (closed ; arrears of revenue)..... | | | |
| 257 10 | Wickham, West | 84 00 | | |
| 2 50 | Wilson's Corners | 10 00 | | |
| 38 53 | Wilson's Mills | 14 00 | | |
| 1,476 66 | Windsor Mills (5 Quarters ; * including arrears)... | 445 00 | | *120 00 |
| 89 21 | Woburn | 34 50 | | |
| 177 80 | Wolfstown | 63 00 | | |
| 83 00 | Woodside | 30 00 | | |
| 307 80 | Wotton | 117 50 | | |
| 148 31 | Wright..... | 100 00 | | |
| 688 77 | Yamachiche | 225 00 | 16 00 | |
| 452 09 | Yamaska (5 Quarters ; * including arrears) | *315 00 | 75 00 | |
| 52 08 | Yarm | 16 00 | | |
| \$506,655 50 | Totals..... | †\$96,705 50 | \$8,431 84 | \$4,550 34 |

† N.B.—Of this, the amount of \$95,394.96 was paid from Revenue collections, and \$1,310 54 from Parliamentary appropriation. The latter has been brought to account at page 82, part ii.

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

A, IN REPORT NO. 3, C.

DETAIL of all payments made 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, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|----------------------------------|------------------------------------|----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| NOVA SCOTIA DIVISION. | | | | | |
| C. J. Macdonald..... | Post Office Inspector..... | 2,200 00 | | | |
| J. D. Story..... | Assistant do..... | 1,200 00 | | 3,400 00 | |
| D. Stewart..... | 2nd Class Clerk, Probationary..... | 900 00 | | | |
| T. E. Davison..... | do..... | 900 00 | | 1,800 00 | |
| S. J. R. Sircom..... | 3rd do..... | 640 00 | | | |
| A. Costley..... | do..... | 480 00 | | | |
| W. Kearns..... | do..... | 420 00 | | 1,540 00 | |
| M. H. Mesgher..... | Messenger..... | 422 50 | | | |
| R. R. McMillan..... | do (office-keeper)..... | 560 00 | | 982 50 | |
| Total of Inspector's Office..... | | | | | 7,722 50 |
| RAILWAY MAIL SERVICE. | | | | | |
| E. A. Bent..... | Chief Railway Mail Clerk..... | 1,500 00 | | | |
| A. Brown..... | 2nd Class do (less fine)..... | 799 00 | 339 48 | | |
| J. McN. Gabriel..... | do..... | 800 00 | 363 86 | | |
| R. Davison..... | do..... | 800 00 | 220 06 | | |
| J. W. H. Oameron..... | do..... | 800 00 | 378 43 | | |
| J. McNeil..... | do..... | 793 33 | 316 46 | | |
| W. Crowley..... | do..... | 720 00 | 114 02 | | |
| S. Hall..... | do..... | 683 33 | 199 56 | | |
| | | | | 1,500 00 | |

A, IN REPORT No. 3, C.—Detail of all payments for Salaries, &c, in Nova Scotia, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|--|------------------------------------|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| <i>Brought forward</i> | | | | |
| HALIFAX POST OFFICE. | | | | |
| H. W. Blackadar..... | Postmaster..... | 2,400 00 | | |
| F. V. Tremain..... | Assistant Postmaster..... | 1,800 00 | 4,000 00 | |
| A. H. Cunningham..... | 2nd Class Clerk..... | 1,200 00 | | |
| W. H. Chamberlain..... | do Probationary..... | 800 00 | | |
| J. O'Bryan..... | do do..... | 900 00 | | |
| T. G. Creighton..... | do do..... | 900 00 | 3,900 00 | |
| 100 | | | | |
| T. W. Oasey..... | do do..... | 800 00 | | |
| J. O'Toole..... | do do..... | 800 00 | | |
| W. V. Smith..... | do do..... | 800 00 | | |
| P. Mulcahy..... | do do..... | 800 00 | | |
| C. D. Fraser..... | do do..... | 800 00 | | |
| C. M. B. Lounds..... | do do..... | 800 00 | | |
| L. W. Travis..... | do do..... | 640 00 | | |
| F. J. Power..... | do do..... | 640 00 | | |
| W. Parker..... | do do..... | 640 00 | | |
| E. Delaney..... | do do..... | 640 00 | | |
| A. C. Crowe..... | do do..... | 560 00 | | |
| W. H. Walker..... | do do..... | 590 00 | | |
| H. A. Boggs..... | do do..... | 450 00 | | |
| F. Kaye..... | do do..... | 410 00 | | |
| E. A. Sullivan..... | do do..... | 410 00 | | |
| A. Logan..... | do do..... | 359 14 | 10,139 14 | |
| Probationary, from 8th Aug, 1884. | | | | |
| S. Saunders..... | Superintendent Letter Carrier..... | 600 00 | | |
| J. Fitzgerald..... | Letter Carrier..... | 600 00 | | |
| J. Wilson..... | do..... | 600 00 | | |
| E. Carroll..... | do..... | 600 00 | | |
| H. S. Laurillard..... | do..... | 600 00 | | |
| J. Mahar..... | do..... | 600 00 | | |
| J. O'Malley..... | do..... | 600 00 | | |

| | | |
|---|--------|-------------|
| E. Myers | 600 00 | |
| N. Brodie | 580 00 | |
| J. A. Grant | 380 00 | |
| J. Wall | 367 50 | |
| G. Davis | 367 50 | 6,515 00 |
| <hr/> | | |
| Temporary Letter Carrier (including arrears) | 370 00 | 370 00 |
| <hr/> | | |
| Letter Collector | 590 00 | |
| do | 560 00 | |
| do | 382 50 | 1,522 50 |
| <hr/> | | |
| Temporary Letter Collector (from 29th Aug. to 30th Oct., 1884, and from 3rd to 10th Jan., 1885, and from 1st to 30th June, 1885) | 100 65 | 100 65 |
| <hr/> | | |
| Messenger | 370 00 | 370 00 |
| <hr/> | | |
| Total of Halifax Post Office | | 26,917 29 |
| <hr/> | | |
| Balances of salaries remitted by cheque to certain Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement) | | 2,209 69 |
| <hr/> | | |
| Total | | \$64,753 88 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, C.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Nova Scotia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 36 37 | Abercrombie..... | 11 50 | | |
| 1,217 90 | Acadia Mines..... | 500 00 | | 60 00 |
| 16 00 | Addington Forks..... | 16 00 | | |
| 16 88 | Admiral Rock (3 Quarters)..... | 8 50 | | |
| 228 58 | Advocate Harbor (*from 1st Jan., 1885)..... | 98 00 | *8 00 | |
| 73 32 | Afton..... | 35 50 | | |
| 26 25 | Albert Bridge..... | 10 00 | | |
| 12 16 | Alderney (from 1st Aug., 1884)..... | 6 67 | | |
| 9 14 | Alder River..... | 10 00 | | |
| 18 00 | Alexander..... | 16 50 | | |
| 59 62 | Alma..... | 30 00 | | |
| 10 54 | Amagudus Pond..... | 10 00 | | |
| 4,028 66 | Amherst..... | 1,100 00 | 200 00 | 160 00 |
| 14 76 | Amherst Point..... | 16 00 | | |
| 1,968 11 | Annapolis..... | 624 00 | 300 00 | 120 00 |
| 2,311 10 | Antigonishe..... | 700 00 | | 120 00 |
| 7 12 | Antigonishe Harbor..... | 10 00 | | |
| 10 00 | Antigonishe Harbor, South side..... | 10 00 | | |
| 5 40 | Antrim..... | 10 00 | | |
| 137 97 | Apple River..... | 36 00 | | |
| 178 70 | Arcadia..... | 58 02 | | |
| 35 69 | Argyle..... | 28 00 | | |
| 24 31 | Argyle Head (from 1st May, 1884)..... | 9 17 | | |
| 7 98 | Argyle Sound..... | 10 00 | | |
| 670 67 | Arichat..... | 418 00 | | 40 00 |
| 21 00 | Arisaig..... | 12 00 | | |
| 2 60 | Ashdale..... | 10 00 | | |
| 10 60 | Askilton..... | 10 00 | | |
| 136 47 | Athol..... | 80 00 | 120 00 | |
| 9 00 | Auld's Cove..... | 16 00 | | |
| 32 25 | Avondale..... | 16 00 | | |
| 33 00 | Avondale Station..... | 15 50 | | |
| 257 60 | Avonport..... | 80 00 | | |
| 637 60 | Avonport Station..... | 200 00 | | |
| 577 49 | Aylesford..... | 215 90 | | |
| 38 80 | Baccaro..... | 11 50 | | |
| 4 64 | Back Lands..... | 10 00 | | |
| 17 31 | Back Meadows..... | 11 50 | | |
| 967 56 | Baddeck (*from 1st July, 1884)..... | 338 09 | 60 00 | *20 00 |
| 12 45 | Baddeck Bay..... | 10 00 | | |
| 16 66 | Baddeck Bridge..... | 10 00 | | |
| 15 25 | Baddeck River, North Branch..... | 10 00 | | |
| 74 92 | Bailey's Brook..... | 30 00 | | |
| 14 57 | Baker Settlement..... | 11 50 | | |
| 1 51 | Balmoral (from 1st Jan., 1885)..... | 2 50 | | |
| 13 58 | Banks of Broad Cove..... | 10 50 | | |
| 79 00 | Barney's River..... | 52 00 | | |
| 660 34 | Barrington..... | 424 00 | | 40 00 |
| 30 00 | Barrington Passage..... | 16 00 | | |
| 21 38 | Barrio's Beach..... | 10 00 | | |
| 71 26 | Barronsfield..... | 24 00 | | |
| 20 71 | Bar Settlement..... | 11 50 | | |
| 82 89 | Barr's Corners..... | 24 00 | | |

A, IN REPORT NO, 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|---|-----------|------|---------------------|-------|--|-------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 0 | 73 | Barry's Corner (from 1st Oct., 1884)..... | 5 | 00 | | | | |
| 23 | 60 | Basin of River inhabitants | 11 | 50 | | | | |
| 118 | 17 | Bass River | 60 | 00 | | | | |
| 20 | 32 | Bateston | 10 | 00 | | | | |
| 98 | 65 | Battery Hill..... | 17 | 50 | | | | |
| 12 | 27 | Baxter's Harbor | 10 | 00 | | | | |
| 99 | 20 | Bayfield..... | 36 | 00 | | | | |
| 29 | 84 | Bay St Lawrence | 16 | 00 | | | | |
| 26 | 84 | Beach Meadows | 12 | 00 | | | | |
| 40 | 18 | Bear Point | 20 | 00 | | | | |
| 583 | 53 | Bear River, West Side | 237 | 50 | | | | |
| 204 | 00 | Beaver Bank (*from 1st July, 1884) | 54 | 00 | | *6 00 | | |
| 21 | 75 | Beaver Brook | 12 | 00 | | | | |
| 16 | 87 | Beaver Cove..... | 11 | 50 | | | | |
| 22 | 22 | Beaver River | 20 | 00 | | | | |
| 91 | 76 | Beaver River Corner..... | 56 | 00 | | | | |
| 296 | 39 | Bedford Basin | 100 | 00 | | | | |
| 12 | 00 | Beech Hill..... | 11 | 50 | | | | |
| 3 | 26 | Beechmont (from 1st Sept, 1884)..... | 5 | 83 | | | | |
| 58 | 63 | Belleisle..... | 24 | 00 | | | | |
| 57 | 63 | Belliveau's Cove..... | 20 | 00 | | | | |
| 85 | 48 | Belmont..... | 48 | 50 | | | | |
| 11 | 00 | Benacadie | 10 | 00 | | | | |
| 1,015 | 99 | Berwick..... | 360 | 00 | | | | 40 00 |
| 8 | 50 | Big Bank..... | 11 | 50 | | | | |
| 217 | 40 | Big Bras d'Or | 50 | 00 | | | | |
| 8 | 18 | Big Brook..... | 10 | 00 | | | | |
| 15 | 67 | Big Harbor | 12 | 00 | | | | |
| 10 | 74 | Big Intervale, Margaree | 11 | 50 | | | | |
| 14 | 72 | Big Island..... | 11 | 50 | | | | |
| 15 | 79 | Big Lorraine | 10 | 00 | | | | |
| 11 | 70 | Big Marsh | 10 | 00 | | | | |
| 41 | 42 | Big Pond | 26 | 00 | | | | |
| 9 | 10 | Big Port le Bear..... | 11 | 50 | | | | |
| 9 | 15 | Big Ridge | 11 | 50 | | | | |
| 120 | 69 | Big Tracadie | 48 | 00 | | | | |
| 207 | 00 | Bill Town | 52 | 00 | | | | |
| 14 | 65 | Birchtown..... | 10 | 00 | | | | |
| 10 | 86 | Black Brook..... | 10 | 00 | | | | |
| 34 | 47 | Black Point, Halifax..... | 12 | 00 | | | | |
| 13 | 24 | Black Point, Queen's | 10 | 00 | | | | |
| 11 | 18 | Black River | 10 | 00 | | | | |
| 6 | 50 | Black Rocks..... | 10 | 00 | | | | |
| 1 | 94 | Blanche (from 1st March, 1885)..... | 0 | 83 | | | | |
| 13 | 50 | Blanchard Road..... | 10 | 00 | | | | |
| 34 | 55 | Blandford | 16 | 00 | | | | |
| 23 | 65 | Block House..... | 11 | 50 | | | | |
| 66 | 71 | Blomidon | 20 | 00 | | | | |
| 19 | 29 | Blueberry | 12 | 00 | | | | |
| 46 | 00 | Blue Mountain..... | 20 | 00 | | | | |
| 20 | 14 | Blue's Mills | 10 | 00 | | | | |
| | | Blue Rock..... | 10 | 00 | | | | |
| 8 | 88 | Boisdale, Barachois..... | 10 | 00 | | | | |
| 9 | 00 | Boisdale Chapel..... | 10 | 00 | | | | |
| 24 | 00 | Boom | 20 | 00 | | 10 00 | | |
| 3 | 12 | Borneish (from 1st Nov., 1884)..... | 4 | 17 | | | | |
| 83 | 43 | Boulardarie..... | 87 | 00 | | | | |

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 20 74 | Boulardarie, Back Lands | 11 50 | | |
| 15 00 | Boulardarie Centre | 10 00 | | |
| 17 88 | Boulardarie, East..... | 10 00 | | |
| 9 60 | Boulardarie, West (from 1st Aug., 1884)..... | 6 67 | | |
| 143 70 | Boylston | 57 50 | | |
| | Branch LaHave | 10 00 | | |
| 32 37 | Brazil Lake | 13 00 | | |
| | Brenton (from 1st Oct., 1884)..... | 5 00 | | |
| 154 80 | Bridgeport..... | 34 00 | | |
| 1,509 70 | Bridgetown..... | 500 00 | | 60 00 |
| 49 00 | Bridgeville | 23 00 | | |
| 1,686 40 | Bridgewater | 500 00 | 70 00 | 60 00 |
| 11 11 | Briley's Brook | 10 00 | | |
| 38 00 | Broad Cove Chapel..... | 16 00 | | |
| 28 55 | Broad Cove, Lunenburg..... | 12 00 | | |
| 38 80 | Broad Cove Marsh..... | 18 00 | | |
| 17 50 | Broad Cove Mines (from 15th Aug., 1884)..... | 6 25 | | |
| 279 27 | Brookfield, Colchester..... | 130 00 | 48 00 | |
| 98 95 | Brookfield, Queen's | 32 00 | | |
| 11 53 | Brookland | 11 50 | | |
| 128 33 | Brooklyn, Queen's..... | 50 00 | | |
| 14 72 | Brooklyn, Yarmouth..... | 10 00 | | |
| 24 07 | Brookvale..... | 12 00 | | |
| 69 06 | Brook Village..... | 28 00 | | |
| 33 87 | Brookville, Cumberland | 14 00 | | |
| 9 00 | Brookville, Pictou | 11 50 | | |
| 4 00 | Brown's Brook..... | 10 00 | | |
| 5 29 | Brown's Mountain | 10 00 | | |
| 101 23 | Brulé..... | 36 00 | | |
| 10 06 | Bucklaw | 10 00 | | |
| 30 00 | Buckley's..... | 22 50 | | |
| 41 03 | Burlington..... | 24 00 | | |
| 15 73 | Burnside..... | 10 50 | | |
| 7 65 | Burntcoat..... | 10 00 | | |
| 217 15 | Caledonia Corner..... | 92 00 | | |
| 10 33 | Caledonia Mills | 10 00 | | |
| 110 06 | Caledonia Mines | 36 00 | | |
| 27 67 | Caledonia, St. Marys..... | 15 00 | | |
| 23 14 | Cambridge | 12 00 | | |
| 136 85 | Cambridge Station..... | 44 00 | | |
| 37 50 | Canaan, King's..... | 14 00 | | |
| 10 22 | Canaan, Yarmouth..... | 10 00 | | |
| 39 90 | Canada Creek | 20 00 | | |
| 154 04 | Canard..... | 90 00 | | |
| 7 72 | Cannes (from 1st Nov., 1884)..... | 4 17 | | |
| 967 43 | Canning..... | 347 00 | 50 00 | 40 00 |
| 60 82 | Cannonville..... | 28 00 | | |
| 724 07 | Canso | 235 00 | | |
| 32 14 | Cape George..... | 34 00 | | |
| 9 50 | Cape George Harbor | 10 00 | | |
| 26 67 | Cape John..... | 11 50 | | |
| 8 34 | Cape Mabou | 11 50 | | |
| 50 35 | Cape Negro..... | 20 00 | | |
| 12 80 | Cape Negro Island..... | 10 00 | | |
| 88 44 | Cape North ("including \$10 to sub-office)..... | *46 00 | | |
| 83 22 | Cape Sable Island..... | 75 00 | | |

A, IN REPORT NO. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|-------|--|-----------|---------------------|--|
| \$ | cts. | | \$ | \$ | \$ |
| 46 | 50 | Carlton..... | 18 | 00 | ..... |
| 14 | 00 | Carriboo Cove..... | 18 | 00 | ..... |
| 7 | 55 | Carriboo Marsh..... | 12 | 50 | ..... |
| 141 | 05 | Carriboo River..... | 54 | 50 | ..... |
| 24 | 30 | Carriboo Gold Mines..... | 11 | 50 | ..... |
| ..... | ..... | Carroll's Corners..... | 10 | 00 | ..... |
| 34 | 00 | Catalone..... | 18 | 00 | ..... |
| 7 | 25 | Catalone Gut..... | 10 | 00 | ..... |
| 15 | 12 | Cedar Lake..... | 10 | 00 | ..... |
| 29 | 12 | Central Argyle..... | 20 | 00 | ..... |
| 92 | 54 | Central Clarence..... | 11 | 50 | ..... |
| 28 | 23 | Central Chebogue..... | 14 | 00 | ..... |
| 10 | 25 | Central New Anan..... | 10 | 00 | ..... |
| 23 | 42 | Central Onslow..... | 11 | 50 | ..... |
| 91 | 60 | Centreville, Digby..... | 40 | 00 | ..... |
| 66 | 00 | Centreville, King's..... | 44 | 00 | ..... |
| 11 | 93 | Chance Harbor..... | 10 | 00 | ..... |
| 7 | 12 | Chapman Settlement (closed 30th April, 1884)..... | 0 | 83 | ..... |
| 11 | 00 | Charlo's Cove..... | 10 | 00 | ..... |
| 13 | 82 | Chebogue Point..... | 16 | 00 | ..... |
| 13 | 90 | Cheggoggin..... | 10 | 00 | ..... |
| 28 | 00 | Chelsea..... | 16 | 00 | ..... |
| 83 | 27 | Chesley's Corners..... | 38 | 00 | ..... |
| 533 | 51 | Chester..... | 164 | 00 | ..... |
| 76 | 06 | Chester Basin..... | 28 | 00 | ..... |
| 2 | 25 | Chester Grant..... | 10 | 00 | ..... |
| 54 | 19 | Cheticamp..... | 27 | 50 | ..... |
| 228 | 55 | Cheverie..... | 79 | 50 | ..... |
| 43 | 74 | Chignecto..... | 32 | 00 | ..... |
| 4 | 24 | Chimney Corner..... | 12 | 00 | ..... |
| 15 | 98 | Chipman's Brook..... | 9 | 17 | ..... |
| ..... | ..... | Chipman's Corners..... | 10 | 00 | ..... |
| 77 | 59 | Christmas Island..... | 28 | 50 | ..... |
| 3 | 33 | Church Over..... | 10 | 00 | ..... |
| 32 | 14 | Church Street (closed 15th Oct., 1884; re-opened 1st March, 1885)..... | 17 | 49 | ..... |
| 40 | 20 | Churchville..... | 22 | 00 | ..... |
| 36 | 50 | Chute's Cove..... | 12 | 00 | ..... |
| 20 | 87 | Clam Harbor..... | 10 | 00 | ..... |
| 12 | 71 | Claremont..... | 10 | 00 | ..... |
| 75 | 44 | Clarence..... | 38 | 00 | ..... |
| 156 | 74 | Clarke's Harbor..... | 80 | 00 | ..... |
| 11 | 00 | Clarke's Road (from 1st July, 1884)..... | 7 | 50 | ..... |
| 186 | 45 | Clementsport..... | 138 | 00 | ..... |
| 60 | 05 | Clementsvale..... | 20 | 00 | ..... |
| 28 | 40 | Clifton..... | 18 | 00 | ..... |
| ..... | ..... | Cloverdale (from 1st Feb., 1885)..... | 1 | 67 | ..... |
| 137 | 26 | Clyde River ("from 1st July, 1884)..... | 58 | 00 | ..... |
| 10 | 00 | Cochran's Lake..... | 10 | 00 | ..... |
| 5 | 37 | Coddie's Harbor (from 1st June, 1884)..... | 8 | 33 | ..... |
| 8 | 64 | Cogmagun River..... | 10 | 00 | ..... |
| 293 | 50 | Cold Brook Station..... | 87 | 50 | ..... |
| 7 | 25 | Cold Stream..... | 10 | 00 | ..... |
| 12 | 00 | Cole Harbor..... | 11 | 50 | ..... |
| 37 | 88 | Comeauville..... | 24 | 00 | ..... |
| 6 | 40 | Condon Settlement..... | 10 | 00 | ..... |
| 31 | 00 | Coan's Mills..... | 24 | 00 | ..... |

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|---|-----------|------|---------------------|------|--|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| 41 66 | Conquerall Bank..... | 30 | 00 | | | | |
| 11 97 | Conquerall Mills..... | 10 | 00 | | | | |
| 28 46 | Cook's Brook..... | 16 | 00 | | | | |
| 10 82 | Cook's Cove..... | 10 | 00 | | | | |
| 5 00 | Copper Lake (from 1st Sept. 1884)..... | 5 | 83 | | | | |
| 10 00 | Corberrie..... | 10 | 00 | | | | |
| 641 92 | Cow Bay..... | 270 | 00 | | | | |
| 11 75 | Coxheath..... | 10 | 00 | | | | |
| 12 89 | Cranton Section..... | 10 | 00 | | | | |
| 1 81 | Croft (from 1st Nov., 1884)..... | 4 | 17 | | | | |
| 226 00 | Cross Roads, Country Harbor..... | 36 | 00 | | | | |
| 16 58 | Cross Roads, Middle Melford..... | 14 | 00 | | | | |
| 0 03 | Cross Roads, Ohio..... | 10 | 00 | | | | |
| 14 00 | Cross Roads, St. George's Channel..... | 10 | 00 | | | | |
| 136 29 | Crowell..... | 43 | 00 | | | | |
| 41 25 | Crowe's Mills (5 Quarters)..... | 14 | 00 | | | | |
| 48 09 | Crowe Harbor..... | 20 | 00 | | | | |
| 6 12 | Culloden..... | 10 | 00 | | | | |
| 19 57 | Dalhousie, East..... | 10 | 00 | | | | |
| 23 03 | Dalhousie Road..... | 15 | 50 | | | | |
| 15 74 | Dalhousie Settlement..... | 10 | 00 | | | | |
| 1,311 19 | Dartmouth..... | 380 | 00 | | | 60 | 00 |
| 4 01 | Davison Street..... | 10 | 00 | | | | |
| 17 00 | Dayspring..... | 10 | 00 | | | | |
| 40 00 | Deans..... | 15 | 50 | | | | |
| 154 83 | Debert Station..... | 60 | 00 | 100 | 00 | | |
| 59 00 | Deep Brook..... | 30 | 00 | | | | |
| 51 32 | Deerfield..... | 20 | 00 | | | | |
| 0 42 | Delap's Cove (from 1st Nov., 1884)..... | 4 | 16 | | | | |
| 38 28 | Delhaven..... | 16 | 00 | | | | |
| 8 50 | Dempsey's Corner..... | 10 | 00 | | | | |
| 10 58 | Dennistown..... | 10 | 00 | | | | |
| 6 00 | Densmore's Mills..... | 10 | 00 | | | | |
| 1,734 16 | Digby..... | 620 | 00 | 200 | 00 | 100 | 00 |
| 16 00 | Dingwall..... | 10 | 00 | | | | |
| 144 34 | Disconsce..... | 57 | 50 | | | | |
| 15 00 | Doctor's Brook..... | 10 | 00 | | | | |
| 63 96 | Doctor's Cove..... | 28 | 00 | | | | |
| 18 85 | Doherty's Creek..... | 15 | 50 | | | | |
| 11 32 | Dover, West..... | 14 | 00 | | | | |
| 27 85 | Dublin Shore..... | 15 | 50 | | | | |
| 17 85 | Duncan..... | 10 | 00 | | | | |
| 15 75 | Dundee..... | 10 | 00 | | | | |
| 18 17 | Dunmore..... | 12 | 00 | | | | |
| 6 94 | Dunmaglas (late Douglas)..... | 10 | 00 | | | | |
| 112 50 | Durham..... | 48 | 00 | | | | |
| 196 07 | Dutch Village..... | 56 | 00 | | | | |
| 9 49 | Dutch Settlement..... | 10 | 00 | | | | |
| 63 50 | Earltown..... | 24 | 00 | | | | |
| 75 00 | East Bay..... | 32 | 00 | 20 | 00 | | |
| 14 80 | East Bay, North Side..... | 16 | 00 | | | | |
| 10 26 | East Chebogue..... | 10 | 00 | | | | |
| 19 00 | East Chezsetcook..... | 10 | 00 | | | | |
| 28 65 | East Dover..... | 10 | 00 | | | | |
| 30 05 | East Earltown..... | 12 | 00 | | | | |

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 86 51 | Eastern Harbor..... | 31 50 | | |
| 3 59 | East Ferry (from 1st Dec., 1884)..... | 3 33 | | |
| 48 64 | East Folly Mountain..... | 31 50 | | |
| 9 01 | East Hall's Harbor Road..... | 10 00 | | |
| 17 88 | East Jeddore..... | 10 00 | | |
| 22 00 | East Margaree..... | 12 00 | | |
| 20 83 | East Margaretsville (from 15th Aug., 1884)..... | 6 25 | | |
| 31 29 | East Mines Station (closed 30th Sept., 1884; re-opened 1st March, 1885)..... | 9 00 | | |
| 54 04 | East New Annan..... | 34 00 | | |
| 29 00 | East Port Medway..... | 28 00 | | |
| 14 73 | East River..... | 10 00 | | |
| 25 03 | East River, St. Mary's..... | 20 00 | | |
| 119 61 | East River, Sheet Harbor..... | 44 00 | | |
| 32 27 | East Side of Margaree Harbor..... | 11 50 | | |
| 74 17 | East Side of Pubnico Harbor..... | 36 00 | | |
| 3 33 | East Side of Bagged Island..... | 10 00 | | |
| 26 50 | Eastville..... | 12 00 | | |
| 22 40 | East Wentworth..... | 12 00 | | |
| 497 55 | Economy..... | 212 00 | | |
| 252 50 | Economy Point..... | 78 00 | | |
| 50 65 | Enum Secum..... | 16 00 | | |
| 70 36 | Eel Brook..... | 27 50 | | |
| 1 00 | Eel Cove (from 1st Jan., 1885)..... | 2 50 | | |
| 11 72 | Eel Creek..... | 10 00 | | |
| 0 21 | Eel Lake..... | 12 00 | | |
| 4 50 | Elgin..... | 10 00 | | |
| 248 67 | Ellershouse..... | 108 50 | | |
| 263 55 | Elmsdale..... | 79 99 | | |
| 54 91 | Elmsvale..... | 17 50 | | |
| 6 74 | Emerald (from 1st Aug., 1884)..... | 6 67 | | |
| 159 94 | Enfield..... | 60 00 | | |
| 33 95 | English Corner..... | 12 00 | | |
| 147 70 | English Town..... | 108 00 | | |
| 18 25 | Enon..... | 11 50 | | |
| 7 00 | Eriaville..... | 10 00 | | |
| 21 59 | Eskasoni..... | 10 00 | | |
| 8 25 | Etna..... | 10 00 | | |
| 10 00 | Factory Dale..... | 10 00 | | |
| 7 17 | Falkland..... | 10 00 | | |
| 21 36 | Falkland Ridge..... | 10 00 | | |
| 36 84 | Falmouth..... | 12 00 | | |
| 129 77 | Falmouth Station..... | 48 00 | | |
| 6 54 | False Bay Beach..... | 10 00 | | |
| 9 32 | Farmington (from 1st Aug., 1884)..... | 6 68 | | |
| 10 00 | Fenwick..... | 10 00 | | |
| 18 30 | Fifteen Mile Stream (from 1st Nov., 1884)..... | 4 17 | | |
| 4 84 | First South..... | 10 00 | | |
| 155 15 | Five Islands..... | 98 00 | | |
| 36 18 | Five Mile River..... | 10 00 | | |
| 17 03 | Fletcher's Station..... | 10 00 | | |
| | Folly Lake..... | 19 00 | | |
| 60 17 | Folly Mountain..... | 74 00 | | |
| 213 84 | Folly Village..... | 158 00 | | |
| 10 50 | Forbes..... | 10 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 14 07 | Forks, Baddeck..... | 10 00 | | |
| 11 50 | Fortie's Settlement..... | 10 00 | | |
| 41 88 | Fort Lawrence..... | 15 50 | | |
| 12 08 | Foster's (14 Quarters)..... | 35 00 | | |
| 90 67 | Fouchie..... | 38 00 | | |
| 91 91 | Four Mile House..... | 44 00 | | |
| 23 76 | Fox Harbor..... | 10 00 | | |
| 70 66 | Fox River..... | 20 00 | | |
| 49 90 | Framboise..... | 18 00 | | |
| 3 55 | Fraser's Grant..... | 10 00 | | |
| 11 86 | Fraser's Mills..... | 10 00 | | |
| 222 93 | Freeport..... | 80 00 | | |
| 13 00 | French River..... | 12 00 | | |
| 10 22 | French Road..... | 10 00 | | |
| 12 95 | French Vale..... | 10 00 | | |
| 143 73 | French Village..... | 51 50 | | |
| 12 00 | Friar's Head..... | 10 00 | | |
| 102 57 | Gaberouse..... | 40 00 | | |
| 3 25 | Gaberouse Lake (from 1st Oct., 1884)..... | 5 00 | | |
| 43 00 | Garden of Eden..... | 15 50 | | |
| 13 19 | Gardner Mines..... | 10 00 | | |
| 101 30 | Gaspereaux..... | 39 00 | | |
| 7 00 | Gavelton..... | 10 00 | | |
| 92 04 | Gay's River..... | 36 00 | 6 00 | |
| 32 70 | Gay's River Road..... | 16 00 | | |
| 9 83 | George's River..... | 10 00 | | |
| 37 74 | Georgeville..... | 16 00 | | |
| 64 30 | Getson's Point..... | 28 00 | | |
| 10 93 | Giants' Lake..... | 10 00 | | |
| 81 25 | Gilbert's Cove..... | 28 00 | | |
| 14 67 | Gillie's Lake..... | 10 00 | | |
| 6 71 | Gillie's Point..... | 10 00 | | |
| 8 25 | Gillie's Point, East..... | 10 00 | | |
| 15 22 | Gillander's Mountain..... | 10 00 | | |
| | Glen Alpine (12 Quarters)..... | 30 00 | | |
| 5 76 | Glen Bard..... | 10 00 | | |
| 15 72 | Glencoe..... | 10 00 | | |
| 1 53 | Glencove..... | 10 00 | | |
| 16 64 | Glendale..... | 12 00 | | |
| 74 00 | Glendyer..... | 10 00 | | |
| 64 24 | Glenelg..... | 63 00 | | |
| 12 40 | Glengarry..... | 10 00 | | |
| 98 34 | Glengarry Station..... | 54 00 | 10 00 | |
| 62 10 | Glen Margaret..... | 32 00 | 19 00 | |
| 9 37 | Glen Road..... | 10 00 | | |
| 10 56 | Glenshee..... | 10 00 | | |
| 10 90 | Glen Uig..... | 10 00 | | |
| 77 39 | Glenwood..... | 32 00 | | |
| 13 36 | Goff's..... | 10 00 | | |
| 201 53 | Goldenville..... | 86 00 | | |
| 20 12 | Gold River..... | 10 00 | | |
| 79 20 | Gore..... | 32 00 | | |
| 59 59 | Goshen..... | 20 00 | | |
| 91 00 | Grafton..... | 36 00 | | |
| 11 21 | Grand Anse..... | 10 00 | 39 00 | |
| 31 22 | Grand Etang..... | 13 00 | | |

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|--|------|---|-----------|------|---------------------|------|--|
| \$ | cts. | | \$ | cts. | \$ | cts. | |
| 18 | 85 | Grandigue Ferry | 26 | 00 | | | |
| 11 | 02 | Grand Lake Station | 10 | 00 | | | |
| 6 | 97 | Grand Mira, North | 10 | 00 | | | |
| 3 | 97 | Grand Mira, South | 10 | 00 | | | |
| 18 | 27 | Grand Narrows, South | 11 | 50 | | | |
| 32 | 07 | Grand Narrows, Victoria | 16 | 00 | | | |
| 214 | 61 | Grand Pré | 104 | 00 | | | |
| 96 | 09 | Grand River | 40 | 00 | | | |
| 67 | 55 | Granton | 19 | 00 | | | |
| 31 | 69 | Granville Centre | 14 | 00 | | | |
| 573 | 28 | Granville Ferry | 192 | 50 | | | |
| 682 | 56 | Great Village | 250 | 00 | 120 | 00 | |
| | | Green Cove (from 1st Jan., 1885) | 2 | 50 | | | |
| 32 | 00 | Greenfield, Colchester | 15 | 00 | | | |
| 34 | 24 | Greenfield, Queen's | 12 | 00 | | | |
| 16 | 85 | Greenfield, St. Mary's | 10 | 00 | | | |
| 5 | 25 | Green Hill, Cumberland (from 1st June, 1884) | 8 | 33 | | | |
| 35 | 02 | Green Hill, Pictou | 15 | 00 | | | |
| 2 | 43 | Green's Brook (from 15th Aug., 1884) | 6 | 25 | | | |
| 17 | 65 | Green's Creek | 11 | 50 | | | |
| 131 | 26 | Greenville | 39 | 00 | 8 | 00 | |
| 126 | 32 | Greenville Station | 49 | 00 | 100 | 00 | |
| 12 | 72 | Greenwood | 10 | 00 | | | |
| 8 | 11 | Greywood | 10 | 00 | | | |
| 43 | 28 | Grosses Coques | 15 | 00 | | | |
| 10 | 20 | Grosvenor | 10 | 00 | | | |
| 17 | 45 | Groves Point | 10 | 00 | | | |
| 7 | 59 | Guelph Shore | 12 | 00 | | | |
| 32 | 06 | Gunning Cove | 20 | 00 | | | |
| 1,134 | 53 | Guysborough (5 Quarters) | 640 | 00 | | | 75 00 |
| 25 | 83 | Guysborough Intervale | 24 | 00 | | | |
| 15 | 83 | Hackett's Cove | 10 | 00 | | | |
| 10 | 07 | Hainesville | 10 | 00 | | | |
| 46 | 00 | Half Island Cove | 24 | 00 | | | |
| 14 | 97 | Halfway Brook | 10 | 00 | | | |
| 8 | 59 | Halfway Cove | 10 | 00 | | | |
| 6 | 50 | Halfway River | 10 | 00 | | | |
| 9 | 00 | Halfway River Station | 12 | 00 | | | |
| 46,282 | 89 | Halifax (salaries and expenses entered elsewhere) | | | | | |
| 11 | 34 | Hallowell Grant | 10 | 00 | | | |
| 34 | 77 | Hall's Harbor | 22 | 00 | | | |
| 34 | 70 | Hansford | 11 | 50 | | | |
| 810 | 88 | Hantsport (*broken period) | *242 | 12 | | | |
| 217 | 91 | Harbor au Bouche | 90 | 00 | | | |
| 9 | 50 | Harbor Road | 10 | 00 | | | |
| 110 | 90 | Harborville | 39 | 00 | | | |
| 9 | 09 | Hardwood Lands | 10 | 00 | | | |
| 11 | 57 | Harmony | 10 | 00 | | | |
| 34 | 84 | Harmony Mills | 15 | 00 | | | |
| 32 | 00 | Harrigan Cove | 13 | 50 | | | |
| 5 | 22 | Harrison Settlement | 10 | 00 | | | |
| 42 | 00 | Hartford | 19 | 00 | | | |
| 6 | 29 | Hassett | 10 | 00 | | | |
| 4 | 77 | Hastings | 11 | 50 | | | |
| 19 | 44 | Havelock | 10 | 00 | | | |
| 9 | 00 | Hay's River | 10 | 00 | | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 44 80 | Head of Amherst..... | 12 00 | | |
| 48 88 | Head of Chezzetcook..... | 10 00 | | |
| 15 89 | Head of Indian Harbor Lake..... | 11 50 | | |
| 21 34 | Head of Jeddore..... | 12 00 | | |
| 225 11 | Head of Jordan River..... | 80 00 | | |
| 38 23 | Head of River Hébert..... | 14 50 | | |
| 114 73 | Head of St. Margaret's Bay..... | 60 00 | | |
| 130 56 | Head of St. Mary's Bay..... | 36 00 | | |
| 50 80 | Head of South River Lake..... | 20 00 | | |
| 150 13 | Head of Tatamagouche Bay..... | 40 00 | | |
| 45 71 | Head of Wallace Bay..... | 20 00 | | |
| 37 63 | Head of Wallace Bay, North Side..... | 14 50 | | |
| 145 79 | Seathertou..... | 57 50 | | |
| | Hebb's Cross..... | 10 00 | | |
| 348 05 | Hebron..... | 126 00 | | |
| 15 50 | Hemford..... | 10 00 | | |
| 42 70 | Henderson Settlement..... | 15 50 | | |
| 13 33 | Hennigar..... | 10 00 | | |
| 80 74 | Herring Cove (13 Quarters)..... | 32 50 | | |
| 14 36 | Highbury..... | 10 00 | | |
| 53 21 | Highfield..... | 20 00 | | |
| 32 17 | Highland Village..... | 12 00 | | |
| 41 00 | Hillsborough..... | 16 00 | | |
| 13 03 | Hillside..... | 12 00 | | |
| 22 93 | Hodson..... | 10 00 | | |
| 26 99 | Holland Harbor..... | 12 00 | | |
| 737 12 | Hopewell..... | 190 00 | 24 00 | |
| 11 83 | Hornsey..... | 10 00 | | |
| 0 54 | Horn's Road (from 1st Feb., 1885)..... | 1 67 | | |
| 190 04 | Horton Landing..... | 69 50 | | |
| 205 41 | Hubbard's Cove..... | 71 50 | 12 00 | |
| 15 39 | Hunter's Mountain..... | 12 00 | | |
| 6 25 | Huntington (from 15th Aug., 1884)..... | 6 25 | | |
| 22 72 | Hunt's Point..... | 14 00 | | |
| 10 00 | Hutchinson Settlement..... | 10 00 | | |
| 5 84 | Indian Brook..... | 10 00 | | |
| 51 62 | Indian Harbor..... | 20 00 | | |
| 6 40 | Indian Point..... | 10 00 | | |
| 21 01 | Indian Road..... | 10 00 | | |
| 19 00 | Inglisville..... | 12 00 | | |
| 93 44 | Ingonish..... | 30 00 | | |
| 46 27 | Ingram River..... | 20 00 | | |
| 26 46 | Ireton..... | 10 00 | | |
| 68 47 | Irish Cove..... | 24 00 | | |
| 7 00 | Iron Mines..... | 10 00 | | |
| 18 26 | I-on Ore..... | 10 00 | | |
| 132 34 | Isaac's Harbor..... | 51 50 | 4 00 | |
| 128 77 | Isaac's Harbor, East Side..... | 47 50 | | |
| 30 50 | Jackson..... | 12 00 | | |
| 3 76 | Jackson Road..... | 10 00 | | |
| 71 00 | Jacksonville..... | 40 00 | | |
| 6 06 | James River..... | 14 50 | | |
| 12 00 | Jauvin's Harbor..... | 10 00 | | |
| 49 75 | Jeddore Oyster Pond (from 1st June, 1884)..... | 8 33 | | |
| 37 29 | Joggin Bridge..... | 12 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 148 92 | Joggin Mines..... | 80 00 | | |
| 19 78 | Johnson's Crossing (from 1st May, 1884)..... | 9 16 | | |
| 22 13 | Jordan Bay..... | 12 00 | ..... | ..... |
| 14 33 | Jordon Bay, East Side (from 1st Aug., 1884)..... | 6 66 | ..... | ..... |
| 77 23 | Judique..... | 20 00 | ..... | ..... |
| 14 25 | Juniper Mount..... | 10 00 | ..... | ..... |
| 13 05 | Kelly's Cove..... | 10 00 | ..... | ..... |
| 85 32 | Kempton..... | 29 50 | ..... | ..... |
| 14 00 | Kempton Head..... | 10 00 | ..... | ..... |
| 16 30 | Kempton Road..... | 16 00 | ..... | ..... |
| 46 89 | Kempton Shore..... | 24 00 | ..... | ..... |
| 10 15 | Kempton Town..... | 10 00 | ..... | ..... |
| 53 30 | Kemptonville (7 Quarters)..... | 17 50 | ..... | ..... |
| 120 68 | Kennetcook..... | 50 00 | ..... | ..... |
| 12 06 | Kennington Cove..... | 10 00 | ..... | ..... |
| 27 28 | Kerrowgare..... | 14 50 | ..... | ..... |
| 34 17 | Kent..... | 12 00 | ..... | ..... |
| 2,207 17 | Kentville..... | 814 00 | 240 00 | 120 00 |
| 12 00 | Keppoch..... | 10 00 | ..... | ..... |
| 32 64 | Ketch Harbor..... | 15 00 | ..... | ..... |
| 6 41 | Kewstoke..... | 10 00 | ..... | ..... |
| 10 03 | Kilkenny Lake..... | 10 00 | ..... | ..... |
| 9 00 | Kingcross (from 1st Nov., 1884)..... | 4 17 | ..... | ..... |
| 2 00 | Kingsbury..... | 10 00 | ..... | ..... |
| 101 84 | Kingsport..... | 54 00 | ..... | ..... |
| 435 87 | Kingston Station..... | 200 00 | 20 00 | ..... |
| 30 99 | Kingston Village..... | 14 00 | ..... | ..... |
| 19 04 | Kingsville..... | 13 00 | ..... | ..... |
| 51 82 | Kinsman's Corners..... | 29 50 | ..... | ..... |
| 6 87 | Kirkhill..... | 10 00 | ..... | ..... |
| 15 21 | Knoydart..... | 10 00 | ..... | ..... |
| 5 91 | Kolbeck..... | 10 00 | ..... | ..... |
| 65 25 | La Have, Cross Roads..... | 30 00 | ..... | ..... |
| 6 00 | Lake Ainslie, East Side (*including arrears)..... | *15 00 | ..... | ..... |
| 7 50 | Lake Ainslie, South Side (*from 1st Jan., 1885)..... | 10 00 | *2 00 | ..... |
| 7 00 | Lake Ainslie, West Side..... | 13 00 | ..... | ..... |
| 10 07 | Lake Egmont..... | 10 00 | ..... | ..... |
| 12 18 | Lake George, King's..... | 12 00 | ..... | ..... |
| 7 46 | Lake George, Yarmouth..... | 10 00 | ..... | ..... |
| 10 00 | Lakelands..... | 10 00 | ..... | ..... |
| 10 00 | Lake Law..... | 10 00 | ..... | ..... |
| 16 00 | Lake Paul..... | 10 00 | ..... | ..... |
| 5 51 | Lake Ramsay (from 1st May, 1884)..... | 9 16 | ..... | ..... |
| 22 41 | Lakeside (from 1st Oct., 1884)..... | 5 00 | ..... | ..... |
| 11 73 | Lakevale..... | 10 00 | ..... | ..... |
| 76 15 | Lakeville..... | 35 50 | ..... | ..... |
| 8 81 | Langille's..... | 10 00 | ..... | ..... |
| 11 46 | Lantz..... | 10 00 | ..... | ..... |
| ..... | Lapland (2 Quarters)..... | 5 00 | ..... | ..... |
| 61 45 | L'Ardoise..... | 55 00 | ..... | ..... |
| 30 47 | Larry's River..... | 12 00 | ..... | ..... |
| 14 21 | Lattie's Brook..... | 10 00 | ..... | ..... |
| 503 19 | Lawrencetown, Annapolis..... | 262 00 | | |
| 14 99 | Lawrencetown, Halifax..... | 10 00 | | |
| 21 00 | Leicester..... | 20 00 | | |

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|--|------|---|-----------|------|---------------------|-------|--|--------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 13 | 09 | Leitche's Creek (re-opened 1st July, 1884) | 12 | 50 | | | | |
| 35 | 74 | Lennox Ferry | 16 | 00 | | | | |
| 78 | 68 | Lequille | 28 | 00 | | | | |
| 10 | 02 | Lewis Bay | 10 | 00 | | | | |
| 27 | 55 | Lewis Head | 12 | 00 | | | | |
| 16 | 65 | Lily | 10 | 00 | | | | |
| 11 | 50 | Lime Hill | 10 | 00 | | | | |
| 10 | 08 | Lime Rock | 10 | 00 | | | | |
| 84 | 32 | Linden | 38 | 00 | | 4 00 | | |
| 119 | 88 | Lingan | 94 | 00 | | | | |
| 85 | 83 | Liscombe | 33 | 50 | | | | |
| 115 | 03 | Liscombe Mills | 35 | 00 | | | | |
| 94 | 75 | Little Bass River | 27 | 50 | | | | |
| 125 | 65 | Little Bras d'Or | 37 | 50 | | | | |
| 60 | 65 | Little Brook Station | 14 | 50 | | | | |
| 364 | 51 | Little Glace Bay | 150 | 00 | | | | |
| 29 | 21 | Little Harbor | 14 | 00 | | | | |
| 26 | 57 | Little Judique | 16 | 00 | | | | |
| 12 | 66 | Little Lorraine | 12 | 00 | | | | |
| 6 | 28 | Little Mabou | 10 | 00 | | | | |
| 9 | 72 | Little Narrows | 10 | 00 | | | | |
| 12 | 41 | Little River, Cumberland | 10 | 00 | | | | |
| 48 | 00 | Little River, Digby | 19 | 50 | | | | |
| 83 | 90 | Little River, Middle Musquodoboit | 36 | 00 | | | | |
| 45 | 53 | Little Tracadie | 22 | 00 | | | | |
| 30 | 88 | Littlewood | 14 | 00 | | | | |
| 1,651 | 00 | Liverpool (*including \$80 to sub-office) | *794 | 00 | | | | 120 00 |
| 8 | 49 | Livingstone Cove | 10 | 00 | | | | |
| 39 | 50 | Lochaber | 18 | 00 | | | | |
| 34 | 21 | Loch Lomond | 16 | 00 | | | | |
| 168 | 26 | Lockhartville | 57 | 50 | | | | |
| 765 | 81 | Lockeport (*from 1st Oct., 1884) | 331 | 50 | | | | *20 00 |
| 24 | 60 | Lockside | 14 | 00 | | | | |
| 131 | 27 | Logan's Tannery | 17 | 50 | | | | |
| 40 | 27 | Loganville | 18 | 00 | | | | |
| 528 | 69 | Londonderry Station | 207 | 46 | | 80 00 | | |
| 9 | 70 | Long Island | 10 | 00 | | | | |
| 51 | 46 | Long Point | 22 | 00 | | | | |
| 16 | 00 | Lorne (10 Months) | 11 | 66 | | | | |
| 12 | 44 | Lornevale | 10 | 00 | | | | |
| 18 | 74 | Lorneville | 12 | 00 | | | | |
| 130 | 63 | Lorway Mines | 52 | 20 | | | | |
| 179 | 21 | Louisburg | 80 | 00 | | 7 50 | | |
| 17 | 21 | Lovat | 10 | 00 | | | | |
| 139 | 39 | Lower Argyle | 70 | 00 | | | | |
| 40 | 08 | Lower Barney's River | 22 | 00 | | | | |
| 6 | 78 | Lower Blomidon | 10 | 00 | | | | |
| 49 | 00 | Lower Caledonia | 16 | 00 | | | | |
| 126 | 58 | Lower Canard | 58 | 00 | | | | |
| 13 | 13 | Lower Carriboo River | 10 | 00 | | | | |
| 62 | 69 | Lower Cove | 32 | 00 | | | | |
| 42 | 54 | Lower East Pubnico | 18 | 50 | | | | |
| 74 | 34 | Lower Economy | 25 | 50 | | | | |
| 85 | 95 | Lower Five Islands | 40 | 00 | | | | |
| 83 | 00 | Lower Granville | 30 | 00 | | | | |
| 1 | 74 | Lower Hallowell Grant (from 1st Dec., 1884) | 3 | 33 | | | | |
| 9 | 07 | Lower La Have | 12 | 00 | | | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 85 87 | Lower L'Ardoise..... | 35 50 | | |
| 18 24 | Lower Maccan..... | 10 00 | | |
| 1 66 | Lower Northfield (from 1st Oct., 1884)..... | 5 00 | | |
| 24 71 | Lower Onslow (late Onslow)..... | 18 00 | | |
| 12 92 | Lower Prospect..... | 10 00 | | |
| 15 38 | Lower River Hebert..... | 10 00 | | |
| 19 53 | Lower River Inhabitants..... | 14 50 | | |
| 15 59 | Lower Sackville..... | 10 00 | | |
| 50 21 | Lower Selmah..... | 20 00 | | |
| 6 61 | Lower Settlement, Middle River..... | 10 00 | | |
| 29 96 | Lower Settlement, South River..... | 12 00 | | |
| 9 00 | Lower Ship Harbor..... | 10 00 | | |
| 506 96 | Lower Stewiacke..... | 127 50 | | |
| 9 99 | Lower Washabuck..... | 10 00 | | |
| 22 90 | Lower Wentworth..... | 12 00 | | |
| 6 85 | Lower West Pubnico..... | 10 00 | | |
| 61 00 | Lower Wood Harbor..... | 27 00 | | |
| 28 10 | Lower Point..... | 16 00 | | |
| 1,834 69 | Lunenburg..... | 533 50 | | 60 00 |
| 12 81 | Lynn..... | 11 50 | | |
| 23 00 | McAdam's Lake..... | 10 00 | | |
| 12 41 | McArras' Brook..... | 10 00 | | |
| 21 83 | McAuley's..... | 12 00 | | |
| 9 48 | McGrath Mountain..... | 10 00 | | |
| 169 64 | McGray..... | 54 20 | | |
| 24 82 | McKinnon's Harbor..... | 12 00 | | |
| 20 89 | McLellan's Brook..... | 10 00 | | |
| 8 91 | McLellan's Mountain..... | 10 00 | | |
| 16 96 | McPherson's Ferry..... | 16 00 | | |
| 360 17 | Mabou (*including arrears)..... | 157 50 | *132 50 | |
| 7 86 | Mabou Coal Mines..... | 10 00 | | |
| 9 00 | Mabou Harbor..... | 10 00 | | |
| 18 00 | Mabou Harbor Mouth..... | 12 00 | | |
| 388 24 | Maccan (*including arrears)..... | 160 00 | *375 00 | |
| 0 62 | Macnamara's Island..... | 10 00 | | |
| 11 97 | Mader's Cove..... | 10 00 | | |
| 319 22 | Mahone Bay (3 Quarters)..... | 142 50 | | |
| 67 87 | Main-à-Dieu..... | 48 50 | | |
| 58 00 | Maitland, Annapolis..... | 20 00 | | |
| 799 68 | Maitland, Hants..... | 356 00 | | |
| 12 09 | Malagash..... | 10 00 | | |
| 24 90 | Malagash Point..... | 11 50 | | |
| 21 82 | Malagawatch..... | 12 00 | | |
| 41 00 | Malignant Cove (5 Quarters)..... | 17 50 | | |
| 7 30 | Mansfield..... | 10 00 | | |
| 27 00 | Mapleton..... | 12 00 | | |
| 7 00 | Marble Mountain..... | 10 00 | | |
| 112 72 | Margaree Forks..... | 74 00 | | |
| 153 72 | Margaree Harbor..... | 60 00 | | |
| 115 06 | Margaretsville..... | 48 50 | | |
| 46 81 | Marie Joseph..... | 24 00 | | |
| 23 90 | Marion Bridge..... | 14 00 | | |
| 43 97 | Marriott's Cove..... | 18 00 | | |
| 14 94 | Marsh..... | 10 00 | | |
| 40 27 | Marshall's Town..... | 12 00 | | |
| 9 36 | Marsh Lake..... | 10 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 21 31 | Marshy Hope | 10 00 | | |
| 15 53 | Martin's Point..... | 10 00 | | |
| 17 25 | Martin's River..... | 10 00 | | |
| 2 04 | Marydale..... | 10 00 | | |
| 12 00 | Maryvale..... | 10 00 | | |
| 32 65 | Mass Town | 16 00 | | |
| 5 25 | Matheson | 10 00 | | |
| 5 90 | Mattatall Lake | 10 00 | | |
| 14 00 | Mavillette..... | 10 00 | | |
| 31 50 | Meagher's Grant (2 Quarters)..... | 12 00 | | |
| 8 00 | Meat Cove | 10 00 | | |
| 15 10 | Medford..... | 10 00 | | |
| 8 38 | Meiklefield | 10 00 | | |
| | Meisener's (from 1st March, 1885)..... | 0 83 | | |
| 111 27 | Melrose | 98 00 | | |
| 114 00 | Melvorn Square | 66 00 | | |
| 139 90 | Merigonishe | 36 00 | 25 00 | |
| 137 93 | Metaghan | 40 00 | | |
| 101 80 | Metaghan River | 40 00 | | |
| 66 29 | Metaghan Station | 20 50 | | |
| 9 00 | Middle Beaver Bank | 10 00 | | |
| 44 49 | Middleboro' | 20 00 | | |
| 17 78 | Middle Cape | 10 00 | | |
| 26 72 | Middle Country Harbor..... | 12 00 | | |
| 24 33 | Middlefield | 16 00 | | |
| 18 65 | Middle La Have Ferry | 10 00 | | |
| 8 55 | Middle Manchester..... | 10 00 | | |
| 324 61 | Middle Musquodoboit | 140 00 | 36 00 | |
| | Middle Ohio (3 Quarters)..... | 7 50 | | |
| 12 00 | Middle Porter's Lake | 10 00 | | |
| 19 06 | Middle River | 12 00 | | |
| 52 03 | Middle Sackville..... | 10 00 | | |
| 53 96 | Middle Section of N.E. Margaree | 15 00 | | |
| 5 34 | Middle Settlement of Barney's River | 10 00 | | |
| 85 40 | Middle Stewiacke..... | 28 50 | | |
| 1,049 66 | Middleton, Annapolis..... | 340 00 | | 40 00 |
| 3 25 | Middleton, Antigonish (from 1st Sept., 1884)..... | 5 83 | | |
| 3 09 | Middle Town | 10 00 | | |
| 6 00 | Midville Branch..... | 10 00 | | |
| 12 85 | Milford | 10 00 | | |
| 33 50 | Milford Haven Bridge | 12 00 | | |
| 136 48 | Milford Station | 60 00 | | |
| 36 00 | Mill Brook..... | 14 00 | | |
| 3 00 | Mill Cove | 10 00 | | |
| 7 97 | Mill Creek (from 1st July, 1884) | 7 50 | | |
| 42 38 | Miller's Creek | 20 00 | | |
| 2 93 | Mill Road (from 1st Sept., 1884)..... | 5 83 | | |
| 54 50 | Millsville | 19 50 | | |
| 235 44 | Mill Village..... | 110 00 | | |
| 14 57 | Millville..... | 10 00 | | |
| 425 41 | Milton | 218 00 | | |
| 10 73 | Mineral Rock (from 1st May, 1884)..... | 9 17 | | |
| 8 40 | Mineville..... | 10 00 | | |
| 104 19 | Minudie | 65 00 | | |
| 14 77 | Mira Gut..... | 12 00 | | |
| 12 00 | Monk's Head (from 1st Aug., 1884)..... | 6 67 | | |
| | Montague Gold Mines..... | 20 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 31 85 | Moose Brook..... | 12 00 | | |
| 20 40 | Mooseland..... | 10 00 | | |
| 10 76 | Moose River, Cumberland..... | 10 00 | | |
| 13 74 | Moose River, Pictou..... | 10 00 | | |
| 38 21 | Morden..... | 16 00 | | |
| 10 91 | Morristown, Antigonishe..... | 10 00 | | |
| 8 86 | Morristown, King's..... | 10 00 | | |
| 11 74 | Morton's Corners..... | 10 00 | | |
| 67 97 | Moser's River..... | 23 00 | | |
| 27 72 | Mosherville..... | 12 00 | | |
| 7 72 | Mossman's Grant..... | 10 00 | | |
| 15 10 | Mountain Road..... | 10 00 | | |
| 1 32 | Mount Cussack (from 1st Aug., 1884)..... | 6 67 | | |
| 59 11 | Mount Denison..... | 19 50 | | |
| 140 00 | Mount Hanly..... | 44 00 | | |
| 10 80 | Mount Pleasant..... | 10 00 | | |
| 17 24 | Mount Thom Settlement..... | 10 00 | | |
| 203 66 | Mount Uniacke..... | 190 00 | | |
| 37 19 | Mount Uniacke Gold Mines (closed 15th Oct., 1884)..... | 10 83 | | |
| 8 47 | Mountville (from 1st Aug., 1884)..... | 6 66 | | |
| 18 50 | Mull River..... | 10 00 | | |
| 12 00 | Munroe's Bridge..... | 10 00 | | |
| 16 70 | Murphyville..... | 10 00 | | |
| 168 40 | Musquodoboit Harbor..... | 64 00 | | |
| 49 00 | Nappan..... | 19 50 | | |
| 150 68 | Nappan Station..... | 44 00 | | |
| 28 00 | Necum Teuch..... | 14 50 | | |
| 66 06 | New Albany..... | 28 00 | | |
| 9 00 | New Boston..... | 10 00 | | |
| 2 39 | Newburn (3 Quarters)..... | 7 50 | | |
| 157 17 | New Campbellton..... | 72 00 | | |
| 8 29 | New Canada..... | 10 00 | | |
| 5 00 | Newcomb..... | 10 00 | | |
| 29 30 | Newcomb Corner..... | 12 00 | | |
| 5 85 | New Cornwall..... | 10 00 | | |
| 3 17 | New Edinburgh (from 1st Oct., 1884)..... | 5 00 | | |
| 0 08 | New Elm (from 1st Dec., 1884)..... | 3 33 | | |
| 25 75 | New Gairloch..... | 10 00 | | |
| 3,846 51 | New Glasgow..... | 1,100 00 | 100 00 | 160 00 |
| 14 12 | New Grafton..... | 10 00 | | |
| 30 61 | New Harbor..... | 16 00 | | |
| 1 80 | New Harris (from 1st Jan., 1885)..... | 2 50 | | |
| 23 67 | New Haven..... | 10 00 | | |
| 15 00 | New Larig..... | 12 00 | | |
| 26 76 | New Minas..... | 14 00 | | |
| 355 77 | Newport..... | 384 00 | | 40 00 |
| 8 00 | Newport Corner..... | 24 00 | | |
| 201 54 | Newport Landing..... | 80 00 | | |
| 105 52 | Newport Station..... | 40 00 | 60 00 | |
| 77 55 | New Ross..... | 36 00 | | |
| 13 03 | New Ross Road..... | 10 00 | | |
| 20 00 | New Salem (from 1st July, 1884)..... | 7 50 | | |
| 15 25 | Newton Mills..... | 10 00 | | |
| 20 93 | New Town..... | 10 00 | | |
| 15 89 | New Tusket..... | 10 00 | | |
| 50 60 | Newville..... | 10 00 | | |

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|--|------|--|-----------|------|---------------------|------|--|--------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 123 | 56 | Nictaux Falls..... | 35 | 50 | | | | |
| 28 | 28 | Neil's Harbor..... | 16 | 00 | | | | |
| 34 | 03 | Nine Mile River..... | 16 | 00 | | | | |
| 213 | 58 | Noel..... | 77 | 50 | | | | |
| 12 | 50 | Noel Road..... | 10 | 00 | | | | |
| 29 | 37 | Noel Shore..... | 12 | 00 | | | | |
| 6 | 57 | North Alton..... | 10 | 00 | | | | |
| 22 | 50 | North Beaver Bank..... | 12 | 00 | | | | |
| 73 | 61 | North Brookfield..... | 20 | 90 | | | | |
| 62 | 18 | North-East Branch, Margaree..... | 30 | 00 | | | | |
| 78 | 98 | North-East Harbor..... | 36 | 00 | | | | |
| 30 | 00 | Northfield (4 Years)..... | 40 | 00 | | | | |
| 18 | 10 | North Frambois..... | 10 | 00 | | | | |
| 12 | 46 | North Grant..... | 16 | 00 | | | | |
| 15 | 58 | North Gut, St. Ann's..... | 10 | 00 | | | | |
| 11 | 86 | North Intervale..... | 10 | 00 | | | | |
| 6 | 07 | North Medford..... | 10 | 00 | | | | |
| 11 | 76 | North Mountain..... | 10 | 00 | | | | |
| 107 | 51 | Northport..... | 34 | 50 | | | | |
| 38 | 50 | North Range Corner..... | 16 | 00 | | | | |
| 31 | 50 | North River..... | 20 | 00 | | | | |
| 8 | 21 | North River Bridge, Colchester..... | 18 | 00 | | | | |
| 138 | 85 | North River Bridge, Victoria (5 Quarters)..... | 37 | 50 | | | | |
| 5 | 52 | North Salem..... | 10 | 00 | | | | |
| 15 | 00 | North Section of Earltown..... | 11 | 50 | | | | |
| 19 | 68 | North Shore, Cumberland..... | 12 | 00 | | | | |
| 8 | 00 | North Shore, Victoria..... | 10 | 00 | | | | |
| 7 | 86 | North Side of Whycocomagh Bay..... | 10 | 00 | | | | |
| 1,677 | 52 | North Sydney..... | 600 | 00 | 36 | 00 | 80 | 00 |
| 0 | 99 | North-West (from 1st May, 1884)..... | 9 | 17 | | | | |
| 27 | 43 | North-West Arm..... | 28 | 00 | | | | |
| 0 | 03 | North-West Cove..... | 10 | 00 | | | | |
| 35 | 96 | Nyanza..... | 11 | 50 | | | | |
| 120 | 63 | Oakfield..... | 40 | 00 | | | | |
| 10 | 31 | Oak Park..... | 10 | 00 | | | | |
| 15 | 18 | Oban..... | 10 | 00 | | | | |
| 21 | 47 | Ogden..... | 10 | 00 | | | | |
| 12 | 90 | Ogilvie..... | 10 | 00 | | | | |
| 10 | 00 | Ohio..... | 10 | 00 | | | | |
| 57 | 00 | Old Barns..... | 30 | 00 | | | | |
| 41 | 21 | Oldham..... | 19 | 00 | | | | |
| 16 | 68 | Onslow Mountain..... | 10 | 00 | | | | |
| 34 | 25 | Onslow Station (from 1st Nov., 1884)..... | 12 | 50 | | | | |
| 12 | 55 | Orangedale..... | 10 | 00 | | | | |
| 10 | 00 | Outer Island of Port Hood..... | 10 | 00 | | | | |
| 11 | 18 | Overton..... | 10 | 00 | | | | |
| 14 | 50 | Owl's Head Harbor..... | 10 | 00 | | | | |
| 772 | 66 | Oxford (*from 1st Oct., 1884)..... | 300 | 00 | | | | *20 00 |
| 19 | 00 | Oyster Ponds..... | 10 | 00 | | | | |
| 208 | 44 | Palmer Road..... | 60 | 00 | | | | |
| 207 | 58 | Paradise Lane..... | 97 | 50 | | | | |
| 2 | 64 | Parker's Cove..... | 10 | 00 | | | | |
| 13 | 94 | Parker's Creek..... | 10 | 00 | | | | |
| 1,647 | 50 | Parrsboro'..... | 500 | 00 | 70 | 00 | 60 | 00 |
| 31 | 00 | Parrsboro' Shore..... | 10 | 00 | | | | |

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|--|-------|---|-----------|---------------------|--|-------|
| \$ | cts. | | | | | \$ |
| 1 | 00 | Partridge Island (5 Quarters) | 12 | 50 | | |
| 34 | 51 | Peggy's Cove | 12 | 00 | | |
| 25 | 24 | Pembroke | 14 | 00 | | |
| 3 | 52 | Pembroke Shore (from 1st Feb., 1885) | 1 | 67 | ..... | ..... |
| 7 | 63 | Perott Settlement | 10 | 00 | ..... | ..... |
| 23 | 49 | Petite de Grat | 16 | 00 | ..... | ..... |
| 191 | 43 | Petite River Bridge | 47 | 50 | ..... | ..... |
| 13 | 60 | Petpeswick Harbor | 10 | 00 | ..... | ..... |
| 3,953 | 95 | Pictou | 1,200 | 00 | 100 | 00 |
| 27 | 63 | Pictou Island | 12 | 00 | ..... | ..... |
| 160 | 19 | Pictou Landing | 60 | 00 | ..... | ..... |
| 44 | 50 | Piedmont Valley | 16 | 00 | ..... | ..... |
| 17 | 90 | Pine Tree | 10 | 00 | ..... | ..... |
| 91 | 12 | Pirate Harbor | 50 | 00 | 20 | 00 |
| 34 | 32 | Plainfield | 10 | 00 | ..... | ..... |
| 9 | 59 | Plaister Mines | 10 | 00 | ..... | ..... |
| 21 | 03 | Pleasant Bay | 10 | 00 | ..... | ..... |
| ..... | ..... | Pleasant Lake | 10 | 00 | ..... | ..... |
| 17 | 07 | Pleasant Point | 16 | 00 | ..... | ..... |
| 45 | 56 | Pleasant River | 15 | 50 | ..... | ..... |
| 8 | 99 | Pleasant Valley, Digby | 10 | 00 | ..... | ..... |
| ..... | ..... | Pleasant Valley, Pictou | 10 | 00 | ..... | ..... |
| 14 | 00 | Pleasantville | 14 | 00 | ..... | ..... |
| 27 | 90 | Plymouth | 11 | 50 | ..... | ..... |
| 4 | 50 | Plymouth Road (from 1st Oct., 1884) | 5 | 00 | ..... | ..... |
| 7 | 44 | Point Aconi | 10 | 00 | ..... | ..... |
| 7 | 00 | Point Clear | 10 | 00 | ..... | ..... |
| 3 | 40 | Point Edward | 10 | 00 | ..... | ..... |
| 50 | 97 | Polly Bog | 18 | 00 | ..... | ..... |
| 3 | 40 | Point Michaud (from 1st Sept., 1884) | 5 | 83 | ..... | ..... |
| 4 | 03 | Point of Cape | 10 | 00 | ..... | ..... |
| 60 | 45 | Pomquet Chapel | 23 | 00 | ..... | ..... |
| 40 | 07 | Ponds | 22 | 00 | ..... | ..... |
| 38 | 04 | Poplar Hill | 16 | 00 | ..... | ..... |
| 85 | 08 | Port Acadie | 59 | 00 | ..... | ..... |
| 87 | 25 | Portapique | 40 | 00 | ..... | ..... |
| 14 | 16 | Portapique Mountain | 12 | 00 | ..... | ..... |
| 27 | 93 | Port Beckerton | 12 | 00 | ..... | ..... |
| 63 | 32 | Port Caledonia | 50 | 00 | ..... | ..... |
| 112 | 00 | Port Clyde | 48 | 00 | ..... | ..... |
| 14 | 02 | Porter's Lake | 14 | 00 | ..... | ..... |
| 18 | 00 | Port Felix | 12 | 00 | ..... | ..... |
| 250 | 72 | Port George | 58 | 00 | ..... | ..... |
| 154 | 21 | Port Greville | 40 | 00 | ..... | ..... |
| 364 | 85 | Port Hastings | 446 | 00 | ..... | 40 00 |
| 745 | 04 | Port Hawkesbury | 295 | 00 | 240 | 00 |
| 64 | 77 | Port Hillford | 30 | 00 | ..... | ..... |
| 589 | 80 | Port Hood | 300 | 00 | ..... | ..... |
| 41 | 50 | Port Hood Island | 20 | 00 | ..... | ..... |
| 25 | 59 | Port Howe | 11 | 50 | ..... | ..... |
| 30 | 08 | Port Joli | 12 | 00 | ..... | ..... |
| 161 | 57 | Port La Tour | 67 | 50 | ..... | ..... |
| 62 | 54 | Port Lorne | 30 | 00 | ..... | ..... |
| 288 | 78 | Port Maitland (late Maitland, Yarmouth) | 74 | 00 | ..... | ..... |
| 101 | 92 | Port Matoon | 40 | 00 | | |
| 276 | 73 | Port Medway | 130 | 00 | | |
| 381 | 46 | Port Mulgrave | 186 | 00 | 24 | 00 |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 38 76 | Port Philip..... | 16 00 | | |
| 18 00 | Port Richmond (9 Quarters)..... | 45 00 | | |
| 32 67 | Port Royal..... | 12 00 | | |
| 41 52 | Portuguese Cove (7 Quarters)..... | 17 50 | | |
| 284 67 | Port Williams..... | 120 00 | | |
| 437 90 | Port Williams Station..... | 159 50 | 120 00 | |
| 0 10 | Preston Road (closed 31st Dec., 1884)..... | 7 50 | | |
| 79 36 | Prince Albert..... | 15 00 | | |
| 32 06 | Princeport..... | 20 00 | | |
| 16 00 | Princeville..... | 12 00 | | |
| 55 05 | Prospect..... | 30 00 | | |
| 7 17 | Pubnico Beach..... | 10 00 | | |
| 132 99 | Pubnico Harbor..... | 47 50 | | |
| 632 56 | Pugwash (*from 1st July, 1884)..... | 319 50 | *7 50 | 40 00 |
| 50 00 | Pugwash River..... | 20 00 | | |
| 6 89 | Purlbrook..... | 10 00 | | |
| 12 36 | Queensville..... | 10 00 | | |
| 29 76 | Ragged Head..... | 12 00 | | |
| 24 65 | Ragged Island..... | 14 00 | | |
| 3 52 | Ramsay (from 1st Nov., 1884)..... | 4 17 | | |
| 66 43 | Rawdon..... | 24 00 | | |
| 7 59 | Rear of Baddeck Bay (from 1st May, 1884)..... | 9 16 | | |
| 3 41 | Rear of Ben Eoin (late Ben Eoin; from 1st Nov., 1884)..... | 4 17 | | |
| 5 00 | Rear of Black River..... | 10 00 | | |
| 12 60 | Rear of Little Judique..... | 10 00 | | |
| 20 06 | Rear Lands, Sporting Mountain..... | 10 00 | | |
| 10 00 | Rear of Ball's Creek..... | 10 00 | | |
| 43 56 | Red Islands..... | 24 00 | 6 00 | |
| 21 00 | Renfrew..... | 12 00 | | |
| 7 50 | Reynardton..... | 10 00 | | |
| 37 51 | Rhode's..... | 15 00 | | |
| 3 22 | Rhode's Corner..... | 10 00 | | |
| 5 00 | Ritcey's Cove (from 1st Nov., 1884)..... | 4 17 | | |
| 93 66 | River Bourgeoise..... | 50 00 | | |
| 6 83 | Riverdale (from 1st Sept., 1884)..... | 5 83 | | |
| 48 66 | River Dennis..... | 20 00 | | |
| 10 80 | River Dennis Road..... | 10 00 | | |
| 227 15 | River Hebert..... | 80 00 | | |
| 95 33 | River Inhabitants Bridge..... | 32 00 | 4 00 | |
| 708 05 | River John (*from 1st July, 1884)..... | 270 00 | | *30 00 |
| 13 50 | River John Road..... | 10 00 | | |
| 126 84 | River Philip..... | 118 00 | | |
| 89 24 | Riversdale, Colchester..... | 40 00 | | |
| 5 00 | Riverside..... | 7 50 | | |
| 22 61 | Rivulet..... | 11 50 | | |
| 11 81 | Roachvale..... | 10 00 | | |
| 39 67 | Robins (from 1st Aug., 1884)..... | 6 67 | | |
| 22 00 | Rockdale..... | 9 16 | | |
| 35 99 | Rockingham..... | 16 00 | | |
| 40 36 | Rocklin..... | 16 00 | | |
| 16 24 | Rockly..... | 10 00 | | |
| 43 62 | Rockville..... | 15 50 | | |
| 29 30 | Rockwell Settlement..... | 12 00 | | |
| 16 00 | Rocky Bay..... | 10 00 | | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 23 38 | Rocky Mountain..... | 12 00 | | |
| 24 41 | Roger's Hill..... | 12 00 | | |
| 15 46 | Roman's Valley..... | 10 00 | | |
| 15 23 | Rose..... | 10 60 | | |
| 21 62 | Roseway..... | 12 00 | | |
| 7 00 | Roslin..... | 10 00 | | |
| 10 38 | Ross Corner..... | 10 00 | | |
| 40 16 | Rossway..... | 16 00 | | |
| 255 26 | Round Hill..... | 70 00 | | |
| 2 36 | Round Island (from 1st Sept., 1884)..... | 5 83 | | |
| 122 51 | St. Andrews, Antigonish..... | 68 00 | | |
| 52 23 | St. Andrews, Colchester..... | 16 00 | | |
| 10 00 | St. Ann's..... | 10 00 | | |
| 8 27 | St. Catharine's River..... | 10 00 | | |
| 61 96 | St. Croix..... | 20 00 | | |
| 41 72 | St. Esprit..... | 15 00 | | |
| 15 54 | St. George's Channel..... | 14 00 | | |
| 16 37 | St. Joseph..... | 10 00 | | |
| 80 90 | St. Mary's Bay..... | 40 00 | | |
| 18 09 | St. Mary's River..... | 10 00 | | |
| 19 80 | St. Patrick's Channel..... | 10 00 | | |
| 24 50 | St. Paul's..... | 12 00 | | |
| 427 99 | St. Peter's..... | 258 00 | 78 00 | |
| 13 60 | Salem..... | 10 00 | | |
| 10 71 | Salem Road (from 1st Aug., 1884)..... | 6 66 | | |
| 10 98 | Salmon River, Cape Breton..... | 10 00 | | |
| 86 93 | Salmon River, Digby..... | 12 00 | | |
| 98 79 | Salmon River, Halifax..... | 29 50 | | |
| 17 70 | Salmon River, Lake Settlement..... | 12 00 | | |
| 108 00 | Salt Springs..... | 61 00 | | |
| 70 92 | Salt Springs Station..... | 16 00 | | |
| 48 95 | Sambro..... | 19 00 | | |
| 22 63 | Sand Beach..... | 10 00 | | |
| 32 37 | Sandford..... | 12 00 | | |
| 17 00 | Sand Point..... | 14 00 | | |
| 44 52 | Sand River..... | 17 50 | | |
| 13 34 | Sandy Beaches..... | 10 00 | | |
| 123 35 | Sandy Cove..... | 68 00 | | |
| 50 10 | Sandy Point..... | 16 00 | | |
| 69 00 | Saulnierville..... | 29 50 | | |
| 76 73 | Saw Mill Creek..... | 22 00 | | |
| 31 11 | Scatarie Island (from 1st June, 1884)..... | 8 33 | | |
| 69 19 | Scotch Village (6 Quarters)..... | 27 50 | | |
| 44 67 | Scotsburn..... | 23 75 | | |
| 40 00 | Scotsville..... | 12 00 | | |
| 78 32 | Scott's Bay..... | 36 00 | | |
| 8 96 | Scott's Bay Road..... | 10 00 | | |
| 19 00 | Seaforth..... | 10 00 | | |
| 115 56 | Selmah..... | 49 50 | | |
| 43 12 | Shag Harbor..... | 20 00 | | |
| 33 74 | Sheet Harbor Passage..... | 14 00 | | |
| 186 00 | Sheffield Mills..... | 72 00 | | |
| 694 89 | Shelburne..... | 396 00 | 12 00 | 40 00 |
| 427 35 | Sherbrooke..... | 332 00 | | 40 00 |
| 49 85 | Shinemicas Bridge..... | 18 50 | | |
| 120 95 | Ship Harbor..... | 50 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts |
| 41 60 | Ship Harbor Lake..... | 20 00 | | |
| 44 41 | Shoal Bay..... | 15 00 | | |
| 32 66 | Short Beach..... | 16 00 | | |
| 561 90 | Shubenacadie..... | 234 00 | 200 00 | |
| 60 50 | Shulie..... | 30 00 | | |
| | Shunacadie..... | 10 00 | | |
| 9 90 | Sight Point..... | 10 00 | | |
| 30 67 | Six Mile Brook..... | 14 00 | | |
| 33 41 | Six Mile Road..... | 13 50 | | |
| 6 00 | Skir Dhu (8 Quarters)..... | 20 00 | | |
| 9 10 | Sky Glen..... | 10 00 | | |
| 5 51 | Sky Mountain (from 1st Aug., 1884)..... | 6 66 | | |
| 7 15 | Snice Point..... | 10 00 | | |
| | Smithfield..... | 10 00 | | |
| 70 03 | Smith's Cove..... | 31 00 | | |
| 26 09 | Soldier's Cove..... | 12 00 | | |
| 128 79 | Sonora..... | 43 00 | | |
| 6 59 | South..... | 10 00 | | |
| 137 50 | Southampton..... | 50 00 | | |
| 8 09 | South Bar of Sidney River..... | 14 00 | | |
| 57 32 | South Bay..... | 20 00 | | |
| 40 03 | South Branch..... | 16 00 | | |
| 8 85 | South Cove..... | 10 00 | | |
| 15 87 | South East Passage..... | 10 00 | | |
| 41 50 | South end of Lochaber..... | 20 00 | | |
| 266 72 | South Farmington..... | 130 00 | | |
| 6 00 | South Gut of St. Ann's..... | 20 00 | | |
| 9 07 | South Head of Cow Bay..... | 10 00 | | |
| 16 77 | South Louisburg..... | 15 00 | | |
| 2 19 | South McLellan's Mountain..... | 2 50 | | |
| 147 46 | South Maitland..... | 49 50 | | |
| 3 85 | South Merland..... | 10 00 | | |
| 161 00 | South Ohio..... | 47 50 | 18 00 | |
| 13 07 | South Range..... | 10 00 | | |
| 150 97 | South Rawdon..... | 140 00 | | |
| 2 55 | South Side of Baddeck River (from 1st May, 1884)..... | 9 16 | | |
| 28 58 | South Side Basin of River Dennis..... | 10 00 | | |
| 10 00 | South Side of Boulardarie..... | 10 00 | | |
| 7 49 | South Side of Whyccomagh Bay..... | 10 00 | | |
| 49 00 | South Vale..... | 18 50 | | |
| 18 66 | South Victoria..... | 10 00 | | |
| 56 80 | South West Margaree..... | 20 00 | | |
| 9 00 | South West Mabou..... | 10 00 | | |
| 24 03 | Spa Springs..... | 12 00 | | |
| 147 69 | Speitche's Cove..... | 57 00 | | |
| 123 46 | Spencer's Island..... | 44 00 | | |
| 96 73 | Springfield..... | 30 00 | | |
| 194 00 | Spring Hill Junction..... | 80 00 | | |
| 1,252 60 | Spring Hill Mines..... | 370 00 | | 40 00 |
| 81 45 | Springville..... | 28 00 | | |
| 102 13 | Spry Bay..... | 34 50 | | |
| 3 49 | Spryfield..... | 10 00 | | |
| 29 48 | Steam Mill Village..... | 14 00 | | |
| 29 80 | Steep Creek..... | 14 00 | | |
| 1,317 05 | Stellarton..... | 480 00 | | 60 00 |
| 130 24 | Stewiacke Cross Roads..... | 59 00 | | |
| 37 21 | Still Water..... | 12 00 | | |

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|--|--|----------|---------------------|---|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 16 37 | Stoddart's | 16 00 | | |
| 27 78 | Stone House | 10 00 | | |
| 20 66 | Stormont | 10 00 | | |
| 70 50 | Strathlorn | 48 50 | ..... | ..... |
| 16 66 | Street's Ridge | 12 00 | ..... | ..... |
| 24 50 | Stronach Mountain | 11 50 | ..... | ..... |
| 2 82 | Summerside | 10 00 | ..... | ..... |
| 177 91 | Summerville | 64 00 | ..... | ..... |
| 28 40 | Summerville Centre | 12 00 | ..... | ..... |
| 28 65 | Sundridge | 12 00 | ..... | ..... |
| 84 65 | Sunnybrae | 30 00 | ..... | ..... |
| 8 28 | Sunnyside | 10 00 | ..... | ..... |
| 12 00 | Sutherland's Mills (2 Quarters) | 5 00 | ..... | ..... |
| 12 00 | Sutherland's River | 10 00 | ..... | ..... |
| 4 00 | Swansburg | 10 00 | ..... | ..... |
| 2,138 96 | Sydney | 700 00 | 200 00 | 120 00 |
| 13 17 | Sydney Forks | 10 00 | ..... | ..... |
| 364 68 | Sydney Mines | 150 00 | ..... | ..... |
| 23 30 | Tancook Island | 10 00 | ..... | ..... |
| 236 70 | Tanzier | 120 00 | ..... | ..... |
| 450 23 | Tatamagouche | 216 00 | ..... | ..... |
| 33 31 | Tatamagouche Mountain | 15 50 | ..... | ..... |
| 55 00 | Tenecape | 20 00 | ..... | ..... |
| 20 74 | Terence Bay | 12 00 | ..... | ..... |
| 51 65 | The Falls | 14 50 | ..... | ..... |
| 33 93 | The Points, West Bay | 11 50 | ..... | ..... |
| 36 97 | Thirteen-Mile House | 14 50 | ..... | ..... |
| 162 62 | Thompson's Mills | 76 00 | 100 00 | ..... |
| 22 42 | Three-Mile House | 10 00 | ..... | ..... |
| 167 50 | Three Sisters | 54 00 | ..... | ..... |
| 16 80 | Tidnish | 10 00 | ..... | ..... |
| 100 72 | Tiverton | 40 00 | ..... | ..... |
| 22 63 | Toney River | 14 00 | ..... | ..... |
| 62 00 | Torbay | 62 00 | ..... | ..... |
| 44 64 | Torbrook | 14 00 | ..... | ..... |
| 25 15 | Town Plot | 10 00 | ..... | ..... |
| 131 09 | Tracadie | 131 00 | ..... | ..... |
| 10 69 | Trafalgar | 10 00 | ..... | ..... |
| 32 30 | Tremont | 12 00 | ..... | ..... |
| 45 62 | Trenton (from 1st Jan., 1885) | 18 00 | ..... | ..... |
| 10 25 | Trout Brook (from 15th Aug., 1884) | 6 25 | ..... | ..... |
| 5 00 | Trout River (from 1st Aug., 1884) | 6 67 | ..... | ..... |
| 11 97 | Truemanville | 12 00 | ..... | ..... |
| 5,918 55 | Truro | 1,600 00 | ..... | 240 00 |
| 63 00 | Tupperville | 24 00 | ..... | ..... |
| 163 59 | Tusket (* including arrears) | 109 00 | *10 00 | ..... |
| 16 21 | Tusket Forks | 10 00 | ..... | ..... |
| 45 43 | Tusket Wedge | 15 50 | ..... | ..... |
| 4 34 | Two Islands | 10 00 | ..... | ..... |
| 13 00 | Union Centre | 10 00 | ..... | ..... |
| 5 34 | Upper Big Tracadie (from 1st July, 1884) | 7 50 | ..... | ..... |
| ..... | Upper Branch | 10 00 | ..... | ..... |
| 13 93 | Upper Caledonia | 10 00 | ..... | ..... |
| 106 38 | Upper Canard | 50 00 | ..... | ..... |
| 26 46 | Upper Clarence | 12 00 | ..... | ..... |

**A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in
Nova Scotia, within the Year ended 30th June, 1885.**

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 27 36 | Upper Clements..... | 12 00 | | |
| 5 27 | Upper Clyde River..... | 10 00 | | |
| 74 43 | Upper Cross Roads, St. Mary's | 30 00 | 24 00 | |
| 82 00 | Upper Dyke Village..... | 28 00 | | |
| 125 40 | Upper Economy..... | 48 50 | | |
| 14 01 | Upper Fort Lawrence (from 1st August, 1884)..... | 6 67 | | |
| | Upper Kennetcook..... | 10 00 | | |
| 27 00 | Upper La Have..... | 15 00 | | |
| 20 29 | Upper Malagash..... | 10 00 | | |
| 17 50 | Upper Margaree | 10 00 | | |
| 60 25 | Upper Musquodoboit (2 Quarters)..... | 30 00 | | |
| 72 75 | Upper Newport (6 Quarters)..... | 63 00 | | |
| 23 82 | Upper Nine Mile River..... | 10 00 | | |
| 5 62 | Upper North River..... | 10 00 | | |
| 24 50 | Upper Perreaux..... | 11 50 | | |
| 58 61 | Upper Port Latour..... | 28 50 | | |
| 72 12 | Upper Rawdon..... | 23 00 | | |
| 11 24 | Upper Sackville | 10 00 | | |
| 9 40 | Upper Settlement of Baddeck River..... | 10 00 | | |
| 32 43 | Upper Settlement of Middle River..... | 12 00 | | |
| 34 00 | Upper Settlement of River Dennis..... | 26 00 | | |
| 27 00 | Upper Settlement of South River..... | 11 50 | | |
| 260 77 | Upper Stewiacke..... South River..... | 106 00 | 20 00 | |
| 9 94 | Upper Washabuck..... | 10 00 | | |
| 43 42 | Upper Wood Harbor | 20 00 | | |
| | Usher | 10 00 | | |
| 380 40 | Vale Colliery..... | 117 50 | | |
| 72 12 | Valley Station | 34 50 | | |
| 23 00 | Vaughan's | 12 00 | | |
| 13 47 | Vernal..... | 10 00 | | |
| 0 79 | Vernon Mines (re-opened 1st March, 1885)..... | 0 83 | | |
| 10 63 | Yesuvius..... | 10 00 | | |
| 10 56 | Victoria..... | 10 00 | | |
| 57 75 | Victoria Beach..... | 24 00 | | |
| 9 01 | Victoria Harbor | 10 00 | | |
| 166 17 | Victoria Mines..... | 44 50 | | |
| 62 08 | Victoria Vale..... | 30 00 | | |
| 17 43 | Villagedale..... | 10 00 | | |
| 41 00 | Vogler's Cove..... | 20 00 | | |
| 437 52 | Wallace..... | 170 00 | | |
| 223 61 | Wallace Bridge | 100 00 | | |
| 8 32 | Wallace Grant (from 1st December, 1884)..... | 3 33 | | |
| 27 37 | Wallace Ridge..... | 14 00 | | |
| 4 70 | Wallbrook..... | 10 00 | | |
| 165 53 | Walton..... | 78 00 | | |
| 35 76 | Waterford..... | 11 50 | | |
| 4 69 | Waterloo..... | 10 00 | | |
| 39 28 | Waternish..... | 14 00 | | |
| 37 11 | Watervale..... | 14 00 | | |
| 1,231 50 | Waterville..... | 384 40 | | 40 00 |
| 22 27 | Waugh's River..... | 14 00 | | |
| 117 15 | Waverley..... | 56 00 | | |
| 9 24 | Weaver Settlement..... | 14 00 | | |
| 18 16 | Wellington..... | 16 00 | | |
| 43 26 | Wentworth..... | 15 50 | | |
| 40 00 | Wentworth Creek..... | 15 00 | | |
| 278 86 | Wentworth Station..... | 87 50 | 100 00 | |

A, IN REPORT No. 3, C—Detail of Revenue, Salaries and Allowances in Nova Scotia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 41 80 | West Advocate..... | 12 00 | | |
| 128 97 | West Arichat..... | 57 50 | | |
| 194 00 | West Bay..... | 97 50 | 4 00 | |
| 85 27 | West Branch, River John..... | 36 50 | | |
| 109 00 | West Branch, River Philip..... | 40 00 | | |
| 65 00 | West Brook..... | 19 50 | | |
| 33 00 | West Caledonia..... | 12 00 | | |
| 17 28 | West Carriboo..... | 10 00 | | |
| 30 75 | Westchester..... | 18 00 | | |
| 10 00 | Westchester Lake..... | 10 00 | | |
| 28 42 | West Chezzetcook..... | 12 00 | | |
| 54 27 | West Dublin..... | 24 00 | | |
| 7 29 | Western Head..... | 10 09 | | |
| 42 37 | West Gore..... | 16 00 | | |
| 19 00 | West Hansford..... | 10 00 | | |
| 61 17 | West Inglisville..... | 15 50 | | |
| 42 67 | West Jeddore..... | 13 00 | | |
| 55 23 | West La Have Ferry..... | 24 00 | | |
| 15 03 | West Leicester..... | 10 00 | | |
| 24 11 | West Merigonish..... | 12 00 | | |
| 171 13 | West New Annan..... | 57 50 | | |
| 39 37 | West Newdy Quoddy..... | 15 00 | | |
| 311 87 | Westport..... | 140 00 | | |
| 65 09 | West Pubnico..... | 19 00 | | |
| 74 89 | West River..... | 154 00 | | |
| 419 84 | West River, Sheet Harbor..... | 143 00 | | |
| 93 00 | West River Station..... | 59 00 | | |
| 12 00 | West Side of Lochaber..... | 10 00 | | |
| 13 67 | West Side of Middle River..... | 10 00 | | |
| 1,150 02 | Westville (5 Quarters)..... | 440 00 | 12 50 | 50 00 |
| 1,063 60 | Weymouth..... | 686 00 | | 100 00 |
| 823 50 | Weymouth Bridge (*from 1st July, 1884)..... | 265 00 | | *30 00 |
| 10 00 | Whitburn..... | 10 00 | | |
| 59 88 | Whitehead..... | 20 00 | | |
| 19 81 | White Hill..... | 10 00 | | |
| 19 00 | White Point..... | 12 00 | | |
| 129 05 | White Rock Mills..... | 70 00 | | |
| 485 50 | Whycocomagh..... | 237 50 | | |
| 3 93 | Whycocomagh, Rear..... | 10 00 | | |
| 13 00 | Williamsdale..... | 10 00 | | |
| 251 12 | Wilmot..... | 110 00 | 25 00 | |
| 11 41 | Windham Hill..... | 10 00 | | |
| 3,220 04 | Windsor..... | 920 00 | | 200 00 |
| *106 29 | Windsor Junction(re-opened 1st Nov., 1884; *including arrears)..... | 4 17 | | |
| 86 11 | Wine Harbor..... | 40 75 | | |
| 1,818 12 | Wolfville..... | 600 00 | | 100 00 |
| 8 35 | Woodbourne..... | 10 00 | | |
| 24 00 | Woodville..... | 10 00 | | |
| 6 00 | Wreck Cove..... | 10 00 | | |
| 23 00 | Wyse's Corner..... | 10 00 | | |
| 5,753 16 | Yarmouth..... | 1,580 00 | 100 00 | 240 00 |
| \$185,103 31 | Totals..... | \$56,215 23 | \$4,147 00 | \$3,325 00 |

*N.B.—Of this, the amount of \$54,005.54 was paid from Revenue collections, and \$2,209.69 from Parliamentary appropriation. The latter has been brought to account at page 109, part ii.

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

A, IN REPORT NO. 8, D.

DETAIL of all payments made 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, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|----------------------------------|---|-----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| NEW BRUNSWICK DIVISION. | | | | | |
| J. McMillan..... | Post Office Inspector..... | 2,200 00 | | 2,200 00 | |
| W. Paisley..... | 1st Class Clerk..... | 1,400 00 | | 1,400 00 | |
| W. C. Whittaker..... | do..... | 1,250 00 | | 1,250 00 | |
| W. R. Avery..... | 2nd do..... | 1,120 00 | | 1,120 00 | |
| W. Hatch..... | 3rd do..... | 680 00 | | 680 00 | |
| C. A. Murray..... | do..... | 800 00 | | 800 00 | |
| W. Bannister..... | Messenger..... | 520 00 | | 520 00 | |
| Total of Inspector's Office..... | | | | 7,970 00 | |
| RAILWAY MAIL SERVICE. | | | | | |
| F. W. Blizzard..... | Acting Chief Railway Mail Clerk (*including arrears)..... | *1,345 00 | 32 34 | 1,377 34 | |
| J. A. McN. Hunter..... | 2nd Class Railway Mail Clerk, to 30th Nov, 1884 (deceased)..... | 333 34 | 145 56 | 479 90 | |
| F. A. Estey..... | do..... | 800 00 | 370 85 | 1,170 85 | |
| G. H. Ryan..... | do..... | 800 00 | 386 64 | 1,186 64 | |
| W. Starkie..... | do..... | 800 00 | 390 76 | 1,190 76 | |
| J. Philips..... | do..... | 777 80 | 301 78 | 1,079 58 | |
| W. J. Weidon, jun..... | (suspended from 6th to 15th Aug, 1884)..... | 800 00 | 368 01 | 1,168 01 | |
| J. R. Pidgcon..... | do..... | 800 00 | 377 52 | 1,177 52 | |
| G. A. Barker..... | do..... | 786 66 | 377 46 | 1,164 12 | |

| | | | | | |
|--------------------|------------------------------------|-------------|------------|-------------|-------------|
| A. J. Gross..... | do | 780 00 | 289 22 | | |
| D. Price..... | do | 720 00 | 349 06 | | |
| H. Wathen..... | do | 720 00 | 319 55 | | |
| J. G. Miller..... | do | 720 00 | 291 59 | | |
| D. McKendrick..... | do | 706 68 | 252 89 | | |
| A. Brittain..... | do | 640 00 | 323 89 | | |
| R. G. Magee..... | do | 640 00 | 310 53 | | |
| S. R. Jack..... | do | 640 00 | 347 91 | 16,609 68 | |
| S. R. Maxwell..... | do | 520 00 | 286 93 | | |
| E. L. Willis..... | do | *526 67 | 175 45 | | |
| R. J. Freeze..... | do | 520 00 | 242 29 | | |
| G. H. Onilton..... | do | 480 00 | 305 97 | | |
| A. Murray..... | do | 480 00 | 303 19 | | |
| J. Campbell..... | do | 480 00 | 191 71 | | |
| J. W. Hoyt..... | do | 280 00 | 96 99 | | |
| A. Edgecombe..... | do | 149 67 | 47 83 | | |
| F. C. Ketchum..... | do | 148 98 | 38 70 | 5,273 78 | |
| J. H. Watt..... | Temporary Railway Mail Clerk..... | 480 00 | 170 50 | | |
| C. F. Hoben..... | do | 480 00 | 194 68 | | |
| | | 17,354 18 | 7,231 80 | 1,325 18 | |
| | Total of Railway Mail Service..... | | | | 24,585 98 |
| | | \$55,324 18 | \$7,231 80 | \$32,555 98 | \$32,555 98 |
| | Carried forward..... | | | | |

A, IN REPORT No. 3, D.—Detail of all payments for Salaries, &c., in New Brunswick, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Total of Classes. | Grand Total. |
|---------------------------------------|---|----------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| <i>Brought forward</i> | | | | |
| FREDERICTON POST OFFICE. | | | | |
| P. McPeake..... | Postmaster..... | 1,400 00 | 1,400 00 | |
| J. Cameron..... | 2nd Class Clerk..... | 1,200 00 | 1,200 00 | |
| W. B. Phair..... | do..... | 800 00 | | |
| E. W. Vavasour..... | do..... | 663 34 | | |
| A. E. Wilson..... | do..... | 406 66 | | |
| R. B. H. Phillips..... | Temporary Clerk, from 1st April, 1885..... | 100 00 | 100 00 | |
| A. S. Phair..... | Letter Carrier..... | 470 00 | 470 00 | |
| Total of Fredericton Post Office..... | | | | |
| ST. JOHN POST OFFICE. | | | | |
| S. J. King..... | Postmaster..... | 2,400 00 | 2,400 00 | |
| J. Woodrow..... | Assistant Postmaster..... | 1,500 00 | 1,500 00 | |
| M. J. Potter..... | 1st Class Clerk..... | 1,200 00 | 1,200 00 | |
| W. A. Black..... | 2nd do to 30th Sept., 1884 (superannuated)..... | 300 00 | 300 00 | |
| H. P. Oty..... | do..... | 1,120 00 | 1,120 00 | |
| A. McNichol..... | do..... | 1,040 00 | 1,040 00 | |
| R. C. McIntyre..... | do..... | 1,040 00 | 1,040 00 | |
| G. F. Ring..... | do..... | 1,200 00 | 1,200 00 | |
| J. S. Flaglor..... | do..... | 1,000 00 | 1,000 00 | |
| A. W. Reed..... | do..... | 1,000 00 | 1,000 00 | |
| J. W. Ring..... | do..... | 800 00 | 800 00 | |
| J. W. Beatey..... | do to 31st Jan., 1885 (deceased)..... | 486 67 | 486 67 | |
| R. D. Woodrow..... | do..... | 800 00 | 800 00 | |
| R. A. Hamlin..... | do..... | 800 00 | 800 00 | |
| T. Jenkins..... | do..... | 800 00 | 800 00 | |
| | | | 6,700 00 | 32,555 98 |

54

| | | | |
|---------------------|--|--------|-------------|
| J. H. Ritchie..... | do | 800 00 | |
| J. L. Finen..... | do | 680 00 | |
| J. P. Bell..... | do | 680 00 | |
| A. Thompson..... | do | 680 00 | |
| J. C. Clark..... | do | 478 71 | |
| H. P. Lee..... | do | 470 00 | |
| J. S. Harrison..... | do | 448 93 | |
| J. A. Oahoun..... | do | 346 67 | |
| E. Fairweather..... | do | 279 57 | |
| F. J. Ferguson..... | do | 237 78 | |
| J. R. Copp..... | do | 80 55 | 8,948 88 |
| W. S. Hall..... | Temporary Clerk | 400 00 | |
| J. P. Hipwell..... | do | 33 34 | 483 34 |
| J. Leitch..... | Superintendent Letter Carrier | 600 00 | |
| R. McLaughlin..... | Letter Carrier | 600 00 | |
| W. Young..... | do | 600 00 | |
| O. Belyea..... | do | 600 00 | |
| G. W. Plumptre..... | do | 600 00 | |
| W. Lane..... | do | 600 00 | |
| J. McManus..... | do | 600 00 | |
| J. Beamish..... | do | 447 50 | |
| G. E. Withers..... | do | 370 00 | |
| U. Belyea..... | do | 370 00 | |
| A. Morgan..... | do | 360 00 | |
| R. Hill..... | do | 370 00 | |
| O. Grant..... | do | 370 00 | |
| C. H. Elston..... | do | 370 00 | |
| J. Mailman..... | Temporary Letter Carrier, from 2nd October, 1884, to 30th April, 1885; and from 16th May, 1885 | 254 51 | 6,857 50 |
| G. Bell..... | Messenger (office-keeper) | 460 00 | 254 51 |
| | Total of St. John Post Office..... | 460 00 | 460 00 |
| | Balances of salaries remitted by cheque to certain Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement)..... | | 28,684 23 |
| | Total..... | | 2,981 80 |
| | | | \$69,232 01 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, D.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel, and Light, and of Revenue collected at the several Post Offices in New Brunswick, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|---|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 7 | 70 | Abougoggin Road..... | 10 | 00 | | | | |
| 10 | 05 | Acadie..... | 10 | 00 | | | | |
| 23 | 16 | Acadie Siding..... | 15 | 00 | | | | |
| 9 | 08 | Akerly..... | 10 | 00 | | | | |
| 396 | 97 | Albert..... | 195 | 00 | 40 | 00 | | |
| 46 | 46 | Albert Mines..... | 17 | 50 | | | | |
| 24 | 75 | Aldonane..... | 12 | 00 | | | | |
| 66 | 04 | Alexander's Point..... | 23 | 00 | | | | |
| 1 | 29 | Alexandrina (from 1st Jan., 1885)..... | 2 | 50 | | | | |
| 11 | 03 | Allendale..... | 10 | 00 | | | | |
| 8 | 60 | Allison..... | 10 | 00 | | | | |
| 184 | 29 | Alma..... | 82 | 00 | | | | |
| 117 | 89 | Anagance..... | 60 | 00 | | | | |
| 8 | 95 | Anagance Ridge..... | 10 | 00 | | | | |
| 4 | 51 | Anderson..... | 10 | 00 | | | | |
| 490 | 05 | Andover..... | 246 | 00 | | | | |
| 8 | 42 | Annidale..... | 10 | 00 | | | | |
| 237 | 19 | Apohaqui..... | 104 | 00 | 16 | 00 | | |
| 6 | 41 | Archibald Settlement..... | 10 | 00 | | | | |
| 22 | 41 | Argyle..... | 14 | 00 | | | | |
| 4 | 95 | Armstrong..... | 10 | 50 | | | | |
| 259 | 94 | Armstrong's Brook..... | 84 | 00 | 8 | 00 | | |
| 28 | 00 | Armstrong's Corner..... | 12 | 00 | | | | |
| 95 | 00 | Aroostook Junction..... | 28 | 50 | | | | |
| 11 | 39 | Aroostook Portage..... | 10 | 00 | | | | |
| 39 | 42 | Arthurette..... | 16 | 00 | | | | |
| 10 | 75 | Ashland..... | 11 | 50 | | | | |
| 25 | 30 | Avery's Portage..... | 10 | 50 | | | | |
| 39 | 36 | Avondale..... | 15 | 00 | | | | |
| 10 | 00 | Babington..... | 10 | 00 | | | | |
| 44 | 25 | Back Bay..... | 16 | 00 | | | | |
| 344 | 77 | Baie Verte..... | 160 | 00 | 20 | 00 | | |
| 13 | 78 | Baie Verte Road..... | 12 | 00 | | | | |
| 47 | 69 | Baillie..... | 16 | 00 | | | | |
| 15 | 85 | Bairdsville..... | 16 | 00 | 24 | 00 | | |
| 0 | 83 | Baldhill (closed 30th April, 1884)..... | 0 | 83 | | | | |
| 10 | 67 | Balmoral..... | 11 | 50 | | | | |
| 9 | 55 | Barachois..... | 12 | 00 | | | | |
| 40 | 00 | Barnaby River..... | 16 | 00 | | | | |
| 53 | 56 | Barnesville..... | 24 | 00 | | | | |
| 6 | 06 | Barettsholme..... | 10 | 00 | | | | |
| 3 | 23 | Bartibog..... | 10 | 00 | | | | |
| 22 | 48 | Bartibog Bridge..... | 12 | 00 | | | | |
| 25 | 84 | Bartlett's Mills..... | 12 | 00 | | | | |
| 165 | 03 | Bas River..... | 78 | 00 | 10 | 00 | | |
| 8 | 90 | Basewood Ridge..... | 10 | 00 | | | | |
| 140 | 42 | Bath (3 Quarters)..... | 47 | 00 | | | | |
| 1,420 | 14 | Bathurst..... | 580 | 00 | 48 | 00 | 60 | 00 |
| 694 | 37 | Bathurst Village..... | 270 | 00 | | | | |
| 7 | 02 | Bay du Vin..... | 16 | 00 | | | | |
| 17 | 80 | Bay du Vin Mills..... | 10 | 00 | | | | |
| 173 | 49 | Bayfield..... | 46 | 00 | | | | |

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|---|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 23 31 | | Bayside..... | 12 | 00 | | | | |
| 19 63 | | Bayswater..... | 11 | 50 | | | | |
| 9 54 | | Bay View..... | 10 | 00 | | | | |
| 5 38 | | Beaconsfield..... | 10 | 00 | | | | |
| 29 50 | | Bear Island..... | 22 | 00 | | | | |
| 29 12 | | Beaufort..... | 11 | 50 | | | | |
| 12 10 | | Beaver Brook..... | 10 | 00 | | | | |
| 66 66 | | Beaver Harbor..... | 28 | 00 | | | | |
| 101 35 | | Beckettville..... | 43 | 00 | | | | |
| 9 50 | | Beech Hill..... | 10 | 00 | | | | |
| 60 24 | | Belledune..... | 30 | 00 | | | | |
| 51 54 | | Belledune River..... | 22 | 00 | | | | |
| 62 25 | | Bellefleur..... | 10 | 00 | | | | |
| 10 80 | | Belleisle..... | 10 | 00 | | | | |
| 14 69 | | Belleisle Bay..... | 10 | 00 | | | | |
| 53 71 | | Belleisle Creek..... | 20 | 00 | | | | |
| 10 06 | | Bellenden..... | 10 | 00 | | | | |
| 13 01 | | Belleveaux Village..... | 10 | 00 | | | | |
| 5 38 | | Belleville..... | 10 | 00 | | | | |
| 13 09 | | Belyea's Cove..... | 10 | 00 | | | | |
| 162 00 | | Benton..... | 78 | 00 | | | | |
| 18 49 | | Beresford..... | 10 | 00 | | | | |
| 81 02 | | Berry Mill Station..... | 33 | 50 | | | | |
| 5 21 | | Berryton..... | 10 | 00 | | | | |
| 7 00 | | Big Cove..... | 10 | 00 | | | | |
| 12 32 | | Birch Ridge..... | 10 | 00 | | | | |
| 5 04 | | Birdton..... | 10 | 00 | | | | |
| 254 08 | | Black Brook..... | 75 | 00 | | | | |
| 6 50 | | Black Land..... | 38 | 00 | | | | |
| 49 55 | | Black Point..... | 16 | 00 | | | | |
| 12 14 | | Black River Bridge..... | 10 | 50 | | | | |
| 6 50 | | Black River, Northumberland (*including arrears). | *19 | 00 | | | | |
| 39 84 | | Black River, St. John..... | 16 | 00 | | | | |
| 17 50 | | Black Rock, Gloucester..... | 11 | 50 | | | | |
| 5 91 | | Black Rock, Victoria (from 1st Nov., 1884)..... | 5 | 76 | | | | |
| 174 46 | | Blackville..... | 66 | 50 | | | | |
| 14 86 | | Blair Athol..... | 10 | 00 | | | | |
| 20 45 | | Blayney Ridge..... | 10 | 00 | | | | |
| 13 59 | | Blissfield..... | 10 | 00 | | | | |
| 62 31 | | Blissville..... | 28 | 00 | | | | |
| 75 18 | | Bloomfield, Carleton..... | 19 | 00 | | | | |
| 22 47 | | Bloomfield, King's..... | 24 | 00 | | | | |
| 11 93 | | Bloomfield Ridge..... | 12 | 00 | | | | |
| 110 60 | | Bloomfield Station..... | 39 | 00 | | | | |
| 34 30 | | Bocabec..... | 22 | 00 | | | | |
| 80 25 | | Boiestown..... | 56 | 00 | 12 | 00 | | |
| 14 20 | | Botsford Postage..... | 10 | 00 | | | | |
| 8 72 | | Boudreau Village..... | 10 | 00 | | | | |
| 31 50 | | Boundary Creek..... | 22 | 75 | | | | |
| 3 77 | | Boundary Presqu'île..... | 10 | 00 | | | | |
| 4 71 | | Bourgeois..... | 10 | 00 | | | | |
| 11 62 | | Bransfield (from 1st July, 1884)..... | 7 | 50 | | | | |
| 42 11 | | Breadalbane..... | 15 | 00 | | | | |
| | | Bridgedale..... | 10 | 00 | | | | |
| 81 93 | | Brigg's Corner..... | 40 | 00 | | | | |
| 171 55 | | Bristol..... | 65 | 00 | | | | |
| 3 77 | | Brookvale..... | 10 | 00 | | | | |

**A, IN REPORT NO. 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1885.**

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. | | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|------|--|-----------|---------------------|--|
| \$ | cts. | | | | |
| 12 | 01 | Brookville..... | 10 | 00 | |
| 66 | 35 | Bryerton..... | 17 | 50 | |
| 448 | 24 | Buctouche..... | 232 | 50 | 20 00 |
| 38 | 51 | Bumfrau..... | 12 | 00 | |
| 30 | 38 | Burnt Church..... | 10 | 00 | |
| 12 | 01 | Burton..... | 10 | 00 | |
| 275 | 91 | Butternut Ridge..... | 112 | 50 | 8 00 |
| | | Cain's River..... | 10 | 00 | |
| 9 | 00 | Caledonia Settlement..... | 10 | 00 | |
| 60 | 99 | Calhoun..... | 31 | 00 | |
| 7 | 19 | California..... | 10 | 00 | |
| 53 | 03 | Cambridge..... | 20 | 00 | |
| 17 | 29 | Cameron's Mills..... | 10 | 00 | |
| 7 | 12 | Campbell Settlement, King's..... | 10 | 00 | |
| 18 | 79 | Campbell Settlement, York..... | 12 | 00 | |
| 1,523 | 91 | Campbellton..... | 500 | 00 | 100 00 |
| 60 | 92 | Campo Bello..... | 30 | 00 | |
| 8 | 58 | Canaan Rapids..... | 10 | 00 | |
| 139 | 74 | Canaan Station (6 Quarters)..... | 45 | 00 | |
| 7 | 80 | Canobie..... | 10 | 00 | |
| 115 | 25 | Canterbury..... | 143 | 00 | |
| 360 | 32 | Canterbury Station..... | 135 | 00 | |
| 103 | 72 | Cape Bald..... | 36 | 00 | |
| 26 | 43 | Cape de Moselle Creek..... | 12 | 00 | |
| 14 | 10 | Cape Spear..... | 10 | 00 | |
| 21 | 46 | Cape Station (from 1st July, 1884)..... | 7 | 50 | |
| 254 | 04 | Caraget..... | 98 | 00 | 50 00 |
| 1,218 | 50 | Carleton..... | 500 | 00 | 60 00 |
| 19 | 00 | Carlisle..... | 10 | 00 | |
| 29 | 30 | Carlow..... | 10 | 00 | |
| 9 | 46 | Caron Brook..... | 10 | 00 | |
| 5 | 17 | Carpenter..... | 10 | 00 | |
| 14 | 62 | Carsonville..... | 10 | 00 | |
| 8 | 89 | Carter's Point..... | 10 | 00 | |
| 8 | 63 | Case Settlement..... | 10 | 00 | |
| | | Cassilis (from 1st Aug., 1884)..... | 6 | 66 | |
| 11 | 15 | Castalia (from 1st Dec., 1884)..... | 3 | 16 | |
| 1 | 02 | Cedar Camp..... | 10 | 00 | |
| 17 | 47 | Central Blissville..... | 10 | 00 | |
| 24 | 24 | Central Cambridge..... | 12 | 00 | |
| 19 | 40 | Central Hampstead..... | 11 | 50 | |
| 3 | 00 | Central Haynesville (from 1st Nov., 1884)..... | 4 | 17 | |
| 12 | 00 | Central Kingsclear..... | 11 | 50 | |
| 15 | 90 | Central Norton..... | 11 | 50 | |
| 4 | 78 | Centreton (from 1st July, 1884)..... | 7 | 50 | |
| 6 | 53 | Centre Village..... | 10 | 00 | |
| 361 | 29 | Centreville..... | 123 | 00 | |
| 3 | 00 | Chamber's Settlement..... | 10 | 00 | |
| 5 | 64 | Chambord..... | 10 | 00 | |
| 9 | 59 | Chance Harbor..... | 9 | 99 | |
| 28 | 00 | Chapman..... | 12 | 00 | |
| 2 | 85 | Charleston..... | 10 | 00 | |
| 93 | 00 | Charlo Station..... | 40 | 00 | |
| 3,759 | 34 | Chatham..... | 1,300 | 00 | 400 00 |
| 27 | 92 | Chelmsford (*including arrears)..... | *12 | 50 | |
| 6 | 53 | Chemical Road..... | 10 | 00 | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| | Cherry Vale | 10 00 | | |
| 6 10 | Chester (*including special allowance) | *22 00 | | |
| 145 30 | Chipman..... | 64 00 | 12 00 | |
| 10 00 | Church Hill..... | 10 00 | | |
| 56 50 | Church Point..... | 16 00 | | |
| 24 00 | Clarendon..... | 12 00 | | |
| 35 61 | Clarendon Station..... | 12 00 | | |
| 14 98 | Clark's Corner..... | 10 00 | | |
| 86 10 | Clifton, Gloucester..... | 40 00 | | |
| 99 61 | Clifton, King's (*including arrears)..... | 50 00 | *54 00 | |
| 53 20 | Clinch's Mills..... | 40 00 | | |
| 19 05 | Clone's..... | 11 50 | | |
| 17 05 | Clover Hill..... | 11 00 | | |
| 62 49 | Coal Branch Station..... | 35 00 | | |
| 23 31 | Coal Creek..... | 12 00 | | |
| 15 52 | Coal Mines..... | 12 00 | | |
| 22 10 | Coate's Mills..... | 16 00 | | |
| 102 00 | Cocagne (3 Quarters)..... | 54 00 | | |
| 8 04 | Cocagne Cape..... | 10 00 | | |
| 9 51 | Cocagne River..... | 10 00 | | |
| 28 45 | Cody's..... | 15 50 | | |
| 13 00 | Coldstream..... | 12 00 | | |
| 11 25 | Coldstream, East..... | 10 00 | | |
| 39 93 | Cole's Island (re-opened 1st Aug., 1884)..... | 13 34 | 5 32 | |
| 9 50 | College Bridge (from 1st Jan., 1885)..... | 2 50 | | |
| 213 00 | Collina..... | 52 00 | | |
| 10 00 | Connell..... | 10 00 | | |
| 13 90 | Cookville..... | 10 00 | | |
| 2 80 | Cork (from 1st Oct., 1884)..... | 5 00 | | |
| 28 04 | Cork Station..... | 12 00 | | |
| 67 02 | Corn Hill..... | 28 00 | | |
| 6 77 | Costigan..... | 10 00 | | |
| 10 97 | Coughlan..... | 10 00 | | |
| 15 54 | Coverdale..... | 10 00 | | |
| 8 72 | Cox's Point..... | 10 00 | | |
| 41 44 | Cross Creek..... | 10 00 | | |
| 47 69 | Cumberland Bay..... | 23 00 | | |
| 14 68 | Cumberland Point..... | 10 00 | | |
| 26 89 | Cumming's Cove..... | 10 00 | | |
| 37 21 | Curryville..... | 20 00 | | |
| 1,078 93 | Dalhousie..... | 476 00 | 80 00 | 40 00 |
| 41 78 | Dalhousie Junction (from 1st Nov., 1884)..... | 4 17 | | |
| 21 62 | Daniel..... | 10 00 | | |
| 15 86 | Dawson Settlement..... | 10 00 | | |
| 185 53 | Debeck..... | 80 00 | | |
| 29 22 | Dipper Harbor..... | 12 00 | | |
| 10 37 | Dixon's Point..... | 10 00 | | |
| 232 27 | Doaktown..... | 60 00 | | |
| 7 84 | Dobson's Corner (from 1st July, 1884)..... | 7 50 | | |
| 9 09 | Doherty..... | 10 00 | | |
| 9 50 | Doherty's Mills..... | 10 00 | | |
| 13 07 | Donegal..... | 10 00 | | |
| 1,699 35 | Dorchester..... | 600 00 | 30 00 | 80 00 |
| 7 95 | Dorchester's Crossing..... | 10 00 | | |
| 34 53 | Douglas..... | 10 00 | | |
| 3 42 | Douglasfield..... | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 26 83 | Douglas Harbor | 12 00 | ..... | ..... |
| 161 57 | Douglastown | 120 00 | ..... | ..... |
| 12 12 | Dover..... | 10 00 | ..... | ..... |
| 17 15 | Downeyville | 10 00 | ..... | ..... |
| 6 75 | Doyle Settlement..... | 10 00 | ..... | ..... |
| 24 92 | Dumbarton Station | 20 00 | ..... | ..... |
| 30 75 | Dumfries, Gloucester..... | 12 00 | ..... | ..... |
| 2 78 | Dumfries, York (from 1st Nov., 1884)..... | 4 17 | ..... | ..... |
| 3 58 | Dundee..... | 10 00 | ..... | ..... |
| 4 59 | Dungiven | 10 00 | ..... | ..... |
| 34 51 | Dunphy's..... | 15 00 | ..... | ..... |
| 23 56 | Dupey's Corner | 10 00 | ..... | ..... |
| 2 65 | East Rogerville (from 1st Oct., 1884)..... | 5 00 | ..... | ..... |
| 8 80 | East Scotch Settlement..... | 10 00 | ..... | ..... |
| 35 00 | Edgett's Landing | 28 00 | ..... | ..... |
| 378 50 | Edmundston | 120 00 | 30 00 | ..... |
| 21 51 | Eel River | 18 00 | ..... | ..... |
| 14 63 | Eel River Lake..... | 10 00 | ..... | ..... |
| 211 29 | Elgin..... | 117 50 | 16 00 | ..... |
| 13 50 | Elmshurst..... | 10 00 | ..... | ..... |
| 30 70 | Elmsville..... | 12 00 | ..... | ..... |
| 14 17 | Elmwood | 10 00 | ..... | ..... |
| 20 44 | Emigrant Road | 10 00 | ..... | ..... |
| 22 16 | Emigrant Settlement | 16 00 | ..... | ..... |
| 11 95 | English Settlement | 10 00 | ..... | ..... |
| 34 58 | Enniskillen Station..... | 17 50 | ..... | ..... |
| 35 75 | Escuminac..... | 19 50 | ..... | ..... |
| 11 10 | Esdraelon..... | 10 00 | ..... | ..... |
| 8 66 | Everett..... | 10 00 | ..... | ..... |
| 20 54 | Fairfield..... | 11 50 | ..... | ..... |
| 40 29 | Fairhaven | 20 00 | 6 00 | ..... |
| 2 32 | Fairleigh (from 1st Jan., 1885)..... | 2 50 | ..... | ..... |
| 405 99 | Fairville..... | 264 00 | ..... | ..... |
| 14 60 | False Bay Beach (late McLeod's Mills)..... | 12 00 | ..... | ..... |
| 12 75 | Farmerston | 10 00 | ..... | ..... |
| 10 00 | Fawcett Hill..... | 10 00 | ..... | ..... |
| 14 60 | Fenwick | 11 50 | ..... | ..... |
| 45 05 | Ferguson's Point (*discontinued)..... | 14 50 | *3 90 | ..... |
| 15 50 | Ferris..... | 10 00 | ..... | ..... |
| 7 60 | Ferryville..... | 10 00 | ..... | ..... |
| 46 52 | Flatlands..... | 20 00 | ..... | ..... |
| 205 59 | Florenceville..... | 236 00 | 20 00 | ..... |
| 57 10 | Florenceville, East..... | 20 00 | ..... | ..... |
| 16 83 | Flower's Cove | 10 00 | ..... | ..... |
| 44 18 | Ford's Mills, Coal Branch | 20 00 | ..... | ..... |
| 43 28 | Foreston..... | 20 00 | ..... | ..... |
| 8 59 | Forks..... | 10 00 | ..... | ..... |
| 0 80 | Foster's Croft (from 1st Nov., 1884)..... | 4 16 | ..... | ..... |
| 8 33 | Fosterville (from 1st Dec, 1884)..... | 3 33 | ..... | ..... |
| 87 60 | Four Falls | 30 50 | ..... | ..... |
| 26 25 | Fox Creek..... | 10 00 | ..... | ..... |
| 9,112 82 | Fredericton (salaries and expenses entered elsewhere)..... | | | |
| 169 61 | Fredericton Junction..... | 98 00 | 6 00 | |
| 9 31 | Fredericton Road..... | 10 00 | | |

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| Gross Revenue from sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ ct |
| 14 00 | French Lake | 10 00 | | |
| 9 06 | French Village | 10 00 | | |
| 3 59 | Fulton Brook | 10 00 | | |
| 377 43 | Gagetown | 364 95 | 80 00 | 40 00 |
| 6 92 | Gagnon | 10 00 | | |
| 8 50 | Gailey | 10 00 | | |
| 37 00 | Gardner's Creek | 14 00 | | |
| 12 61 | Garnet | 10 00 | | |
| 25 00 | Gaspereaux | 28 00 | | |
| 25 12 | Gaspereaux Station (*including arrears) | *28 00 | | |
| 3 35 | Gaythorn | 10 00 | | |
| 11 71 | Geary | 10 00 | | |
| 9 50 | Germantown | 10 00 | | |
| 20 77 | Gladstone | 10 00 | | |
| 152 11 | Glassville | 64 00 | | |
| 13 14 | Glen Anglin | 10 00 | | |
| 10 54 | Glen Porter | 10 00 | | |
| 4 47 | Golden Grove | 10 00 | | |
| 5 48 | Golden Grove Mills | 10 00 | | |
| 15 00 | Golden Ridge | 10 00 | | |
| 36 20 | Gondola Point | 10 50 | | |
| 10 71 | Good Corner | 10 00 | | |
| 17 31 | Gooseberry Cove | 10 00 | | |
| 13 30 | Goose Creek | 10 00 | | |
| 18 00 | Gordonsville | 10 00 | | |
| 22 05 | Goshen | 10 00 | | |
| 6 05 | Gowland Mountain | 10 00 | | |
| 82 03 | Grafton | 38 00 | | |
| 0 67 | Grainfield (from 1st Jan., 1885) | 2 50 | | |
| 133 60 | Grand Anse | 47 50 | | |
| 13 00 | Grand Bay | 10 00 | | |
| 453 58 | Grand Falls | 252 00 | 30 00 | |
| 8 45 | Grand Falls Portage | 10 00 | | |
| 65 55 | Grand Harbor | 50 00 | | |
| 38 04 | Grandigues | 16 00 | | |
| 277 26 | Grand Manan | 125 00 | 16 00 | |
| 42 00 | Grand River | 28 00 | | |
| 18 45 | Grant | 10 00 | | |
| 10 28 | Grattan | 10 00 | | |
| 79 80 | Great Shemogue | 27 50 | | |
| ..... | Green Bush (from 1st Oct., 1884) | 5 00 | | |
| 12 82 | Greenfield | 10 00 | | |
| 11 68 | Green Point | 10 00 | | |
| 23 75 | Green River | 16 75 | | |
| 34 59 | Greenwich Hill | 19 00 | | |
| 13 59 | Greer | 10 00 | | |
| 25 51 | Grey's Mills | 11 50 | | |
| 9 04 | Gueguen | 10 00 | | |
| ..... | Halcomb | 10 00 | | |
| 4 65 | Hamilton Mountain | 10 00 | | |
| 39 24 | Hammondvale | 41 00 | | |
| 63 20 | Hampstead | 34 50 | | |
| 294 78 | Hampton | 117 50 | | |
| 8 54 | Hamtown | 10 00 | | |
| | Hanwell | 10 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 9 02 | Hardingville..... | 10 00 | | |
| 21 77 | Hardwick..... | 11 50 | | |
| 4 20 | Harewood..... | 10 00 | | |
| 10 97 | Harley Road..... | 10 00 | | |
| 12 40 | Hartford..... | 10 00 | | |
| 350 84 | Hartland..... | 105 00 | 24 00 | |
| 16 00 | Hart's Mills..... | 10 00 | | |
| 167 02 | Harvey..... | 245 00 | | |
| 132 08 | Harvey Bank..... | 40 50 | | |
| 198 40 | Harvey Station..... | 82 00 | 10 00 | |
| 8 00 | Hastings..... | 10 00 | | |
| 57 80 | Hatfield Point..... | 20 00 | | |
| 31 02 | Head of Millstream..... | 12 00 | | |
| 34 13 | Head of Tide..... | 12 00 | | |
| 3 16 | Hebron..... | 10 00 | | |
| 0 38 | Henderson Settlement..... | 19 00 | | |
| | Henry's Lake (from 1st March, 1885)..... | 0 83 | | |
| 10 00 | Heron Island..... | 10 00 | | |
| 22 75 | Hibernia..... | 10 00 | | |
| 31 59 | Highlands..... | 12 00 | | |
| 10 00 | Hilldale..... | 10 00 | | |
| 616 40 | Hillsborough..... | 309 00 | | |
| 42 25 | Hillsdale..... | 16 00 | | |
| 7 16 | Hillside..... | 10 00 | | |
| 10 35 | Hiram..... | 10 00 | | |
| 14 10 | Holderville..... | 11 50 | | |
| 9 52 | Holmesville..... | 10 00 | | |
| 57 50 | Hopewell..... | 27 00 | | |
| 199 74 | Hopewell Cape..... | 100 00 | | |
| 212 38 | Hopewell Hill..... | 70 00 | | |
| 4 74 | Hopper..... | 10 00 | | |
| 66 79 | Hoyt Station (re-opened 1st Sept., 1884)..... | 30 84 | 7 00 | |
| 0 85 | Huestis Landing (from 1st Jan., 1885)..... | 2 50 | | |
| 14 12 | Hunter's Home..... | 10 00 | | |
| 6 61 | Ida..... | 10 00 | | |
| 27 25 | Inchby..... | 10 00 | | |
| 8 58 | Indian Island..... | 9 16 | | |
| 5 00 | Indian Mountain..... | 10 00 | | |
| 1,828 83 | Indian Town..... | 560 00 | | 100 00 |
| 23 50 | Inkerman..... | 11 50 | | |
| 9 65 | Intervale..... | 10 00 | | |
| 6 76 | Irishtown..... | 10 00 | | |
| 9 00 | Irving Settlement..... | 10 00 | | |
| 24 05 | Jacksontown..... | 14 50 | | |
| 103 94 | Jacksonville..... | 52 00 | | |
| 24 06 | Janeville..... | 11 50 | | |
| 10 60 | Jeffry..... | 10 00 | | |
| 29 00 | Jemseg..... | 14 00 | | |
| 20 36 | Jenkins..... | 12 00 | | |
| 12 76 | Johnson's Mills..... | 10 00 | | |
| 10 92 | Johnston..... | 10 00 | | |
| | Johnville..... | 10 00 | | |
| 19 00 | Jolicure (2 Quarters)..... | 10 00 | | |
| 18 00 | Juvenile Settlement..... | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 5 68 | Kars | 10 00 | | |
| 22 73 | Kay Settlement | 10 00 | | |
| 12 10 | Keets | 10 00 | | |
| 16 33 | Keith | 10 00 | | |
| 8 75 | Kent Junction (from 1st Nov., 1884) | 4 16 | | |
| 102 40 | Keohan | 20 00 | | |
| 3 46 | Kerry | 10 00 | | |
| 62 88 | Keswick Ridge | 28 00 | 20 00 | |
| 259 50 | Kilburn's Landing | 39 00 | 12 00 | |
| 9 00 | Kilfoil | 10 00 | | |
| 54 90 | Kincardine | 28 50 | | |
| 4 91 | Kingarth (from 1st Sept., 1884) | 5 83 | | |
| 69 99 | Kingsclear | 30 00 | | |
| | Kingsley | 10 00 | | |
| 878 53 | Kingston, Kent | 418 00 | | 40 00 |
| 84 27 | Kingston, King's | 124 00 | | |
| 51 00 | Kintore | 34 00 | | |
| 57 16 | Kirkland | 16 00 | | |
| 26 10 | Knowlesville | 16 00 | | |
| 29 78 | Knoxford | 12 00 | | |
| 163 28 | Kouchibouguac | 69 50 | | |
| 2 57 | Kouchibouguac Beach (from 1st Jan., 1885) | 2 50 | | |
| | | | | |
| 10 75 | Lakeburn | 10 00 | | |
| 21 07 | Lakefield | 20 00 | | |
| 46 61 | Lake George | 34 50 | | |
| 9 66 | Lake Road | 10 00 | | |
| 9 31 | Lake Stream | 10 00 | | |
| 13 33 | Lakeview | 11 50 | | |
| 50 35 | Lakeville | 26 00 | | |
| 22 75 | Lakeville Corner | 12 00 | 12 00 | |
| 29 44 | Land's End | 12 00 | | |
| 6 35 | Lansdowne | 10 00 | | |
| 8 00 | Lawfield | 10 00 | | |
| 105 22 | Lawrence Station | 27 00 | | |
| 16 81 | Lawson | 10 00 | | |
| 26 98 | Ledge | 12 00 | | |
| 17 02 | Legerville | 10 00 | | |
| 139 00 | Lepreaux | 32 00 | 10 00 | |
| 112 02 | L'Etete | 35 00 | | |
| 6 83 | Lewis Mountain | 10 00 | | |
| 54 77 | Lewisville | 18 00 | | |
| 18 18 | Lily Lake | 10 00 | | |
| 9 38 | Lime Hill | 10 00 | | |
| 9 31 | Limekiln | 10 00 | | |
| 14 50 | Lincoln | 10 00 | | |
| 17 29 | Lindsay | 10 00 | | |
| 10 30 | Linton's | 10 00 | | |
| 15 86 | Little Branch (closed 30th June; re-opened 1st Oct., 1884) | 7 50 | | |
| 3 76 | Little Cape | 10 00 | | |
| 2 67 | Little Forks (2 Quarters) | 5 00 | | |
| 280 00 | Little Lepreaux | 46 00 | | |
| 9 65 | Little Ridge | 10 00 | | |
| 2 04 | Little River, Coverdale | 10 00 | | |
| 17 00 | Little River, Elgin | 10 00 | | |
| 15 08 | Little River, Sunbury | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 21 | 61 | Little Rocher..... | 12 | 00 | | | | |
| 30 | 09 | Little Shemogue..... | 14 | 00 | | | | |
| 45 | 60 | Little Shippigan..... | 14 | 50 | | | | |
| 9 | 31 | Loch Lomond..... | 10 | 00 | | | | |
| 9 | 24 | Londonderry..... | 10 | 00 | | | | |
| 22 | 95 | Long Creek..... | 11 | 50 | | | | |
| 7 | 52 | Long Point..... | 10 | 00 | | | | |
| 51 | 43 | Long Reach..... | 18 | 00 | | | | |
| 13 | 76 | Long Settlement..... | 10 | 00 | | | | |
| 18 | 50 | Lonsdale..... | 10 | 00 | | | | |
| 71 | 86 | Lord's Cove..... | 20 | 00 | | | | |
| 5 | 10 | Lower Abougoggin..... | 10 | 00 | | | | |
| 25 | 35 | Lower Brighton..... | 11 | 50 | | | | |
| 26 | 50 | Lower Canterbury..... | 24 | 00 | | | | |
| 34 | 16 | Lower Cape..... | 28 | 00 | | | | |
| 9 | 50 | Lower Caraquet..... | 11 | 00 | | | | |
| 10 | 75 | Lower Coverdale..... | 10 | 00 | | | | |
| 54 | 18 | Lower Gagetown..... | 13 | 50 | | | | |
| 8 | 23 | Lower Hayneville..... | 10 | 00 | | | | |
| 17 | 15 | Lower Line, Queensbury..... | 10 | 00 | | | | |
| 22 | 96 | Lower Nappan..... | 10 | 00 | | | | |
| 22 | 23 | Lower Newcastle..... | 12 | 00 | | | | |
| 5 | 13 | Lower Poquiock..... | 10 | 00 | | | | |
| 53 | 80 | Lower Prince William..... | 30 | 00 | | | | |
| 11 | 36 | Lower Queensbury..... | 10 | 00 | | | | |
| 15 | 61 | Lower St. Mary's..... | 10 | 00 | | | | |
| 16 | 00 | Lower Southampton..... | 16 | 00 | | | | |
| 10 | 20 | Lower Turtle Creek..... | 10 | 00 | | | | |
| 12 | 63 | Lower Wakefield..... | 10 | 00 | | | | |
| 8 | 35 | Lower Windsor (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 26 | 48 | Lower Woodstock..... | 12 | 00 | | | | |
| 15 | 62 | Lozier Settlement..... | 10 | 00 | | | | |
| 20 | 15 | Ludlow..... | 12 | 00 | | | | |
| 16 | 50 | Lumsden..... | 10 | 00 | | | | |
| 10 | 41 | Lutes' Mountain..... | 10 | 00 | | | | |
| 13 | 41 | Lynfield..... | 10 | 00 | | | | |
| 0 | 06 | Lyttleton..... | 11 | 50 | | | | |
| 269 | 62 | McAdam Junction..... | 60 | 00 | | | | |
| 18 | 74 | McAlpine..... | 12 | 00 | | | | |
| 23 | 25 | McDonald's Corner..... | 12 | 00 | | | | |
| 21 | 28 | McDonald's Point..... | 10 | 00 | | | | |
| 12 | 81 | McDougal Settlement..... | 10 | 00 | | | | |
| 36 | 51 | McGinley..... | 23 | 00 | | | | |
| 15 | 98 | McKee's Mills..... | 10 | 00 | | | | |
| 20 | 21 | McKenzie's Corner..... | 22 | 00 | | | | |
| 16 | 57 | McLaughlan Road..... | 12 | 00 | | | | |
| 16 | 23 | McNamee..... | 10 | 00 | | | | |
| 12 | 50 | Mace's Bay..... | 11 | 50 | | | | |
| 6 | 84 | Macinjac (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 7 | 10 | Mackville..... | 10 | 00 | | | | |
| 14 | 86 | Mactaquack..... | 10 | 00 | | | | |
| 28 | 26 | Magaguadavic..... | 12 | 00 | | | | |
| 21 | 80 | Magundy..... | 10 | 00 | | | | |
| 43 | 50 | Main River..... | 10 | 00 | | | | |
| 14 | 00 | Manners Sutton..... | 10 | 00 | | | | |
| 6 | 33 | Mannhurst (from 1st July, 1884)..... | 7 | 50 | | | | |

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|---|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 23 00 | Maple Green..... | 20 00 | | |
| 8 21 | Maplehurst..... | 10 00 | | |
| 10 73 | Mapleton..... | 10 00 | | |
| 13 47 | Maple View..... | 10 00 | | |
| 9 74 | Maplewood (from 1st Sept., 1884)..... | 5 83 | | |
| 11 75 | Maquapit Lake..... | 10 00 | | |
| 72 42 | Markhamville..... | 30 00 | | |
| 18 59 | Martin's Head..... | 10 00 | | |
| 0 25 | Marvin (from 1st March, 1885)..... | 0 83 | | |
| 241 33 | Marysville..... | 36 00 | | |
| 19 17 | Mascarene..... | 10 00 | | |
| 6 34 | Meadow..... | 10 00 | | |
| 35 65 | Mechanics' Settlement..... | 12 00 | | |
| 6 79 | Memel..... | 10 00 | | |
| 248 55 | Memramcook..... | 144 00 | | |
| 14 05 | Middle Coverdale..... | 10 00 | | |
| 49 26 | Middle St. Francis..... | 20 00 | | |
| 282 37 | Middle Sackville..... | 132 00 | | |
| 74 47 | Middle Simmonds..... | 32 00 | | |
| 12 00 | Middle Southampton..... | 12 00 | | |
| 3 79 | Midgie..... | 10 00 | | |
| 24 25 | Midland..... | 16 00 | | |
| 3 64 | Midway..... | 10 00 | | |
| 121 91 | Milford..... | 39 00 | | |
| 20 25 | Milkish..... | 10 00 | | |
| 17 00 | Millbank..... | 12 00 | | |
| 13 67 | Mill Brook..... | 10 00 | | |
| 10 00 | Mill Cove..... | 10 00 | | |
| 5 08 | Mill Creek..... | 10 00 | | |
| 94 35 | Milledgeville..... | 66 00 | | |
| 275 81 | Millerton..... | 80 00 | | |
| 23 70 | Mill Settlement..... | 10 00 | | |
| 47 00 | Millstream..... | 30 00 | | |
| 678 64 | Milltown, Charlotte..... | 318 00 | | 40 00 |
| 37 92 | Milltown, Gloucester..... | 15 50 | | |
| 136 28 | Millville..... | 55 00 | | |
| 7 63 | Mineral..... | 10 00 | | |
| 9 48 | Mineral Hill (from 1st June, 1884)..... | 8 34 | | |
| 37 00 | Miscou Lighthouse..... | 19 00 | | |
| 12 99 | Mispec..... | 10 00 | | |
| 3 00 | Mizonette (from 1st Jan., 1885)..... | 2 50 | | |
| 7,522 88 | Moncton..... | 1,800 00 | 100 00 | 300 00 |
| 5 86 | Moncton Road..... | 10 00 | | |
| 44 29 | Monument Settlement..... | 16 00 | | |
| 122 05 | Moore's Mills..... | 39 50 | | |
| 1 86 | Mooreston (opened 1st July; closed 31st Dec., 1884)..... | 5 00 | | |
| 11 78 | Moran..... | 10 00 | | |
| 10 00 | Morcambe..... | 10 00 | | |
| 20 78 | Moss Glen..... | 10 00 | | |
| 45 07½ | Moulie's River..... | 16 00 | | |
| 5 15 | Mountain Brook..... | 10 00 | | |
| 8 00 | Mountain Dale..... | 10 00 | | |
| 28 15 | Mount Pleasant..... | 16 00 | | |
| 7 00 | Mount View..... | 10 00 | | |
| 19 11 | Mountville..... | 10 00 | | |
| 178 30 | Mount Whatley..... | 57 00 | | |
| 50 39 | Mouth of Jemseg..... | 29 00 | | |

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in
New Brunswick, within the Year ended 30th June, 1885.**

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 52 66 | Mouth of Keswick..... | 18 00 | | |
| 178 35 | Mouth of Nerepis..... | 110 00 | | |
| 8 51 | Mouth of St. Francis..... | 10 00 | | |
| 23 83 | Murray Road..... | 11 59 | | |
| 21 16 | Murray's Corner..... | 16 00 | | |
| 65 29 | Musquash..... | 59 00 | | |
| 12 00 | Nackawick..... | 12 00 | | |
| 128 21 | Narrows..... | 240 00 | 100 00 | |
| 62 12 | Nashwaak..... | 20 00 | | |
| 37 11 | Nashwaak Bridge..... | 14 00 | | |
| 52 99 | Nashwaaksis..... | 16 00 | | |
| 196 18 | Nashwaak Station..... | 71 50 | | |
| 29 64 | Nashwaak Village..... | 16 00 | | |
| 58 86 | Nawigewauk..... | 24 00 | | |
| 20 92 | Neguac..... | 11 50 | | |
| 22 16 | Nerepis Station..... | 12 00 | | |
| 54 67 | New Bandon..... | 23 50 | | |
| 8 01 | Newburgh..... | 10 00 | | |
| 17 04 | New Canaan..... | 10 00 | | |
| 2,818 24 | Newcastle..... | 1,000 00 | 400 00 | 160 00 |
| 38 09 | Newcastle Bridge..... | 15 00 | | |
| 46 80 | Newcastle Creek..... | 20 00 | | |
| 14 63 | New Horton..... | 10 00 | | |
| 12 54 | New Ireland..... | 10 00 | | |
| 3 28 | New Ireland Road..... | 10 00 | | |
| 24 00 | New Jerusalem..... | 24 00 | | |
| 6 14 | New Market..... | 10 00 | | |
| 9 70 | New Maryland..... | 10 00 | | |
| 261 89 | New Mills..... | 120 00 | | |
| 9 36 | New River Mills (*including arrears)..... | *12 50 | | |
| 109 61 | New Town..... | 34 50 | | |
| 4 51 | New Zion..... | 10 00 | | |
| 13 34 | Nixon..... | 10 00 | | |
| 22 50 | Northampton..... | 11 50 | | |
| 0 12 | North Esk Boom..... | 10 50 | | |
| 15 83 | Northfield..... | 10 00 | | |
| 7 22 | North Forks of Salmon Creek..... | 10 00 | | |
| 23 73 | Nork Lake..... | 12 00 | | |
| 4 38 | North River..... | 10 00 | | |
| 33 56 | North River Platform..... | 20 00 | | |
| 91 00 | North West Bridge..... | 40 00 | | |
| 17 16 | Norton..... | 12 00 | | |
| 9 44 | Norton Dale..... | 10 00 | | |
| 220 52 | Norton Station..... | 95 00 | 25 00 | |
| 102 50 | Oak Bay..... | 50 00 | 6 00 | |
| 10 02 | Oakham..... | 10 00 | | |
| 15 50 | Oakhill..... | 10 00 | | |
| 58 93 | Oak Point, King's..... | 23 00 | | |
| 23 16 | Oak Point, Northumberland..... | 11 50 | | |
| 9 42 | Oakville..... | 10 00 | | |
| 10 50 | Olinville..... | 11 50 | | |
| 261 47 | Oromocto..... | 120 00 | 48 00 | |
| 9 92 | Ortonville..... | 10 00 | | |
| 373 00 | Ossekeag..... | 166 00 | | |
| 20 00 | Otnabog..... | 10 00 | | |

A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in New Brunswick, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 7 91 | Paddock..... | 10 00 | | |
| 19 87 | Painsec Settlement..... | 10 00 | | |
| 20 53 | Parents..... | 30 00 | | |
| 24 64 | Parker's Ridge..... | 10 00 | | |
| 6 73 | Parlee Settlement..... | 10 00 | | |
| 53 65 | Passakeag..... | 20 00 | | |
| 6 00 | Patterson Settlement..... | 10 00 | | |
| 9 86 | Pearson's..... | 10 00 | | |
| 73 50 | Peel..... | 28 00 | | |
| ..... | Pembroke..... | 10 00 | | |
| 9 90 | Peniac (3 Quarters)..... | 8 50 | | |
| 80 02 | Pennfield..... | 22 50 | | |
| 48 39 | Pennfield Ridge..... | 15 50 | | |
| 366 66 | Penobsquis..... | 117 50 | | |
| 7 43 | Perry Settlement..... | 10 00 | | |
| 12 44 | Perth..... | 10 00 | | |
| 214 00 | Perth Centre..... | 90 00 | 20 00 | |
| 26 90 | Petersville..... | 12 00 | | |
| 36 50 | Petersville Church..... | 12 00 | | |
| 1,725 00 | Petitcodiac (5 Quarters ; *including arrears)..... | 450 00 | *87 50 | *140 00 |
| 8 14 | Petite Lameque..... | 10 00 | | |
| 280 74 | Petit Rocher..... | 90 00 | | |
| 11 19 | Pierston..... | 10 00 | | |
| 25 87 | Pine Ridge..... | 12 00 | | |
| 13 29 | Pioneer..... | 10 00 | | |
| 27 65 | Pisarinco..... | 12 00 | | |
| 17 84 | Pleasant Ridge..... | 10 00 | | |
| 21 45 | Pleasant Vale..... | 14 00 | | |
| 7 45 | Plymouth..... | 10 00 | | |
| 60 00 | Pockmouche..... | 30 00 | | |
| 19 00 | Pockshaw..... | 12 00 | | |
| 21 34 | Pocologan..... | 10 00 | | |
| 6 79 | Point au Car..... | 10 00 | | |
| 36 00 | Pointe de Bute..... | 20 00 | | |
| 213 04 | Pointe du Chêne..... | 97 00 | | |
| 13 07 | Pointe Escuminac..... | 10 00 | | |
| 13 43 | Point La Nim..... | 10 00 | | |
| 13 34 | Point Sapin..... | 10 00 | | |
| 50 87 | Point Wolf..... | 32 00 | | |
| 4 52 | Poirier..... | 10 00 | | |
| 48 54 | Pollet River..... | 16 00 | | |
| 26 70 | Pollyhurst..... | 10 00 | | |
| 17 03 | Pomeroy Ridge..... | 10 00 | | |
| 4 54 | Poodiac..... | 10 00 | | |
| 80 02 | Poquiocq..... | 24 00 | | |
| 11 00 | Portage River..... | 10 00 | | |
| 322 94 | Port Elgin..... | 117 50 | 50 00 | |
| ..... | Portland (accounts not received)..... | | | |
| 18 19 | Power's Creek..... | 10 00 | | |
| 16 51 | Pré d'en haut..... | 10 00 | | |
| 19 54 | Prince of Wales..... | 12 75 | | |
| 64 90 | Prince William..... | 19 99 | | |
| 131 00 | Prince William Station..... | 40 00 | 12 00 | |
| 10 00 | Prosser Brook..... | 10 00 | | |
| 7 41 | Protectionville..... | 10 00 | | |
| 5 50 | Quaco Road..... | 10 00 | | |

**A, IN REPORT No. 3, D—Detail of Revenue, Salaries and Allowances in
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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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 6 65 | Queensbury..... | 10 00 | | |
| 5 63 | Queensville..... | 10 00 | | |
| 25 84 | Quisibus..... | 12 00 | | |
| 31 95 | Quispamsis..... | 10 00 | | |
| 5 70 | Rapide de femme..... | 10 00 | | |
| 7 43 | Ratter's Corner..... | 10 00 | | |
| 11 00 | Read..... | 10 00 | | |
| 87 35 | Red Bank..... | 19 00 | | |
| | Red Head..... | 8 33 | | |
| 30 60 | Red Rapids (5 Quarters)..... | 12 50 | | |
| 6 79 | Renaud's Mills..... | 10 00 | | |
| 55 91 | Renous Bridge..... | 20 00 | 2 00 | |
| 10 50 | Renous River..... | 14 00 | | |
| 21 78 | Richardville..... | 10 00 | | |
| 927 36 | Richibucto..... | 426 00 | | 40 00 |
| 15 47 | Richibucto Village..... | 10 00 | | |
| 89 84 | Richmond Corner..... | 36 00 | 8 00 | |
| 37 07 | Riley Brook..... | 20 00 | | |
| 14 40 | River Bank..... | 10 00 | | |
| 112 42 | River Charlo..... | 50 00 | 8 00 | |
| 82 52 | River de Chute..... | 30 00 | | |
| 70 16 | River Louison..... | 34 00 | | |
| 107 23 | Riverside..... | 38 00 | | |
| 10 00 | River View..... | 10 00 | | |
| 22 00 | Rivière des Caches..... | 19 50 | | |
| 10 16 | Robertson's Point..... | 10 00 | | |
| 19 50 | Robichaud..... | 12 00 | | |
| 91 00 | Rockland..... | 60 00 | | |
| 205 63 | Rockland Station..... | 72 00 | 25 00 | |
| 35 06 | Rockport..... | 14 00 | | |
| | Rockville..... | 10 00 | | |
| 338 99 | Rogersville (late Carleton Station)..... | 97 50 | | |
| 23 36 | Rolling Dam..... | 12 00 | | |
| 14 09 | Rosedale..... | 10 00 | | |
| 21 17 | Rose Vale..... | 12 00 | | |
| 233 91 | Rothsay..... | 132 00 | 20 00 | |
| 121 00 | Round Hill..... | 46 00 | | |
| 10 61 | Rowena..... | 10 00 | | |
| 16 48 | Roxburgh..... | 10 00 | | |
| 0 10 | Royal Road..... | 10 00 | | |
| 25 37 | Royalton..... | 12 00 | | |
| 36 96 | Rusagornis..... | 16 00 | | |
| | Ruther Glen..... | 10 00 | | |
| 1,391 04 | St Andrew's (*including special allowance)..... | *980 00 | 200 00 | 100 00 |
| 5 16 | St. Anne..... | 10 00 | | |
| 6 62 | St. Anthony..... | 10 00 | | |
| 20 58 | St. Castin..... | 10 00 | | |
| 51 00 | St. Croix..... | 28 00 | | |
| 734 35 | St. George..... | 462 00 | | 40 60 |
| 30 60 | St. Hilaire..... | 12 00 | | |
| 32 71 | St. Ignace..... | 10 00 | | |
| 10 00 | St. Isidore..... | 10 00 | | |
| 36,251 88 | St. John (salaries and expenses entered elsewhere)..... | | | |
| 308 50 | St. Joseph..... | 112 50 | | |
| 15 07 | St. Leonard's..... | 10 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 82 89 | St. Leonard's Station..... | 21 00 | | |
| 166 45 | St. Louis de Kent..... | 56 00 | | |
| 410 96 | St. Martin's..... | 180 00 | | |
| 36 89 | St. Mary's..... | 11 50 | | |
| 310 23 | St. Mary's Ferry..... | 83 50 | | |
| 12 59 | St. Paul's..... | 10 00 | | |
| 13,960 44 | St. Stephen..... | 2,093 13 | 120 00 | 120 00 |
| 8 26 | St. Thomas..... | 10 00 | | |
| 2,200 37 | Sackville..... | 700 00 | 40 00 | 100 00 |
| 4 83 | Saint Norbert..... | 10 00 | | |
| 4 92 | Saint Pierre..... | 10 00 | | |
| 10 00 | Salem..... | 10 00 | | |
| 23 41 | Salina (late Lower Salt Springs)..... | 12 00 | | |
| 597 64 | Salisbury..... | 233 50 | | |
| 13 29 | Salmon Beach..... | 18 00 | | |
| 29 21 | Salmon Creek..... | 14 00 | | |
| 6 72 | Salmondale (from 1st July, 1884)..... | 7 50 | | |
| 77 63 | Salmonhurst..... | 30 00 | | |
| 80 00 | Salmon River..... | 28 00 | | |
| 32 04 | Salt Springs..... | 10 00 | | |
| 4 00 | Sand Point Road (from 1st Dec., 1884)..... | 3 33 | | |
| 0 44 | Sargent (from 1st March, 1885)..... | 0 83 | | |
| 21 57 | Sartell..... | 10 00 | | |
| 21 21 | Scotch Ridge..... | 12 00 | | |
| 9 46 | Scotch Settlement..... | 10 00 | | |
| 20 23 | Scotch Town..... | 10 00 | | |
| 30 54 | Scovill's Mills..... | 14 50 | | |
| 11 44 | Scribner..... | 10 00 | | |
| 2 21 | Sea Dog Cove (3 Quarters)..... | 7 50 | | |
| 23 01 | Sea Side..... | 16 00 | | |
| 48 41 | Seal Cove..... | 18 00 | | |
| 36 80 | Second Falls..... | 18 00 | | |
| 4 53 | Second Westcock..... | 10 00 | | |
| | Sevogle..... | 10 80 | | |
| 20 00 | Shanklin..... | 10 00 | | |
| 17 60 | Shannon..... | 12 00 | | |
| 12 35 | Shannonvale..... | 10 00 | | |
| 11 80 | Sheba..... | 10 00 | | |
| 1,684 20 | Shediac (*including arrears)..... | *540 00 | 75 00 | 60 00 |
| 4 82 | Shediac Bridge..... | 10 00 | | |
| 14 89 | Shediac Road..... | 10 00 | | |
| 97 83 | Sheffield..... | 186 00 | | |
| 120 10 | Sheffield Academy..... | 39 00 | | |
| 4 77 | Shenstone (from 1st July, 1884)..... | 7 50 | | |
| | Shepody Road..... | 10 00 | | |
| 0 72 | Sherlock (from 1st Jan., 1885)..... | 2 50 | | |
| 8 54 | Shinnickburn..... | 10 00 | | |
| 130 51 | Shippigan..... | 61 50 | 20 00 | |
| 5 50 | Shippigan Island..... | 10 00 | | |
| 2 36 | Shirley Settlement (closed 31st Dec., 1884)..... | 7 50 | | |
| 12 00 | Shortholme..... | 10 00 | | |
| 12 82 | Silverstream..... | 10 00 | | |
| 69 26 | Smith's..... | 42 00 | | |
| 21 76 | Smith's Creek..... | 11 50 | | |
| 16 55 | Smith Town..... | 10 00 | | |
| 16 77 | Snider Mountain..... | 10 00 | | |
| 82 00 | Somerville..... | 30 00 | 12 00 | |

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|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 6 59 | Southampton | 12 00 | | |
| 39 00 | South Bay (*discontinued) | 24 00 | *7 50 | |
| 10 39 | South Branch, Kennebecasis | 10 00 | | |
| 44 05 | South Branch, St. Nicholas River | 19 00 | | |
| 23 00 | South Clones | 10 00 | | |
| 0 07 | South Esk | 10 00 | | |
| 11 50 | South Knowlesville | 11 50 | | |
| 159 80 | South Nelson | 63 00 | | |
| 7 28 | South Nelson Road | 10 00 | | |
| 113 11 | South Rockland | 68 00 | | |
| 13 32 | South Tilley | 10 00 | | |
| 0 64 | Speerville (1 Quarter) | 2 50 | | |
| 11 09 | Spence | 10 00 | | |
| 287 76 | Springfield, King's | 60 00 | 40 00 | |
| 14 00 | Springfield, York | 10 00 | | |
| 7 32 | Spring Hill | 10 00 | | |
| 4 36 | Spruce Lake | 10 00 | 6 00 | |
| 129 36 | Stanley | 60 00 | | |
| 137 92 | Starkey's | 20 00 | | |
| 6 64 | Steeve's Mountain | 10 00 | | |
| 9 04 | Steeve's Settlement | 16 00 | | |
| 48 37 | Stewarton | 20 00 | | |
| 5 09 | Stile's Village | 10 00 | | |
| 4 33 | Stony Creek | 10 00 | | |
| | Strathabo | 10 00 | | |
| 18 50 | Strathadam | 10 00 | | |
| 21 30 | Stymast Settlement (*discontinued) | 11 50 | *1 00 | |
| 15 73 | Summer Hill | 10 00 | | |
| 0 86 | Sunnyside | 10 00 | | |
| 194 00 | Surrey | 80 00 | | |
| 165 29 | Sussex Corner | 88 00 | | |
| 9 50 | Sussex Portage | 10 00 | | |
| 1,763 20 | Sussex Vale | 520 00 | 90 01 | 80 00 |
| 20 70 | Swan Creek | 10 00 | | |
| 15 61 | Sweeneyville | 10 00 | | |
| 2 09 | Synton (from 1st July, 1884) | 7 50 | | |
| 7 25 | Sypher's Cove | 10 00 | | |
| 86 55 | Tabucintac | 37 50 | | |
| 94 15 | Taylor Village | 40 00 | | |
| 0 18 | Tay Mills | 10 00 | | |
| 30 65 | Tay Settlement | 12 00 | | |
| 6 72 | Temperance Vale | 10 00 | | |
| 0 40 | Ten-Mile Creek | 12 00 | | |
| 8 38 | Tenant's Cove | 10 00 | | |
| 14 23 | Tête à Gauche River, North Side | 10 00 | | |
| 14 06 | Tête à Gauche River, South Side | 10 00 | | |
| 2 11 | Texas River (from 1st Jan., 1885) | 2 50 | | |
| 29 00 | The Range | 12 00 | | |
| 2 25 | Thomond | 10 00 | | |
| 3 13 | Thornbrook | 10 00 | | |
| 22 95 | Thorntown | 11 50 | | |
| 33 89 | Three Brooks | 12 00 | | |
| 57 29 | Three-Mile House (*discontinued) | 33 32 | *7 50 | |
| 4 42 | Three-Tree Creek | 10 00 | | |
| 19 03 | Tidnish Bridge | 12 00 | | |
| 11 96 | Tilley | 10 00 | | |
| 33 88 | Titusville | 16 00 | | |

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|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts |
| 13 87 | Tobique River | 12 00 | | |
| 6 12 | Tooleton | 10 00 | | |
| 53 42 | Tower Hill | 15 00 | | |
| 237 80 | Tracadie | 100 00 | ..... | ..... |
| 34 48 | Tracey's Mills | 16 00 | ..... | ..... |
| 59 50 | Tracey's Station | 24 00 | ..... | ..... |
| 5 96 | Tracyville | 10 00 | ..... | ..... |
| ..... | Trout Brook | 10 00 | ..... | ..... |
| 26 18 | Turtle Creek | 12 00 | ..... | ..... |
| 22 50 | Tweedside | 10 00 | ..... | ..... |
| 25 31 | Undine | 10 00 | ..... | ..... |
| 14 30 | Union Corner | 10 00 | ..... | ..... |
| 26 95 | Upham | 24 00 | ..... | ..... |
| 54 23 | Upham Station | 21 00 | ..... | ..... |
| 11 59 | Upper Abouggoggin | 10 00 | ..... | ..... |
| 7 68 | Upper Bay du Vin | 10 00 | ..... | ..... |
| 19 42 | Upper Brighton | 12 00 | ..... | ..... |
| 8 63 | Upper Burton | 10 00 | ..... | ..... |
| 3 00 | Upper Buctouche | 10 00 | ..... | ..... |
| 25 00 | Upper Cape | 10 00 | ..... | ..... |
| 36 12 | Upper Caraquet (3 Quarters) | 16 00 | ..... | ..... |
| 14 20 | Upper Caverhill | 9 99 | ..... | ..... |
| 3 38 | Upper Coal Creek (from 1st Sept., 1884) | 5 83 | ..... | ..... |
| 94 03 | Upper Gagetown | 29 50 | ..... | ..... |
| 27 00 | Upper Gaspereaux | 18 00 | ..... | ..... |
| 13 00 | Upper Goshen | 10 00 | ..... | ..... |
| 10 68 | Upper Greenwich | 10 00 | ..... | ..... |
| 30 28 | Upper Hampstead | 16 00 | ..... | ..... |
| 44 78 | Upper Hayneville | 30 00 | ..... | ..... |
| 51 46 | Upper Kent | 15 50 | ..... | ..... |
| 44 83 | Upper Keswick | 24 00 | ..... | ..... |
| 13 92 | Upper Keswick Ridge | 10 00 | ..... | ..... |
| 12 94 | Upper Kintore | 10 00 | ..... | ..... |
| 5 50 | Upper Knoxford (from 1st Sept., 1884) | 5 83 | ..... | ..... |
| 7 75 | Upper Loch Lomond | 10 00 | ..... | ..... |
| 30 60 | Upper Magaguadavic | 16 00 | ..... | ..... |
| 26 41 | Upper Maugerville | 12 00 | ..... | ..... |
| 2 43 | Upper Mills | 10 00 | ..... | ..... |
| 45 72 | Upper Neguac | 15 50 | ..... | ..... |
| 8 16 | Upper New Horton | 10 00 | ..... | ..... |
| 13 54 | Upper Otnabog | 10 00 | ..... | ..... |
| 28 45 | Upper Peel | 14 00 | ..... | ..... |
| 9 06 | Upper Queensbury | 12 00 | ..... | ..... |
| 15 45 | Upper Rockport | 10 00 | ..... | ..... |
| 118 82 | Upper St. Bazil | 48 50 | ..... | ..... |
| 15 24 | Upper St. Francis | 18 00 | ..... | ..... |
| 166 00 | Upper Sackville | 60 00 | ..... | ..... |
| 106 17 | Upper Sheffield | 40 00 | ..... | ..... |
| ..... | Upper Southampton | 10 00 | ..... | ..... |
| 13 00 | Upperton | 15 00 | ..... | ..... |
| 31 68 | Upper Wicklow | 16 00 | ..... | ..... |
| 189 75 | Upper Woodstock | 80 00 | ..... | ..... |
| 4 04 | Urhuhart's | 10 00 | | |
| 92 50 | Victoria | 50 00 | | |
| 2 50 | Victory | 10 00 | | |
| 5 04 | Vienneau (from 1st Oct., 1884) | 5 00 | | |

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| Gross Revenue from Sale of Postage Stamps, &c. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|---------------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 16 89 | Waasis Station | 14 50 | | |
| 1 01 | Walker's Settlement (from 1st May, 1884) | 9 16 | | |
| 11 00 | Ward's Creek Road | 10 00 | | |
| 20 46 | Waterborough | 12 00 | | |
| 159 17 | Waterford | 43 00 | | |
| 27 00 | Waterside | 11 50 | | |
| 38 31 | Waterville (3 Quarters) | 15 00 | | |
| 9 30 | Watson Settlement | 10 50 | | |
| 13 01 | Waweig | 10 00 | | |
| | Wayerton (from 1st Oct., 1884) | 5 00 | | |
| 672 23 | Weldford | 190 00 | 11 50 | |
| 3 72 | Wellington | 10 00 | | |
| 1 77 | Wells | 10 00 | | |
| 149 08 | Welsford | 58 50 | | |
| 47 23 | West Branch, St. Nicholas River | 11 50 | | |
| 16 12 | Westcock | 12 00 | | |
| 23 03 | Westfield | 11 50 | | |
| 16 50 | West Glassville | 11 50 | | |
| 198 06 | Westmoreland Point | 126 00 | 108 00 | |
| 102 17 | West Quaco | 70 00 | | |
| 8 93 | West River | 10 00 | | |
| 11 05 | West Scotch Settlement | 10 00 | | |
| | Wheaton Mills | 10 00 | | |
| | Wheaton Settlement | 10 08 | | |
| 62 75 | Whitehead, Charlotte | 19 00 | | |
| 9 50 | Whitehead, King's | 10 00 | | |
| 76 00 | White's Cove | 28 00 | | |
| 8 36 | White's Point | 10 00 | | |
| 1 01 | Whitney | 10 00 | | |
| 42 57 | Whittier's Ridge | 15 00 | | |
| 45 88 | Wickham | 16 00 | | |
| 59 00 | Wicklow | 26 00 | 16 00 | |
| 4 97 | Wiggins | 10 00 | | |
| 5 00 | Wilbur | 10 00 | | |
| 7 28 | Williamstown | 10 00 | | |
| 9 14 | Willowdale | 10 00 | | |
| 20 25 | Willowgrove | 12 00 | | |
| 14 00 | Wilson's Beach | 10 00 | | |
| 26 83 | Winding Ledges | 12 00 | | |
| 32 35 | Windsor | 12 00 | | |
| 29 96 | Wood Point | 12 00 | | |
| 12 77 | Woodside | 10 00 | | |
| 3,641 71 | Woodstock | 1,000 00 | 400 00 | 240 00 |
| 8 28 | Woodstock Road Station | 10 00 | | |
| 2 51 | Woodville | 10 00 | | |
| 104 12 | Woodward's Cove | 62 00 | | |
| 10 00 | Yoho | 10 00 | | |
| 26 49 | York Mills | 10 00 | | |
| 48 04 | Young's Cove | 16 00 | | |
| \$140,552 61½ | Totals | †\$37,016 34 | \$3,308 23 | \$1,900 00 |

† N.B.—Of this, the amount of \$34,034.54 was paid from Revenue collections, and \$2,981.80 from Parliamentary appropriation. The latter has been brought to account at page 135, part ii.

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF MANITOBA, &c.

A, IN REPORT NO. 3, E.

DETAIL of all payments made for Salaries, &c., in Manitoba 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, 1885.

| Name. | Service. | Salary. | Provisional Allowance. | Night Duty and Mileage. | Total. |
|------------------|--|----------|------------------------|-------------------------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| | MANITOBA, &c., DIVISION. | | | | |
| W. W. McLeod. | Post Office Inspector. | 2,200 00 | 275 00 | | |
| R. R. Brought. | Acting Assistant Inspector, to 30th September, 1884; (transferred to Winnipeg Post Office)..... | 200 00 | 50 00 | | |
| A. J. Patton. | do from 1st October, 1884; (transferred from Railway Mail Service, and re-transferred 1st April, 1885) | 480 00 | 120 00 | 30 33 | |
| A. W. Cairns. | do from 1st April, 1885; (transferred from Winnipeg Post Office)..... | 225 00 | 56 25 | | |
| A. McGillis | 2nd Class Clerk..... | 1,037 50 | 207 50 | | 3,638 88 |
| O. F. Tuok. | do | 670 00 | 167 50 | | 1,245 00 |
| J. L. Broughton | do (suspended from 1st to 22nd February, 1885)..... | 421 18 | 168 47 | | |
| R. A. Stevenson | Temporary Clerk, to 22nd June, 1885..... | 391 11 | 156 44 | | 1,427 15 |
| W. T. Macpherson | do from 1st August, 1884 (transferred from Winnipeg Post Office) | 366 67 | 146 67 | | |
| T. H. Marshall | do from 9th March, 1885 | 124 73 | 49 90 | | 1,235 53 |
| W. S. Wallace | Temporary Messenger..... | 547 50 | | | 547 50 |
| | Totals, Inspector's Office | 6,663 69 | 1,397 73 | 30 33 | 8,091 75 |
| | RAILWAY MAIL SERVICE. | | | | |
| O. E. Kavanagh | Chief Railway Mail Clerk..... | 1,200 00 | 240 00 | 131 30 | 1,571 30 |
| A. J. Patton | do (for period, see Inspector's Office, above)..... | 480 00 | 120 00 | 339 83 | 939 83 |

A, IN REPORT NO. 3, E—Detail of all payments for salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Provisional Allowance. | Night Duty and Mileage. | Total. |
|--|---|-----------|------------------------|-------------------------|-----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| RAILWAY MAIL SERVICE—Concluded. | | | | | |
| J. A. Garman..... | 2nd Class Railway Mail Clerk | 793 33 | 198 33 | 466 18 | |
| W. T. Cox..... | do | 800 00 | 200 00 | 589 07 | |
| J. G. Norris | do | 692 33 | 173 33 | 651 09 | |
| J. A. Lynch | do | | | | |
| | from 1st August, 1884; suspended from 21st January, to 8th February, 1886; (transferred from Winnipeg Post Office)..... | 587 03 | 146 75 | 221 04 | |
| L. T. Prudhomme..... | do | 510 00 | 127 50 | 313 81 | 6,469 79 |
| | from 1st October, 1884 (transferred; from Winnipeg Post Office)..... | | | | |
| 15 J. G. Moore..... | do | 520 00 | 208 00 | 355 60 | |
| 4 C. R. Stewart | do | *591 23 | *196 17 | 450 88 | |
| J. T. O'Loane..... | do | *526 67 | *210 67 | 382 33 | |
| A. B. Campbell..... | do | 186 43 | 78 56 | 111 77 | |
| J. H. P. Brown..... | do | 480 00 | 192 03 | 472 67 | |
| W. B. Sloan..... | do | 480 00 | 192 00 | 395 79 | |
| H. H. Pinney..... | do | 480 00 | 192 00 | 386 13 | |
| J. J. O'Farrell..... | do | 480 00 | 192 00 | 478 43 | |
| F. H. Duff..... | do | 287 14 | 114 86 | 210 40 | |
| C. Gleeson..... | do | 400 00 | 160 00 | 218 02 | |
| F. E. Harrison..... | do | 400 00 | 160 00 | 194 06 | 10,393 81 |
| | do | | | | |
| T. A. Scott..... | Temporary Railway Mail Clerk, from 23rd January, 1885; (transferred from Winnipeg Post Office)..... | 201 94 | 80 77 | 114 86 | |
| P. W. Allaire..... | do | 211 61 | 84 64 | 152 53 | 846 35 |
| | from 23rd January, 1885..... | | | | |
| | Totals, Railway Mail Service | 10,317 71 | 3,267 58 | 6,635 79 | 20,221 08 |
| WINNIPEG POST OFFICE. | | | | | |
| W. Hargrave..... | Postmaster..... | 2,200 00 | 275 00 | | |
| R. R. Brough..... | Assistant Postmaster from 1st October, 1884; (transferred from Inspector's Office)..... | 1,125 81 | 210 00 | | 3,810 81 |

| 2nd Class Clerk | | 3rd | | 6,868 85 | | 10,681 66 | |
|--|----|----------------------|----|----------|--------|-----------|-------|
| J. O. Poitras..... | do | J. Taylor..... | do | 1,132 50 | 236 50 | 17 20 | ..... |
| E. Barrett..... | do | L. A. Lynch..... | do | 1,012 50 | 202 50 | 29 32 | ..... |
| C. M. Roswell..... | do | L. T. Prudhomme..... | do | 1,012 50 | 202 50 | 160 00 | ..... |
| G. H. Allen..... | do | A. Yorke..... | do | 987 50 | 209 35 | 106 66 | ..... |
| W. E. Bennett..... | do | J. Scott..... | do | 900 00 | 131 25 | 13 33 | ..... |
| A. W. Cairns..... | do | H. O. Dumas..... | do | 673 00 | 163 75 | 160 00 | ..... |
| Probationary to 31st March, 1885; less fine (transferred to Inspector's Office)..... | | | | 673 00 | 163 75 | 160 00 | ..... |
| (less fines)..... | | | | 786 00 | 200 00 | 17 20 | ..... |
| do to 31st July, 1884; (transferred to Railway Mail Service)..... | | | | 58 67 | 14 17 | 29 32 | ..... |
| do to 30th September, 1884..... | | | | 170 00 | 42 50 | 160 00 | ..... |
| do to 31st May, 1885; (transferred to Ottawa Post Office)..... | | | | 630 00 | 157 50 | 106 66 | ..... |
| do..... | | | | 690 00 | 172 50 | 13 33 | ..... |
| do..... | | | | 690 00 | 172 50 | 160 00 | ..... |
| do..... | | | | 690 00 | 172 50 | 13 33 | ..... |
| do to 31st July, 1884; (dismissed)..... | | | | 58 67 | 14 17 | 160 00 | ..... |
| do..... | | | | 680 00 | 170 00 | 17 20 | ..... |
| do..... | | | | 530 09 | 312 00 | 29 32 | ..... |
| do..... | | | | 506 20 | 189 34 | 169 70 | ..... |
| do (suspended ten days in August, 1884)..... | | | | 480 00 | 192 00 | 169 70 | ..... |
| do..... | | | | 450 00 | 180 00 | 28 00 | ..... |
| do..... | | | | 440 00 | 176 00 | 16 66 | ..... |
| do..... | | | | 429 50 | 172 00 | 26 66 | ..... |
| do (less fine)..... | | | | 66 66 | 16 66 | 2 60 | ..... |
| do from 1st June, 1885; (transferred from Ottawa Post Office)..... | | | | 66 66 | 16 66 | ..... | ..... |
| do Probationary, to 31st August, 1884 (resigned)..... | | | | 400 00 | 160 00 | ..... | ..... |
| do..... | | | | 43 89 | 17 20 | ..... | ..... |
| do..... | | | | 73 26 | 29 32 | ..... | ..... |
| do..... | | | | 400 00 | 160 00 | ..... | ..... |
| do..... | | | | 266 66 | 106 66 | ..... | ..... |
| do..... | | | | 33 33 | 13 33 | ..... | ..... |
| do..... | | | | 400 00 | 160 00 | ..... | ..... |
| do..... | | | | 171 04 | 68 38 | 1 30 | ..... |
| do..... | | | | 33 33 | 13 33 | ..... | ..... |
| do..... | | | | 388 17 | 155 27 | ..... | ..... |
| do..... | | | | 183 31 | 53 33 | 1 30 | ..... |
| do..... | | | | 276 82 | 110 97 | ..... | ..... |
| do..... | | | | 225 81 | 90 32 | ..... | ..... |
| do..... | | | | 225 81 | 90 32 | ..... | ..... |
| do..... | | | | 82 79 | 33 12 | ..... | ..... |
| do..... | | | | 166 67 | 66 67 | ..... | ..... |
| do..... | | | | 82 21 | 32 89 | ..... | ..... |
| do..... | | | | 460 00 | 184 00 | ..... | ..... |
| do..... | | | | 288 33 | 107 33 | ..... | ..... |
| do..... | | | | 460 00 | 184 00 | ..... | ..... |
| do..... | | | | 459 50 | 184 00 | ..... | ..... |
| Temporary Clerk, to 9th August, 1884..... | | | | 43 89 | 17 20 | ..... | ..... |
| do to 6th September, 1884..... | | | | 73 26 | 29 32 | ..... | ..... |
| do..... | | | | 400 00 | 160 00 | ..... | ..... |
| do to 28th February, 1885..... | | | | 266 66 | 106 66 | ..... | ..... |
| do to 31st July, 1884..... | | | | 33 33 | 13 33 | ..... | ..... |
| do..... | | | | 400 00 | 160 00 | ..... | ..... |
| do to 5th December, 1884; (less fine)..... | | | | 171 04 | 68 38 | 1 30 | ..... |
| do to 31st July, 1884; (transferred to Inspector's Office)..... | | | | 33 33 | 13 33 | ..... | ..... |
| do from 12th July, 1884..... | | | | 388 17 | 155 27 | ..... | ..... |
| do from 1st October, 1884; to 22nd January, 1885; (transferred to Railway Mail Service)..... | | | | 183 31 | 53 33 | 1 30 | ..... |
| do from 22nd October, 1884; (less fine)..... | | | | 276 82 | 110 97 | ..... | ..... |
| do from 8th December, 1884..... | | | | 225 81 | 90 32 | ..... | ..... |
| do..... | | | | 225 81 | 90 32 | ..... | ..... |
| do from 17th January to 31st March, 1885..... | | | | 82 79 | 33 12 | ..... | ..... |
| do from 1st February, 1885..... | | | | 166 67 | 66 67 | ..... | ..... |
| do from 17th April, 1885..... | | | | 82 21 | 32 89 | ..... | ..... |
| Superintendent Letter Carrier..... | | | | 460 00 | 184 00 | ..... | ..... |
| do Letter Carrier, to 31st January, 1885 (resigned)..... | | | | 288 33 | 107 33 | ..... | ..... |
| do Letter Carrier..... | | | | 460 00 | 184 00 | ..... | ..... |
| do (less fine)..... | | | | 459 50 | 184 00 | ..... | ..... |
| F. W. Scott..... |  |  |  | ..... | ..... | ..... | ..... |
| C. P. Braithwaite..... |  |  |  | ..... | ..... | ..... | ..... |
| R. R. Mills..... |  |  |  | ..... | ..... | ..... | ..... |
| G. L. Southwick..... |  |  |  | ..... | ..... | ..... | ..... |
| R. Sherman..... |  |  |  | ..... | ..... | ..... | ..... |
| G. L. Ferguson..... |  |  |  | ..... | ..... | ..... | ..... |
| H. S. Eley..... |  |  |  | ..... | ..... | ..... | ..... |
| W. T. Macpherson..... |  |  |  | ..... | ..... | ..... | ..... |
| S. Mulvey, jun..... |  |  |  | ..... | ..... | ..... | ..... |
| T. A. Scott..... |  |  |  | ..... | ..... | ..... | ..... |
| A. F. A. Chabot..... |  |  |  | ..... | ..... | ..... | ..... |
| W. B. Sheppard..... |  |  |  | ..... | ..... | ..... | ..... |
| D. A. Kaiser..... |  |  |  | ..... | ..... | ..... | ..... |
| J. D. Warrin..... |  |  |  | ..... | ..... | ..... | ..... |
| G. P. Sheppard..... |  |  |  | ..... | ..... | ..... | ..... |
| B. Parson..... |  |  |  | ..... | ..... | ..... | ..... |
| E. A. Griffith..... |  |  |  | ..... | ..... | ..... | ..... |
| E. A. Taylor..... |  |  |  | ..... | ..... | ..... | ..... |
| W. Cunningham..... |  |  |  | ..... | ..... | ..... | ..... |
| R. Miller..... |  |  |  | ..... | ..... | ..... | ..... |

A, IN REPORT No. 8, E—Detail of all payments for Salaries, &c., in Manitoba, &c., made within the Year ended 30th June, 1885.

11:

| Name. | Service. | Salary. | Provisional Allowance. | Night Duty and Mileage. | Total. |
|---|---|-----------|------------------------|-------------------------|-------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| WINNIPEG POST OFFICE—Concluded. | | | | | |
| W. Lipsett..... | Letter Carrier (including arrears)..... | 370 00 | 148 00 | | |
| J. Stevenson..... | do | 370 00 | 148 00 | | 3,343 16 |
| W. J. Cuthbert, sen. | Temporary Letter Carrier (including arrears)..... | 370 00 | 148 00 | | |
| W. J. Cuthbert, jun. | do | 370 00 | 148 00 | | |
| W. M. Burrows..... | do | 370 00 | 148 00 | | |
| J. McDonald..... | do | 370 00 | 148 00 | | |
| S. J. Smith..... | do | 370 00 | 148 00 | | |
| J. H. Lilly..... | do | 369 36 | 143 74 | | |
| W. H. Taylor..... | do | 370 00 | 148 00 | | |
| R. Ode..... | from 12th January, 1885..... | 169 35 | 67 74 | | |
| W. J. Gow..... | do | 167 42 | 66 97 | | |
| J. Brown..... | Messenger..... | 560 00 | 224 00 | | 4,082 57 |
| | Totals, Winnipeg Post Office..... | 25,738 34 | 7,613 24 | 416 70 | 33,768 28 |
| RECAPITULATION. | | | | | |
| | Totals of Inspector's Office..... | 6,683 69 | 1,397 73 | 30 33 | 8,091 75 |
| | do Railway Mail Service..... | 10,317 71 | 3,267 68 | 6,635 79 | 20,221 08 |
| | do Winnipeg Post Office..... | 25,738 34 | 7,613 24 | 416 70 | 33,768 28 |
| | Grand Totals..... | 42,719 74 | 12,278 55 | 7,082 82 | 62,081 11 |
| Balances of salaries remitted to Postmasters by cheque other than above, being excess of their salaries over the amount of revenue collected by them (see total of following statement) | | | | | |
| | Total..... | | | | 1,860 22 |
| | | | | | \$63,941 33 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, E.

DETAIL of Salaries ; Allowances for Forward Duty ; Allowances in aid of Rent, Fuel and Light ; and of Revenue collected at the several Post Offices in Manitoba and the North-West Territories, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 13 33 | Abernethy (from 1st Sept., 1884)..... | 5 83 | | |
| 50 20 | Adelpha..... | 10 00 | | |
| 96 54 | Alameda..... | 38 60 | | |
| 36 18 | Alcester..... | 10 00 | | |
| 84 30 | Alexandria..... | 37 50 | | |
| 13 50 | Almasippi (from 1st Jan., 1885)..... | 5 40 | | |
| 28 40 | Antler..... | 10 00 | | |
| 1,478 79 | Archibald (*from 1st July, 1884)..... | 240 00 | 200 00 | *30 00 |
| 41 90 | Arden Station (from 1st Dec., 1884)..... | 3 33 | | |
| 14 16 | Argyle..... | 11 50 | | |
| 29 44 | Armstrong's Lake (from 1st July, 1884)..... | 11 76 | | |
| 35 64 | Arnaud..... | 15 00 | | |
| 31 13 | Arrow River..... | 15 11 | | |
| 11 35 | Arrowton (from 1st Sept., 1884)..... | 5 83 | | |
| 99 45 | Assissippi..... | 34 19 | | |
| 30 80 | Assiniboine..... | 16 00 | | |
| 169 65 | Austin (*including arrears)..... | *43 17 | | |
| 16 84 | Aweme (from 1st July, 1884)..... | 7 50 | | |
| 164 70 | Baie St. Paul..... | 47 50 | | |
| 21 73 | Balcarres..... | 11 50 | | |
| 73 19 | Balgonie..... | 21 98 | | |
| 17 46 | Balmerino..... | 10 00 | | |
| 117 83 | Balmoral (5 Quarters)..... | 62 50 | | |
| 92 07 | Batoche..... | 28 66 | | |
| 484 33 | Battleford (3 Quarters)..... | 170 00 | | |
| 62 05 | Beaconsfield..... | 36 01 | | |
| 90 79 | Beausejour (7 Quarters)..... | 22 00 | | |
| 18 06 | Beaver Creek..... | 20 00 | | |
| 32 34 | Beaver Rapids..... | 17 50 | | |
| 64 27 | Belleview..... | 18 71 | | |
| 63 55 | Beresford..... | 23 80 | | |
| 380 74 | Beulah..... | 123 00 | | |
| 9 85 | Big Forks..... | 10 50 | | |
| 212 94 | Bluscarth..... | 65 08 | | |
| 64 48 | Birds' Hill (5 Quarters)..... | 27 50 | | |
| 1,028 11 | Birtle..... | 460 00 | 40 00 | 60 00 |
| 22 34 | Blake..... | 11 50 | | |
| 35 00 | Blumenort..... | 27 00 | | |
| 12 76 | Blythfield..... | 11 50 | | |
| 17 88 | Boakview (from 1st Oct., 1884)..... | 5 00 | | |
| 64 09 | Bradwardine (from 1st Aug., 1884)..... | 25 58 | | |
| 7,892 94 | Brandon (*including special allowance)..... | *2,720 00 | 400 00 | 600 00 |
| 32 13 | Brandon Hills..... | 18 00 | | |
| 5 00 | Bresalor (opened 1st Sept., 1884 ; 4 Months)..... | 3 33 | | |
| 54 64 | Bridge Creek..... | 18 00 | | |
| 23 18 | Brierwood (from 1st July, 1884)..... | 7 50 | | |
| 763 21 | Broadview..... | 270 00 | | |
| 23 04 | Brookdale..... | 14 50 | | |
| 69 26 | Burnside..... | 30 00 | | |
| 38 09 | Butterfield..... | 12 18 | | |

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|------|--|-----------|------|---------------------|------|--|------|
| \$ | cts. | | \$ | cts. | \$ | cts. | \$ | cts. |
| 23 | 27 | Cadurcis | 15 | 50 | | | | |
| 58 | 69 | Calf Mountain | 40 | 00 | | | | |
| 3,966 | 83 | Calgary (5 Quarters; *including arrears)..... | *1,344 | 53 | *419 | 35 | *425 | 16 |
| 102 | 23 | Camille | 32 | 04 | | | | |
| 35 | 84 | Campbellville..... | 15 | 50 | | | | |
| 49 | 35 | Canmore (*from 1st Oct., 1884)..... | 27 | 69 | | | | |
| 1,083 | 50 | Carberry (*from 1st July, 1884)..... | 375 | 00 | 60 | 00 | *30 | 00 |
| 305 | 03 | Carleton (3 Quarters)..... | 75 | 00 | | | | |
| 25 | 05 | Carlingville..... | 11 | 50 | | | | |
| 169 | 22 | Carlyle..... | 60 | 00 | | | | |
| 400 | 50 | Carman | 140 | 00 | | | | |
| 32 | 76 | Carnduff (from 1st Sept., 1884)..... | 5 | 83 | | | | |
| 29 | 91 | Caron (from 1st Nov., 1884)..... | 11 | 92 | | | | |
| 35 | 89 | Carrolton..... | 16 | 01 | | | | |
| 29 | 00 | Carsdale..... | 11 | 50 | | | | |
| 298 | 68 | Cartwright..... | 83 | 50 | | | | |
| 232 | 73 | Chater..... | 77 | 50 | | | | |
| 18 | 34 | Chortitz (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 58 | 28 | Chumah | 14 | 50 | | | | |
| 100 | 81 | Clandeboye | 47 | 50 | | | | |
| 39 | 75 | Clan William..... | 14 | 50 | | | | |
| 28 | 00 | Clare | 11 | 50 | | | | |
| 35 | 10 | Clear Springs | 17 | 50 | | | | |
| 243 | 12 | Clear Water..... | 95 | 00 | 40 | 00 | | |
| 50 | 05 | Clover Bar..... | 10 | 00 | | | | |
| 45 | 48 | Cook's Creek (3 Quarters)..... | 11 | 00 | | | | |
| 18 | 75 | Craigilea (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 56 | 78 | Craven..... | 11 | 50 | | | | |
| 24 | 22 | Creeford..... | 23 | 00 | | | | |
| 87 | 74 | Crescent Lake..... | 26 | 29 | | | | |
| 32 | 92 | Crewe (from 1st Aug., 1884)..... | 6 | 67 | | | | |
| 28 | 63 | Cross Lake Station (3 Quarters)..... | 18 | 61 | | | | |
| 255 | 54 | Crystal City..... | 150 | 00 | 24 | 00 | | |
| 15 | 62 | Dalesboro (from 6th Sept., 1884)..... | 5 | 83 | | | | |
| 105 | 19 | Dalton; late Griswold (*to 31st May, 1884, including arrears)..... | 75 | 00 | *34 | 67 | | |
| 228 | 61 | Darlingford..... | 72 | 50 | 12 | 00 | | |
| 70 | 03 | De Clare..... | 24 | 09 | | | | |
| 578 | 73 | Deloraine..... | 210 | 00 | | | | |
| 77 | 66 | Desford..... | 77 | 50 | | | | |
| 438 | 50 | Dominion City..... | 190 | 00 | | | | |
| 35 | 69 | Donors..... | 11 | 50 | | | | |
| 137 | 72 | Douglas Station..... | 35 | 00 | | | | |
| 4 | 00 | Drumconnor (from 1st Nov., 1884)..... | 4 | 17 | | | | |
| 14 | 50 | Dry River (from 1st July, 1884)..... | 7 | 50 | | | | |
| 26 | 48 | Dundee..... | 11 | 50 | | | | |
| 99 | 75 | Dynevor..... | 40 | 00 | | | | |
| 249 | 69 | East Selkirk..... | 103 | 14 | | | | |
| 44 | 16 | Eden..... | 22 | 50 | | | | |
| 51 | 30 | Edgeley Farm (from 1st Oct., 1884)..... | 20 | 50 | | | | |
| 665 | 50 | Edmonton..... | 250 | 01 | | | | |
| 424 | 59 | Elkhorn..... | 150 | 82 | | | | |
| 74 | 87 | Ellisboro..... | 40 | 00 | | | | |
| 43 | 03 | Elm Valley..... | 17 | 50 | | | | |
| 18 | 73 | Elton..... | 14 | 50 | | | | |

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 2,009 65 | Emerson (*including arrears) | *1,442 22 | 94 44 | *269 17 |
| 902 28 | End of Track (from 1st Oct., 1884) | 350 66 | | |
| 44 75 | Erinview (from 1st July, 1884) | 7 50 | | |
| 37 84 | Fairburne | 17 50 | | |
| 14 76 | Fairmede (from 1st July, 1884) | 7 50 | | |
| 14 87 | Fairmont | 17 50 | | |
| 83 70 | Fleming (from 1st July, 1884) | 20 92 | | |
| 17 93 | Florenta (from 1st Sept., 1884) | 5 83 | | |
| 14 95 | Forest Farm (from 1st Dec., 1884) | 3 33 | | |
| 13 21 | Fort Alexander | 14 50 | | |
| 163 73 | Fort Ellice | 100 00 | £0 00 | |
| 71 78 | Fort Francis | 54 00 | | |
| 1,075 49 | Fort McLeod (*including arrears) | *427 58 | | *75 00 |
| 181 49 | Fort Pitt (3 Quarters) | 56 99 | | |
| 53 80 | Fort Saskatchewan (7 Quarters) | 157 50 | | |
| 26 69 | Foxton | 19 00 | | |
| 57 57 | Gauthier | 37 50 | | |
| 19 04 | Gimli | 84 50 | | |
| 1 48 | Giroux (from 1st Nov. 1884) | 4 17 | | |
| 820 92 | Gladstone | 360 00 | 12 00 | 40 00 |
| 17 42 | Glen Adelaide (from 1st July, 1884) | 7 50 | | |
| 144 40 | Gleichen (from 1st Sept., 1884) | 57 75 | | |
| 40 93 | Glenboro' | 19 20 | | |
| 28 47 | Glendale | 32 00 | | |
| 126 28 | Glendinning | 43 50 | | |
| 69 45 | Glenora | 24 00 | | |
| 10 60 | Golden Stream (2 Quarters) | 10 00 | | |
| 15 86 | Grandin (3 Quarters) | 12 00 | | |
| 22 77 | Green Ridge | 16 00 | | |
| 14 16 | Greenwood | 11 50 | | |
| 580 78 | Grenfell | 237 83 | | |
| 550 51 | Gretna | 219 21 | | |
| 207 80 | Griswold Station (*from 1st June, 1884) | 83 07 | *43 33 | |
| 32 50 | Grund (3 Quarters) | 10 50 | | |
| 71 01 | Hamiota (late Hamilton) | 27 50 | | |
| 43 05 | Hanlan | 14 50 | | |
| 16 24 | Hayfield | 11 50 | | |
| 26 81 | Hayward (from 1st July, 1884) | 7 50 | | |
| 14 57 | Hazelwold | 11 50 | | |
| 146 25½ | Headingly | 67 50 | | |
| 103 90 | Heaslip | 32 50 | | |
| 29 11 | Hernesfield (from 1st July, 1884) | 7 50 | | |
| 360 57 | High Bluff | 130 00 | | |
| 82 07 | High River | 32 70 | | |
| 18 91 | Hillburn | 14 50 | | |
| 50 60 | Hillview | 20 23 | | |
| 24 50 | Hochstadt (from 1st July, 1884) | 7 50 | | |
| 41 92 | Holland | 28 50 | | |
| 132 79 | Ignace | 53 49 | | |
| 17 28 | Indian Ford | 11 50 | | |
| 987 94 | Indian Head (*from 1st Jan., 1885; †from 1st July, 1884) | 300 00 | *5 00 | †30 00 |

A, IN REPORT NO. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 97 55 | Joly, (late Rat River) | 17 50 | | |
| 29 23 | Katepwe..... | 14 46 | | |
| 277 01 | Keewatin Mills | 135 00 | | |
| 31 00 | Kenlis..... | 10 00 | | |
| 59 44 | Kildonan..... | 40 00 | 20 00 | |
| 87 35 | Killarney..... | 20 00 | | |
| 46 00 | Kinbrae (from 1st Oct., 1884)..... | 18 38 | | |
| 23 00 | Kingsley..... | 16 00 | | |
| 39 45 | Kinistino..... | 17 50 | | |
| 4 50 | Kirkpatrick (2 Quarters)..... | 5 00 | | |
| 18 66 | La Broquerie..... | 14 50 | | |
| 22 00 | Lake Francis..... | 19 00 | | |
| 126 32 | Langvale (*from 1st June, 1884)..... | 45 00 | *23 33 | |
| 10 10 | Lansburn (from 1st July, 1884)..... | 7 50 | | |
| 15 72 | Lennox (from 1st Oct., 1884)..... | 5 00 | | |
| 26 07 | Letellier..... | 11 00 | | |
| 27 71 | Lintrathen..... | 19 00 | | |
| 85 29 | Littleton..... | 29 00 | | |
| 9 01 | Logoch (from 1st Oct., 1884)..... | 5 00 | | |
| 11 56 | Longfleet (from 1st July, 1884)..... | 7 50 | | |
| 52 35 | Longlaketon..... | 20 64 | | |
| 19 83 | Loon Creek (from 1st Sept., 1884)..... | 5 83 | | |
| 51 74 | Loretto..... | 16 00 | | |
| 20 02 | Lorne..... | 16 00 | | |
| 41 87 | Lothair..... | 17 50 | | |
| 136 1 1/2 | Lower Fort Garry (*to 30th June, 1884)..... | 83 50 | *12 50 | |
| 21 20 | Lowestoft..... | 11 58 | | |
| 24 15 | Lucas..... | 10 00 | | |
| 156 47 | McGregor Station..... | 35 00 | | |
| 82 17 | McLean..... | 32 85 | | |
| 76 49 | Manda..... | 30 59 | | |
| 580 95 | Maple Creek..... | 295 18 | | |
| 31 55 | Marieton (from 1st Nov., 1884)..... | 12 57 | | |
| 65 32 | Maringhurst..... | 36 00 | | |
| 95 00 | Marlborough (from 1st Dec., 1884)..... | 38 00 | | |
| 213 03 | Marney..... | 43 50 | 24 00 | |
| 28 73 | Maskawata..... | 11 00 | | |
| 79 32 | Meadow Lea..... | 36 00 | | |
| 1,204 13 | Medicine Hat..... | 600 00 | | 120 00 |
| 33 87 | Mekiwin..... | 20 00 | | |
| 106 49 | Melbourne..... | 42 82 | | |
| 55 02 | Melgund..... | 17 36 | | |
| 78 50 | Melita (from 1st Aug., 1884)..... | 6 67 | | |
| 172 91 | Menota..... | 47 50 | | |
| 37 96 | Menteith..... | 11 50 | | |
| 56 47 | Miami..... | 20 00 | | |
| 4 62 | Nichie (from 1st Sept., 1884)..... | 5 83 | | |
| 78 84 | Middle Church..... | 23 00 | | |
| 35 52 | Midnapore..... | 11 50 | | |
| 21 35 | Millbrook..... | 11 50 | | |
| 382 86 | Millford..... | 190 00 | | |
| 1,554 70 | Minnedosa..... | 500 00 | 120 00 | 80 00 |
| 3 09 | Minnewashta (closed 31st July, 1884)..... | 8 33 | | |
| 22 74 | Minniska..... | 11 59 | | |

A, IN REPORT NO. 3, E.—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 23 00 | Moline..... | 11 50 | | |
| 49 89 | Montefiore (from 1st July, 1884)..... | 7 50 | | |
| 54 06 | Montgomery..... | 10 00 | | |
| 16 27 | Montrose..... | 11 50 | | |
| 1,404 60 | Moose Jaw..... | 700 00 | | 120 00 |
| 88 19 | Moose Mountain..... | 29 00 | | |
| 1,540 43 | Moosomin (*including arrears)..... | 400 00 | *412 00 | 100 00 |
| 384 87 | Morden (from 1st Aug., 1884)..... | 143 74 | | |
| 22 76 | Moropano (from 1st Aug., 1884)..... | 6 67 | | |
| 688 53 | Morris..... | 360 00 | | 40 00 |
| 113 54 | Mountain City (*to 30th June, 1884)..... | 80 00 | *10 00 | |
| 1,275 55 | Mount Laggan (from 14th June, 1884; 2 Quarters)..... | 508 88 | | |
| 15 12 | Mowbray..... | 14 50 | | |
| 12 86 | Murchison (including arrears)..... | 11 67 | | |
| 7 58 | Mussellboro' (from 1st Sept., 1884)..... | 5 83 | | |
| 39 99 | Napinka..... | 17 50 | | |
| 710 35 | Neepawa..... | 180 00 | | |
| 967 11 | Nelson..... | 520 00 | 90 00 | 120 00 |
| 151 21 | Newdale..... | 50 00 | | |
| 16 45 | Newhaven..... | 16 00 | | |
| 34 96 | New Oxley..... | 11 50 | | |
| 86 91 | Nimitaw..... | 11 50 | | |
| 26 33 | Ninette..... | 14 50 | | |
| 38 85 | Ninga..... | 15 52 | | |
| 213 00 | Niverville..... | 57 50 | | |
| 191 04 | Norquay..... | 64 58 | | |
| 59 28 | Oak Bank..... | 19 00 | | |
| 33 25 | Oakburn..... | 25 00 | | |
| 300 89 | Oak Lake..... | 117 50 | | |
| 16 14 | Oakland..... | 12 00 | | |
| 26 23 | Oak Point (3 Quarters)..... | 15 00 | | |
| 116 22 | Oak River (*including arrears)..... | 48 00 | *36 00 | |
| 29 30 | Oberon..... | 16 00 | | |
| 121 71 | Odanah..... | 95 00 | | |
| 31 06 | Okotoks (from 1st Feb., 1884)..... | 11 67 | | |
| 37 83 | Olive..... | 19 00 | | |
| 5 50 | Opawaka..... | 10 00 | | |
| 44 11 | Orange Ridge..... | 14 50 | | |
| 26 30 | Orrwold..... | 16 13 | | |
| 41 21 | Osprey..... | 24 00 | | |
| 51 75 | Ossowa..... | 30 00 | | |
| 55 15 | Otenaw..... | 14 50 | | |
| 64 25 | Otterburne..... | 44 00 | | |
| 42 67 | Parkdale..... | 16 00 | | |
| 9 00 | Parkin (from 1st Sept., 1884; 4 Months)..... | 3 33 | | |
| 3 90 | Parkisimo (from 1st Jan., 1885)..... | 2 50 | | |
| 38 61 | Pasqua..... | 14 50 | | |
| 20 61 | Pembina Crossing (3 Quarters)..... | 22 50 | | |
| 35 75 | Pendennis..... | 10 00 | | |
| 14 97 | Penrith (from 1st Sept., 1884)..... | 5 83 | | |
| 256 69 | Pense..... | 53 17 | | |
| 23 90 | Pequis..... | 11 00 | | |
| 65 31 | Patrel..... | 23 00 | | |
| 271 00 | Pheasant Forks..... | 64 56 | | |

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 27 51 | Pigeon Lake..... | 18 00 | | |
| 496 67 | Pilot Mound..... | 210 00 | 24 00 | |
| 141 26 | Pincher Creek (from 1st July, 1884).. | 21 02 | | |
| 35 68 | Pipe Stone..... | 15 90 | | |
| 5 06 | Pleasant Home (from 1st Sept., 1884) .. | 5 83 | | |
| 27 17 | Plympton..... | 11 00 | | |
| 60 50 | Pomeroy..... | 37 50 | | |
| 199 20 | Poplar Point..... | 60 50 | | |
| 4,735 51 | Portage la Prairie | 1,800 00 | 120 00 | 300 00 |
| 4 57 | Prairie Grove. | 11 50 | | |
| 45 42 | Preston | 24 00 | | |
| 1,042 86 | Prince Albert..... | 440 00 | | 60 00 |
| 20 36 | Puckahn (from 1st Sept., 1884)..... | 5 83 | | |
| 213 76 | Pulteny..... | 42 50 | | |
| 1,015 63 | Qu'Appelle..... | 290 00 | | 40 00 |
| 1,736 04 | Qu'Appelle Station; late Troy (5 Quarters; *including arrears; †from 1st July, 1884). | *590 00 | *300 00 | †60 00 |
| 23 55 | Ralpltown (from 1st Nov., 1884). | 4 17 | | |
| 1,334 96 | Rapid City..... | 500 00 | 100 00 | 100 00 |
| 1,751 67 | Rat Portage..... | 700 00 | | 120 00 |
| 16 02 | Rayfield..... | 10 00 | | |
| 124 90 | Reaburn..... | 60 00 | 16 00 | |
| 17 45 | Red Deer (from 1st Dec., 1884) | 6 84 | | |
| 56 03 | Redpath..... | 38 42 | | |
| 4,415 67 | Regina..... | 1,456 13 | | 360 00 |
| 33 72 | Richland | 14 50 | | |
| 27 25 | Richmond..... | 16 00 | | |
| 23 19 | Ridgeville..... | 16 00 | | |
| 112 97 | Rienland..... | 45 00 | | |
| 35 34 | Rocanville..... | 19 00 | | |
| 76 08 | Roseberry | 23 00 | | |
| 4 84 | Roseland (from 1st Nov., 1884) .. | 4 17 | | |
| 11 68 | Rose Plain (from 1st Aug., 1884) | 6 67 | | |
| 103 00 | Rosburn..... | 33 00 | | |
| 128 54 | Rounthwaite..... | 57 50 | | |
| 49 17 | Rowland (from 1st Sept., 1884) | 19 66 | | |
| 40 63 | Royal (late Naas) | 15 00 | | |
| 85 34 | Ruttanville..... | 39 00 | | |
| 90 50 | Ste. Agathe..... | 36 00 | | |
| 111 10 | St. Albert | 25 00 | | |
| 178 26 | St. Andrew's..... | 78 00 | | |
| 77 34 | St. Ann's (3 Quarters)..... | 22 50 | | |
| 1,029 01 | St. Boniface..... | 400 00 | | 100 00 |
| 156 96 | St. Charles | 20 00 | | |
| 126 41 | St. Francis Xavier..... | 40 00 | | |
| 28 62 | St. James (2 Quarters) | 10 00 | | |
| 88 43 | St. Jean Baptiste..... | 40 00 | | |
| 61 11 | St. Laurent..... | 23 00 | | |
| 107 85 | St. Léon..... | 78 00 | | |
| 78 38 | St. Norbert | 60 00 | | |
| 11 92 | St. Pie | 11 00 | | |
| 5 65 | St. Vital (2 Quarters) | 5 00 | | |
| 40 06 | Salisbury (3 Quarters) | 12 00 | 18 75 | |
| 43 31 | Salterville..... | 20 00 | | |

A IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|------|---|-----------|---------------------|--|
| \$ | cts. | | \$ | \$ | \$ |
| | | | cts. | cts. | cts. |
| 4 | 52 | Saskatchewan (from 1st Nov., 1884)..... | 1 | 67 | |
| 54 | 90 | Saskatoon (from 1st Oct., 1884)..... | 21 | 96 | |
| 24 | 00 | Schauenfeldt (from 1st Aug., 1884; 2 Quarters)... | 5 | 00 | |
| 8 | 66 | Seeburn (from 1st Nov., 1884)..... | 4 | 17 | |
| 577 | 46 | Selkirk (3 Quarters)..... | 165 | 00 | |
| 72 | 37 | Sewell..... | 60 | 00 | |
| 77 | 52 | Shellmouth (from 1st Nov., 1884)..... | 31 | 00 | |
| 346 | 65 | Shell River..... | 120 | 00 | |
| 14 | 93 | Sheppard's Ferry..... | 11 | 50 | |
| 38 | 83 | Sheppardville..... | 20 | 50 | |
| 179 | 54 | Shoal Lake..... | 100 | 00 | |
| 109 | 06 | Sidney..... | 40 | 00 | |
| 80 | 00 | Silver Creek..... | 25 | 00 | |
| 27 | 20 | silver Springs..... | 19 | 00 | |
| 29 | 65 | Silverton (from 1st Jan., 1885)..... | 11 | 75 | |
| 86 | 75 | Smith's Hill..... | 16 | 30 | |
| 31 | 00 | Snow Flake (3 Quarters)..... | 24 | 50 | |
| 21 | 57 | Somerset..... | 11 | 50 | |
| 676 | 26 | Souris..... | 175 | 00 | |
| 89 | 32 | Souris City (late Sourisburg)..... | 76 | 00 | |
| 85 | 30 | Sourisford (from 1st June, 1884)..... | 9 | 83 | |
| 36 | 05 | Springfield..... | 12 | 00 | |
| 36 | 91 | Steinbach (from 1st Aug., 1884)..... | 6 | 67 | |
| 47 | 24 | Stobart (3 Quarters)..... | 32 | 50 | 37 50 |
| 89 | 04 | Stockton..... | 19 | 00 | |
| 22 | 85 | Stodderville..... | 23 | 00 | |
| 865 | 75 | Stonewall..... | 385 | 00 | 24 00 |
| 209 | 62 | Stony Mountain..... | 96 | 00 | 40 00 |
| 218 | 29 | Strathclair..... | 76 | 00 | |
| 50 | 12 | Stratherne..... | 25 | 70 | |
| 6 | 76 | Stuartburn (from 1st Dec., 1884)..... | 3 | 33 | |
| 52 | 04 | Summerberry (from 1st Oct., 1884)..... | 22 | 28 | |
| 23 | 19 | Sunnymead (from 1st Aug., 1884)..... | 9 | 27 | |
| 78 | 44 | Sunnyside..... | 15 | 00 | |
| 96 | 04 | Swan Lake (5 Quarters)..... | 25 | 00 | |
| 251 | 17 | Swift Current..... | 120 | 67 | |
| 105 | 93 | Thornhill..... | 32 | 50 | |
| 55 | 85 | Toddburn..... | 19 | 00 | |
| 36 | 82 | Totogan (closed 31st Dec., 1884)..... | 24 | 00 | |
| 39 | 82 | Totonka..... | 11 | 50 | |
| 165 | 64 | Touchwood Hills..... | 34 | 50 | |
| 23 | 25 | Tregarva (from 1st Feb., 1885)..... | 1 | 67 | |
| 58 | 00 | Treherne..... | 27 | 00 | |
| 59 | 32 | Turtle Mountain..... | 100 | 00 | |
| 39 | 58 | Two Rivers (late Souris Mouth)..... | 16 | 00 | |
| 60 | 17 | Vermillion Bay (from 1st July, 1884)..... | 18 | 85 | |
| 78 | 23 | Viola Dale..... | 27 | 50 | |
| 1,661 | 53 | Virden..... | 530 | 63 | 40 00 |
| 162 | 31 | Wakopa..... | 95 | 00 | |
| 23 | 11 | Wallace (from 1st July, 1884)..... | 7 | 50 | |
| 5 | 49 | Waneche (from 1st Jan., 1885)..... | 2 | 50 | |
| 11 | 64 | Wapata (from 1st Aug., 1884)..... | 6 | 67 | |
| 392 | 24 | Wapella..... | 100 | 00 | |
| 17 | 66 | Warleigh..... | 11 | 50 | |

A, IN REPORT No. 3, E—Detail of Revenue, Salaries and Allowances in Manitoba, &c., within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|--------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 20 59 | Warrington..... | 11 50 | ..... | ..... |
| 19 47 | Wascana (from 1st Sept., 1884) | 5 83 | ..... | ..... |
| 43 02 | Waskada | 11 50 | ..... | ..... |
| 19 50 | Wattview (from 1st July, 1884)..... | 7 50 | ..... | ..... |
| 17 67 | Wavy Bank..... | 11 50 | ..... | ..... |
| 7 98 | Wawota (from 1st Sept., 1884)..... | 5 83 | ..... | ..... |
| 17 00 | Wellington..... | 14 50 | ..... | ..... |
| 33 14 | Wellwood..... | 24 00 | ..... | ..... |
| 42 69 | Weiwyn..... | 25 00 | ..... | ..... |
| 189 31 | Westbourne..... | 55 00 | ..... | ..... |
| 36 00 | West Hall (from 1st Sept., 1884)..... | 5 83 | ..... | ..... |
| 234 73 | West Lynne..... | 255 00 | ..... | ..... |
| 25 31 | Wheatland..... | 20 00 | ..... | ..... |
| 405 96 | Whitemouth (5 Quarters)..... | 250 00 | ..... | ..... |
| 11 62 | Whitewater (from 1st Aug., 1884)..... | 6 67 | ..... | ..... |
| 376 30 | Whitewood Station..... | 149 99 | ..... | ..... |
| 11 74 | Willoughby..... | 11 50 | ..... | ..... |
| 15 83 | Winlaw (from 1st Sept., 1884)..... | 5 83 | ..... | ..... |
| 55,251 53 | Winnipeg (salaries and expenses entered elsewhere) ..... | ..... | ..... | ..... |
| 65 25 | Wishart | 17 40 | ..... | ..... |
| 571 41 | Wolf Creek | 180 00 | ..... | ..... |
| 52 25 | Woodlands..... | 20 00 | ..... | ..... |
| 31 00 | Woodnorth..... | 11 50 | ..... | ..... |
| 27 93 | Woodside..... | 24 00 | ..... | ..... |
| 20 02 | Workman (from 1st Aug., 1884)..... | 6 67 | ..... | ..... |
| 237 14 | Yorkton..... | 75 40 | ..... | ..... |
| \$137,892 55½ |Totals..... | †\$32,209 90 | \$2,802 87 | \$3,359 33 |

† N.B.—Of this, the amount of \$30,349.68 was paid from Revenue collections, and \$1,860 22 from Parliamentary appropriation. The latter has been brought to account at page 156, part ii.

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF BRITISH COLUMBIA.

A, IN REPORT No. 3, F.

DETAIL of all payments made 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, 1885.

| Name. | Service. | Salary. | Provisional Allowance. | Night Duty and Mileage. | Total. |
|-----------------------------------|--|----------|------------------------|-------------------------|----------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| BRITISH COLUMBIA DIVISION. | | | | | |
| E. H. Fletcher..... | Post Office Inspector | 2,000 00 | 500 00 | ..... | 2,500 00 |
| W. H. Dorman..... | 2nd Class Clerk..... | 1,200 00 | 299 99 | ..... | 1,499 99 |
| H. A. Ferguson..... | 3rd do | 800 00 | 320 00 | ..... | 1,120 00 |
| F. A. Carmichael | Temporary Clerk, from 29th May, 1885..... | 36 58 | 14 62 | ..... | 51 20 |
| | Totals of Inspector's Office..... | 4,036 58 | 1,134 61 | ..... | 5,171 19 |
| RAILWAY MAIL SERVICE. | | | | | |
| J. Rooney | 2nd Class Railway Mail Clerk | 800 00 | 320 00 | 298 92 | 1,418 92 |
| H. Owen | Temporary Railway Mail Clerk, from 23rd October to 30th November, 1884 | 51 61 | 20 77 | 18 90 | ..... |
| J. O. McLeod | do from 24th October to 2nd November, 1884..... | 29 80 | ..... | ..... | ..... |
| A. J. Armstrong | do do from 1st January, 1885 | 240 00 | 96 00 | 121 80 | 578 88 |
| | Totals of Railway Mail Service..... | 1,121 41 | 436 77 | 439 62 | 1,997 80 |
| VICTORIA POST OFFICE. | | | | | |
| R. Wallace | Postmaster..... | 2,400 00 | ..... | ..... | ..... |
| T. Chadwick | 3rd Class Clerk | 540 00 | 216 00 | ..... | 2,400 00 |
| C. W. Newbury | do (including arrears) | 493 34 | 173 34 | ..... | ..... |

A, IN REPORT No. 3, F.—Detail of all payments for Salaries, &c., in British Columbia, made within the Year ended 30th June, 1885.

| Name. | Service. | Salary. | Provisional Allowance. | Night Duty and Mileage. | \$ cts. |
|--------------------|--|-----------|------------------------|-------------------------|-------------|
| B. Williams | 3rd Class Clerk, to 31st July, 1884; resigned..... | 33 33 | 13 32 | | 1,409 34 |
| C. W. Finlaison | Temporary Clerk | 400 00 | 160 00 | | |
| F. R. Sargison | do | 400 00 | 160 00 | | |
| D. W. Morrow | do | 345 15 | 138 06 | | |
| R. J. Butler | to 11th May, 1885..... | 400 00 | 160 00 | | |
| G. McCulloch | do | 325 55 | 130 22 | | |
| W. de la Penotière | from 8th September, 1884..... | 49 99 | 19 99 | | |
| W. B. McLaughlin | do | 102 15 | 40 86 | | |
| | do | | | | 2,831 97 |
| J. Smith | Temporary Messenger | 180 00 | | | 180 00 |
| | Totals of Victoria Post Office..... | 5,609 51 | 1,211 80 | | 6,821 31 |
| RECAPITULATION. | | | | | |
| | Totals of Inspector's Office..... | 4,036 58 | 1,134 61 | | 5,171 19 |
| | do Railway Mail Service..... | 1,121 41 | 436 77 | 439 62 | 1,997 80 |
| | do Victoria Post Office | 5,609 51 | 1,211 80 | | 6,821 31 |
| | Balances of salaries remitted by cheque to certain Postmasters other than above, being the excess of their salaries over the amount of revenue collected by them (see total of following statement)..... | 10,767 50 | 2,783 18 | 439 62 | 13,990 30 |
| | Total..... | | | | 435 30 |
| | | | | | \$14,425 60 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

A, IN REPORT No. 3, F.

DETAIL of Salaries; Allowances for Forward Duty, Allowances in aid of Rent, Fuel and Light; and of Revenue collected at the several Post Offices in British Columbia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 102 50 | Alexandria..... | 35 00 | | |
| 18 19 | Alkali Lake..... | 20 00 | | |
| 82 09 | Ashcroft..... | 37 50 | | |
| 301 50 | Barkerville..... | 200 00 | | |
| 13 91 | Beaver Point (from 1st Dec., 1884)..... | 6 66 | | |
| 42 43 | Big Bar Creek..... | 20 00 | | |
| 26 25 | Boston Bar (from 1st Oct., 1884)..... | 10 00 | | |
| 55 91 | Burgoyne Bay..... | 27 50 | | |
| 30 50 | Burrard Inlet..... | 28 30 | | |
| 187 90 | Cache Creek..... | 64 00 | | |
| 257 77 | Chemainus..... | 30 00 | | |
| 399 20 | Chilliwack..... | 160 00 | | |
| 473 72 | Clinton..... | 192 50 | 80 00 | |
| 70 65 | Clover Valley..... | 25 33 | | |
| 29 08 | Colwood..... | 20 00 | | |
| 194 30½ | Comox..... | 75 00 | | |
| 257 18 | Cowichan..... | 70 00 | | |
| 42 36 | Dog Creek..... | 23 00 | | |
| 10 67 | Douglas Lake (from 1st Nov., 1884)..... | 8 33 | | |
| 134 82 | Drynock..... | 45 00 | | |
| 26 65 | Duck and Pringle..... | 23 00 | | |
| 106 81 | Emory..... | 67 50 | | |
| 1,308 00 | Esquimalt..... | 438 00 | | 55 00 |
| 27 20 | Ferney Coombe (from 1st Sept., 1884)..... | 11 66 | | |
| 13 23 | Gabriola Island (from 1st Oct., 1884)..... | 10 00 | | |
| 10 09 | Glenora (1½ Quarters)..... | 58 33 | | |
| 486 21 | Granville..... | 157 00 | | |
| 17 50 | Grouse Creek (opened 1st June; closed 30th Nov., 1884)..... | 6 66 | | |
| 21 63 | Hall's Prairie..... | 26 33 | | |
| 123 79 | Harrison River..... | 18 33 | | |
| 55 81 | Harvey Creek (from 1st June, 1884)..... | 16 67 | | |
| 152 44 | Hope..... | 95 00 | | |
| 48 20 | Johnson's Landing (from 1st June, 1884)..... | 16 66 | | |
| 1,180 65 | Kamloops (*including arrears)..... | 190 00 | *140 00 | |
| 31 00 | Keithley Creek (from 1st May, 1884)..... | 18 33 | | |
| 73 32 | Kootenay..... | 35 00 | | |
| 89 68 | Lac La Hache..... | 40 00 | | |
| 332 01 | Ladner's Landing..... | 125 00 | | |
| 124 85 | Langley..... | 57 50 | | |
| 24 72 | Langley Prairie..... | 20 00 | | |

**A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in
British Columbia, within the Year ended 30th June, 1885.**

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. | | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. | |
|--|------|---|-----------|---------------------|--|--------|
| \$ | cts. | | \$ | cts. | \$ | cts. |
| 134 | 24 | Lillooet | 57 | 50 | | |
| 22 | 00 | Lulu Island (from 1st Sept., 1884)..... | 11 | 66 | | |
| 428 | 82 | Lytton..... | 270 | 00 | | |
| 229 | 54 | Maple Bay..... | 52 | 50 | | |
| 160 | 38 | Maple Ridge..... | 75 | 00 | | |
| 130 | 95 | Matsqui..... | 53 | 00 | | |
| 33 | 23 | Metchosin..... | 20 | 00 | | |
| 258 | 67 | Moodyville | 149 | 50 | | |
| 51 | 42 | Mount Lehman (from 1st May, 1884)..... | 18 | 33 | | |
| 44 | 55 | Mud Bay..... | 20 | 00 | | |
| 2,438 | 81 | Nanaimo (5 Quarters, *to 31st August, 1884) | 599 | 99 | | *25 00 |
| 4,926 | 35 | New Westminster..... | 1,600 | 00 | 500 | 00 |
| 198 | 85 | Nicola Lake..... | 72 | 50 | | |
| 38 | 76 | North Arm..... | 20 | 00 | | |
| 76 | 15 | North Saanich (from 1st May, 1884)..... | 18 | 33 | | |
| 59 | 80 | Okanagon | 36 | 00 | | |
| 124 | 41 | Okanagon Mission..... | 37 | 00 | | |
| 86 | 95 | 150 Mile House..... | 55 | 00 | | |
| 25 | 07 | Osogyos..... | 20 | 00 | | |
| 40 | 00 | Pavilion..... | 20 | 00 | | |
| 49 | 00 | Plumper Pass..... | 23 | 00 | | |
| 95 | 37 | Port Haney (from 1st May, 1884)..... | 18 | 33 | | |
| 216 | 28 | Port Moody..... | 42 | 50 | | |
| 22 | 42 | Priest's Valley (from 1st Nov., 1884)..... | 8 | 33 | | |
| 32 | 00 | Quadra | 22 | 00 | | |
| 20 | 50 | Quamichan (from 1st March, 1885)..... | 1 | 33 | | |
| 215 | 61 | Quesnelle..... | 156 | 00 | | |
| 50 | 85 | Quesnelle Forks..... | 22 | 58 | | |
| 33 | 19 | Riverside..... | 23 | 00 | | |
| 71 | 96 | Salt Spring Island..... | 27 | 50 | | |
| 438 | 29 | Savona's Ferry | 87 | 50 | | |
| 35 | 00 | Skeena..... | 20 | 00 | | |
| 110 | 00 | Soda Creek | 78 | 50 | | |
| 48 | 18 | Somenos..... | 20 | 00 | | |
| 92 | 23 | Sooke..... | 46 | 00 | | |
| 713 | 38 | Spence's Bridge (*3 Quarters)..... | 220 | 00 | *15 | 00 |
| 169 | 23 | Spillamacheen | 55 | 00 | | |
| 128 | 53 | Sumas..... | 65 | 00 | | |
| 32 | 93 | Upper Sumas..... | 17 | 50 | | |
| 103 | 25 | Van Winkle..... | 60 | 00 | | |

A, IN REPORT No. 3, F—Detail of Revenue, Salaries and Allowances in British Columbia, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances | Allowances towards Rent, Fuel and Light. |
|--|--|--------------------|--------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 20,727 66 | Victoria (salaries and expenses entered elsewhere) | | | |
| 429 65 | Wellington..... | 110 00 | | |
| 1,488 55 | Yale..... | 720 00 | | 120 00 |
| \$41,788 33½ | Totals..... | †\$7,569 47 | \$735 00 | \$200 00 |

†N.B.—Of this, the amount of \$7,134.17 was paid from Revenue collections, and \$435.30 from Parliamentary appropriation. The latter has been brought to account at page 166, part ii.

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

A, IN REPORT No. 3, G.

DETAIL of all payments made 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, 1885.

| Name. | Service. | Salary. | Night Duty and Mileage. | Total of Classes. | Grand Total. |
|-----------------------------------|--|----------|-------------------------|-------------------|--------------|
| | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| CHARLOTTETOWN POST OFFICE. | | | | | |
| A. A. Macdonald..... | Assistant Inspector and Postmaster, to 31st July, 1884; (resigned) | 158 33 | | | |
| F. de St. O. Brecken | do from 1st August, 1884..... | 1,833 33 | | 1,991 66 | |
| W. Harris..... | 2nd Class Clerk..... | 1,012 50 | | 1,012 50 | |
| J. A. Lawson..... | 3rd do | 800 00 | | | |
| N. White | do | 800 00 | | | |
| B. Trainor..... | do | 800 00 | | | |
| J. M. Campbell..... | do | 640 00 | | | |
| J. McCarey..... | do | 500 00 | | | |
| D. J. Macdonald..... | do | 480 00 | | | |
| J. G. W. Brown..... | do | 440 00 | | | |
| M. W. Murphy..... | do Probationary, from 1st September, 1884..... | 333 34 | | | |
| A. A. Macdonald, jun. ... | Temporary Clerk, to 15th November, 1884 | 149 99 | | 4,793 34 | |
| J. N. Robertson..... | do from 19th January, 1885 | 180 64 | | 330 63 | |
| | Total of Charlottetown Post Office | | | | 8,128 13 |
| RAILWAY MAIL SERVICE. | | | | | |
| O. B. Crabbe..... | 2nd Class Railway Mail Clerk..... | 720 00 | 135 10 | | |
| T. W. Hazard..... | do | 640 00 | 150 60 | | |
| | Total of Railway Mail Service | 1,360 00 | 285 70 | 1,645 70 | |
| | | | | | 1,625 70 |

A, IN REPORT No. 3, G.

DETAIL of Salaries; Allowances for Forward Duty; Allowances in aid of Rent, Fuel and Light, and of Revenue collected at the several Post Offices in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. | |
|--|--|-----------|------|---------------------|------|--|------|
| | | \$ | cts. | \$ | cts. | \$ | cts. |
| 36 00 | Abram's Village..... | 19 | 00 | | | | |
| 29 37 | Albany..... | 12 | 00 | | | | |
| 823 55 | Alberton (*from 1st July, 1884) | 320 | 00 | 20 | 00 | 30 | 00 |
| 17 37 | Alexandra (from 1st June, 1884)..... | 8 | 33 | | | | |
| 34 00 | Alma..... | 11 | 50 | | | | |
| 6 71 | Argyle Shore..... | 10 | 00 | | | | |
| 14 24 | Armadales..... | 10 | 00 | | | | |
| 41 34 | Augustine Cove..... | 15 | 50 | | | | |
| 17 20 | Baldwin's Road | 13 | 00 | | | | |
| 5 81 | Bangor (from 1st July, 1884)..... | 7 | 50 | | | | |
| 435 63 | Barrett's Cross..... | 155 | 00 | 80 | 00 | | |
| 21 16 | Bay Fortune | 12 | 00 | | | | |
| 25 74 | Bayview | 16 | 00 | | | | |
| 43 33 | Beach Point | 18 | 00 | | | | |
| 45 26 | Bear River..... | 15 | 00 | | | | |
| 14 03 | Beaton's Mills..... | 10 | 00 | | | | |
| 130 94 | Bedeque..... | 60 | 00 | 16 | 00 | | |
| 166 81 | Belfast | 58 | 00 | | | | |
| 40 32 | Belle Creek | 15 | 50 | | | | |
| 17 44 | Big Marsh | 10 | 00 | | | | |
| 84 00 | Bloomfield..... | 34 | 50 | | | | |
| 6 99 | Blooming Point..... | 10 | 00 | | | | |
| 86 53 | Bonshaw | 32 | 00 | 16 | 00 | | |
| 21 82 | Bothwell | 16 | 00 | | | | |
| 18 35 | Brackly Point..... | 11 | 50 | | | | |
| 8 15 | Brackly Point Road..... | 10 | 00 | | | | |
| 34 35 | Brae..... | 13 | 50 | | | | |
| 84 65 | Brae Station | 20 | 00 | | | | |
| 28 19 | Brooklyn | 14 | 00 | | | | |
| 32 33 | Brown's Creek | 11 | 50 | | | | |
| 27 74 | Burlington | 14 | 00 | | | | |
| 14 92 | Byrne's Road..... | 10 | 00 | | | | |
| 1 56 | Cable Head..... | 10 | 00 | | | | |
| 53 74 | Caledonia..... | 24 | 00 | | | | |
| 12 57 | Cape Egmont | 10 | 00 | | | | |
| 44 52 | Cape Traverse..... | 14 | 00 | | | | |
| 53 07 | Cape Wolf | 24 | 00 | | | | |
| 328 57 | Cardigan Bridge | 100 | 00 | 16 | 00 | | |
| 32 39 | Cardigan Road..... | 16 | 00 | | | | |
| 45 48 | Carleton | 19 | 50 | | | | |
| 45 66 | Cavendish..... | 19 | 00 | | | | |
| 24 76 | Cavendish Road..... | 12 | 00 | | | | |
| 47 76 | Central Bedeque..... | 11 | 50 | | | | |
| 10,645 55 | Charlottetown (salaries and expenses entered elsewhere)..... | | | | | | |
| 5 66 | Chepstow | 10 | 00 | | | | |
| 8 88 | Cherry Grove..... | 10 | 00 | | | | |
| 76 17 | Cherry Valley..... | 23 | 00 | | | | |
| 9 57 | Clear Springs..... | 10 | 00 | | | | |
| 9 28 | Clermont | 10 | 00 | | | | |
| 18 67 | Clinton (from 1st Oct., 1884)..... | 5 | 00 | | | | |
| 10 33 | Clyde Station | 10 | 00 | | | | |

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 69 45 | Commercial Cross..... | 22 00 | | |
| 61 88 | Cornwall..... | 23 00 | | |
| 7 07 | Corraville..... | 10 00 | | |
| 162 98 | County Line..... | 57 50 | 20 00 | |
| 11 36 | Covehead Road..... | 10 00 | | |
| 124 70 | Crapaud..... | 103 00 | 16 00 | |
| 28 35 | Darlington..... | 11 50 | 20 00 | |
| 34 02 | Darnley..... | 16 00 | | |
| 41 19 | De Sable..... | 15 50 | | |
| 11 70 | Dromore..... | 10 00 | | |
| 123 24 | Dundas..... | 38 00 | | |
| 5 99 | East Baltic..... | 10 00 | | |
| 19 64 | East Point..... | 12 00 | | |
| 21 59 | Egmont Bay..... | 11 50 | | |
| 20 50 | Elliot's Mills..... | 12 00 | | |
| 10 48 | Elliot Vale..... | 10 00 | | |
| 9 82 | Elmira (from 1st July, 1884)..... | 7 50 | | |
| 44 52 | Elmsdale..... | 30 00 | | |
| 9 60 | Emyvale..... | 10 00 | | |
| 35 77 | Fairfield..... | 16 00 | | |
| 17 20 | Farmington..... | 10 00 | | |
| 29 74 | Fifteen Point..... | 16 00 | | |
| 26 38 | Fitzgerald Station..... | 12 00 | | |
| 48 48 | Flat River..... | 20 00 | | |
| 23 83 | Forest Hill..... | 11 50 | | |
| 13 41 | Fort Augustus..... | 10 00 | | |
| 16 70 | Fredericton Station..... | 11 50 | | |
| 80 39 | Freetown..... | 31 00 | | |
| 62 64 | French River..... | 23 00 | | |
| 8 03 | French Village..... | 10 00 | | |
| 23 24 | Garfield..... | 11 50 | | |
| 30 40 | Gaspereaux..... | 16 00 | | |
| 643 93 | Georgetown (*from 1st July, 1884)..... | 394 00 | 100 00 | *30 00 |
| 30 24 | Glencorradales..... | 10 00 | | |
| 14 99 | Glenfanning..... | 10 00 | | |
| 17 84 | Glen William..... | 10 00 | | |
| 5 27 | Goose River..... | 10 00 | | |
| 40 90 | Graham's Road..... | 16 00 | | |
| 23 29 | Grand Tracadie..... | 11 50 | | |
| 11 16 | Grandview (from 1st Oct., 1884)..... | 5 00 | | |
| 56 69 | Granville..... | 19 00 | | |
| 14 56 | Greenwich..... | 10 00 | | |
| 32 61 | Hamilton..... | 15 50 | | |
| 31 88 | Hampton..... | 13 50 | | |
| 10 12 | Harrington..... | 10 00 | | |
| 14 25 | Hartsville..... | 10 00 | | |
| 12 09 | Hazel Green..... | 10 00 | | |
| 20 93 | Hazel Grove..... | 10 00 | | |
| 17 23 | Head of Cardigan..... | 10 00 | | |
| 15 90 | Head of Hillsborough..... | 10 00 | | |
| 329 93 | Head of St. Peter's Bay..... | 100 00 | 60 00 | |
| 12 92 | Hermanville..... | 12 00 | | |
| 22 10 | Higgins' Road..... | 12 00 | | |

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | | Forward Allowances. | | Allowances towards Rent, Fuel and Light. |
|--|--|-----------|------|---------------------|------|--|
| | | \$ | cts. | \$ | cts. | |
| 139 17 | Holmes' Mills..... | 57 | 50 | 40 | 00 | |
| 13 97 | Hope River..... | 10 | 00 | | | |
| 10 99 | Horse Head (from 1st July, 1884) | 7 | 50 | | | |
| 149 20 | Hunter's River..... | 56 | 00 | 80 | 00 | |
| 31 84 | Indian River..... | 14 | 00 | | | |
| 18 03 | Inverness..... | 10 | 00 | | | |
| 6 97 | Johnston's River..... | 10 | 00 | | | |
| 37 49 | Kelly's Cross..... | 11 | 50 | | | |
| 32 72 | Kildare..... | 14 | 00 | | | |
| 11 96 | Kildare Capes (from 1st Oct., 1884) | 5 | 00 | | | |
| 12 68 | Kildare Station..... | 10 | 00 | | | |
| 28 66 | Kingsboro'..... | 13 | 50 | | | |
| 63 63 | Kinross..... | 20 | 00 | | | |
| 12 52 | Launching Place..... | 12 | 00 | | | |
| 10 25 | Little Harbor..... | 10 | 00 | | | |
| 18 40 | Little Pierre Jacques (from 1st Nov., 1884)..... | 5 | 00 | | | |
| 51 62 | Little Sands..... | 27 | 50 | | | |
| 10 73 | Little Tignish..... | 10 | 00 | | | |
| 28 53 | Little York (*including arrears)..... | 10 | 00 | *30 | 00 | |
| 19 88 | Long Creek..... | 12 | 00 | | | |
| 30 27 | Long River..... | 12 | 00 | | | |
| 7 44 | Lot 1..... | 10 | 00 | | | |
| 105 19 | Lot 4..... | 48 | 00 | | | |
| 24 97 | Lot 6..... | 10 | 00 | | | |
| 39 28 | Lot 8..... | 15 | 00 | | | |
| 33 96 | Lot 10..... | 16 | 00 | | | |
| 87 32 | Lot 11..... | 27 | 50 | | | |
| 146 62 | Lot 12..... | 59 | 00 | | | |
| 42 78 | Lot 14..... | 15 | 00 | | | |
| 16 06 | Lot 16..... | 11 | 50 | | | |
| 13 90 | Lot 30..... | 10 | 00 | | | |
| 9 12 | Lot 35..... | 10 | 00 | | | |
| 59 86 | Lot 56..... | 24 | 00 | | | |
| 37 43 | Lot 67..... | 14 | 00 | | | |
| 22 64 | Lower Freetown..... | 11 | 50 | | | |
| 42 28 | Lower Montague..... | 16 | 00 | | | |
| 26 52 | McDougall..... | 15 | 00 | | | |
| 34 18 | Maddock..... | 11 | 50 | | | |
| 80 22 | Margate..... | 29 | 00 | | | |
| 17 02 | Marie Bridge..... | 14 | 00 | | | |
| 19 78 | Marshfield..... | 10 | 00 | | | |
| 8 40 | Mermaid Farm..... | 10 | 00 | | | |
| 25 41 | Middleton..... | 11 | 50 | | | |
| 14 16 | Midgell..... | 12 | 00 | | | |
| 10 22 | Milburn..... | 10 | 00 | | | |
| 17 49 | Mill Cove..... | 10 | 00 | | | |
| 47 85 | Mill River..... | 17 | 50 | | | |
| 59 86 | Millview..... | 23 | 00 | | | |
| 15 98 | Milton Station..... | 11 | 50 | | | |
| 73 93 | Miminigash..... | 23 | 50 | | | |
| 120 62 | Miscouche..... | 48 | 50 | 20 | 00 | |
| 34 72 | Monaghan..... | 10 | 00 | | | |

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 714 27 | Montague Bridge..... | 235 00 | 100 00 | ..... |
| 28 12 | Montague Cross..... | 15 50 | ..... | ..... |
| 24 02 | Montrose..... | 12 00 | ..... | ..... |
| 162 90 | Morell..... | 50 00 | ..... | ..... |
| 8 82 | Morell, Rear..... | 10 00 | ..... | ..... |
| 68 82 | Morell Station (*from 1st July, 1884)..... | 7 50 | *15 00 | ..... |
| 17 49 | Mount Albion..... | 10 00 | ..... | ..... |
| 26 65 | Mount Pleasant..... | 12 00 | ..... | ..... |
| 245 00 | Mount Stewart..... | 100 00 | 16 00 | ..... |
| 16 34 | Muddy Creek..... | 10 00 | ..... | ..... |
| 71 96 | Murray Harbor, North..... | 28 50 | ..... | ..... |
| 21 28 | Murray Harbor Road..... | 11 50 | ..... | ..... |
| 225 93 | Murray Harbor, South..... | 80 00 | 4 00 | ..... |
| 89 68 | Murray River..... | 40 00 | ..... | ..... |
| 7 57 | Nail Pond..... | 10 00 | ..... | ..... |
| 23 51 | Narrow Creek..... | 11 50 | ..... | ..... |
| 11 72 | New Annan..... | 10 00 | ..... | ..... |
| 12 41 | New Argyle..... | 10 00 | ..... | ..... |
| 94 76 | New Glasgow..... | 40 00 | ..... | ..... |
| 49 49 | New Haven..... | 15 00 | ..... | ..... |
| 84 09 | New London..... | 38 00 | ..... | ..... |
| 89 21 | New Perth..... | 32 00 | ..... | ..... |
| 27 53 | Newport (late De Gross Marsh; *from 1st Jan., '85)..... | 19 00 | *3 00 | ..... |
| 5 41 | Newton..... | 10 00 | ..... | ..... |
| 8 94 | Newton Cross (from 1st July, 1884)..... | 7 50 | ..... | ..... |
| 46 51 | New Wiltshire..... | 16 00 | ..... | ..... |
| 25 26 | New Zealand..... | 11 50 | ..... | ..... |
| 17 67 | Nine Mile Creek..... | 10 00 | ..... | ..... |
| 25 43 | Norborough..... | 10 00 | ..... | ..... |
| 84 14 | Northam..... | 20 50 | ..... | ..... |
| 30 90 | North Bedesque..... | 12 00 | ..... | ..... |
| 10 61 | North Carleton (from 1st Oct., 1884)..... | 5 00 | ..... | ..... |
| 30 65 | North Lake..... | 15 50 | ..... | ..... |
| 14 91 | North Milton..... | 10 00 | ..... | ..... |
| 42 94 | North River..... | 15 72 | ..... | ..... |
| 98 81 | North Rustico..... | 39 00 | ..... | ..... |
| 54 14 | North Tryon..... | 24 00 | ..... | ..... |
| 13 05 | O'Leary Road..... | 12 00 | ..... | ..... |
| 156 31 | O'Leary Station..... | 60 00 | ..... | ..... |
| 84 14 | Orwell..... | 28 50 | 36 00 | ..... |
| 32 82 | Orwell Cove..... | 15 00 | ..... | ..... |
| 40 24 | Oyster Bed Bridge..... | 20 00 | ..... | ..... |
| 8 87 | Palmer Road..... | 12 00 | ..... | ..... |
| 30 64 | Park Corner..... | 12 00 | ..... | ..... |
| 36 57 | Peake Station..... | 15 00 | ..... | ..... |
| 28 23 | Peter's Road..... | 12 00 | ..... | ..... |
| 12 73 | Peterville..... | 10 00 | ..... | ..... |
| 42 94 | Pinette..... | 15 00 | ..... | ..... |
| 12 37 | Pinsville..... | 10 00 | ..... | ..... |
| 13 81 | Pisquid..... | 10 00 | ..... | ..... |
| 11 03 | Pisquid Road..... | 10 00 | ..... | ..... |
| 6 28 | Pleasant Grove (late Suffolk Road)..... | 10 00 | ..... | ..... |
| 24 47 | Point Prim..... | 10 00 | ..... | ..... |
| 131 32 | Port Hill..... | 52 00 | ..... | ..... |

A, IN REPORT NO, 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries. | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---|-----------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 85 10 | Pownal | 52 00 | | |
| 30 54 | Priest Pond | 12 00 | | |
| 169 02 | Princetown | 43 00 | | |
| 10 79 | Princetown Road | 10 00 | | |
| 8 93 | Red House | 10 00 | | |
| 33 04 | Rod Point | 16 00 | | |
| 11 37 | Rock Barra | 10 00 | | |
| 8 00 | Rocky Point | 10 00 | | |
| 24 33 | Rollo Bay | 14 00 | | |
| 20 08 | Rollo Bay Cross | 12 00 | | |
| 16 97 | Rona | 12 00 | | |
| 21 19 | Rose Valley | 11 50 | | |
| 53 70 | Rustico | 16 00 | | |
| 9 70 | St. Andrew's | 10 00 | | |
| 12 58 | St. Ann's | 10 00 | | |
| 95 64 | St. Eleanor's | 48 00 | | |
| 29 37 | St. Margaret's | 12 00 | | |
| 17 07 | St. Mary's Road | 10 00 | | |
| 8 55 | Sailor's Hope (from 1st July, 1884) | 7 50 | | |
| 3 59 | Scotchfort | 10 00 | | |
| 10 73 | Sea Cow Head | 10 00 | | |
| 10 09 | Sea Cow Pond | 10 00 | | |
| 37 30 | Searletown | 20 00 | | |
| 18 06 | Selkirk Road | 10 00 | | |
| 18 71 | Shamrock | 8 74 | | |
| 21 42 | Skinner's Pond | 10 00 | | |
| 25 75 | Somerset | 12 00 | | |
| 1,005 62 | Souris, East (*from 1st July, 1884) | 367 00 | 80 00 | *30 00 |
| 55 88 | Souris, West | 23 00 | | |
| 19 27 | South Lake | 10 00 | | |
| 87 37 | South Port | 55 00 | | |
| 18 58 | South West, Lot 16 | 11 50 | | |
| 10 47 | South Wiltshire | 10 00 | | |
| 36 97 | Springfield | 15 00 | | |
| 32 04 | Stanhope | 14 00 | | |
| 134 12 | Stanley Bridge | 56 00 | | |
| 35 41 | Sturgeon | 16 00 | | |
| 8 22 | Suffolk Station (from 1st Aug., 1884) | 6 67 | | |
| 2,944 71 | Summerside | 820 00 | 120 00 | 120 00 |
| 22 99 | Summerville | 12 00 | | |
| 2 52 | Ten-Mile House (from 1st Oct., 1884) | 5 00 | | |
| 538 71 | Tignish | 195 00 | 16 00 | |
| 31 04 | Tracadie Cross Roads | 12 00 | | |
| 15 76 | Traveller's Rest | 10 00 | | |
| 160 78 | Tryon | 39 00 | 16 00 | |
| 128 96 | Tyne Valley | 60 00 | | |
| 5 40 | Union Road | 10 00 | | |
| 30 51 | Valleyfield | 18 00 | | |
| 513 25 | Vernon River | 120 00 | 100 00 | |
| 67 36 | Vernon River Bridge | 22 00 | | |
| 198 10 | Victoria | 65 00 | | |
| 37 45 | Victoria Cross | 16 00 | | |

A, IN REPORT No. 3, G—Detail of Revenue, Salaries and Allowances in Prince Edward Island, within the Year ended 30th June, 1885.

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. | Names of Post Offices. | Salaries | Forward Allowances. | Allowances towards Rent, Fuel and Light. |
|--|---------------------------------|--------------------|---------------------|--|
| \$ cts. | | \$ cts. | \$ cts. | \$ cts. |
| 12 09 | Webster's Corner | 12 00 | | |
| 11 91 | Wellington (*discontinued)..... | 12 00 | *2 50 | |
| 100 50 | Wellington Station..... | 25 00 | | |
| 50 16 | West Cape..... | 20 00 | | |
| 19 48 | Western Cove Head..... | 12 00 | | |
| 16 85 | Western Road..... | 10 00 | | |
| 10 63 | West Newton..... | 10 00 | | |
| 61 40 | West Point..... | 16 00 | | |
| 15 57 | West St. Peter's..... | 10 00 | | |
| 63 34 | Wheatly River..... | 33 00 | | |
| 16 49 | Whim Road Cross..... | 16 00 | | |
| 30 03 | White Sands..... | 14 00 | | |
| 10 16 | Wilmot Valley..... | 10 00 | | |
| 1 71 | Winsloe Road..... | 10 00 | | |
| 75 44 | Wood Island..... | 37 50 | | |
| \$29,288 66 |Totals..... | †\$7,537 96 | \$1,042 50 | \$210 00 |

† N.B.—Of this, the amount of \$7,337.21 was paid from Revenue collections, and \$200.75 from Parliamentary appropriation. The latter has been brought to account at page 171, part ii.

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF ONTARIO.

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

DETAIL of all payments for Commission on sale of Postage Stamps, &c., by Stamp Vendors, in Ontario, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. | Name of Post Office. | Amount. |
|-----------------------------|------------|-----------------------------|-------------|
| | \$ cts. | | \$ cts. |
| Allison..... | 14 25 | <i>Brought forward.....</i> | 7,169 28 |
| Amherstburg..... | 9 15 | Milton West..... | 61 50 |
| Arnprior..... | 7 54 | Mitchell..... | 65 81 |
| Barrie..... | 165 87 | Morrisburg..... | 27 00 |
| Beaverton..... | 3 60 | Mount Forest..... | 6 00 |
| Belleville..... | 422 61 | Napanee..... | 80 85 |
| Berlin..... | 89 10 | Newmarket..... | 30 60 |
| Blenheim..... | 0 59 | Orangeville..... | 50 85 |
| Blyth..... | 1 05 | Orillia..... | 16 40 |
| Bothwell..... | 18 45 | Oshawa..... | 148 86 |
| Bowmanville..... | 91 50 | Ottawa..... | 890 10 |
| Brampton..... | 55 50 | Owen Sound..... | 75 90 |
| Brantford..... | 611 67 | Paisley..... | 37 50 |
| Brockville..... | 227 40 | Paris..... | 37 35 |
| Brussels..... | 45 10 | Parkhill..... | 43 80 |
| Campbellford..... | 21 48 | Pembroke..... | 46 65 |
| Cannington..... | 44 25 | Penetanguishene..... | 24 45 |
| Chatham..... | 306 90 | Perth..... | 24 75 |
| Chesley..... | 36 00 | Peterboro..... | 165 05 |
| Clinton..... | 12 57 | Picton..... | 46 80 |
| Cobourg..... | 42 45 | Port Arthur..... | 124 80 |
| Collingwood..... | 97 50 | Port Dover..... | 14 40 |
| Cornwall..... | 114 75 | Port Elgin..... | 7 29 |
| Deseronto..... | 22 35 | Port Hope..... | 100 80 |
| Dundas..... | 32 55 | Port Perry..... | 84 75 |
| Dunnville..... | 10 53 | Prescott..... | 30 09 |
| Exeter..... | 27 75 | Renfrew..... | 18 32 |
| Fergus..... | 54 75 | Richmond Hill..... | 0 75 |
| Galt..... | 56 55 | St. Catharine's..... | 402 14 |
| Gananoque..... | 52 39 | St. Mary's..... | 108 40 |
| Georgetown..... | 47 25 | St. Thomas..... | 205 50 |
| Goderich..... | 35 16 | Sarnia..... | 99 75 |
| Guelph..... | 274 29 | Seaforth..... | 7 50 |
| Hamilton..... | 1,824 90 | Simcoe..... | 26 94 |
| Hanover..... | 4 05 | Stratford..... | 239 85 |
| Harriston..... | 42 60 | Strathroy..... | 81 94 |
| Hawkesbury..... | 0 30 | Tilsonburg..... | 40 20 |
| Ingersoll..... | 224 55 | Toronto..... | 6,707 89 |
| Iroquois..... | 9 75 | Trenton..... | 33 24 |
| Kincardine..... | 31 41 | Uxbridge..... | 22 77 |
| Kingston..... | 567 18 | Walkerton..... | 19 30 |
| Lindsay..... | 34 65 | Wallaceburg..... | 16 82 |
| Listowel..... | 66 19 | Welland..... | 52 50 |
| London..... | 1,229 25 | Whitby..... | 107 54 |
| Meaford..... | 60 15 | Windsor..... | 225 45 |
| Midland..... | 8 25 | Wingham..... | 34 50 |
| Millbrook..... | 13 20 | Woodstock..... | 148 11 |
| <i>Carried forward.....</i> | \$7,169 28 | Total..... | \$18,010 95 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General

PROVINCE OF QUEBEC.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Quebec, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. | Name of Post Office. | Amount. |
|------------------------------|------------|------------------------------|------------|
| | \$ cts | | \$ cts. |
| Hull..... | 3 00 | <i>Brought forward</i> | 7,196 10 |
| Lachine..... | 35 40 | St. John's, East..... | 25 05 |
| Montreal..... | 6,127 50 | Sherbrooke..... | 127 47 |
| Quebec..... | 998 85 | Three Rivers..... | 36 18 |
| St. Hyacinthe..... | 31 35 | | |
| <i>Carried forward</i> | \$7,196 10 | Total..... | \$7,384 80 |

JOHN CARLING,
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, &c., by Stamp Vendors, in Nova Scotia, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. | Name of Post Office. | Amount. |
|------------------------------|------------|------------------------------|------------|
| | \$ cts. | | \$ cts. |
| Acadia Mines..... | 2 34 | <i>Brought forward</i> | 1,345 66 |
| Antigonishe..... | 51 75 | Truro..... | 24 00 |
| Great Village..... | 3 60 | Yarmouth..... | 30 33 |
| Halifax..... | 1,287 97 | | |
| <i>Carried forward</i> | \$1,345 66 | Total..... | \$1,399 99 |

JOHN CARLING,
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, &c., by Stamp Vendors, in New Brunswick, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. | Name of Post Office. | Amount. |
|------------------------------|----------|------------------------------|------------|
| | \$ cts. | | \$ cts. |
| Chatham..... | 52 80 | <i>Brought forward</i> | 374 12 |
| Moncton..... | 21 60 | St. John..... | 1,044 30 |
| Newcastle..... | 51 00 | Woodstock..... | 72 90 |
| Fredericton..... | 248 72 | | |
| <i>Carried forward</i> | \$374 12 | Total..... | \$1,491 32 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF MANITOBA, &c.

(D, IN REPORT No. 3, E.)

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Manitoba, and the North-West Territories, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. | Name of Post Office. | Amount. |
|------------------------------|----------|------------------------------|------------|
| | \$ cts. | | \$ cts. |
| Brandon..... | 151 11 | <i>Brought forward</i> | 159 21 |
| Minnedosa..... | 0 60 | Winnipeg..... | 1,494 36 |
| Portage la Prairie..... | 7 50 | | |
| <i>Carried forward</i> | \$159 21 | Total..... | \$1,653 57 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

 PROVINCE OF BRITISH COLUMBIA.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in British Columbia, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. |
|----------------------|----------|
| | \$ cts. |
| New Westminster..... | 67 65 |
| Victoria..... | 490 05 |
| Total..... | \$557 70 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

 PROVINCE OF PRINCE EDWARD ISLAND.

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

DETAIL of all payments for Commission on Sale of Postage Stamps, &c., by Stamp Vendors, in Prince Edward Island, made within the Year ended 30th June, 1885.

| Name of Post Office. | Amount. |
|----------------------|----------|
| | \$ cts. |
| Charlottetown..... | 277 05 |
| Total..... | \$277 05 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF ONTARIO.

(E, IN REPORT No. 3, 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, 1885.

| Name. | Service. | Amount. |
|-----------------------------|---|------------|
| | | \$ cts. |
| J. Dewe, Chief P.O.I..... | Travelling expenses, within Ontario..... | 144 45 |
| W. E. Bennett..... | do | 16 00 |
| BARRIE DIVISION. | | |
| D. Spry, P.O.I..... | Travelling expenses | 491 70 |
| J. Henderson, Asst P.O.I | do | 145 80 |
| KINGSTON DIVISION. | | |
| A. Jones, Asst. P.O.I..... | Travelling expenses..... | 385 79 |
| P. H. Macarow..... | do as Acting Railway Mail Clerk..... | 36 00 |
| J. E. Hopkirk..... | do do do | 217 25 |
| C. W. Macdonald..... | do do do | 142 25 |
| H. F. Ketcheson..... | do do do | 60 00 |
| D. E. Rose..... | do do do | 6 00 |
| G. Shannon..... | do do do | 10 50 |
| LONDON DIVISION. | | |
| R. W. Barker, P.O.I..... | Travelling expenses..... | 508 93 |
| C. Fisher, Asst. P.O.I..... | do | 293 12 |
| F. W. Matthews..... | do as Acting Railway Mail Clerk..... | 4 50 |
| OTTAWA DIVISION. | | |
| T. P. French, P.O.I..... | Travelling expenses within Ontario..... | 787 62 |
| A. Bolduc, Asst. P.O.I... | do | 147 05 |
| D. Moloney..... | do as Acting Railway Mail Clerk..... | 88 50 |
| W. O. Mercer..... | do do do | 41 25 |
| A. A. Smith..... | do do do | 3 00 |
| TORONTO DIVISION. | | |
| M. Sweetnam, P.O.I..... | Travelling expenses..... | 552 30 |
| G. A. Burnham, Asst. P.O.I | do | 293 07 |
| G. J. H. Winstanley | do | 13 30 |
| W. Greaves | do | 0 75 |
| J. E. McLeod..... | do | 2 00 |
| T. Dick..... | do as Acting Railway Mail Clerk..... | 108 80 |
| Postmaster, Lanark..... | Travelling expenses | 1 25 |
| Postmaster, Woodstock.. | do | 32 00 |
| British Mail Clerks..... | Proportion of expenses, whilst in charge of British Mails | 826 63 |
| Ocean Mail Clerks..... | Proportion of trip allowances, to meet expenses whilst on duty. | 3,704 83 |
| Total..... | | \$9,064 44 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF QUEBEC.

(E, IN REPORT No. 8, 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, 1885.

| Name. | Service. | Amount. |
|-------------------------------|---|-------------------|
| | | \$ cts. |
| J. Dewe, Chief P.O.I..... | Travelling expenses, within Quebec..... | 165 25 |
| MONTREAL DIVISION. | | |
| E. F. King, P.O.I..... | Travelling expenses | 541 75 |
| D. Nelligan, Asst. P.O.I..... | do | 292 84 |
| F. Briegel..... | do | 9 00 |
| J. A. Madore..... | do | 14 25 |
| J. D. Anderson..... | do | 1 00 |
| M. Renaud..... | do as Acting Railway Mail Clerk..... | 51 00 |
| OTTAWA DIVISION. | | |
| T. P. French, P.O.I..... | Travelling expenses within Quebec..... | 155 18 |
| A. Bolduc, Asst. P.O.I.... | do do | 128 30 |
| QUEBEC DIVISION. | | |
| W. G. Sheppard, P.O.I.... | Travelling expenses..... | 790 89 |
| J. L. Ancill, Asst. P.O.I... | do | 374 69 |
| C. Vohl..... | do | 10 75 |
| O. Frechette..... | do | 4 00 |
| J. G. Bourget..... | do as Acting Railway Mail Clerk..... | 50 25 |
| THREE RIVERS DIVISION. | | |
| G. A. Bourgeois, P.O.I.... | Travelling expenses..... | 302 80 |
| J. P. Chillas, Asst. P.O.I. | do | 155 55 |
| G. O. Bailey..... | do as Acting Railway Mail Clerk..... | 40 50 |
| British Mail Clerks..... | Proportion of expenses, whilst in charge of British mails..... | 489 22 |
| Ocean Mail Clerks..... | Proportion of trip allowances, to meet expenses whilst on duty. | 1,415 17 |
| | Total..... | \$4,992 39 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(E, IN REPORT NO. 3, 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, 1885.

| Name. | Service. | Amount. |
|-------------------------------|--|------------|
| | | \$ cts. |
| J. Dewe, Chief, P.O.I.... | Travelling expenses, within Nova Scotia..... | 23 75 |
| O. J. Macdonald, P.O.I..... | do | 669 55 |
| J. D. Story, Asss. P.O.I..... | do | 627 14 |
| D. Stewart | do | 84 50 |
| T. E. Davison | do | 91 95 |
| W. Kearns..... | do | 9 90 |
| H. A. Bent..... | do | 31 50 |
| A. Browne | do | 102 00 |
| | Total..... | \$1,640 29 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(E, IN REPORT NO. 3, 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, 1885.

| Name. | Service. | Amount. |
|---------------------------|--|----------|
| | | \$ cts. |
| J. Dewe, Chief P.O.I..... | Travelling expenses, within New Brunswick..... | 42 70 |
| J. McMillan, P.O.I..... | do | 626 80 |
| W. Paisley | do | 15 10 |
| W. C. Whittaker | do | 79 70 |
| | Total | \$764 30 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

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

DETAIL of all payments for Travelling Expenses, incurred in the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Name. | Service. | Amount. |
|---------------------------|---|------------|
| | | \$ cts. |
| J. Dewe, Chief P.O.I..... | Travelling expenses, within Manitoba..... | 268 90 |
| W. W. McLeod, P.O.I.... | do | 572 35 |
| A. W. Cairns..... | do | 65 00 |
| A. J. Patton..... | do | 266 50 |
| R. R. Brough..... | do | 68 30 |
| J. Dixon..... | do | 7 65 |
| | Total..... | \$1,248 70 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(E, IN REPORT No. 3, 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, 1885.

| Name. | Service. | Amount. |
|---------------------------|--------------------------|----------|
| | | \$ cts. |
| E. H. Fletcher, P.O.I.... | Travelling expenses..... | 646 35 |
| J. Rooney | do | 24 00 |
| W. H. Dorman..... | do | 13 00 |
| | Total..... | \$683 35 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

 PROVINCE OF PRINCE EDWARD ISLAND.

(E, IN REPORT No. 3, 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, 1885.

| Name. | Service. | Amount. | |
|---|--------------------------------------|---------|------|
| | | \$ | cts. |
| A. A. Macdonald, Asst. P.O.I..... | Travelling expenses..... | 3 | 00 |
| F. de St. O. Brecken, Asst. P.O.I..... | do | 39 | 00 |
| N. White..... | do as Acting Railway Mail Clerk..... | 9 | 60 |
| J. G. W. Brown..... | do do do | 1 | 50 |
| | Total | \$53 | 10 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(F, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--|---|-----------|
| | | \$ cts. |
| B. A. Bank Note Co | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Ontario..... | 20,927 04 |
| Maynard, Harris & Co.... | Letter Carriers' uniform materials, for the Post Office Department, in Ontario..... | 2,325 55 |
| S. & H. Borbridge | Letter Carriers' boots for the Post Office Department, in Ontario | 8 50 |
| P. C. Auclair | Making Letter Carrier's sample uniform, &c., for the Post Office Department, in Ontario..... | 14 00 |
| Pritchard & Mingard..... | Office stamps and seals, &c., for the P. O. Department, in Ontario | 2,243 74 |
| De Grave, Short & Co ... | Scales and weights do do | 973 33 |
| S. & H. Borbridge..... | Stamping pads do do | 194 50 |
| Keystone Banking and Office Stamp Works... | Rubber stamping pads do do | 4 00 |
| Blyth & Kerr..... | Mail Clerks' boxes, &c. do do | 75 95 |
| D. K. Miller Lock Co..... | Street letter-box locks do do | 33 72 |
| J. Wilson & Co. | Framing engraving, &c. do do | 18 25 |
| Canadian Rubber Co..... | Cancelling corks do do | 15 63 |
| E. Lemieux..... | Fitting up file boards do do | 4 00 |
| Blyth & Kerr..... | Mail Clerks' boxes for P.O.I., Barrie..... | 10 00 |
| J. Henderson..... | Brooms, soap, matches, &c. do | 4 44 |
| W. Moore..... | Carpenter's work do | 2 50 |
| G. Ball..... | do do | 1 00 |
| R. E. Fletcher..... | Removing double windows do | 2 50 |
| J. G. Bastow..... | Repairing street letter-boxes, plumbing, &c., for P.O.I., Kingston | 45 25 |
| Blyth & Kerr..... | Mail Clerks' boxes for P O.I., Kingston | 20 00 |
| T. Savage & Sons..... | Painter's and Glazier's work do | 14 70 |
| S. & H. Borbridge | Stamping pads do | 8 00 |
| R. M. Horsey..... | Tinsmith's work do | 6 81 |
| W. Flynn | do do | 4 52 |
| A. Davidson..... | Carpenter's work do | 5 00 |
| S. Jenkin | do do | 4 40 |
| J. Jamieson | Repairing street letter-boxes do | 3 25 |
| J. Jordan | Telephone resonanter do | 3 00 |
| J. Henderson..... | Brooms, &c. do | 0 90 |
| J. Muckleston & Co..... | Snow shovel do | 0 60 |
| N. A. Manufacturing Co. | Street letter-boxes for P.O.I., London..... | 410 60 |
| Stevens, Turner & Burns | do do | 400 00 |
| J. L. Payne..... | "Caligraph" writing machine do | 100 00 |
| W. Stevely..... | Mail Clerks' boxes do | 36 00 |
| O. Anundson..... | Putting up street letter-boxes, &c., for P.O.I., London..... | 14 35 |
| P. Birtwistle..... | Clock do | 4 75 |
| T. Beattie & Co..... | Towels do | 4 08 |
| R. McNeil..... | Feather duster, brooms, whisks, &c. do | 4 00 |
| S. McBride..... | Stove fixtures do | 2 82 |
| Blyth & Kerr..... | Mail Clerks' boxes, &c., for P.O.I., Ottawa..... | 69 50 |
| N. Fréchette..... | Removing double windows, &c. do | 16 50 |
| Dailey & Hyland..... | Painter's work do | 12 00 |
| O. Dubreuil..... | Repairing and painting mail truck do | 7 50 |
| Shoolbred & Co..... | Mats, oil cloth, &c. do | 6 45 |
| J. Erratt..... | Repairing office chair do | 2 50 |
| J. H. Bartlett..... | Repairing clock do | 1 50 |
| C. S. Shaw & Co..... | Glassware do | 1 30 |
| A. Foisy..... | Copper pail do | 1 25 |
| T. Thompson | Making and repairing inside leather cases for street letter-boxes for P.O.I., Toronto..... | 182 85 |
| T. Pells..... | Making, erecting and repairing mail catching posts for P.O.I., Toronto..... | 88 90 |

(F. IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|----------------------------------|--|---------|
| | | \$ cts. |
| J. Kay..... | Linoleum for P.O.I., Toronto..... | 57 68 |
| Godard & Elgie..... | Cabinet work do | 68 00 |
| Henderson, Mullin & Bolton | Window blinds do | 40 00 |
| Yale & Towne M'fg. Co. | Street letter-box locks for P.O.I., Toronto | 27 25 |
| Grand Trunk Railway Co | Mail bag catchers do | 20 28 |
| Blyth & Kerr..... | Mail Clerks' boxes do | 20 00 |
| W. H. Sparrow..... | Repairing Mail Clerks' boxes, &c. do | 21 50 |
| G. Harding..... | Plumber's work do | 4 55 |
| J. Shields & Co..... | Brushes, soap and brooms do | 5 80 |
| J. & J. Taylor..... | Repairing safe door do | 1 00 |
| W. J. McGuire & Co..... | Plumber's work do | 1 00 |
| T. Linklater | Gong and fittings, &c., for P.O., Belleville..... | 14 33 |
| J. Lewis..... | Revolver and cartridges do | 7 50 |
| A. N. Reid & Co..... | Bedding do | 6 60 |
| J. Clarke & Co..... | Soap, whisks, &c. do | 6 00 |
| Wallbridge & Clarke..... | Brooms, matches, &c. do | 5 10 |
| O. F. Smith & Co..... | Cash box, and repairs to gas fittings do | 4 66 |
| Walmsley & Spafford..... | Sorting basket do | 3 00 |
| H. Walker..... | Pails, soap, &c. do | 3 43 |
| W. J. Northgraves | Cleaning clock do | 1 00 |
| Munro & Co..... | Covering for gas fixtures do | 0 75 |
| Tickell & Sons | Repairing office furniture do | 0 75 |
| F. Ford | Repairing door key do | 0 25 |
| J. Mundie..... | Putting up letter-box at Blackwater Junction..... | 1 00 |
| I. Y. Morton..... | Hardware for P.O., Brantford..... | 7 31 |
| A. Watts & Co..... | Brooms and soap for P.O., Brantford | 7 44 |
| T. Baker..... | Putting up street letter-boxes at Brockville..... | 6 30 |
| B. E. Chapman..... | Repairing street letter-box do | 1 25 |
| S. & H. Borbridge..... | Stamping pads for P.O., Brockville..... | 3 50 |
| Pritchard & Mingard..... | Money order pay stamp do | 1 00 |
| Blyth & Kerr..... | Rubber stamping cushion for P.O., Brussels..... | 6 38 |
| W. Moffatt..... | Putting up letter-box at Carleton Place Junction..... | 1 40 |
| G. G. Powell..... | Cabinet work for P.O., Chatham..... | 35 47 |
| Tiit & Hall..... | Covering gas fixtures, and lettering window for P.O., Chatham. | 8 21 |
| R. Morton & Co..... | Hardware for P.O., Chatham | 6 30 |
| Pritchard & Mingard..... | Money order pay stamp for P.O., Chatham..... | 1 25 |
| J. McCann..... | Putting up street letter-boxes at Chatham..... | 2 50 |
| T. Sutherland..... | do letter-box do | 1 00 |
| J. Pengilly..... | do letter-boxes at Cobourg..... | 2 00 |
| J. Wright..... | Repairing mail catching post at Elder's Mills..... | 1 30 |
| A. Bruce & Son..... | Carpenter's work for P.O., Guelph..... | 29 51 |
| C. Chase..... | Mail truck do | 10 00 |
| W. H. Mills | Repairing and putting up stoves for P.O., Guelph..... | 8 20 |
| W. Humphries..... | Glazier's work for P.O., Guelph | 2 00 |
| Feek & Kirkwood..... | Gasfitter's work do | 1 00 |
| J. S. Moffatt..... | Painter's work do | 1 00 |
| A. McBean & Co..... | Snow shovel do | 1 00 |
| J. Calder & Co..... | Making Letter Carriers' uniforms for P.O., Hamilton..... | 278 50 |
| J. Lightfoot..... | Letter Carriers' boots do | 218 50 |
| J. Mills & Son | Letter Carriers' caps do | 49 00 |
| Pritchard & Mingard..... | Stamping machine and repairs do | 89 00 |
| H. Harding..... | Plumber's work do | 74 11 |
| Hurd & Roberts..... | Fire grate for P.O., Hamilton | 18 94 |
| E. Van Allen..... | Carpenter's work do | 17 57 |
| J. B. Bishop..... | Tinsmith's work do | 19 23 |
| J. Garland..... | Painter's work do | 10 00 |
| W. Woods..... | Sorting baskets do | 8 30 |
| Hamilton Gas Co..... | Gas lamp do | 5 05 |
| E. Chanteloup..... | Felt stamp-rollers do | 1 20 |
| Leitch & Turnbull | Repairing and putting up street letter-boxes at Hamilton..... | 37 95 |
| L. Scofield..... | Putting up street letter-boxes at Ingersoll..... | 2 60 |

(F, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|--|---------|
| | | \$ cts. |
| Steel & Sowter..... | Mail truck for Jarvis station..... | 12 00 |
| J. Dill | Making sign for P.O., Killarney | 1 50 |
| W. Cannon..... | Making Letter Carriers' uniforms for P.O., Kingston..... | 175 00 |
| R. J. Devlin..... | Letter Carriers' caps do | 28 50 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 55 25 |
| A. Davidson..... | Carpenter's work do | 60 57 |
| S. Jenkin | do do | 5 57 |
| W. Flynn..... | Tinsmith's work do | 34 30 |
| S. J. Kilpatrick..... | Hitching posts do | 30 00 |
| J. G. Bastow..... | Plumber's work do | 22 70 |
| J. S. Henderson..... | Brooms, soap and matches do | 7 47 |
| W. M. Drennaus..... | Office furniture and repairs do | 6 00 |
| R. Waldron..... | Matting do | 5 50 |
| J. Muckleston & Co..... | Hardware, &c. do | 2 14 |
| W. Robinson & Son..... | Painter's work do | 2 00 |
| L. B. Spencer..... | Locksmith's work do | 2 00 |
| T. Savage & Son..... | Window glass do | 1 30 |
| Blyth & Kerr..... | Brush for cleaning stamps do | 0 75 |
| W. J. Manhood..... | Feather duster do | 0 50 |
| J. Reid..... | Office stool do | 0 50 |
| T. McAuley..... | Repairing money order stamp do | 0 25 |
| R. Boyd & Son..... | Making Letter Carriers' uniforms for P.O., London..... | 548 50 |
| P. Cook | Letter Carriers' boots do | 225 00 |
| S. & H. Borbridge..... | do belts do | 17 25 |
| A. B. Powell & Co..... | do caps do | 106 25 |
| R. J. Devlin..... | Letter Carrier's cap do | 4 75 |
| Harrison Bag Rack Co..... | Harrison bag rack, and expenses do | 390 63 |
| Pritchard & Mingard..... | Stamping machine do | 80 00 |
| E. Rogers & Co..... | Plumber's work do | 58 40 |
| J. Moule..... | Sorting baskets, candle-wick, &c. do | 9 50 |
| J. R. Gurd..... | do and brooms do | 8 75 |
| J. Cowan & Co..... | Hardware do | 7 20 |
| J. R. Peel..... | Stone slab, and bracket do | 2 50 |
| O. Anundson..... | Office stool, and repairs do | 2 50 |
| R. W. Soper..... | Adjusting stamping machine do | 2 50 |
| Davis & Son..... | Repairing clock do | 2 20 |
| Ferguson & Go..... | Sorting baskets do | 2 00 |
| A. Taylor..... | Waste basket do | 1 00 |
| S. McBride..... | Tinsmith's work do | 1 95 |
| E. Chanteloup..... | Felt stamp-rollers do | 1 20 |
| Pritchard & Mingard..... | Money order pay stamps for P.O., Mitchell..... | 1 25 |
| do | do do New Market..... | 1 25 |
| P. C. Auclair..... | Making Letter Carriers' uniforms for P.O., Ottawa..... | 222 00 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 200 50 |
| R. J. Devlin..... | do caps do | 95 75 |
| Pritchard & Mingard..... | Stamping machine do | 80 00 |
| J. H. Bartlett..... | Attendance on clocks do | 60 00 |
| Blyth & Kerr..... | Sorting baskets, feather dusters, &c. do | 53 40 |
| R. Kealy..... | Clock do | 45 00 |
| N. Fr chette..... | Removing double windows do | 21 75 |
| E. Chanteloup..... | Felt stamp-rollers do | 12 00 |
| J. Erratt..... | Window shades do | 11 55 |
| R. S. Montgomery..... | Label cases, &c. do | 11 50 |
| K. D. Graham..... | Soap do | 6 20 |
| W. & R. Beardon..... | Brooms do | 6 00 |
| Elliott & Hamilton..... | Towels do | 4 80 |
| R. Jordan | Telephone resonanter do | 3 00 |
| A. S. Woodburn..... | Letter-box cards do | 1 00 |
| J. R. Esmonde..... | Feather dusters do | 1 50 |
| J. Park..... | Putting up street letter-boxes at Owen Sound..... | 2 55 |
| Pritchard & Mingard..... | Rubber pay stamp for P.O., Owen Sound..... | 1 00 |
| Goldie & McCulloch | Vault door for P. O., Peterboro' | 75 00 |
| S. & H. Borbridge | Rubber stamping cushion for P.O., Peterboro'..... | 8 00 |

(F, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--|---|-------------|
| | | \$ cts. |
| Irving & Downs | Putting up street letter-box at Picton | 2 00 |
| T. Leonard | do do Port Hope | 5 00 |
| R. Fogarty | Street letter-box labels do | 4 50 |
| W. Bryson | Labelling and putting up street letter-boxes at St. Catharine's | 4 00 |
| C. H. Wegg | Repairing street letter-box at St. Thomas | 0 75 |
| Pritchard & Mingard | Rubber pay stamp for P. O., Seaforth | 1 00 |
| T. Orr | Carpenter's work for P. O., Stratford | 9 90 |
| Pritchard & Mingard | Rubber pay stamp do | 1 25 |
| G. T. Smith | Repairing street letter-box at Stratford | 0 50 |
| Petley & Petley | Making Letter Carriers' uniforms for P. O., Toronto | 1,112 25 |
| R. Birmingham | Letter Carriers' boots do | 518 50 |
| J. & J. Lugsdin | Letter Carriers' caps do | 66 50 |
| S. & H. Borbridge | Letter Carriers' belts do | 3 75 |
| T. Pells | Carpenter's work do | 821 45 |
| J. Roberts | Locksmith's work do | 300 57 |
| G. Harding | Plumber's work do | 168 06 |
| Harrison Bag Rack Co. | Harrison bag rack, and expenses do | 127 35 |
| J. E. Ellis & Co. | Attendance on clocks, &c. do | 125 00 |
| H. Graham & Co. | Carpets do | 119 43 |
| J. Dill | Painter's and Glazier's work do | 110 11 |
| Pritchard & Mingard | Stamping machine and pay stamps do | 87 40 |
| C. Watts | Sorting baskets do | 37 00 |
| Kenyon, Tingley & Stewart Manufacturing Co. | Rollers for stamping machine, & repairs do | 33 55 |
| Canadian Rubber Co. | Rubber springs for stamping machine do | 20 00 |
| W. A. Murray & Co. | Towels, and cloth for stamping machine do | 19 64 |
| McGuire & Reid | Plumber's work do | 9 78 |
| T. A. Lockington | Office furniture and repairs do | 9 25 |
| N. L. Piper & Son | Turpentine, pail, &c. do | 3 95 |
| Blyth & Kerr | Leather punches do | 1 20 |
| T. O. Patteson, P. M. | To pay for screwdriver do | 0 30 |
| T. Thompson | Repairing inside leather cases for street letter-boxes at Toronto | 210 85 |
| E. & C. Gurney & Co. | Street letter-boxes for Toronto | 117 00 |
| Central Ontario Railway Co. | Putting up letter-box at Trenton Station | 2 00 |
| Pritchard & Mingard | Money order pay stamp for P. O., Walkerton | 1 00 |
| O. Young | Gasfitter's work for P. O., Windsor | 33 70 |
| E. T. Barnum | Repairing locks, &c. do | 20 22 |
| E. Marentette | Locksmith's work do | 17 80 |
| W. G. Nutson | Carpenter's work do | 16 75 |
| E. J. Cummins | Painter's & Glazier's work do | 11 25 |
| D. Langlois | Brooms, feather duster, soap, &c., for P. O., Windsor | 10 85 |
| Drake & Joyce | Repairing office furniture do | 5 85 |
| G. Adams | Painter's work do | 4 00 |
| F. J. Dougall | Soap do | 3 50 |
| G. A. Neveux | Watering-pot, pails, broom, &c. do | 2 85 |
| Cameron, Bartlett & Co. | Towels do | 2 10 |
| Smith & Duck | Brooms, pail, &c. do | 1 10 |
| A. H. Joseph | Whisk-broom do | 0 45 |
| P. A. Craig | Repairing, and putting up street letter-box at Windsor | 3 25 |
| J. Clouston | do mail catching post at Brighton | 0 50 |
| A. J. Boyce | do do Colborne | 0 75 |
| J. Sawden | do do Melancthon | 0 50 |
| A. McCarthy | Putting up mail catching post at Fawn | 12 00 |
| do | do do Nantye | 10 00 |
| | Total | \$36,701 71 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF QUEBEC.

(F, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|---|---------------------|
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Quebec | \$ cts. 7,971 82 |
| Maynard, Harris & Co..... | Letter Carriers' uniform materials for the Post Office Department, in Quebec | 1,398 46 |
| P. C. Auclair..... | Making Letter Carrier's sample tunic, &c, for the Post Office Department, in Quebec | 6 50 |
| Pritchard & Mingard..... | Office stamps and seals for the Post Office Department, in Quebec | 918 62 |
| De Grave, Short & Co..... | Scales and weights do | 370 05 |
| S. & H. Borbridge..... | Stamping pads do | 47 87 |
| D. K. Miller Lock Co..... | Street letter-box locks do | 12 68 |
| Harris & Campbell..... | Packing cases do | 10 50 |
| E. Chanteloup..... | Felt stamp-rollers do | 4 80 |
| Blyth & Kerr..... | Pipe clay do | 0 10 |
| L. Allard..... | Office furniture for P.O.I., Montreal | 118 25 |
| E. Chanteloup..... | Repairing Mail Clerk's boxes, street letter-boxes, &c., for P.O.I. Montreal | 66 83 |
| Hudon & Painchaud..... | Repairing office furniture for P.O.I., Montreal | 14 00 |
| A. Z. Paquet..... | Carpet for P.O.I., Quebec | 42 91 |
| D. C. Manufacturing Co. | Office furniture do | 31 44 |
| G. & C. Hossack..... | Scrubbing brushes, soap, matches, &c., for P.O.I., Quebec | 14 04 |
| E. Roussel..... | Carpenter's work do | 8 68 |
| Behan Bros..... | Towels, scrubbing cloths, &c. do | 8 02 |
| Andrews Bros..... | Hardware do | 7 30 |
| J. B. Morin..... | Mail Clerk's box and repairs do | 4 50 |
| J. S. Porter..... | Repairing locks do | 4 25 |
| S. J. Shaw & Co..... | do do | 1 70 |
| A. J. Marchain & Co..... | Water filter do | 2 53 |
| T. Norris..... | Water jug, &c. do | 1 00 |
| J. Moreau..... | Mail clerk's boxes for P.O.I., Three Rivers..... | 20 00 |
| G. A. Bourgeois, P.O.I. | To pay for letter-boxes, &c., at Railway Stations..... | 3 10 |
| Pritchard & Mingard..... | Money order pay stamp for P.O., Beauharnois..... | 1 25 |
| do | Money order pay stamp for P.O., Farnham..... | 1 25 |
| J. Radokir..... | Repairing and putting up street letter-boxes at Hochelaga..... | 7 25 |
| Canadian Rubber Co..... | Stamping pad for P.O., Hochelaga..... | 3 19 |
| A. Dault..... | Putting up and removing double windows for P.O., Hull..... | 7 25 |
| F. Allard..... | Repairing street letter-box locks at Lévis..... | 0 50 |
| J. & E. McIntyre..... | Making Letter Carriers' uniforms for P.O., Montreal..... | 718 00 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 527 00 |
| Lanthier & Co..... | Letter Carriers' caps do | 67 50 |
| E. Chanteloup..... | Locksmith's and Plumber's work do | 538 49 |
| Harrison Bag Rack Co..... | Difference in exchange of bag rack do | 200 50 |
| E. Egan & Co..... | Expenses on do do | 62 20 |
| L. Barré..... | Putting up double windows, outside doors, porch, &c., for P.O., Montreal..... | 112 64 |
| H. Grant & Son..... | Clocks and attendance on do for P.O., Montreal..... | 125 50 |
| D. O' Connor..... | Stamping pads and repairs do | 98 00 |
| Pritchard & Mingard..... | Stamping machine do | 80 00 |
| E. J. Maxwell & Co..... | Lumber do | 90 51 |
| J. Kimber..... | Painter's work do | 57 00 |
| J. Fontaine..... | Glazier's work do | 49 15 |
| Frothingham & Workman | Hardware do | 35 72 |
| M. Lefebvre & Co..... | Sorting baskets do | 25 50 |
| J. R. Boyce..... | do do | 12 75 |
| A. Rondeau..... | Carpenter's work do | 23 25 |
| H. A. Nelson & Sons..... | Clocks, feather dusters, &c. do | 24 10 |
| A. Lavigne..... | Stamp handles, chair cushion, &c. do | 14 75 |
| Hodgson, Sumner & Co. | Towelling do | 14 49 |

(F, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. | |
|--------------------------|---|----------|------|
| | | \$ | cts. |
| D. Beaulieu..... | Painter's work for P.O., Montreal..... | 12 | 04 |
| O. McGarvey & Son..... | Office chairs do | 8 | 55 |
| J. Walker & Co..... | Door spring do | 7 | 50 |
| Gravel Bros..... | Soap and brooms do | 7 | 00 |
| G. Chapleau..... | Repairing safe do | 7 | 00 |
| D. Crawford..... | Brooms do | 4 | 00 |
| R. Mitchell & Co..... | Locksmith's work do | 2 | 50 |
| Hudon & Painchaud..... | Office stools for receiving houses at Montreal..... | 11 | 70 |
| J. Mason..... | Putting up street letter-boxes at Point St. Charles..... | 10 | 25 |
| W. Lee..... | Making Letter Carriers' uniforms for P.O., Quebec..... | 317 | 50 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 158 | 00 |
| Dugal & Co..... | Letter Carriers' caps do | 77 | 50 |
| R. J. Devlin..... | Letter Carrier's sample cap do | 4 | 75 |
| G. Seifert..... | Attendance on clocks (4 years) do | 180 | 00 |
| E. Roussel..... | Carpenter's work do | 153 | 33 |
| Pritchard & Mingard..... | Stamping machine do | 80 | 00 |
| S. Drolet..... | Soap, brooms, matches, &c. do | 26 | 94 |
| C. Pitt..... | Baskets do | 7 | 50 |
| M. Hudon..... | Repairing locks, keys, &c. do | 5 | 60 |
| J. Hamel & Bros..... | Chamois, flannel, &c. do | 4 | 52 |
| A. Debigare..... | Repairing locks, &c. do | 2 | 40 |
| E. Chanteloup..... | Felt stamp-rollers do | 1 | 20 |
| P. Whitty..... | Repairing street letter-boxes at Quebec..... | 61 | 60 |
| G. Chasse..... | Repairing mail bag catcher at St. Anaclet..... | 1 | 75 |
| M. L. Hislop..... | Lamp-glasses, brooms, &c., for P.O., St. John's | 7 | 47 |
| F. Gillespie..... | Repairing locks do | 7 | 45 |
| Pritchard & Mingard..... | Money order pay stamp for P.O., Waterloo, East | 1 | 00 |
| E. F. King, P.O.I..... | To pay for cleaning room, and supplying a table and chair, for Mail Transfer Agent, at Bonaventure Station, Montreal..... | 5 | 30 |
| | Total..... | \$15,159 | 93 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(F, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|---|------------|
| | | \$ cts. |
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Nova Scotia..... | 2,893 75 |
| Maynard, Harris & Co.... | Letter Carriers' uniform materials for the Post Office Department, in Nova Scotia..... | 225 14 |
| Pritchard & Mingard | Office stamps and seals for the Post Office Department, in Nova Scotia..... | 596 89 |
| DeGrave, Short & Co.... | Scales and weights for the Post Office Department, in Nova Scotia..... | 134 43 |
| S. & H. Borbridge..... | Stamping pads for the Post Office Department, in Nova Scotia.. | 20 68 |
| D. K. Miller Lock Co..... | Street letter-box locks do do | 4 59 |
| G. E. Smith & Co..... | Twine for P.O.I., Halifax | 126 67 |
| Symonds & Co..... | Street letter-boxes and repairs for P.O.I., Halifax..... | 35 50 |
| M. Downey..... | Painter's work do | 22 75 |
| Gordon & Keith..... | Mattress, repairing window shades, &c. do | 14 75 |
| J. Fraser..... | Carpenter's work do | 12 23 |
| J. Davies..... | Locksmith's work do | 6 10 |
| J. H. Holland..... | Repairing window screen, &c. do | 5 75 |
| Halifax Carpet Co..... | Bedding do | 4 00 |
| J. G. Frider & Co..... | Matting do | 3 50 |
| Longard Bros..... | Repairing Mail Clerks' boxes do | 3 30 |
| J. D. McDougall..... | Alphabet stencil do | 2 00 |
| O. & W. Anderson..... | Whisks and matches do | 1 30 |
| Macdonald & Co..... | Repairing letter-press do | 1 20 |
| E. Albro..... | Hardware do | 1 05 |
| Pritchard & Mingard..... | Money order pay stamp for P.O., Amherst..... | 1 00 |
| Clayton & Sons..... | Making Letter Carriers' uniforms for P.O., Halifax..... | 105 00 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 119 00 |
| Pritchard & Mingard..... | Stamping machine do | 80 00 |
| W. G. Wiswell..... | Carpenter's work do | 34 05 |
| Watson & Myers..... | Gas-fitter's work do | 26 96 |
| J. G. Frider..... | Bedding do | 25 05 |
| G. E. Smith & Co..... | Twine do | 24 50 |
| Longard Bros..... | Plumber's work, &c. do | 24 56 |
| Gordon & Keith..... | Repairing office furniture, &c. do | 16 75 |
| Macdonald & Co..... | Repairing office scales do | 11 60 |
| W. Slaughter..... | Sorting baskets do | 11 00 |
| M. Downey..... | Painter's and Glazier's work do | 10 25 |
| G. Bent..... | Water filter, &c. do | 9 50 |
| E. H. Cogswell..... | Attendance on clock do | 5 00 |
| M. F. Eagar..... | Soap do | 3 00 |
| J. Scott & Co..... | Oil do | 1 20 |
| E. Chanteloup..... | Felt stamp-rollers do | 1 20 |
| Pritchard & Mingard..... | Money order pay stamp do | 1 00 |
| D. Driscoll..... | Plasterer's work do | 1 00 |
| P. Walsh..... | Hammer do | 0 55 |
| J. Davies..... | Repairing street letter-boxes, &c., at Halifax..... | 46 60 |
| | Total..... | \$4,674 35 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(F, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|---|-------------------|
| | | \$ cts. |
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in New Brunswick..... | 2,626 27 |
| Maynard, Harris & Co.... | Letter Carriers' uniform materials for the Post Office Department, in New Brunswick..... | 225 14 |
| Pritchard & Mingard..... | Office stamps and seals for the Post Office Department, in New Brunswick..... | 407 71 |
| DeGrave, Short & Co..... | Scales and weights for the Post Office Department, in New Brunswick..... | 132 22 |
| S. & H. Borbridge..... | Stamping pads for the Post Office Department, in New Brunswick..... | 27 53 |
| D. K. Miller Lock Co..... | Street letter-box locks, for P.O.I., St. John..... | 4 17 |
| A. G. Bowes & Co..... | Street letter-boxes and repairs do..... | 193 00 |
| G. Hutchinson..... | Attending and repairing clocks do..... | 54 00 |
| J. & J. D. Howe..... | Office furniture and repairs do..... | 28 40 |
| Bowman & LeLacheur ... | Carpenter's work do..... | 27 50 |
| G. A. Barker..... | Feather dusters, soap, &c do..... | 15 20 |
| Jardine & Co..... | Whisks, brooms, &c. do..... | 4 56 |
| Daniel & Boyd..... | Towels, &c. do..... | 3 64 |
| T. Campbell..... | Plumber's work do..... | 3 25 |
| J. R. Cameron..... | Lamp do..... | 1 35 |
| W. H. Thorne & Co..... | Hardware do..... | 1 28 |
| S. N. Knowles..... | Repairing lock do..... | 1 00 |
| J. C. Risteen & Co..... | Carpenter's work for P.O., Fredericton..... | 67 74 |
| J. D. Perkins..... | do do..... | 6 00 |
| P. McPeake, P.M. | To pay for sundry articles, supplied for P.O., Fredericton..... | 6 53 |
| J. A. Esmunds..... | Putting up letter-box at Fredericton..... | 3 50 |
| A. Limerick & Co..... | Repairing letter-box do..... | 1 50 |
| T. R. Jones & Co..... | Making Letter Carriers' uniforms, for P.O., St. John..... | 292 50 |
| S. & H. Borbridge..... | Letter Carriers' boots do..... | 102 00 |
| R. J. Devlin..... | Letter Carriers' caps do..... | 10 00 |
| Harrison Bag Rack Co.... | Harrison bag rack do..... | 110 75 |
| Pritchard & Mingard.... | Stamping machine do..... | 80 00 |
| G. Hutchinson..... | Attending and repairing clocks do..... | 58 00 |
| W. H. Thorne & Co..... | Baskets, brooms, whisks, &c. do..... | 20 92 |
| T. Campbell..... | Plumber's work do..... | 13 05 |
| J. Hunter..... | Locksmith's work do..... | 16 85 |
| J. Pullen..... | Painter's work do..... | 8 75 |
| G. S. DeForest..... | Soap, brooms, matches, &c. do..... | 7 90 |
| J. & J. D. Howe..... | Office stool and repairs do..... | 5 75 |
| T. R. Jones & Co..... | Bedding do..... | 1 80 |
| E. Chanteloup..... | Felt stamp-rollers do..... | 1 20 |
| S. J. Drake..... | Repairing flag do..... | 1 05 |
| I. Hall..... | Stamping machine roller do..... | 0 25 |
| G. A. Barker..... | Turpentine do..... | 0 20 |
| A. G. Bowes & Co..... | Repairing street letter-boxes at St. John..... | 127 47 |
| | Total | \$4,689 93 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(F, IN REPORT NO. 3, E.)

DETAIL of all payments in discharge of Tradesmen's Bills, for articles supplied for the service of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|---------------------------|--|---------|------|
| | | \$ | cts. |
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department in Manitoba, &c. | 2,167 | 05 |
| Maynard, Harris & Co.... | Letter Carriers' uniform materials for the Post Office Department in Manitoba, &c. | 208 | 94 |
| Pritchard & Mingard..... | Office stamps and seals for the Post Office Dept. in Manitoba, &c. | 656 | 09 |
| De Grave, Short & Co.... | Scales and weights do do ... | 100 | 85 |
| S. & H. Borbridge | Stamping pads do do ... | 43 | 31 |
| Blyth & Kerr | Mail Clerk's boxes do do ... | 50 | 00 |
| D. K. Miller Lock Co..... | Street letter-box locks do do ... | 3 | 45 |
| A. Schmidt..... | Locksmith's work, &c., for P. O. I., Winnipeg..... | 177 | 70 |
| Ferguson & Campbell.... | Street letter-boxes, office furniture, &c. do | 105 | 50 |
| D. Ferguson..... | Making and erecting street letter-boxes do | 55 | 35 |
| J. H. Smith & Co. | Revolvers and cartridges do | 47 | 25 |
| T. J. Sproule..... | Carpenter's work, &c. do | 51 | 25 |
| J. H. Ashdown..... | Hardware do | 31 | 51 |
| S. & H. Borbridge..... | Stamping pads do | 16 | 00 |
| E. Boyce | Repairing street letter-boxes do | 6 | 50 |
| T. Scott..... | Chair cushion and cot do | 4 | 50 |
| H. L. Reynolds | Sorting basket, &c. do | 3 | 00 |
| H. Hodges..... | Soap do | 2 | 70 |
| R. D. Richardson | Cotton do | 0 | 50 |
| W. Borwick | Repairing scales for P. O., Clover Bar..... | 2 | 00 |
| P. C. Auclair | Making Letter Carriers' uniforms for P. O., Winnipeg | 258 | 75 |
| S. & H. Borbridge..... | Letter Carriers' boots do | 111 | 25 |
| R. J. Devlin..... | do caps, collars and moccasins do | 121 | 25 |
| W. McFarlane | Measuring Letter Carriers for uniforms for P. O., Winnipeg..... | 1 | 75 |
| W. Clarkson | do do do and altering same, for P. O., Winnipeg..... | 28 | 00 |
| J. H. Ashdown | Hardware for P. O., Winnipeg..... | 143 | 08 |
| T. A. Lundy..... | Carpenter's work do | 142 | 88 |
| Pritchard & Mingard..... | Stamping machine, and expenses do | 37 | 95 |
| A. Schmidt | Locksmith's work do | 63 | 70 |
| T. Scott..... | Office furniture, &c. do | 26 | 50 |
| H. Hodges..... | Soap, matches and baskets do | 28 | 50 |
| T. Halpenney | Removing double windows do | 7 | 65 |
| C. F. Forrest | Clock, and repairs do | 6 | 00 |
| D. Scott & Co..... | Repairing office furniture do | 5 | 50 |
| E. Chanteloup..... | Felt stamp-rollers do | 3 | 60 |
| R. J. Nichols..... | Fitting up stamping machine do | 2 | 40 |
| T. Thompson | Lamp wick do | 1 | 00 |
| H. L. Reynolds | Soap do | 1 | 00 |
| S. & H. Borbridge..... | Re-covering stamping pad do | 0 | 88 |
| Neelands & Co. | Alcohol, for cleaning purposes do | 0 | 50 |
| | Total..... | \$4,783 | 19 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(F, IN REPORT NO 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|--|------------|
| | | \$ cts. |
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in British Columbia..... | 560 34 |
| Pritchard & Mingard..... | Office stamps and seals for the Post Office Department, in British Columbia..... | 169 27 |
| DeGrave, Short & Co..... | Scales and weights, for the Post Office Department, in British Columbia | 25 96 |
| S. & H. Borbridge..... | Stamping pads for the Post Office Department, in British Columbia..... | 10 27 |
| Blyth & Kerr..... | Mail Clerks' boxes for the Post Office Department, in British Columbia | 10 00 |
| D. K. Miller Lock Co. ... | Street letter-box locks, for the Post Office Department, in British Columbia..... | 0 89 |
| P. McQuade & Son..... | Twine, &c., for P.O.I., Victoria..... | 94 50 |
| J. Sehl..... | Office furniture do | 33 50 |
| J. Weiler..... | Mattress do | 8 00 |
| J. Smith..... | To pay for soap, matches, &c., for P.O.I., Victoria..... | 4 37 |
| T. N. Hibben & Co..... | Cash box for P.O., Granville..... | 2 25 |
| T. Carrington..... | Cash box for P.O., Kamloops..... | 1 50 |
| A. Stevenson..... | Mail box at C.P.R. Station, Lytton..... | 4 50 |
| M. Manson..... | Chair, lamps, &c, for P.O., Nanaimo..... | 23 50 |
| O. J. Major..... | Blankets, lamp-glasses, &c., for P.O., New Westminster..... | 25 25 |
| J. E. Lord..... | Mattress and pillow do | 6 75 |
| E. S. Scoullar & Co..... | Tinsmith's work do | 4 25 |
| S. H. Webb..... | Locksmith's work do | 2 25 |
| W. McColl..... | Lamp-glasses do | 1 00 |
| J. Weiler..... | Carpet, chair, &c., for P.O., Victoria..... | 78 69 |
| P. McQuade & Son..... | Twine do | 20 00 |
| T. N. Hibben & Co..... | Twine, feather dusters, &c. do | 16 62 |
| J. Sehl..... | Carpenter's work do | 10 50 |
| A. Vipond..... | Locksmith's work do | 3 75 |
| J. Finlayson..... | Brooms, soap and matches do | 2 75 |
| J. Stewart..... | Plumber's work do | 2 60 |
| McKillican & Anderson... | Packing cases for scales do | 2 00 |
| E. Harrison..... | Painter's work do | 1 25 |
| E. G. Prior..... | Hardware do | 1 12 |
| T. Shotbolt..... | Linseed oil do | 0 37 |
| | Total..... | \$1,128.00 |

JOHN GARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(F, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|----------------------------|---|-----------------|
| | | \$ cts. |
| B. A. Bank Note Co..... | Engraving and printing postage stamps, post cards, &c., for the Post Office Department, in Prince Edward Island | 471 86 |
| Pritchard & Mingard..... | Office stamps and seals for the Post Office Department, in Prince Edward Island | 121 57 |
| De Grave, Short & Co.... | Scales and weights for the Post Office Department, in Prince Edward Island | 21 87 |
| S. & H. Borbridge..... | Stamping pads for the Post Office Department, in Prince Edward Island | 20 76 |
| D. K. Miller Lock Co. | Street letter-box lock for the Post Office Department, in Prince Edward Island | 0 75 |
| J. Newson | Cabinet work for P.O., Charlottetown..... | 98 18 |
| A. Hermans & Son..... | Plumber's and Gas-fitter's work for P.O., Charlottetown..... | 20 49 |
| W. A. Weeks & Co..... | Bedding and towels do | 10 12 |
| S. W. Crabbe | Hardware, brooms, &c. do | 9 53 |
| W. & A. Brown & Co..... | Soap do | 2 95 |
| C. D. Rankin..... | Brushes do | 2 05 |
| Stentiford & Taylor | Whitewashing do | 1 25 |
| Pritchard & Mingard..... | Money order pay stamp do | 1 00 |
| | Total | \$782 38 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(G, IN REPORT No. 3, A.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|---------------------------|---|-------------------|
| | | \$ cts. |
| Bank of Toronto..... | Rent of Inspector's Office, Barrie (1 year to 30th April, 1884).... | 296 00 |
| Hamilton Corporation.... | Sewer rent, Post Office, Hamilton (1 year to 31st Dec., 1883).... | 4 20 |
| J. R. Vantassel, P.M..... | To pay rent of Post Office, Parry Sound (3 mos. to 29th Feb., '84) | 36 00 |
| Prescott Corporation..... | Rent of Post Office, Prescott (1 year to 31st Aug., 1884)..... | 325 00 |
| Guelph Water Works.... | Water rate, Post Office, Guelph (1 year to 15th April, 1885)..... | 12 48 |
| Hamilton Water Works. | do do do (1 year to 31st March, 1885).... | 100 00 |
| Kingston do ... | do do Kingston (1 year to 30th June, 1885)... | 52 20 |
| London do ... | do do London (1 year to 15th April, 1885).... | 36 00 |
| St. Catharine's do ... | do do St. Catharine's (15 mos to 31st March, '85) | 19 30 |
| Stratford do ... | do do Stratford (1 year to 31st March, 1885)... | 23 63 |
| Toronto do ... | do do Toronto (1 year to 30th June, 1885)..... | 188 00 |
| Windsor do ... | do do Windsor (1 year to 30th Sept., 1885).... | 63 20 |
| | Total..... | \$1,156 01 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF QUEBEC.

(G, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in Quebec, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|--|---|-------------------|
| | | \$ cts. |
| G. A. Bourgeois, P.O.I.... | Rent for the accommodation of the Inspector's Office, Three Rivers (1 year to 31st May, 1885) | 600 00 |
| Montreal City and District Savings Bank..... | Rent of Eastern Receiving House, Montreal (1 year to 30th April, 1885)... | 250 00 |
| W. McGowan..... | do Northern do do ... | 250 00 |
| Montreal City and District Savings Bank..... | do Western do do ... | 250 00 |
| J. B. Filion..... | Water supplied, Post Office, Hull (1 year to 31st March, 1885)... | 16 40 |
| Montreal Water Works.... | Water rate do Montreal (2 years to 30th April, 1886) | 1,266 40 |
| do do ... | Water supplied hoisting apparatus, Post Office, Montreal (1 year to 6th April, 1885) | 649 97 |
| do do ... | Water rate of Eastern Receiving House, Montreal (1 year to 30th April, 1885)... | 6 65 |
| do do ... | do Northern do do ... | 8 55 |
| do do ... | do Western do do ... | 13 30 |
| St. John's do ... | do Post Office, St. John's (1 year to 30th Sept., 1884) | 21 60 |
| | Total..... | \$3,332 87 |

H. A. WICKSTEED,
Accountant.

JOHN CARLING,
Postmaster-General.

PROVINCE OF NEW BRUNSWICK.

(G, IN REPORT No. 3. D.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes,
in New Brunswick, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|-------------------------|--|----------|
| | | \$ cts. |
| Fredericton Water Works | Water rate, Post Office, Fredericton (13 Months to 31st Oct., 1885)..... | 12 34 |
| St. John do ... | Water rate, Post Office, St. John (1 Year to 30th April, 1885).... | 372 35 |
| | Total..... | \$384 69 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(G, IN REPORT No. 3. E.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes,
in Manitoba and the North-West Territories, made within the Year
ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|------------------------------------|---|----------|
| | | \$ cts. |
| Dunn & Price (Attorneys) do ... | Rent of Inspector's Office, Winnipeg (1 Year to 30th April, 1885) | 660 00 |
| | Water supplied to Inspector's Office, Winnipeg (6 Months to 31st Dec., 1884)..... | 9 00 |
| W. S. Wallace..... | Water supplied to Inspector's Office, Winnipeg (2 Months to 31st May, 1885)..... | 4 25 |
| J. Brown..... | Water supplied to Post Office, Winnipeg (15 Months to 31st May, 1885)..... | 60 00 |
| | Total..... | \$733 25 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(G, IN REPORT No. 3, F.)

DETAIL of all payments by the Post Office Department, for Rents and Taxes, in British Columbia, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|--------------------------|--|---------|
| | | \$ cts. |
| Victoria Water Works.... | Water rate, Post Office, Victoria (9 Months to 31st Dec., 1884)... | 9 00 |
| | Total..... | \$9 00 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(G, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|----------------|---|---------|
| | | \$ cts. |
| A. Strang..... | Rent of warehouse for accommodation of winter mails at Cape Traverse (1 Year to 30th Nov., 1884)..... | 50 00 |
| W. Burhoe..... | Water supplied to Post Office, Charlottetown (1 Year to 31st Dec., 1884)..... | 6 00 |
| | Total..... | \$56 00 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(H, IN REPORT NO. 3, A.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|---|--|---------|------|
| | | \$ | cts. |
| Queen's Printer and Stationery Office | Printing and stationery for the Post Office Department, in Ontario | 20,772 | 68 |
| Dawson Bros. | Advertising for the Post Office Department, in Ontario | 36 | 27 |
| A. Scott. | Ink and mucilage for Inspector's Office, Barrie | 9 | 75 |
| G. Monkman | Ink for Inspector's Office, Barrie | 0 | 95 |
| T. Board & Co. | Carbon paper for Post Office, Windsor | 2 | 40 |
| Barrie | Advertising time-tables, Post Office notices, &c. | 50 | 00 |
| Belleville | do do | 62 | 06 |
| Berlin | do do | 50 | 08 |
| Blyth | do do | 25 | 00 |
| Bradford | do do | 50 | 00 |
| Brantford | do do | 130 | 40 |
| Brockville | do do | 50 | 00 |
| Campbellford | do do | 3 | 00 |
| Chatham | do do | 100 | 00 |
| Cobourg | do do | 53 | 50 |
| Collingwood | do do | 61 | 92 |
| Dresden | do do | 50 | 00 |
| Durham | do do | 50 | 00 |
| Ereter | do do | 62 | 50 |
| Forest | do do | 25 | 00 |
| Gananoque | do do | 3 | 60 |
| Guelph | do do | 103 | 00 |
| Hamilton | do do | 121 | 60 |
| Hastings | do do | 54 | 80 |
| Kingston | do do | 181 | 50 |
| Lindsay | do do | 100 | 00 |
| London | do do | 153 | 12 |
| Lucan | do do | 50 | 00 |
| Meaford | do do | 50 | 00 |
| Napanee | do do | 50 | 00 |
| Newmarket | do do | 50 | 00 |
| Norwood | do do | 5 | 80 |
| Orillia | do do | 50 | 00 |
| Ottawa | do do | 550 | 95 |
| Parkhill | do do | 50 | 00 |
| Peterboro' | do do | 165 | 25 |
| Port Arthur | do do | 50 | 00 |
| Port Hope | do do | 58 | 00 |
| Prescott | do do | 75 | 00 |
| Richmond Hill | do do | 50 | 00 |
| Ridgetown | do do | 50 | 00 |
| St. Catharines | do do | 50 | 00 |
| St. Mary's | do do | 50 | 00 |
| St. Thomas | do do | 25 | 00 |
| Sarnia | do do | 54 | 80 |
| Stratford | do do | 3 | 52 |
| Strathroy | do do | 50 | 00 |
| Tara | do do | 50 | 00 |
| Thorabury | do do | 30 | 00 |
| Tilbury Centre | do do | 23 | 00 |
| Toronto | do do | 242 | 10 |
| Walkerton | do do | 25 | 00 |
| Wallaceburg | do do | 50 | 00 |
| Wellsand | do do | 4 | 25 |
| Windsor | do do | 162 | 00 |

(H, IN REPORT No. 3, A.)—Detail of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|--|---------------------------------------|-----------------|-----------|
| | | \$ | cts. |
| Almonte "Times"..... | Advertising for mail tenders, &c..... | 39 | 68 |
| Arnprior "Can. Times"..... | do do..... | 32 | 96 |
| Arnprior "Chronicle"..... | do do..... | 23 | 20 |
| Belleville "Intellig'er"..... | do do..... | 7 | 20 |
| Brighton "Ensign"..... | do do..... | 4 | 92 |
| Brockville "Monitor"..... | do do..... | 10 | 72 |
| Brockville "Times"..... | do do..... | 16 | 44 |
| Caledonia "Sachem"..... | do do..... | 3 | 60 |
| Carleton Place "Central Canadian"..... | do do..... | 61 | 10 |
| Chatham "Planet"..... | do do..... | 5 | 40 |
| Cobourg "Express"..... | do do..... | 4 | 20 |
| Dunnville "Gazette"..... | do do..... | 4 | 20 |
| Eganville "Enterprise"..... | do do..... | 28 | 56 |
| Gananoque "Journal"..... | do do..... | 4 | 44 |
| Goderich "Star"..... | do do..... | 3 | 92 |
| Hastings "Star"..... | do do..... | 5 | 76 |
| Kingston "News"..... | do do..... | 15 | 00 |
| London "Catholic Record"..... | do do..... | 6 | 20 |
| London "Free Press"..... | do do..... | 7 | 80 |
| L'Orignal "Advertiser"..... | do do..... | 15 | 72 |
| Morrisburg "Courier"..... | do do..... | 5 | 04 |
| Napanee "Beaver"..... | do do..... | 13 | 12 |
| Napanee "Standard"..... | do do..... | 15 | 36 |
| Ottawa "Citizen"..... | do do..... | 48 | 14 |
| do "Daily Sun"..... | do do..... | 32 | 10 |
| do "Investigator"..... | do do..... | 25 | 40 |
| do "Le Canada"..... | do do..... | 43 | 16 |
| do "Review"..... | do do..... | 20 | 70 |
| do "Sanitary Journal"..... | do do..... | 16 | 40 |
| Paris "Review"..... | do do..... | 4 | 00 |
| Parkhill "Gazette"..... | do do..... | 8 | 16 |
| Perth "Expositor"..... | do do..... | 50 | 72 |
| Peterboro' "Review"..... | do do..... | 20 | 16 |
| do "Times"..... | do do..... | 21 | 96 |
| Petrolia "Advertiser"..... | do do..... | 9 | 60 |
| Picton "Gazette"..... | do do..... | 12 | 76 |
| Port Dover "Maple Leaf"..... | do do..... | 3 | 90 |
| Prescott "Messenger"..... | do do..... | 28 | 35 |
| Ridgetown "Standard"..... | do do..... | 4 | 20 |
| Seaforth "Sun"..... | do do..... | 4 | 80 |
| Simcoe "Canadian"..... | do do..... | 3 | 68 |
| Stirling "News-Argus"..... | do do..... | 4 | 56 |
| Strathroy "Dispatch"..... | do do..... | 4 | 32 |
| Trenton "Advocate"..... | do do..... | 8 | 16 |
| Windsor "LeCourrier"..... | do do..... | 4 | 80 |
| do "Essex Review"..... | do do..... | 4 | 80 |
| Wingham "Advance"..... | do do..... | 3 | 25 |
| Woodstock "Times"..... | do do..... | 3 | 60 |
| Total..... | | \$25,205 | 32 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

(H, IN REPORT No. 3, B.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Quebec, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|--|--|----------------|-----------|
| | | \$ | cts. |
| Queen's Printer and Stationery Office | Printing and stationery for Post Office Department, in Quebec... | 7,680 | 12 |
| Montreal "Nouvelles Soirées Canadiennes" | Advertising for Post Office Department, in Quebec | 50 | 00 |
| Dawson Bros. | do do | 13 | 73 |
| Aylmer | Advertising time-tables, Post Office notices, &c..... | 100 | 00 |
| Bryson | do do | 12 | 50 |
| Hull | do do | 160 | 80 |
| Lévis | do do | 5 | 40 |
| Malbaie | do do | 4 | 80 |
| Montreal | do do | 434 | 50 |
| Quebec | do do | 302 | 90 |
| Richmond | do do | 25 | 00 |
| St. Hyacinthe | do do | 25 | 00 |
| Sherbrooke | do do | 4 | 80 |
| Sorel | do do | 60 | 00 |
| Three Rivers | do do | 87 | 00 |
| Arthabaskaville "L'Union" | Advertising for mail tenders, &c..... | 31 | 04 |
| Aylmer "Times" | do do | 26 | 56 |
| Bryson "Equity" | do do | 25 | 68 |
| Hull "Dispatch" | do do | 95 | 40 |
| Hull "La Vallée d'Ottawa" | do do | 39 | 10 |
| Joliette "Gazette" | do do | 9 | 60 |
| Lévis "Quotidien" | do do | 21 | 96 |
| Malbaie "L'Echo" | do do | 21 | 44 |
| Montreal "Le Monde" | do do | 7 | 00 |
| Quebec "Budget" | do do | 27 | 40 |
| Quebec "Courrier" | do do | 48 | 60 |
| Quebec "Daily Telegraph" | do do | 41 | 80 |
| Quebec "Journal" | do do | 36 | 80 |
| Quebec "Morning Chronicle" | do do | 28 | 40 |
| Quebec "Nouvelliste" | do do | 29 | 00 |
| St. Hyacinthe "Journal" | do do | 5 | 04 |
| Sherbrooke "Gazette" | do do | 4 | 25 |
| Sherbrooke "Le Pionnier" | do do | 5 | 92 |
| Three Rivers "Journal" | do do | 8 | 80 |
| Total..... | | \$9,480 | 34 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(H, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. | |
|--|---|---------|------|
| | | \$ | cts. |
| Queen's Printer and Stationery Office..... | Printing and stationery for the Post Office Department, in Nova Scotia..... | 3,185 | 24 |
| W. Gossip..... | Ink for Inspector's Office, Halifax..... | 6 | 71 |
| do | Ink and mucilage for Post Office, Halifax..... | 22 | 20 |
| Halifax..... | Advertising time-tables, Post Office notices, &c | 201 | 50 |
| Yarmouth | do | 88 | 13 |
| Amherst "Gazette"..... | Advertising for mail tenders, &c | 71 | 40 |
| Annapolis "Spectator"..... | do do | 6 | 00 |
| Antigonishe "Aurora"..... | do do | 41 | 25 |
| Antigonishe "Casket"..... | do do | 52 | 80 |
| Bridgetown "Monitor"..... | do do | 28 | 46 |
| Dartmouth "Times"..... | do do | 23 | 84 |
| Halifax "Evening Mail"..... | do do | 295 | 00 |
| Halifax "Morn'g Herald"..... | do do | 295 | 00 |
| Halifax "Presbyterian Witness"..... | do do | 10 | 40 |
| Halifax "Wesleyan"..... | do do | 15 | 68 |
| Hants "Journal"..... | do do | 4 | 16 |
| Kentville "Chronicle"..... | do do | 38 | 40 |
| Kentville "Watchman"..... | do do | 14 | 40 |
| Liverpool "Times"..... | do do | 12 | 00 |
| New Glasgow "Plaindealer"..... | do do | 23 | 20 |
| North Sydney "Herald"..... | do do | 61 | 20 |
| Pictou "Standard"..... | do do | 86 | 08 |
| Stellarton "Trades J'nal"..... | do do | 68 | 32 |
| Sydney "Advocate"..... | do do | 118 | 00 |
| Truro "Sun"..... | do do | 31 | 04 |
| Windsor "Clarion"..... | do do | 8 | 64 |
| Windsor "Journal"..... | do do | 17 | 28 |
| Yarmouth "Times"..... | do do | 54 | 00 |
| Total..... | | \$4,880 | 23 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(H, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---|---|---------------------|
| Queen's Printer and Stationery Office | Printing and stationery for the Post Office Department, in New Brunswick..... | \$ cts. 2,546 24 |
| "Sun" Publishing Co..... | Printing time-bills for the Post Office Department, in New Brunswick | 686 40 |
| Barnes & Co..... | Ink for Inspector's Office, St. John | 37 25 |
| do | do Post Office do | 21 80 |
| Fredericton | Advertising time-tables, Post Office notices, &c..... | 17 60 |
| St. John..... | do do | 453 65 |
| Albert "Maple Leaf"..... | Advertising for mail tenders, &c..... | 9 24 |
| Chatham "World"..... | do do | 115 20 |
| Fredericton "Capital"..... | do do | 57 70 |
| do "Maritime Farmer"..... | do do | 153 48 |
| do "Reporter"..... | do do | 59 20 |
| Moncton "Times"..... | do do | 80 50 |
| Newcastle "Advocate"..... | do do | 78 56 |
| St. Andrew's "Bay Pilot"..... | do do | 64 52 |
| St. John "Christian Visitor"..... | do do | 11 18 |
| do "Religious Intelligencer"..... | do do | 12 48 |
| do "Sun"..... | do do | 95 00 |
| do "Trade Reporter"..... | do do | 11 00 |
| St. Stephen "St. Croix Courier"..... | do do | 19 00 |
| Sackville "Chignecto Post"..... | do do | 62 10 |
| Shediac "Le Moniteur Acadien"..... | do do | 103 38 |
| Woodstock "Press"..... | do do | 103 01 |
| | Total..... | \$4,798 49 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF MANITOBA, &c.

(H, IN REPORT NO. 3, E.)

DETAIL of all payments by the Post Office Department, for Stationery, Printing and Advertising, in Manitoba and the North-West Territories, made within the Year ended 30th June¹ 1885.

| Name. | Particulars. | Amount. |
|--|--|------------|
| | | \$ cts. |
| Queen's Printer and Stationery Office..... | Printing and stationery for the Post Office Department, in Manitoba, &c..... | 2,434 68 |
| A. Taylor | Ink and stationery for Inspector's Office, Winnipeg..... | 224 80 |
| T. H. Marshall..... | Stationery do do | 2 00 |
| J. Bannerman..... | do for Post Office, Calgary..... | 6 00 |
| C. Flexon | do do Emerson..... | 0 75 |
| Carman & Co..... | do do do | 0 25 |
| A. Taylor | Stationery for Post Office, Winnipeg | 194 35 |
| R. D. Richardson | Ink and maulage do | 33 20 |
| Wilson Bros..... | Ink do | 9 00 |
| Brandon | Advertising time-tables, Post Office notices, &c..... | 37 50 |
| Portage la Prairie..... | do do | 50 00 |
| Winnipeg..... | do do | 305 00 |
| Battleford "Herald".... | Advertising for mail tenders, &c | 5 75 |
| Brandon "Mail" | do do | 91 60 |
| Emerson "International" | do do | 47 60 |
| do "S. Man. Times" | do do | 9 68 |
| Fort Macleod "Gazette" | do do | 10 50 |
| Minnedosa "Tribune" | do do | 78 48 |
| Portage la Prairie "Tribune"..... | do do | 107 80 |
| Regina "Leader" | do do | 30 52 |
| St. Boniface "Le Manitoba" | do do | 203 38 |
| Selkirk "Herald" | do do | 47 20 |
| Winnipeg "Leifur" | do do | 7 60 |
| do "Siftings" | do do | 192 00 |
| do "Times" | do do | 179 42 |
| | Total..... | \$4,309 06 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(H, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--|---|-----------------|
| | | \$ cts. |
| Queen's Printer and Stationery Office..... | Printing and stationery for the Post Office Department in British Columbia..... | 360 86 |
| T. N. Hibben & Co..... | Stationery for Inspector's Office, Victoria..... | 195 88 |
| W. H. Keary..... | Ink for Post Office, New Westminster..... | 2 25 |
| Z. S. Hall..... | Ink and mucilage do..... | 1 75 |
| T. R. Pearson & Co..... | do do..... | 1 25 |
| T. N. Hibben & Co..... | Stationery for Post Office, Victoria..... | 32 74 |
| Nanaimo..... | Advertising time-tables, Post Office notices, &c..... | 5 40 |
| Victoria..... | do do..... | 168 00 |
| New Westminster "British Columbian"..... | Advertising for Mail Tenders, &c..... | 13 08 |
| New Westminster "Mainland Guardian"..... | do do..... | 18 40 |
| Victoria "Colonist"..... | do do..... | 38 80 |
| do "Evening Post"..... | do do..... | 14 00 |
| do "Standard"..... | do do..... | 50 00 |
| | Total..... | \$902 41 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

 PROVINCE OF PRINCE EDWARD ISLAND.

(H, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--|---|----------|
| | | \$ cts. |
| Queen's Printer and Stationery Office..... | Printing and Stationery for the Post Office Department in Prince Edward Island..... | 407 30 |
| T. L. Chappelle..... | Ink for Post Office, Charlottetown..... | 12 12 |
| Charlottetown..... | Advertising time-tables, Post Office notices, &c..... | 64 60 |
| Charlottetown "Presbyterian"..... | Advertising for Mail Tenders, &c..... | 4 50 |
| | Total..... | \$488 52 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(I, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--------------------------|--|------------|
| | | \$ cts. |
| Barrie Gas Co..... | Gas for Inspector's Office, Barrie..... | 3 50 |
| Belleville Gas Co..... | do Post Office, Belleville..... | 213 55 |
| Brantford Gas Co..... | do do Brantford..... | 370 56 |
| Chatham Gas Co..... | do do Chatham..... | 73 39 |
| Guelph Gas Co..... | do do Guelph..... | 218 88 |
| Hamilton Gas Co..... | do do Hamilton..... | 1,340 74 |
| Kingston Gas Co..... | do do Kingston..... | 252 04 |
| J. Connors..... | Cutting and piling wood for Post Office, Kingston..... | 15 00 |
| London Gas Co..... | Gas for Post Office, London..... | 522 65 |
| Sloan & Sloan..... | Wood for Post Office, London..... | 14 40 |
| Ottawa Gas Co..... | Gas for Post Office, Ottawa..... | 1,218 10 |
| St. Catharine's Gas Co.. | do do St. Catharine's..... | 180 75 |
| Stratford Gas Co..... | do do Stratford..... | 186 69 |
| Toronto Gas Co..... | do do Toronto..... | 2,302 80 |
| Windsor Gas Co..... | do do Windsor..... | 321 44 |
| | Total..... | \$7,734 49 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

(I, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|----------------------|--|------------|
| | | \$ cts. |
| G. & C. Hossack..... | Candles for Inspector's Office, Quebec | 6 57 |
| J. St Pierre..... | Coal oil for Post Office, Hull..... | 30 40 |
| Montreal Gas Co..... | Gas for Post Office, Montreal..... | 4,003 79 |
| do | do Eastern Receiving House, Montreal | 9 99 |
| do | do Northern do do | 12 82 |
| do | do Western do do | 16 39 |
| Quebec Gas Co. | do Post Office, Quebec..... | 769 00 |
| M. Hudon | Wood, cutting and piling do | 9 85 |
| M. L. Hislop..... | Coal oil for Post Office, St. John's, East | 13 80 |
| | Total..... | \$4,872 61 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(I, IN REPORT NO. 3, 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, 1885.

| Particulars. | Amount. |
|---|------------|
| | \$ cts. |
| Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office building at Halifax | 1,210 33 |
| Total..... | \$1,210 33 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(I, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|----------------------|---|-------------------|
| | | \$ cts. |
| St. John Gas Co..... | Gas for Inspector's Office, St. John..... | 1,632 20 |
| Chatham Gas Co. | do Post Office, Chatham..... | 66 30 |
| St. John Gas Co..... | do do St. John..... | 70 00 |
| C. O'Leary | Wood for Inspector's Office, do | 1 00 |
| | Total..... | \$1,770 00 |

JOHN CARLING,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

PROVINCE OF MANITOBA, &c.

(I, IN REPORT No. 3, E.)

DETAIL of all payments for Fuel and Light, for the use of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|-------------------------|---|-----------------|
| | | \$ cts. |
| Dunn & Price, Attorneys | Heating the Inspector's Office, Winnipeg..... | 90 00 |
| Imperial Oil Co..... | Coal oil for Post Office do | 365 32 |
| | Total | \$455 32 |

JOHN CARLING,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

PROVINCE OF BRITISH COLUMBIA.

(I, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|------------------------|---|---------|
| | | \$ cts. |
| Johnston & Co..... | Coal oil for Post Office, Nanaimo..... | 13 75 |
| O. G. Major..... | do and candles for Post Office, New Westminster | 26 38 |
| U. Nelson | do for Post Office, Yale | 3 00 |
| F. Chupperon..... | do do do | 2 50 |
| Indian "Charley" | Wood for do do | 7 50 |
| | Total..... | \$53 13 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(I, IN REPORT NO. 3, 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, 1885.

| Particulars. | Amount. |
|--|----------|
| | \$ cts. |
| Post Office Department's proportion of expenses for heating, lighting, &c., the Post Office building at Charlottetown..... | 192 15 |
| Total..... | \$192 15 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF ONTARIO.

(K, IN REPORT NO. 3, A.)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|--|--|---------|------|
| | | \$ | cts. |
| D. Spry, P.O.I..... | Incidental expenses, Post Office Inspector, Barrie | 60 | 25 |
| G. E. Griffin, P.O.I... .. | do do Kingston | 37 | 11 |
| R. W. Barker, P.O.I..... | do do London | 42 | 75 |
| T. P. French, P.O.I..... | do do Ottawa..... | 259 | 50 |
| M. Sweetnam, P.O.I. | do do Toronto..... | 171 | 15 |
| J. H. Meacham, P.M..... | do Postmaster, Belleville..... | 175 | 50 |
| A. D. Clement, P.M..... | do do Brantford..... | 36 | 00 |
| D. Sturton, P.M..... | do do Guelph..... | 33 | 16 |
| H. N. Case, P.M..... | do do Hamilton | 51 | 93 |
| J. Shannon, P.M..... | do do Kingston..... | 41 | 33 |
| R. J. C. Dawson, P.M.... | do do London..... | 77 | 79 |
| J. A. Gouin, P.M..... | do do Ottawa | 341 | 85 |
| L. Laurie, P.M..... | do do St. Catharine's..... | 2 | 00 |
| T. C. Patteson, P.M..... | do do Toronto..... | 289 | 53 |
| A. Wigle, P.M..... | do do Windsor..... | 47 | 45 |
| G.N.W. Telegraph Co.... | Telegrams to and from Chief Inspector, Ottawa..... | 46 | 87 |
| do | do Post Office Inspector, Barrie | 62 | 81 |
| do | do Kingston | 91 | 08 |
| do | do London..... | 53 | 82 |
| do | do Ottawa..... | 91 | 74 |
| C.M. Telegraph Co | do do do | 0 | 55 |
| do | do do Toronto..... | 2 | 46 |
| G.N.W. Telegraph Co.... | do do do | 199 | 38 |
| do | do Postmaster, Hamilton..... | 9 | 97 |
| do | do do Kingston | 0 | 85 |
| do | do do London..... | 7 | 52 |
| do | do do Ottawa..... | 31 | 88 |
| do | do do Toronto..... | 103 | 98 |
| do | do do Windsor..... | 4 | 02 |
| do | do do Wingham | 0 | 75 |
| Bell Telephone Co..... | Telephone message, Post Office Inspector, London..... | 0 | 65 |
| Post Office Savings Bank | Commissions to Postmasters upon Savings Bank business (12 Months, to 31st March, 1885)..... | 10,112 | 42 |
| United States Post Office Department..... | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec, 1883)..... | 8,163 | 95 |
| Director of the International Postal Bureau... | Proportion of Postal Union expenses (2 Years to 31st Dec. 1884) | 472 | 31 |
| C. C. Ford..... | Postage stamps redeemed and destroyed..... | 572 | 05 |
| N. W. Ayer & Son..... | do do | 224 | 87 |
| J. C. Drumgoole..... | do do | 81 | 14 |
| C. R. Smith..... | do do | 36 | 42 |
| United States Post Office Department..... | do do | 35 | 43 |
| Crane & Baird..... | do do | 20 | 95 |
| A. Cox..... | do do | 18 | 34 |
| M. Davis..... | do do | 17 | 09 |
| Dickinson & Cranston... | do do | 9 | 51 |
| B. Chamberlain..... | do do | 5 | 67 |
| W. Rennie..... | do do | 5 | 06 |
| J. Garrett..... | do do | 4 | 82 |
| T. Burns..... | do do | 4 | 66 |
| G. H. Morton..... | do do | 3 | 12 |
| J. Osborne..... | do do | 2 | 74 |
| H. P. Gisborne..... | do do | 2 | 49 |

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|---|--|----------|
| | | \$ cts. |
| G. B. Stevenson..... | Postage stamps redeemed and destroyed | 2 29 |
| Griffin & Kidner..... | do do | 2 05 |
| W. Brown..... | do do | 1 83 |
| G. Hume..... | do do | 1 30 |
| F. H. Kidd..... | do do | 1 04 |
| Merchants Bank..... | Refund of postages paid upon Post Office Money Order business. | 117 00 |
| Canadian Bank of Commerce | do do do | 70 74 |
| Standard Bank..... | do do do | 65 25 |
| J. A. Macdonell..... | Legal expenses <i>in re</i> late Postmaster, Parry Sound..... | 61 02 |
| Walker & McLean..... | do do Smith's Falls | 28 66 |
| G. E. Henderson..... | do Ry. Mail Clerk, Abercrombie | 25 00 |
| McCarthy, Osler, Hoskin & Creelman..... | do loss of registered letters mailed at Hepworth | 16 77 |
| E. J. O'Neill..... | Detective services in connection with arrest of baggage-man Morgan | 161 75 |
| P. M., Sudbury..... | Expenses in connection with prosecution of baggage-man Morgan | 18 70 |
| D. Spry, P.O.I..... | To pay expenses in connection with robbery of P.O., Chippewa Hill | 10 09 |
| A. Stewart..... | Detective services in connection with robbery of P.O., Freilton.. | 20 00 |
| W. J. Lang..... | do do Milton | 5 75 |
| W. G. Harkness..... | Detective services at Sarnia and Port Huron <i>in re</i> missing letter. | 15 00 |
| H. McCauley..... | Expenses <i>in re</i> Anderton, for stealing letter from P.O., Toronto. | 5 60 |
| Kingston Street Car Co. | Street car tickets for use of Letter Carriers, Kingston..... | 3 00 |
| London do | do do London | 90 00 |
| Ottawa do | do do Ottawa | 10 00 |
| Toronto do | Street car Letter Carrier service, Toronto | 1,350 00 |
| W. Sargent, L. C..... | To pay for Letter Carriers' ferry tickets, Toronto..... | 7 60 |
| Bell Telephone Co..... | Six months' rent of telephones at Post Office Department..... | 40 00 |
| do | Rent of telephone at Inspector's Office, Barrie (6 Months to 31st August, 1885)..... | 15 00 |
| do | Rent of telephone at Inspector's Office, Kingston (12 Months to 30th June, 1885)..... | 35 00 |
| do | Rent of telephone at Inspector's Office, London (12 Months to 30th Sept., 1885) | 55 00 |
| do | Rent of telephone at Inspector's Office, Toronto (12 Months to 31st Aug., 1885)..... | 50 00 |
| do | Rent of telephone at Post Office, London (17½ Months to 31st Oct., 1885)..... | 86 25 |
| do | Rent of telephone at Post Office, Ottawa (6 Months to 15th March, 1885)..... | 20 00 |
| do | Rent of telephone at Post Office, Toronto (12 Months to 31st July, 1885)..... | 50 00 |
| H. Duggan..... | Delivering night mails at the residences of the Postmaster-General and Deputy Postmaster-General | 72 00 |
| P. Marion..... | Gratuity for the discovery and return of mail bag, stolen from G.T.R. station, at Kingston | 10 00 |
| P. M. Britton..... | Indemnity for revenue funds stolen from Post Office, Britton | 4 00 |
| P. M. Dunnville..... | do do Dunnville.. | 47 04 |
| P. M. Markdale..... | do do Markdale .. | 72 25 |
| J. Ashworth, Cashier.... | To refund money, lost in transmission through the mails..... | 7 00 |
| E. Wilson..... | Refund of money found in a dead letter, and reclaimed..... | 5 00 |
| P. M., Durham..... | Refund of an amount paid to bank, on official business | 3 75 |
| F. P. Bent, Ry. Ml. Clerk | Refund of fares paid on Intercolonial Railway | 6 17 |
| P. M. Peninsula Harbor.. | To pay for bringing office stores from Post Office, Pic..... | 5 00 |
| C. S. Macgregor..... | Expenses whilst in charge of Post Office, Merriton..... | 33 75 |
| F. W. Matthews..... | Expenses whilst on duty at Post Office, Sarnia | 14 00 |
| "Gazette" Printing Co. | Printing pamphlets for Post Office Savings Bank Branch..... | 25 00 |
| J. Connors..... | Removing snow from Post Office, Kingston..... | 10 00 |
| W. C. Ashdown..... | Medical attendance, consequent upon injury received whilst on duty as Railway Mail Clerk | 4 00 |
| W. Hicks..... | Subscription to the New York "Shipping Gazette" | 2 10 |

(K, IN REPORT No. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|-----------------------------|---|---------|------|
| | | \$ | cts. |
| H. Haskett..... | Expenses in connection with Post Office, at Exhibition building, London..... | 14 | 00 |
| J. H. Bartlett..... | Expenses in connection with Post Office, at Exhibition building, Ottawa..... | 9 | 00 |
| W. M. Platt..... | Car fares whilst in charge of Post Office, at Exhibition building, Toronto..... | 2 | 00 |
| O. Mooney..... | Conveying dutiable goods, between Post Office and Custom House, Toronto..... | 114 | 50 |
| Eyre & Spottiswoode..... | British Money Order Lists..... | 77 | 20 |
| Burland Litho. Co..... | Photo-lithographing Money Order forms..... | 1,700 | 83 |
| Mortimer & Co..... | Engraving and lithographing Dominion Coat of Arms for Postal Guides..... | 238 | 27 |
| G. Cox..... | Lithographing foolscap headings..... | 48 | 00 |
| M. Walton & Co..... | Engraving, for Postmaster-General's Office..... | 3 | 75 |
| S. T. Green, O. Ml., Clerk. | To pay cablegram to the Premier, from Liverpool..... | 3 | 40 |
| R. Buckley..... | Transfer of mails at Jarvis station (from 1st June to 7th Aug., '84) | 5 | 80 |
| D. W. Thwaites..... | Exchange and charge of mails at Thwaites, during temporary closing of office..... | 1 | 00 |
| J. Edwards, P.M..... | To pay for collecting letters from street letter-boxes, Barrie..... | 300 | 00 |
| A. D. Olement, P.M..... | do do do Brantford..... | 313 | 00 |
| S. Barfoot, P.M..... | do do do Chatham..... | 344 | 29 |
| W. Sykes, P.M..... | do do do Cobourg..... | 199 | 92 |
| W. B. Hamilton, P.M..... | do do do Collingwood.. | 200 | 00 |
| G. McDonnell, P.M..... | do do do Cornwall..... | 469 | 50 |
| J. Gibson, P.M..... | do do do Ingersoll..... | 98 | 69 |
| G. Bogart, P.M..... | do do do Napanee..... | 75 | 00 |
| G. Stanton, P.M..... | do do do Paris..... | 92 | 50 |
| H. C. Rogers, P.M..... | do do do Peterboro'..... | 200 | 00 |
| J. Dowsley, P.M..... | do do do Precott..... | 144 | 00 |
| R. Lawrie, P.M..... | do do do St. Catharines | 313 | 00 |
| E. Ermatinger, P.M..... | do do do St. Thomas.... | 165 | 00 |
| W. Blair, P.M..... | do do do Stratford..... | 368 | 50 |
| H. McColl, P.M..... | do do do Strathroy..... | 50 | 00 |
| A. Wigle, P.M..... | do do do Windsor..... | 325 | 00 |
| A. McCleneghan, P.M.... | do do do Woodstock..... | 249 | 19 |
| A. Wellinger..... | Services as Laborer, Post Office, Hamilton..... | 62 | 00 |
| M. Birrell..... | do do do do..... | 117 | 50 |
| J. Strous..... | do do do do..... | 232 | 50 |
| J. Wilson..... | do do do Kingston..... | 24 | 00 |
| J. Morrisey..... | do do do do..... | 101 | 00 |
| J. R. Barrell..... | do do do London..... | 302 | 50 |
| W. Brett..... | do do do do..... | 72 | 50 |
| W. G. McKenna..... | do do do do..... | 81 | 25 |
| M. Macdonald..... | do do do Ottawa..... | 313 | 00 |
| R. Fair..... | do do do do..... | 232 | 00 |
| W. H. Farrell..... | do do do do..... | 155 | 00 |
| H. F. Deering..... | do do do Toronto..... | 391 | 25 |
| J. Cosgrave..... | do do do do..... | 158 | 22 |
| J. A. Ingram..... | do do do do..... | 391 | 25 |
| W. Benson..... | do do do do..... | 391 | 25 |
| R. Elliott..... | do do do do..... | 357 | 50 |
| F. Smith..... | do do do do..... | 391 | 25 |
| R. Dunlop..... | do do do do..... | 192 | 50 |
| J. Montgomery..... | do do do do..... | 5 | 00 |
| P. Guniveau..... | do do do Windsor..... | 50 | 00 |
| T. Guniveau..... | do do do do..... | 150 | 00 |
| E. Hart..... | Services as Night-watchman, Post Office, London..... | 71 | 50 |
| A. Kelly..... | do do do Ottawa..... | 547 | 50 |
| F. C. Draper..... | To pay do do Toronto..... | 130 | 00 |
| G. T. Railway Co..... | To pay Mail Porter at Union Station, Toronto..... | 187 | 80 |

(K, IN REPORT NO. 3, A.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Ontario, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|----------------------------|---|-------------|
| | | \$ cts. |
| Postmaster, Belleville ... | Refund of deposits on box and drawer keys..... | 25 25 |
| do Hamilton.... | do do do | 22 00 |
| do Kingston.... | do do do | 31 00 |
| do London | do do do | 28 00 |
| do Ottawa..... | do do do | 12 00 |
| do Toronto..... | do do do | 111 00 |
| do Windsor..... | do do do | 30 50 |
| H. Cousens..... | Removal expenses from Amherstburg to Windsor..... | 44 75 |
| Sundry persons..... | Gratuities for charge of night mails, at principal railway stations | 65 00 |
| | Total..... | \$36,484 95 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF QUEBEC.

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

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|---|---|----------|
| | | \$ cts. |
| E. F. King, P.O.I. | Incidental expenses, Post Office Inspector, Montreal..... | 65 50 |
| W. G. Sheppard, P.O.I.... | do do Quebec..... | 222 97 |
| G. A. Bourgeois, P.O.I.... | do do Three Rivers..... | 20 63 |
| J. H. Kerr, P.M. | do Postmaster, Hull..... | 19 15 |
| G. LaMothe, P.M. | do do Montreal..... | 690 94 |
| A. Tourangeau, P.M. | do do Quebec..... | 448 33 |
| G.N.W. Telegraph Co. | Telegrams to and from Inspector, Montreal..... | 27 99 |
| do | do do Quebec..... | 130 91 |
| do | do do Three Rivers..... | 10 75 |
| do | do Postmaster, Montreal..... | 119 10 |
| do | do do Quebec..... | 26 46 |
| Bell Telephone Co. | Telephone message, Inspector, Quebec..... | 0 45 |
| do | do Postmaster, Montreal..... | 0 20 |
| Post Office Savings Bank | Commissions to Postmasters upon Savings Bank business (12 Months, to 31st March, 1885)..... | 1,397 88 |
| United States Post Office Department..... | Transit rates on mail matter passing through United States mails for other Countries (12 Months to 31st Dec. 1883)..... | 3,091 74 |
| Director of the International Postal Bureau | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) | 180 31 |
| C. C. Ford..... | Postage stamps redeemed and destroyed..... | 217 52 |
| N. W. Ayer & Son | do do | 85 94 |
| J. C. Drumgoole..... | do do | 30 73 |
| United States Post Office Department..... | do do | 13 43 |
| Bushwell & Co. | do do | 8 93 |
| M. Davis..... | do do | 6 57 |
| Marcuse & Cunningham.. | do do | 5 76 |
| J. Taylor..... | do do | 3 13 |
| J. Fortier..... | do do | 2 83 |
| A. C. Carter..... | do do | 2 50 |
| Wood Bros. | do do | 1 66 |
| M. Tremblay..... | Legal expenses <i>in re</i> late Postmaster, Carleton..... | 40 95 |
| P.M. Lachute | Expenses in connection with robbery of Post Office, Lachute. | 25 00 |
| W. G. Sheppard, P.O.I.... | do with mail robbery at Quebec | 18 00 |
| L. P. Vohl..... | do do | 3 75 |
| F. X. Joinette..... | Detective services do do | 107 00 |
| T. Morrison | do do do | 26 00 |
| E. F. King, P.O.I. | do do Montreal | 7 45 |
| P.M., Mansonville | Expenses <i>in re</i> Potter for malicious injury to mail bags | 20 00 |
| H. Abbott, jun. | Legal expenses <i>in re</i> Postmaster Ange Gardien de Rouville | 10 10 |
| G. LaMothe, P.M. | To pay for detective services on P.O. business, whilst in New York | 10 00 |
| Bell Telephone Co. | Rent of telephones at Inspector's Office and residence, Quebec (12 Months to 31st December, 1885)..... | 85 00 |
| do | do Inspector's Office and Post Office, Three Rivers (12 Months to 19th October, 1885) | 65 00 |
| do | do Post Office and Bonaventure Station, Montreal (12 Months to 30th September, 1885) | 101 60 |
| do | Rent of telephone at Post Office, St. Hyacinthe (12 Months to 15th December, 1885)..... | 30 00 |
| Can. District Tel. Co.... | Rent of alarm box, Post Office, Montreal (15 Months to 31st January, 1885)..... | 15 00 |
| Eyre & Spottiswoode..... | British Money Order Lists..... | 29 24 |
| Burland Litho. Co..... | Photo-lithographing Money Order forms..... | 388 17 |
| Mortimer & Co..... | Engraving and lithographing Dominion Coat of Arms for Postal Guides..... | 90 22 |

(K, IN REPORT NO. 3, B.)—Detail of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Quebec, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. |
|---------------------------------------|--|-------------|
| | | \$ cts. |
| G. Cox..... | Lithographing foolscap headings..... | 22 50 |
| "Gazette" Printing Co. | Printing pamphlets for Savings Bank Branch..... | 15 00 |
| Molsons Bank..... | Refund of postage on Savings Bank business..... | 24 40 |
| Burland Litho. Co..... | do paid on circulars..... | 41 72 |
| Bedford "Times"..... | do paid on newspapers..... | 16 00 |
| L. Barré..... | Washing and removing double windows, &c., from Post Office, Montreal..... | 80 00 |
| M. Fortin..... | Removing snow from roof of Post Office, Montreal..... | 100 00 |
| G. Langlois..... | do do Quebec..... | 12 00 |
| M. Hudon..... | Removing wood, carting ashes, &c., from Post Office, Quebec... | 43 45 |
| J. Rusk..... | Carting snow from Post Office, Quebec..... | 100 00 |
| G. Lamothe, P.M..... | To pay for street car tickets, for Letter Carriers, Montreal..... | 5 40 |
| A. E. Auger..... | Expenses whilst in charge of Post Office, at Exhibition building, Montreal..... | 4 00 |
| F. H. O'Brien..... | Inspection of Post Offices on north shore, Gulf of St. Lawrence. | 100 00 |
| J. Manning..... | Services as Laborer, Post Office, Montreal..... | 456 25 |
| H. Lacken..... | do do..... | 410 00 |
| T. Cunningham..... | do do..... | 431 25 |
| E. Barcelo..... | do do..... | 328 00 |
| T. Conaughton..... | do do..... | 53 75 |
| V. Trepanier..... | do do..... | 77 50 |
| L. Quinlan..... | do do..... | 340 00 |
| E. Cloran..... | do do..... | 172 50 |
| A. Aigony..... | do do..... | 12 00 |
| R. Talbot..... | do and Sunday-watchman, Post Office, Montreal..... | 567 75 |
| A. Trudel..... | Services as Fireman and Night-watchman, Post Office, Montreal..... | 456 25 |
| L. Renois..... | Services as Sunday-watchman, Post Office, Montreal..... | 19 50 |
| Postmaster, Montreal.... | Refund of deposits on box and drawer keys..... | 137 00 |
| do Quebec..... | do do..... | 25 00 |
| Postmaster, Point St. Charles..... | Superintending and accommodating Letter Carriers' Branch..... | 200 00 |
| | Total..... | \$12,156 01 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NOVA SCOTIA.

(K, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. | |
|--|--|---------|------|
| | | \$ | cts. |
| C. J. Macdonald, P.O.I. | Incidental expenses, Post Office Inspector, Halifax..... | 220 | 70 |
| H. W. Blackadar, P.M.... | do Postmaster do | 202 | 74 |
| W. U. Telegraph Co..... | Telegrams to and from Post Office Inspector do | 290 | 83 |
| do | do Postmaster, Antigonishe..... | 0 | 33 |
| do | do do Halifax..... | 45 | 97 |
| United States P.O. Dep't | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec., 1883). ... | 1,118 | 89 |
| Director of the International Postal Bureau... Control Department..... | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) Military and naval postage, paid within the Dominion and refunded | 65 | 55 |
| C. C. Ford..... | Postage stamps redeemed and destroyed..... | 78 | 89 |
| N. W. Ayer & Son | do do | 31 | 25 |
| J. C. Drumgoole | do do | 11 | 12 |
| United States P.O. Dep't | do do | 4 | 86 |
| M. Davis | do do | 2 | 39 |
| Wade & Wade..... | Legal expenses, Queen vs. Gossen and Everett, for mail robbery | 40 | 00 |
| W. Graham..... | do Queen vs. Woods do | 21 | 50 |
| do | do in re late P.M. Port Hood | 12 | 18 |
| Laurence & McGlure | do Queen vs. late Railway Mail Clerk Purdy..... | 10 | 00 |
| P.M., Berwick | Expenses in connection with robbery of Post Office, Berwick.... | 20 | 76 |
| Bell Telephone Co | Rent of telephone at Inspector's Office, Halifax (6 Months to 30th September, 1885)..... | 20 | 00 |
| do | Rent of telephone at Post Office, Halifax (6 Months to 30th April, 1885)..... | 20 | 00 |
| S. J. R. Sircom | Expenses of himself and Assistant, whilst in charge of Post Office, Hantsport..... | 171 | 15 |
| Eyre & Spottiswoode..... | British Money Order lists..... | 10 | 58 |
| Burland Lithographic Co | Photo-lithographing Money Order forms..... | 448 | 55 |
| Mortimer & Co..... | Engraving Dominion Coat of Arms for Postal Guides..... | 32 | 66 |
| J. Walker..... | Omnibus tickets for Letter Carriers, P.O., Halifax..... | 3 | 00 |
| T. M. Power..... | do do | 14 | 00 |
| J. R. L. McLean..... | Accommodation of River Bourgeois mails, on Main Post Road.. | 40 | 00 |
| J. D. Story, Asst. P.O.I. | To pay expenses in searching for missing P. E. I. ice mail-boats... | 45 | 75 |
| A. J. Hood, P.M..... | To pay for collecting letters from street letter boxes, Yarmouth | 110 | 00 |
| Postmaster, Annapolis... | Ship letter gratuities paid at Post Office, Annapolis..... | 0 | 14 |
| do Halifax..... | do do Halifax..... | 2 | 50 |
| do Liverpool ... | do do Liverpool | 0 | 04 |
| do Lockeport... | do do Lockeport..... | 6 | 22 |
| | Total | \$3,135 | 87 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF NEW BRUNSWICK.

(K, IN REPORT NO. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---|--|------------|
| | | \$ cts. |
| J. McMillan, P.O.I | Incidental expenses, Post Office Inspector, St. John | 118 13 |
| T. Vondy, P.M..... | do Postmaster, Chatham | 8 52 |
| P. McPeake, P.M. | do do Fredericton | 13 80 |
| S. J. King, P.M..... | do do St. John | 450 27 |
| W. U. Telegraph Co..... | Telegrams to and from Post Office Inspector, St. John..... | 109 87 |
| do | do do Postmaster, Fredericton..... | 10 06 |
| do | do do St. John..... | 31 68 |
| U. S. Post Office Dept. | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec., 1883).... | 1,018 31 |
| Director of the International Postal Bureau | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) | 59 43 |
| Control Department. | Military official postage, paid within the Dominion and refunded | 29 91 |
| C. C. Ford. | Postage stamps redeemed and destroyed | 71 65 |
| N. W. Ayer & Son | do do | 28 32 |
| J. C. Drumgoole..... | do do | 10 12 |
| U. S. Post Office Dept. | do do | 4 42 |
| Turnbull & Co..... | do do | 3 55 |
| M. Davis..... | do do | 2 16 |
| L. R. Harrison | Legal expenses <i>in re</i> suppression of St. Stephen lottery..... | 495 13 |
| J. Ring..... | Detective services do do | 138 00 |
| L. R. Harrison | Legal expenses, Regina vs. Doucet, for illegal seizure of letters, at Post Office, Little Shemogue | 182 50 |
| T. DesBrisay..... | do do do | 142 50 |
| R. B. Vail..... | do do do | 51 62 |
| M. Wilson | Expenses as witness do do | 28 00 |
| A. Hamon | do do do | 23 00 |
| Bell Telephone Co | Rent of telephone at Inspector's office, St. John (12½ months, to 30th September, 1885)..... | 37 26 |
| Eyre & Spottiswoode..... | British Money Order Lists | 9 63 |
| Burland Lithograph Co.. | Photo-lithographing Money Order forms | 260 50 |
| Mortimer & Co | Engraving Dominion Coat of Arms for Postal Guides | 29 71 |
| M. A. Macleod | Services as Laborer, Post Office, St. John..... | 152 50 |
| P. McPeake, P.M. | To pay for collecting letters from street letter boxes, Fredericton | 66 50 |
| Postmaster, St. John..... | Ship letter gratuities paid at Post Office, St. John..... | 31 62 |
| do Fredericton. | Refund of deposits on box and drawer keys..... | 12 00 |
| do St. John | do do | 15 00 |
| T. Allen..... | Charge and accommodation of Prince Edward Island mails, at Cape Tormentine. | 125 00 |
| Sundry persons | Gratuities for charge of mails at principal railway stations, and on railway trains..... | 45 00 |
| Total | | \$3,815 67 |

JOHN CARLING,

Postmaster-General.

H. A. WICKSTEED,

Accountant.

PROVINCE OF MANITOBA, &c.

(K, IN REPORT NO. 3, E)

DETAIL of all payments for Miscellaneous Disbursements, on account of the Post Office Department, in Manitoba and the North-West Territories, made within the Year ended 30th June, 1885.

| Name. | Particulars. | Amount. | |
|---|---|---------|------|
| | | \$ | cts. |
| W. W. McLeod, P.O.I..... | Incidental expenses, Post Office Inspector, Winnipeg..... | 48 | 45 |
| H. T. Lewis, P.M. | do Postmaster, Emerson..... | 8 | 50 |
| W. Hargrave, P.M. | do do Winnipeg..... | 219 | 49 |
| C.P.R. Telegraph Co..... | Telegrams to and from Post Office Inspector, Winnipeg..... | 334 | 94 |
| G.N.W. Telegraph Co..... | do do do..... | 120 | 85 |
| C.P.R. Telegraph Co..... | do Postmaster, Winnipeg..... | 2 | 80 |
| G.N.W. Telegraph Co..... | do do do..... | 7 | 97 |
| United States Post Office Department..... | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec, 1883).... | 842 | 25 |
| Director of the International Bureau..... | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) | 48 | 98 |
| C. C. Ford..... | Postage stamps redeemed and destroyed..... | 59 | 17 |
| N. W. Ayer & Son..... | do do..... | 23 | 34 |
| J. C. Drumgoole..... | do do..... | 8 | 37 |
| United States Post Office Department..... | do do..... | 3 | 65 |
| M. Davis..... | do do..... | 1 | 78 |
| Aikens, Culver & Hamilton..... | Legal expenses <i>in re</i> late Postmaster, St Boniface..... | 14 | 00 |
| A. McGowan..... | Detective services in connection with mail robbery at P.O., Emerson..... | 25 | 00 |
| W. Williams..... | Detective services in connection with mail robbery at P.O., Emerson..... | 10 | 00 |
| Eyre & Spottiswoode..... | British money order lists..... | 7 | 98 |
| Burland Lith. Co..... | Photo-lithographing Money Order forms..... | 193 | 60 |
| Mortimer & Co..... | Engraving Dominion Coat of Arms for Postal Guides..... | 24 | 58 |
| Bell Telephone Co..... | Rent of telephone at Post Office, Winnipeg (18 Months, to 30th November, 1885)..... | 85 | 00 |
| C. Gleeson..... | Removal expenses, Greenwood to Winnipeg..... | 46 | 50 |
| J. G. Norris..... | do Hamilton do..... | 63 | 50 |
| F. E. Harrison..... | do Stratford do..... | 42 | 50 |
| J. J. O'Farrell..... | do Toronto do..... | 54 | 00 |
| F. E. Harrison..... | Expenses whilst in charge of Post Office, Calgary..... | 309 | 88 |
| C. F. Tuck..... | do do Emerson..... | 254 | 00 |
| G. A. Pridham..... | Services as Laborer, Winnipeg..... | 278 | 75 |
| Postmaster, Winnipeg... | Refund of deposits on box and drawer keys..... | 215 | 00 |
| T. W. Mutchmor..... | Conveying dutiable goods between Post Office and Custom House, Emerson..... | 7 | 00 |
| | Total..... | \$3,361 | 81 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

(K, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|---|---|----------|
| | | \$ cts. |
| E. H. Fletcher, P.O.I.... | Incidental expenses, Post Office Inspector, Victoria | 5 37 |
| W. Earl, P.M. | do Postmaster, Nanaimo | 10 75 |
| J. C. Brown, P.M. | do do New Westminster..... | 48 00 |
| R. Wallace, P.M..... | do do Victoria | 16 00 |
| Telegraph and Signal Service..... | Telegrams to and from Post Office Inspector, Victoria..... | 93 71 |
| United States Post Office Department | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec., 1883)..... | 217 07 |
| Director of the International Postal Bureau ... | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) | 12 68 |
| C. C. Ford | Postage stamps redeemed and destroyed | 15 28 |
| N. W. Ayer & Son | do do | 6 04 |
| J. C. Drumgoole | do do | 2 16 |
| United States Post Office Department | do do | 0 94 |
| M. Davis..... | do do | 0 47 |
| Drake, Jackson & Co. ... | Legal expenses, Queen vs. Casey, for robbery of P.O., Esquimalt | 84 25 |
| Eyre & Spottiswoode..... | British Money Order Lists | 2 05 |
| Burland Lithographic Co. | Photo-lithographing Money Order forms | 114 00 |
| Mortimer & Co | Engraving Dominion Coat of Arms for Postal Guides..... | 6 34 |
| H. O. Tiedmann | Making plans for alterations at Post Office, Victoria | 25 00 |
| R. Wallace, P.M | To pay expenses in sorting delayed mails at Post Office, Victoria. | 22 00 |
| P.M., New Westminster . | Refund of deposits on box and drawer keys..... | 16 60 |
| do Victoria | do do | 68 00 |
| J. Rooney | Removal expenses, Sarnia to Victoria | 11 20 |
| H. A. Ferguson | do Winnipeg do | 143 60 |
| | Total..... | \$921 41 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PROVINCE OF PRINCE EDWARD ISLAND.

(K, IN REPORT No. 3, 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, 1885.

| Name. | Particulars. | Amount. |
|--|---|----------|
| | | \$ cts. |
| F. de St. C. Brecken, P.M. | Incidental expenses, Postmaster, Charlottetown..... | 32 41 |
| Anglo-American Tel. Co. | Telegrams to and from do | 205 09 |
| United States Post Office Department..... | Transit rates on mail matter passing through United States mails, for other Countries (12 Months to 31st Dec., 1883) | 183 07 |
| Director of the International Postal Bureau..... | Proportion of Postal Union expenses (2 Years to 31st Dec., 1884) | 10 68 |
| C. C. Ford..... | Postage stamps redeemed and destroyed..... | 12 88 |
| N. W. Ayer & Son..... | do do | 5 09 |
| J. C. Drumgoole | do do | 1 82 |
| United States Post Office Department..... | do do | 0 80 |
| M. Davis | do do | 0 39 |
| Eyre & Spottiswoode..... | British Money Order Lists..... | 1 73 |
| Burland Lithographic Co | Photo-lithographing Money Order forms..... | 40 80 |
| Mortimer & Co..... | Engraving Dominion Coat of Arms for Postal Guides..... | 5 34 |
| J. Grant..... | Special services in Post Office, Charlottetown..... | 200 00 |
| P. E. I. Navigation Co.. | Expenses in connection with Prince Edward Island mails..... | 279 72 |
| | Total..... | \$979 82 |

JOHN CARLING,
Postmaster-General.

H. A. WICKSTEED,
Accountant.

PART III.

PROVINCE OF ONTARIO.

REPORT No. 6.

SHOWING the Money Order Offices in operation at any time within the Year ended 30th June, 1885; the County wherein such Office is situated; the Number and Amount of Money Orders issued; the Amount of Orders paid; the Amount of Commission arising therefrom, at each Office, respectively, and the Amount paid to the Postmaster at each Office, as compensation for transacting the Money Order business during the same period.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|-------------------|-----------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Aberfoyle..... | Wellington..... | 112 | 1,368 99 | 9 29 | 245 16 | 3 41 |
| Acton..... | Halton..... | 458 | 9,974 98 | 70 17 | 4,017 21 | 25 89 |
| Adelaide..... | Middlesex..... | 119 | 1,409 25 | 9 58 | 331 46 | 3 70 |
| Ailsa Craig..... | do..... | 274 | 4,138 03 | 34 30 | 2,816 31 | 10 99 |
| Albion..... | Cardwell..... | 199 | 7,308 96 | 45 71 | 3,028 38 | 18 92 |
| Aldboro'..... | Elgin..... | 28 | 538 58 | 3 49 | 714 74 | 1 41 |
| Alexandria..... | Glengarry..... | 279 | 10,669 25 | 72 69 | 5,353 90 | 30 08 |
| Algoma Mills..... | Algoma..... | 49 | 1,376 47 | 8 25 | 2,535 16 | 3 76 |
| Allandale..... | Simcoe..... | 215 | 4,428 22 | 31 33 | 1,265 51 | 12 17 |
| Allenford..... | Bruce..... | 271 | 7,504 16 | 43 54 | 1,362 49 | 18 93 |
| Allansville..... | Muskoka..... | 245 | 4,529 53 | 31 27 | 258 31 | 11 45 |
| Alliston..... | Simcoe..... | 388 | 5,849 36 | 42 64 | 6,511 98 | 15 38 |
| *Alma..... | Wellington..... | 85 | 1,438 55 | 9 35 | ..... | 3 59 |
| Almonte..... | Lanark..... | 506 | 8,481 38 | 71 72 | 4,933 10 | 22 83 |
| Alton..... | Cardwell..... | 206 | 3,115 88 | 21 69 | 1,504 47 | 7 99 |
| †Alvenston..... | Lambton..... | 208 | 5,793 27 | 39 90 | 1,182 73 | 14 61 |
| Amherstburg..... | Essex..... | 891 | 14,219 22 | 106 49 | 4,608 13 | 40 20 |
| Ancaster..... | Grant..... | 147 | 6,616 04 | 39 97 | 2,031 19 | 17 25 |
| Angus..... | Simcoe..... | 69 | 817 38 | 6 43 | 2,200 28 | 2 69 |
| Appleton..... | Lanark..... | 39 | 796 73 | 4 95 | 111 64 | 2 02 |
| Arkona..... | Lambton..... | 695 | 17,570 74 | 110 87 | 3,010 72 | 44 61 |
| Arkwright..... | Bruce..... | 91 | 2,339 55 | 14 53 | 594 42 | 6 31 |
| Arnprior..... | Renfrew..... | 356 | 7,038 74 | 55 92 | 4,366 05 | 19 55 |
| Arthur..... | Wellington..... | 525 | 12,840 07 | 87 39 | 5,168 21 | 33 02 |
| Aultsville..... | Stormont..... | 265 | 5,583 26 | 36 80 | 1,166 96 | 14 61 |
| Aurora..... | York..... | 505 | 8,977 13 | 64 62 | 9,152 48 | 26 56 |
| Avening..... | Simcoe..... | 256 | 9,955 19 | 54 95 | 585 50 | 24 87 |
| Aylmer West..... | Elgin..... | 1,379 | 23,722 80 | 169 61 | 10,606 28 | 62 55 |
| Ayr..... | Waterloo..... | 887 | 12,550 27 | 108 68 | 24,094 19 | 35 58 |
| Ayton..... | Grey..... | 214 | 5,918 70 | 39 86 | 2,819 10 | 15 53 |
| Baden..... | Waterloo..... | 149 | 3,056 14 | 23 16 | 1,753 62 | 7 71 |
| Bailieboro'..... | Peterboro'..... | 174 | 2,326 91 | 17 83 | 333 99 | 6 28 |
| †Ballyduff..... | Durham..... | 3 | 56 80 | 0 54 | 107 55 | 0 14 |
| Bancroft..... | Hastings..... | 240 | 8,009 79 | 47 64 | 1,197 55 | 20 23 |
| Barrie..... | Simcoe..... | 1,697 | 28,579 03 | 219 75 | 31,546 44 | 78 39 |
| Bath..... | Lennox..... | 333 | 6,658 49 | 44 97 | 1,841 67 | 17 81 |
| Bayfield..... | Buron..... | 638 | 14,662 92 | 90 42 | 1,698 48 | 36 79 |
| Baysville..... | Ontario..... | 179 | 3,916 79 | 26 45 | 1,058 73 | 9 91 |
| Beachburg..... | Renfrew..... | 100 | 2,571 80 | 17 72 | 1,400 20 | 6 43 |
| Beachville..... | Oxford..... | 305 | 4,571 65 | 31 40 | 952 12 | 11 90 |
| Beamsville..... | Lincoln..... | 760 | 13,277 87 | 94 42 | 4,975 45 | 35 15 |
| Beaverton..... | Ontario..... | 300 | 6,711 99 | 46 16 | 5,348 29 | 18 09 |
| Beeton..... | Simcoe..... | 361 | 5,331 42 | 35 86 | 4,001 87 | 13 95 |

* Opened 2nd Jan., 1885. † Opened 1st Oct., 1884. ‡ Closed 1st April, 1885.

REPORT No. 6.—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | | Total Orders Paid:† | Compensation paid to Post-masters on M. O. business. | |
|--------------------------|-------------------|--------------------------|----------------------|--|------|---------------------|--|------|
| | | | | \$ | cts. | | \$ | cts. |
| Belle River..... | Essex..... | 70 | 1,965 60 | 12 32 | | 893 71 | 5 66 | |
| Belleville..... | Hastings..... | 2,595 | 41,255 38 | 346 38 | | 47,387 18 | | |
| Bell Ewart..... | Simcoe..... | 5 | 69 32 | 0 67 | | 125 72 | 0 17 | |
| Bell's Corners..... | Carleton..... | 66 | 2,302 02 | 15 17 | | 357 69 | 5 74 | |
| Belwood (late Garafraxa) | Wellington..... | 363 | 7,511 11 | 50 32 | | 509 05 | 18 91 | |
| Berlin..... | Waterloo..... | 1,366 | 16,007 08 | 149 10 | | 26,903 58 | 47 53 | |
| Bethany..... | Durham..... | 231 | 4,090 27 | 27 68 | | 1,312 99 | 10 30 | |
| *Biscotasing..... | Algoma..... | 1,020 | 44,781 25 | 322 52 | | 1,995 95 | 112 26 | |
| Blenheim..... | Kent..... | 625 | 8,717 75 | 67 52 | | 3,944 56 | 23 31 | |
| Bluevale..... | Huron..... | 71 | 3,136 62 | 16 86 | | 318 21 | 7 83 | |
| Blyth..... | do..... | 440 | 8,993 04 | 59 68 | | 2,828 01 | 23 14 | |
| Bobcaygeon..... | Victoria..... | 358 | 11,275 10 | 71 73 | | 2,617 96 | 28 97 | |
| Bondhead..... | York..... | 66 | 1,466 37 | 10 28 | | 467 46 | 3 83 | |
| Bothwell..... | Bothwell..... | 710 | 10,982 70 | 84 76 | | 4,846 27 | 30 28 | |
| Bowmanville..... | Durham..... | 1,193 | 14,507 39 | 123 40 | | 11,788 24 | 39 42 | |
| Bracebridge..... | Ontario..... | 829 | 25,502 15 | 173 02 | | 12,341 12 | 71 15 | |
| Bradford..... | York..... | 503 | 10,300 97 | 74 45 | | 4,177 00 | 25 93 | |
| Brampton..... | Peel..... | 794 | 14,872 76 | 117 55 | | 23,432 54 | 40 28 | |
| Branford..... | Brant..... | 3,193 | 49,271 03 | 408 02 | | 92,450 08 | 141 05 | |
| Bridgewater..... | Hastings..... | 221 | 2,693 82 | 19 59 | | 1,156 65 | 7 31 | |
| Bright..... | Brant..... | 214 | 3,707 14 | 26 85 | | 1,376 59 | 9 29 | |
| Brighton..... | Northumberland... | 688 | 8,895 94 | 65 78 | | 4,564 84 | 25 16 | |
| Brockville..... | Leeds..... | 1,942 | 27,474 34 | 237 51 | | 31,248 54 | 76 93 | |
| Bronte..... | Halton..... | 25 | 451 74 | 3 31 | | 516 91 | 1 61 | |
| Brooklin..... | Ontario..... | 325 | 6,215 44 | 42 82 | | 1,981 16 | 16 73 | |
| Brougham..... | do..... | 78 | 1,531 46 | 9 92 | | 666 60 | 4 05 | |
| Bruce Mines..... | Algoma..... | 282 | 12,654 47 | 72 52 | | 9,064 52 | 32 66 | |
| Brussels..... | Huron..... | 694 | 17,231 47 | 122 44 | | 7,027 55 | 44 81 | |
| Burford..... | Brant..... | 492 | 11,543 32 | 75 67 | | 1,876 92 | 30 07 | |
| Burlington..... | Halton..... | 406 | 5,224 09 | 40 91 | | 6,467 16 | 15 02 | |
| Caistorville..... | Wentworth..... | 43 | 1,467 55 | 8 49 | | 594 17 | 3 68 | |
| Caledon..... | Cardwell..... | 164 | 3,265 95 | 20 74 | | 681 66 | 8 26 | |
| Caledonia..... | Haldimand..... | 431 | 9,954 11 | 64 89 | | 3,937 31 | 26 09 | |
| Cambray..... | Victoria..... | 88 | 3,252 13 | 20 21 | | 1,486 53 | 8 38 | |
| Camlachie..... | Lambton..... | 71 | 1,150 33 | 9 97 | | 431 96 | 2 98 | |
| Campbellford..... | Northumberland... | 831 | 16,732 59 | 117 47 | | 3,900 04 | 44 50 | |
| Campbellville..... | Halton..... | 226 | 3,797 18 | 23 55 | | 147 55 | 9 49 | |
| †Canfield..... | Haldimand..... | 310 | 13,399 18 | 74 95 | | 627 59 | 33 54 | |
| Cannington..... | Ontario..... | 767 | 11,308 97 | 76 15 | | 5,682 48 | 28 91 | |
| Cardinal..... | Grenville..... | 394 | 5,878 85 | 46 34 | | 949 32 | 15 34 | |
| Cargill..... | Bruce..... | 116 | 1,301 65 | 9 97 | | 1,460 21 | 3 30 | |
| Carleton Place..... | Lanark..... | 516 | 11,240 22 | 97 15 | | 4,738 13 | 30 29 | |
| †Castleton..... | Northumberland... | 119 | 1,893 20 | 11 96 | | 83 41 | 4 72 | |
| Cayuga..... | Haldimand..... | 1,110 | 28,493 09 | 181 41 | | 4,839 07 | 72 12 | |
| Charing Cross..... | Kent..... | 54 | 1,724 78 | 10 92 | | 279 81 | 4 49 | |
| Chatham..... | do..... | 2,411 | 34,447 03 | 294 83 | | 33,647 49 | 101 63 | |
| Chatsworth..... | Grey..... | 280 | 9,518 43 | 60 87 | | 4,388 29 | 25 47 | |
| Chesley..... | Bruce..... | 322 | 7,717 99 | 52 92 | | 4,675 70 | 20 08 | |
| Chesterville..... | Dundas..... | 60 | 1,316 37 | 10 08 | | 1,050 52 | 3 82 | |
| Chippawa..... | Welland..... | 177 | 3,396 22 | 24 47 | | 1,840 53 | 9 14 | |
| Clandeboye..... | Middlesex..... | 81 | 2,033 25 | 12 71 | | 249 31 | 5 27 | |
| Claremont..... | Ontario..... | 144 | 4,214 51 | 28 37 | | 2,059 07 | 10 93 | |
| Clarence..... | Russell..... | 39 | 1,672 40 | 11 19 | | 1,893 83 | 4 55 | |
| Clarke..... | Durham..... | 111 | 1,600 05 | 11 61 | | 693 69 | 4 97 | |
| Clarksburg..... | Grey..... | 517 | 14,260 44 | 91 41 | | 6,763 75 | 37 18 | |
| Clearville..... | Elgin..... | 266 | 7,624 64 | 44 87 | | 954 60 | 19 15 | |
| Clifford..... | Wellington..... | 304 | 7,000 93 | 44 83 | | 4,409 48 | 18 11 | |
| Clinton..... | Huron..... | 675 | 12,640 14 | 98 55 | | 19,697 55 | 34 79 | |
| Cobden..... | Renfrew..... | 22 | 586 16 | 4 59 | | 708 69 | 1 58 | |

* Opened 2nd Jan., 1885. † Opened 1st Oct., 1884. ‡ Closed 17th March, 1885.

REPORT No. 6.—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|--------------------------|-------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Cobourg | Northumberland... | 1,720 | 23,975 72 | 204 72 | 17,209 97 | 67 78 |
| Colborne | do | 931 | 11,959 31 | 87 82 | 7,762 33 | 31 29 |
| Coldwater | Simcoe..... | 178 | 3,913 30 | 26 23 | 1,634 46 | 10 68 |
| Collingwood..... | do | 1,275 | 21,369 29 | 165 57 | 30,400 49 | 62 04 |
| Colpoys Bay | Bruce | 39 | 804 08 | 5 20 | 572 42 | 2 26 |
| Columbus..... | Ontario..... | 56 | 1,340 86 | 10 31 | 759 79 | 3 66 |
| Conestogo | Waterloo | 165 | 2,765 22 | 20 69 | 360 78 | 7 01 |
| Consecon..... | Prince Edward... | 244 | 5,224 18 | 34 18 | 1,034 62 | 13 19 |
| Cookstown..... | Simcoe..... | 116 | 4,398 02 | 31 58 | 3,464 32 | 11 56 |
| Cooksville..... | Peel..... | 80 | 2,644 54 | 16 29 | 1,005 32 | 6 75 |
| Cornwall..... | Stormont..... | 1,093 | 18,383 76 | 153 69 | 15,841 97 | 54 30 |
| Corunna..... | Lambton..... | 134 | 1,639 28 | 12 65 | 486 69 | 4 89 |
| Courtright..... | do | 177 | 3,634 20 | 23 84 | 3,931 62 | 9 57 |
| Craighurst..... | Simcoe..... | 112 | 3,819 07 | 22 13 | 270 16 | 9 54 |
| Credit | Peel | 30 | 781 18 | 4 66 | 386 50 | 2 06 |
| Crediton..... | Middlesex..... | 233 | 6,192 34 | 46 20 | 1,566 93 | 15 58 |
| Creemore..... | Simcoe..... | 829 | 33,175 49 | 190 59 | 2,526 75 | 83 39 |
| Crysler..... | Stormont..... | 285 | 11,658 23 | 69 27 | 2,481 63 | 29 48 |
| Cumberland..... | Russell..... | 236 | 5,698 33 | 35 64 | 709 19 | 14 35 |
| Delaware | Middlesex..... | 175 | 4,147 87 | 29 85 | 1,940 86 | 11 40 |
| Delhi | Norfolk..... | 609 | 11,279 77 | 77 28 | 5,008 44 | 28 69 |
| Delta | Leeds..... | 71 | 2,832 82 | 21 36 | 701 41 | 7 88 |
| Desboro | Grey | 204 | 3,721 23 | 25 88 | 319 92 | 9 39 |
| Deseronto..... | Hastings..... | 468 | 6,574 09 | 50 09 | 2,598 99 | 18 13 |
| Dickinson's Landing..... | Stormont..... | 97 | 2,094 21 | 14 93 | 1,269 08 | 5 72 |
| Dorchester Station..... | Middlesex..... | 84 | 2,097 18 | 12 82 | 1,072 68 | 5 26 |
| Drayton..... | Wellington..... | 235 | 5,536 66 | 36 31 | 4,845 14 | 14 60 |
| Draden..... | Bothwell..... | 1,154 | 23,882 03 | 163 12 | 7,388 76 | 61 70 |
| Drumbo..... | Brant..... | 154 | 3,952 99 | 26 58 | 1,899 43 | 10 23 |
| Duart | Elgin..... | 201 | 1,964 79 | 15 00 | 1,100 63 | 5 39 |
| Dublin | Perth..... | 112 | 6,500 67 | 39 22 | 894 96 | 17 17 |
| Dunbar..... | Dundas..... | 19 | 580 30 | 3 63 | 261 29 | 1 57 |
| Dunbarton..... | Ontario | 39 | 1,008 00 | 7 35 | 299 35 | 2 60 |
| Dundalk Station..... | Grey..... | 558 | 18,095 50 | 107 89 | 9,922 14 | 46 84 |
| Dundas..... | Wentworth..... | 981 | 14,760 01 | 126 40 | 16,242 14 | 41 79 |
| Dungannon..... | Huron..... | 353 | 11,070 62 | 67 10 | 1,368 39 | 27 98 |
| Dunnville..... | Monck..... | 735 | 13,005 32 | 92 40 | 11,662 98 | 36 01 |
| Dunvegan..... | Glengarry..... | 89 | 3,108 56 | 18 07 | 594 26 | 8 85 |
| Durham..... | Grey..... | 608 | 14,718 41 | 95 69 | 10,925 21 | 38 03 |
| Dutton Station..... | Elgin..... | 332 | 8,545 94 | 51 53 | 1,775 80 | 21 66 |
| Edgar | Simcoe..... | 12 | 229 32 | 2 21 | 319 02 | 0 56 |
| Eganville..... | Renfrew..... | 187 | 7,937 04 | 49 47 | 1,635 82 | 21 22 |
| Egmondville..... | Huron..... | 105 | 1,137 70 | 8 05 | 738 55 | 2 85 |
| Elmira..... | Waterloo..... | 436 | 12,045 10 | 83 97 | 1,866 95 | 30 33 |
| Elmwood..... | Bruce..... | 203 | 5,499 35 | 34 38 | 1,197 50 | 14 56 |
| Elora..... | Wellington..... | 788 | 11,953 41 | 84 80 | 8,922 07 | 31 57 |
| Embroy..... | Oxford..... | 390 | 10,778 60 | 70 72 | 2,149 01 | 27 56 |
| Emdale..... | Muskoka..... | 96 | 3,553 03 | 20 13 | 1,755 10 | 10 02 |
| Erin | Wellington..... | 181 | 5,295 65 | 35 09 | 2,319 28 | 13 52 |
| Essex Centre..... | Essex..... | 628 | 12,414 68 | 86 49 | 7,604 07 | 32 31 |
| Exeter..... | Middlesex..... | 818 | 15,120 66 | 109 39 | 8,327 73 | 39 87 |
| Farmersville..... | Leeds..... | 64 | 1,808 33 | 12 24 | 972 59 | 4 78 |
| Fenelon Falls..... | Victoria..... | 614 | 17,766 60 | 113 50 | 4,116 34 | 46 11 |
| Fergus..... | Wellington..... | 1,085 | 17,322 90 | 122 81 | 9,426 53 | 45 85 |
| Fingal..... | Elgin..... | 339 | 6,295 96 | 45 09 | 1,564 50 | 16 49 |
| Fisherville..... | Halifax..... | 279 | 11,254 95 | 66 18 | 1,972 42 | 28 17 |
| Florence..... | Middlesex..... | 314 | 7,472 60 | 48 55 | 2,982 29 | 19 97 |
| Fonthill..... | Monck..... | 231 | 4,755 30 | 35 39 | 1,631 16 | 12 16 |

REPORT No. 6.—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|----------------------|---------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Fordwich..... | Huron..... | 130 | 3,141 93 | 20 27 | 1,415 27 | 7 85 |
| Forest..... | Lambton..... | 1,111 | 11,613 09 | 94 05 | 6,201 61 | 31 15 |
| Fort Erie..... | Welland..... | 538 | 8 839 09 | 62 17 | 4,070 26 | 23 09 |
| Frankford..... | Hastings..... | 208 | 3,921 66 | 25 23 | 911 66 | 9 91 |
| *Freelton..... | Wentworth..... | 47 | 1,380 75 | 8 27 | 107 70 | 3 47 |
| Galt..... | Waterloo..... | 2,362 | 32,630 98 | 274 57 | 33,829 78 | 88 59 |
| Gananoque..... | Leeds..... | 996 | 17,335 44 | 137 69 | 8,451 59 | 45 65 |
| Georgetown..... | Hatton..... | 814 | 13,707 59 | 104 64 | 6,357 53 | 36 48 |
| Glamis..... | Bruce..... | 99 | 2,222 01 | 14 01 | 1,182 62 | 6 09 |
| Glenallan..... | Wellington..... | 272 | 8,281 40 | 47 92 | 925 45 | 20 98 |
| Glencoe..... | Middlesex..... | 592 | 13,860 23 | 90 98 | 4,101 16 | 35 12 |
| Goderich..... | Huron..... | 1,441 | 26,113 43 | 191 81 | 18,342 76 | 74 45 |
| Gorrie..... | do..... | 297 | 4,555 18 | 30 04 | 1,275 32 | 11 69 |
| Grafton..... | Northumberland..... | 160 | 4,507 17 | 30 58 | 1,850 98 | 11 59 |
| Granton..... | Middlesex..... | 169 | 3,044 69 | 20 59 | 363 61 | 7 68 |
| Gravenhurst..... | Simcoe..... | 590 | 13,876 00 | 96 15 | 6,886 53 | 37 95 |
| Greenwood..... | Ontario..... | 73 | 2,394 45 | 14 64 | 1,227 90 | 6 86 |
| Grimsbv..... | Wentworth..... | 430 | 10,265 87 | 71 51 | 6,460 70 | 27 17 |
| Guelph..... | Wellington..... | 3,017 | 46,768 63 | 377 83 | 76,526 90 | 139 90 |
| Hagersville..... | Haldimand..... | 489 | 12,784 11 | 82 76 | 4,580 52 | 33 48 |
| Haliburton..... | Peterboro'..... | 307 | 8,109 85 | 47 50 | 2,384 26 | 22 52 |
| Hamilton..... | Wentworth..... | 7,788 | 117,286 37 | 1,113 41 | 379,780 70 | ..... |
| Hampton..... | Durham..... | 147 | 4,389 99 | 26 75 | 1,171 36 | 11 86 |
| Hanover..... | Grey..... | 329 | 7,613 31 | 51 08 | 5,016 46 | 20 49 |
| Harriston..... | Wellington..... | 598 | 10,868 88 | 77 05 | 10,243 82 | 28 76 |
| Hastings..... | Northumberland..... | 178 | 5,021 01 | 36 83 | 1,699 83 | 13 41 |
| Hawkesbury..... | Prescott..... | 281 | 5,722 25 | 42 87 | 1,731 76 | 16 84 |
| Hawkesville..... | Waterloo..... | 211 | 4,373 83 | 28 94 | 352 33 | 10 94 |
| Hensall..... | Huron..... | 392 | 7,157 21 | 49 41 | 1,583 31 | 19 00 |
| Hespeler..... | Waterloo..... | 666 | 10,205 35 | 76 49 | 3,344 09 | 26 89 |
| Highgate..... | Elgin..... | 192 | 4,313 15 | 27 93 | 1,038 93 | 10 88 |
| Highland Creek..... | York..... | 122 | 3,728 24 | 23 74 | 428 00 | 9 42 |
| Hillsburgh..... | Wellington..... | 87 | 2,661 91 | 17 22 | 1,285 46 | 6 78 |
| Hillsdale..... | Simcoe..... | 206 | 6,911 11 | 40 05 | 1,942 39 | 17 48 |
| Holland Landing..... | York..... | 46 | 547 13 | 4 48 | 158 40 | 1 36 |
| Hollen..... | Wellington..... | 78 | 1,457 97 | 9 29 | 148 82 | 3 63 |
| Horning's Mills..... | Grey..... | 146 | 4,791 34 | 30 49 | 1,238 62 | 12 19 |
| †Humberstone..... | Welland..... | 28 | 1,091 83 | 6 69 | 225 34 | 2 78 |
| Huntsville..... | Muskoka..... | 617 | 22,339 18 | 145 60 | 9,024 24 | 59 02 |
| Ingersoll..... | Oxford..... | 1,708 | 23,282 28 | 189 00 | 40,900 43 | 63 04 |
| Innerkip..... | do..... | 55 | 1,154 44 | 8 34 | 429 29 | 3 37 |
| Invermay..... | Bruce..... | 124 | 2,754 32 | 18 44 | 2,507 60 | 6 94 |
| Iona..... | Elgin..... | 66 | 616 96 | 5 54 | 368 35 | 1 59 |
| Iroquois..... | Dundas..... | 417 | 8,768 11 | 60 56 | 4,311 77 | 24 11 |
| Jarvis..... | Haldimand..... | 282 | 6,698 00 | 47 12 | 2,273 51 | 17 55 |
| Jordan..... | Lincoln..... | 154 | 2,542 36 | 18 03 | 744 31 | 6 70 |
| Keene..... | Peterboro'..... | 199 | 3,420 02 | 23 59 | 418 72 | 8 99 |
| Kemptville..... | Grenville..... | 916 | 21,093 01 | 145 82 | 6,964 88 | 58 68 |
| Kettleby..... | York..... | 190 | 2,496 36 | 16 74 | 900 64 | 6 27 |
| Kincardine..... | Bruce..... | 1,007 | 16,115 02 | 118 95 | 16,935 49 | 45 70 |
| King..... | York..... | 48 | 1,530 50 | 9 85 | 2,002 93 | 3 93 |
| Kingston..... | Frontenac..... | 4,526 | 63,507 21 | 561 38 | 75,382 25 | ..... |
| Kingsville..... | Essex..... | 360 | 5,287 89 | 43 66 | 4,143 74 | 15 65 |
| Kinmount..... | Victoria..... | 157 | 2,858 69 | 20 47 | 1,324 12 | 7 51 |
| Kippewick..... | Huron..... | 83 | 2,334 76 | 14 58 | 698 96 | 6 21 |

* Opened 2nd Jan., 1885. † Opened 1st Oct., 1884.

REPORT No. 6—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. | |
|--------------------------|--------------------|--------------------------|----------------------|------|--|------|--------------------|------|--|-------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Kirkfield..... | Victoria..... | 32 | 1,102 | 21 | 7 | 03 | 1,706 | 25 | 3 | 16 |
| Kleinburg..... | York..... | 109 | 2,312 | 22 | 13 | 95 | 1,025 | 58 | 6 | 09 |
| Komoka..... | Middlesex..... | 60 | 750 | 11 | 5 | 92 | 626 | 77 | 1 | 93 |
| Lakefield..... | Peterboro'..... | 509 | 11,072 | 80 | 75 | 81 | 2,188 | 31 | 28 | 79 |
| L'Amable..... | Hastings..... | 133 | 5,835 | 32 | 34 | 05 | 715 | 89 | 14 | 63 |
| Lambton Mills..... | York..... | 102 | 1,320 | 16 | 13 | 07 | 2,332 | 73 | 4 | 18 |
| Lanark..... | Lanark..... | 626 | 14,557 | 76 | 91 | 58 | 2,039 | 67 | 37 | 10 |
| Lancaster..... | Glengarry..... | 448 | 10,600 | 15 | 77 | 93 | 4,178 | 72 | 28 | 15 |
| Lansdown..... | Leeds..... | 152 | 3,994 | 68 | 25 | 61 | 945 | 25 | 10 | 09 |
| Leamington..... | Essex..... | 1,053 | 21,309 | 44 | 145 | 90 | 4,027 | 48 | 55 | 61 |
| Lefroy..... | Simcoe..... | 26 | 888 | 98 | 6 | 12 | 1,371 | 42 | 3 | 44 |
| Lindsay..... | Victoria..... | 1,313 | 20,565 | 62 | 155 | 68 | 23,011 | 69 | 57 | 87 |
| Listowel..... | Perth..... | 1,158 | 17,424 | 26 | 130 | 78 | 12,568 | 98 | 47 | 67 |
| Little Britain..... | Victoria..... | 111 | 2,659 | 44 | 20 | 14 | 895 | 27 | 6 | 87 |
| Little Current..... | Algoma..... | 214 | 8,327 | 54 | 46 | 97 | 1,861 | 47 | 20 | 81 |
| Lloydtown..... | York..... | 84 | 1,743 | 46 | 13 | 04 | 1,071 | 76 | 4 | 35 |
| London..... | Middlesex..... | 6,018 | 101,018 | 55 | 885 | 38 | 314,544 | 09 | ..... | ..... |
| London East..... | do..... | 797 | 9,541 | 10 | 88 | 50 | 6,680 | 53 | 29 | 58 |
| L'Original..... | Prescott..... | 239 | 8,403 | 75 | 60 | 98 | 4,290 | 53 | 23 | 71 |
| Lucan..... | Middlesex..... | 331 | 4,385 | 21 | 34 | 91 | 2,676 | 42 | 13 | 01 |
| Lucknow..... | Bruce..... | 1,026 | 24,759 | 69 | 157 | 83 | 6,721 | 88 | 64 | 33 |
| Luther..... | Wellington..... | 221 | 6,297 | 00 | 40 | 82 | 1,214 | 16 | 15 | 86 |
| Lyn..... | Leeds..... | 94 | 1,513 | 43 | 11 | 92 | 1,771 | 56 | 4 | 16 |
| Lynden..... | Wentworth..... | 101 | 3,871 | 97 | 25 | 40 | 822 | 40 | 9 | 70 |
| Lyndoch..... | Norfolk..... | 331 | 6,061 | 20 | 39 | 72 | 1,119 | 53 | 15 | 64 |
| Madoc..... | Hastings..... | 794 | 14,127 | 80 | 105 | 09 | 6,945 | 46 | 37 | 55 |
| Magnetawan..... | Muskoka..... | 137 | 6,047 | 50 | 38 | 23 | 4,558 | 55 | 16 | 50 |
| Manchester..... | Ontario..... | 248 | 4,331 | 68 | 27 | 57 | 191 | 26 | 10 | 92 |
| Manilla..... | Victoria..... | 65 | 1,661 | 21 | 10 | 94 | 1,386 | 10 | 4 | 36 |
| Manitowaning..... | Algoma..... | 508 | 21,627 | 22 | 125 | 54 | 9,672 | 16 | 55 | 13 |
| Manotick..... | Carleton..... | 236 | 9,846 | 75 | 55 | 83 | 971 | 60 | 25 | 00 |
| Maple..... | York..... | 34 | 1,617 | 88 | 9 | 91 | 736 | 96 | 4 | 18 |
| Markdale..... | Grey..... | 408 | 13,054 | 38 | 83 | 12 | 5,593 | 78 | 33 | 84 |
| Markham..... | York..... | 354 | 7,308 | 36 | 51 | 71 | 6,625 | 37 | 20 | 82 |
| Marmora..... | Hastings..... | 241 | 3,892 | 88 | 29 | 72 | 1,277 | 16 | 10 | 89 |
| Mattawa..... | Nipissing..... | 230 | 8,580 | 82 | 60 | 32 | 3,653 | 55 | 22 | 45 |
| Maxwell..... | Grey..... | 346 | 9,556 | 27 | 60 | 86 | 1,219 | 99 | 24 | 80 |
| McKellar..... | Muskoka..... | 289 | 5,460 | 87 | 37 | 54 | 2,639 | 13 | 14 | 34 |
| Meadowvale..... | Peel..... | 32 | 1,085 | 32 | 8 | 24 | 557 | 26 | 2 | 82 |
| Meaford..... | Grey..... | 980 | 20,653 | 27 | 144 | 24 | 14,051 | 48 | 55 | 13 |
| Merrickville..... | Grenville..... | 420 | 10,592 | 68 | 73 | 09 | 3,909 | 66 | 28 | 33 |
| Merriton..... | Lincoln..... | 304 | 4,760 | 67 | 41 | 23 | 3,163 | 10 | 13 | 06 |
| *Metcalfe..... | Russell..... | 168 | 6,630 | 51 | 46 | 45 | 645 | 13 | 16 | 57 |
| †Michipicoten River..... | Algoma..... | 267 | 15,171 | 32 | 99 | 07 | 288 | 35 | 37 | 92 |
| Middleville..... | Lanark..... | 86 | 1,318 | 21 | 9 | 89 | 35 | 00 | 3 | 30 |
| Midland..... | Simcoe..... | 579 | 11,600 | 60 | 78 | 92 | 4,268 | 83 | 30 | 04 |
| Mildmay..... | Bruce..... | 243 | 5,088 | 83 | 33 | 87 | 1,662 | 38 | 12 | 86 |
| Milford..... | Prince Edward..... | 39 | 989 | 12 | 7 | 85 | 998 | 58 | 3 | 43 |
| Millbank..... | Perth..... | 421 | 9,932 | 00 | 63 | 54 | 1,421 | 98 | 25 | 03 |
| Millbrook..... | Durham..... | 512 | 10,140 | 13 | 72 | 93 | 3,939 | 82 | 27 | 12 |
| Mille Roches..... | Cornwall..... | 113 | 2,089 | 97 | 14 | 85 | 561 | 20 | 5 | 93 |
| Milton West..... | Halton..... | 919 | 13,413 | 10 | 101 | 50 | 11,081 | 59 | 35 | 88 |
| Milverton..... | Perth..... | 145 | 4,571 | 20 | 30 | 47 | 1,470 | 10 | 11 | 56 |
| Minden..... | Victoria..... | 400 | 12,209 | 67 | 75 | 08 | 4,007 | 40 | 32 | 14 |
| Mitchell..... | Perth..... | 932 | 17,244 | 28 | 126 | 99 | 10,216 | 04 | 47 | 33 |
| Mohawk..... | Brant..... | 61 | 1,096 | 02 | 8 | 06 | 669 | 14 | 2 | 99 |
| Mono Mills..... | Cardwell..... | 49 | 2,036 | 10 | 12 | 00 | 1,514 | 77 | 5 | 39 |
| Moore..... | Lambton..... | 110 | 2,202 | 14 | 16 | 94 | 629 | 86 | 6 | 37 |

* Opened 1st Oct., 1884. † Opened 1st Oct., 1884

REPORT No. 6—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. | |
|--------------------------|--------------------|--------------------------|----------------------|------|--|------|--------------------|------|--|-------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Morpeth..... | Elgin..... | 280 | 6,178 | 00 | 41 | 08 | 1,161 | 62 | 16 | 07 |
| Morrisburg..... | Dundas..... | 954 | 12,464 | 63 | 102 | 58 | 10,573 | 48 | 35 | 18 |
| Morrison..... | Wellington..... | 161 | 3,912 | 46 | 25 | 41 | 415 | 60 | 9 | 87 |
| Mount Albert..... | York..... | 325 | 7,567 | 99 | 49 | 68 | 1,151 | 96 | 19 | 09 |
| Mount Brydges..... | Middlesex..... | 236 | 5,059 | 80 | 35 | 14 | 1,011 | 27 | 13 | 10 |
| Mount Elgin..... | Norfolk..... | 196 | 2,723 | 04 | 20 | 80 | 529 | 73 | 7 | 07 |
| Mount Forest..... | Wellington..... | 1,629 | 25,901 | 20 | 178 | 46 | 15,372 | 10 | 69 | 41 |
| *Nairn..... | Middlesex..... | 6 | 79 | 40 | 1 | 21 | 278 | 70 | 0 | 32 |
| Nanticoke..... | Haldimand..... | 109 | 4,363 | 26 | 24 | 61 | 347 | 82 | 11 | 29 |
| Napanee..... | Lennox..... | 1,090 | 15,858 | 75 | 129 | 25 | 15,054 | 66 | 45 | 66 |
| Napier..... | Middlesex..... | 108 | 2,218 | 11 | 13 | 90 | 531 | 08 | 5 | 74 |
| Nassagaweya..... | Halton..... | 560 | 12,881 | 75 | 81 | 26 | 1,042 | 74 | 32 | 26 |
| †Neustadt..... | Grey..... | 113 | 2,413 | 42 | 18 | 25 | 297 | 46 | 8 | 33 |
| Newboro'..... | Leeds..... | 257 | 4,524 | 65 | 32 | 72 | 1,503 | 89 | 12 | 45 |
| Newburgh..... | Addington..... | 247 | 3,977 | 29 | 28 | 68 | 1,490 | 44 | 10 | 96 |
| Newbury..... | Middlesex..... | 313 | 2,755 | 28 | 21 | 20 | 864 | 74 | 7 | 15 |
| Newcastle..... | Durham..... | 684 | 8,865 | 89 | 64 | 07 | 3,615 | 42 | 22 | 71 |
| New Dundee..... | Waterloo..... | 15 | 955 | 06 | 5 | 10 | 1,062 | 40 | 2 | 55 |
| New Edinburgh..... | Russell..... | 90 | 1,760 | 80 | 13 | 63 | 729 | 78 | 5 | 37 |
| New Germany..... | Waterloo..... | 181 | 4,898 | 64 | 30 | 33 | 316 | 49 | 12 | 27 |
| New Hamburg..... | do..... | 318 | 6,971 | 61 | 52 | 72 | 4,656 | 37 | 18 | 71 |
| New Market..... | Ontario..... | 805 | 14,196 | 00 | 111 | 23 | 11,895 | 13 | 39 | 71 |
| Niagara..... | Lincoln..... | 608 | 9,758 | 60 | 73 | 88 | 5,916 | 54 | 26 | 59 |
| Niagara Falls..... | Welland..... | 658 | 9,135 | 00 | 80 | 15 | 9,764 | 96 | 27 | 93 |
| Niagara Falls South..... | do..... | 833 | 17,939 | 81 | 126 | 12 | 5,920 | 79 | 46 | 14 |
| Nobleton..... | York..... | 159 | 5,359 | 17 | 31 | 08 | 907 | 20 | 13 | 54 |
| Norland..... | Victoria..... | 68 | 1,191 | 35 | 8 | 03 | 2,142 | 50 | 3 | 02 |
| North Augusta..... | Grenville..... | 178 | 6,313 | 61 | 38 | 28 | 1,247 | 63 | 17 | 93 |
| North Gower..... | Carleton..... | 153 | 9,780 | 64 | 54 | 23 | 771 | 34 | 24 | 46 |
| North Port..... | Prince Edward..... | 33 | 902 | 95 | 5 | 57 | 400 | 35 | 2 | 25 |
| Norval..... | Halton..... | 206 | 3,286 | 79 | 23 | 70 | 661 | 98 | 8 | 73 |
| Norwich..... | Oxford..... | 1,450 | 26,706 | 10 | 184 | 08 | 8,856 | 43 | 68 | 55 |
| Norwood..... | Peterboro'..... | 440 | 10,777 | 62 | 73 | 80 | 3,479 | 53 | 29 | 08 |
| Oakland..... | Oxford..... | 45 | 1,529 | 15 | 9 | 02 | 258 | 20 | 3 | 94 |
| Oakville..... | Halton..... | 733 | 16,164 | 35 | 116 | 20 | 6,537 | 24 | 43 | 84 |
| Odessa..... | Lennox..... | 179 | 5,116 | 88 | 33 | 25 | 418 | 51 | 13 | 23 |
| Oil Springs..... | Lambton..... | 226 | 5,066 | 80 | 33 | 20 | 1,838 | 05 | 12 | 89 |
| Omamee..... | Victoria..... | 449 | 13,859 | 70 | 83 | 79 | 3,139 | 80 | 35 | 60 |
| Orangeville..... | Wellington..... | 885 | 18,489 | 63 | 126 | 26 | 10,769 | 39 | 48 | 87 |
| Orillia..... | Simcoe..... | 1,168 | 20,510 | 63 | 158 | 45 | 23,128 | 65 | 61 | 38 |
| Orono..... | Durham..... | 670 | 13,894 | 36 | 91 | 35 | 2,992 | 72 | 35 | 27 |
| Orwell..... | Elgin..... | 70 | 947 | 22 | 6 | 74 | 75 | 75 | 2 | 51 |
| Osceola..... | Renfrew..... | 98 | 3,502 | 18 | 20 | 41 | 274 | 95 | 9 | 05 |
| Oshawa..... | Ontario..... | 1,371 | 15,258 | 31 | 135 | 98 | 36,758 | 49 | 43 | 08 |
| Ottawa..... | Carleton..... | 8,325 | 162,614 | 62 | 1,367 | 85 | 151,725 | 77 | ..... | ..... |
| Otterville..... | Oxford..... | 596 | 9,341 | 28 | 67 | 26 | 1,952 | 21 | 23 | 69 |
| Owen Sound..... | Grey..... | 2,125 | 37,004 | 97 | 287 | 03 | 36,068 | 32 | 100 | 51 |
| Paisley..... | Bruce..... | 324 | 7,296 | 84 | 51 | 00 | 9,112 | 48 | 20 | 48 |
| Pakenham..... | Lanark..... | 217 | 8,436 | 89 | 52 | 42 | 1,682 | 92 | 22 | 04 |
| Palermo..... | Halton..... | 216 | 3,891 | 33 | 25 | 34 | 1,624 | 20 | 9 | 74 |
| Palmerston..... | Wellington..... | 591 | 9,828 | 85 | 69 | 93 | 6,580 | 02 | 27 | 41 |
| Paris..... | Brant..... | 956 | 14,108 | 14 | 117 | 64 | 22,263 | 98 | 39 | 49 |
| Parkdale..... | York..... | 487 | 8,059 | 88 | 69 | 95 | 6,583 | 49 | 25 | 08 |
| Park Hill..... | Middlesex..... | 618 | 9,693 | 98 | 74 | 72 | 5,245 | 31 | 25 | 98 |
| Parry Sound..... | Muskoka..... | 1,184 | 28,026 | 89 | 181 | 95 | 6,904 | 50 | 72 | 42 |
| Patterson..... | York..... | 4 | 197 | 05 | 1 | 10 | 5,353 | 43 | 0 | 63 |
| Pembroke..... | Renfrew..... | 1,072 | 23,591 | 80 | 187 | 10 | 13,555 | 79 | 62 | 05 |

† Closed 16th Jan., 1885. * Closed 23rd Dec., 1884.

REPORT No. 6—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. | |
|---------------------------|--------------------|--------------------------|----------------------|---------|--|---------|--------------------|---------|--|----|
| | | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | |
| Penetanguishene..... | Simcoe..... | 537 | 11,469 | 29 | 78 | 68 | 4,317 | 92 | 31 | 59 |
| Perth..... | Lanark..... | 1,050 | 15,303 | 72 | 129 | 34 | 11,394 | 27 | 45 | 86 |
| Peterboro'..... | Peterboro'..... | 2,702 | 42,526 | 81 | 339 | 68 | 32,945 | 76 | 120 | 92 |
| Petersville..... | Middlesex..... | 28 | 534 | 17 | 4 | 54 | 121 | 00 | 1 | 55 |
| Petrola..... | Lambton..... | 1,286 | 18,183 | 00 | 143 | 30 | 9,573 | 12 | 48 | 79 |
| Phelpston..... | Simcoe..... | 41 | 1,142 | 43 | 7 | 34 | 498 | 70 | 2 | 85 |
| Pickering..... | Ontario..... | 154 | 2,792 | 71 | 20 | 80 | 2,130 | 28 | 7 | 73 |
| Pictou..... | Prince Edward..... | 1,206 | 14,973 | 98 | 124 | 71 | 13,139 | 41 | 43 | 71 |
| Plantagenet..... | Prescott..... | 282 | 11,782 | 83 | 70 | 09 | 4,289 | 86 | 35 | 75 |
| *Plattsville..... | Brant..... | 119 | 2,792 | 73 | 19 | 32 | 888 | 16 | 7 | 48 |
| †Point Edward..... | Lambton..... | 210 | 5,038 | 16 | 39 | 53 | 695 | 80 | 12 | 98 |
| Port Arthur..... | Algoma..... | 7,197 | 267,339 | 94 | 1,975 | 85 | 17,986 | 06 | 678 | 33 |
| Port Burwell..... | Elgin..... | 325 | 8,419 | 22 | 53 | 83 | 3,030 | 29 | 22 | 69 |
| Port Carling..... | Simcoe..... | 93 | 909 | 86 | 7 | 12 | 1,556 | 18 | 2 | 80 |
| Port Colborne..... | Welland..... | 543 | 10,177 | 49 | 74 | 80 | 10,580 | 91 | 28 | 44 |
| Port Dalhousie..... | Lincoln..... | 169 | 2,774 | 47 | 21 | 27 | 1,448 | 64 | 7 | 50 |
| Port Dover..... | Norfolk..... | 541 | 8,182 | 71 | 64 | 29 | 3,384 | 70 | 21 | 65 |
| Port Elgin..... | Bruce..... | 657 | 7,666 | 40 | 60 | 10 | 6,156 | 86 | 21 | 07 |
| Port Hope..... | Durham..... | 2,218 | 32,349 | 06 | 262 | 35 | 27,135 | 73 | 89 | 16 |
| Port Perry..... | Ontario..... | 757 | 11,363 | 80 | 84 | 48 | 8,028 | 68 | 29 | 74 |
| Port Robinson..... | Welland..... | 117 | 1,760 | 03 | 13 | 89 | 754 | 78 | 5 | 22 |
| Port Rowan..... | Norfolk..... | 387 | 9,224 | 68 | 63 | 49 | 4,871 | 75 | 25 | 71 |
| Port Ryerse..... | do..... | 39 | 170 | 50 | 1 | 62 | 313 | 47 | 0 | 48 |
| Port Stanley..... | Elgin..... | 148 | 4,153 | 67 | 27 | 79 | 1,426 | 73 | 10 | 95 |
| Port Sydney..... | Muskoka..... | 802 | 8,069 | 84 | 49 | 46 | 2,012 | 19 | 23 | 73 |
| Prescott..... | Grenville..... | 1,350 | 19,728 | 53 | 161 | 39 | 11,872 | 91 | 54 | 19 |
| Preston..... | Waterloo..... | 354 | 4,924 | 94 | 45 | 66 | 7,197 | 39 | 13 | 29 |
| Priceville..... | Grey..... | 133 | 3,259 | 57 | 22 | 74 | 1,948 | 60 | 8 | 85 |
| Princeton..... | Brant..... | 387 | 7,954 | 69 | 57 | 94 | 2,028 | 01 | 20 | 91 |
| Puslinch..... | Wellington..... | 267 | 7,145 | 67 | 45 | 42 | 1,291 | 66 | 17 | 93 |
| Ratho..... | Oxford..... | 60 | 1,480 | 82 | 10 | 55 | 663 | 29 | 4 | 04 |
| Red Rock..... | Algoma..... | 213 | 7,552 | 68 | 57 | 43 | 105 | 00 | 18 | 89 |
| Renfrew..... | Renfrew..... | 661 | 10,116 | 83 | 84 | 02 | 4,373 | 88 | 26 | 61 |
| Riceville..... | Prescott..... | 230 | 8,076 | 14 | 47 | 81 | 1,430 | 37 | 23 | 33 |
| Richmond West..... | Carleton..... | 247 | 5,856 | 12 | 38 | 86 | 1,113 | 33 | 14 | 95 |
| Richmond Hill..... | York..... | 234 | 5,925 | 55 | 43 | 58 | 5,378 | 83 | 15 | 64 |
| Ridgetown..... | Elgin..... | 934 | 13,821 | 87 | 102 | 63 | 7,434 | 49 | 37 | 31 |
| Ridgeway..... | Welland..... | 304 | 5,309 | 21 | 36 | 46 | 1,433 | 77 | 13 | 43 |
| Riverdale..... | Bruce..... | 60 | 2,096 | 85 | 12 | 32 | 211 | 38 | 5 | 47 |
| Rockingham..... | Renfrew..... | 112 | 2,664 | 29 | 17 | 25 | 796 | 77 | 7 | 74 |
| Rockton..... | Wentworth..... | 92 | 2,371 | 41 | 15 | 21 | 447 | 91 | 6 | 12 |
| Rockwood..... | Wellington..... | 256 | 4,095 | 76 | 30 | 96 | 1,840 | 35 | 10 | 82 |
| Rodgerville..... | Perth..... | 4 | 44 | 80 | 0 | 34 | 673 | 82 | 0 | 11 |
| Rodney..... | Elgin..... | 361 | 5,438 | 13 | 37 | 60 | 3,686 | 43 | 13 | 88 |
| Rosemont..... | Simcoe..... | 53 | 2,464 | 02 | 14 | 94 | 1,442 | 76 | 6 | 16 |
| Rosseau..... | Muskoka..... | 103 | 1,851 | 44 | 13 | 05 | 3,468 | 98 | 7 | 41 |
| Russell..... | Russell..... | 86 | 4,711 | 15 | 28 | 68 | 1,866 | 16 | 13 | 36 |
| St. Catharines..... | Lincoln..... | 2,601 | 40,405 | 89 | 337 | 63 | 45,843 | 32 | 118 | 74 |
| St. George Brant..... | Brant..... | 328 | 4,819 | 44 | 35 | 73 | 3,855 | 96 | 12 | 32 |
| St. Jacob's..... | Waterloo..... | 139 | 2,235 | 13 | 16 | 34 | 763 | 73 | 5 | 67 |
| St. Mary's Blanchard..... | Perth..... | 1,220 | 21,752 | 43 | 157 | 35 | 14,100 | 22 | 57 | 40 |
| St. Thomas..... | Rgin..... | 3,077 | 44,475 | 27 | 376 | 01 | 105,762 | 03 | 123 | 75 |
| St. Williams..... | Norfolk..... | 88 | 1,727 | 13 | 12 | 14 | 734 | 12 | 5 | 23 |
| Sandwich..... | Essex..... | 179 | 2,784 | 24 | 23 | 89 | 3,076 | 87 | 9 | 92 |
| Sarnia..... | Lambton..... | 1,687 | 24,997 | 14 | 209 | 51 | 37,259 | 12 | 73 | 65 |
| Saugeen..... | Bruce..... | 272 | 7,194 | 61 | 46 | 30 | 3,186 | 30 | 18 | 44 |
| Sault Ste. Marie..... | Algoma..... | 1,258 | 42,431 | 02 | 264 | 65 | 11,801 | 23 | 107 | 98 |
| Scarboro'..... | York..... | 30 | 594 | 86 | 4 | 73 | 637 | 40 | 1 | 99 |

* Opened 2nd July, 1884. † Closed from 9th Dec., 1881, to 23rd Feb., 1885.

REPORT No. 6—Province of Ontario, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Com-pensation paid to Post-masters on M. O. business. |
|-----------------------------------|-----------------|--------------------------|----------------------|--|--------------------|---|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Schomberg..... | York..... | 57 | 1,573 41 | 10 38 | 1,168 77 | 4 05 |
| Scotland..... | Oxford..... | 242 | 3,433 24 | 23 44 | 771 94 | 8 78 |
| Seaforth..... | Huron..... | 1,401 | 27,767 57 | 203 17 | 14,022 19 | 73 52 |
| Selkirk..... | Haldimand..... | 247 | 8,115 92 | 55 86 | 2,588 83 | 20 55 |
| Severn Bridge..... | Ontario..... | 98 | 1,444 23 | 10 04 | 575 70 | 3 69 |
| Shakespeare..... | Oxford..... | 233 | 4,596 28 | 32 32 | 977 79 | 12 03 |
| Shannonville..... | Hastings..... | 190 | 3,135 25 | 21 99 | 1,088 23 | 8 32 |
| Sharbot Lake..... | Addington..... | 41 | 885 23 | 8 04 | 160 40 | 2 38 |
| Sharon..... | York..... | 42 | 709 88 | 5 01 | 608 44 | 2 01 |
| Shelburne..... | Grey..... | 536 | 10,542 31 | 73 86 | 5,845 03 | 26 89 |
| *Silver Islet..... | Algoma..... | 2 | 14 75 | 1 68 | ..... | 0 03 |
| Simcoe..... | Norfolk..... | 1,251 | 16,985 26 | 131 62 | 16,774 04 | 47 65 |
| Singhampton..... | Simcoe..... | 166 | 6,030 42 | 36 24 | 3,435 90 | 15 10 |
| Smith's Falls..... | Leeds..... | 639 | 11,055 22 | 87 51 | 13,557 37 | 30 30 |
| Smithville..... | Wentworth..... | 1,419 | 28,880 00 | 188 43 | 4,186 56 | 73 14 |
| Sombra..... | Bothwell..... | 244 | 4,543 06 | 31 30 | 1,550 80 | 11 87 |
| Sparta..... | Elgin..... | 102 | 2,411 00 | 17 86 | 971 24 | 6 42 |
| Spencerville..... | Grenville..... | 323 | 7,931 58 | 49 75 | 1,069 05 | 20 33 |
| Springfield..... | Elgin..... | 203 | 3,831 66 | 25 82 | 1,524 56 | 9 82 |
| Springford..... | Oxford..... | 58 | 876 47 | 6 67 | 718 77 | 2 24 |
| Stayner..... | Simcoe..... | 697 | 14,093 75 | 96 25 | 6,421 73 | 36 41 |
| Stella..... | Lennox..... | 158 | 4,455 21 | 28 41 | 441 96 | 11 25 |
| Stevensville..... | Welland..... | 500 | 7,811 86 | 51 14 | 403 13 | 19 62 |
| Stirling..... | Hastings..... | 538 | 7,156 28 | 53 75 | 2,741 91 | 19 24 |
| Stirton..... | Wellington..... | 249 | 2,478 47 | 16 39 | 142 69 | 6 18 |
| Stoney Creek..... | Wentworth..... | 22 | 972 28 | 6 35 | 767 41 | 2 41 |
| Stouffville..... | Ontario..... | 260 | 7,157 67 | 52 97 | 3,292 32 | 18 78 |
| Strabane..... | Wentworth..... | 94 | 3,456 00 | 21 26 | 840 14 | 8 85 |
| Stratfordville..... | Elgin..... | 261 | 4,533 87 | 31 14 | 756 78 | 12 01 |
| Stratford..... | Perth..... | 1,943 | 25,202 10 | 209 95 | 29,714 36 | 75 56 |
| Strathroy..... | Middlesex..... | 1,408 | 19,663 99 | 153 09 | 12,421 07 | 53 97 |
| Streetsville..... | Peel..... | 356 | 8,407 33 | 53 29 | 3,778 31 | 22 83 |
| †Sturgeon Falls..... | Nipissing..... | 8 | 112 45 | 0 64 | 30 00 | 0 28 |
| †Sudbury..... | Algoma..... | 117 | 5,781 78 | 37 70 | 158 17 | 14 45 |
| Sunderland..... | Ontario..... | 116 | 3,067 29 | 23 04 | 1,362 85 | 8 28 |
| Sutton West (late Geor-gina)..... | York..... | 527 | 13,691 58 | 87 55 | 3,157 85 | 35 02 |
| Sydenham..... | Addington..... | 264 | 7,384 45 | 46 95 | 639 18 | 18 46 |
| §Sylvan..... | Middlesex..... | 26 | 314 99 | 2 49 | 25 00 | 0 78 |
| Tamworth..... | Addington..... | 179 | 5,196 64 | 35 12 | 1,757 79 | 13 35 |
| Tavistock..... | Oxford..... | 356 | 5,706 43 | 44 64 | 2,113 77 | 14 92 |
| Teeswater..... | Bruce..... | 574 | 13,726 32 | 89 26 | 4,032 24 | 35 85 |
| Teeterville..... | Norfolk..... | 96 | 1,827 18 | 12 26 | 323 40 | 4 60 |
| Thamesford..... | Oxford..... | 166 | 3,101 95 | 20 53 | 1,179 17 | 8 07 |
| Thamesville..... | Bothwell..... | 591 | 13,422 05 | 85 94 | 3,145 89 | 35 67 |
| Theford..... | Lambton..... | 361 | 6,095 71 | 44 54 | 1,758 16 | 15 80 |
| Thornhill..... | York..... | 74 | 2,520 79 | 16 58 | 1,793 16 | 6 55 |
| Thorold..... | Welland..... | 602 | 11,186 39 | 86 47 | 11,530 32 | 30 91 |
| **Tilbury Centre..... | Essex..... | 210 | 4,528 42 | 30 63 | 981 41 | 11 44 |
| Tilsonburg..... | Norfolk..... | 1,102 | 15,622 40 | 123 67 | 9,588 56 | 41 21 |
| Tiverton..... | Bruce..... | 135 | 3,482 80 | 25 59 | 2,236 71 | 9 90 |
| Toronto..... | York..... | 20,044 | 325,358 35 | 3,112 04 | 1,339,425 29 | ..... |
| Toronto East..... | do..... | 747 | 8,949 77 | 98 87 | 1,559 47 | 24 64 |
| Toronto West..... | do..... | 2,453 | 28,037 84 | 325 30 | 2,964 71 | 75 09 |
| Toronto North..... | do..... | 1,429 | 19,459 78 | 214 47 | 753 08 | 49 56 |
| Tottenham..... | Simcoe..... | 192 | 4,433 23 | 28 92 | 1,641 60 | 11 36 |
| Trenton..... | Hastings..... | 890 | 13,882 99 | 115 09 | 6,216 77 | 38 29 |
| Tullamore..... | Peel..... | 24 | 507 49 | 3 04 | 340 70 | 1 62 |

* Closed 30th Aug., 1884. † Opened 1st April, 1885.
 § Closed 14th May, 1885. ** Opened 2nd July, 1884.

† Opened 2nd Jan., 1885.

REPORT No. 6—Province of Ontario, &c.—*Concluded.*

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|----------------------|---------------------|--------------------------|----------------------|--|---------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Tweed..... | Hastings..... | 390 | 11,848 58 | 77 88 | 1,599 73 | 30 62 |
| Underwood..... | Bruce..... | 359 | 9,571 57 | 57 87 | 1,159 31 | 24 94 |
| Union..... | Elgin..... | 59 | 1,570 83 | 11 26 | 626 34 | 3 97 |
| Unionville..... | York..... | 117 | 2,980 71 | 19 77 | 1,318 06 | 7 94 |
| Uxbridge..... | Ontario..... | 950 | 16,951 22 | 121 70 | 9,910 74 | 44 05 |
| Vankleek Hill..... | Prescott..... | 311 | 10,201 57 | 78 88 | 4,222 54 | 28 65 |
| Varna..... | Huron..... | 158 | 4,912 89 | 29 50 | 156 66 | 12 31 |
| Victoria Harbor..... | Simcoe..... | 150 | 2,347 83 | 15 68 | 911 31 | 6 63 |
| Vienna..... | Elgin..... | 725 | 15,667 09 | 101 03 | 1,892 87 | 39 95 |
| Vittoria..... | Norfolk..... | 573 | 8,569 63 | 59 76 | 1,904 78 | 22 13 |
| Wales..... | Stormont..... | 27 | 608 76 | 4 87 | 1,114 48 | 2 31 |
| Walkerton..... | Bruce..... | 1,463 | 25,440 53 | 179 26 | 14,055 97 | 66 72 |
| Walkerville..... | Essex..... | 136 | 2,212 34 | 19 87 | 463 78 | 5 97 |
| Wallaceburg..... | Bothwell..... | 1,401 | 32,147 02 | 213 90 | 7,904 23 | 82 50 |
| Wallacetown..... | Elgin..... | 359 | 7,114 33 | 49 11 | 1,204 52 | 18 17 |
| Wardsville..... | Middlesex..... | 224 | 3,250 12 | 22 38 | 2,650 26 | 8 70 |
| Warkworth..... | Northumberland..... | 593 | 20,123 60 | 118 67 | 2,606 32 | 51 29 |
| Warsaw..... | Peterboro'..... | 123 | 5,632 18 | 32 66 | 303 63 | 14 09 |
| Warwick..... | Lambton..... | 166 | 4,040 44 | 25 18 | 312 90 | 10 10 |
| Waterdown..... | Wentworth..... | 181 | 4,143 26 | 27 14 | 1,435 99 | 10 66 |
| Waterford..... | Norfolk..... | 807 | 12,732 16 | 94 22 | 4,946 10 | 33 52 |
| Waterloo West..... | Waterloo..... | 467 | 6,966 82 | 60 17 | 25,203 32 | 20 20 |
| Watford..... | Lambton..... | 853 | 25,766 10 | 158 35 | 8,853 46 | 66 29 |
| Waubashene..... | Simcoe..... | 233 | 3,671 56 | 29 13 | 1,671 15 | 10 06 |
| Welland..... | Welland..... | 834 | 12,922 68 | 102 89 | 10,594 49 | 35 15 |
| Welland Port..... | Monck..... | 236 | 6,879 57 | 45 62 | 684 10 | 17 47 |
| Wellesley..... | Waterloo..... | 207 | 4,625 29 | 35 79 | 1,576 81 | 11 67 |
| Wellington..... | Prince Edward..... | 379 | 8,738 91 | 58 45 | 1,790 58 | 22 58 |
| Wendigo..... | Middlesex..... | 124 | 3,432 43 | 21 49 | 399 28 | 8 66 |
| *West Flamboro'..... | Wentworth..... | 134 | 4,732 58 | 28 91 | 298 64 | 11 83 |
| Weston..... | York..... | 446 | 7,673 12 | 63 98 | 2,473 01 | 20 60 |
| Westport..... | Leeds..... | 111 | 4,705 75 | 30 70 | 489 80 | 12 06 |
| West Winchester..... | Dundas..... | 166 | 6,841 95 | 41 80 | 2,340 97 | 18 08 |
| Whitby..... | Ontario..... | 1,274 | 26,233 97 | 180 06 | 14,802 21 | 68 45 |
| Whitevale..... | do..... | 28 | 618 71 | 4 38 | 825 63 | 1 80 |
| Wiarion..... | Bruce..... | 855 | 18,150 37 | 119 76 | 8,818 49 | 46 99 |
| Wilkesport..... | Bothwell..... | 191 | 4,359 67 | 24 99 | 756 37 | 10 94 |
| Williamstown..... | Glenarry..... | 52 | 995 48 | 7 54 | 1,041 02 | 3 02 |
| Windsor..... | Essex..... | 1,988 | 32,037 45 | 251 38 | 31,403 83 | ..... |
| Wingham..... | Huron..... | 939 | 16,360 13 | 119 49 | 21,477 66 | 43 33 |
| Woodbridge..... | York..... | 384 | 9,582 45 | 64 40 | 12,403 96 | 24 38 |
| Woodham..... | Perth..... | 57 | 1,826 43 | 11 88 | 259 70 | 4 55 |
| Woodslee..... | Essex..... | 356 | 12,704 36 | 80 14 | 841 26 | 32 24 |
| Woodstock..... | Oxford..... | 2,583 | 35,462 33 | 288 56 | 36,331 62 | 101 48 |
| Woodville..... | Victoria..... | 686 | 24,178 93 | 147 03 | 2,000 92 | 61 58 |
| Wroxeter..... | Huron..... | 481 | 11,311 12 | 73 09 | 2,266 73 | 28 80 |
| Wyoming..... | Lambton..... | 774 | 14,074 11 | 94 14 | 2,567 68 | 36 04 |
| York..... | Haldimand..... | 91 | 3,035 91 | 19 48 | 1,232 34 | 8 26 |
| Yorkville..... | York..... | 1,125 | 17,267 74 | 171 36 | 2,968 55 | 45 22 |
| Zurich..... | Huron..... | 424 | 12,234 57 | 85 47 | 1,331 39 | 30 86 |
| Total..... | | 275,684 | 5,379,638 00 | 40,322 14 | 4,808,687 37 | 12,097 10 |

*Closed 27th May, 1885.

JOHN CARLING, *Postmaster-General.*J. C. STEWART, *Superintendent Money Order Branch.*

PROVINCE OF QUEBEC.

REPORT No. 6.—Showing the Money Order Offices in operation in the Year ended 30th June, 1885, &c.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compen- sation paid to Post- masters on M. O. business. |
|----------------------------------|------------------|--------------------------|----------------------|--|--------------------|---|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Acton Vale..... | Bagot..... | 39 | 1,109 65 | 7 62 | 2,248 76 | 5 69 |
| Agnes..... | Beauce..... | 108 | 1,123 45 | 9 68 | 1,649 84 | 3 51 |
| Arthabaska..... | Arthabaska..... | 271 | 6,963 69 | 50 74 | 4,211 81 | 21 84 |
| Aylmer East..... | Ottawa..... | 282 | 8,365 22 | 57 36 | 2,329 54 | 22 46 |
| Beauharnois..... | Beauharnois..... | 257 | 4,501 74 | 31 33 | 4,418 19 | 14 44 |
| Becancour..... | Nicolet..... | 11 | 473 80 | 3 12 | 651 28 | 2 53 |
| Bedford..... | Missisquoi..... | 288 | 3,908 08 | 33 65 | 4,107 74 | 11 01 |
| Beebe Plain..... | Stanstead..... | 28 | 1,055 46 | 5 83 | 1,170 77 | 2 72 |
| Berthier (<i>en haut</i>)..... | Berthier..... | 232 | 4,996 94 | 35 64 | 3,146 57 | 16 09 |
| *Black Cape..... | Bonaventure..... | 89 | 3,799 84 | 22 55 | 2,297 67 | 9 49 |
| †Bolton Centre..... | Brome..... | 67 | 1,242 85 | 8 50 | 28 30 | 3 11 |
| Bryson..... | Pontiac..... | 155 | 3,724 27 | 26 53 | 833 00 | 9 57 |
| Buckingham..... | Ottawa..... | 378 | 9,186 44 | 72 23 | 2,291 18 | 25 91 |
| Cacouna..... | Temiscouata..... | 27 | 666 12 | 4 51 | 1,991 15 | 2 31 |
| Capelton..... | Sherbrooke..... | 167 | 1,789 05 | 21 75 | 326 65 | 4 99 |
| Cap Santé..... | Portneuf..... | 10 | 408 80 | 4 15 | 336 53 | 1 14 |
| Chambly Canton..... | Chambly..... | 129 | 3,249 13 | 23 88 | 1,328 20 | 9 22 |
| Chapeau..... | Pontiac..... | 48 | 919 19 | 7 00 | ..... | 2 29 |
| Chelsea..... | Ottawa..... | 201 | 3,184 01 | 22 01 | 624 76 | 8 21 |
| Chicoutimi..... | Chicoutimi..... | 134 | 4,709 81 | 30 14 | 8,128 45 | 14 52 |
| ‡Clarenceville..... | Missisquoi..... | 46 | 1,435 02 | 10 14 | 251 48 | 3 59 |
| Coaticook..... | Stanstead..... | 809 | 8,218 77 | 74 49 | 6,873 36 | 24 79 |
| Compton..... | Compton..... | 140 | 1,944 38 | 18 30 | 2,171 25 | 7 12 |
| Cookshire..... | do..... | 229 | 3,577 60 | 30 84 | 2,192 42 | 10 80 |
| Coteau Landing..... | Soulanges..... | 290 | 9,083 04 | 52 71 | 775 25 | 23 11 |
| Cowansville..... | Missisquoi..... | 543 | 6,549 77 | 58 75 | 3,113 79 | 17 86 |
| Danville..... | Richmond..... | 234 | 4,518 92 | 38 62 | 3,867 85 | 15 06 |
| Deschambault..... | Portneuf..... | 6 | 274 29 | 2 55 | 289 30 | 0 88 |
| Drummondville East..... | Drummond..... | 95 | 2,620 16 | 18 59 | 2,239 14 | 8 03 |
| Durham..... | Missisquoi..... | 277 | 6,245 05 | 42 77 | 1,525 75 | 16 57 |
| East Farnham..... | Brome..... | 70 | 418 68 | 4 83 | 691 02 | 1 26 |
| Etchemin..... | Lévis..... | 143 | 2,391 72 | 20 65 | 274 31 | 6 29 |
| Farnham..... | Missisquoi..... | 554 | 9,948 83 | 77 39 | 2,464 50 | 27 84 |
| Franklin Centre..... | Huntingdon..... | 24 | 644 62 | 4 23 | 441 90 | 1 81 |
| Frelighsburg..... | Missisquoi..... | 186 | 3,141 77 | 25 96 | 1,610 16 | 8 69 |
| Gaspé Basin..... | Gaspé..... | 763 | 33,744 06 | 198 86 | 4,495 85 | 85 44 |
| Granby..... | Shefford..... | 438 | 5,510 72 | 43 41 | 4,011 36 | 16 49 |
| Grenville..... | Argenteuil..... | 342 | 18,866 02 | 104 51 | 2,633 51 | 48 71 |
| Hatley..... | Stanstead..... | 110 | 2,310 06 | 18 74 | 1,198 41 | 6 87 |
| Hemmingford..... | Huntingdon..... | 66 | 1,712 30 | 12 33 | 1,283 06 | 5 31 |
| Henryville..... | Iberville..... | 76 | 3,216 55 | 26 37 | 2,640 98 | 8 74 |
| Hochelaga..... | Hochelaga..... | 187 | 3,159 78 | 30 62 | 1,085 64 | 8 87 |
| Hull..... | Ottawa..... | 388 | 13,292 58 | 88 03 | 4,061 04 | 35 13 |
| Huntingdon..... | Huntingdon..... | 406 | 10,036 62 | 75 24 | 4,704 97 | 28 94 |
| Inverness..... | Megantic..... | 224 | 5,486 71 | 40 66 | 2,032 75 | 15 30 |
| Joliette..... | Joliette..... | 691 | 29,347 81 | 166 72 | 5,252 60 | 76 43 |

* Opened 1st Oct., 1884. † Opened 2nd Jan., 1885. ‡ Opened 1st Oct., 1884.

REPORT No. 6—Province of Quebec, &c.—Continued

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. | |
|--------------------------|----------------------|--------------------------|----------------------|------|--|------|--------------------|------|--|-------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Kamouraska | Kamouraska..... | 74 | 3,441 | 58 | 21 | 28 | 2,336 | 47 | 9 | 41 |
| Kingsbury..... | Richmond..... | 121 | 1,486 | 34 | 14 | 49 | 164 | 58 | 4 | 02 |
| Kinnear's Mills..... | Megantic..... | 53 | 993 | 33 | 7 | 97 | 612 | 02 | 2 | 54 |
| Knowlton..... | Brome..... | 674 | 14,116 | 26 | 104 | 20 | 2,762 | 63 | 37 | 09 |
| *La Baie..... | Yamaska..... | 10 | 367 | 30 | 2 | 60 | 142 | 35 | 0 | 82 |
| Lachine..... | Jacques Cartier..... | 170 | 3,255 | 89 | 29 | 63 | 2,451 | 67 | 9 | 67 |
| Lachute..... | Argenteuil..... | 347 | 13,647 | 37 | 102 | 25 | 5,786 | 56 | 40 | 39 |
| Lacolle..... | St. John's..... | 135 | 5,249 | 89 | 33 | 18 | 1,644 | 15 | 13 | 55 |
| Lambton..... | Beauce..... | 19 | 621 | 98 | 4 | 79 | 417 | 82 | 2 | 60 |
| Laprairie..... | Laprairie..... | 108 | 3,088 | 69 | 21 | 82 | 625 | 33 | 8 | 02 |
| Laurentides..... | L'Assomption..... | 82 | 2,519 | 93 | 18 | 66 | 498 | 60 | 6 | 67 |
| Lauzon..... | Lévis..... | 92 | 1,361 | 73 | 11 | 10 | 2,452 | 03 | 6 | 30 |
| Lawrenceville..... | Shefford..... | 92 | 2,602 | 38 | 17 | 79 | 932 | 04 | 7 | 86 |
| Leeds..... | Megantic..... | 77 | 2,880 | 86 | 18 | 87 | 1,016 | 09 | 7 | 14 |
| Lennoxville..... | Sherbrooke..... | 495 | 5,710 | 13 | 52 | 28 | 4,610 | 85 | 15 | 90 |
| L'Epiphanie..... | L'Assomption..... | 5 | 212 | 25 | 1 | 80 | 350 | 88 | 1 | 29 |
| Les Eboulements..... | Charlevoix..... | 90 | 1,398 | 28 | 9 | 76 | 459 | 00 | 3 | 50 |
| Lévis..... | Lévis..... | 167 | 4,061 | 43 | 30 | 17 | 8,112 | 80 | 14 | 90 |
| Little Metis..... | Rimouski..... | 22 | 778 | 52 | 4 | 80 | 2,166 | 24 | 1 | 99 |
| Longueuil..... | Chambly..... | 27 | 476 | 67 | 3 | 75 | 1,438 | 25 | 2 | 59 |
| Lotbinière..... | Lotbinière..... | 178 | 3,706 | 55 | 28 | 10 | 1,232 | 13 | 11 | 20 |
| Louiseville..... | Maskinongé..... | 131 | 3,503 | 65 | 27 | 21 | 2,100 | 73 | 11 | 38 |
| Magog..... | Stanstead..... | 437 | 9,414 | 95 | 83 | 37 | 3,048 | 07 | 25 | 12 |
| Mansonville Potton..... | Brome..... | 297 | 4,850 | 50 | 34 | 28 | 967 | 94 | 12 | 36 |
| Massawippi..... | Stanstead..... | 50 | 698 | 04 | 5 | 14 | 249 | 54 | 2 | 10 |
| Melbourne..... | Richmond..... | 273 | 4,666 | 07 | 34 | 58 | 1,570 | 61 | 12 | 60 |
| Montmagny..... | Montmagny..... | 91 | 2,637 | 83 | 21 | 61 | 3,746 | 49 | 10 | 36 |
| Montreal..... | Hochelaga..... | 17,964 | 310,521 | 53 | 3,032 | 94 | 890,371 | 96 | ..... | ..... |
| Murray Bay..... | Charlevoix..... | 472 | 12,671 | 92 | 76 | 54 | 5,213 | 98 | 32 | 05 |
| Napierville..... | Napierville..... | 108 | 2,127 | 52 | 17 | 65 | 895 | 06 | 6 | 25 |
| Nicolet..... | Nicolet..... | 88 | 2,146 | 71 | 16 | 24 | 2,954 | 23 | 8 | 79 |
| Notre Dame de St'nbridge | Missisquoi..... | 172 | 5,491 | 21 | 33 | 76 | 431 | 49 | 14 | 36 |
| Ormistown..... | Chateauguay..... | 63 | 1,783 | 19 | 13 | 43 | 1,444 | 25 | 5 | 16 |
| Paspébiac..... | Bonaventure..... | 477 | 17,317 | 16 | 167 | 79 | 3,673 | 28 | 45 | 12 |
| Percé..... | Gaspé..... | 802 | 17,999 | 31 | 117 | 65 | 2,417 | 48 | 47 | 68 |
| Pierreville..... | Yamaska..... | 65 | 4,529 | 18 | 25 | 73 | 1,471 | 46 | 12 | 16 |
| Point St. Charles..... | Jacques Cartier..... | 1,082 | 16,390 | 03 | 164 | 97 | 4,107 | 55 | 44 | 90 |
| Portage du Fort..... | Pontiac..... | 89 | 3,584 | 17 | 21 | 30 | 2,082 | 11 | 9 | 31 |
| Quebec..... | Quebec..... | 4,468 | 87,232 | 56 | 733 | 27 | 176,950 | 24 | ..... | ..... |
| Quyon (late Onslow)..... | Pontiac..... | 117 | 3,969 | 62 | 26 | 26 | 343 | 80 | 10 | 04 |
| Richmond East..... | Richmond..... | 460 | 6,447 | 15 | 61 | 69 | 3,409 | 87 | 18 | 12 |
| †Rigaud..... | Vaudreuil..... | 44 | 859 | 67 | 6 | 62 | 1,153 | 55 | 3 | 05 |
| Rimouski..... | Rimouski..... | 269 | 8,160 | 94 | 61 | 35 | 6,529 | 99 | 22 | 33 |
| River David..... | Yamaska..... | 1 | 18 | 15 | 0 | 10 | 725 | 40 | 1 | 01 |
| Rivière du Loup (en bas) | Témiscouata..... | 200 | 7,869 | 65 | 53 | 73 | 6,372 | 10 | 22 | 80 |
| Robinson..... | Compton..... | 149 | 4,144 | 75 | 28 | 78 | 1,125 | 21 | 11 | 72 |
| Rock Island..... | Stanstead..... | 227 | 2,886 | 59 | 21 | 91 | 2,343 | 70 | 7 | 42 |
| Roxton Falls..... | Shefford..... | 57 | 891 | 29 | 7 | 41 | 1,049 | 53 | 3 | 80 |
| St. Andrews East..... | Argenteuil..... | 114 | 3,252 | 66 | 23 | 13 | 2,724 | 87 | 9 | 88 |
| St. Athanase..... | Iberville..... | 271 | 3,702 | 74 | 27 | 83 | 1,777 | 98 | 10 | 19 |
| St. Casimir..... | Portneuf..... | 66 | 2,489 | 66 | 19 | 40 | 1,422 | 73 | 8 | 18 |
| St. Césaire..... | Rouville..... | 351 | 5,971 | 73 | 44 | 26 | 2,985 | 37 | 19 | 29 |

*Closed 9th May, 1885. †Opened 2nd July, 1884

REPORT No. 6—Province of Quebec, &c.—*Concluded.*

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. |
|---|--------------------|--------------------------|----------------------|------|--|------|--------------------|------|--|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | |
| St. Chrysostôme..... | Chateauguay..... | 241 | 7,919 | 10 | 57 | 51 | 2,473 | 85 | 23 88 |
| St. Croix..... | Lotbinière..... | 40 | 1,710 | 20 | 12 | 55 | 1,382 | 13 | 6 52 |
| St. Eustache..... | Two Mountains..... | 143 | 5,285 | 74 | 31 | 06 | 1,482 | 80 | 14 91 |
| St François Beauce..... | Beauce..... | 59 | 945 | 76 | 7 | 02 | 702 | 75 | 2 38 |
| Ste. Geneviève de Batis- can (<i>late Batiscan</i>)..... | Champlain..... | 15 | 742 | 20 | 5 | 45 | 990 | 44 | 2 56 |
| *St. Gregoire..... | Nicolet..... | 9 | 421 | 97 | 2 | 42 | 173 | 09 | 1 33 |
| St. Hyacinthe..... | St. Hyacinthe..... | 572 | 8,379 | 59 | 73 | 36 | 12,276 | 20 | 29 05 |
| St. Jérôme..... | Terrebonne..... | 182 | 5,047 | 39 | 36 | 71 | 4,427 | 79 | 17 21 |
| St. John's East..... | St. John's..... | 696 | 11,608 | 81 | 91 | 39 | 7,251 | 19 | 32 82 |
| Ste. Marie de Monnoir..... | Rouville..... | 8 | 254 | 80 | 1 | 70 | 1,381 | 75 | 2 42 |
| St. Paul's Bay..... | Charlevoix..... | 337 | 14,207 | 83 | 85 | 88 | 1,966 | 47 | 36 79 |
| St. Pie..... | Bagot..... | 9 | 382 | 20 | 3 | 20 | 271 | 69 | 1 39 |
| St. Polycarpe..... | Soulanges..... | 19 | 1,184 | 25 | 6 | 37 | 347 | 50 | 3 19 |
| St. Raymond..... | Portneuf..... | 58 | 1,269 | 59 | 10 | 35 | 468 | 01 | 3 17 |
| St. Rémi..... | Napierville..... | 179 | 4,510 | 94 | 33 | 86 | 1,144 | 83 | 13 19 |
| St. Roch de Québec..... | Quebec..... | 713 | 14,782 | 39 | 112 | 91 | 7,940 | 30 | 41 44 |
| St. Sauveur de Québec..... | do..... | 159 | 4,204 | 25 | 28 | 20 | 1,327 | 89 | 11 67 |
| St. Sylvestre..... | Two Mountains..... | 66 | 3,082 | 44 | 22 | 71 | 1,405 | 62 | 8 91 |
| St. Sylvester West (<i>late St. Sylvester</i>)..... | Lotbinière..... | 82 | 1,508 | 44 | 12 | 16 | 648 | 23 | 4 86 |
| Ste. Thérèse de Blainville..... | Terrebonne..... | 184 | 4,229 | 79 | 26 | 87 | 1,898 | 76 | 12 47 |
| †Scottstown..... | Compton..... | 95 | 848 | 11 | 7 | 76 | 362 | 70 | 2 52 |
| Shawville..... | Pontiac..... | 84 | 1,915 | 40 | 12 | 61 | 354 | 49 | 4 89 |
| Sherbrooke..... | Sherbrooke..... | 1,396 | 15,843 | 16 | 149 | 01 | 18,863 | 56 | 52 46 |
| Somerset..... | Megantic..... | 28 | 863 | 96 | 9 | 00 | 1,023 | 29 | 3 32 |
| Sorel..... | Richelieu..... | 710 | 12,359 | 09 | 95 | 43 | 9,083 | 84 | 36 11 |
| South Durham..... | Drummond..... | 32 | 1,127 | 13 | 8 | 04 | 878 | 97 | 3 48 |
| Stanford..... | Arthabaska..... | 17 | 333 | 99 | 2 | 53 | 1,202 | 60 | 2 48 |
| Stanstead..... | Stanstead..... | 307 | 2,923 | 04 | 24 | 91 | 3,514 | 70 | 8 10 |
| Sutton..... | Brome..... | 155 | 2,889 | 96 | 22 | 08 | 1,187 | 46 | 7 72 |
| Sweetsburg..... | Missisquoi..... | 263 | 5,754 | 09 | 42 | 32 | 1,191 | 75 | 15 30 |
| Terrebonne..... | Terrebonne..... | 87 | 2,311 | 60 | 15 | 91 | 3,406 | 31 | 6 74 |
| Three Rivers..... | St. Maurice..... | 519 | 9,630 | 48 | 70 | 45 | 11,103 | 57 | 32 89 |
| Thurso..... | Ottawa..... | 96 | 3,062 | 38 | 26 | 21 | 2,619 | 14 | 8 93 |
| Ulverton..... | Drummond..... | 35 | 521 | 56 | 5 | 30 | 317 | 49 | 1 34 |
| Valleyfield..... | Beauharnois..... | 249 | 6,631 | 36 | 52 | 44 | 2,595 | 06 | 18 00 |
| Victoriaville..... | Arthabaska..... | 25 | 666 | 92 | 5 | 35 | 342 | 22 | 1 70 |
| Waterloo East..... | Shefford..... | 808 | 13,508 | 98 | 99 | 88 | 6,714 | 91 | 35 91 |
| Wright..... | Ottawa..... | 36 | 531 | 19 | 4 | 20 | 737 | 79 | 1 32 |
| Yamachiche..... | St. Maurice..... | 144 | 4,902 | 50 | 32 | 10 | 637 | 45 | 12 90 |
| Total..... | | 51,607 | 1,061,362 | 41 | 8,599 | 99 | 1,384,305 | 42 | 1,882 23 |

* Opened 2nd July, 1884. † Opened 2nd Jan., 1885.

JOHN CARLING,
Postmaster-General.J. C. STEWART,
Superintendent Money Order Branch.

PROVINCE OF NOVA SCOTIA.

REPORT No. 6—Showing the Money Order Offices in operation in the Year ended 30th June, 1885, &c.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Post-masters on M. O. business. | |
|-------------------------|------------------|--------------------------|----------------------|------|--|------|--------------------|------|--|-------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Acadia Mines..... | Colchester..... | 1,154 | 16,564 | 28 | 134 | 00 | 6,921 | 51 | 44 | 84 |
| Amherst..... | Cumberland..... | 2,120 | 30,332 | 18 | 231 | 15 | 48,638 | 17 | 80 | 86 |
| Annapolis..... | Annapolis..... | 1,493 | 20,846 | 69 | 160 | 13 | 17,559 | 42 | 57 | 27 |
| Antigonish..... | Antigonish..... | 1,124 | 15,015 | 26 | 115 | 09 | 39,424 | 45 | 60 | 27 |
| Arichat..... | Richmond..... | 1,332 | 42,293 | 40 | 253 | 95 | 19,928 | 65 | 128 | 98 |
| Athol..... | umberland..... | 149 | 2,365 | 92 | 14 | 82 | 779 | 16 | 6 | 76 |
| Aylesford..... | Kings..... | 540 | 13,031 | 10 | 88 | 49 | 5,237 | 38 | 34 | 79 |
| Baddeck..... | Victoria..... | 632 | 13,064 | 14 | 84 | 80 | 11,378 | 40 | 40 | 67 |
| Barrington..... | Shelburne..... | 657 | 14,104 | 71 | 93 | 61 | 9,266 | 16 | 47 | 44 |
| Bass River..... | Colchester..... | 59 | 838 | 57 | 7 | 28 | 1,075 | 56 | 2 | 95 |
| Bear River, W.S..... | Digby..... | 585 | 11,824 | 06 | 79 | 88 | 4,688 | 49 | 33 | 13 |
| Berwick..... | Kings..... | 816 | 17,735 | 75 | 131 | 96 | 6,608 | 91 | 49 | 67 |
| Boylston..... | Guysboro'..... | 163 | 3,775 | 64 | 26 | 72 | 1,342 | 63 | 11 | 71 |
| Bridgetown..... | Annapolis..... | 898 | 15,461 | 46 | 111 | 22 | 16,542 | 10 | 44 | 06 |
| Bridgewater..... | Lunenburg..... | 1,461 | 27,108 | 01 | 194 | 10 | 11,370 | 26 | 75 | 24 |
| Caledonia Corner..... | Queens..... | 564 | 14,397 | 27 | 86 | 64 | 3,301 | 93 | 38 | 16 |
| Canning..... | Kings..... | 619 | 7,614 | 64 | 59 | 26 | 5,010 | 86 | 23 | 26 |
| Canso..... | Guysboro'..... | 1,031 | 21,764 | 01 | 154 | 74 | 4,660 | 81 | 57 | 42 |
| Chester..... | Lunenburg..... | 266 | 9,045 | 10 | 58 | 79 | 4,323 | 67 | 25 | 28 |
| Christmas Island..... | Cape Breton..... | 103 | 2,170 | 19 | 14 | 63 | 437 | 99 | 5 | 83 |
| Clementsport..... | Annapolis..... | 247 | 4,929 | 33 | 30 | 27 | 1,506 | 67 | 13 | 89 |
| Clyde River..... | Shelburne..... | 136 | 3,220 | 77 | 20 | 47 | 1,563 | 67 | 9 | 69 |
| Cow Bay..... | Cape Breton..... | 1,187 | 32,997 | 92 | 201 | 45 | 3,994 | 41 | 83 | 63 |
| Cross Roads (O H.)..... | Guysboro'..... | 51 | 2,380 | 90 | 13 | 34 | 1,170 | 75 | 6 | 04 |
| Dartmouth..... | Halifax..... | 467 | 6,439 | 78 | 54 | 96 | 3,988 | 32 | 20 | 08 |
| Digby..... | Digby..... | 1,325 | 26,576 | 91 | 173 | 21 | 11,469 | 45 | 72 | 81 |
| Economy..... | Colchester..... | 426 | 14,136 | 85 | 87 | 17 | 1,690 | 19 | 38 | 14 |
| English Town..... | Victoria..... | 64 | 922 | 93 | 6 | 34 | 2,573 | 89 | 3 | 88 |
| Five Islands..... | Colchester..... | 170 | 4,826 | 19 | 29 | 47 | 2,705 | 47 | 16 | 62 |
| Folly Village..... | do..... | 113 | 1,452 | 31 | 12 | 45 | 820 | 83 | 4 | 18 |
| Gabarouse..... | Cape Breton..... | 182 | 3,646 | 90 | 22 | 48 | 356 | 37 | 9 | 10 |
| Grand Pré..... | Kings..... | 88 | 2,322 | 42 | 14 | 71 | 1,425 | 22 | 6 | 41 |
| Granville Ferry..... | Annapolis..... | 630 | 11,866 | 58 | 81 | 08 | 3,857 | 80 | 31 | 09 |
| Great Village..... | Colchester..... | 295 | 6,034 | 58 | 44 | 27 | 3,702 | 05 | 17 | 24 |
| Guysboro'..... | Guysboro'..... | 762 | 12,228 | 77 | 86 | 22 | 7,560 | 87 | 36 | 81 |
| Halifax..... | Halifax..... | 8,191 | 147,446 | 44 | 1,318 | 58 | 559,862 | 74 | ..... | ..... |
| Hantsport..... | Hants..... | 646 | 8,833 | 63 | 71 | 94 | 3,749 | 04 | 12 | 51 |
| Harbour au Bouche..... | Antigonish..... | 310 | 9,542 | 85 | 55 | 82 | 3,040 | 02 | 29 | 70 |
| Hebron..... | Yarmouth..... | 331 | 6,071 | 51 | 43 | 45 | 3,040 | 91 | 18 | 28 |
| Hopewell..... | Pictou..... | 477 | 7,575 | 16 | 54 | 50 | 4,689 | 59 | 21 | 36 |
| Hubbard's Cove..... | Halifax..... | 141 | 1,822 | 91 | 13 | 76 | 300 | 05 | 4 | 68 |
| Isaacs Harbour..... | Guysboro'..... | 173 | 7,327 | 63 | 39 | 54 | 1,625 | 46 | 18 | 79 |
| Kennetcook..... | Hants..... | 159 | 2,969 | 39 | 20 | 40 | 1,238 | 66 | 9 | 41 |
| Kentville..... | Kings..... | 1,010 | 16,701 | 46 | 131 | 68 | 17,829 | 61 | 48 | 22 |

REPORT No. 6—Province of Nova Scotia, &c.—Continued.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|---|------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Kingsport..... | Kings..... | 128 | 1,386 99 | 11 26 | 101 30 | 3 55 |
| Kingston Station..... | do | 594 | 14,794 72 | 94 66 | 4,048 89 | 40 36 |
| Lawrencetown..... | Annapolis..... | 461 | 10,737 62 | 71 54 | 6,610 17 | 29 34 |
| Lingan..... | Cape Breton..... | 116 | 3,336 03 | 19 68 | 566 67 | 8 91 |
| Little Bras d'Or..... | do | 98 | 3,217 20 | 19 62 | 1,127 78 | 9 28 |
| *Little Glace Bay..... | do | 737 | 22,799 80 | 130 68 | 1,928 35 | 56 67 |
| Liverpool..... | Queens | 1,655 | 27,137 54 | 195 83 | 16,192 93 | 83 02 |
| Lockeport..... | Shelburne..... | 1,414 | 20,050 43 | 147 91 | 4,541 96 | 52 28 |
| Louisburg..... | Cape Breton..... | 350 | 9,528 70 | 55 29 | 1,432 99 | 25 04 |
| Lower Argyle..... | Yarmouth..... | 67 | 1,721 32 | 13 00 | 1,126 59 | 6 71 |
| †Lower Cove..... | Cumberland..... | 73 | 1,569 24 | 10 13 | 184 71 | 4 13 |
| Lower L'Ardoise..... | Richmond..... | 86 | 2,989 25 | 18 79 | 3,995 90 | 7 99 |
| Lower Stewiacke..... | Colchester..... | 371 | 8,490 73 | 54 89 | 3,905 49 | 22 75 |
| Lunenburg..... | Lunenburg..... | 1,165 | 22,841 97 | 162 05 | 5,431 09 | 59 12 |
| Mabou..... | Inverness..... | 646 | 19,566 04 | 119 17 | 10,378 63 | 51 73 |
| Maccan..... | Cumberland..... | 293 | 6,688 92 | 44 45 | 2,413 51 | 17 87 |
| †Mahone Bay..... | Lunenburg..... | 272 | 7,345 14 | 48 97 | 711 63 | 18 60 |
| Maitland Hants..... | Hants..... | 528 | 9,406 16 | 68 34 | 7,262 40 | 33 42 |
| Margaree Harbour..... | Inverness..... | 312 | 14,333 65 | 80 40 | 4,293 13 | 37 48 |
| Margaretsville..... | Annapolis..... | 171 | 5,207 11 | 31 58 | 1,334 58 | 15 61 |
| §McGray..... | Shelburne..... | 46 | 1,074 05 | 6 66 | 66 00 | 2 68 |
| Middle Musquodoboit..... | Halifax..... | 366 | 10,461 61 | 64 63 | 6,178 38 | 34 37 |
| Middleton..... | Annapolis..... | 889 | 21,072 84 | 142 76 | 12,141 58 | 59 56 |
| Mill Village..... | Queens..... | 265 | 5,646 62 | 37 90 | 654 99 | 14 82 |
| Milton..... | do | 467 | 7,579 78 | 53 81 | 2,376 61 | 21 44 |
| New Glasgow..... | Pictou..... | 2,113 | 33,763 51 | 269 22 | 31,186 66 | 103 25 |
| Newport..... | Hants..... | 283 | 6,128 93 | 42 49 | 2,730 69 | 17 80 |
| Newport Landing..... | do | 154 | 3,012 55 | 21 82 | 730 41 | 8 42 |
| New Ross..... | Lunenburg..... | 208 | 4,702 12 | 28 07 | 425 35 | 12 03 |
| Noel..... | Hants..... | 261 | 5,259 40 | 33 62 | 1,549 70 | 15 87 |
| North Sydney..... | Cape Breton..... | 1,019 | 16,430 97 | 124 19 | 17,595 06 | 49 84 |
| Oxford..... | Cumberland..... | 707 | 10,086 08 | 73 04 | 6,590 40 | 27 42 |
| Parrsborough..... | Cumberland..... | 1,901 | 39,953 15 | 252 59 | 8,035 00 | 102 19 |
| Pictou..... | Pictou..... | 1,600 | 26,707 48 | 198 96 | 37,111 30 | 87 94 |
| Port Hastings..... | Inverness..... | 324 | 9,415 76 | 56 31 | 3,842 54 | 27 40 |
| Port Hawkesbury..... | do | 263 | 4,676 36 | 33 80 | 11,116 60 | 15 75 |
| Port Hood..... | do | 778 | 23,785 00 | 145 12 | 6,124 29 | 66 08 |
| Port Maitland (late Maitland, Yarmouth..... | Yarmouth..... | 321 | 6,679 00 | 50 46 | 1,425 23 | 18 61 |
| Port Medway..... | Queens..... | 303 | 5,831 78 | 38 91 | 2,397 66 | 17 69 |
| Port Mulgrave..... | Guysboro'..... | 318 | 6,998 79 | 45 14 | 4,237 54 | 23 66 |
| Port Williams..... | Kings..... | 162 | 3,058 49 | 21 60 | 2,723 45 | 8 54 |
| ¶Pubnico Harbour..... | Yarmouth..... | 121 | 4,360 26 | 26 99 | 497 17 | 10 90 |
| Pugwash..... | Cumberland..... | 690 | 11,526 08 | 75 47 | 6,800 76 | 33 95 |
| River Bourgeoise..... | Richmond..... | 103 | 2,960 55 | 17 68 | 1,117 87 | 8 50 |
| River Inhabitants Bridge | do | 42 | 708 55 | 3 97 | 429 06 | 2 07 |
| River John..... | Pictou..... | 600 | 17,028 38 | 105 67 | 2,602 28 | 45 12 |
| River Philip..... | Cumberland..... | 169 | 3,220 78 | 20 50 | 2,272 53 | 9 41 |
| St. Andrews..... | Antigonish..... | 83 | 1,321 05 | 9 23 | 2,138 29 | 7 19 |
| St Peter's..... | Richmond..... | 566 | 16,190 56 | 99 23 | 4,049 57 | 43 40 |
| Sandy Cove..... | Digby..... | 51 | 1,024 27 | 7 36 | 772 65 | 4 09 |
| Shelburne..... | Shelburne..... | 1,185 | 25,315 14 | 164 78 | 7,057 96 | 70 08 |

* Closed 13th April, 1885. † Opened 2nd July, 1884.

‡ Closed 21st, Oct., 1884. ¶ Opened 1st Oct., 1884.

§ Opened 1st April, 1885.

REPORT No. 6—Province of Nova Scotia, &c.—*Concluded.*

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|--------------------------|------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Sherbrooke..... | Guysboro'..... | 551 | 17,587 09 | 104 93 | 5,951 33 | 49 74 |
| Shubenacadie..... | Hants..... | 226 | 6,578 94 | 41 88 | 5,213 64 | 24 20 |
| Spring Hill Mines..... | Cumberland..... | 1,324 | 20,163 05 | 146 13 | 2,744 16 | 52 26 |
| Stellarton..... | Pictou..... | 1,015 | 15,658 00 | 116 39 | 7,497 55 | 40 91 |
| Sydney..... | Cape Breton..... | 1,691 | 34,239 91 | 235 25 | 14,896 06 | 94 40 |
| Sydney Mines..... | do..... | 320 | 4,590 35 | 32 81 | 1,557 68 | 13 38 |
| Tangier..... | Halifax..... | 269 | 9,986 85 | 59 65 | 288 90 | 25 13 |
| Tatamagouche..... | Colchester..... | 505 | 12,917 85 | 78 94 | 6,396 81 | 40 11 |
| Tracadie..... | Antigonish..... | 246 | 5,713 90 | 38 00 | 3,340 16 | 21 75 |
| Truro..... | Colchester..... | 2,194 | 32,975 08 | 259 39 | 73,908 10 | 110 65 |
| Tusket..... | Yarmouth..... | 163 | 3,504 47 | 26 80 | 1,966 20 | 11 07 |
| Upper Stewiacke..... | Colchester..... | 248 | 5,047 75 | 33 85 | 3,413 09 | 15 54 |
| Wallace..... | Cumberland..... | 489 | 10,996 71 | 70 73 | 6,647 59 | 34 11 |
| Walton..... | Hants..... | 98 | 1,820 37 | 13 25 | 1,861 93 | 7 15 |
| Waterville..... | Kings..... | 412 | 11,381 04 | 71 04 | 2,144 95 | 29 79 |
| West Bay..... | Inverness..... | 168 | 3,892 67 | 24 96 | 2,415 35 | 12 44 |
| Westport..... | Digby..... | 396 | 10,001 00 | 66 06 | 2,372 74 | 26 94 |
| West River, Sheet Harbor | Halifax..... | 294 | 6,778 69 | 42 75 | 1,486 65 | 18 09 |
| Westville..... | Pictou..... | 1,041 | 27,117 45 | 177 78 | 3,754 17 | 71 12 |
| Weymouth..... | Digby..... | 229 | 3,982 12 | 29 77 | 6,286 04 | 18 87 |
| Weymouth Bridge..... | do..... | 377 | 8,453 50 | 47 22 | 2,054 98 | 17 03 |
| Whycocomagh..... | Inverness..... | 396 | 12,830 51 | 77 64 | 5,993 46 | 35 86 |
| Wilmot..... | Annapolis..... | 198 | 4,307 93 | 27 90 | 4,433 80 | 15 53 |
| Windsor..... | Hants..... | 1,330 | 24,012 00 | 179 82 | 22,840 74 | 69 60 |
| Wolfville..... | Kings..... | 1,059 | 19,510 48 | 142 07 | 16,610 17 | 53 42 |
| Yarmouth..... | Yarmouth..... | 2,846 | 44,371 04 | 369 35 | 43,767 69 | 135 55 |
| Total..... | | 77,347 | 1,546,141 70 | 10,913 30 | 1,376,198 86 | 3,999 72 |

JOHN CARLING,

Postmaster-General.

J. C. STEWART,

Superintendent Money Order Branch.

PROVINCE OF NEW BRUNSWICK.

REPORT No. 6—Showing the Money Order Offices in operation in the Year ended 30th June, 1885, &c.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|---------------------------|---------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Albert..... | Albert..... | 942 | 22,985 74 | 141 50 | 4,677 76 | 59 32 |
| Alma..... | do..... | 259 | 3,695 92 | 25 38 | 1,982 95 | 9 58 |
| Andover..... | Victoria..... | 395 | 10,398 21 | 68 69 | 4,908 96 | 29 40 |
| Anagance..... | Kings..... | 128 | 2,449 74 | 16 76 | 1,316 25 | 6 45 |
| Apohaqui..... | do..... | 118 | 2,046 53 | 15 29 | 1,821 28 | 5 33 |
| Armstrong's Brook..... | Restigouche..... | 306 | 7,377 68 | 47 40 | 1,694 82 | 19 59 |
| Baie Verte..... | Westmoreland..... | 468 | 14,072 88 | 87 51 | 5,491 70 | 38 34 |
| Bathurst..... | Gloucester..... | 747 | 12,861 48 | 83 81 | 7,686 88 | 35 96 |
| Bathurst Village..... | do..... | 511 | 9,290 70 | 62 37 | 929 62 | 24 00 |
| *Bayfield..... | Westmoreland..... | 34 | 1,257 72 | 7 65 | ..... | 3 13 |
| Blackville..... | Northumberland..... | 33 | 1,145 92 | 7 49 | 361 48 | 3 43 |
| Bristol..... | Carleton..... | 92 | 2,366 39 | 16 43 | 2,779 96 | 6 32 |
| Buctouche..... | Kent..... | 279 | 11,162 15 | 65 92 | 2,112 33 | 28 71 |
| Butternut Ridge..... | Kings..... | 378 | 8,164 84 | 50 09 | 1 195 04 | 20 50 |
| Campbellton..... | Restigouche..... | 1,713 | 36,233 95 | 236 63 | 8,205 83 | 93 97 |
| Campo Bello..... | Charlotte..... | 287 | 11,029 31 | 63 96 | 335 29 | 27 69 |
| Canterbury Station..... | York..... | 715 | 22,835 88 | 133 24 | 1,952 28 | 58 25 |
| Caraquet..... | Gloucester..... | 209 | 4,582 35 | 29 21 | 935 17 | 11 79 |
| Carleton..... | St. John..... | 325 | 5,288 38 | 44 67 | 7,752 03 | 19 42 |
| Centreville..... | Carleton..... | 313 | 9,692 04 | 68 78 | 3,370 55 | 29 92 |
| Chatham..... | Northumberland..... | 1,160 | 19,252 22 | 144 05 | 14,286 50 | 58 36 |
| Chipman..... | Queens..... | 117 | 2,215 13 | 15 73 | 1,682 46 | 8 72 |
| Clifton..... | Kings..... | 47 | 672 31 | 5 45 | 538 45 | 2 47 |
| Dalhousie..... | Restigouche..... | 868 | 22,157 85 | 142 54 | 8,230 58 | 57 67 |
| Debeck..... | Carleton..... | 88 | 1,114 60 | 9 73 | 726 15 | 3 10 |
| Dorchester..... | Westmoreland..... | 1,477 | 25,096 35 | 176 17 | 11,394 24 | 65 59 |
| Edmundston..... | Victoria..... | 247 | 13 614 60 | 74 92 | 2,393 12 | 34 53 |
| Elgin..... | Albert..... | 402 | 8,812 99 | 56 16 | 3,342 05 | 22 50 |
| Fairville..... | St. John..... | 127 | 1,550 09 | 13 76 | 1,043 34 | 4 86 |
| Florenceville..... | Carleton..... | 140 | 4,709 55 | 28 31 | 2,461 78 | 13 33 |
| Fredericton..... | York..... | 2,590 | 45,074 16 | 347 95 | 47,789 07 | ..... |
| Fredericton Junction..... | Sunbury..... | 24 | 416 09 | 3 86 | 588 35 | 1 35 |
| Gagetown..... | Queens..... | 288 | 6,014 38 | 38 46 | 2,749 62 | 15 91 |
| Grand Falls..... | Victoria..... | 438 | 16,993 01 | 102 91 | 2,597 17 | 44 05 |
| Grand Manan..... | Charlotte..... | 416 | 12,099 64 | 80 91 | 3,210 72 | 30 67 |
| Hampstead..... | Queens..... | 73 | 2,260 38 | 13 69 | 212 81 | 5 67 |
| Hampton..... | Kings..... | 145 | 1,934 02 | 15 02 | 3,989 44 | 7 09 |
| Hartland..... | Carleton..... | 166 | 4,576 42 | 29 34 | 1,543 62 | 12 78 |
| Harvey..... | Albert..... | 400 | 10,745 94 | 66 53 | 2,608 69 | 29 34 |
| Harvey Station..... | York..... | 195 | 3,867 06 | 25 78 | 1,917 07 | 10 41 |
| Hillsborough..... | Albert..... | 540 | 8,371 96 | 59 82 | 9,288 50 | 24 45 |
| Hopewell Cape..... | do..... | 149 | 2,927 42 | 20 49 | 2,513 20 | 9 01 |
| Indiantown..... | St. John..... | 341 | 9,369 34 | 65 12 | 2,705 22 | 23 45 |
| Jacksonville..... | Carleton..... | 174 | 2,800 95 | 20 97 | 551 12 | 7 99 |
| Kingsclear..... | York..... | 106 | 2,856 96 | 17 99 | 411 68 | 7 23 |
| Kingston Kent..... | Kent..... | 657 | 14,462 63 | 90 73 | 8,552 07 | 39 90 |
| Kingston Kings..... | Kings..... | 25 | 366 67 | 3 14 | 621 07 | 1 38 |

*Opened 2nd Jan., 1885.

REPORT No. 6—Province of New Brunswick—Concluded.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Compensation paid to Post-masters on M. O. business. |
|-------------------------|---------------------|--------------------------|----------------------|--|--------------------|--|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| Kintore..... | Victoria..... | 47 | 448 89 | 4 09 | 248 79 | 1 23 |
| Kouchibouguac..... | Kent..... | 30 | 575 60 | 4 19 | 538 91 | 2 23 |
| Lepreaux..... | Charlotte..... | 16 | 383 83 | 2 70 | 194 51 | 1 34 |
| Markhamville..... | Kings..... | 9 | 333 03 | 3 10 | 281 73 | 0 95 |
| Memramcook..... | Westmoreland..... | 202 | 4,895 68 | 30 83 | 4,716 18 | 15 83 |
| Middle St. Francis..... | Victoria..... | 26 | 1,265 16 | 7 30 | ..... | 3 15 |
| Millerton..... | Northumberland..... | 364 | 6,420 66 | 44 10 | 243 33 | 16 22 |
| Milltown..... | Charlotte..... | 318 | 3,928 02 | 40 18 | 732 87 | 10 37 |
| Millville..... | York..... | 19 | 617 48 | 3 82 | 655 89 | 1 62 |
| Moncton..... | Westmoreland..... | 4,200 | 74,718 45 | 540 60 | 55,578 27 | 200 15 |
| Narrows..... | Queens..... | 85 | 2,433 09 | 14 94 | 1,077 36 | 6 53 |
| Newcastle..... | Northumberland..... | 840 | 18,229 23 | 116 36 | 11,621 56 | 44 28 |
| New Mills..... | Restigouche..... | 154 | 2,567 86 | 18 09 | 603 98 | 6 54 |
| Oromocto..... | Sunbury..... | 89 | 1,347 87 | 10 08 | 1,598 37 | 4 90 |
| Ossekeag..... | Kings..... | 364 | 5,442 75 | 42 21 | 919 04 | 13 75 |
| Penobscuis..... | Kings..... | 305 | 3,587 63 | 27 20 | 2,159 80 | 9 49 |
| Petitcodiac..... | Westmoreland..... | 996 | 32,244 68 | 184 04 | 8,227 73 | 82 63 |
| Petit Rocher..... | Gloucester..... | 334 | 7,583 56 | 47 08 | 1,341 80 | 19 08 |
| Portland..... | St. John..... | 398 | 5,886 46 | 47 33 | 6,783 44 | 25 42 |
| Richibucto..... | Kent..... | 887 | 22,444 17 | 142 52 | 4,635 95 | 57 89 |
| Richmond Corner..... | Carleton..... | 96 | 835 66 | 6 98 | 168 37 | 2 24 |
| River Charlo..... | Restigouche..... | 78 | 1,070 68 | 7 63 | 560 79 | 3 20 |
| River Louison..... | do..... | 88 | 1,313 62 | 9 73 | 184 37 | 3 28 |
| Rockland..... | Westmoreland..... | 45 | 290 32 | 2 93 | 368 38 | 1 26 |
| Rothsay..... | Kings..... | 103 | 1,157 37 | 10 55 | 691 74 | 3 60 |
| St. Andrews..... | Charlotte..... | 693 | 12,386 63 | 94 54 | 10,424 55 | 38 70 |
| St. George..... | do..... | 627 | 13,958 96 | 98 51 | 5,656 01 | 38 69 |
| St. John..... | St. John..... | 6,859 | 121,927 98 | 1,038 26 | 477,069 31 | ..... |
| St. Martin's..... | do..... | 418 | 8,170 53 | 56 43 | 3,130 48 | 22 90 |
| St. Stephen..... | Charlotte..... | 1,224 | 17,673 27 | 138 43 | 22,507 51 | 49 09 |
| Sackville..... | Westmoreland..... | 1,456 | 20,277 67 | 155 86 | 25,364 81 | 55 81 |
| Salisbury..... | do..... | 395 | 5,711 84 | 39 75 | 2,811 01 | 15 38 |
| Shediac..... | do..... | 818 | 25,579 74 | 160 94 | 16,970 02 | 67 10 |
| Sheffield..... | Sunbury..... | 199 | 7,285 72 | 41 32 | 1,624 88 | 18 46 |
| Shippigan..... | Gloucester..... | 71 | 2,084 41 | 12 79 | 266 81 | 5 26 |
| Springfield..... | Kings..... | 137 | 2,901 78 | 19 71 | 1,307 06 | 7 98 |
| Stanley..... | York..... | 36 | 540 61 | 3 50 | 108 82 | 1 52 |
| Sussex Vale..... | Kings..... | 1,365 | 22,733 26 | 166 47 | 19,513 19 | 63 02 |
| Tracadie..... | Gloucester..... | 179 | 4,218 15 | 26 13 | 539 38 | 10 54 |
| Upham..... | Kings..... | 22 | 684 86 | 4 05 | 559 02 | 2 49 |
| Upper Gagetown..... | Queens..... | 127 | 3,238 08 | 19 39 | 706 63 | 8 47 |
| Weldford..... | Kent..... | 442 | 11,890 25 | 71 72 | 2,414 13 | 30 00 |
| Welsford..... | Queens..... | 80 | 2,055 54 | 12 93 | 859 08 | 6 53 |
| Westmoreland Point..... | Westmoreland..... | 109 | 2,274 24 | 15 59 | 1,679 38 | 6 66 |
| Woodstock..... | Carleton..... | 1,351 | 32,158 76 | 236 77 | 31,610 44 | 90 44 |
| Total..... | ..... | 46,353 | 959,044 59 | 6,723 96 | 926,713 92 | 2,148 96 |

J. O. STEWART,
Superintendent Money Order Branch.

JOHN CARLING,
Postmaster-General.

PROVINCE OF MANITOBA.

REPORT No. 6—Showing the Money Order Offices in operation in the Year ended the 30th June, 1885, &c.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | Total Commission received from Public. | Total Orders Paid. | Com-pensation paid to Post-masters on M. O. business. |
|--------------------------|-----------------|--------------------------|----------------------|--|--------------------|---|
| | | | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| * Archibald..... | Selkirk..... | 525 | 23,045 67 | 141 09 | 4,369 21 | 58 73 |
| Birtle..... | Marquette..... | 336 | 10,191 99 | 66 36 | 9,929 31 | 31 27 |
| Brandon..... | Selkirk..... | 1,250 | 35,559 94 | 249 80 | 54,919 34 | 115 87 |
| Emerson..... | Provencher..... | 692 | 20,018 71 | 176 94 | 15,793 21 | 52 06 |
| † Gladstone..... | Marquette..... | 243 | 8,419 13 | 50 47 | 2,953 28 | 22 93 |
| Minnedosa..... | do..... | 803 | 22,459 16 | 145 23 | 11,885 27 | 60 59 |
| Morris..... | Provencher..... | 166 | 6,703 56 | 43 03 | 3,663 33 | 18 42 |
| Portage la Prairie... .. | Marquette..... | 1,493 | 60,420 26 | 362 60 | 28,174 65 | 157 07 |
| Rapid City..... | do..... | 465 | 20,541 12 | 117 99 | 4,817 90 | 52 45 |
| Selkirk..... | Lisgar..... | 375 | 12,694 24 | 84 90 | 2,969 59 | 33 50 |
| † Souris..... | Selkirk..... | 70 | 1,052 78 | 7 58 | 150 67 | 2 70 |
| Stonewall..... | Lisgar..... | 233 | 4,941 92 | 37 77 | 4,024 55 | 14 31 |
| Winnipeg..... | do..... | 8,995 | 209,637 46 | 1,742 74 | 270,504 00 | ..... |
| Total..... | ..... | 15,646 | 435,685 94 | 3,226 50 | 414,154 31 | 619 90 |

NORTH-WEST TERRITORIES.

| | Territory. | | | | | |
|-------------------|---|-------|------------|----------|------------|--------|
| Broadview..... | Assiniboia..... | 166 | 6,477 63 | 45 66 | 9,868 06 | 23 30 |
| § Calgary..... | Alberta..... | 1,330 | 76,420 09 | 457 01 | 12,373 79 | 194 95 |
| \|\| End of Track..... | Rocky Mountains, (O. P. R. via Calg'y) | 1,251 | 65,304 65 | 465 03 | 2,100 62 | 163 28 |
| \|\| Fort McLeod..... | Alberta..... | 347 | 14,469 60 | 89 09 | 3,234 67 | 36 21 |
| \|\| Maple Creek..... | Assiniboia..... | 56 | 862 88 | 8 24 | 684 85 | 2 52 |
| Medicine Hat..... | do..... | 897 | 44,882 36 | 284 40 | 7,645 85 | 113 79 |
| Moose Jaw..... | do..... | 484 | 20,882 68 | 139 62 | 14,275 68 | 56 08 |
| Moosomin..... | do..... | 431 | 16,218 18 | 100 03 | 14,170 94 | 49 36 |
| Qu' Appelle..... | do..... | 429 | 11,935 36 | 77 07 | 10,270 97 | 34 71 |
| Regina..... | do..... | 944 | 24,809 18 | 175 49 | 26,406 86 | 73 62 |
| Total..... | ..... | 6,335 | 282,262 64 | 1,841 64 | 101,033 29 | 747 82 |

PROVINCE OF PRINCE EDWARD ISLAND.

| | County. | | | | | |
|--------------------|-------------|-------|------------|--------|-----------|--------|
| Alberton..... | Prince..... | 446 | 8,818 62 | 58 87 | 3,369 81 | 27 14 |
| Charlottetown..... | Queens..... | 3,314 | 57,340 48 | 487 88 | 54,105 61 | ..... |
| Georgetown..... | Kings..... | 259 | 7,962 85 | 51 71 | 7,614 03 | 26 83 |
| Souris East..... | do..... | 286 | 4,041 33 | 30 95 | 5,771 29 | 19 48 |
| Summerside..... | Prince..... | 1,244 | 21,982 48 | 168 90 | 17,540 32 | 65 04 |
| Tignish..... | do..... | 55 | 1,446 71 | 9 69 | 1,193 60 | 4 34 |
| Victoria..... | Queens..... | 124 | 4,310 52 | 25 72 | 479 78 | 11 04 |
| Total..... | ..... | 5,728 | 105,882 97 | 823 72 | 90,074 44 | 153 87 |

* Opened 2nd July, 1884. † Closed from 23rd July, 1884, to 2nd Jan., 1885. ‡ Opened 1st April, 1885.
§ Closed 18th Jan., 1885. || Opened 2nd Jan., 1885.

JOHN CARLING,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

PROVINCE OF BRITISH COLUMBIA.

REPORT No. 6—Showing the Money Order Offices in operation in the Year
ended the 30th June, 1885, &c.

| Name of Office. | County. | Number of Orders Issued. | Total Orders Issued. | | Total Commission received from Public. | | Total Orders Paid. | | Compensation paid to Postmasters on M. O. business. | |
|-----------------------|------------------|--------------------------|----------------------|------|--|------|--------------------|-------|---|-------|
| | | | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. |
| Barkerville..... | Cariboo..... | 643 | 15,312 | 59 | 101 | 73 | 5,433 | 19 | 41 | 05 |
| Chilliwack..... | New Westminster. | 367 | 10,456 | 84 | 76 | 01 | 7,144 | 17 | 26 | 28 |
| Clinton..... | Cariboo..... | 379 | 8,819 | 42 | 69 | 55 | 2,677 | 92 | 22 | 14 |
| Comox..... | Vancouver..... | 385 | 6,862 | 62 | 50 | 06 | 3,104 | 82 | 18 | 10 |
| Granville..... | New Westminster. | 592 | 20,612 | 32 | 147 | 44 | 2,371 | 66 | 52 | 47 |
| Kamloops..... | Yale..... | 1,822 | 98,130 | 20 | 607 | 74 | 5,008 | 01 | 246 | 89 |
| Ladner's Landing..... | New Westminster. | 352 | 8,335 | 34 | 63 | 63 | 3,517 | 86 | 21 | 05 |
| Lytton..... | Yale..... | 558 | 31,427 | 87 | 179 | 31 | 2,783 | 34 | 78 | 58 |
| Maple Bay..... | Vancouver..... | 112 | 1,201 | 79 | 13 | 23 | 972 | 07 | 3 | 30 |
| *Maple Ridge..... | New Westminster. | 14 | 460 | 10 | 3 | 80 | ..... | ..... | 1 | 15 |
| Nanaimo..... | Vancouver..... | 1,954 | 58,943 | 05 | 526 | 80 | 8,349 | 19 | 154 | 39 |
| New Westminster..... | New Westminster. | 2,729 | 68,494 | 05 | 536 | 27 | 56,946 | 47 | ..... | ..... |
| *Nicola Lake..... | Yale..... | 39 | 1,217 | 20 | 7 | 58 | 284 | 00 | 3 | 04 |
| *North Saanich..... | Vancouver..... | 35 | 849 | 03 | 7 | 27 | 32 | 00 | 2 | 12 |
| Quesnelle..... | Cariboo..... | 378 | 7,554 | 27 | 50 | 24 | 511 | 73 | 19 | 09 |
| Soda Creek..... | do..... | 330 | 13,092 | 18 | 76 | 78 | 609 | 65 | 32 | 71 |
| Spence's Bridge..... | Yale..... | 618 | 26,166 | 23 | 166 | 65 | 8,947 | 42 | 65 | 74 |
| Sumas..... | New Westminster. | 147 | 2,970 | 24 | 22 | 21 | 1,755 | 53 | 7 | 68 |
| Victoria..... | Victoria..... | 6,296 | 125,762 | 74 | 1,180 | 09 | 238,783 | 19 | ..... | ..... |
| Wellington..... | Vancouver..... | 775 | 20,399 | 13 | 172 | 74 | 853 | 15 | 51 | 45 |
| Yale..... | Yale..... | 2,018 | 87,125 | 53 | 569 | 90 | 5,758 | 23 | 218 | 71 |
| Total..... | ..... | 20,543 | 614,192 | 74 | 4,629 | 03 | 355,843 | 60 | 1,065 | 94 |

*Opened 1st April, 1885.

JOHN CARLING,

Postmaster-General.

J. C. STEWART,

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, 1885.

| | | \$ cts. |
|---|---|-----------|
| J. C. Stewart..... | Half of salary as Superintendent, half being chargeable to the Savings Bank Branch..... | 1,400 00 |
| G. F. Everett..... | Twelve months salary, Assistant Superintendent..... | 2,150 00 |
| W. J. Barrett..... | Twelve months salary as Clerk..... | 1,737 50 |
| J. P. Brophy..... | do..... | 1,400 00 |
| F. W. Creighton..... | do..... | 1,400 00 |
| T. B. Smith..... | do..... | 1,367 50 |
| R. J. Shaw..... | do..... | 1,375 00 |
| S. S. Thorne..... | do..... | 1,150 00 |
| D. D. McPherson..... | do..... | 1,150 00 |
| W. J. Johnstone..... | do..... | 1,150 00 |
| M. K. Dunlevie..... | do..... | 1,000 00 |
| J. F. Wall..... | do..... | 1,000 00 |
| J. C. Bonner..... | do..... | 950 00 |
| A. W. Wall..... | do..... | 903 20 |
| J. H. Spencer..... | do..... | 925 00 |
| E. R. H. Brooks..... | do..... | 587 50 |
| F. M. S. Jenkins..... | do..... | 500 00 |
| F. H. F. Mercer..... | do..... | 500 00 |
| F. E. S. Grout..... | do..... | 600 00 |
| O. W. Lally..... | do..... | 700 00 |
| T. E. Visser..... | do..... | 512 50 |
| W. R. Hanley..... | do..... | 500 00 |
| J. L. Olivier..... | do..... | 800 00 |
| W. Rowan..... | do..... | 900 00 |
| W. T. Wilson..... | do..... | 529 16 |
| R. M. Smith..... | Salary as Clerk from 1st July, to 30th September, 1884..... | 137 49 |
| J. Mullin..... | Twelve months salary as Clerk..... | 550 00 |
| E. L. Learoyd..... | do..... | 437 50 |
| G. H. Hayes..... | do..... | 400 00 |
| J. A. Lockhart..... | do..... | 400 00 |
| J. W. Conroy..... | Salary as Clerk from 1st October, 1884, to 30th June, 1885..... | 299 97 |
| E. J. O'Hagan..... | do 3rd December, 1884, to 30th June, 1885..... | 179 75 |
| C. A. Clarke..... | Twelve months salary as Packer, to 30th June, 1885..... | 490 00 |
| A. W. Wheatly..... | do do do..... | 323 50 |
| Pritchard & Mingard..... | Stamps, &c., for Money Order Offices..... | 76 30 |
| Blyth & Kerr..... | Tin labels..... | 3 75 |
| E. M. Bayne..... | Stamping pads..... | 4 00 |
| J. C. Stewart..... | Travelling expenses..... | 22 60 |
| W. Rowan..... | do..... | 28 50 |
| G. P. O., London..... | Lists of Money Order Offices in United Kingdom..... | 138 39 |
| New York "Journal of Commerce"..... | Subscription for year ended 15th November, 1885..... | 15 00 |
| Banks..... | Allowance for postage..... | 277 39 |
| T. G. Coursolle..... | Translation, new Book of Instructions to Postmasters, &c..... | 57 50 |
| Stationery..... | Per accounts of Stationery Office..... | 1,013 81 |
| The Burland Lithographic Co. (Limited)..... | For Photo-engraving Money Order forms..... | 5,227 65 |
| Printing and binding..... | Per accounts of Queen's Printer..... | 7,206 35 |
| ..... | Compensation paid to Postmasters of Money Order Offices..... | 22,715 54 |
| ..... | Approximate cost of clerical force employed exclusively in Money Order duties in city post offices..... | 18,000 00 |
| | Total..... | 83,211 35 |

REPORT No. 8.

SHOWING Losses sustained in conducting the Money Order System in the Dominion of Canada, during the Year ended 30th June, 1885.

| | \$ | cts. |
|---|-------|------|
| Money Order funds stolen by burglars from the Post Office at Peterboro', Ont., 18th July, 1884 | 163 | 53 |
| Money Order funds stolen by burglars from the Post Office at Markdale, Ont., 29th April, 1884..... | 69 | 50 |
| Money Order funds stolen by burglars from the Post Office at Lachute, Que., 15th May, 1884..... | 165 | 59 |
| Money Order funds stolen by burglars from the Post Office at Erin, Ont., 12th June, 1884..... | 58 | 02 |
| Money Order funds lost in transmission from Post Office at Kamloops, B.C., to Bank at Victoria..... | 4,000 | 00 |
| Portion of balance due by Wm. Bannerman, late Postmaster at Calgary, N.W.T., 20th March, 1885, not recovered..... | 71 | 68 |
| Balance due by J. R. Vantassel, late Postmaster at Parry Sound, Ont., 30th November, 1883, not recovered..... | 102 | 27 |
| | 4,630 | 59 |
| LESS—Stolen Dominion notes, previously reported as losses, value being now allowed by Finance Department..... | 4 | 00 |
| | 4,626 | 59 |

JOHN CARLING,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

**ANALYSIS of the Money Order Business of the Dominion, for the Year ended
30th June, 1885.**

| | No of Orders. | \$ | cts | \$ | cts. |
|---|------------------|------------------|-----------|-------------------|-----------|
| Total amount of Money Orders issued in Ontario..... | 275,684 | | | 5,379,638 | 00 |
| do do Quebec..... | 51,607 | | | 1,061,362 | 41 |
| do do Nova Scotia.... | 77,347 | | | 1,546,141 | 70 |
| do do New Brunswick | 46,353 | | | 959,044 | 59 |
| do do Manitoba | 15,646 | | | 435,685 | 94 |
| do do N. W. Territories | 6,335 | | | 282,262 | 64 |
| do do P. E. Island.... | 5,728 | | | 105,882 | 97 |
| do do Brit. Columbia. | 20,543 | | | 614,192 | 74 |
| Total Money Orders issued | 499,243 | | | 10,384,210 | 99 |
| Total amount of Money Orders paid in Ontario..... | | 4,808,687 | 37 | | |
| do do Quebec..... | | 1,384,305 | 42 | | |
| do do Nova Scotia..... | | 1,376,198 | 86 | | |
| do do New Brunswick.... | | 926,713 | 92 | | |
| do do Manitoba | | 414,154 | 31 | | |
| do do North-West Territories.. | | 101,033 | 29 | | |
| do do Prince Edward Island..... | | 90,074 | 44 | | |
| do do British Columbia..... | | 355,843 | 60 | 9,457,011 | 21 |
| Total issues and payments..... | | | | 19,841,222 | 20 |
| Savings Bank deposits received through Money Order Offices..... | | | | 7,098,459 | 00 |
| do withdrawals paid do do | | | | 5,793,031 | 84 |
| Total amount of business transacted..... | | | | 32,732,713 | 04 |
| REVENUE ARISING FROM MONEY ORDER BUSINESS. | | | | | |
| Fees on Money Orders, receipts of Province of Ontario..... | | 40,322 | 14 | | |
| do do Quebec..... | | 8,599 | 99 | | |
| do do Nova Scotia..... | | 10,913 | 30 | | |
| do do New Brunswick..... | | 6,723 | 96 | | |
| do do Manitoba | | 3,226 | 50 | | |
| do do N. W. Territories.... | | 1,841 | 64 | | |
| do do P. E. Island..... | | 823 | 72 | | |
| do do British Columbia.... | | 4,629 | 03 | | |
| Profit in exchange on Money Order business with United Kingdom | | 322 | 65 | | |
| do do Germany..... | | 191 | 73 | | |
| do do Italy..... | | 350 | 00 | | |
| do do Switzerland..... | | 65 | 23 | | |
| do do Belgium..... | | 14 | 25 | | |
| do do France | | 97 | 87 | | |
| Balance of Commission received from Newfoundland on Money Order business with that colony..... | | 328 | 63 | | |
| do do Jamaica do | | 28 | 79 | | |
| do do Belgium do | | 11 | 59 | | |
| Amount of void Money Orders, that is Money Orders issued during the year ended 30th June, 1883, payment of which has not been claimed up to 30th June, 1884..... | | 2,164 | 74 | | |
| | | | | 80,655 | 76 |
| Deduct— | | | | | |
| Balance of commission paid United Kingdom on Money Order business with that country..... | | 2,361 | 56 | | |
| Balance of commission paid United States on Money Order business with that country | | 2,335 | 29 | | |
| Compensation paid to the United States for services as inter- mediary in Money Order business between Canada and the Australasian Colonies..... | | 74 | 85 | | |
| (As this amount exceeds the commission received on Money Orders drawn on the Australasian Colonies by \$19.24, the Canadian Department loses the latter sum in Money Order transactions with the Australasian Colonies during the year). | | | | | |
| Balance of commission paid to Germany on Money Order busi- ness with that country..... | | 82 | 99 | | |
| Balance of commission paid to Italy on Money Order business with that country..... | | 113 | 77 | | |
| Carried forward..... | | 4,968 | 46 | 80,655 | 76 |

**ANALYSIS of the Money Order Business of the Dominion, for the Year ended
30th June, 1885.**

| | \$ | cts. | \$ | cts. |
|--|-------|------|---------------|-----------|
| Brought forward..... | 4,968 | 46 | 80,655 | 76 |
| Balance of commission paid to Switzerland on Money Order business with that country..... | 12 | 93 | | |
| Balance of commission paid to France on Money Order business with that country..... | 17 | 89 | | |
| Cost of exchange on remittances to United States..... | 670 | 20 | | |
| Loss in exchange on Money Order business with Jamaica..... | 4 | 19 | | |
| Charges of remittance of Money Order funds within Canada..... | 486 | 81 | | |
| Allowances to Banks for postages..... | 19 | 81 | | |
| | | | 6,180 | 29 |
| Gross Revenue..... | | | 74,475 | 47 |
| DEDUCT— | | | | |
| Losses sustained in conducting Money Order business during the year ended 30th June, 1884, as published in the Post- master-General's report to Parliament for that year, and now extinguished..... | | | 882 | 61 |
| | | | *73,592 | 86 |
| * Of this sum, Postmasters received as compensation (see page 21). Balance paid over to the Receiver-General..... | | | 22,715 | 54 |
| | | | 50,877 | 32 |
| | | | 73,592 | 86 |

JOHN CARLING,
Postmaster-General.

J. C. STEWART,
Superintendent Money Order Branch.

REPORT No. 6.

REPORT of all cases occurring within the Year ended 30th June, 1885 of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

I.

REGISTERED LETTERS.

| No. | Name of Writer. | Where Mailed. | When Mailed. | Alleged Contents. | Address of Letter. | | Evidences of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Recapitulation. |
|-----|---------------------|--------------------|-----------------|-------------------|----------------------|--------------------|--|---|--------------------------|
| | | | | | Name. | Place. | | | |
| 1 | Wm. Bunting..... | Ivy..... | July 9... 1884. | \$ cts. 25 00 | J. W. MacKedie & Co. | Montreal | Stated not to have been received by persons addressed. | The Postmaster of Thornton having failed to continue the registration of this letter, made good contents | 3 |
| | M. A. Hopkins..... | Kinmount | do 9... | 15 00 | W. B. Feir..... | Cambray..... | do | The Postmaster of Kinmount having failed to complete the registration of this letter, made good contents. | 3 |
| | Massey Mfg Co. | Toronto..... | do 9... | 31 75 | P. K. Martin..... | Martinsville | do | The evidence taken in this case pointed to the conclusion that the letter disappeared in the Martinville Post Office, and the Postmaster of that office accordingly made good contents. | 3 |
| | Katie McMillan.... | Detroit, Mich. ... | do 10... | 8 00 | John McMillan..... | Sornish, Ont..... | Stated to have been received without contents. | Evidence taken in this case pointed strongly to the conclusion that the abstraction was committed at the Lucan Post Office, and the Postmaster of that office accordingly made good contents. | 5 |
| 5 | S. E. De la Ronde | Ottawa..... | do 10... | 5 28 | George King..... | Lyn | Stated not to have been received by persons addressed | The Lyn Post Office was entered by burglars on the night of 11th July, 1884, and these letters \$101eq. | 9 |
| 6 | do | do | do 10... | 19 30 | Byron Judson..... | do | | | |

REPORT No. 5.—Registered Letters—Report of all cases occurring within the Year ended 30th June, 1886, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Requisition. |
|-----|-------------------------------------|----------------------|--------------|-------------------|--------------------------------------|---------------------|---|--|-----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1884. | \$ cis. | | | | | |
| 7 | M ^{me} . V. H. Morissette. | Chicago | July 7... | 3 00 | Dlle. E. Renand ... | St. Roch de Québec. | Stated not to have been received by persons addressed. do ... | Stolen by Letter Carrier Jean Dumontier, of the Quebec Post Office staff. Dumontier was arrested, but died in gaol before trial. | 4 |
| 8 | A. Lessard..... | Sacré Cœur de Marie. | do 14... | 1 00 | M ^{de} . Veuve Ville-neuve. | do .. | do .. | | 7 |
| 9 | N. Boisvert..... | Drummondville. | do 14... | 5 00 | Napoléon Boisvert. | Three Rivers..... | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 4 |
| 10 | Margt. McCaffrey. | Cleveland, Ohio | do 15... | 15 00 | John McCaffrey..... | Venosta..... | Stated not to have been received by person addressed. | This letter could not be traced beyond the Kazubawa Post Office. | |
| 11 | M. Duffy | Gretna | do 14... | 1 00 | Mrs T. H. Duffy ... | Peterboro' | | | |
| 12 | ..... | Toronto..... | do 15... | 4 50 | Wm. Irwin..... | do | | | |
| 13 | S. Risley..... | do | do 16... | 4 00 | Léon Dion..... | do | | | |
| 14 | R. & G Strickland | Lakefield..... | do 17... | 15 00 | Joseph Breault | do | | | |
| 15 | R. J. Watt..... | Smithfield | do 17... | 22 00 | Walter Strong..... | do | | | |
| 16 | Wells & Richmond Co. | Montreal | do 17... | 30 00 | C. DeWitt..... | do | | | |
| 17 | The Postmaster..... | Lakefield..... | do 18... | 436 00 | Bank of Montreal.. | do | | | |
| 18 | M. Gantier..... | Fenelon Falls... .. | do 18... | 10 00 | Mrs. J. Gauthier... .. | do | | | |
| 19 | J. Macaulay | Braddock..... | do 18... | 5 00 | Mrs. J. Buchanan. | do | | | |
| 20 | Dead Letter Office | Ottawa..... | do 18... | 1 00 | M. Fawcett..... | do | | | |
| 21 | Grange Supply Co | Toronto | do 18... | 0 80 | A. Young..... | Kimmount | | | |
| 22 | J. M. Irwin..... | Peterboro' | do 18... | 62 69 | Jao. Martin..... | Mindon..... | | | |
| 23 | J. B. William..... | do | do 18... | 16 50 | F. Mooney..... | Minden..... | | | |
| 24 | Rev. J. Tovell..... | do | do 18... | 35 00 | Rev. G. R. Sander-son. | Strathroy..... | | | |
| 25 | Geo. Stevenson..... | do | do 18... | 15 00 | A. A. Littlejohn... | Toronto | | | |
| 26 | Henry Rush. | do | do 18... | 23 23 | Lincoln Paper Mills Co. | St. Catharines. | | | |
| 27 | Myers Sind..... | do | do 19... | 26 00 | Pearce, Welsh & Co | London..... | | | 9 |

| | | | | | | | | | | |
|----|--------------------|-------------------|----|-------|-------|---------------------|-------------------|--|--|---|
| 28 | Rev. D. Halfpenny | Janetville. | do | 5... | 7 00 | Geo. Bond..... | Willbrook | Stated not to have been received by person addressed. | Believed to have been stolen by a dishonest assistant in the Millbrook P. O. Contents made good by P. M. Millbrook. | 3 |
| 29 | L. Girouard..... | Montreal..... | do | 18... | 23 90 | Rev. L. Arpin ... | St. Jean de Dieu | do | This letter was stolen by the mail courier between Trois Pistoles and St. Jean de Dieu, who was tried for the offence and sentenced to 5 years in the Reformatory School at Montreal. Contents made good by the contractor. | 8 |
| 30 | Mr. Newlove..... | Gravenhurst..... | do | 26... | 5 00 | Mr. Tichborn..... | Callander..... | do | The package containing this letter, which was made up at Gravenhurst on 26th July, 1884, was despatched to the mail clerk on the Muskoka Branch of the Northern Railway, who, in turn, transferred it to the purser of the Muskoka & Nipissing Navigation Co's steamer, to be carried to Rosseau. The letter, however, not being able to show what disposition he made of the package, the Company was held responsible for the loss and made good contents. | 8 |
| 31 | John Hawkins..... | Lindsay | do | 28... | 20 60 | Mrs. T. Hawkins... | Midland..... | Only \$10.50 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 32 | R. Quittenbaum.... | Gretna, Man..... | do | 20... | 17 00 | Louise Quittenbaum. | Germany | Stated not to have been received by persons addressed. | Contained in registered package made up at Gretna for Windsor, on 21st July, 1884, which failed to reach the latter office. Cause of failure undiscoverable. | 2 |
| 33 | H. Dyck..... | Reinland, Man.... | do | 20... | 13 00 | Charles Stark..... | Toronto..... | | | |
| 34 | H. Lavallée. | Sorel..... | do | 31... | 50 00 | J. T. Cartier..... | Abenakis Springs. | do | This letter is said to have been received at the Yanaska P. O., and to have been thence forwarded on Abenakis Springs but to have failed to reach the latter office. Enquiry failed to explain the disappearance of the letter. | 4 |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ending 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Receptulation. |
|-----|----------------------|---------------------|----------------------|-------------------|------------------------|------------------|---|---|-------------------------|
| | | | | | Name. | Place. | | | |
| 35 | J. O. Bourbeau | Victoriaville | 1885. July, 31... | \$ cts 29 15 | T. Desaulniers | St. Prosper..... | Only \$26.15 stated to have been received. | This abstraction is believed to have been committed by a dishonest clerk in the Three Rivers P.O., who absconded as soon as suspicion was directed against him. See cases Nos. 41, 42, 47, 63, 124 and 125, class 1, and case No. 91, class 2. | 6 |
| 36 | M. Midford..... | Teeswater | Aug. 6... | 10 00 | Mrs. W. E. Johnston | Totonka, Man.... | Only \$5 stated to have been received. | Abstraction committed by a dishonest assistant in the Teeswater P. O., against whom the evidence did not, however, appear to be sufficient to warrant prosecution. Loss made good by the young man's father. See cases Nos. 56, 57 and 58, class 1. | 5 |
| 37 | J. H. Burns..... | Rawdon..... | do 7... | 35 00 | Miss A. A. Winchester. | Sutton Junction. | Stated not to have been received by the person addressed. | Evidence taken in this case pointed to the conclusion that the letter disappeared in the Rawdon P. O., and the Postmaster of that office accordingly made good contents | 3 |
| 38 | Hugh Baird..... | Sarnia | do 16... | 5 00 | Mrs. John Crippin.. | Hillier..... | Stated to have been received without contents. | Evidence pointed to the probability that these letters disappeared in the Sarnia P. O., and the Postmaster having been called upon to make good contents, did so. See case No. 50, class 1. | 3 |
| 39 | Rev. W. H. Claris. | do | do 28.. | 35 00 | B. W. Robertson... | Kingston..... | | | |

| | | | | | | | | | | |
|----|--------------------|--------------------|------------|-------|-------|---------------------|-------------------|---|--|---|
| 40 | R. Quittenbaum.... | Gretna | do | 20... | 10 00 | M. Quittenbaum.... | Germany | Stated not to have been received by person addressed. | Contained in registered package made up at Gretna for Windsor, 20th Aug., 1884, which failed to reach the latter office. Cause of failure undiscoverable. | 2 |
| 41 | A. Smith..... | Chatillon | do | 21... | 6 00 | Mrs. F. Faucher.... | Brompton Falls.. | Only \$1 stated to have been received | Abstraction believed to have been committed by a dishonest clerk in the Three Rivers P.O. See case No. 35, class 1. | 6 |
| 42 | J. O. Bourbeau.... | Victoriaville..... | do | 27... | 30 00 | T. Desaulniers..... | St. Prosper | Only \$25 stated to have been received. | Abstraction believed to have been committed by a dishonest clerk in the Three Rivers Post Office. See case No. 35, class 1. | 6 |
| 43 | X. Fortin..... | Mile End | do | 27... | 5 00 | N. Boucher..... | St. Hippolyte.... | Stated not to have been received by person addressed. | Enquiry failed to discover how or where this letter disappeared. The Postmaster of Mile End voluntarily made good contents. | 3 |
| 44 | A. A. Vice..... | Medicine Hat..... | do | 9.. | 1 00 | Mrs. J. Rothwell... | Toronto | do | Stolen by a dishonest clerk employed at the time in the Toronto Post Office, the evidence against whom, however, did not appear to warrant prosecution. Contents recovered. See case No. 123, class 1. | 3 |
| 45 | Richard Clancy.... | Montreal | Sept. 1 .. | 10 00 | 10 00 | N. Barlow..... | South Quebec.... | do | The South Quebec Post Office was entered by burglars on the night of the 2nd Sept., 1884, and this letter stolen. No clue could be obtained to the perpetrators of the theft. | 9 |
| 46 | Jacob Spence..... | Toronto | do | 1... | 40 00 | W. C. Wells..... | Phillipston | Only \$30 stated to have been received. | No evidence to account for the alleged discrepancy. | 7 |
| 47 | E. Thifaux | Sharbot Lake.... | do | 1... | 10 00 | Mrs. E. Thifaux .. | St. Tite..... | Stated to have been received without contents. | Abstraction believed to have been committed by a dishonest clerk in the Three Rivers Post Office. See case No. 35, class 1. | 6 |
| 48 | Edouard Arpin.... | St. Guillaume .. | do | 2... | 50 00 | Morin et Cie..... | St. Hyacinthe.... | Only \$30 stated to have been received | No evidence to account for alleged discrepancy. do | 7 |
| 49 | do | do .. | do | 2... | 60 00 | J. A. Hart & Co.... | Montreal..... | Only \$40 stated to have been received | do | 7 |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Class in Receptulation. |
|-----|--------------------|------------------|------------------|-------------------|----------------------|-----------------------|---|-------------------------|
| | | | | | Name. | Place. | | |
| 50 | The Postmaster... | Courtwright..... | 1884, Sept. 4... | \$ cts. 100 00 | Jas. McCready & Son. | Montreal. | Stated not to have been received by persons addressed. | 3 |
| 51 | B. B. Usher | Montreal.. | do 4... | 4 00 | Geo. H. Mitchell ... | Toronto | Stated to have been received without contents. | 7 |
| 52 | J. Watila..... | Sudbury..... | do 5... | 102 00 | Capt. R. E. Jeanson | New York | Stated not to have been received by the persons addressed. | 9 |
| 53 | Abram Kongis | do | do 5... | 50 00 | do | do | | |
| 54 | Felice Scarzo..... | do | do 17... | 30 00 | Louisa Chiolds | do | | |
| 55 | A. S. Jenkins..... | do | do 24... | 37 02 | John Ferguson | Owen Sound..... | | |
| 56 | U. Midford..... | Teeswater | do 6... | 8 00 | Mrs. W. E. Johnston. | Totonka, Man... .. | Only \$5 stated to have been received. | 5 |
| 57 | John McKay..... | Ripley..... | do 22... | 7 00 | A. McMillan..... | Teeswater | Only \$6 stated to have been received. | |
| 58 | Michael Moran..... | Teeswater | do 29... | 5 00 | John Marshall..... | Cars City, Mich | Stated to have been received without contents. | |
| | | | | | | | Result of Proceedings instituted in each case by the Department. | |
| | | | | | | | Evidence pointed to the probability that this letter disappeared in the Sarnia Post Office, and the Postmaster having been called upon to make good contents, did so. See cases Nos. 33 and 39, class I. | |
| | | | | | | | No evidence to account for alleged discrepancy. | |
| | | | | | | | Stolen by Baggage-man H. Morgan, on O. P. Railway, who was tried and sentenced to 5 years in penitentiary. No money recovered except \$40 which was found on prisoner when arrested, but restored by order of the court, the prisoner having only been indicted for stealing post letters, without reference to their contents. | |
| | | | | | | | Abstractions committed by a dishonest assistant in the Teeswater Post Office, See case No. 36, class I. | |

| | | | | | | | | | | |
|----|-------------------------|-----------------------------|----|-------|--------|---------------------------------|--------------------------|--|---|----|
| 59 | ..... | Barfié | do | 13... | 75 00 | James Anderton... | Toronto ..... | ..... | This letter was delivered from the Toronto Post Office to a Mr. James Anderton, but not the James Anderton for whom it was intended. The former appropriated the letter and its contents, and, having been arrested, was tried for larceny, and sentenced to 60 days in gaol. The money contained in the letter was found upon the prisoner when arrested and paid over to the addressee. | 3 |
| 60 | W. R. Kains | Montreal | do | 20... | 10 00 | Mrs. Kains | London | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 61 | Hamel et frères | Quebec | do | 20... | 220 00 | Cornwall Manufac- turing Co. | Cornwall | Stated not to have been received by the persons addressed. | Contained in mail package made up at Quebec on 20th Sept., 1884, for Kingston and Toronto Travelling P. O., which failed to reach the latter office. Cause of failure undiscoverable. | 2 |
| 62 | N. W. Larue | do | do | 20... | 1 63 | Geo. Morgan | Hamilton | | | 6 |
| 63 | Mrs. E. Bernard | St. Germain de Grantham. | do | 23... | 7 00 | Miss M. L. Gouin.. | Batiscan Bridge. | Only \$5 stated to have been received | Astraction believed to have been committed by a dishonest clerk in the Three Rivers Post Office. See case No. 35, class 1. | 6 |
| 64 | Rev. Jno. Lindsay | Cemo | do | 2... | 5 00 | Miss H. Lindsay ... | Woodstock, Ont. | Stated to have been received without contents. | Enquiry into this case gave reason to believe that the astraction might have been made by a former assistant in the Woodstock P. O. The P.M. of Woodstock accordingly made good contents. | 6 |
| 65 | A. Ladebauche | Sorel | do | 23... | 5 00 | Mme. Ladebauche. | Aylmer East. | Stated not to have been received by persons addressed | Contained in package made up at Sorel for Montreal, 23rd Sept., 1884, stated not to have reached the latter office. Enquiry failed to establish at what point loss occurred. | 2 |
| 66 | James Meany | do | do | 23... | 16 00 | John Donaghtue ... | Montreal | | | |
| 67 | Elzear Ouellet | Labarre | do | 24... | 2 20 | A. Bedard | St. Roch de Qué- bec. | | | |
| 68 | Adelard Hudon | do | do | 24... | 80 00 | G. Bouchard | Quebec | | | |
| 69 | Régis Roy | Metabetchouan .. | do | 24... | 52 00 | C. Laveau | do | | | |
| 70 | L. Larouche | do | do | 24... | 8 00 | Delle. V. Oaron ... | St Roch de Qué- bec. | | | |
| 71 | Jos. Ouellet | Jonquière | do | 24... | 30 00 | G. Ouellet | Saccarapa, Maine | | | |
| 72 | A. Tremblay | do | do | 24... | 12 00 | P. T. Légaré | St Roch de Qué- bec. | | Steamer "Saguenay" destroyed by fire at Murray Bay wharf on night of 24th Sept., 1884, and these letters burnt. | 10 |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

| No. | Name of Writer. | Where Mailed. | When Mailed. | Allotted Cont. | Address of Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Recapitulation |
|-----|---------------------------|----------------------|----------------------|------------------|-------------------------|-------------------------|----------------------------------|---|-------------------------|
| | | | | | Name. | Place. | | | |
| 73 | J. B. Pattenaude... | Jonquière... | 1884. Sept. 24... | \$ cts. 12 00 | P. T. Légaré..... | St. Roch de Québec..... | | | 10 |
| 74 | C. Lindsay..... | Roberval..... | do 24... | 21 00 | Joseph Lepage..... | do..... | | | |
| 75 | Leite Villeneuve..... | Tremblay..... | do 24... | 12 00 | P. T. Légaré..... | St. Sauveur..... | | | |
| 76 | L. B. Villeneuve..... | do..... | do 24... | 28 34 | do..... | do..... | | | |
| 77 | P. Couture..... | Laterrière..... | do 24... | 18 00 | Beaudet & Chinic..... | Quebec..... | | | |
| 78 | L. Bouliane..... | do..... | do 24... | 21 00 | J. Allard..... | St. Roch de Québec..... | | | |
| 79 | J. Tremblay..... | do..... | do 24... | 20 00 | Dlle. A. Gobeil..... | St. Jean d'Orléans..... | | | |
| 80 | E. Guay..... | Chicoutimi..... | do 24... | 28 71 | Geo. L. Hillman..... | Quebec..... | | | |
| 81 | Tessier & Petit..... | do..... | do 24... | 100 00 | Merchants Bank..... | do..... | | | |
| 82 | P. Grenion..... | do..... | do 24... | 20 00 | J. B. Renaud & Co..... | do..... | | | |
| 83 | J. Beaulieu..... | do..... | do 24... | 33 33 | P. T. Légaré..... | St. Sauveur..... | | | |
| 84 | V. Tremblay..... | do..... | do 24... | 10 00 | Renaud & Co..... | Quebec..... | | | |
| 85 | do..... | do..... | do 24... | 55 00 | O. Migner..... | St. Roch de Québec..... | | | |
| 86 | Rev. A. Fafard..... | do..... | do 24... | 16 00 | Lemieux & Noël..... | Quebec..... | | | |
| 87 | H. Martel..... | do..... | do 24... | 1 00 | C. Gelinas..... | Sherbrooke..... | | Steamer "Saguenay" destroyed by fire at Murray Bay wharf on night of 24th Sept., 1884, and these letters burnt. | |
| 88 | L. Boucher..... | do..... | do 24... | 8 00 | A. Boissoneau..... | St. Roch de Québec..... | | | |
| 89 | J. A. Chaneau..... | do..... | do 24... | 33 00 | J. L. Cassidy & Co..... | Montreal..... | | | |
| 90 | Ed. Lemieux..... | do..... | do 24... | 3 60 | F. H. Dechéne..... | Quebec..... | | | |
| 91 | Marie Mathieu..... | Grande Baie..... | do 24... | 2 00 | O. Grenier..... | do..... | | | |
| 92 | Rev. J. S. Pelletier..... | L'Anse St. Jean..... | do 24... | 3 00 | Cadioux & Dérôme..... | Montreal..... | | | |
| 93 | A. Lepage..... | Beauville..... | do 24... | 227 50 | F. X. Lepage..... | Quebec..... | | | |
| 94 | A. Poivin..... | do..... | do 24... | 100 00 | Thibeau deau Bros..... | do..... | | | |
| 95 | L. Tremblay..... | do..... | do 24... | 10 00 | Bustin & With..... | Montreal..... | | | |
| 96 | A. Potvin..... | do..... | do 24... | 0 50 | J. R. Martel..... | Quebec..... | | | |
| 97 | G. Tremblay..... | do..... | do 24... | 15 00 | J. B. Renaud & Co..... | do..... | | | |
| 98 | do..... | do..... | do 24... | 72 00 | Jos. Lepage..... | do..... | | | |
| 99 | Ed. Grandon..... | do..... | do 24... | 45 00 | J. Nault..... | St. Hyacinthe..... | | | |
| 100 | N. Simard..... | do..... | do 24... | 140 00 | W. McLimont..... | Quebec..... | | | |
| 101 | do..... | do..... | do 24... | 40 00 | G. Bresse..... | do..... | | | |

REPORT No. 5—1. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

| No. | Name of Writer. | Where mailed. | When mailed. | Alleged Cop. | Address of Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Receptulation. |
|-----|--------------------|---------------------|-----------------|--------------|---|--------------------|---|---|-------------------------|
| | | | | | Name. | Place. | | | |
| 124 | L. Toutant..... | Gentilly..... | 1884. Oct. 1... | \$ 7 40 | Dr. E. D. Morin ... | Quebec | Only \$2 40 stated to have been received. | Abstractions believed to have been committed by a dishonest clerk in the Three Rivers Post Office. See case No. 36, class 1. | 6 |
| 125 | J. Rouleau | St. Roch de Québec. | do 2... | 13 00 | C. Belanger | Trois Pistoies.... | Only \$11 stated to have been received. | | 6 |
| 126 | John Sheritt..... | Hill's Green..... | do 6... | 100 00 | Mr. Deutschman... | Teeswater | Only \$95 stated to have been received. | Abstraction committed by a dishonest assistant in the Teeswater Post Office. See case No. 36, class 1. | 6 |
| 127 | Thomas Carter..... | Rowena | do 8... | 27 00 | Massey Manufacturing Co. | Toronto | Only \$22 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 128 | Daniel Marsh..... | Kent Bridge | do 13... | 6 00 | P. J. Boyle | London ..... | ..... | The Kent Bridge Post Office was entered by burglars on the night of 13th Oct., 1884, and this letter stolen. Postmaster of Kent Bridge not having taken sufficient precautions, was held responsible, and made good contents. | 8 |
| 129 | A. McIntyre..... | Owen Sound..... | Oct. 13... | 5 00 | Mrs. W. Bilton..... | Toronto..... | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 130 | J. A. Frigoa | St. Prosper..... | do 16... | 49 60 | Gnaedinger, Son & Co. | Montreal | Only \$34.60 stated to have been received. | do do ... | 7 |
| 131 | Mrs. Sarah Walker | Houghton | do 17... | 2 84 | The Treasurer, London Mutual Fire Insurance Co. | London, Ont..... | Stated not to have been received by person addressed. | Stolen from the Port Rowan Post Office. Contents made good by Postmaster of that office. | 8 |

| | | | | | | | | |
|-----|---------------------|-------------------|-----------|-------|---------------------|---------------------|-------------------|---|
| 182 | London, Ont..... | do | 17... | 10 00 | Dr. Flock..... | Comber..... | do | The Comber Post Office was entered by burglars on the night of 18th Oct., 1884, and these letters stolen. The Postmaster of Comber not having taken proper precautions to ensure the safety of registered matter awaiting delivery at his office was held responsible and made good contents. |
| 183 | Tilbury Centre... | do | 18... | 3 50 | Mrs. Sarah Elliott. | do | do | |
| 184 | P. McNamara..... | Athlone..... | do | 18... | 4 00 | Mary O'Hara..... | Toronto..... | The Athlone Post Office was entered by burglars on the night of 18th Oct., 1884, and this letter stolen. The Postmaster of Athlone not having placed the letter in his office safe was held responsible and made good contents. |
| 185 | Jas. Morgan, Jr.... | Montreal..... | do | 21... | 19 00 | John A. Crozier.... | Lachute..... | No evidence to account for alleged discrepancy. |
| 186 | N. Pelletier..... | Lévis..... | do | 22... | 3 00 | P. Charest..... | St. Gabriel..... | do do |
| 187 | W. R. Bell..... | St. Paul, Minn... | do | 28... | 25 00 | Mrs. W. R. Bell.... | Prince Albert.... | Contained in registered package made up at Winnipeg for Prince Albert on 3rd Nov., 1884, which failed to reach the latter office. Cause of failure could not be discovered. No evidence to account for alleged discrepancy. |
| 188 | Gait..... | Winnipeg..... | do | 28... | 50 00 | J. C. Slater..... | do | |
| 189 | Mrs. Colwell..... | Ulverston, Eng.. | do | 28... | 40 00 | Mrs. T. Taylor.... | do | |
| 140 | Halley & Son..... | Arthur..... | do | 30... | 5 00 | J. G. Hornsby.... | Kinistino..... | |
| 141 | ..... | Saugeen, Mich... | Nov. 3... | 10 00 | John Caulkeen.... | Read..... | Toronto..... | Stated to have been received without contents. |
| 142 | ..... | Eastport, Me..... | do | 6... | 6 00 | Mrs. Wm. Ingram.. | St. Andrews, N.B. | Stated not to have been received by person addressed. |
| 143 | Lena Burns..... | Sundridge..... | do | 7... | 5 00 | Finlay Lane..... | Speyside..... | The Postmaster of St. Stephen, N.B., having failed to continue registration of this letter made good contents. Milton Post Office entered by burglars on the night of the 11th Nov., 1884, and these letters stolen. No clue could be obtained to the perpetrators of the theft. |
| 144 | Hughes & Hart... | Barrie..... | do | 10... | 30 00 | John Dewar..... | Milton..... | |
| 145 | Mary McLarty..... | do | do | 11... | 0 50 | "Ladies Journal". | Toronto..... | |
| 146 | W. B. Boyne..... | do | do | 11... | 9 20 | Lawson Bros..... | Esquimaux..... | |
| 147 | P.O. Department.. | Ottawa..... | do | — | *14-00 | Postmaster..... | Omagh..... | |

* Postage Stamps.

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

| No. | Name of Writer. | Where Mailed. | When Mailed. | Amounts Collected. | Address of Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Reappitulation. |
|-----|------------------------|--------------------|--------------|--------------------|---------------------------|-----------------|----------------------------------|--|--------------------------|
| | | | | | Name. | Place. | | | |
| | | | 1884. | \$ cts. | | | | | |
| 149 | R. A. Tunley..... | End of Track.... | Nov. 7... | 1 00 | "Herald" & "Star"..... | Montreal..... | | | |
| 150 | Jas. Steven..... | Logoch..... | do 7... | 1 00 | "Family Herald"..... | do..... | | | |
| 151 | Jas. Holland..... | Glendale..... | do 8... | 2 32 | J. Lee & Co..... | do..... | | | |
| 152 | J. S. C. Ironside..... | High Bluff..... | do 10... | 5 00 | T. Drummond..... | do..... | | | |
| 153 | The Postmaster..... | Oak River..... | do 8... | 5 00 | Postmaster General..... | Ottawa..... | | | |
| | | | | postage stamps. | | | | | |
| 154 | T. A. W. Gordon.. | End of Track.... | do 7... | 200 00 | Mrs. T. A. W. Gordon..... | Fergus..... | | | |
| 155 | do | do | do 7... | 200 00 | do | do | | | |
| 156 | T. W. Wilson..... | do | do 7... | 50 00 | Mrs. T. W. Wilson..... | Oakville..... | | | |
| 157 | R. F. Manley..... | Swift Current.... | do 8... | 15 00 | Mrs. R. F. Manley..... | Theford..... | | | |
| 158 | do | do | do 8... | 15 00 | J. Cornell..... | do | | | |
| 159 | Hiram Bates..... | Fort McLeod.... | do 6... | 15 00 | J. Bates..... | Hallville..... | | | |
| 160 | A. Tolton..... | Wolf Creek..... | do 9... | 20 00 | Mrs. A. Tolton..... | Guelph..... | | | |
| 161 | Mrs. W. J. Helliwell | Ralston..... | do 7... | 2 00 | Miss L. Schofield..... | Port Colborne.. | | | |
| 162 | Jessie Shoebottom. | Carlingville.... | do 6... | 2 00 | Mrs. C. Switzer..... | London..... | | | |
| 163 | J. D. Kavanagh... | No. 3 Sid'g O.P.R. | do 7... | 30 00 | Mrs. H. Thompson.. | Cumberland..... | | | |
| 164 | John Jarrell..... | Mount Lagan.... | do 7... | 15 00 | H. Jarrell..... | Battersea..... | | | |
| 165 | W. Barncock..... | Maple Creek.... | do 8... | 20 00 | Mrs. W. Barncock.. | Danville..... | | | |
| 166 | do | Naskawata..... | do 8... | 1 00 | A. Cameron..... | Howick..... | | | |
| 167 | A. G. M. Spragge.. | No 3 Sid'g O.P.R. | do 4... | 25 00 | Mrs. A. G. M. Toronto | Toronto..... | | | |
| 168 | L. Lukes..... | do | do 5... | 23 00 | Spragge..... | do | | | |
| 169 | E. G. Kirby..... | Calgary..... | do 7... | 10 00 | J. Kirby..... | do | | | |
| 170 | J. O. Linton..... | do | do 7... | 10 00 | Toronto News Co.... | do | | | |
| 171 | Miss E. Burrows.. | Medicine Hat.... | do 7... | 40 00 | T. Hoalgraves..... | do | | | |
| 172 | Dixon Bros..... | Maple Creek.... | do 8... | 19 00 | Caldecote, Burton & Co. | do | | | |
| 173 | T. B. Brynon..... | Virden..... | do 8... | 1 00 | S. F. Wilson..... | do | | | |
| 174 | T. Garland..... | Port'gela Prairie | do 8... | 6 75 | "Grip" Printing Co | do | | | |
| 175 | Alex. McLean..... | do | do 10... | 15 35 | W. H. Orr..... | do | | | |
| 176 | J. McLachlan..... | High Bluff..... | do 10... | 5 00 | Frazer & Sons..... | do | | | |

Stolen by Railway Mail Clerk A. B. Campbell, serving on the line of railway between Winnipeg and Emerson

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ending 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Class in Receptation. |
|-----|---------------------|-------------------|---------------------|-------------------|---------------------------|-----------------------|--|-----------------------|
| | | | | | Name. | Place. | | |
| 201 | A. J. Veau..... | Kamloops..... | 1884. Nov. 15... | \$ cts 3100 00 | Bank of British Columbia. | Victoria, B.C. | Contained in registered package made up at Kamloops for Victoria on 18th Nov., 1884, which failed to reach the latter office. Cause of failure could not be ascertained. | 2 |
| 202 | do | do | do 15... | 500 00 | W. C. Ward | do | | |
| 203 | M. Hagan..... | do | do 16... | 3 00 | Oregonian Publishing Co. | Portland, Or.. | | |
| 204 | Rev. J. Le Jeune... | do | do 16... | 10 00 | D. & J. Sadlier.... | Montreal..... | | |
| 205 | D. McLennan..... | Hamilton..... | do 15... | 33 75 | Mrs. M. M. Smith... | Wingham..... | Stated not to have been received by person addressed. | 9 |
| 206 | O. Pagden..... | Kamloops, B.C.. | do 16... | 5 26 | Kimball & Gladwin. | Spence's Bridge, B.C. | | |
| 207 | Caroline Roddy... | Arnprior..... | do 20... | 2 00 | Mary McSweeney.... | Berryton..... | do | 3 |
| 208 | Archibald Duncan | St. John, N.B.... | do 21... | 21 00 | Samuel Brown..... | Upper Kent, N.B | do | 3 |

| | | | | | | | | | | |
|-----|-------------------------------------|-------------------|------|-------|-------|----------------------------------|-------------------|---|---|---|
| 209 | W. D. Douglas,.... | Winnipeg,..... | do | 22... | 18 25 | Geo. Crawford,..... | Swan Lake,..... | Only \$13.25 stated to have been received. | No evidence to account for alleged discrepancy. Contents of letter not preserved. | 7 |
| 210 | Mrs. M. Lachamb. | Cornwall,..... | do | 26... | 24 00 | Miss D. A. Cameron | South Finch..... | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 211 | ..... | Three Rivers,.... | do | 18... | 3 00 | Pierre Picault,..... | Batiscan Bridge. | Only \$3 stated to have been received | Abstraction committed by P. Niverville, a clerk in the Three Rivers Post Office, who, having been indicted for illegally opening a post letter, was sentenced to 3 months' imprisonment. Amount abstracted was recovered from the prisoner. | 5 |
| 212 | The Postmaster, Lac à la Tortue. | Lac à la Tortue. | Dec. | 4... | 4 72 | A. Cox,..... | Toronto,..... | Stated not to have been received by person addressed. | Stated to have been contained in mail package made up at Lac à la Tortue for Three Rivers, but to have failed to reach the latter office. Cause of failure could not be ascertained. | 2 |
| 213 | Henry Martin,..... | Yeovil,..... | do | 3... | 18 25 | Bank of Commerce | Paris,..... | Only \$8.25 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 214 | R. E. Dodson,.... | Trudell,..... | do | 10... | 50 00 | James Lumbers,.... | Toronto,..... | Stated to have been received without contents. | do do do ... | 7 |
| 215 | Jos. Findlay,..... | Harriston,.... | do | 16... | 26 00 | Massey Mfg. Co,... | do | Only \$21 stated to have been received. | do do do ... | 7 |
| 216 | Mrs. Williams,.... | Pembroke,..... | do | 22... | 5 00 | S. Casselman,.... | Casselman,..... | Stated not to have been received by person addressed. | Stolen from the Casselman Post Office on the night of 9th Jan., 1885. Postmaster Casselman made good contents | 8 |
| 217 | Wm. Serson,..... | Douglas,..... | do | 24... | 7 83 | London Mutual Fire Insurance Co. | London, Ont,..... | do | This letter could not be traced beyond the Pembroke and Ottawa Railway P. O. The clerk on duty was held responsible and made good contents. | 3 |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ending 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Requisition. |
|-----|---------------------|-------------------|---------------------|-------------------|----------------------------------|----------------|--|---|-----------------------|
| | | | | | Name. | Place. | | | |
| 218 | Peter Miller..... | Obsweken | 1884. Dec. 29... | \$ cts. 1 00 | "The Mail" | Toronto..... | Stated to have been received without contents. | In this case, as well as in two others mentioned below, Nos 237 and 238, it seemed probable that the abstraction had been committed by an assistant in an office through which the letters had passed. The Postmaster of the office in question accordingly made good the several amounts. | 5 |
| 219 | Jas. Banner..... | Biscotasing | 1885. Jan. 10... | 10 00 | Mrs. M. Banner... | Ottawa..... | Only \$6 stated to have been received | No evidence to account for alleged discrepancy. | 7 |
| 220 | Diego Angotti..... | Bannockburn | do 10... | 100 00 | Cantoni & Co | New York | Stated not to have been received by persons addressed. | These letters disappeared from the Bannockburn Post Office almost immediately after posting, the supposition being that they were stolen by strangers who took advantage of some momentary inattention on the Postmaster's part. Under the circumstances the amounts contained in the letters were made good by the Postmaster. | 8 |
| 221 | M. Angotti | do | do 12... | 11 00 | do | do | | | |
| 222 | J. Sutherland | Cookstown | do 22... | 1 00 | J. Dougall & Son | Montreal | | The baggage car, O. P. Railway, in which were the bags which contained these registered letters was partially destroyed by fire near Smith's Falls Junction on the morning of 24th January, 1885, and the mail bags in question, with their contents, were burnt | 10 |
| 223 | W. McQuay..... | Ivy | do 22... | 3 20 | "Family Herald" and "Star" | do | | | |
| 224 | A. Scarrow | Lavender | do 23... | 3 00 | J. Dougall & Son. do | do | | | |
| 225 | Edwin Ewart..... | Berkeley | do 23... | 0 50 | do | do | | | |
| 226 | Henry Taylor | Perth | do 25... | 28 25 | Miss Byrne | do | | | |
| 227 | E. B. Edwards..... | Peterboro' | do 23... | 5 20 | E Hagar & Co | do | | | |
| 228 | W. Rush | do | do 23... | 22 20 | Verret, Stewart & Co. | do | | | |

| | | | | | | | | | | |
|-----|---------------------|-----------------------|------|-------|-------|--------------------|----------------------|---|---|----|
| 229 | Epiphane Rivard... | Lake Aylmer | do | 26... | 17 00 | Damase Bégin | Lévis | Only \$2 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 230 | F. S. Baker | Bedford, Que. | Feb. | 2... | 7 00 | E. McConkey | St. John, Que. | Stated not to have been received by person addressed. | The Railway Mail Clerk on Vermont Junction Railway, to whom this letter was dispatched from Bedford, having failed to continue registration made good contents. | 3 |
| 231 | C. A. Hoyt | Lower Prince William. | do | 2... | 15 00 | J. H. Wasson | St. John, N.B. | do | The Postmaster of Lower Prince William, having failed to complete registration, made good contents. | 3 |
| 232 | Walter Forrester... | Rugby | do | 3... | 5 00 | J. S. Brown & Sons | Paris | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 233 | McDiarmid & Price | Aylmer West..... | do | 12... | 24 00 | R. M. Hill | Kingsmill | Stated not to have been received by person addressed. | Stated to have been contained in mail package despatched from Loop Line, G. W. Railway, passing west, postal car, to U. S. Railway Post Office; but to have failed to reach the latter office. | 2 |
| 234 | Chase Bros | Lakeport | do | 18... | 5 00 | G. Feubert | North Plantagenet. | do | This letter and its contents were accidentally destroyed during course of post, through the falling of the bag in which it was contained, under the wheels of a railway car. | 10 |
| 235 | D. McGillvray | Stockton, Man. | do | 23... | 50 00 | Mrs. D. McGillvray | Aurora | Only \$20 stated to have been received | The evidence in this case pointed to the conclusion that the latter was tampered with at the Millford, Man., Post Office. The Postmaster made good contents. See cases Nos. 264 and 288, class 1. | 5 |
| 236 | J. O. McNulty | Glen Tay | do | 24... | 3 00 | Knowles & Maxim. | St. Catharines, Ont. | Stated to have been received without contents. | No evidence to account for the alleged discrepancy. | 7 |
| 237 | C. Staats | Oshwekan | Mar. | 2... | 1 00 | Jas. Hoggins | Branford | Stated to have been received without contents. | See case No. 218, class 1. | 5 |
| 238 | Mrs. W. O. Gleason | do | do | 12... | 10 00 | Miss Kate Martin.. | Detroit, Mich. | Only \$30 stated to have been received | No evidence to account for alleged discrepancy. | 7 |
| 239 | Frank Nester. | Tara | do | 7... | 40 00 | Mr. H. Webber..... | Carlarube | | | |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or 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. | | | |
| | | | 1885. | \$ cts. | | | | | |
| 240 | Switzer Bros..... | Carleton Place.. | March 9... | 7 00 | Kingston Chemical Works. | Kingston..... | Stated not to have been received by persons addressed. | Contained in mail bag, from Brockville and Carleton Place Railway Mail Clerk, for Kingston, which was stolen from the Kingston Railway Station on 10th March, 1885. No clue to the perpetrators of the theft could be obtained. | 9 |
| 241 | John Healey..... | Pembroke | do 9... | 15 79 | L. M. Woods..... | do | | | |
| 242 | E. Poliwka..... | Montreal..... | do 10... | 3 00 | E. Poliwka..... | do | | Contained in mail bag from Montreal for Kingston, which was stolen from the Kingston Railway Station on the 11th March, 1885, but by whom the theft was perpetrated could not be ascertained. | 9 |
| 243 | Miss Hunter..... | do | do 10... | 6 00 | Mrs Hunter..... | do | do | | |
| 244 | Dun Wiman & Co. | do | do 10... | 0 40 | J. A. McJahan...} | do | | | |
| 245 | G. B. Bradley..... | Ottawa | do 13... | 10 00 | Thos. Manton..... | Toronto | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 246 | Rev. W. A. Lang... | Lunenburg..... | do 14... | 1 00 | A. P. Knight..... | Kingston..... | Stated not to have been received by person addressed. | Said to have been contained in package made up at Wales on 14th March, 1885, for Montreal and Prescott Mail Clerks, but to have failed to reach the latter officers. Cause of failure could not be ascertained. | 2 |
| 247 | W. M. Lockhart... | Everett..... | do 17... | 31 00 | Macpherson Glass-gow & Co. | Hamilton..... | Only \$26 stated to have been received | No evidence to account for alleged discrepancy. | 7 |
| 248 | J. A. Anderson.... | Port Hope | do 19... | 1 00 | R. Ellis..... | Lucknow..... | Stated not to have been received by person addressed | These letters were stolen from the Lucknow Post Office by a young man named George Denoon, who was improperly allowed access to the office. The Postmaster of Lucknow accordingly made good contents. Denoon was tried and | 8 |
| 249 | Thos. McBrien..... | Ripley | do 26... | 47 00 | Cameron & Campbell. | do | | | |

| | | | | | | | | | | |
|-----|---------------------|---------------------|------------|-------|--------|------------------------------|--------------------|---|---|----|
| 250 | John Blair..... | Uthoff..... | do | 24... | 25 00 | John Calvert..... | Mongolia..... | Stated to have been received without contents. | sentenced to 5 years imprisonment in the Penitentiary. No evidence to account for the alleged discrepancy. | 7 |
| 251 | Henderson & Small | Toronto | do | 20... | 142 50 | The Treasurer Co. of Lambton | London, Ont..... | Stated not to have been received by person addressed. | This letter was handed to one of the Registration Clerks in the Toronto P. O., who gave a certificate of registration for it, but failed to record it in the books of the office. As no further trace of the letter could be obtained the clerk responsible made good contents. | 3 |
| 252 | R. Armstrong..... | Dickinson | do | 28... | 1 00 | E. B. Stevenson..... | Clarenceville, Q. | do | The P. M. of Dickinson having failed to complete the registration of this letter made good contents. | 3 |
| 253 | P. O. Byram..... | Power's Creek, N.B. | April 3... | 3... | 15 00 | Lee & Lorgan | St. John, N.B. ... | Stated not to have been received by persons addressed. | Stated to have been contained in a registered mail package, made up at Woodstock, N.B., for St. John, N.B., on 4th April, 1885, but to have failed to reach the latter office. Case still under enquiry. | 11 |
| 254 | J. T. Allan..... | Woodstock, N.B. | do | 4... | 500 00 | McLellan & Co..... | do | Only \$7 stated to have been received | No evidence to account for alleged discrepancy. Cover of letter not preserved. | 7 |
| 255 | D. F. Merritt..... | do | do | 4... | 24 50 | J. S. Kaye..... | do | | | |
| 256 | H. R. Baird..... | do | do | 4... | 10 00 | J. H. Jones & Co. | Montreal..... | | | |
| 257 | A. D. Shea | Grafton, N.B.... | do | 4... | 2 45 | J. J. H. Gregory... | Marblehead, Mass | | | |
| 258 | J. A. Chevrier..... | Ottawa..... | do | 6... | 9 00 | A. Gagnon..... | Montreal..... | | | |
| 259 | J. O. Marceau | do | do | 9... | 23 00 | Mlle P. Marceau ... | do | Only \$20 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 260 | J. Shields..... | Victoria Road ... | do | 6... | 152 00 | P. Fitzgerald..... | Indian River... | These letters were stolen by John Wright, Mail Courier between Peterboro' P. O. and Railway Station, who was tried and sentenced to 5 years imprisonment. Amounts contained in letters made good partly out of money recovered from Wright and partly by the mail contractor. | Lost while in the custody of Mail Clerk on the Toronto and Nipissing Railway, who made good the value of the stamps. | 8 |
| 261 | John Lovell..... | Lindsay | do | 16... | 11 00 | E. T. Carter..... | Peterboro'..... | | | |
| 262 | Mrs. Jno. Sutton... | Barleigh Falls... | do | 16... | 3 00 | James Heralds..... | Hall's Bridge..... | | | |
| 263 | P. O. Department. | Ottawa..... | do | 13... | 15 00 | The Postmaster... | Leaskdale..... | | | |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or 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. | | | |
| 264 | Wm. Playfair..... | Gretna, Man..... | 1885. April 17... | \$ cts. 49 65 | Standard Bank..... | Markham..... | Only \$29.65 stated to have been received. | Evidence taken in this case pointed to the conclusion that the letter was tampered with at the Millford, Man., Post Office. The Postmaster made good contents. See cases Nos. 235 and 288, class 1. | 5 |
| 266 | James Ouellette ... | Ottawa..... | do 18... | 30 00 | Sister Marie Pro- per. | Yamachiche..... | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 266 | Jas. McCordie ... | Jura..... | do 19.. | 23 00 | Ralph Rogers, | Ravenswood..... | Stated not to have been received by person addressed. | The Ravenswood Post Office was entered by burglars on the night of 19th April, 1885, and this letter stolen. Contents made good by P. M. of Ravenswood. | 8 |
| 267 | C. Brackenridge ... | Wariston, Ont... | do 25... | 2 00 | "Standard" Pub- lishing Co. | Toronto | do | Stated to have been contained in a mail made up at the Belleville Office for Toronto, on 27th April, 1886, but not to have been received at the Toronto Office. Still under investigation. | 11 |
| 268 | Isabella C. Arm- strong. | Shanick | do 25... | 4 30 | W. G. Gage | do | do | do | |
| 269 | S. W. Spencer | Belleville. | do 27... | 3 00 | W. P. Page..... | do | do | do | |
| 270 | P. J. Shaanon | do | do 27... | 3 00 | Kenyon, Triagle & Stewart Manf. Co. | do | do | do | |
| 271 | J. Fortier | D'Israeli..... | do 17... | 10 00 | L. Genest | St. Bernard..... | Only \$6 stated to have been received. | No evidence to account for alleged discrepancy. | 7 |
| 272 | Thos. Trick | Clinton | May 7... | 5 50 | Fleming Manufac- turing Co. | Braunford | Only 50 cents stated to have been received. | Evidence taken in this and another similar case pointed to the conclusion that the letter had been tampered with in course of post, and as it seemed that an opportunity had been afforded for this at the Brantford Post Office, the | 6 |

| | | | | | | | | | | |
|-----|---------------------------|---------------------|-----------|-----------|--------|----------------------------|-----------------------|---|---|--|
| 273 | Bank of Toronto... | Montreal | do | 14... | 4 00 | Bank of Toronto... | Barrie | Stated not to have been received by person addressed | 3 | Postmaster made good the amounts abstracted. |
| 274 | J. S. Patterson.... | Almonte | do | 14... | 113 46 | Wyld, Brock & Co. | Toronto | Only \$103.46 stated to have been received. | 7 | Contained in registered mail package made up by the Travelling P. O., G. T. Railway, west, on night of 16th May, 1885, for Barrie, stated not to have reached the latter office. The P. M. of Barrie having failed to report the non-receipt of the package in proper time, was held responsible for the loss of the letter, and made good contents. |
| 275 | Mr. McLeod | Drynoch, B C | do | 14... | 260 00 | Mr. Scuitto | Yale, B.C | { Stated not to have been received by persons addressed | 9 | Owing to a serious accident which occurred to a Postal Car on the C.P. Railway near Yale, B.C., on 14th May, 1885, these letters were lost. |
| 276 | do | do | do | 14... | 1 00 | Mr. Brown | New Westminster, B.C. | do | 3 | This letter, through some mischance, was lost in the Summerside Post Office, and its contents were accordingly made good by the P.M. of that office. |
| 277 | Merchants Bank of Canada. | Montreal | do | 15... | 2 56 | Merchants Bank of Halifax. | Summerside, P.E.I. | Stated not to have been received by person addressed. | 2 | Stated to have been contained in mail package made up by Credit Valley Railway Mail Clerk for Essex Centre on 20th May, 1885, but to have failed to reach the latter office. Cause of failure could not be ascertained. |
| 278 | H. A. Giles | Toronto | do | 19... | 2 00 | J. Edgar | Essex Centre | Only \$10.95 stated to have been received. | 7 | No evidence to account for alleged discrepancy |
| 279 | Mrs. W. Fletcher.. | Oarillon | do | 29... | 16 95 | Mlle Bourque | Montreal | Only \$10 stated to have been received. | 7 | do |
| 280 | R. C. Mitchell | Thornbury | June 1... | June 1... | 20 00 | Darling, Cockshutt & Co. | Toronto | Stated not to have been received by persons addressed | 2 | These letters are said to have been contained in a registered package made up at Nicolet for Montreal on the 4th June, 1885, which is stated not to have reached the latter office. Cause of failure could not be ascertained. |
| 281 | Rev. M. de Courval | Ste. Perpétue | do | 3... | 0 50 | "Le Canard" | Montreal | | | |
| 282 | Joa. Dnbé | do | do | 2... | 27 00 | T. F. G. Foisy | do | | | |
| 283 | J. T. Gélinas | La Baie | do | 4... | 25 00 | Jas. Brown & Co. | do | | | |
| 284 | Paul Goudreau | St. Zéphérin | do | 3... | 20 00 | Green Sons & Co. | do | | | |
| 285 | E. Camirand | Ste. Monique | do | 3... | 45 00 | L. Gnaedinger & Co | do | | | |

REPORT No. 5.—I. Registered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or loss of, Letters containing money sent through the Post in Canada.

| No. | Name of Writer. | Where Mailed. | When Mailed. | Allied Cents. | Address of Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Recapitulation. |
|-----|---------------------|-------------------|--------------------|-----------------|--------------------------|------------------|--|--|--------------------------|
| | | | | | Name. | Place. | | | |
| 286 | W. H. Ostrander.... | Gorrie..... | 1885. June 8... | \$ cts. 4 50 | P. W. Ellis... .. | Toronto..... | Only \$3.50 stated to have been received | No evidence to account for alleged discrepancy. | 7 |
| 287 | Wm. Kinahan..... | St Helens..... | do 11... | 2 40 | Donald Ferguson.. | Rydal Bank..... | Stated to have been received without contents. | do do | 7 |
| 288 | James Wheeler..... | Millford, Man.... | do 12... | 45 00 | Ames, Holden & Co. | Winnipeg | Only \$15 stated to have been received | Evidence taken in this case pointed to the conclusion that the letter was tampered with at the Millford, Man., Post Office. The Postmaster made good contents. See cases Nos 235 and 264, class I. | 5 |
| 289 | Mr. Webb... .. | Fullarton | do 12... | 36 00 | A. Watts & Co..... | Brantford..... | Stated not to have been received by persons addressed. | The Postmaster of Mitchell, having failed to continue the registration of this letter, made good contents. | 3 |
| 290 | Mrs. A. Murchison. | Boston | do 20... | 50 00 | Mrs. M. N. Murchison. | Point Prim..... | Only \$40 stated to have been received | Evidence pointed to the conclusion that the letter had been tampered with in course of post in Prince Edward Island; and it was found impossible to ascertain by whom or at what point this was done; but the money stolen was afterwards sent anonymously to the party addressed. | 5 |
| 291 | F. Villeneuve..... | Etchemin..... | do 30... | 80 00 | Rév. Sœur de la Trinité. | St. François.... | Only \$49 stated to have been received | Evidence taken in this case pointed to the conclusion that the letter was tampered with at some P. O. through which it passed. | 6 |

REPORT No. 5.

REPORT of all cases occurring within the Year ended 30th June, 1885, of abstractions from, or loss of, Letters containing Money sent through the Post in Canada; showing the particulars in 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Recapitulation. |
|-----|----------------------|-------------------|-----------------|-------------------|---|--------|---|---|--------------------------|
| | | | | | Name. | Place. | | | |
| 1 | J. Wallace..... | Desboro'..... | 1884. July 2 | 71 00 | J. C. Merritt & Co. London, O..... | | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 2 | Pierre Boucher | Montreal | do 3... | 7 00 | L. Boucher. St. Norbert..... | | do | do | 1 |
| 3 | S. H. Hopcraft | Bracebridge | do 4... | 4 00 | Wallace Hopcraft. Charlinch | | do | do | 1 |
| 4 | E. L. Shaw | Soda Creek | do 7... | 25 00 | E. Sully..... New Westminster | | do | do | 1 |
| 5 | Wilson, Cook | Varna..... | do 10... | 14 00 | Farrar & Tiedate..... Clinton, Ont..... | | do | do | 1 |
| 6 | T. P. Hayes | Barrie..... | do 13... | 1 00 | Miss Minnie Hayes | | do | do | 1 |
| 7 | H. De Lewis..... | Halifax..... | do 14... | 5 00 | Miss H. Laidlaw..... Amherst..... | | do | Believed to have been stolen by a lad employed as a courier by the contractor for the Amherst and Railway Station service. Contractor was held responsible. | 8 |
| 8 | J. M. King..... | Kingston..... | do 19... | 15 00 | Mack's Magnetic Medicine Co. Windsor, Ont.... | | do | No trace, owing to want of registration. | 1 |
| 9 | Wm. Evans | Owen Sound..... | do 18... | 5 00 | Mrs. Evans..... Brampton..... | | do | do | 1 |
| 10 | Wm. Smith | Montreal | do 28... | 6 00 | Mrs. W. Smith..... St. Sauveur | | do | do | 1 |
| 11 | J. K. McDonald..... | Toronto | do 30... | 38 26 | John Burnham..... Irenon | | do | do | 1 |
| 12 | T. P. Williams..... | do | do 31... | 30 00 | W. Hine..... Victoria, B.C.... | | do | do | 1 |
| 13 | James Butler | Winnipeg..... | do 21... | 10 00 | S. L. Hedson..... Stony Mountain. | | do | do | 1 |

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Requisition. |
|-----|---------------------|-------------------------|--------------|-------------------|----------------------|---------------------------|--|--|-----------------------|
| | | | | | Name. | Place. | | | |
| | | | 1884. | \$ cts. | | | | | |
| 14 | Mrs. Donaghu. | Peterboro' | July 17... | 5 50 | David Adams..... | Campbellford..... | do | These letters are ascertained to have been stolen by a dishonest Railway Mail Clerk on the Grand Junction Railway. The amounts contained in the letters were made good by relatives on his behalf. The circumstances of the case were not such as to enable the Department to prosecute. | 3 |
| 15 | F. W. Fowlds..... | Hastings..... | do 15... | 15 00 | Miss Fowlds..... | Cobourg..... | | | |
| 16 | Mrs. Peal..... | Toronto..... | Aug. 1... | 3 53 | Thos. May & Co..... | Montreal..... | Stated not to have been received by persons addressed. | No trace, owing to want of registration. | 1 |
| 17 | R. L. Osborne..... | London..... | do 2... | 5 00 | M. Donly..... | Simcoe..... | do | Supposed to have been stolen by Jas. H. Cousins, a clerk in the London P. O., who was tried and sentenced to 5 years in penitentiary. See cases Nos. 219 to 223, class 2. | 4 |
| 18 | Thomas Jones..... | Forest..... | do 14... | 4 50 | A. B. Powell..... | London..... | | | |
| 19 | R. L. Parker..... | Sherbrooke..... | do 4... | 16 88 | Doncette & Don-agly. | Montreal..... | do | No trace, owing to want of registration. | 1 |
| 20 | Miss N. E. Green.. | Toronto..... | do 5... | 4 00 | Miss H. Green..... | Wyoming..... | do | Evidence taken in this case indicated that the letter was tampered with at the Avoca P. O., and the P.M. of that office accordingly made good contents. | 1 |
| 21 | Mrs. Sovva..... | Montreal..... | do 8... | 2 00 | Mrs. W. Matthews | Avoca..... | | | |
| 22 | Jas. Wilkinson..... | Barrie Railway Station. | do 9... | 20 00 | G. H. Wilkinson..... | Buttonville..... | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 23 | Miss Steacy..... | Ottawa..... | do 13... | 1 00 | Mrs. Millen..... | Rivière du Loup (en bag). | do | do | ... |
| 24 | John Talbert..... | Toronto..... | do 19... | 4 00 | Ann Murray..... | Montreal..... | do | do | ... |

| | | | | | | | | | | |
|----|---------------------|---------------------------------------|------------|-------|-------|------------------------------|-------------------|----|--|---|
| 25 | Mrs. Mercer..... | Teeswater | do | 18... | 0 50 | Ladies' Journal..... | Toronto | do | ... | 3 |
| 26 | T. E. Varin..... | Montreal..... | do | 20... | 2 00 | J. Varin..... | Ottawa..... | do | Disappeared in the Teeswater Post Office. Contents made good by the father of supposed culprit. See cases Nos. 36, 56, 57 and 58, Class I. | 1 |
| 27 | Mrs. John Byrne... | do | do | 22... | 2 00 | Robert Byrne..... | Rockburn | do | No trace, owing to want of registration. | 3 |
| 28 | E. Simard | Chateau Richer.. | do | 23... | 6 00 | Thomas Dufour.... | St. Paul's Bay... | do | Posted for registration, but the Postmaster of Chateau Richer having failed to register it, made good contents. | 1 |
| 29 | Henry Besley. | Shelburne | do | 25... | 35 00 | Nathaniel Reid. ... | Renon Station .. | do | No trace owing to want of registration. | 3 |
| 30 | G. Grant..... | Pakenham | do | 28... | 5 00 | Mrs. G. Grant | Montreal. | do | do do do do do | 1 |
| 31 | P. Low..... | Pickton | do | 22... | 2 00 | Mrs. Low | Kingston. | do | do do do do do | 3 |
| 32 | Isaiah Fowler..... | Pinkerton | do | 20... | 15 00 | A. J. Wilson | Chatham. | do | do do do do do | 1 |
| 33 | R. T. Rothwell. ... | Deloro | do | 16... | 90 00 | E. Browning..... | Buffalo. | do | Stolen by a dishonest Mail Clerk on the Grand Junction Railway. See cases Nos. 14 and 15, Class II. | 3 |
| 34 | Miss L. Starr | Vankleek Hill ... | Sept. 1... | 1... | 5 00 | R. A. Lynch..... | Montreal. | do | No trace, owing to want of registration. | 1 |
| 35 | Geo. Cockburn..... | Colborne..... | do | 1... | 3 00 | Henry Wade. | Toronto | do | do do do do do | 3 |
| 36 | Alex. McKenzie.... | Beggsboro', | do | 6... | 24 00 | J. A. Proctor..... | do | do | do do do do do | 1 |
| 37 | A. P. Reid | Montreal. | do | 8... | 21 00 | A. R. Purland. ... | do | do | do do do do do | 3 |
| 38 | N. McCormack.... | Pembroke | do | 8... | 0 50 | Miss J. Galloway .. | Kingston. | do | do do do do do | 1 |
| 39 | John Sprague | Ameliasburg. ... | do | 8... | 10 00 | J. A. Hendry & bro | do | do | do do do do do | 3 |
| 40 | J. Muckleston & Co | Kingston. | do | 9... | 1 53 | Geo. Bradshaw. ... | Bedford. | do | do do do do do | 1 |
| 41 | H. Sirois | Riviere du Loup (<i>ex vac.</i>) | do | 18... | 5 00 | W. A. hern..... | Montreal. | do | do do do do do | 3 |
| 42 | D. Roberge | St. Cuthbert..... | do | 19... | 5 00 | Aug. Roberge | do | do | do do do do do | 1 |
| 43 | M. B. Sater | Annapolis..... | do | 19... | 15 00 | C. F. Vose & Co.... | Halifax | do | do do do do do | 3 |
| 44 | P. S. Wagar | Wateaton..... | do | 21... | 5 00 | Mrs. T. S. Wagar .. | Kingston. | do | do do do do do | 1 |
| 45 | Mrs. F. C. Drake .. | Montreal. | do | 24... | 10 00 | Mrs. J. R. Yelding .. | St. Catharines .. | do | do do do do do | 3 |
| 46 | Mrs. Jas. Thomson | Bayville | do | 22... | 2 00 | Frances Thomson .. | Ripley. | do | do do do do do | 1 |
| 47 | J. B. Paquet | Traverse | do | 21... | 10 00 | Mrs. J. B. Paquet .. | Lauzon | do | do do do do do | 3 |
| 48 | John H. Kerle | Harold | do | 30... | 35 51 | Bradley Garretts .. & Co. | Brampton | do | Stolen by a dishonest Mail Clerk on the Grand Junction Railway. See cases Nos. 14 and 15, Class II. | 1 |
| 49 | J. A. McHarg..... | London | do | 13... | 20 00 | Jas. Galloway..... | Harrisburg. | do | No trace, owing to want of registration. | 3 |

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ending 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Recapitulation. |
|-----|--------------------------------|----------------------|--------------|-------------------|-------------------------|-------------------|---|--|--------------------------|
| | | | | | Name. | Place. | | | |
| 50 | Mr. Siglow..... | Port Arthur..... | Oct. 1... | 20 00 | Mrs. Siglow..... | Kingston..... | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 51 | G. Forbes..... | Beachburg..... | do 1... | 1 00 | F. Boucher..... | Ottawa..... | do | do | ... |
| 52 | R. Morrison..... | Bayfield..... | do 2... | 2 00 | J. P. Tisdale..... | Clinton..... | do | do | ... |
| 53 | A. O. Renault..... | Quebec..... | do 2... | 1 00 | Wm. Ahern..... | Montreal..... | do | do | ... |
| 54 | H. Davidson..... | Toronto..... | do 3... | 2 50 | H. W. Martin..... | Quebec..... | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 55 | Bank of British North America. | Hamilton..... | do 6... | 2 62 | Eastern Townships Bank. | Bedford..... | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 56 | Mrs. Murray..... | Brockville..... | do 6... | 2 00 | Miss M. Cooper..... | Kingston..... | do | do | ... |
| 57 | Stephen Smith..... | Woodstock, N. B. | do 5... | 20 00 | R. E. G. Smith..... | Fredoncton, N. B. | do | do | ... |
| 58 | H. Royed..... | Campbellford..... | do 8... | 2 00 | Mrs. H. Royed..... | Cobourg..... | do | do | ... |
| 59 | J. G. Snelinger..... | Moulhette..... | do 8... | 3 00 | J. G. Snelinger..... | Toronto..... | do | do | ... |
| 60 | James S. Greenhill..... | Kincardine..... | do 4... | 23 43 | Meakin & Sons..... | Hamilton..... | do | do | ... |
| 61 | L. D. Paquin..... | Three Rivers..... | do 9... | 12 25 | A. Dorval..... | Quebec..... | do | do | ... |
| 62 | Rev. T. Brown..... | Flinton..... | do 7... | 10 00 | Rev. H. Adams..... | Minden..... | do | do | ... |
| 63 | Mrs. Neal..... | Hoard's Station..... | do 13.. | 7 00 | Mrs. A. M. David-son. | Montreal..... | do | do | ... |
| 64 | Dr. Bryan..... | Campbellford..... | do 28.. | 1 75 | "Globe" Printing Co. | Toronto..... | do | do | ... |
| 65 | John Enright..... | Montreal..... | do 13.. | 7 00 | Mrs. John Enright | Quebec..... | do | No trace, owing to want of registration. | 1 |
| 66 | Wm. Hunt..... | do | do 14.. | 10 00 | Mrs. Hunt..... | Toronto..... | do | do | ... |
| 67 | Rev. Sœur St. Thomas. | Quebec..... | do 14.. | 8 32 | J. B. Rolland et fils | Montreal..... | do | do | ... |
| 68 | Miss Clubb..... | Brantford..... | do 15.. | 5 00 | Mrs. Clubb..... | Princeton..... | do | do | ... |
| 69 | Geo. Anderson..... | Varna..... | do 16.. | 30 00 | Peter Adamson..... | Goderich..... | do | do | ... |
| 70 | D. Gravel..... | Montreal..... | do 17.. | 1 50 | Mme. A. Falardeau | Quebec..... | do | do | ... |
| 71 | J. J. Derome..... | St. Chrysostôme | do 10.. | 0 75 | | | do | do | ... |
| 72 | Dr. J. O. Bédau..... | Three Rivers..... | do 12.. | 5 00 | | | do | do | ... |
| 73 | Mme. Benoit..... | Sherbrooke..... | do 20.. | 15 00 | J. B. Rolland et | | do | do | ... |

These letters are believed to have been stolen by J. O. A. Chartier, a dishonest Clerk

| | | | | | | | | | |
|----|-------------------------------|----------------------|-----------|-------|--------|------------------------|----|---|---|
| 74 | M. Rousseau | Nicolet | do | 21... | 0 60 | fls. | do | in the Montreal Post Office who was tried and sentenced to 5 years in the penitentiary. Contents made good out of money recovered from Char- tier. See cases Nos. 100 to 113, class II. | 3 |
| 75 | Sœurs Grises | Eganville | do | 22... | 1 00 | do | do | | |
| 76 | Sisters of Mercy | Windsor, Ont. | do | 25... | 0 51 | do | do | | |
| 77 | Mary E. Terrill | Sherbrooke | do | 25... | 3 00 | John Dougall & Son. | do | | |
| 78 | J. B. Joinville | St. Barthélemi | do | 31... | 12 00 | A. Gagnon..... | do | No trace owing to want of registration. | 1 |
| 79 | do | do | do | 31... | 2 80 | do | do | do | |
| 80 | A. E. Gagnon | Port Arthur | do | 27... | 10 00 | Antoine Poirier..... | do | do | |
| 81 | do | do | do | 27... | 20 00 | Higide Poirier..... | do | do | |
| 82 | do | do | do | 27... | 20 00 | Abel Poirier..... | do | do | |
| 83 | do | do | do | 27... | 20 00 | L. N. Desrosiers... | do | do | |
| 84 | Miss Kirkpatrick | Kamloops | do | 30... | 6 00 | Chas. Blackburne... | do | do | |
| 85 | Freehold Loan and Savings Co. | Toronto | do | 31... | 24 00 | A. H. Clarke..... | do | do | |
| 86 | Arthur Dulac | Chalk River | Nov. 4... | | 12 00 | Mrs. M. Dulac | do | Stated not to have been received by person addressed. | 1 |
| 87 | A. J. Kent | Toronto | do | 4... | 5 00 | Mrs. A. Kent | do | do | |
| 88 | R. J. O'Connell | Montreal | do | 5... | 8 00 | Mrs. S. Perrault | do | do | |
| 89 | Nora Cunningham | Windsor | do | 7... | 1 50 | Mrs. Hislop | do | do | |
| 90 | Jas. Kane | Peterboro' | do | 8... | 20 00 | Miss L. Hinckley | do | Stolen by a dishonest Mail Clerk on the Grand Junction Railway. See cases Nos. 14 and 16, Class II. | 3 |
| 91 | A. Dion | Three Rivers | do | 8... | 6 00 | L. Lessard | do | Believed to have been stolen by a dishonest clerk in the Three Rivers Post Office, who absconded as soon as he became aware that suspicion was directed against him. See Cases Nos. 35, 124 and 125, Class I. | 4 |
| 92 | G. W. Leslie | Spry Bay | do | 21... | 6 50 | Prov. Secretary ... | do | No trace owing to want of registration. | 1 |
| 93 | John O'Beirn | Smith's Falls | do | 17... | 8 00 | Mrs. J. O'Beirn..... | do | do | |
| 94 | E. Moreau | Sorel | do | 20... | 8 00 | A. Tremblay | do | do | |
| 95 | S. Springer | Moodville | do | 22... | 200 00 | F. Homer | do | do | |
| 96 | Mrs. D. B. Macdonald | Stratford | do | 23... | 1 00 | James Lee & Co..... | do | do | |
| 97 | Annie Stewart | Listowel | do | 27... | 1 00 | W. J. Stewart | do | do | |
| 98 | D. C. Cummings | Truro | do | 28... | 12 10 | A. Allison | do | do | |
| 99 | M. R. McRae | Glen Sanfield | do | — | 1 00 | Montreal "Star" | do | Stated to have been received without contents. | 7 |

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1885, of abstraction from, or loss of, Letters containing Money sent through the Post in Canada.

| No. | Name of Writer. | Where Mailed. | 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. | | | |
| 100 | D. Nolin..... | St. Joseph de Lévis | 1884 Nov. 10..... | \$ cts 75 00 | J. B. Rolland et filis. | Montreal | Stated not to have been received by person addressed. | Believed to have been stolen by a dishonest clerk in the Montreal Post Office. Contents recovered. See cases Nos. 71 to 79, Class II. | 3 |
| 101 | Leon Dubois | St. Dominique | do 13..... | 0 50 | } | } | | | |
| 102 | D. Nolin..... | Lauzon | do 14..... | 0 75 | | | | | |
| 103 | A. Lavanture | Stanford | do —..... | 0 40 | | | | | |
| 104 | Scieurs du Bon Pasteur. | Quebec..... | do 14..... | 8 30 | | | | | |
| 105 | Mary McGillivray | Thurso | do 19 | 4 00 | } | } | | | |
| 106 | L. E. Richardson | Wander | do 26..... | 2 40 | | | | | |
| 107 | S. W. McCann | Vankieek Hill | do 27..... | 1 00 | | | | | |
| 108 | H. Oliver | Allan's Corners | do 27..... | 1 00 | | | | | |
| 109 | Mary E. Graves | Wolfville, N.S. | do 28..... | 1 00 | | | | | |
| 110 | Arthur Dodwell | Coaticook | Dec. 1..... | 1 00 | | | | | |
| 111 | A. W. Barlow | St. John, N.B. | do 1..... | 1 00 | | | | | |
| 112 | The Postmaster | Pointe au Cléne | do 3..... | 1 00 | | | | | |
| 113 | Wm. Hurle | Ottawa..... | do 4..... | 1 00 | | | | | |
| 114 | Mrs Begg..... | Brandon | do 1..... | 5 00 | | | | | |
| 115 | F. Peters | Quebec | do 2..... | 5 00 | | | | | |
| 116 | Andrew Dunn | Weldford Stat'n | do 6..... | 50 00 | | | | | |
| 117 | W. McCracken | Pakenham | do 6..... | 5 00 | | | | | |
| 118 | R. E. Boxer | Renfrew | do 13..... | 2 00 | | | | | |
| 118 | A. Rolph | Ottawa | do 13..... | 10 00 | | | | | |
| 120 | Louise Edmunds | Owen Sound | do 13..... | 3 00 | | | | | |
| 121 | R. S. Cassella | Toronto | do 17..... | 11 00 | | | | | |
| 122 | Isaie Assella | Sorel | do 22..... | 8 05 | | | | | |
| 123 | Isaac Acorn | Nauwigwauk, N.B. | do 17..... | 15 00 | | | | | |
| 124 | Wm. White | Richibucto, N.B. | do 26..... | 7 00 | | | | | |
| 125 | W. Atkin | Pert Huron, U.S. | do 25..... | 1 00 | | | | | |
| 126 | P. Cunningham | White Rock | do 28..... | 1 00 | | | | | |
| | | | | | Miss L. Brennan | Toronto | do | No trace, owing to want of registration. | } |
| | | | | | E. B. Spaulding | Quebec | do | do | |
| | | | | | B'k of Nova Scotia | Moncton, N.B. | do | do | |
| | | | | | Jas. McCracken | Ottawa..... | do | do | |
| | | | | | John Watson | Montreal | do | do | |
| | | | | | R. S. Briggs | Toronto | do | do | |
| | | | | | Mrs Joel Edmunds | Arnott | do | do | |
| | | | | | H. H. Loucks | Pembroke | do | do | |
| | | | | | Isaie Assella | St. Jean Bte. de | do | do | |
| | | | | | Mrs. Isaac Acorn | Amherst, N.S. | do | do | |
| | | | | | J. W. Potts | St. John, N.B. | do | do | |
| | | | | | "Advertiser" | London | do | do | |
| | | | | | Printing Co. | } | } | } | |
| | | | | | | | | | |

| | | | | | | | | | | | |
|-----|----------------------------|----------------------|------|-------|-------|----------------------------------|---------------------|----|-----|---|---|
| 127 | E. B. Caverly | Newcomb Mills .. | do | 29... | 18 00 | Gibson & Clute | Napanee..... | do | ... | No trace, owing to want of registration. | 1 |
| 128 | D. W. & W. E. McDonald. | Katrina | do | 30... | 25 00 | Omer Diltz | Dunnville | do | ... | do | 7 |
| 129 | W. Harvie | Montreal | do | 15... | 4 70 | R. Harvie & Co. | Smith's Falls | do | ... | do | 7 |
| 130 | (d. McCracken..... | Rat Portage..... | do | 31... | 8 35 | W. H. Jackson..... | Winnipeg..... | do | ... | No evidence to account for the alleged discrepancy. | 7 |
| | | | | 1885. | | | | do | ... | Stated to have been received without contents. | |
| 131 | G. T. Austen | Ottawa | Jan. | 2... | 5 00 | W. E. Austen | Guelph. | do | ... | No trace, owing to want of registration. | 1 |
| 132 | C. M. Lutes | Chatham | do | 9... | 9 50 | J. Birrell & Co..... | London | do | ... | Believed to have been stolen by a Clerk in the London Post Office. See cases Nos. 219 to 223, Class II. | 4 |
| 133 | G. C. McKay | Friend, U.S | do | 10... | 1 00 | "Advertiser" Printing Co. | do | do | ... | | |
| 134 | C. Alexander..... | Peck, U.S | do | 10... | 2 30 | | | | | | |
| 135 | R. Curus | Mongolia, U.S .. | do | 16... | 1 00 | | | | | | |
| 136 | J. E. Lee | Appia | do | 28... | 1 15 | | | | | | |
| 137 | Helen O'Connor .. | Montreal | do | 11... | 2 00 | Mrs. C. O'Connor. | Melrose Mills..... | do | ... | No trace owing to want of registration. | |
| 138 | Mrs Livinevener..... | Halifax | do | 12... | 25 00 | Miss L. Livinevener | Windsor, N.S..... | do | ... | do | |
| 139 | Artemise Simard .. | Montreal | do | 13... | 5 00 | Chicoutimi | do | do | ... | do | |
| 140 | G. Johnson | Ottawa | do | 15... | 10 00 | Mrs. A. Simard..... | do | do | ... | do | |
| 141 | M. Aldous | Winnipeg | do | 15... | 10 00 | Mrs. Brerton | Toronto | do | ... | do | |
| 142 | Mrs. Win Smith..... | Union | do | 16... | 11 00 | Mrs. M. Aldous | Ottawa | do | ... | do | |
| 143 | J. G. Donaldson..... | Strathroy | do | 20... | 1 50 | Chas. Garrett..... | Rowmanville | do | ... | do | |
| | | | | | | Grange Wholesale Supply Co. | Toronto | do | ... | do | |
| 144 | C. H. Davis | Renous Bridge.... | do | 20... | 10 00 | John White | St. John, N.B..... | do | ... | do | |
| 145 | P. D. Donahue..... | St. Andrews, N.B. | do | 27... | 20 00 | J. G. Welch | do | do | ... | do | |
| 146 | C. N. Merry | Pawtucket, U.S. Feb. | 1... | | 1 00 | "Advertiser" Pub- lishing Co. | London, Ont | do | ... | do | |
| 147 | A. Addison | Galt | do | 14... | 6 00 | Mrs. A. Addison ... | do | do | ... | Believed to have been stolen by a Clerk in the London Post Office. See cases Nos. 219 to 223, Class II. | 4 |
| 148 | Dr. Syrester..... | Sorel | do | 2... | 2 00 | Godbec, Brown & Montreal | do | do | ... | No trace, owing to want of registration. | |
| 149 | Mrs. Jackson | Quebec | do | 3... | 7 00 | J. Jackson | do | do | ... | do | |
| 150 | T. O. Weaver | Eden Grove | do | 3... | 2 00 | W. P. Page | Toronto | do | ... | do | |
| 151 | T. L. McConkey..... | Montreal | do | 4... | 10 00 | Rev. T. G. Baylis. | Montreal | do | ... | do | |
| 152 | G. Dummet | Carleton Place.. | do | 4... | 20 00 | Mrs. Hume | Ottawa | do | ... | do | |
| 153 | Mrs. J. W. Hender- son. | Montreal | do | 9... | 2 00 | Miss E. Henderson | Toronto | do | ... | do | |
| 154 | Mrs. Pringle | Toronto | do | 12... | 3 00 | Mrs. C. L. Sanders. | Barrie..... | do | ... | do | |
| 155 | F. Archambault .. | St. Charles | do | 13... | 10 00 | A. R. Archambault | Montreal | do | ... | do | |
| 156 | Bertram Manning .. | Dealtova | do | 18... | 10 00 | Miss M. Manning .. | Oxley | do | ... | do | |
| 157 | Wm. Southern..... | Hagersville | do | 3... | 4 00 | "Spectator" Print- ing Co. | Hamilton | do | ... | do | |

REPORT No. 5.—II. Unregistered Letters—Report of all cases occurring within the Year ending 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Re-captulation. |
|-----|---------------------|-------------------|--------------|-------------------|--------------------|------------------------------|----------------------------------|---|--------------------------|
| | | | | | Name. | Place. | | | |
| 159 | G. G. Cook..... | Toronto..... | Feb. 20... | 10 00 | \$ cts. | Mrs. J. McWatt.... | Barrie..... | No trace, owing to want of registration. | 1 |
| 159 | Sophie Carnegie... | do | do 21... | 10 00 | | W. Carnegie | Kingston | do do .. | 5 |
| 160 | Abraham Butch... | Elginfield | do 23... | 3 00 | | Singer Manf'g Co | London | Abstraction committed by a dishonest assistant in the Elginfield Post Office, the evidence against whom, however, did not appear to be sufficient to warrant prosecution. Contents recovered. | 5 |
| 161 | O. Germain..... | Deschambault... | do 24... | 15 00 | | W. Carrier..... | Quebec..... | No trace, owing to want of registration. | 1 |
| 162 | Mrs Winters..... | Fenelon Falls.... | Mar. 3... | 3 00 | | Mrs. Cocher..... | Toronto..... | do do .. | 3 |
| 163 | Pierre St. Amand. | North Bay..... | do 3... | 40 00 | | Pierre St. Amand. | Elgin Road..... | do do .. | 3 |
| 164 | G. F. Stuckey..... | Toronto..... | do 4... | 5 00 | | Mrs. Stuckey..... | Parry Sound..... | do do .. | 3 |
| 165 | John Smith..... | Irondale..... | do 4... | 8 00 | | Mrs. J. Smith..... | Irondale..... | Evidence taken in this case pointed to the conclusion that the letter disappeared in the Irondale Post Office, and the Postmaster accordingly made good contents. | 3 |
| 166 | L. A. Bacon..... | St. e. Anne la | do 4... | 2 25 | | Cadieux & Derome | Montreal..... | No trace, owing to want of registration. | 1 |
| 167 | R. O. Smith..... | Pocatière..... | do 5... | 5 00 | | Mrs R. O. Smith... | Toronto..... | do do .. | 1 |
| 168 | Mrs. J. E. Walsh... | Montreal..... | do 6... | 30 00 | | Mrs. G. Réard.... | Cap Rouge | do do .. | 1 |
| 169 | W. Fletcher..... | St. Thomas..... | do 7... | 2 00 | | Mrs. W. Fletcher... | Stratford..... | do do .. | 1 |
| 170 | A. McLehlan..... | Rockaway, U.S. | do 8... | 1 00 | | | | do do .. | 4 |
| 171 | W. Collingham... | Romney..... | do 11... | 1 00 | | | | do do .. | 4 |
| 172 | J. N. Stone..... | Carsonville..... | do 13... | 1 00 | | | | do do .. | 4 |
| 173 | F. Cash..... | Cash, U.S..... | do 15... | 1 15 | | | | do do .. | 4 |
| 174 | J. E. Currie..... | Minto, U.S..... | do | 1 00 | | | | do do .. | 4 |
| 175 | J. D. McKeith..... | Speaker, U.S..... | do | 0 75 | | "Advertiser" Printing Co. | London..... | Believed to have been stolen by a Clerk in the London Post Office. See cases Nos. 219 to 223, Class II. | 4 |

| | | | | | | | | | | |
|-----|--------------------------------|------------------------|------------|-------|--------|--------------------------------|---------------------|---|--|-----|
| 176 | Mrs. J. Sheehy. | Adderley | do | 14... | 5 00 | Miss T. Pillow | Montreal | do | No trace, owing to want of registration. | 1 |
| 177 | A. McLeod | St. Thomas | do | 17... | 2 00 | James Lowell | Niagara Falls | do | do | ... |
| 178 | Agnew & Arnold | Cookstown | do | 21... | 200 00 | John Elliott & Sons | London | do | do | ... |
| 179 | A. Outmet | St. Agathe | do | 23... | 14 00 | Dr. Ed. Outmet | St. Rose, Que | do | do | ... |
| 180 | James Hall | Huntsville | do | 25... | 15 00 | Mrs. James Hall | Maberley | do | This letter was posted for registration, but the Postmaster of Huntsville failed to register it, and made good contents accordingly. | 3 |
| 181 | Chas. Palmer | Lindsay | do | 25... | 7 00 | Mrs. Henry Barton | London | do | No trace, owing to want of registration. | ... |
| 182 | Mme. Béland | St. Césaire | do | 27... | 2 00 | Corinne Genereux | Montreal | do | do | ... |
| 183 | H. Greenway | Victoria, B.C. | do | 30... | 100 00 | Mrs. A. Greenway | Hamilton | do | do | ... |
| 184 | H. A. Wolfe | New Glasgow, N.S. | do | 30... | 15 00 | James Ready | St. John, N.B. | do | do | ... |
| 185 | The Registrar of Pontiac | Bryson, Que. | do | 16... | 20 00 | The Provincial Treasurer | Quebec | do | do | ... |
| 186 | John Aitkins | Milverton | April 1... | 1 00 | 1 00 | "Advertiser" | London | do | Believed to have been stolen by a Clerk in the London Post Office. See cases Nos. 219 to 223, Class II. | 4 |
| 187 | J. H. Fuller | Crystal, Man | do | 4... | 1 00 | Printing Co. | do | do | do | ... |
| 188 | J. Doherty | Chebyrgan | do | 5... | 1 00 | do | do | do | do | ... |
| 189 | Mrs. J. D. Eddy | Pt. Huron, Mich | do | 20... | 2 00 | do | do | do | do | ... |
| 190 | P. A. Macdonald | Alexandria | do | 3... | 3 00 | J. A. Macdonald | Ottawa | do | No trace, owing to want of registration. | 1 |
| 191 | J. J. Kavanagh | Gaspé | do | 8... | 20 00 | H. Kavanagh | Montreal | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 192 | A. Cassavant | Quebec | do | 15... | 1 50 | Pierre Tellier | Berthier | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 193 | Allenby & Weir | Galt | do | 22... | 1 00 | C. Davidson | Guelph | Stated to have been received without contents. | No evidence to account for alleged discrepancy. | 7 |
| 194 | J. Fillion | Varna | do | 24... | 5 00 | Mrs. Fillion | Ripley | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 |
| 195 | Daniel Caisse | Montreal | do | 25... | 8 00 | Antoine Caisse | Lanoraie | do | do | ... |
| 196 | J. A. McDermott | do | do | 25... | 2 00 | P. LeSueur | Ottawa | do | do | ... |
| 197 | Jas. Carter | Belleville | do | 25... | 8 00 | Mrs. Jas. Carter | Kelvin | do | do | ... |
| 198 | Mrs. Colin Campbell | Ottawa | May 1... | 1 00 | 1 00 | Mrs. Owen | Archville | do | do | ... |
| 199 | J. Melody | Ruth, Mich. | do | 1... | 1 00 | "Advertiser" | London | do | Believed to have been stolen by a Clerk in the London Post Office. See cases Nos 219 to 223, Class II. | 4 |
| 200 | E. W. Huffman | Vittoria | do | 1 | 1 00 | Printing Co. | do | do | do | ... |
| 201 | Susan Gingrich | Preston | do | 1 | 1 00 | do | do | do | do | ... |
| 202 | Wm. Milner | Chatham | do | 23... | 2 00 | H. A. Baxter | do | do | do | ... |

REPORT No. 5—II. Unregistered Letters—Report of all cases occurring within the Year ended 30th June, 1885, 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 Letter. | | Evidence of Loss or Abstraction. | Result of Proceedings instituted in each case by the Department. | Class in Receptulation |
|-----|------------------------|-----------------------------|-------------------|------------------|--|---|--|--|------------------------|
| | | | | | Name. | Place. | | | |
| 203 | G. H. Language ... | Lachute | 1885. May 7... | \$ cts. 1 00 | Mrs. G. H. Language. Montreal | Stated not to have been received by person addressed. | No trace, owing to want of registration. | 1 | |
| 204 | Duncan Bell | Montreal | do | 8 91 | Ontario Comb Co. Toronto | do | do | ... | |
| 205 | Thos. P. Hobbs | London | do | 5 00 | J. C. White | do | do | ... | |
| 206 | Mrs. Heath | Ottawa | do | 2 00 | E. B. Stevenson | do | do | ... | |
| 207 | M. Aldous | Winnipeg | do | 20 00 | Mrs. M. Aldous | do | do | ... | |
| 208 | The Postmaster | Terwater | do | 1 80 | Rev. A. C. Stewart | do | do | ... | |
| 209 | J. H. Huan | Stratford | do | 60 00 | J. Green & Co | do | do | ... | |
| 210 | J. Mofferton | Canard River | do | 7 50 | Adèle Janisse | do | do | ... | |
| 211 | C. McLachlin | Arnprior | do | 25 00 | L. Russell | do | do | ... | |
| 212 | Mrs. J. A. K. | Chateauguay | do | 1 50 | J. L. Carson & Co | do | do | ... | |
| 213 | Hector Vezina | Montreal | do | 12 00 | Mme. Hector Vezina | do | do | ... | |
| 214 | Christian Miller | Brantford | do | 5 00 | Miss A. B. Denovan | do | do | ... | |
| 215 | D. S. Kerr | St. John, N.B. | do | 10 00 | Henry K. Oxley | do | do | ... | |
| 216 | J. Morgan | Cardigan Bridge P. E. I. | June 1... | 60 00 | Bank of N. Scotia. P. E. I. | do | do | ... | |
| 217 | E. Uttley | Quebec | do | 10 00 | Mrs. Uttley | do | do | ... | |
| 218 | Thomas Morse | Montreal | do | 3 00 | Thos. Morse | do | do | ... | |
| 219 | Geo. Ford | Granton | do | 0 25 | "Advertiser" Printing Co. | do | do | ... | |
| 220 | do | Kingston | do | 2 00 | H. A. Baxter | do | do | ... | |
| 221 | do | Strathroy | do | 1 00 | "Free Press" Office | do | do | ... | |
| 222 | do | Wyevalle | do | 0 10 | Ont. Card House | do | do | ... | |
| 223 | do | Glencoe | do | 0 35 | J. W. Pepper | do | do | ... | |
| 224 | D. Douglas | Pembroke | do | 10 00 | Mrs. Wm. Douglas | do | do | ... | |
| 225 | John Riggs | Arkona | do | 2 00 | Dr. Zeigler | do | do | ... | |
| 226 | Jas A. Murphy | Conway, P. E. I. | do | 3 15 | "Patriot" Office | do | do | ... | |
| 227 | A. Gratton | Head St. Mary's Bay. | do | 2 00 | Mrs. M. Sprague | do | do | ... | |

(Stolen by J. H. Cousins, a Clerk in the London Post Office, who was tried and sentenced to 5 years in Penitentiary. These letters were found on Cousins' person when arrested.)

No trace, owing to want of registration.

REPORT

STATEMENT of Letters received at the Dead Letter Office, Canada, during
wise, showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

| Number received. | — | — | — |
|--|---------|---------|---------|
| DEAD LETTERS— | | | |
| Returned from Great Britain..... | 9,129 | | |
| do United States..... | 91,412 | | |
| do Newfoundland..... | 668 | | |
| do New South Wales..... | 166 | | |
| do Barbados..... | 81 | | |
| do New Zealand..... | 62 | | |
| do Queensland..... | 48 | | |
| do Other colonies and foreign countries..... | 113 | | |
| | 101,679 | | |
| Less—Registered, accounted for below..... | 1,434 | | |
| | | 100,245 | |
| Returned from Post Offices in Canada, classified as follows: | | | |
| Registered Letters (including those of foreign origin)... | 9,945 | | |
| Letters found to contain value, and recorded..... | 2,778 | | |
| | | 12,723 | |
| Ordinary Dead Letters originating in Canada..... | 218,072 | | |
| Dead Letters originating in other countries..... | 111,681 | | |
| do with printed addresses of senders..... | 26,239 | | |
| do with official franks..... | 9,516 | | |
| Returned Letters, i.e., Letters sent out from Dead Letter Office, and again returned unclaimed..... | 60,130 | | |
| Dead Books, Parcels, &c..... | 9,904 | | |
| Circulars, Postal Cards, &c..... | 146,046 | | |
| | | 581,588 | |
| | | | 694,556 |
| Carried forward | | | 694,556 |

No. 9.

the Year ended 30th June, 1885, and of their contents, valuable or other-Letters have been disposed of.

kinds received, with the disposition made of them.

| How disposed of. | — | — | — | — |
|--|---------|---------|---------|---------|
| DEAD LETTERS— | | | | |
| Returned to Great Britain, including all foreign letters not enumerated below ; of these were registered (856) | | 30,384 | | |
| Returned to the United States; of these were registered..... (612) | | 80,374 | | |
| Returned to Newfoundland ; of these were registered (5) | | 351 | | |
| Returned to New South Wales ; of these were registered..... (11) | | 100 | | |
| Returned to other foreign countries ; of these were registered..... (6) | | 472 | | |
| (1,490) | | | 111,681 | |
| Registered Letters returned to writers, including those of foreign origin..... | 9,020 | | | |
| Registered Letters in Dead Letter Office awaiting claim..... | 214 | | | |
| Registered Letters in hands of Postmasters..... | 1 | | | |
| do failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c., found to be of no value and destroyed..... | 710 | | | |
| | | 9,945 | | |
| Letters containing value, returned to writers..... | 2,551 | | | |
| do do in Dead Letter Office awaiting claim..... | 223 | | | |
| Letters containing value in hands of Postmasters..... | 1 | | | |
| do do failed of delivery to writers, owing to refusal to redeem, want of address of writers, &c., found to be of no value and destroyed..... | 3 | | | |
| | | 2,778 | | |
| | | | 12,723 | |
| Ordinary Dead Letters returned to writers..... | 195,366 | | | |
| do do printed addressed..... | 26,239 | | | |
| do do Gov't Departments..... | 9,516 | | | |
| | | 231,121 | | |
| Dead Letters, without signatures or post-marks, accounts, &c., destroyed..... | 122,951 | | | |
| Returned Dead Letters destroyed..... | 60,130 | | | |
| | | 183,081 | | |
| Dead Books, Parcels, &c., returned to senders..... | 7,248 | | | |
| do do of no value, destroyed..... | 2,216 | | | |
| do do remaining in Dead Letter Office..... | 440 | | | |
| | | 9,904 | | |
| Circulars, Postal Cards, &c , destroyed..... | | 146,046 | | |
| | | | 570,152 | |
| | | | | 694,556 |
| Carried forward..... | | | | 694,556 |

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

| Number received. | — | — | — |
|---|--------|--------|---------|
| Brought forward..... | | | 694,556 |
| SPECIAL LETTERS, classified as follows:— | | | |
| Registered Letters, received for better address, postage, &c. | 6,395 | | |
| Letters found to contain value, received for better address, postage, &c..... | 1,309 | | |
| Ordinary Letters, received for postage..... | 31,101 | 7,704 | |
| do do better address..... | 18,800 | | |
| Drop Letters, received for postage..... | | 49,901 | |
| Unpaid or short-paid Letters for foreign countries..... | | 4,673 | |
| Returned Dead Letters..... | | 10,986 | |
| Postal Cards, received for postage..... | 6,088 | 1,544 | |
| do do better address..... | 3,889 | | |
| Circulars, received for postage..... | 1,019 | 9,977 | |
| do do better address..... | 1,753 | | |
| Books, Parcels, &c., received for postage, better address, or not claimed (of these 1,762 contained enclosures) | | 2,772 | |
| | | 4,997 | |
| | | | 92,554 |
| Carried forward..... | | | 787,110 |

Canada, during the Year ended 30th June, 1885, &c.—Continued.

received, with the disposition made of them—Continued.

| How disposed of. | | | | |
|--|--------|--------|--------|---------|
| Brought forward..... | | | | 694,556 |
| SPECIAL LETTERS— | | | | |
| Registered Letters, returned to writers..... | 2,052 | | | |
| do do forwarded to address..... | 4,277 | | | |
| do do in Dead Letter Office awaiting claim..... | 31 | | | |
| Registered Letters, unsigned and of no value, destroyed in consequence of the inability of the Department to return or deliver..... | 35 | | | |
| Letters containing value, returned to writers or forwarded..... | 1,265 | 6,395 | | |
| Letters containing value, in Dead Letter Office awaiting claim..... | 44 | | | |
| | | 1,309 | | |
| | | | 7,704 | |
| Ordinary Letters, received for postage, returned to writers..... | 20,697 | | | |
| Ordinary Letters, received for postage, forwarded to address..... | 8,447 | | | |
| Ordinary Letters, received for postage, and destroyed in consequence of the inability of the Department to return or deliver..... | 1,957 | | | |
| | | | 31,101 | |
| Ordinary Letters, received for better address, returned to writers..... | 16,953 | | | |
| Ordinary Letters, received for better address, forwarded to address..... | 241 | | | |
| Ordinary Letters, received for better address, and destroyed in consequence of the inability of the Department to return or deliver..... | 1,606 | | | |
| | | 18,800 | | |
| | | | 49,901 | |
| Returned Dead Letters, destroyed..... | | | | 1,544 |
| Drop Letters received for postage, returned to writers..... | | 1,237 | | |
| do do do forwarded to address..... | | 2,998 | | |
| do do do destroyed, in consequence of the inability of the Department to return or deliver..... | | | | |
| | | 438 | | |
| | | | 4,673 | |
| Letters for foreign countries, returned to writers..... | | 3,691 | | |
| do do do forwarded to address..... | | 6,831 | | |
| do do do remaining in Dead Letter Office..... | | 105 | | |
| Letters for foreign countries, destroyed, in consequence of the inability of the Department to return or deliver..... | | | | |
| | | 359 | | |
| | | | 10,986 | |
| Postal Cards received for postage, returned to writers or forwarded to address..... | 3,576 | | | |
| Postal Cards received for postage, destroyed, in consequence of the inability of the Department to return or deliver..... | 2,512 | | | |
| | | 6,088 | | |
| Carried forward..... | | 6,088 | 74,808 | 694,556 |

REPORT No. 9.—Statement of Letters received at the Dead Letter Office,

TABLE No. 1.—Showing the Number of Letters of all kinds

| Number received. | — | — | — |
|----------------------|---|---|---------|
| Brought forward..... | | | 787,110 |
| Grand Total..... | | | 787,110 |

| | |
|-------------------------------|----------------|
| | S U M |
| Dead Letters received..... | 694,556 |
| Special Letters received..... | 92,554 |
| | <u>787,110</u> |

Canada, during the Year ended 30th June, 1885, &c.—*Concluded.*

received, with the disposition made of them—*Concluded.*

| How disposed of. | — | — | — | — |
|--|-------|-------|--------|---------|
| Brought forward..... | | 6,088 | 74,808 | 694,556 |
| SPECIAL LETTERS—<i>Concluded.</i> | | | | |
| Postal Cards received for address, returned to writers or forwarded to address | 2,229 | | | |
| Postal Cards received for address, destroyed, in consequence of the inability of the Department to return or deliver | 1,660 | 3,889 | | |
| Circulars received for postage, returned to senders..... | 1,005 | | 9,977 | |
| do do destroyed | 14 | 1,019 | | |
| Circulars received for address, returned to senders..... | 830 | | | |
| do do destroyed..... | 923 | 1,753 | | |
| Books, Parcels, &c., held for postage, address, enclosures, or not called for, returned to senders | | 1,005 | | |
| Books, Parcels, &c., held for postage, &c., sent to address | | 2,317 | | |
| Books, Parcels, &c., held for postage, &c., remaining in Dead Letter Office..... | | 941 | | |
| Books, Parcels, &c., destroyed, being of no value, and the Department being unable to deliver or return.. | | 734 | | |
| | | | 4,997 | |
| | | | | 92,554 |
| Grand Total..... | | | | 787,110 |

M A R Y .

| | |
|----------------------------------|----------------|
| Dead Letters disposed of..... | 694,556 |
| Special Letters disposed of..... | 92,554 |
| | <u>787,110</u> |

JOHN CARLING,
Postmaster-General.

W. H. GRIFFIN,
Deputy Postmaster-General.

REPORT No. 9—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, 1885. | Nature of Contents. | Value of contents of Letters received during the Year ended 30th June, 1885. | No. of Letters delivered of those received during the Year ended 30th June, 1885. | No. of Letters under- livered on 30th June, 1885, and now lying un- claimed in D. L. O. | No. of Letters under- livered on 30th June, 1885, and now in hands of Postmasters await- ing claim. |
|--|--|--|---|---|---|
| | | \$ cts. | | | |
| 3,561 | Money (including \$8.10 enclosed in letters under other heads) | 20 973 03 | 3,326 | 233 | 2 |
| 41 | Bills of Exchange | 21,449 15 | 39 | 2 | |
| 11 | Bonds..... | 10,201 50 | 10 | 1 | |
| 388 | Cheques..... | 50,002 48 | 380 | 8 | |
| 287 | Drafts | 45,897 08 | 282 | 5 | |
| 1 | Due Bill..... | 3 64 | | 1 | |
| 1 | Letter of Credit | 97 20 | 1 | | |
| 532 | Money Orders (Post Office)..... | 10,955 03 | 507 | 25 | |
| 62 | Orders | 2,083 16 | 58 | 4 | |
| 6 | Passage Certificates | 129 05 | 6 | | |
| 378 | Promissory Notes | 91,846 98 | 369 | 9 | |
| 713 | Receipts..... | 65,000 58 | 690 | 23 | |
| 8 | Stock Certificates | 21,200 00 | 8 | | |
| 80 | Various Certificates..... | 25,550 17 | 45 | 5 | |
| 856 | Registered Letters sent to Dead Letter Office, London, England..... | | 856 | | |
| 612 | Registered Letters sent to Dead Letter Office, Washington, U.S..... | | 612 | | |
| 22 | Registered Letters sent to Dead Letter Offices of other Countries..... | | 22 | | |
| 97 | Deeds | | 94 | 3 | |
| 28 | Documents of value | | 24 | 4 | |
| 1 | Certificates—Accident Insurance..... | | 1 | | |
| 3 | do Agency..... | | 3 | | |
| 1 | do Attorney..... | | 1 | | |
| 1 | do Bachelor of Arts..... | | 1 | | |
| 5 | do Baptism | | 5 | | |
| 1 | do Birth | | 1 | | |
| 1 | do Builders | | 1 | | |
| 38 | do Character..... | | 30 | 8 | |
| 9 | do Church Membership..... | | 9 | | |
| 1 | do Club do | | 1 | | |
| 4 | do Commercial Traveller | | 4 | | |
| 2 | do Consular | | 2 | | |
| 3 | do Custom House..... | | 3 | | |
| 2 | do Death | | 2 | | |
| 1 | do Discharge, N.W.M.P..... | | 1 | | |
| 3 | do Engineer..... | | 3 | | |
| 1 | do Freight..... | | 1 | | |
| 1 | do Hat Finisher's Association..... | | | 1 | |
| 1 | do Insanity | | 1 | | |
| 2 | do Insurance..... | | 2 | | |
| 2 | do Justice of the Peace..... | | 2 | | |
| 3 | do Knights of Labor..... | | 3 | | |
| 2 | do Laborers | | 2 | | |
| 5 | do Land Surveyor | | 5 | | |
| 3 | do Marine | | 3 | | |
| 17 | do Marriage | | 13 | 4 | |
| 10 | do Masonic | | 10 | | |
| 1 | do Matriculation Examination..... | | 1 | | |
| 4 | do Medical | | 4 | | |
| 6 | do Military..... | | 6 | | |

REPORT No. 9—Continued.

TABLE NO. 2.—Showing the Number of Letters received containing Money or other enclosures of value, &c.—Continued.

| No. of Letters received during the Year ended 30th June, 1886. | Nature of Contents. | Value of contents of Letters received during the Year ended 30th June, 1885. | | No. of Letters delivered of those received during the Year ended 30th June, 1885. | No. of Letters undelivered on 30th June, 1885, and now lying unclaimed in D. L. O. | No. of Letters undelivered on 30th June, 1885, and now in hands of Postmasters awaiting claim. |
|--|--------------------------------------|--|------|---|--|--|
| | | \$ | cts. | | | |
| 1 | Certificate,—Naturalization..... | | | 1 | | |
| 6 | do Oddfellows | | | 6 | | |
| 1 | do Ontario Agricultural Col'ge | | | 1 | | |
| 7 | do Orange | | | 7 | | |
| 3 | do Pensioners | | | 3 | | |
| 3 | do Physicians | | | 3 | | |
| 1 | do Pre-emption | | | 1 | | |
| 1 | do Qualification | | | 1 | | |
| 1 | do Registered Letter | | | 1 | | |
| 2 | do Registrar | | | 2 | | |
| 17 | do School Teacher..... | | | 15 | 2 | |
| 5 | do Sheriff | | | 5 | | |
| 1 | do Statute Labor..... | | | | 1 | |
| 6 | do Student | | | 6 | | |
| 1 | do Soldier's Indemnity | | | 1 | | |
| 1 | do Solicitor's | | | 1 | | |
| 5 | do Temperance | | | 5 | | |
| 1 | do Typographical Union | | | 1 | | |
| 1 | do United Workmen, A. O. of..... | | | 1 | | |
| 1 | do Wages due | | | | 1 | |
| 2 | do Weights and Measures..... | | | 2 | | |
| 5 | Abstracts of Title | | | 5 | | |
| 2 | Account Books | | | 2 | | |
| 9 | Affidavits | | | 9 | | |
| 25 | Agreements..... | | | 23 | 2 | |
| 1 | Application | | | 1 | | |
| 6 | Assignments..... | | | 6 | | |
| 1 | Badge, I. O. O. F | | | 1 | | |
| 2 | Beads and bead work | | | 2 | | |
| 1 | Bill of Divorce | | | 1 | | |
| 5 | Bills of Sale..... | | | 5 | | |
| 1 | Bird skin..... | | | 1 | | |
| 28 | Books | | | 26 | 2 | |
| 4 | do Memo..... | | | 3 | 1 | |
| 3 | Boots and shoes..... | | | 3 | | |
| 2 | Card cases | | | 2 | | |
| 1 | do Christmas..... | | | 1 | | |
| 1 | Cartridge shell, brass | | | 1 | | |
| 1 | Charter..... | | | 1 | | |
| 1 | Claim for Indemnity..... | | | 1 | | |
| 7 | Clothing | | | 6 | 1 | |
| 2 | Coffin plates | | | 2 | | |
| 1 | Coin, foreign | | | | 1 | |
| 1 | Commission..... | | | 1 | | |
| 1 | Compass | | | | 1 | |
| 4 | Coupons..... | | | 4 | | |
| 4 | Crown grants..... | | | 4 | | |
| 1 | Cuffs, woollen | | | 1 | | |
| 1 | Cup, plated | | | 1 | | |
| 9 | Declarations..... | | | 8 | 1 | |
| 3 | Deeds of Sale | | | 3 | | |
| 1 | Diamond | | | 1 | | |
| 2 | do Rings | | | 1 | 1 | |
| 14 | Diplomas | | | 14 | | |

REPORT No. 9—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other enclosures of value, &c.—Continued.

| No. of Letters received during the Year ended 30th June, 1885. | Nature of Contents. | Value of contents of Letters received during the Year ended 30th June, 1885. | | No. of Letters delivered of those received during the Year ended 30th June, 1885. | No. of Letters under- livered on 30th June, 1885, and now lying un- claimed in D. L. O. | No. of Letters under- livered on 30th June, 1885, and now in hands of Postmasters awaiting claim. |
|--|--------------------------------|--|------|---|---|--|
| | | \$ | cts. | | | |
| 1 | Discharges, Seamen | | | | 1 | |
| 1 | do Soldiers | | | 1 | | |
| 1 | Dress goods | | | 1 | | |
| 1 | Eye glass | | | 1 | | |
| 1 | Extract of baptism | | | 1 | | |
| 2 | Fancy work | | | 2 | | |
| 1 | Fish hooks and flies | | | | 1 | |
| 3 | Fur caps | | | 3 | | |
| 4 | Furs | | | 4 | | |
| 2 | Gaiters | | | | 2 | |
| 1 | Glass for spectacles | | | 1 | | |
| 8 | Gloves, kid | | | 8 | | |
| 3 | Gold Jewellery—Bracelets | | | 3 | | |
| 12 | do Brooches | | | 8 | 4 | |
| 1 | do Cap for S. W. watch | | | 1 | | |
| 1 | do Chain | | | 1 | | |
| 2 | do Cuff studs | | | 2 | | |
| 8 | do Earrings | | | 7 | 1 | |
| 65 | do Finger rings | | | 54 | 11 | |
| 1 | do Locket | | | 1 | | |
| 1 | do Medal | | | | 1 | |
| 2 | do Nugget and quartz | | | 2 | | |
| 1 | do Ornament | | | | 1 | |
| 1 | do Pens | | | 1 | | |
| 2 | do Pencils | | | 2 | | |
| 7 | do Pins | | | 4 | 3 | |
| 1 | do Shirt studs | | | 1 | | |
| 1 | do Tooth pick | | | | 1 | |
| 1 | do Watch | | | 1 | | |
| 4 | Guarantee | | | 4 | | |
| 1 | Hankerchief case | | | 1 | | |
| 96 | Insurance policies | | | 96 | | |
| 3 | Keys | | | 2 | 1 | |
| 1 | Kneecap | | | 1 | | |
| 1 | Ladies Companion | | | 1 | | |
| 1 | Lamp mat | | | 1 | | |
| 13 | Leases | | | 12 | 1 | |
| 60 | Legal papers | | | 58 | 2 | |
| 3 | Licenses—Fishery | | | 3 | | |
| 1 | do Game | | | 1 | | |
| 2 | do Hotel | | | 2 | | |
| 1 | do Marriage | | | 1 | | |
| 1 | do Shop | | | 1 | | |
| 3 | do Timber | | | 3 | | |
| 3 | Lottery Tickets | | | 3 | | |
| 2 | Machinery, price of | | | 1 | | |
| 2 | Mitts | | | 2 | | |
| 1 | Medal, bronze | | | 1 | | |
| 1 | Model | | | | 1 | |
| 4 | Moccasins | | | 4 | | |
| 34 | Mortgages | | | 34 | | |
| 5 | do Assignments of | | | 5 | | |
| 8 | do Chattel | | | 8 | | |
| 9 | do Release of | | | 9 | | |
| 1 | Mouthpiece of bugle | | | 1 | | |

REPORT No. 9—Continued.

TABLE No. 2—Showing the Number of Letters received containing Money or other enclosures of value, &c.—Continued.

| No. of Letters received during the Year ended 30th June, 1885. | Nature of Contents. | Value of contents of Letters received during the Year ended 30th June, 1885. | | No. of Letters delivered of those received during the Year ended 30th June, 1885. | No. of Letters undelivered on 30th June, 1885, and now lying unclaimed in D. L. O. | No. of Letters undelivered on 30th June, 1885, and now in hands of Postmasters awaiting claim. |
|--|--|--|------|---|--|--|
| | | \$ | cts. | | | |
| 4 | Neckties | | | 4 | | |
| 1 | Notice of sale | | | 1 | | |
| 2 | Paintings | | | 2 | | |
| 1 | Paper cutter | | | | 1 | |
| 1 | Pass Book—Military | | | 1 | | |
| 10 | do Building Society | | | 10 | | |
| 52 | do Savings Banks | | | 52 | | |
| 2 | Patent Medicine | | | 2 | | |
| 3 | Patents | | | 2 | 1 | |
| 1 | Pawn ticket | | | 1 | | |
| 1 | Pearl necklace | | | 1 | | |
| 1 | Penknife | | | | 1 | |
| 16 | Permits—Liquor | | | 16 | | |
| 1 | do Masonic | | | 1 | | |
| 1 | do Timber | | | 1 | | |
| 2 | Pipes | | | 1 | 1 | |
| 5 | Plans | | | 5 | | |
| 1 | Plated, &c, Jewellery—Breast pin | | | 1 | | |
| 1 | do do Brooch (gold) | | | | 1 | |
| 2 | do do do (common) | | | 2 | | |
| 3 | do do Chains (gold) | | | 3 | | |
| 3 | do do Cuff studs | | | 1 | 2 | |
| 1 | do do Earrings (gold) | | | 1 | | |
| 1 | do do Finger ring | | | 1 | | |
| 1 | do do Pin | | | | 1 | |
| 1 | do do Plated set | | | 1 | | |
| 2 | do do Watches (gilt) | | | 2 | | |
| 4 | do do do (nickel) | | | 3 | 1 | |
| 4 | do do do (metal) | | | 3 | 1 | |
| 1 | Postage Stamps, Foreign | | | 1 | | |
| 23 | Powers of Attorney | | | 23 | | |
| 1 | Protest | | | 1 | | |
| 1 | Obligation | | | 1 | | |
| 1 | Oath of Office | | | 1 | | |
| 3 | Railway Baggage Checks | | | 3 | | |
| 10 | do Passes | | | 10 | | |
| 22 | do Tickets | | | 22 | | |
| 1 | Register, Parish | | | 1 | | |
| 3 | Releases | | | 3 | | |
| 1 | Schedules | | | 1 | | |
| 2 | Silk Goods | | | 2 | | |
| 10 | do Handkerchiefs | | | 10 | | |
| 2 | Silver Jewellery—Bracelets | | | 2 | | |
| 10 | do do Brooches | | | 8 | 2 | |
| 1 | do do Cross | | | 1 | | |
| 1 | do do Cruet Handle | | | 1 | | |
| 3 | do do Earrings | | | 3 | | |
| 1 | do do Finger Ring | | | 1 | | |
| 1 | do do Locket | | | 1 | | |
| 1 | do do Napkin Ring | | | 1 | | |
| 1 | do do Pin | | | 1 | | |
| 12 | do do Watches | | | 11 | 1 | |
| 4 | Slippers | | | 4 | | |
| 2 | Socks | | | 2 | | |
| 6 | Store Pass-books | | | 6 | | |

REPORT No. 9—*Concluded.*

TABLE No. 2—Showing the Number of Letters received containing Money or other enclosures of value, etc.—*Concluded.*

| No. of Letters received during the Year ended 30th June, 1885. | Nature of Contents. | Value of contents of Letters received during the Year ended 30th June, 1885. | No. of Letters delivered of those received during the Year ended 30th June, 1885. | No. of Letters undelivered on 30th June, 1885, and now lying unclaimed in D.L.O. | No. of Letters undelivered on 30th June, 1885, and now in hands of Postmasters awaiting claim. |
|--|--|--|---|--|--|
| | | \$ cts. | | | |
| 1 | Statement of Revenue | | 1 | | |
| 1 | Steamboat Passes | | 1 | | |
| 2 | do Tickets | | 1 | 1 | |
| 1 | Stones for Rings | | 1 | | |
| 14 | Summons | | 13 | 1 | |
| 1 | Temperance Petition | | 1 | | |
| 1 | Tobacco | | 1 | | |
| 1 | do Pouch | | 1 | | |
| 1 | Transfer of Shares | | 1 | | |
| 1 | Truss | | 1 | | |
| 1 | Warrant | | 1 | | |
| 1 | Watch Pocket | | 1 | | |
| 9 | Wills | | 9 | | |
| 13 | Woollen Goods | | 12 | 1 | |
| 28 | Writs | | 26 | 2 | |
| 8,729 | | 365,389 05 | 8,328 | 399 | 2 |
| 11,698 | Add to these, ordinary Registered Letters not enumerated above, and letters containing value not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table I. | | 11,585 | 1,3 | |
| | Grand Total of Letters containing value disposed of | | 19,913 | 512 | 2 |
| | Grand Total of Letters unclaimed in Dead Letter Office | | 512 | | |
| | Grand Total of Letters in hands of Postmasters | | 2 | | |
| 20,427 | | | 20,427 | | |

450 Letters of value remained in the Dead Letter Office at the time of closing last year's Report.

21 Of these have since been disposed of.

439 Still remain in Dead Letter Office.

REPORT No. 10.

POST OFFICE SAVINGS BANK, CANADA.— Account of all Deposits received and paid under the authority of the Act 38 Vic., Cap. 7, from 1st July, 1884, to 30th June, 1885, and of the Total Amount due to all Depositors at the latter date.

| | \$ | cts. | | \$ | cts. |
|--|--------------|------|--|--------------|------|
| Balance due to depositors on 30th June, 1884..... | 13,245,552 | 64 | Repayments to depositors during the year | 5,793,031 | 84 |
| Deposits in Post Office Savings Banks during the year | 7,098,459 | 00 | Balance due to depositors on 30th June, 1885:— | | |
| Interest allowed to depositors during the year, computed according to the Post Office Act, 1875, secs. 65, 66 and 67 | 539,560 | 51 | Bearing interest at 4 per cent... .. | \$15,028,747 | 71 |
| | \$20,883,572 | 15 | Outstanding cheques held by depositors and not presented for payment | 61,792 | 60 |
| | | | | 15,090,540 | 31 |
| | | | | \$20,883,572 | 15 |

J. C. STEWART,
Superintendent Savings Bank Branch.

JOHN CARLING,
Postmaster-General.

REPORT No. 10—Concluded.

POST OFFICE SAVINGS BANK, CANADA.—Statement of Expenses incurred from 1st July, 1884, to 30th June, 1885.

| | \$ | cts. |
|--|--------|------|
| Salaries at Central Office | 20,459 | 60 |
| Payment for extra labor involved in computing interest and balancing depositors' ledgers in July, 1884 | 1,234 | 58 |
| Compensation to Postmasters | 11,491 | 14 |
| Printing and binding (per accounts of Queen's Printer) | 1,961 | 98 |
| Stationery (per accounts of Stationery Office) | 581 | 93 |
| Miscellaneous, including advertising, travelling expenses of Inspectors, telegrams, etc..... | 22 | 00 |
| Total | 35,751 | 23 |

JOHN CARLING,
Postmaster-General.

J. C. STEWART,
Superintendent Savings Bank Branch.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1885.

Printed by Order of Parliament.



OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1886.

*To His Excellency the Most Honourable the Marquis of Lansdowne
Governor General of Canada, &c, &c.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the Annual Report of the transactions of the Department of the Interior.

Respectfully submitted,

THOS. WHITE,

Minister of the Interior.

OTTAWA, 3rd March, 1886.

TABLE OF CONTENTS.

| | PAGE. |
|---|-------|
| Report of the Deputy of the Minister of the Interior | ix |
| PART I.—DOMINION LANDS. | |
| Report of H. H. Smith, Commissioner of Dominion Lands | 2 |
| Statement of business transacted at the several Local Land Agencies in Manitoba and the North-West Territories.... | 6 |
| do Wm. Pearce, Superintendent of Mines..... | 16 |
| do J. McD. Gordon, Inspector of Dominion Lands Agencies..... | 23 |
| Extracts from Report of Rufus Stephenson, Inspector of Colonization Societies..... | 26 |
| Report of Hon. J. W. Trutch, Resident Agent of Canada for British Columbia..... | 31 |
| do G. U. Ryley, Clerk of Timber, Mineral and Grazing Lands..... | 34 |
| Schedule showing names of Lessees of Grazing Lands, and areas covered by Leases..... | 37 |
| Statement of Receipts on account of Crown Timber..... | 39 |
| Statement of Receipts on account of Grazing, Hay and Mineral Lands..... | 40 |
| Regulations governing the granting of yearly Licenses to cut Timber on Dominion Lands..... | 40 |
| Regulations governing the disposal of Coal Lands in Manitoba and the North-West Territories..... | 48 |
| do E. F. Stephenson, Crown Timber Agent, Winnipeg..... | 50 |
| Statement of Receipts at Crown Timber Office, Winnipeg..... | 52 |
| Statement showing saw-mills operating under license in Manitoba, Keewatin and Assiniboia..... | 53 |
| Summary of correspondence and transactions at Crown Timber Office, Winnipeg..... | 55 |
| Statement showing comparative prices of lumber sold in the Winnipeg District during 1884 and 1885..... | 55 |
| Statement showing comparative prices of coal at various points in Manitoba and the North-West Territories during 1883, 1884 and 1885..... | 56 |
| do Thos. Anderson, Crown Timber Agent, Edmonton..... | 57 |
| Statement of receipts at Crown Timber Office, Edmonton..... | 58 |
| Statement of correspondence and transactions at Crown Timber Office, Edmonton..... | 59 |
| Statement showing saw-mills operating under license in the Edmonton Agency..... | 60 |

| | PAGE |
|--|------|
| Report of C. L. Gouin, Crown Timber Agent, Calgary..... | 61 |
| Statement of receipts at Crown Timber Office, Calgary..... | 62 |
| Summary of correspondence and transactions at Crown Timber Office, Calgary..... | 63 |
| Statement showing saw-mills operating under license in the Calgary Agency..... | 64 |
| do D. J. Waggoner, Crown Timber Agent, Prince Albert..... | 65 |
| Statement of receipts at Crown Timber Office, Prince Albert... | 66 |
| Statement of correspondence and transactions at Crown Timber Office, Prince Albert..... | 66 |
| Statement showing saw-mills operating under license in the Prince Albert Agency..... | 67 |
| do T. S. Higginson..... | 68 |
| do Wm. Mills in charge of Ordnance and Admiralty Lands..... | 69 |
| Statement of sales during the year..... | 70 |
| Statement showing localities on account of which moneys have been received..... | 70 |
| Statement of receipts..... | 71 |
| do J. A. Pinard, Accountant of the Department..... | 72 |
| Statement of receipts on account of Dominion Lands..... | 73 |
| Appendix A—Statement showing number of entries made at Head Office, and the Agencies of Colonization Companies..... | 74 |
| do B—Statement showing number of Letters Patent issued, and number of acres patented..... | 75 |
| do C—Statement showing Registration Districts for which lists of patents have been prepared..... | 76 |

PART II.—DOMINION LANDS SURVEYS.

| | |
|---|----|
| Report of E. Deville, Surveyor-General..... | 3 |
| Schedule showing Dominion Land Surveyors employed during year.. .. | 5 |
| do John Bourgeois, D.L.S..... | 5 |
| do C. C. Duberger, D.L.S..... | 7 |
| do J. I. Dufresne, D.T.S..... | 7 |
| do O. J. Klotz, D.T.S..... | 8 |
| do P. R. A. Bélanger, D.L.S..... | 17 |
| do Thos. Drummond, D.T.S..... | 20 |
| do Wm. Ogilvie, D.L.S..... | 23 |
| do Thomas Fawcett, D.L.S..... | 30 |
| do Joseph Doupe, D.L.S..... | 38 |

PART III.—GEOLOGICAL SURVEY.

| | PAGE |
|---|------|
| Report of Dr. A. R. C. Selwyn, Director of the Geological and Natural History Survey..... | 3 |
| Explorations and Surveys in British Columbia..... | 4 |
| do do North-West Territories..... | 8 |
| do do Ontario..... | 9 |
| do do Quebec..... | 12 |
| do do Hudson's Bay and Straits..... | 15 |
| do do New Brunswick..... | 18 |
| do do Nova Scotia..... | 20 |
| Chemical, Mineral and Lithological Section..... | 21 |
| Biological Section..... | 22 |
| List of additions to Museum..... | 24 |
| Botanical work..... | 28 |
| Maps..... | 28 |
| Library..... | 29 |
| Visitors to Museum..... | 30 |
| Staff Appropriation, Expenditure and Correspondence..... | 30 |

PART IV.—NORTH-WEST TERRITORIES.

| | |
|--|---|
| Report of Lieutenant-Governor Dewdney, embracing therein :— | |
| Electoral Districts..... | 3 |
| Session of Council—Names of Members composing the Council..... | 3 |
| Legislation—Ordinances passed by Council..... | 4 |
| Schools..... | 4 |
| Municipalities..... | 5 |
| Judicial Districts..... | 5 |
| List of Justices of the Peace..... | 5 |
| do Notaries Public..... | 7 |
| do Coroners..... | 7 |
| do Commissioners for taking Affidavits outside of the North-West Territories..... | 7 |
| do Issuers of Marriage Licenses..... | 7 |
| do Game Guardians..... | 7 |
| do Issuers of Billiard Licenses..... | 7 |
| do Veterinary Surgeons..... | 7 |
| Return of special permissions for the importation of intoxicating liquors during the year..... | 8 |

PART V.

| | |
|---|---|
| Report of the North-West Half-Breed Commission..... | 3 |
|---|---|

ANNUAL REPORT
OF THE
DEPARTMENT OF THE INTERIOR
FOR THE YEAR 1885.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd February, 1886.

To the Honourable Thomas White, P.C., M.P., Minister of the Interior :

SIR,—I have the honour to submit the Annual Report of the Department of the Interior, for the departmental year ended the 31st of October last. In accordance with the custom which has prevailed in the Department for several years, this report gives a complete statement of the business transacted to the end of October, and also a general outline of everything of importance in relation to the Department down to the close of the calendar year 1885.

On the 1st of June last, the Honourable Sir David Macpherson was compelled, by prolonged ill-health, to leave the seat of Government on his way to Europe, and from that date until your own appointment to office on the 5th of August last, the Honourable A. W. McLelan, then Minister of Marine and Fisheries, discharged the duties of Minister of the Interior.

On the 8th of March of last year, I received by telegraph the sad intelligence that Mr. Aquila Walsh, Commissioner of Dominion Lands, had met his death on the previous evening, by accident. Mr. Walsh had, for many years before accepting office under this Department, occupied a prominent position in public life as a member of the House of Commons and as Intercolonial Railway Commissioner, and I know that his sudden and unexpected demise was a subject of deep regret to a large circle of Canadians. How the event was regarded by the Government will be gathered from the following extract from an Order in Council passed upon the recommendation of your predecessor, the Honourable Sir David Macpherson, on the 11th of March last, in which a fitting tribute is paid to Mr. Walsh's eminent public services :—

“The Minister desires to express his very high appreciation of the faithful and able manner in which Mr. Walsh invariably discharged the onerous and difficult duties of Commissioner.”

Mr. H. H. Smith, Inspector of Dominion Lands Agencies, was promoted to the position of Commissioner, and has exhibited the same efficiency in the performance of his duties as head of the outside service of this Department as characterized his discharge of the functions appertaining to the less responsible post which he had previously held.

The Inspectorship of Dominion Lands Agencies, rendered vacant by the promotion of Mr. Smith to the Commissionership, with a seat on the Land Board, you have conferred upon Mr. John McDonald Gordon, who commenced official life some twelve years ago as a junior clerk in the Department of the Interior, in 1882 became Agent of Dominion Lands at Regina, was still more recently Agent at Calgary, and thus obtained such experience of the operations of the Department in both the inside and the outside service as ought to have well qualified him for the work he is now called upon to perform.

In the inside service the only events of importance have been the promotion of Mr. Wm. M. Goodeve to the Chief Clerkship of the Patenting Branch, an office held since its creation in 1875, by Mr. Andrew Russell. I take this opportunity of expressing the regret which I personally experienced at losing the valuable assistance of Mr. Russell, but as he had reached the ripe old age of 80 years, and had served the public of Canada well and faithfully for more than half a century, it cannot be said that he had not well earned his retirement. As he had been for the greater portion of his long period of service Assistant Commissioner of Crown Lands in the old Province of Canada prior to Confederation, it is unnecessary for me to say anything further in regard to him in this report than that to him perhaps more than to any other man, living or dead, we owe the perfection which has been attained in our system of public land surveys.

Mr. J. A. Pinard, the Accountant of the Department, was, on the 1st of July last, promoted to the rank of Chief Clerk, and Mr. P. B. Douglas was appointed Assistant Secretary *vice* Mr. John R. Hall, appointed Secretary on my promotion to be Deputy Head.

In my report of last year I called attention to the retirement, on account of failing health, of Mr. Lindsay Russell, the Surveyor-General. The vacancy thus created has since been filled by the promotion of Mr. Edouard Deville, previously Chief Inspector of Surveys.

It is worthy of note that every office of consequence falling vacant in this Department during the past year has been filled by promotion; those in the inside service after the examination prescribed by the new Civil Service Act. In fact, the Deputy Head, the Commissioner of Dominion Lands, and the Chief of every branch of the Department, at the present time, with the exception of the Director of the Geological Survey, have all graduated from the ranks, and I submit that this state of affairs

should offer the greatest encouragement to officials of all grades to devote their talents and energies to the service of the Department, and to endeavour to fit themselves for the performance of the duties pertaining to the higher and more responsible positions in the service which the foregoing statement justifies them in expecting to reach.

I think it is of some consequence that the subjects to be dealt with in this report should, as far as possible, be treated from year to year in the order in which they were referred to in previous reports. That order I purpose observing in the present instance.

LAND AGENCIES.

About the 1st of September last a Land Office was opened at Battleford, the section of country of which that town is the centre having been erected into an agency during the previous year. Battleford was for some time the seat of Government of the North-West Territories, and a considerable settlement has been gathering around the nucleus then formed.

As mentioned in the report of the Commissioner, the business at the temporary agencies, which have been established at Touchwood and Swift Current during the past two years, has been so small that it is not likely they will be continued next year.

HOMESTEAD AND PRE-EMPTION ENTRIES.

The unfortunate Half-breed and Indian outbreak, which commenced during the month of March last, just in time to check the rising tide of immigration, has had the effect of seriously diminishing the number of homestead and pre-emption entries made at the several Agencies of the Department during the year, as may be gathered from the following summary of homestead and pre-emption entries and sales during the past two years:—

| | 1884 | 1885 |
|--------------------|---------------|---------------|
| Homesteads..... | 533,280 acres | 249,552 acres |
| Pre emptions | 364,060 " | 106,213 " |
| Sales | 213,172 " | 126,049 " |

Notwithstanding this decrease, the general business of the Department has not fallen off, the work connected with the Half-breed Commission and the grants of scrip and land made upon the recommendation of the Commissioners, and the scrip and military bounty warrants issued to members of the Active Militia engaged in suppressing the Half-breed and Indian rising, having given rise to an enormous correspondence.

The number of letters received in the Department during the year ended the 31st of October last, exclusive of the Geological Survey Branch, was 27,660,

compared with 27,525 for the preceding year, and the number sent 33,884, compared with 33,500 for the preceding year. Including the Geological Survey, the number of letters received and sent respectively was 33,970, and 43,997. I make this distinction because the correspondence of the Survey has not been included in the calculations affecting previous years.

The following table gives a comparison of the transactions of the Department annually as to the disposition of public lands to the close of the last departmental year:—

| Year. | Homesteads. | Pre-emption. | Sales. | Total. |
|--------------------|-------------|--------------|---------|-----------|
| | Area. | Area. | Area. | Area. |
| | Acres. | Acres. | Acres. | Acres. |
| Up to 1872..... | 40,000 | 1,600 | 15,200 | 56,800 |
| 1873..... | 136,640 | 2,400 | 16,620 | 155,660 |
| 1874..... | 216,520 | 101,461 | 17,713 | 334,694 |
| 1875..... | 84,480 | 67,314 | 4,908 | 156,702 |
| 1876..... | 52,960 | 40,408 | 39,562 | 132,928 |
| 1877..... | 145,280 | 107,715 | 170,989 | 423,984 |
| 1878..... | 308,640 | 275,240 | 125,380 | 709,260 |
| 1879..... | 553,296 | 270,178 | 271,343 | 1,094,817 |
| Oct. 31, 1880..... | 280,640 | 140,790 | 260,797 | 682,227 |
| do 1881..... | 438,707 | 263,647 | 355,166 | 1,057,520 |
| do 1882..... | 1,181,652 | 904,211 | 613,282 | 2,699,145 |
| do 1883..... | 970,719 | 659,120 | 202,143 | 1,831,982 |
| do 1884..... | 533,280 | 364,060 | 213,172 | 1,110,512 |
| do 1885..... | 249,552 | 106,213 | 126,019 | 481,814 |

The financial transactions of the Department, from year to year, down to the present time, from the sources hereinafter mentioned, are as follows:—

| Fiscal Period. | Homestead and Pre-emption Fees. | Ordinary Sales. | | Sales to Colonization Companies. | Total. |
|-------------------------------------|---------------------------------|-----------------|------------|----------------------------------|--------------|
| | | Cash. | Scip. | Cash. | |
| | | \$ cts. | \$ cts. | \$ cts. |  | $ cts. |
| July 1, 1872, to June 30, 1873..... | 6,979 00 | 21,616 00 | | | 28,586 00 |
| do 1, 1873 do 30, 1874..... | 8,290 00 | 17,697 00 | | | 25,987 00 |
| do 1, 1874 do 30, 1875..... | 11,570 00 | 13,561 90 | | | 25,131 90 |
| do 1, 1875 do 30, 1876..... | 4,700 00 | 3,704 31 | 320 00 | | 8,724 31 |
| do 1, 1876 do 30, 1877..... | 5,620 00 | 1,069 90 | 136,955 16 | | 143,645 06 |
| do 1, 1877 do 30, 1878..... | 15,370 00 | 2,682 24 | 120,159 54 | | 138,211 78 |
| do 1, 1878 do 30, 1879..... | 36,026 00 | 8,188 44 | 210,904 84 | | 255,119 28 |
| do 1, 1879 do 30, 1880..... | 32,358 00 | 41,768 47 | 81,685 86 | | 155,812 33 |
| do 1, 1880 do 30, 1881..... | 30,682 75 | 62,940 84 | 70,828 30 | | 164,451 89 |
| do 1, 1881 do 30, 1882..... | 94,228 96 | 1,228,424 87 | 50,590 84 | 354,036 17 | 1,727,280 28 |
| do 1, 1882 do 30, 1883..... | 127,740 00 | 516,092 21 | 33,638 40 | 248,492 01 | 925,962 62 |
| do 1, 1883 do 30, 1884..... | 70,390 00 | 423,113 36 | 40,919 67 | 253,713 40 | 788,136 43 |
| do 1, 1884 do 30, 1885..... | 42,745 00 | 193,759 32 | 45,875 60 | 1,214 22 | 288,594 14 |

THE LAND BOARD.

Part I of this Blue Book consists of a report of the transactions of the Dominion Lands Branch for the year.

STAKED CLAIMS.

The first part of the Commissioner's report deals with the subject of staked claims. The Commissioner very properly calls them "intricate and difficult matters," and I cordially concur in his expression of pleasure that they have nearly all been finally disposed of. The occasion is a proper one on which to give a brief history of this class of claims.

In the month of May, 1870, the Rev. J. N. Ritchot and one Mr. Scott came to Ottawa, as delegates on behalf of the native population of Manitoba, to ascertain the views of the Government with regard to the settlement of land claims, particularly the class of claims that would arise under sub-section 4 of section 32 of the Manitoba Act, which had become law on the 12th of that month. That provision of the Act is as follows:—

"4. All persons in peaceable possession of tracts of land at the time of the transfer to Canada, in those parts of the Province in which the Indian title has not been extinguished, shall have the right of pre-emption of the same, on such terms and conditions as may be determined by the Governor in Council."

By letter of the 23rd of May, 1870, Sir George Cartier assured the delegates, in the name of the Government, that "as soon as the necessary titles could be granted no payments would be required of any person mentioned in that paragraph," but that "they would be placed on the same footing as those mentioned in the three preceding sub-sections." Immediately after the return of those delegates to Manitoba, between the 5th and 10th days of July, 1870, a very large number of French Half-breeds took up locations situated on the Rat, Salle and Seine Rivers, but chiefly on the first mentioned. These locations were taken up by the planting of two posts on the front of the lot near the bank of the river, one post for each limit, and afterwards became known as the "staked claims." In many instances the claimants put up what they called the walls of a house, consisting usually of only a few poles. In some other cases a little ploughing was done, generally about the tenth of an acre, in one or two possibly an acre. The locatees appear to have had very vague ideas of the direction in which their lots would lie, beyond a general impression that they would run back at right angles to the river. The first formal notification of the existence of these claims on file in the Department is a report of a meeting held at St. Norbert on the 9th February, 1873. At that meeting a delegation was appointed to wait upon Col. Dennis, then Surveyor-General, who was in Winnipeg, to learn from him the intentions of the Government in regard to these claims. On the 29th of March, 1873, Col. Dennis wrote to

the Minister of the Interior, that he had been waited upon by from 150 to 200 Half-breeds who insisted that their staked claims should be recognized, that he informed this deputation that he would refer the matter to the Minister, but could hold out no encouragement that the Government would recognize the claims as coming under the provisions of the Manitoba Act. That letter of Colonel Dennis' was referred to the Department of Justice for an opinion, and, on the 25th of July, 1874, Hon. Mr. Fournier, the Minister of Justice, decided that such claims could not be recognized under the Manitoba Act. On the 8th of March, 1875, the Minister of the Interior was advised by the Department of Justice—the Hon. Mr. Fournier being still the head of that Department—not to have any legislation with regard to staked claims, as a general legislative provision would create the possibility of great pressure in many cases having no foundation, but to investigate and deal with each case upon its merits. On the 30th of April, 1876, an Order in Council was passed that any claims surveyed by either of the two surveyors, duly authorized thereto by the Council of Assiniboia, should be considered as claims under the Manitoba Act; but that any not so surveyed or occupied, being merely marked out by posts, prior to the 15th day of July, 1870, were not entitled to consideration. Subsequently, correspondence took place between the Agent of Dominion Lands at Winnipeg and this Department with reference to excepting lands affected by those staked claims from out of the Half-breed allotment, and the Agent was instructed to have an inspection made of such claims. Messrs. Roger Goulet and G. F. Newcomb, employés of the Dominion Lands Office at Winnipeg (the former a Half-breed and one of the gentlemen composing the North-West Half-breed Commission), were detailed to make that inspection, and, on the 24th of October, 1877, the following letter was sent to the Agent of Dominion Lands at Winnipeg for his guidance in deciding whether or not land claimed as a staked claim should be exempted from the Half-breed allotment:—

“The Minister is of opinion that, without some really valuable improvements have been made upon the lands severally claimed, which latter it is assumed come under class No. 2, described in the Order in Council of the 20th of April, 1876, the parties claiming are not entitled to favourable consideration. Where valuable improvements, however, have been made, you are at liberty to carry out the proposition set forth in your telegram; but the land withdrawn in any individual case, without the area cultivated should actually exceed that quantity, is not to be of greater extent than 80 acres. In all cases of this nature the claimant must pay for the land in cash or scrip at the Government price of \$1 per acre, and as regards the withdrawal of lands so claimed and improvements thereon, the Minister directs that you be governed by the following principle: No land to be withdrawn where less improvements have been effected than 5 acres fenced and a house thereon, or 10 acres fenced without a house. Improvements to such an extent to entitle the claimant to the purchase of the legal sub-division of 40 acres embracing the same. Improvements in extent greater than the above to entitle the claimant to purchase 80 acres, but in no case, as already stated, without the actual area cultivated shall exceed the same, is the claimant to be allowed to purchase more than 80 acres.”

The telegram above referred to was as follows:—“Nearly half the staked claims have small improvements recently made, such as shanty or small field. Am

proceeding with allotment of French parishes, reserving from 40 to 160 acres covering such improvements according to their extent and value. Is this course approved of?"

On the 29th of December, 1877, the Rev. Father Lacombe addressed a letter to the Hon. C. A. P. Pelletier, strongly urging that these staked claims be allowed as claims under the Manitoba Act. There is also on file, received in January, 1878, a long memorial on behalf of the claimants, signed by many of them, and about the same time a letter was received from Mr. Joseph Lemay, M.P.P., and one from Mr. Sutherland, of Portage la Prairie, on the same subject. No official action appears to have been taken on any of these communications. In April, 1878, the Agent of Dominion Lands at Winnipeg forwarded to the Department Roger Goulet's report on these claims, and in reply he was informed, on the 7th of June following, that the Minister had not had time to look into them. He was, however, directed in the meantime to withhold from allotment certain lands in the Half-breed reserve covered by the claims, and to go on with the allotment of the remainder.

On the 27th November, 1830, the then Surveyor-General made a report in which he divided the staked claims into three classes, and recommended how each class should be dealt with. Those recommendations were approved by an Order in Council of 25th of February, 1831, under which the staked claims are being settled. On the 14th of April following Judges Dubuc and Miller were duly commissioned to investigate the third class of claims mentioned in that Order in Council, and on the 28th December, 1832, they reported the result of their enquiries, the scope of their commission having in the meantime been enlarged to include the hearing of any kind of land claim which might be made before them. Subsequently Mr. Justice Dubuc, who had been a resident of the Province since before the Transfer, and who, from his thorough knowledge of the customs of the country, was particularly well qualified to form an opinion, stated, in giving judgment in a case concerning Lot No. 15, Lorette, that by the Order in Council of the 25th February, 1831, already referred to, the Government had dealt liberally with all the parties interested.

The following are the recommendations which were approved by that Order:—

"With regard to the first class, that the person now living upon the lands and being properly in possession should be allowed to retain the same to the extent of 160 acres as a homestead, and for any excess over that area in the lot, that he shall pay at the rate of \$1.00 per acre, his homestead occupancy to date from the period he commenced to continuously reside upon the land.

"Respecting the second class, that the lands be offered to the claimants at the price of railway lands in the belt in which they are found to be situated, but should the claimant in any case prefer to do so, he may accept a homestead entry for 160 acres of the lot, and acquire the balance at the railway lands price as before mentioned.

"As regards the third class, that Judges Dubuc and Miller, of the Court of Queen's Bench, Manitoba, be appointed Commissioners to investigate and receive evidence respecting each individual claim, and that they shall report and recommend in each case such settlement as, in their opinion, would be legal and equitable"

MANITOBA ACT CLAIMS.

The Act 33 Vic., cap. 3, commonly known as "The Manitoba Act," provided for the quieting of titles and assuring to settlers in the Province the peaceable possession of lands held by them at the time of the transfer. The issue of patents to claimants of this class, involving, as each claim did, very thorough and careful investigation, was necessarily a somewhat slow process, but I greatly regret to say that much more time was allowed to elapse than was necessary. Into the causes of this I do not propose, at the present time, to enter. On the 1st of January, 1875, an Order in Council was passed appointing Mr. Robert Lang a clerk of the senior second class in the Department of the Interior, and in the memorandum of Colonel Dennis, then Surveyor-General, recommending Mr. Lang's appointment, it is stated that he had been for nearly two years employed as a temporary clerk, and that during the previous year he had been in charge of the parish maps and surveys, and engaged in the preparation and descriptions of patents for lands under the Manitoba Act, and of irregular lots generally. Thereafter, until about a year ago, Mr. Lang had special charge, under the Deputy Head, of Manitoba Act claims. In consequence of a confidential report which I submitted to your predecessor in the month of January, 1885, Mr. Lang was suspended from the performance of his duties in this Department, pending an investigation into his general conduct and management of the matters entrusted to him. When this investigation was about to commence, Mr. Lang obtained permission to absent himself from Ottawa for a few days for the purpose of visiting Washington, and, to the best of my knowledge and belief, he has never been within Canadian territory since. I have very strong views as to Mr. Lang's conduct, but pending the completion of the enquiry which has from time to time proceeded since his suspension from duty, and the judgment of the Manitoba courts in regard to several cases wherein the Crown has asked for the cancellation of patents, I do not think it would be in the public interest, or fair to Mr. Lang, that I should make any further statement than that at the proper moment, and I hope in time for publication in the Annual Report of this Department for 1886, I shall be able to make for you a full and final report upon this whole subject. Meantime, I may say that the facts within my knowledge justify the belief that the chief and almost the only injustice done to *bond fide* claimants under the Manitoba Act was the vexatious delay which occurred in issuing to them Crown patents for their lands; in other words, while there are some instances in which persons claiming under the Manitoba Act, and receiving patents for the lands claimed by them, will in all probability be shown not to have been properly entitled, there are only one or two cases in which the land rightfully belonging to one man has been improperly patented to another. It is not

necessary to add that the Department holds itself responsible, and either has already made or will, at the proper time, make due reparation to the rightful claimants.

Up to the 15th of December, 1876, all applications for patents under the Manitoba Act received by the Department of the Interior, with the evidence in support thereof, were investigated in the Dominion Lands Branch of the Department, and such claims as appeared to be valid were referred to the Department of Justice for report on the title of the claimants, and lists of such claims as were approved by the Department of Justice were from time to time submitted for the final sanction of Council, upon which patents issued to the several parties entitled. The final submission of applications for patent for the authority of Council was suggested by Colonel Bernard when he held the office of Deputy Minister of Justice. On the 15th of December, 1876, however, an Order in Council was passed dispensing with the reference to Council, and providing that the report of the Department of Justice should be final. The Honourable David Mills, then Minister of the Interior, very properly pointed out that it was impossible for Ministers to devote the time necessary to investigate the masses of papers connected with the claims submitted; and I may add that with the growth of the business of the Department it may very soon become impossible for the individual Minister charged with the management of the Department of the Interior, or his Deputy, to personally investigate the papers in each case, which was no doubt the reason why one particular officer was specially designated to make that examination. I am happy to say that almost all of these claims have now been finally dealt with, either by being admitted and the patents issuing, or by being disallowed on the ground of insufficiency of title.

Herewith will be found a table showing the number of claims disposed of in each year since Mr. Lang's appointment in 1875:—

| Calendar Year. | No. of Patents under Manitoba Act. | No. of Patents Commutation. | No. of Patents Special Grants. | Totals. |
|----------------|------------------------------------|-----------------------------|--------------------------------|---------|
| 1874..... | 2 | | | 2 |
| 1875..... | 258 | | | 258 |
| 1876..... | 176 | | | 176 |
| 1877..... | 361 | 19 | | 380 |
| 1878..... | 281 | 157 | | 438 |
| 1879..... | 124 | 52 | | 176 |
| 1880..... | 77 | 78 | | 155 |
| 1881..... | 131 | 27 | | 158 |
| 1882..... | 215 | 108 | 4 | 327 |
| 1883..... | 174 | 101 | 7 | 282 |
| 1884..... | 202 | 120 | 5 | 327 |
| 1885..... | 312 | 207 | 60 | 579 |
| Totals..... | 2,313 | 869 | 76 | 3,258 |

The following is a Statement of the total number of cases, as at 31st December, 1885, finally disposed of under the Manitoba Act, since 1st January, 1875, before which date no Patents (with the exception of two in St. John's Parish) were issued in any of the Parishes.

| Name of Parish or Settlement. | Manitoba Act. | Com-mutation. | Special Grant. | Totals. |
|---|---------------|---------------|----------------|---------|
| Baie St. Paul Parish | 156 | ..... | 1 | 157 |
| Headingley do | 61 | 44 | ..... | 105 |
| High Bluff do | 51 | ..... | ..... | 51 |
| Kildonan do | 101 | 81 | ..... | 182 |
| Poplar Point do | 59 | ..... | 1 | 60 |
| Portage la Paririe do | 70 | ..... | ..... | 70 |
| St. Agathe do | 115 | ..... | 6 | 121 |
| St. Andrew's do | 273 | 164 | ..... | 437 |
| St. Boniface do | 111 | 27 | ..... | 138 |
| St. Vital do | 54 | 18 | ..... | 72 |
| St. Charles' do | 95 | 51 | ..... | 146 |
| St. Clemeat's do | 107 | 80 | ..... | 187 |
| St. François Xavier do | 202 | 148 | ..... | 350 |
| St. James' do | 93 | 53 | ..... | 146 |
| St. John do | 98 | 39 | 2 | 139 |
| St. Norbert do | 209 | 93 | ..... | 300 |
| St. Paul do | 95 | 71 | ..... | 166 |
| St. Laurent do | 34 | ..... | ..... | 34 |
| Westbourne Settlement..... | 23 | ..... | ..... | 23 |
| St. Anne Parish..... | 63 | ..... | ..... | 63 |
| Oak Point Settlement, Manitoba..... | 15 | ..... | ..... | 15 |
| St. Peter Parish..... | 24 | ..... | ..... | 24 |
| Lorette do | 36 | ..... | 15 | 51 |
| Rat River Settlement..... | 1 | ..... | 33 | 34 |
| Prince Albert do | 1 | ..... | 1 | 2 |
| Oak Point do N.-W. T..... | 11 | ..... | ..... | 11 |
| Edmonton do ..... | ..... | ..... | ..... | ..... |
| St. Malo do | 6 | ..... | ..... | 6 |
| St. Albert do ..... | ..... | ..... | 17 | 17 |
| Grande Point do | 3 | ..... | ..... | 3 |
| Fork Saskatchewan Settlement..... | ..... | ..... | ..... | ..... |
| St. Laurent do ..... | ..... | ..... | ..... | ..... |
| Lands situated in township surveys conveyed as settlement of claims under the Manitoba Act..... | 146 | ..... | ..... | 146 |
| Grand Totals..... | 2,311 | 869 | 76 | 3,256 |

MANITOBA HALF-BREED SUPPLEMENTARY CLAIMS.

As by an Order in Council dated the 20th of April, 1885, provision was made for the settlement of the residue of claims of Manitoba Half-breeds to grants of land or scrip in extinguishment of their Indian title, it will no doubt be desirable that an outline of the facts in the case should be submitted for public information.

The 1,400,000 acres of land in the Province of Manitoba, which were reserved under the Manitoba Act for distribution to the children of the Half-breed heads of families resident in that Province at the date of the transfer, i.e., the 15th

July, 1870, had all been allotted under regulations made from time to time by the Governor General in Council, as required by the said Act, and since the completion of the allotment a large number of additional claimants had come forward, and some were still coming forward, with the evidence necessary to prove that they were entitled to share in the land grant.

The supplemental claims of this kind received and filed in the Department of the Interior up to a year ago, reached the number of 439.

Some explanation would appear to be necessary as to why there should, at that time, have been so many outstanding claims of this nature, seeing that so large an appropriation as 1,400,000 acres of land was made. An enumeration of the claimants was first obtained by a census, which His Honour Lieutenant-Governor Archibald, in 1870, reported had been carefully taken, and which showed that their number was then estimated not to exceed, even if it should reach, 10,000, from which estimate it may be concluded that the quantity of land intended, at that time, to be granted to each participant in the allotment, was 140 acres. This conclusion is strengthened by the fact that the Act 36 Vic., chap. 37 (1873), states that the Half-breed reserve of 1,400,000 acres was made on the basis of about 140 acres to each person, and provides, on the same basis, for the setting apart of not more than 49,000 acres to be granted to "original white settlers," and the children, not being Half-breeds, of such original settlers, whose number was estimated at 350 souls, a grant of 140 acres to each of whom would have made up exactly 49,000 acres. That Act was subsequently repealed, and 37 Vic., chap. 20 (1874), was substituted therefor, granting scrip instead of land to original white settlers and their children; but the fact remains that 140 acres to each claimant formed the original basis of all these land grants.

The Order in Council of the 25th April, 1871, in prescribing the mode of allotting the 1,400,000 acres, provided that each Half-breed resident, and every child of every such Half-breed resident, should participate. This was subsequently admitted to be an error, and in an Order in Council dated the 23rd April, 1873, it was specially declared that the children of Half-breed heads of families alone were entitled, and the grant to each child was accordingly increased to 190 acres, which quantity was allotted them; and the Half-breed heads of families were, under the Act 37 Vic., chap. 20 (1874), compensated by a grant of scrip to the extent of \$160 each. This was the same Statute by which \$160 in scrip was also granted to each of the original white settlers and their children.

In May, 1875, Messrs J. M. Machar and Matthew Ryan were appointed to investigate claims to Half-breed scrip and lands, and to original white settlers' scrip; and in the spring of the following year, when they had completed their investigations, these Commissioners reported 5,033 persons as being entitled to share in the 1,400,000 acres, but stated that a number of claimants

were absent from the Province at the time of the investigation—some with their parents hunting buffalo on the plains, others, members of families who had removed from Manitoba to the Saskatchewan since the date of the census. In the same report they recommended that no more tracts of land should be reserved to satisfy such claims, but that in future they should be satisfied by an issue of scrip.

On the closing of the work of the Commission in 1876, the Agent of Dominion Lands at Winnipeg was duly authorized to take evidence and report on any further claims which might be preferred to participate in the grant in question; and he reported on the 10th August of that year that the further enquiry entrusted to him had resulted in the investigation of 226 additional claims; that after availing himself of the best evidence obtainable in the Province as to the number of persons remaining who were likely in the future to prove entitled to share in the land, he had placed such number at 500 as being a perfectly safe margin to assume, but, for convenience, such estimated number was finally placed at 519, which, added to the number of claims already investigated as above, gave, out of the appropriation of 1,400,000 acres, an area of 240 acres to each child.

In the Order in Council of the 7th September, 1876, it is stated that "no satisfactory explanation appears of the difference between the number of children as approximately obtained from the census and the actual number of claimants, as above, believed to represent the whole element for which the grant was intended;" and this remark, if applicable then, applies with much greater force at the present time, in view of the large number of claims which have since been recorded.

The new and final allotment having thus, upon the report of the Agent of Dominion Lands, been fixed at 240 acres to each child, the same was carried into effect, and the preliminary allotment which had been made in the several parishes on the basis of 190 acres was ordered to be cancelled, and was cancelled accordingly. Under this final allotment, the whole of the 1,400,000 acres set apart by the Manitoba Act became the property of Half-breeds whose claims had then been approved, and left nothing for those equally entitled filing claims at a later period.

Through the enumeration made by Messrs. Ryan and Machar, supplemented by the Agent of Dominion Lands, Mr. Donald Codd, being so incomplete, the Government was eventually brought face to face with the fact that there were about 500 unsatisfied claims, of the legitimacy of which the necessary proof had been afforded. Hence the necessity for the Order in Council of the 20th April, 1885, under the authority of which notices in the shape of posters and letters were sent to the bishops and clergy of all denominations, members of the Legislative Assembly, registrars, stipendiary magistrates, sheriffs, members of the North-West Council, newspapers, post-offices and telegraph offices in Manitoba

and the North-West Territories, to the effect that all persons claiming to be entitled to rank as children of Half-breeds, residing within the Province of Manitoba at the date of the transfer, would have to file their claims, accompanied by the necessary proofs, with the Commissioner of Dominion Lands, on or before the 1st day of May, 1886, and that no applications in respect of such claims that had not been filed with the said Commissioner on or before the date mentioned, and accompanied by the evidence necessary to prove the same, would be received or considered.

The investigation and settlement of these claims has added very greatly to the work of the Land Board, upon whom devolved the duty of taking the evidence and reporting upon claims, which duty had been performed by Mr. Ryan and Mr. Machar in 1875 and 1876.

CANCELLATIONS OF HOMESTEADS AND PRE-EMPTIONS.

The system of homestead inspection by officers of the Department, specially appointed for that purpose, continues to fulfil all reasonable expectations as to the effectiveness of its operation. No entry is ever cancelled by the Land Board until after a special inspection and report by one or other of these officers. To the *bona fide* settler the utmost clemency and consideration are invariably extended. It is, of course, impossible for the Department and the Land Board to accept anything less than the complete fulfilment of the duties prescribed by the law before the issue of a patent, although it seems to be difficult to get settlers to understand that as the issue of these patents is regulated by Statute, a Crown grant would be of no value whatever if obtained without the fulfilment of those conditions, and would be liable to be attacked and invalidated in a court of law by any person who chose to take the trouble to do so. As to the cancellation of entries, however, the law permits greater latitude, and it has been the invariable rule to protect every settler who is complying with the spirit, if not with the actual letter, of the Land Act. The greatest difficulty the Board and the Department have experienced has been in regard to the speculative class of entries, which were largely the product of what is now known as the "boom." Persons obtaining those entries never had any intention in good faith to become actual residents upon their land and make the cultivation of it their business, which it is clearly the intention of Parliament and of the Government that they should do before obtaining patents, and the result has been a perfunctory compliance with, which in reality is an absolute evasion of, the provisions of the law, in the hope that the Commissioner may be compelled to recommend the issue of patent. I am happy to say that although there has been, as already pointed out, a great falling off in the number of settlers taking up land during the past year, there has been a marked improvement in the performance of settlement duties by homesteaders generally.

MUNICIPAL TAXES.

The Commissioner suggests an easy method by which the taxes which the municipalities charge as having accrued against homesteads the entries for which are cancelled for non-fulfilment of the conditions of the Statute, might be made collectable by the several municipalities. The larger question of assisting the municipalities to recover taxes which they thus charge as accruing against homesteads, the conditions of which have been fulfilled and the patent for which has not been applied for, as well as the liability generally of public lands held under homestead and pre-emption entry for their fair share of the burden of local taxation, has occupied a good deal of your own attention, and was, I understand, the subject of considerable discussion between yourself and representative people in the North-West during your recent visit. The Dominion Lands Act provides that "the title to the land shall remain in the Crown until the issue of the patent therefor, and the said land shall not be liable to be taken in execution before the issue of the patent." The Department is frequently called upon by correspondents to give information as to whether or not the taxes accrue against the lands, as contended for by the municipalities. Upon this subject we never undertake to advise, but the opinion has not infrequently been expressed that it would be reasonable and fair on the part of a settler who derives all the benefit of roads, bridges, and other improvements, made at the expense of the municipality, and of his neighbours, to voluntarily pay his proper proportion of this expense, independently of the effect of the law. This matter has become of more pressing importance to the municipalities since the Legislature of Manitoba passed an Act exempting personal property from seizure for debt or for taxes. The true remedy for the existing difficulty would appear to be the repeal of this Act.

CLAIMS OF OLD SETTLERS IN THE NORTH-WEST.

Mr. Pearce, Superintendent of Mines, has been employed for the greater part of the past year, as pointed out in his report, in closing up the business connected with the land claims of old settlers, Half-breeds and others, near Prince Albert, at Battleford, Edmonton, Calgary, and other of the pioneer settlements in the North-West. Claims of this kind are the most difficult to deal with of any that engage the attention of the Department, and Mr. Pearce has certainly discharged his onerous and responsible duties in connection with them with zeal and assiduity worthy of all praise. To satisfy every claimant would, of course, be impossible. In a large majority of instances where a dispute of any kind has arisen, it has been a dispute between two or more settlers, and not between any settler and the Government.

SETTLEMENT SURVEYS.

There is one point upon which a casual perusal of Mr. Pearce's report leads one to form somewhat inaccurate conclusions. It might be inferred, for instance

when he says on page 16 that the rectangular system of survey, first proclaimed by Order in Council in June, 1871, and subsequently provided for by the Dominion Lands Act, has been "ever since the law of the country" that the river lot system was not so provided for. A reference to Clause 17 of the Dominion Lands Act will prove that this would be an entire misconception of the facts, for it is therein specifically provided "that nothing in this Act shall be construed to prevent the lands upon the Red and Assiniboine Rivers, surrendered by the Indians to the late Earl of Selkirk, from being laid out in such a manner as may be necessary in order to carry out Section 32 of the Act 33 Victoria, Chapter 3, or to prevent fractional sections, or lands bordering on any river or lake or other watercourse, or on a public road, from being laid out and divided into lots of any certain frontage or depth in such manner as may appear desirable." As a matter of fact, in no case where settlers have been found on a river front in advance of survey, and desired that their holdings should be laid out with river frontages, has the privilege been refused. Details of this sort must necessarily be left largely to the discretion of the surveyors who are entrusted with the work of sub-division, and as the average cost of river survey is about nine times as great as that of the rectangular survey, and the profits of the sub-divider are large in proportion, it is needless to say that there has been no desire on the part of the surveying profession to refuse to accede to the wishes of the settlers in this respect. Indeed, the only complaint which has reached the Department about surveys has come from the South Branch of the Saskatchewan and from French Half-breeds who went into possession of their holdings long after the lands had been surveyed on the rectangular principle, and in respect of these the Department has always been ready to practically meet their wishes by allotting to them their holdings in legal sub-divisions, which would give them their lands with narrow frontages upon the river and extend them back one or two miles as the case might be, just as if they had been laid out on the river system from the beginning. Mr. Pearce likewise says that it was "owing to the rush of settlers incidental to the construction of the Canadian Pacific Railway in 1831 and 1832" that the sectional system of survey was followed in laying out the lands in the Qu'Appelle settlement. The rush of settlement was not the cause; the settlers had scattered themselves along the lake and river fronts, laying out their narrow frontages and making their improvements at right angles to the water-line, and when the country came to be sub-divided it was found that to produce for them narrow lots backward for one or two miles, as the case might be, so as to cover their houses and improvements, would have caused their lots to overlap each other in such a manner as to give rise to the utmost confusion. In fact, the adoption of the rectangular system gave to each settler his holding much more nearly in conformity with his improvements and design in advance of survey than if his intended narrow frontage had been adopted. There were three cases in which, in townships rendered fractional by the existence of lakes, the area available for each of the

settlers was a good deal less than the area of a quarter-section, but they have since been compensated for the deficiency arising from this accident by being permitted each to obtain a quarter-section elsewhere, in the same vicinity, free of charge, and to pay for their present holdings at the rate of \$1.00 an acre.

IRRIGATION OF DRY LANDS.

Mr. Pearce raises what is practically a new question when he discusses the irrigation of comparatively dry tracts in the grazing country. The best mode of dealing with lands of this class might safely, I think, be left over for further consideration. It will be a long time before the regular system of settlement which commenced at the Red River in 1870, and has proceeded westward with more or less continuity ever since, will reach the class of country to which Mr. Pearce's suggestions relate. Meantime, it is worthy of notice that the irrigation laws of the United States have proved a prolific source of fraud, and we ought, at all events, to be able to profit by their experience.

ENTRIES FOR UNSURVEYED LAND.

I cannot concur in Mr. Pearce's proposition to permit entries to be granted on lands which have not been surveyed and set out for settlement. The whole of the railway belt and nearly all of the lands along the larger rivers have been actually sub-divided into sections and quarter-sections and set out for settlement; and the remainder of the country south of the North Saskatchewan, and in many places to a considerable distance north of that river, is laid out in blocks ready for subdivision. The care and precision with which the public land surveys have been made in the Canadian North-West have naturally prevented the land, in some cases, from being as readily made the subject of bargain and sale as if greater expedition had been exercised at the expense of accuracy. At a time when the work of the Department in the North-West, both as to the survey and the disposition of the public domain, is the subject of so much discussion, the public are apt to lose sight of the fact that the admirable manner in which the surveys have almost invariably been executed has saved to the community an immense expenditure in litigation. It is worthy of note that the very large crop of lawsuits arising out of the inflated state of the land market in Manitoba three years ago was due almost altogether to inaccuracy and insufficiency in the conveyances, and occasionally to bad surveys executed by private individuals, but in no case did the issue turn in any way upon the alleged inaccuracy of Government surveys. Moreover, nearly every contest that has arisen has had reference to town property, and scarcely any to agricultural holdings. Mr. Pearce really indicates the main weakness of his proposition when he suggests that in granting entries—and of course patents—for unsurveyed lands the parties must be given distinctly to understand that, should any of their improvements be found outside of the land entered for, such improvements shall not vest in them any right whatever to the land upon which the improvements may have been made.

RE-SURVEYS OF LANDS.

I anticipate no difficulty of consequence from the disappearance of survey posts and monuments. During the past summer the Department was called upon, for the convenience of a number of German immigrants from the United States, to re-survey some townships laid out during the seasons of 1874, 1875 and 1876. These lay east of the Red River, in a region that has not been sought by settlers for several years. The employment of our Inspectors of Surveys during the summer, when they can be spared from their duties at headquarters, in the examining and re-establishing of existing survey lines suffering from partial defacement, which you have yourself approved and put into force, will obviate the possibility of any considerable loss arising to the public exchequer in the future from this cause.

ACCURACY OF OUR SURVEYS.

The observations which Mr. Pearce's propositions have led me to make upon the system of survey would, perhaps, have been more appropriately made when dealing with that part of the work of the Department under the direction of the Surveyor General, but it is at this point I ask permission to call attention to the valuable testimony regarding the character of our surveys given by Major Powell, the Director of the United States Geological and Topographical Surveys, before the Joint Commission of the Senate and House of Representatives, which was appointed during the last Session of Congress to consider "the present organizations of the Signal Service, Geological Surveys, Coast and Geodetic Survey, and the Hydrographic Office of the Navy Department, with a view to secure greater efficiency and economy of administration." I happened to be in Washington at the time when this commission was in progress, and from Major Powell's evidence I make the following brief and pregnant extract:—

"It is worthy of remark that Canada many years ago adopted the rectangular system of parcelling surveys which originated in the United States; but they have been executed by refined methods so that the Land Office surveys will ultimately constitute the basis of a topographic map, and of cadastral maps, and many millions of dollars will thereby be saved. This superior work has been accomplished at less expense than corresponding work in the United States. The plan originally adopted in this country contemplated good work, and had it been carried on as designed, a topographic map could now be made over the same country with a saving of many millions of dollars, and ultimately cadastral surveys could have been made with a saving of scores of millions of dollars, but bad administrative methods prevailed by the growth of a non-competitive system, and bad operative methods obtained in the use of instruments of little precision, and the work has never been properly inspected or tested, so that altogether the surveys have been very badly executed at a large expense, even for good work, and these vicious methods are still retained."

To this I may add that in the course of subsequent conversation with Major Powell, he stated to me in general terms that it would have been a saving of over eighty millions of dollars to the Government of the United States up to this period had their public land surveys been executed with the same accuracy and precision

as those of Canada, and in a personal communication addressed to me in April of last year, when enclosing the Blue-Book containing his evidence, he says: "I sincerely hope that the Dominion will continue to execute work of this character by the methods and in the thorough manner heretofore adopted."

COLONIZATION COMPANIES.

Extracts from the report of Mr. Rufus Stephenson, Inspector of Colonization Companies, will be found in No. 4 of Part No. 1, and for information as to the settlement of the lands allotted to the several companies, these extracts may be consulted with advantage.

BRITISH COLUMBIA.

No. 5 of Part 1 consists of the report of the Hon. Joseph W. Trutch, Dominion Government Agent for British Columbia, who gives a brief statement of the business transactions in the Dominion Lands Office under his charge for the year ending 31st October last.

TIMBER, MINING AND GRAZING LANDS.

The net amount received on account of sales, leases and dues from timber, mineral and grazing lands, for the year was \$84,955.00, as compared with \$104,616.00 for the previous year. The Department has ceased to debit the Canadian Pacific Railway Company with the dues for timber cut by them for construction purposes, as the law officers of the Crown have given an opinion that the company is not liable for such dues. The decrease in the receipts from this branch of the business of the Department was, therefore, \$19,661.00.

Compared with last year the average prices of lumber within the several Agencies were as follows:—

| | 1884. | | 1885. |
|--------------------|--------------------|--------|--------------------|
| Edmonton..... | \$25 00 to \$30 00 | per M, | \$25 00 to \$30 00 |
| Calgary..... | 30 00 | " | 25 00 to 30 00 |
| Fort McLeod..... | 20 00 | " | 30 00 |
| Prince Albert..... | 30 00 | 40 00 | 30 00 45 00 |
| Winnipeg..... | 15 00 | 25 00 | 13 50 25 00 |
| Cypress Hills..... | ..... | ..... | 10 00 to 15 00 |

It will be observed that on the whole the price realized has been lower than during the previous year, but it is hardly to be expected that this reduction will continue in the same ratio in the future as for the past five years.

Washing for gold continues to be prosecuted on the North Saskatchewan, near Edmonton, and during the past season a responsible and enterprising company have purchased and placed in operation the most recently invented and improved dredging apparatus, the success of which, however, there has not yet been time to test.

Another application of a similar kind, also from a company of capital, has recently been granted, and there is every reason to anticipate that the success or failure of gold dredging on the North Saskatchewan will be thoroughly tested within the next year or two.

The price of coal in Manitoba and the North-West has now been reduced to about the same figure as prevails throughout Ontario and Quebec. The Crown Timber Agent at Winnipeg reports that hard coal has been selling in the market there at \$9 per ton, and soft coal at \$7, which is a reduction of \$1 from last year's rates. Much of the advantage which the people are now reaping in this matter is due to the competition in the market produced by the completion of the construction of the North-West Coal and Navigation Company's line of railroad from Dunmore, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, where the coal mines of the company are situated. This road was formally opened by His Excellency the Governor General during the time you were yourself in the Territories last autumn, and the coal mines of that region are now not only placed in direct communication with the outer world, but the whole of the grazing region of the southwest part of the Territories has also been brought within reasonable distance of a railway outlet by which ready access is had to the eastern markets. The anthracite coal discovered in the Rocky Mountains, near Banff Station, on the Canadian Pacific Railway, is also likely to be developed at an early day, as several persons who have acquired the titles of these lands from this Department have formed themselves into a company and are, it is understood, making preparations to supply the market, both east and west of the summit of the Rocky Mountains, with anthracite coal next season.

The cattle industry in the country lying along the base of the Rocky Mountains, between Calgary and the international boundary, has made satisfactory advancement during the season. There are now over 40,000 head of cattle and horses, and nearly 10,000 head of sheep reported by the lessees of ranges as grazing upon lands under lease from this Department; and there are, as you are aware, quite a number of small operators, whose herds, if counted, would considerably swell the numbers.

Three important changes have been made in the conditions upon which grazing leases are now granted,—the first requiring that not less than one-third of the whole amount of stock required by the lease should be placed upon the tract in each of the first three years, as well as maintained in that proportion thereafter; the second, that any portion of the lands leased shall be open for homestead and pre-emption entry by actual settlers or for sale by the Government to actual settlers during the currency of the lease; and the third, that the rental payable for these lands has been increased to two cents per acre. In regard to the first it may be remarked that the reason why the Government did not at first insist upon a

certain proportion of the cattle being placed on the range within the first three years was that it would have placed purchasers, who naturally had to look to the United States grazing country as their market from which to draw their breeding stock, at a considerable disadvantage in making arrangements were they under the necessity of purchasing on their ranges a specified number of cattle in each year. As to the second amendment, some objection had been made to the issue of the grazing leases, because it was popularly believed that the lessees might in some cases prevent actual settlers from taking up homestead lands within their leaseholds. As mentioned in the report which I had the honour to submit to your predecessor a year ago upon my visit to the North-West, there never was much reason to anticipate difficulty on this score, because as a rule the lands held under grazing leases, while admirably suited and very valuable for that particular purpose, are not such as to attract the actual settler who is in search of agricultural land. In the next place, there is no necessary or natural conflict of interest between lessees of ranges and actual settlers; on the contrary, within certain bounds, their interests are identical. The advantage of the system as amended is that it leaves no room for objection on the score mentioned, but should it happen in any case that any portion of lands which are under lease for grazing purposes is required for actual settlement, instead of being compelled to resort to the notice of two years of an intention on the part of the Government to cancel, the lands needed for homestead may be immediately appropriated for that purpose without interfering in any way with the right of the lessee to the remainder of the range. The yearly rental of one cent per acre, or, as the regulations have it, \$10 for each 1,000 acres, was fixed by the Governor in Council at a time when it was thought desirable to offer every possible inducement to stockholders to test the capabilities of our grazing country for the carrying on of that industry. That our grazing lands and our climate are both superior in all material respects to those most in request on the south side of the 49th parallel has now been proven beyond dispute, and there is at the present time a strong indication that many of the most intelligent and successful stockowners now operating in the United States will, even at the increased rental, transfer a large portion of their herds to our side of the international boundary. It is to be anticipated that, in the course of the next few years, principally on account of the shorter route to the European market now afforded by the Canadian Pacific Railway, trade in the export of live cattle from the North-West will attain very considerable proportions.

Before closing this part of my report, I take the opportunity of expressing my regret at the announcement by Mr. E. F. Stephenson, who is our present Crown Timber Agent at Winnipeg, of his intention to retire from the service. Mr. Stephenson has proved himself a model public officer, and no doubt the marked ability which he has displayed in the performance of his duties in this Department has been largely instrumental in obtaining for him the more lucra-

tive appointment which he is about to fill. Most of the public lands vested in the Crown in the Winnipeg Land Agency having already been disposed of, it is intended that Mr. Whiteher, who has for several years been the local Land Agent for that district, should undertake also the duties of the Crown Timber Agency.

ORDNANCE AND ADMIRALTY LANDS.

Attention is directed to the fact that the revenue from this source was \$24,540 during the last fiscal year, as against \$14,138 for the previous year, being an increase of \$10,402, or, as mentioned by Mr. Mills, the officer in charge, an increase of nearly 58 per cent.

REVENUE.

The revenue of the Department from every source during the year amounted to \$420,072, a decrease as compared with the previous year of \$368,064.00. The falling off is very marked, but I am happy to be able to say that the past two months of the current fiscal year have shown a decided tendency to improve.

PATENTS.

The number of patents issued during the Departmental year was 3,533 as against 3,896 during the previous year. There is a slight decrease in the number, owing no doubt to the indisposition of homesteaders, who are entitled to do so, to apply for their patents because of the attention which is thus directed to the fact that they are not paying for their pre-emptions. The new system of issuing these patents, inaugurated in 1883, continues to work well.

REGISTRY OFFICES.

The population of the Edmonton District, the completion of the surveys in that region, and the issue of patents to the older settlers entitled thereto, rendered the establishment of a Registry Office at that point requisite during the past summer. Mr. George Roy, of Lorette, in the Province of Manitoba, who had been for some years Registrar for the district named under the Government of Manitoba, received this appointment. The experience which he had already gained in a similar office ought to be of great advantage to him.

SURVEYS.

The report of the Surveyor General and the sub-reports thereto, being Part No. II of this volume, give very interesting accounts of the astronomical work, explorations and surveys conducted by this Department during the past year. Two surveyors, Mr. Otto J. Klotz and Mr. Thomas Drummond, both Dominion Topographical Surveyors, were engaged during the whole season in the determina-

tion of longitudes in British Columbia, with the object of making the surveys in the railway belt in that Province upon the same accurate and scientific method as is adopted in Manitoba and the North-West Territories. Not alone in the parceling out and description of the lands within the belt will the advantage of these refined methods be felt, but when at no distant day a topographic map of Canada for military or cadastral purposes becomes necessary, all the most important outlines will have been already established, and the completion of the work made easy and inexpensive. Mr. William Ogilvie prosecuted a survey of the line of the Canadian Pacific Railway combined with astronomical observations as far into the Rocky Mountains as the approach of winter would permit. This work will facilitate the accurate survey and sub-division of any piece of land along the line of the railway that may be immediately required for settlement. It has been suggested that the delay of one season caused by the carefulness with which these preliminary but very necessary surveys have been made is an objection. There is no doubt some force in this, but with the unfortunate experience of the Australian colonies, in a country whose topographical features are very similar, staring us in the face, it would have been, in my judgment, a great mistake to have yielded to the pressure for immediate sub-division at the risk of inaccuracy, which would have landed persons obtaining entries and patents in endless and ruinous litigation in years to come. The standard work in British Columbia is now so well advanced that were we only in possession of certified copies of the plans of the surveys made by the Local Government into which it would be necessary to fit the new system, the work could go forward as smoothly and readily as it has done during the past few years in Manitoba and the North-West.

The sub-division work commenced in the summer of 1884 in the New Westminster District, was continued by Mr. Reiffenstein. On this side of the Rocky Mountains the sub-division work was comparatively limited, most of the country which is likely to be needed for the present for actual settlement being already laid out.

The survey of the old trails in the North-West Territories was commenced, and will be prosecuted still more extensively during the present season. Some town plots on the Rocky Mountains were subdivided into lots, and Mr. Thomas Fawcett made an exploratory survey of the English, Albany, and Cat Lake Rivers, from the Lake of the Woods to Cat Lake. His report commences on page 30 of Part No. II of this volume, and will be found exceedingly interesting and instructive reading.

Sub-division surveys were made at the mouth of the Winnipeg River in the townships lying between Lakes Manitoba and Winnipeg, in the Moose Mountain country, and on the North Saskatchewan west of Edmonton; in all, exclusive of the work done in British Columbia, 17 townships, equivalent to an area of 391,680 acres, were set out for settlement. Continuing the comparison of areas set

out for settlement since the organization of the Dominion Lands Office commenced in my report of the year 1884, I submit for your information the following table:

| | Acres. | No. of Farms of 160 acres each. |
|-----------------------------|------------|---------------------------------------|
| Previous to June, 1873..... | 4,792,292 | 29,952 |
| In 1874..... | 4,237,864 | 26,487 |
| 1875..... | 665,000 | 4,156 |
| 1876..... | 420,507 | 2,628 |
| 1877..... | 231,691 | 1,448 |
| 1878..... | 306,936 | 1,918 |
| 1879..... | 1,130,482 | 7,066 |
| 1880..... | 4,472,000 | 27,950 |
| 1881..... | 9,147,000 | 50,919 |
| 1882..... | 9,460,000 | 55,125 |
| 1883..... | 27,000,000 | 168,750 |
| 1884..... | 6,400,000 | 40,000 |
| 1885..... | 391,680 | 2,448 |
| Total number of farms..... | | 418,847 |

The agricultural population these lands will sustain on the basis of five souls to a homestead, would be 2,094,235.

The number of townships sub-divided during the past year really affords but a very poor indication of the actual survey work done by the Department. As already explained, most of that done in British Columbia was the fixing of longitudes and standard outlines, and of the remainder nearly three-fourths consisted of explorations, trail surveys, and sub-divisions of town plots on this side of the Rocky Mountains.

GEOLOGICAL SURVEY.

The preliminary report of the operations of the Geological and Natural History Survey, being Part III of this volume, gives a fuller outline of the work of that branch of the Department than has been customary in previous years. This will doubtless be found a very decided advantage, containing, as the report does, a great deal of information which other than scientific readers sometimes have difficulty in conveniently finding in the full report. As usual, every Province and territory in the Dominion has engaged more or less the attention of the staff of the Survey, and extensive and important additions have been made to our geological and natural history records. To collect this mass of information has taxed the appropriation for geological purposes beyond its parliamentary limit, and it will

be necessary to curtail next season's operations to a corresponding extent. This will be all the more easily accomplished and without detriment to the public interest on account of the number of the staff of the Survey who will necessarily be engaged in assisting the Director in the labours devolving upon him in connection with the forthcoming Indian and Colonial Exhibition in London, England.

The proposition of the Director to issue a separate edition of each special report which goes to make up the annual report of the Survey, as soon as it is printed, while an edition containing all the reports will be issued later, is one that I have no doubt will commend itself to your favourable consideration. The extra cost will not be very great, and the advantage to the public will more than counterbalance the difference.

GOVERNMENT OF THE NORTH-WEST TERRITORIES.

Part IV of this volume consists of the report of the Lieutenant-Governor of the North-West Territories, in the course of which His Honour sets forth the steps which he has taken during the year to increase the representation of the people in the North-West Council.

The annual session of the Council was opened on the 5th of November and closed on the 18th of December, and a number of Ordinances were passed. Perhaps the most important of these was that relating to schools, which has necessitated the passage of a new Order of His Excellency the Governor General in Council with reference to the disposition of the moneys voted by the Parliament of Canada for educational purposes in the Territories.

NORTH-WEST HALF-BREED COMMISSION.

In part V will be found the report of the Commission appointed under the Order in Council of the 30th of March last, to investigate and report upon the claims of the Half-breeds actually resident in the Territories of Canada, outside the Province of Manitoba, on the 15th day of July, 1870. The Order in Council and instructions under which this Commission acted were submitted to the House of Commons at the last Session of Parliament, and it is not necessary, therefore, to do more than refer to them. It appears from the report that 1,710 certificates for money scrip and 232 certificates for land scrip were issued by the Commission, making a total of 1,942 claims recommended by the Commission. It is proper to explain, however, that 304 of these claims were made by the heirs of deceased persons who would themselves have been entitled had they been living. The largest number of claims of this description were presented at and near St. Albert, which district suffered some years ago from a very fatal outbreak of small-pox.

It will be remembered, although no mention is made of the fact in the report of the Commission, that when they commenced work at Qu'Appelle, early in April of last year, the Half-breeds at that point refused to deal with them because they were not authorized to grant certificates for land as well as for money scrip. In the course of an interview which I had with the Chairman of the Commission after his return from the completion of his work, I inquired of him how many Half-breeds who had taken this stand actually availed themselves of the concession so readily granted by the Government to obtain certificates for land if they chose to ask for them, and I was not a little surprised to learn that of 250 claimants in that district entitled to land or scrip, only two took land.

I have the honour to be, Sir,

Your obedient servant,

A. M. BURGESS,

Deputy of the Minister of the Interior.

DEPARTMENT OF THE INTERIOR.

STATEMENT showing Receipts on account of Dominion Lands, commencing with the Fiscal Year 1872-73, and ending 31st December, 1885.

| Fiscal Period. | Homestead Fees. | Pre-emption Fees. | Sales—Cash. | Timber, Grazing and Mineral. | Colonization. | Miscellaneous. | Totals in Cash. | Scrp. |
|---|-----------------|-------------------|--------------|------------------------------|---------------|----------------|-----------------|------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1st July, 1872, to 30th June, 1873..... | 6,970 00 | ..... | 21,616 00 | 109 25 | ..... | ..... | 28,695 25 | ..... |
| do 1873..... | 8,290 00 | ..... | 17,697 00 | 1,710 45 | ..... | ..... | 27,697 55 | ..... |
| do 1874..... | 11,570 00 | ..... | 13,591 90 | 3,335 25 | ..... | 129 00 | 28,626 15 | ..... |
| do 1875..... | 4,700 00 | ..... | 3,794 31 | 387 00 | ..... | 924 50 | 9,715 81 | 320 00 |
| do 1876..... | 5,620 00 | ..... | 1,069 97 | 320 00 | ..... | 64 00 | 7,073 90 | 186,955 16 |
| do 1877..... | 15,370 00 | ..... | 2,682 24 | 1,620 00 | ..... | 220 00 | 19,891 24 | 120,159 54 |
| do 1878..... | 34,156 00 | ..... | 8,188 44 | 375 00 | ..... | 404 70 | 44,944 14 | 210,904 84 |
| do 1879..... | 23,520 00 | ..... | 41,768 47 | 25,077 76 | ..... | 1,552 09 | 100,756 32 | 81,685 86 |
| do 1880..... | 13,916 00 | ..... | 62,940 84 | 34,888 16 | ..... | 2,612 27 | 131,124 02 | 70,828 30 |
| do 1881..... | 54,285 00 | ..... | 1,228,424 37 | 61,553 14 | 354,036 17 | 6,213 90 | 1,744,356 48 | 50,690 84 |
| do 1882..... | 73,015 00 | ..... | 516,091 21 | 113,824 80 | 248,492 01 | 2,870 13 | 1,609,019 15 | 33,638 40 |
| do 1883..... | 41,580 00 | ..... | 423,113 26 | 160,917 60 | 253,713 40 | 43,502 14 | 951,836 50 | 40,919 67 |
| do 1884..... | 25,645 00 | ..... | 198,759 32 | 103,228 12 | 1,214 22 | 45,871 54 | 393,618 20 | 45,875 60 |
| do 1885 to 31st Dec., 1885..... | 12,780 00 | 7,350 00 | 46,812 23 | 34,433 47 | ..... | 298 75 | 101,664 45 | 87,896 59 |
| Totals..... | 337,417 00 | 169,403 65 | 2,586,460 59 | 543,720 10 | 857,455 80 | 104,463 02 | 4,598,920 16 | 879,774 80 |

PART I.

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DOMINION LANDS.

No. 1.

REPORT OF THE LAND BOARD.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 31st October, 1885.

To the Hon. THOS. WHITE,
Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit, for your information, my annual report for the departmental year ending 31st October, 1885.

The report of Mr. Wm. Pearce, Superintendent of Mines, is hereto annexed.

My appointment to the Commissionership took place in March last, immediately after the lamented death of Mr. Aquila Walsh, with whom I had formerly been associated as a member of the Land Board, in my capacity as Inspector of Dominion Land Agencies.

You are aware of the valuable services rendered by Mr. Walsh as Commissioner, and of the high esteem in which he was held by all persons who, either in business relations or otherwise, had come in contact with him; and in his death the Department has lost the services of a most conscientious and able official.

Mr. J. McD. Gordon, who has recently been appointed to the Inspectorship of Dominion Land Agencies, has had a thorough training both in the Department at Ottawa and subsequently as agent at Regina and Calgary, which qualifies him for the discharge of his new position; and I have every reason to believe his appointment will be productive of very satisfactory results.

Mr. Pearce, in his report, has dealt with the duties performed by him in addition to those which devolved upon him as a member of the Land Board.

Prior to the death of Mr. Walsh, both Mr. Pearce and myself were, for several months, engaged at Ottawa in the examination of evidence filed in reference to claims to land under the Manitoba Act, and the Order in Council of February, 1881, concerning "Staked Claims."

All those cases which required further evidence, or, for some other reason were not in a condition to be approved, were referred to the Land Board; and the major portion of these intricate and difficult matters have now, I am happy to say, been finally disposed of.

In their disposal the Board has been largely assisted by Mr. Roger Goulet, whose services have been temporarily secured for this special work. I may say that his exceedingly extensive, practical and intimate knowledge of the circumstances affecting these claims has been most useful.

The following is a summary of the transactions of this office for the year which has just closed.

REPORT of work in the General Department of the Commissioner's Office for the Departmental year ending 31st October, 1885.

| No. of Letters received. | | No. of Letters sent. | | | | |
|--------------------------|--------|----------------------|--------------|---------|---------|--------|
| Months. | No. | Months. | Head Office. | Agents. | Public. | Total. |
| 1884. | | 1884. | | | | |
| November | 1,298 | November | 103 | 374 | 697 | 1,174 |
| December | 1,167 | December | 107 | 310 | 606 | 1,023 |
| 1885. | | 1885. | | | | |
| January | 916 | January | 45 | 207 | 404 | 656 |
| February | 1,313 | February | 66 | 319 | 421 | 806 |
| March | 1,278 | March | 86 | 199 | 678 | 963 |
| April | 1,295 | April | 141 | 456 | 538 | 1,135 |
| May | 1,454 | May | 184 | 413 | 585 | 1,182 |
| June | 1,697 | June | 160 | 441 | 670 | 1,261 |
| July | 1,937 | July | 183 | 497 | 731 | 1,411 |
| August | 2,076 | August | 169 | 441 | 947 | 1,557 |
| September | 1,939 | September | 140 | 638 | 891 | 1,669 |
| October | 2,183 | October | 193 | 617 | 626 | 1,436 |
| Total | 18,491 | Totals | 1,567 | 4,912 | 7,794 | 14,273 |

Total letters received last year..... 17,936 ... Increase..... 555
do sent do 14,673 ... Decrease 400

DISPUTED Claims to River Lots and Old Township Claims disposed of:—

| Parish. | No. |
|--------------------------|------------|
| Ste. Agathe..... | 99 |
| Rat River..... | 56 |
| Baie St. Paul..... | 29 |
| Ste. Anne..... | 27 |
| Lorette..... | 16 |
| St. Norbert..... | 15 |
| St. François Xavier..... | 12 |
| St. Andrews..... | 16 |
| St. Malo..... | 3 |
| St. Vital..... | 3 |
| St. Clements..... | 9 |
| St. Paul's..... | 3 |
| St. Boniface..... | 7 |
| Westbourne..... | 1 |
| Portage la Prairie..... | 2 |
| St. James | 2 |
| Kildonan..... | 3 |
| Poplar Point..... | 1 |
| In townships..... | 10 |
| Total..... | <u>314</u> |

No. of applications for supplementary Half-Breed grants,
Province of Manitoba..... 163
No. of applications for Half-Breed grants, North-West Ter-
ritories..... 349

Total..... 512

RECAPITULATION.

| Subject. | 1883-84. | 1884-85. | Increase. | Decrease. |
|--|----------|----------|-----------|-----------|
| Number of letters received | 17,936 | 18,491 | 555 | |
| do sent | 14,673 | 14,273 | | 400 |
| Disputed claims to River Lots and old township claims disposed of | | 314 | 314 | |
| Number of applications for supplementary Half- Breed grants, Province of Manitoba | | 163 | 163 | |
| Number of applications for Half-Breed grants, North-West Territories | | 349 | 349 | |
| Number of Homestead Inspectors' Reports received | 3,749 | 4,162 | 413 | |
| Number of applications for patents received | 1,659 | 2,161 | 502 | |

The general work of the office shows, as you will observe, an apparently moderate increase, compared with the preceding year. The increase, however, is considerable, the work entailed by the investigation of the "Settlement Belt Claims," to which I have already alluded, being very much greater than can be shown by a simple enumeration of these cases. All of them necessitated diligent and careful enquiry, and, many, the collection of much evidence, the summoning of witnesses and their examination under oath, resulting, very often, where the case was a disputed one, in the accumulation of a mass of evidence of an exceedingly conflicting nature.

Correspondence.

The correspondence in the early part of the year shows a diminution compared with last year. This is no doubt due to the effect of the uprising in the West, which retarded for a period the general business of the country, particularly that part of it within the jurisdiction of the Land Board.

Cancellations.

The reports received from Homestead Inspectors number 4,162, an increase of 413 over last year. The Land Board continues to exercise the utmost possible clemency in dealing with defaulting homesteaders. Where the individual shows an honest intention to become a *bond fide* settler, notwithstanding an insufficient performance of homestead duties, he is warned. Should he again be reported, or should application be made to cancel his entry after such warning, cancellation is carried out.

The whole sum received and payable in all the agencies in connection with the re-entry of cancelled lands is \$23,692.75; inspection fees, \$2,555; extra price on pre-emptions, \$9,107.75; entry fees, \$18,030.

It has been suggested that as the greater part of the fairly good lands in Manitoba, the entries for which have been cancelled, have been taken up, and as the lands now being cancelled are not, so far as those within the province are concerned, of special value, an extra price for the pre-emption should no longer be imposed. In the opinion of the Land Board the collecting of a fee to barely cover the cost of cancellation proceedings will hereafter, except in special cases, be sufficient.

Applications for Patent.

Applications this year number 2,161; last year, 1,659; an increase of 502.

A new form of application for patent has been adopted, which the Board considers likely to prove more satisfactory than the one formerly in use, insuring a more full and detailed statement of the performance of homestead duties than the old form admits of.

Homestead Inspection Service.

There are at present six inspectors engaged in this service, three of whom have recently been authorized to subpoena witnesses and to examine them under oath. It was deemed advisable to invest them with this authority in order that the requisite evidence might be readily obtained to enable the Land Board to decide upon important disputes and complicated matters of various sorts which are constantly arising.

Intelligence Service.

Two intelligence offices have been kept open this season, for the purpose of disseminating useful information to intending settlers. These offices are situated respectively at Moosomin and Qu'Appelle stations.

Dominion Lands Agencies

The agencies for which offices have been established, are:—

| District. | Office at. |
|--------------------------|------------------|
| Winnipeg | Winnipeg. |
| Dufferin | Manitou. |
| Little Saskatchewan..... | Minnedosa. |
| Birtle | Birtle. |
| Souris..... | Brandon. |
| Turtle Mountain..... | Deloraine. |
| Coteau | Carlyle. |
| Touchwood'..... | Fort Qu'Appelle. |
| Qu'Appelle | Regina. |
| Prince Albert..... | Prince Albert. |
| Battleford..... | Battleford. |
| Swift Current..... | Swift Current. |
| Edmonton | Edmonton. |
| Calgary | Calgary. |

The following is a summary of the transactions of these offices during the year.

ANNUAL RETURN for the Year

| No. of Agency. | Agency. | Letters. | | Circulars | | Homestead and Pre-emption Entries, 160 acres each. | | Homestead Entries only. | | Homesteads. | | | |
|----------------|--------------------------------|----------|-----------|-----------|-----------|--|------------|-------------------------|---------|------------------------------|---------|--------------------------------|--------|
| | | | | | | | | | | Recommended for free Patent. | | Sales after 12 mos. Residence. | |
| | | Sent. | Received. | Sent. | Received. | No. | Acree. | No. | Acree. | No. | Acree. | No. | Acree. |
| 1 | Battleford | 22 | 13 | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | Birtle. | 1,800 | 1,639 | ..... | 16 | 27 | 8,640 | 75 | 12,000 | 48 | 7,680 | 1 | 160 |
| 3 | Calgary | 818 | 869 | ..... | 19 | 101 | 31,620 | 137 | 21,180 | 1 | 160 | ..... | ..... |
| 4 | Coteau | 714 | 391 | 34 | 51 | 48 | 15,360 | 21 | 3,360 | 27 | 4,320 | ..... | ..... |
| 5 | Dufferin | 1,791 | 1,751 | ..... | 31 | 11 | 3,520 | 96 | 15,360 | 208 | 32,596 | 3 | 960 |
| 6 | Edmonton | 1,137 | 819 | ..... | 33 | 49 | 20,995 | 42 | 6,256 | 30 | 4,534 | 1 | 320 |
| 7 | Little Saskatche- wan | 1,685 | 1,394 | ..... | 33 | 6 | 1,920 | 56 | 8,874 | 222 | 35,520 | 2 | 480 |
| 8 | Prince Albert.... | 889 | 554 | ..... | 32 | 12 | 3,756 | 24 | 3,718 | 31 | 4,876 | ..... | ..... |
| 9 | Qu' Appelle..... | 4,163 | 3,764 | ..... | 36 | { | 165 52,800 | 140 | 22,400 | 127 | 34,500 | 2 | 626 |
| | | | | | | * 8 1,280 | | | | | | | |
| | | | | | | † 1 160 | | | | | | | |
| 10 | Souris .. | 2,918 | 4,562 | 18 | 27 | 35 | 11,200 | 79 | 12,608 | 618 | 98,880 | 2 | 480 |
| 11 | Swift Current.... | 256 | 199 | 69 | 20 | 10 | 3,190 | 41 | 6,517 | ..... | ..... | ..... | ..... |
| 12 | Touchwood | 140 | 111 | ..... | 30 | 1 | 320 | 2 | 320 | 2 | 320 | ..... | ..... |
| 13 | Turtle Mountain. | 1,735 | 1,463 | ..... | 36 | 122 | 39,424 | 30 | 4,812 | 265 | 42,417 | 7 | 2,243 |
| 14 | Winnipeg. | 2,168 | 2,074 | 830 | 25 | 8 | 2,560 | 133 | 21,134 | 190 | 30,400 | 1 | 160 |
| | Totals..... | 20,236 | 19,603 | 951 | 395 | 604 | 196,745 | 876 | 138,539 | 1,769 | 294,203 | 19 | 5,429 |

* Homesteads and Pre-emptions of 80 acres each.
 † Pre-emption of 160 acres.

ending 31st October, 1885.

| Second Entries. | | | Sales. | | | | Lands Cancelled. | | | | Head Office Returns. | | Hay Permits. | |
|-----------------|----------|---|--------------|----------|--------|----------|------------------|----------|--------------|----------|----------------------|------------|--------------|--|
| | | | Pre-emptions | | Other. | | Homesteads. | | Pre-emptions | | | | | |
| No. | Acreage. | Miles from first Homestead. | No. | Acreage. | No. | Acreage. | No. | Acreage. | No. | Acreage. | No. | Amount. | No. | |
| | | | | | | | | | | | | \$ | cts. | |
| | | | 49 | 7,840 | 8 | 1,280 | 105 | 16,800 | 81 | 12,980 | 65 | 17,996 18 | 29 | |
| | | | 1 | 160 | 14 | 3,648 | | | | | 25 | 9,711 86 | 3 | |
| 18 | 5,280 | { 1-2 miles 2-6 do 15-70 do } | | | 1 | 320 | 46 | 7,360 | 40 | 6,400 | 36 | 3,970 64 | | |
| 21 | 2,971 | | 137 | 21,938 | 3 | 920 | 57 | 9,120 | 20 | 3,200 | 48 | 40,374 71 | 24 | |
| | | | 8 | 1,244 | 20 | 2,625 | | | | | 62 | 6,684 50 | 9 | |
| 24 | 4,320 | | 32 | 5,040 | 10 | 1,320 | 121 | 19,360 | 77 | 12,320 | 33 | 11,143 74 | 11 | |
| 2 | 313 | { 1-6 miles 1-50 do } | 10 | 1,470 | 37 | 7,310 | 3 | 480 | | | 30 | 10,997 47 | 1 | |
| 24 | 6,035 | | 6 | 960 | 11 | 3,200 | 294 | 45,755 | 221 | 34,074 | 57 | 19,618 83 | 160 | |
| 45 | 9,600 | | 232 | 37,120 | 20 | 5,029 | 175 | 28,000 | 189 | 30,240 | 55 | 103,679 79 | 51 | |
| 2 | 480 | { 1-350 miles 1-600 do } | | | | | | | | | 11 | 610 00 | | |
| 1 | 320 | 100 do | | | 1 | 320 | | | | | 27 | 60 00 | | |
| | | | 36 | 5,908 | 17 | 4,169 | 248 | 39,721 | 210 | 33,649 | 56 | 27,896 17 | 98 | |
| 4 | 560 | { 1-7 miles 1-52 do 1-28 do 1-150 do } | 30 | 4,826 | 25 | 2,154 | 247 | 39,520 | 102 | 16,320 | 65 | 17,691 43 | 46 | |
| 141 | 29,879 | | 541 | 86,506 | 167 | 33,295 | 1,296 | 206,116 | 940 | 149,163 | 670 | 270,435 32 | 432 | |

ANNUAL RETURN for the Year ending 31st October, 1886—Continued.

| Agency No. | Entries for Cancelled Lands. | | Wood Lots. | RECEIPTS. | | | | | | | |
|-------------|---|----------|------------|--|------------|----------------------|--------------|-----------------------------|------------------------------|--------------|--------|
| | Homesteads and Pre-emption, 160 acres each. | | | Homesteads and Pre-emption, 80 acres each. | | Pre-emption Entries. | Inspections. | Improvements to Government. | Bond Fees and other sources. | Sales. | |
| | No. | Acreage. | | No. | Acreage. | | | | | Pre-emption. | Other. |
| 1 | 31 | 9,920 | 45 | 7,200 | 1,800 00 | 250 00 | 108 00 | 202 00 | 11,525 72 | 2,723 82 | |
| 2 | 10 | 3,200 | 66 | 10,548 | * 2,260 00 | 580 00 | 25 00 | 80 00 | 1,040 00 | 6,011 86 | |
| 3 | 9 | 2,891 | 13 | 3,680 | 1,760 00 | 730 00 | 99 25 | 16 00 | 32,231 37 | 2,425 64 | |
| 4 | 5 | 1,551 | 5 | 4,000 | 910 00 | 490 00 | 15 00 | 410 97 | 1,544 00 | 5,498 09 | |
| 5 | 77 | 24,480 | 4 | 633 | 940 00 | 360 00 | 15 00 | 55 50 | 9,242 52 | 4,105 50 | |
| 6 | 23 | 3,680 | 41 | 6,560 | 430 00 | 180 00 | 307 25 | 70 00 | 1,353 00 | 8,978 97 | |
| 7 | 39 | 12,480 | 2 | 160 | 4,610 00 | 2,800 00 | 545 00 | 5 50 | 2,400 00 | 7,558 78 | |
| 8 | 1 | 390 | 117 | 18,720 | 2,870 00 | 1,860 00 | 360 00 | 70 00 | 91,492 02 | 5,367 29 | |
| 9 | 76 | 24,316 | 97 | 16,685 | 510 00 | 100 00 | 20 00 | 2,403 80 | 10,759 15 | \$ 38 40 | |
| 10 | 14 | 4,480 | 26 | 4,160 | 3,215 00 | 2,875 00 | 770 00 | 921 25 | 6,209 86 | 8,792 35 | |
| 11 | 297 | 90,998 | 423 | 67,676 | 1,760 00 | 460 00 | 235 00 | 4,165 02 | 166,617 63 | 8,730 58 | |
| 12 | | | | | 21,845 00 | 12,505 00 | 2,555 00 | 1,245 00 | | 60,690 78 | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| Totals..... | | | | | | | | | | | |

* Monthly returns from Agent show a total receipt of \$3,890.

† Only 160 acres.

‡ Only pre-emption.

§ Paid at Ottawa.

ANNUAL RETURN for the Year ending 31st October, 1885—Concluded.

| Agency No. | RECEIPTS. | | | | EXPENDITURE. | | | | | |
|-------------|--------------|----------|------------------------------|--------------|--------------|-----------------|-----------|----------------------|----------------|-----------------|
| | Hay Permits. | | Entries for Cancelled Lands. | | Wood Lots. | Total Receipts. | Salaries. | Travelling Expenses. | Contingencies. | Total Expenses. |
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | | | | | | |
| 1 | 63 20 | 541 64 | 570 00 | 18,023 38 | 281 35 | 163 00 | 444 35 | 163 00 | 163 00 | 444 35 |
| 2 | 8 80 | 40 00 | 40 00 | 9,681 86 | 2,056 00 | 519 19 | 2,575 19 | 287 85 | 963 41 | 3,593 76 |
| 3 | | | | { * 1,203 26 | 2,373 50 | 963 41 | 3,593 76 | | | |
| 4 | | | | 40,374 71 | 2,295 00 | 621 85 | 2,916 85 | | | |
| 5 | 10 00 | | | 6,759 50 | 2,100 00 | 593 44 | 2,698 89 | 5 45 | 593 44 | 2,698 89 |
| 6 | 21 00 | 90 00 | 1,230 00 | 11,689 49 | 1,200 00 | 489 11 | 1,689 11 | 38 00 | 528 53 | 2,496 53 |
| 7 | | | | 11,017 47 | 1,930 00 | 396 93 | 2,433 23 | 106 30 | 722 47 | 4,221 51 |
| 8 | 277 30 | 1,297 30 | 1,270 00 | 19,896 13 | 3,499 04 | 724 81 | 3,833 81 | | | |
| 9 | 73 30 | 1,092 18 | 240 00 | '103,679 79 | 3,104 00 | 368 00 | 3,833 81 | | | |
| 10 | | | | 610 00 | | 131 06 | 547 15 | | | |
| 11 | | | | 98 40 | | 552 00 | 650 86 | | | |
| 12 | 128 30 | 1,349 17 | 1,347 46 | 30,428 27 | 2,355 00 | 260 90 | 3,615 90 | | | |
| 13 | 104 75 | 40 00 | | 18,471 43 | 5,437 37 | 910 00 | 6,347 37 | | | |
| 14 | | | | | | | | | | |
| Totals..... | 686 35 | 4,450 29 | 4,657 46 | 274,780 07 | 29,480 26 | 7,075 71 | 37,044 51 | 488 54 | 7,075 71 | 37,044 51 |

* Paid at Head Office.

WINNIPEG, 1st November, 1885.

The business of the Touchwood and Swift Current districts has been so small that I have decided to recommend that the offices opened last summer at Swift Current Station and Fort Qu'Appelle shall not, next season, be re-established, and also that the business of both of these districts shall, for the present at least, be conducted at the Regina office.

If, as is herein suggested, entry is allowed to be made for an intending settler by an agent to be named by him, and upon a letter of authority issued by the Land Board, no inconvenience to the public will result from the closing of these agencies.

The practice, which has been wisely adopted, of permitting a Homestead Inspector to receive applications for patent, prevents any embarrassment or inconvenience to settlers in those districts, who, having obtained entries, desire in due time to apply for their patents.

The receipts, as herein shown, do not fully comprise the actual transactions. The payment of pre-emptions has not been insisted upon, and an extension of time in which to make these payments is invariably granted upon application, subject to interest at 6 per cent. Your records will show the whole sum due by the holders of pre-emption lands.

DOMINION LANDS ACT.

The Board has personally discussed with you certain amendments which it appears to be desirable to make in the Act of 1883 as amended. Your extended journey through the country, and the excellent opportunity you have had of appreciating the effect, omissions and defects of the present laws, will, doubtless, have suggested to you the advisability of recommending certain changes.

The time, I am of opinion, is opportune for the forming of regulations likely to be of a permanent character.

In the opinion of the Land Board, the Dominion Lands Act should be so amended:

1. That a settler, for the first two years after entry, may hold his homestead without personal residence, through cultivation or other improvement only; and that at the expiration of this period he should be required to reside upon and cultivate his homestead for at least six months in each year for three years.

2. That the right of second entry be abolished.

3. That the assistant agent of Dominion Lands be authorized to grant entries and receive application for patent, and, in the absence of the agent, perform all the duties of that officer.

4. That the Minister or Land Board may authorize entry by an agent.

5. That six months notice be required to be given in writing to the local agent by every homesteader who intends to apply for patent. It is not intended, however, that this notice shall be allowed to defer application for patent by those persons who may have completed their homestead duties, and who may be entitled to patent at an earlier date than expiration of the period of notice.

6. That the Minister or Land Board be empowered to reserve lands for entry by intending settlers.

7. That all forms of application for patent, and other forms relating to the homestead provisions of the Dominion Lands Act, be struck out of the Act, and that authority be given the Governor in Council to adopt such forms, receipts or certificates as may, from time to time, appear to be requisite.

Homestead Duties.

1. At present a settler may earn his patent by either of two ways:

1st. By residing upon and cultivating his homestead for at least six months in each year for three years.

2nd. By residing within two miles of his homestead, and fulfilling otherwise the duties prescribed by the amendments of 1884.

The latter provision of the law might probably be largely improved. While serving a good and useful purpose in its present condition, it may, I think, profitably

be extended. It has been recommended by Mr. Superintendent Pearce, and by myself in my report as Inspector of Agencies last year, that settlers should be allowed, for the first two years after making entry, to reside anywhere, provided certain cultivation and improvements were effected in each year, and that thereafter the settler should become subject to the ordinary homestead duties of the present Act, which require six months residence and cultivation in each year for three years.

This would enable settlers of the poorer class (and these are not in a minority) to reside anywhere for the first two years after obtaining entry, and at the same time gradually develop and improve their lands, so that at the end of this period the homesteads would be in a condition to offer them the necessary means of support.

The advantage to a settler of being allowed in this way to earn wages by outside work for two years, without endangering his entry, is very great, and the following three years residence would probably insure the permanent cultivation of his land. I regret to say that, under the amendments of 1884, there is a tendency on the part of some settlers to perform their homestead duties in a perfunctory manner, and merely with the object of earning a transferable title to their lands.

Second Entry.

2. In granting the privilege of second entry, in response to the unanimous request of the people of Manitoba, it was considered that it would induce settlers who had fulfilled the duties of three years residence and cultivation attached to the first entry, and who had received their patents, to use the experience of climate and soil which they had thus gained, by pushing forward into the unsettled parts of the Territories, with great advantage to the new immigrants with whom they might come in contact, and who would derive great benefit from the advice and assistance which their experience might enable them to render. It was also expected that the first homesteads which had been more or less brought under cultivation would be readily taken up by new men from the older countries, who, while seeking the advantages which emigration might hold out to them, were not prepared to undergo the hardships and adventure to which a pioneer in an unsettled country is necessarily subject.

These expectations were, however, not fulfilled; and to-day the advantages of the "Second Homestead Entry" are not apparent, whilst the detriment resulting therefrom appears to be most serious.

The fever of speculation which came upon the country in 1881 induced the eager purchase of almost all lands to which even a colorable title could be made by the holder. These purchases were made, in many instances, by persons who had no intention of cultivating the lands, which were bought with much the same intention that leads men to purchase any speculative bank or railway shares, hoping for a "rise in value." Speculation in lands was assisted largely by banks and loan companies, who brought a very large amount of capital into the country in 1881 and 1882. The result of these circumstances was that lands were trafficked in to an enormous extent, and homesteaders hastened to make a title that could be transferred. In some cases it is probable that individuals bettered their condition by disposing of the first homesteads at good prices and entering upon the second ones with a fair amount of working capital. These cases, however, were very few, and, for the most part, the settlers sold or mortgaged their first homesteads merely for the purpose of engaging in the ruinous speculative mania which possessed the country.

In almost every locality one meets numerous homesteads, once under a fair state of cultivation, but now deserted; the land that was once tilled being weed-grown and less easily cultivated than the virgin prairie; the buildings fast decaying. Many settlers who have suffered from this wild speculation would never have either mortgaged or sold their first homesteads had the privilege of second entry not been open to them. At present, the privilege is used to enable persons who have earned patents to acquire additional lands in the vicinity of the first homesteads. It is seldom an actual advantage to them to increase their holdings, having insufficient capital to properly cultivate even 160 acres; but the acquisitive tendency is too strong to be resisted. In view of the rapidly decreasing extent of free land now open on this

continent to those residents of the older countries who desire to better their condition by emigrating, I do not think it advisable that residents of the country should have it in their power to acquire too easily more land than they can profitably cultivate. In the large majority of cases 160 or, at most, 320 acres are amply sufficient. Should a settler possess the means and ability to work profitably a larger holding, there is abundance of land already alienated from the Crown, which can be generally purchased at small cost.

Under all the circumstances, the Land Board is of opinion that the advisability of withdrawing this privilege at an early date deserves earnest consideration. Your own observation will, I am convinced, have assured you that this privilege may, with advantage to the public, be withdrawn. To it, more than any other cause, I ascribe the perfunctory and comparatively unstable cultivation and performance of homestead duties to which I have alluded in the preceding paragraphs.

It has, in a large measure, induced settlers to look upon their first performance of homestead duties merely as a means to acquire land on which they do not intend to permanently reside; and their effort is undoubtedly to acquire it in the easiest possible way, with the least outlay of labor or capital.

As a check, in some measure, to the evils resulting from second entry, the Board recently, with your approval, made a general order prohibiting the application of a second homestead entry right upon cancelled lands within a 40 mile radius of the first homestead.

The operation of this order is satisfactory. Where a homestead has been forsaken in any of the older-settled portions of the country, it can now be entered for only by a newcomer. Until this order was made it was a common occurrence for a settler who had earned his patent to acquire as a second entry a half-section or quarter-section within a short distance of the first homestead. It was, of course, an unprofitable state of affairs for the settlers at large, and did not serve to benefit the district where the transaction occurred. It was, in fact, from every point of view, a positive impediment, so far as it went, to the advancement of the locality.

Assistant Agents.

3. At present an assistant agent may not receive an application for homestead entry or for patent.

It is impossible that the agent shall at all times be in attendance or available, and the Board consider it highly desirable that his assistant should have full power to act during the agent's absence, in all matters pertaining to the business of the agency.

Entry by an Agent.

4. This is authorized under the present law only when the intending settler is resident outside of the territory in which the land sought to be entered for is situate.

There seems to be no objection to permitting entry to be made for an intending settler by an agent, under any circumstances, and as this would have the effect of, in very numerous cases, avoiding expense to the settlers, as well as possibly a most inconvenient journey to a remote land office, it appears to be desirable that this provision of the law should be enlarged in the direction I have indicated.

Notice of intention to apply for Patent.

5. It is desirable, as a matter of convenience to the settlers themselves, and in order to the better prevention of fraudulent applications for patent, that some reasonable notice should be given by the settler of the date upon which he intends to make application. I refer chiefly to those applications which are made before the homestead inspector, but am of opinion that notice should be required whether the homestead inspector or the local agent receives the application.

Should this practice be adopted, it will insure a more prompt visit from the homestead inspector to receive the applications of those persons who intend to apply, and have given notice to the local agent of such intention.

At present it is very often inconvenient and impracticable to send an inspector to receive an application of this sort with any degree of promptitude, and occasionally the settler is embarrassed by the unavoidable delay.

Under the proposed system, however, lists could be prepared by the local agent, grouping all persons in the different parts of his district who have signified their intention to apply. These lists could then be acted upon by the inspector, and the persons whose names and residences are given could be visited promptly.

Knowing, also, some time beforehand, of all persons who intended to make application, the inspectors, in visiting the several localities in the performance of their ordinary duties, would be enabled to ascertain the facts as to the individual performance of homestead duties, in this way proving a restraint upon those persons who, while happily not numerous, are disposed to make false representations in order to secure patents to which they are not rightfully entitled.

I would suggest that six months be the period of notice required from all intending applicants for patent.

In the United States, to prevent frauds, it has been found necessary to compel the homesteader to publish, at his own expense, a notice for six consecutive weeks, in a newspaper designated by the proper Land Departmental officials, of his intention to apply for patent, giving the land and the names of his corroborating witnesses.

Reservation of Lands for entry by intending Settlers.

6. Occasionally, a settler when entering upon lands which he has selected, desires to secure a homestead in his immediate vicinity for a relative or friend. It would serve a good purpose if the Minister and the Land Board had the power, upon receiving a sufficient guarantee from the applicant as to his good faith, to reserve lands, under these circumstances or others of a like nature, for a reasonable period. It is a great inducement to an intending immigrant to know that by arriving in the country within a limited period he can make certain of securing a homestead in close proximity to that of some one with whom he had familiar associations.

Were this power of reservation vested in the Board, it could probably be exercised with great advantage in the settlement of such persons:

Pre-emptions.

The advisability of lowering the price of pre-emption lands in the several portions of the Territories is being widely discussed.

It is doubtful whether anything can be done in this direction, so far as the lands within the Province of Manitoba are concerned. I doubt if it would be advisable or in the public interest to modify in any material degree the terms upon which these lands may be purchased, the whole question being surrounded by many difficulties. A reduction in price in favor of persons who have not as yet made their payments would lead others who had paid to consider themselves illiberally treated, unless refunded the amount of the reduction.

The surveyed portion of the Province of Manitoba is now fairly well settled, possessing (or will shortly possess) liberal railway facilities, and all lands are consequently more valuable than in the more western districts now open for settlement. While, however, pointing out the difficulties in the way of a reduction in the price of pre-emption lands within the Province itself, I think it probable that the regulations in respect to these lands, where cancelled or abandoned, may, with advantage, be somewhat modified.

According to present policy a forfeited pre-emption, whether voluntarily abandoned or cancelled in default of payment, is not thereafter open for entry, but is held exclusively for sale at \$2.50 per acre.

It would probably benefit settlers who have not as yet purchased their pre-emptions, and who are unable to do so, if they were permitted to relinquish them in favor of some friend, relative or other person whom they may desire to have settled in their immediate vicinity.

I would recommend, therefore, that, upon abandonment, pre-emptions be hereafter opened for entry—80 acres as homestead and 80 acres as pre-emption—the price of the latter to be \$2.50 per acre, but that these lands be excepted from the application of a second homestead right.

An addition to the permanent resident population is what the Province most needs, and this can only be secured, as far as these lands are concerned, by the adoption of such a policy.

If settlers prefer to retain the land, it might perhaps be considered advisable to allow them a period of three or five years within which to make payment, or to make payment by three, four or five annual instalments.

Assignment of right to Patent.

My attention has been called to the fact that in some instances settlers who, in the performance of their homestead duties, have become involved in debt, endeavor, after obtaining recommendation for patent, to have the patent itself issue in some other name than their own.

It seems to be highly desirable, in order to effectually prevent transactions of this nature, that the law should be so changed as to insure in all cases the issue of patent in the name of the homesteader himself, or of his legal representative.

Taxes—Cancelled Homesteads.

A somewhat prominent cause of complaint in Manitoba is the difficulty experienced by municipalities in the collection of taxes in relation to lands held by persons who do not reside upon or cultivate them, and whose entries, in consequence of this default, are cancelled.

Occasionally, cancellation is carried out after the homesteader has made some improvements.

In such cases, and where, as very frequently happens, this defaulting homesteader has, during the period in which he held his entry, entirely or in part evaded payment of taxes, it is, I think, expedient that the Government should afford the municipality such measure of relief as may be practicable. I would, therefore, suggest that taxes be made a first lien upon the value of the improvements upon these cancelled homesteads received by the local agent of Dominion Lands from the person who, after cancellation, obtains re-entry.

It is not recommended that the Department shall assume any responsibility in this matter, or that, in the event of any other application by the Department of the moneys received for improvements upon cancelled lands, the municipalities should be allowed to claim compensation.

Nevertheless, if the clerks of the several municipalities make returns periodically to the Land Board of the taxes due and in arrears upon unpatented homestead lands, I would recommend that, in the event of cancellation, the improvement moneys alluded to be held and applied by the Department in the manner indicated.

It appears to be most inequitable that a settler should be allowed to receive the benefit of municipal expenditure, and to contribute nothing, as, in these cases, he frequently succeeds in doing.

Hay Regulations.

I am of opinion that all *bond fide* settlers should be permitted to take hay from vacant Dominion Lands, in every case making affidavit that the permit allowance granted is required for individual use, and is not intended for barter or sale.

The permit should describe the lands upon which the hay is intended to be cut, and the permittee should have the exclusive right to such land. This would avoid difficulties that arise under the present system, where several permits are issued covering the same land.

Where the hay is required by other than actual settlers it should be paid for at a reasonable price.

Scrip Applications.

The number of these applications received from persons who were resident in the North-West Territories and in the Province of Manitoba (or who allege such residence) on the 15th July, 1870, is 512. A large number of these applicants at present reside in Dakota, although claiming residence within this Province or the Territories at the date of the transfer.

Many of the claims appear to be well grounded; but it has been discovered, on investigation, that no inconsiderable number are very doubtful, and these are held in abeyance pending further enquiry, which will be made by Mr. Roger Goulet at the earliest possible moment.

General Condition of the Country.

The depression which immediately followed the extraordinary inflation of four years ago, and which was rendered more pronounced and stringent by the partial failure of crops in certain districts during the past three years, is rapidly disappearing.

To-day, the condition of the settlers is much better than it was a year ago, and the feeling of keen disappointment which followed the collapse of the excitement attending the early progress of the Canadian Pacific Railway has given place to an improved feeling and a growing confidence in the ultimate results attainable by the economical and energetic operations of agriculture.

A sole reliance upon cereal productions has been abandoned, and throughout the country is observable the beneficial results which have followed an effort to adopt the mixed system of farming.

As through traffic develops over the Canadian Pacific Railway, the effect will be to completely remove the feeling, once prevalent in the minds of western settlers, that their position was one of isolation. They will now, by the fortunate completion of this enterprise, be placed immediately upon one of the great highways of the continent.

The advantage resulting to them from this changed position is obvious.

I am happy to report the satisfactory feeling, that is every day increasing throughout Manitoba and the Western Territories, resulting from the more prosperous and improving condition of the settlers—at least, so far as the Province is concerned—assisted, in a considerable measure, by the recent extension of the Manitoba South-Western and Manitoba and North-Western Railways.

The generally improved condition of the whole country strengthens me in the opinion that a new era of prosperity is now before us.

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

H. H. SMITH,
Commissioner

No. 2.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 31st October, 1885.

SIR,—I have the honor to transmit, through you, for the information of the Hon. the Minister of the Interior, my annual report for the year ending this date.

As you are aware, at the close of the last departmental year I was on a trip along the railway belt in British Columbia, from which I returned the latter end of November, and remained in Winnipeg, engaged in duties connected with the Land Board, until the latter end of December.

Early in January I reached Ottawa, having been summoned there to facilitate the settlement of all the land claims of the old settlers, half-breeds and others, which had been investigated and reported on by me during the preceding summer. Among others were those of St. Laurent (Batoche), about which so much has been said since the half-breed outbreak of last March. On the 5th of February the agent was instructed by your predecessor to carry out the decisions arrived at, being on exactly the same basis as those in the neighborhood of Prince Albert, which were generally accepted by the claimants as extremely liberal. The interested parties were all accordingly notified by the Prince Albert agent prior to the resort to arms. Mr. George Duck, formerly agent at Prince Albert, was also instructed to obtain evidence concerning the remainder of the claimants on the South Saskatchewan—French half-breeds,—who, since survey, had squatted along the river below St. Laurent, which was known as the Settlement of St. Louis de Langevin.

These parties had, in settling, ignored the regular surveys, and squatted regardless of the sections being odd or even-numbered, Hudson Bay or School sections. They desired to have the river lot survey extended to them, but it had frequently been pointed out, that, upon survey, all who resided on these lands could obtain their claims as quarter-sections, and in many cases could demand this as a right; but if all parties could agree among themselves they could be granted entry by legal subdivisions or fractional portions of the same, thereby giving them river lots without entailing upon them and the country the delay and expense that would result from the necessity of making a new survey. The investigation by Mr. Duck has since been made, and all parties, on application, can now obtain entry, except, probably, about a dozen, who have so crowded upon one another in settling that it will be necessary to make a survey on the ground, in order to ascertain exactly the portions covered or affected by the improvements of the different parties. This difficulty possibly may be overcome by sending an officer who has had some experience in surveying, who, when on the ground, by making a rough track survey, can obtain the desired result. As you are aware, the principle adopted in all the surveys on the Saskatchewan and its tributaries, where it was found that parties had settled in advance of survey to any extent—say at least half a dozen in any township—has been where they so desired to grant river lots, the width of which has been made to agree with their claims, the depth varying from one to two miles, according to whether other settlers occupied the land in rear or otherwise. For instance, on Battle River, south-east of Bear Hills, at Edmonton, St. Albert, Fort Saskatchewan, Victoria, Prince Albert and St. Laurent, river lots were granted to all claimants who so desired when survey was effected.

In the vicinity of Battleford, although many had settled in advance of survey, they preferred the sectional survey. The same thing occurred just below Prince Albert. In fact, the sectional system of surveys was first proclaimed by Order in Council in June, 1871, and became incorporated in the Statutes of Canada by the passage of the first Dominion Lands Act in 1872, and has ever since been the law of

the country; and there is no one at all acquainted with the subject but will admit that there is no comparison between the river lot or parish system and the usual rectangular system. Hence, it might be urged that any one who settled subsequent to June, 1871, should adapt his holding to the rectangular system of survey, which could be readily done. Those who settled prior to that date were, about twenty at St. Albert, twelve or fifteen at Victoria, about six at Prince Albert. Not another at any point in the North West, except, possibly, one or two at Qu'Appelle. The only exception in granting river lots where settlers were in advance of survey occurred at Qu'Appelle, where, owing to the rush of settlers incidental to the construction of the Canadian Pacific Railway in 1881-82, it was deemed advisable to maintain the sectional survey. Had the river lots been adopted there, the delay arising from such a mode of procedure would have entailed greater hardship than the course followed. The block and township outlines were run in 1880 and 1881, considerable sub-division being done in the latter year and the balance in 1882. Eighty per cent. of the lands claimed by these people were surveyed by French speaking surveyors, who came from the Province of Quebec; the remainder being done by English speaking surveyors, who either spoke French or had French speaking men in their parties. To prevent the possibility of any thing being omitted in the survey, any traverse work was paid for at as high a rate per mile as ordinary work, although, as a rule, 30 per cent. more of the former can be done in the same time. In addition, 50 cents was allowed for each affidavit taken. Had any one been overlooked by the surveyor it is natural to suppose he would visit the surveyor before the latter left the townships and make affidavit respecting his claim. All these claims are shown on the township maps; and under sec. 28, 46 Vic. cap. 17, the claimants thereto are allowed three months to come forward and make entry. In spite of all these liberal provisions, within the first twelve months after the lands were open for entry, not 40 per cent. of the parties came forward to make entry. The result was that complications arose in some eight or ten cases, which have been adjusted only after a great deal of trouble.

At Qu'Appelle, during the "boom" of 1881-82, speculators purchased probably 60 per cent. of the claims of the half-breeds, paying a small sum down; but, owing to the collapse of the "boom," these purchasers refused to carry out their agreements, and the claims reverted to the original owners, who, in some cases, had left the neighborhood, and in others had made homestead entry for other lands.

A good deal of difficulty and confusion resulted from this in dealing with their claims. To illustrate further the carelessness manifested by some of the half-breeds of the North-West, it might be mentioned that, in the neighborhood of Duck Lake, though the lands were surveyed and open for entry since August, 1881, in March last not 25 per cent. of the claimants had made entry—even though in the autumn of 1883 the assistant-agent at Prince Albert visited all the claims he could ascertain, told the claimants on what particular quarter-section or quarter-sections their claims were situated, and urged them to come forward and make entry.

At Edmonton, as you know, a vigorous protest was made against the decisions of the Land Board, and an indignation meeting was held in reference to the same. This meeting was called by printed placards widely distributed, and at a time when excitement in the North-West generally was at fever heat. Out of 240 land claims in the Edmonton district, protests were received from less than thirty, and one-half of those were from parties who were disputants with neighbors over the boundaries of their claims—in some cases both parties protesting. It was, of course, to be expected in such cases that one of the parties should protest.

About 20 per cent. protested, although obtaining all they asked; and of the remainder some four or five were Mounted Police, or ex-members of the Mounted Police, or Government employees, who claimed free patents through reason of cultivation and in some cases having men to live on their claims, while themselves members of the Mounted Police Force or in the employ of the Government. The remainder protested against the price of their pre-emptions, or,

from the fact of not obtaining one, cited as the reason of their protest that a resolution had been passed, at the indignation meeting referred to above, to the effect that land in the Edmonton district should not be more than \$1 per acre, and also that every old settler should have 320 acres free, forgetful of the fact that the Land Board was circumscribed in its decisions by the law and regulations in force from time to time, the principle adopted being to give to every *bond fide* settler 160 acres, if available, as a free homestead, and an additional 160 acres, if available, as a pre-emption, the price of the latter being governed by the regulations in force at the date when claimant commenced *bond fide* to reside on his claim. In some cases, notably at St. Albert, in the vicinity of the Roman Catholic Church plot, these parties had settled so closely together along Sturgeon River, the land in rear being occupied by others, that there was not 160 acres available for each. The Rev. Père Leduc states that at the time they settled they were warned without avail by the Church authorities of the position in which they would find themselves placed if they persisted in doing as they did. As, however, these parties have obtained scrip, they can, if they so desire, obtain all the land they want, and have the further privilege of homesteading elsewhere. One of those who protested the most vigorously preferred a claim to homestead one quarter section and pre-empt or purchase four additional quarter-sections at \$1 per acre by reason of cultivation and improvements thereon. The total cultivation in this case amounted to less than 20 acres; his buildings and fencing are not worth \$100; he has never resided on the land; and follows another occupation than that of agriculture, at least six miles distant from his claim. He was informed that he could homestead one-quarter section, pre-empt another and purchase two more at \$2 per acre, the price required by the regulations.

It might be observed, in passing, that the majority of these protests were in the handwriting of one individual, and, although purporting to be signed by certain parties, there is evidence on record in this Department which proves that many of those parties whose names were appended could neither read nor write. I state these facts for the reason that a very incorrect and misleading version of the matter has been formulated, and I think the same should be corrected.

In many cases at St. Albert, where, no doubt, the land claimed might have been patented under the provisions of sub-section *f*, section 81, 46 Victoria, chapter 17, owing to the death of the party who resided on it on the 15th July, 1870, it would, if treated under said sub-section, have involved the claimant in a great amount of expense in proving heirship or ownership. To obviate that an entry was granted under the homestead provisions of the Dominion Lands Act, the only difference being a fee of \$10. This many have objected to, however, and, although the reason for such action has been explained, they do not or will not grant that it is the best course in their own interest. If they were required to prove title under said sub-section *f*, it would, in many cases, have been impossible to do so; and, in all, delays would have occurred, and the expense been very many times that of the homestead entry fee.

The question of the claims of old settlers on the Saskatchewan is one of long standing; but, with the exception of the claims in the immediate vicinity of Prince Albert, nothing could be done in the matter until the surveys were completed. These surveys were not finished until the summer of 1883; many of the returns of the surveys were not completed till the summer of 1884, and could not have been completed at an earlier date, for, had they been prosecuted in any other way than the one adopted, they would have been attended with a great sacrifice of both accuracy and economy; and, therefore, the contention that a want of energy has been shown by the Department of the Interior in pushing these surveys cannot be successfully maintained.

Had, however, the old Canadian Pacific telegraph line worked as well as was anticipated when the contracts for its construction were awarded, the longitudes might have been determined readily and cheaply by its aid, and the latitudes by astronomical observation. Then the survey could have been carried out cheaply and efficiently at any point in the vicinity of the telegraph line. Owing to the working

of the line being defective, nothing remained but to determine the longitudes by measurement from Winnipeg, the position of this latter point having been determined by telegraph from the Chicago Astronomical Observatory. This system was started in 1874, and conducted with due energy, but it was not until 1880 that the 5th Initial Meridian was established. In 1881 the block outlines were run in the vicinity of Edmonton, and the township sub-division and river lot surveys were commenced immediately thereafter and completed in 1883. These matters came within my personal knowledge when engaged in surveys in Manitoba and the North-West between 1874 and 1881, both years inclusive. Since 1881, though not connected with the Surveys Branch, I am familiar with all the steps taken by it.

In August last I visited the Fort McLeod district, my object being to examine into the claims of the various squatters there. I personally visited all claimants I could learn of within surveyed territory. Some few of the parties were not at home. When I could ascertain definitely what claim they preferred, it was reported on. This information I was unable to obtain in some cases, on which no action has therefore as yet been taken; but as I expect to visit the same locality again shortly the balance of the claims there will probably be investigated, excepting several on Pincher Creek, which cannot be adjusted until the surveys are extended into that neighborhood. One object of my visit will be to ascertain what portions it is necessary should be surveyed, with as little delay as possible. Further allusion to the squatters' claims will be found in that portion of this report referring to the grazing interests.

A considerable portion of my time has been occupied in matters which have been referred to the Land Board, which will, no doubt, be treated of fully in your report.

I have been able to devote only a short time to duties pertaining to mines and mining.

Grazing Lands.

I have, during the past two seasons, devoted a good deal of attention to the subject of grazing lands, and, if properly handled, I trust that there may be no conflict between the leaseholders, or large stockmen, and the squatters, who really are small stockmen, or intend to become such so soon as their means will enable them. Few, if any, settle in the ranching country having in view only the growth of grain and vegetables, the market for which will necessarily be limited, as, the location being greatly removed from the large centres, other points cannot be competed with profitably. Such being the case, does it not follow that the policy of the Government should be framed chiefly in favor of the stock-growing interest—not necessarily the large holders, as it will probably be found more in the public interests, to have the same amount of stock, or so much as the country will support, in the hands of several than of few holders?

It will be found that nearly, if not all, the claimants to land are located along the river bottoms.

In answer to the question why they did not settle on the benches, the reply is, almost invariably, that only the bottoms are suitable for cultivation. Not more than 5 per cent. of the country is "bottoms." Of these bottoms two-fifths are too stony to admit of cultivation, which leaves, according to the squatters' contention, not more than 3 per cent. of the country fit for settlement. For the purpose of settling 3 per cent. of the country, is it advisable to render 97 per cent. comparatively valueless? These bottoms always lie between cut banks, and by running a fence between these cut banks the whole bottom is enclosed, the river serving to enclose the remainder. It will frequently happen that half a mile of fencing will enclose several hundred acres. In this way comparatively few settlers will occupy many miles of the river. This cannot be better illustrated than to cite what has already occurred between "Fort Kipp" and "Slide Out," on Belly River. There are now 17 settlers, and if one more settles and obtains what will be claimed—of which two thirds is already fenced and the remainder shortly will be—25 continuous miles of river will be rendered

inaccessible for watering places, and the bottoms for that distance for shelter. This matter has, however, been fully discussed in a special report to the Minister on the subject.

As to the remedy which has been proposed, it will be well to reserve all lands valuable for watering purposes, hay and shelter. This would be in the interest of the small stockmen as well as the large. For purposes of shelter, most of the bottoms should be retained. This might be accomplished by requiring all the fences to be opened between the 1st of December and 1st of April, which would enable the holders of claims to do all the cropping required.

Irrigation.

There are large tracts in various parts of the grazing districts which could be, comparatively cheaply, irrigated; and it might be advisable that such lands could be acquired at moderate rates, patents therefor not to issue until the lands have been thoroughly irrigated by the purchasers. Hay lands will be required shortly—the natural hay grounds become worthless in a year or two if cattle are permitted to run over them—and it is necessary that a certain amount of feed should be harvested each year for late calves, weak, sick or lame stock, and to feed the stock generally at intervals during severe storms. In the United States provision is made whereby such lands can be acquired, to the extent of 160 acres, by one individual, but patent does not issue till water has been laid on. This, however, has led to many grave abuses, and the Commissioner of Public Lands there has, for several years, recommended that the Act governing this matter, known as the Desert Land Act, be repealed. Under that Act the proof of water having been laid on rests merely on the affidavit of the claimant, corroborated by two witnesses; and the clause in the Act is so broad that abuses easily arise. This might be prevented, however, by inserting a provision that such proof should be satisfactory to the Minister, and an inspection in each case would show whether the spirit of the regulations had been complied with. There could be no objection to large tracts of such land being assigned to associations or companies, as, in many cases, it will be found that an area of several thousand acres can be irrigated at a very much cheaper rate per acre than a few hundreds. Such lands might be granted, subject to the right of the Crown to take possession thereof at a certain advance on the cost of the same, and to the condition of irrigation.

In the ranching country it would, I think, be advisable to make the railway land grants *en bloc*. This would enable capitalists to purchase a large area, and thus protect their interests. I would suggest also that Hudson Bay Company lands be given to the company in block, and not as at present—two sections in each Township—and that the same course be taken with regard to school lands. To enable this to be done certain legislation is necessary.

The present leases reserve to the Crown the right to grant settlement without the two years notice formerly required. If steps can be taken to protect the watering places and shelter for stock, the stockmen have no objection to settlement, but the contrary; and the right of settlement being accorded will probably prevent the black-nailing which the ranchmen claim has been practised on them in the past.

In conversation with many stockmen from the south of the line I gather that our ranche country will carry very much more stock per square mile than theirs; and further, in all of it along the mountains there is sufficient rainfall to prevent the occurrence of the calamity of being "eaten out." It may be that this will be used as an argument for allowing sheep to graze within that portion already prohibited; in answer to which it may be said that there is a sufficient area available for sheep ranching at present, and, when it is fully occupied, experience will have shown whether it is advisable to permit sheep within that portion now prohibited to them.

Second Homesteading.

In every part of the country where the privilege of second homesteading has been availed of, public feeling is decidedly adverse to the practise, and the majority

desire its repeal. By some it is urged that the right to make a second entry should be allowed only where the party places a settler on his first homestead, but such a provision could not be carried out practically.

Price of Pre-emptions.

As you are aware, there is considerable agitation going on relative to the price of pre-emptions, and demands are being made that the same should be reduced. In answer to this, it may be said that 160 acres is all, if not more, than 80 per cent. of the settlers in this country show that they have any need for; but it might be worthy of consideration whether a rebate on pre-emptions should not be granted, subject to a certain amount of improvements being made, or residence performed on the pre-emption or its accompanying homestead, subsequent to the party becoming entitled to patent for the latter. Those who do not avail themselves of this should be required to abandon their pre-emptions, which then could be sold at such reduced price to any party entitled to make homestead entry but who has not received such entry—the sale to be subject to the performance of the above mentioned settlement duties. Some such course would, I think, add largely both to the population and production of the settled portions of the country.

Some provision should, I think, be made, whereby entry can be obtained—and patent also when necessary—in townships which have not been sub-divided.

A glance at the latest map of Manitoba and the North-West will show that there are between 1,500 and 2,000 townships of which one-fourth have but one boundary run; about one-fourth, two; one-fourth, three, and the remainder four boundaries. The proportions are only approximate. In any township in which one boundary has been run, one limit of six sections is established; where two boundaries are run, eleven sections; where three boundaries, sixteen sections; where four, twenty sections have their limits established thus partially. Assuming there are 2,000 townships, and the proportions cited are correct, would give 26,000 sections, of which one limit is run—two settlers to a section = 52,000. With these outlines run, if provisions were made for obtaining entries, it would be found that many would avail themselves of the privilege—particularly those parties going into stock—and in the sections suitable for that industry the country would be saved the expense of surveying.

Of course, in granting entry in such cases, the parties must be given distinctly to understand that if, upon survey being made, it should be found that their improvements are outside of the lands entered for, such improvements shall confer no right whatever to such outside lands.

Re-surveys.

Many requests have been made by parties to have townships re-surveyed, owing to the removal of posts and destruction of mounds, or, when in timber, the lines are grown up with brush. This is probably asking too much. No country in the world has, on the whole, been so well surveyed as Manitoba and the North-West, and no great expense need be entailed upon any person in having his particular quarter section re-surveyed. Or by keeping his buildings well back from where any ordinary individual would suppose his boundary to be, there would be little risk of their being placed off the land, and he could, when his circumstances warranted it, afterwards obtain an accurate survey. Our system of surveys is so simple that in nearly every community an individual may be found who can at least very closely define the boundaries of his neighbor's lands. Further than this, it would not, I think, be fair to those surveyors who have settled in the country, expecting to make a livelihood by their profession, for the Government to step in and take such work as the above from them. As well might the settlers ask the Government to provide them with lawyers and doctors. But if that were done also, I have no doubt a vast amount of litigation and sickness would immediately follow throughout the country.

Any other suggestions concerning amendments to the Land Act that have been discussed by the Land Board I presume you will refer to in your report, so that it is unnecessary for me to mention them.

I have accordingly treated of only such subjects as have come directly under my own observation when investigating matters in various parts of the country.

Mines and Mining.

A good deal of prospecting has been going on during the past summer, and it is confidently expected that next season will witness a great impetus to mining. That there is a large amount of valuable ore lying within easy distance of the Canadian Pacific Railway in and west of the Rocky Mountains, which, until recently, was inaccessible, is undoubted; and so soon as any one mine has been developed sufficiently to show that it can be worked profitably, capital will speedily be forthcoming.

It is hoped the dispute concerning the right to the minerals between the Dominion and Provincial Government of British Columbia will soon be settled, as the uncertainty of title has, no doubt, to some extent, retarded the development of the mining industry.

During a recent trip as far west as Farewell, British Columbia, I embraced the opportunity of discussing with the miners certain changes that it is proposed to make in the present mining regulations, and their views have been embodied in a special report which I made to the Minister on the subject a few days since.

I cannot close this report without referring briefly to the very sad death of your predecessor, the late Mr. Walsh, which, I am sure, no one regretted more deeply than yourself. Every struggling, *bona fide* settler had in him a warm-hearted, sympathizing friend; and in his death the country generally, and the administration of the public lands in the North-West in particular, lost an invaluable official. My intimate connection with him for upwards of three years enabled me more fully to appreciate his good qualities, and I felt his death very deeply indeed.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

WM. PEARCE,

Superintendent of Mines.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg.

No. 3.

OTTAWA, 31st December, 1885.

SIR,—I have the honor to submit, for the information of the Honorable the Minister of the Interior, the following report of the general work of the office of Inspector of Agencies, from the date of my appointment, 2nd September last, to the present time.

At the time of my appointment I was engaged in assisting to dispose of a number of cases, the settlement of which had, for various causes, been delayed. Upon completion of this work I left Ottawa, and arrived in Winnipeg about the middle of September.

On the 18th September I left Winnipeg for Calgary in company with Mr. Amos Rowe, the newly appointed agent for that district. Calgary was reached on the 20th of September. Previous to placing Mr. Rowe in charge, I made an inspection of the Land Office, and during my visit also made an inspection of the Office of the Crown Timber Agent.

On the 21st September I visited the Dominion Lands Office at Swift Current.

On the 28th September I started to drive from Brandon to Deloraine. I reached Deloraine on the 29th September, and, during that night and the following morning, made an inspection of the Land Office at that point.

On the afternoon of the 30th September I left Deloraine for Brandon, and reached there the next morning, 1st October, in time to take the train to Winnipeg.

On the evening of the 1st October I left Winnipeg for Ottawa, where I arrived on the 5th of the month.

From the 5th to the 11th October I was engaged with matters relating to the working of the Dominion Lands Agencies.

On the night of the 12th October I left Ottawa and reached Winnipeg on the 17th.

On the 20th October I left Winnipeg for Edmonton. During the 22nd and 24th October I was engaged at Calgary in obtaining information required by the Board respecting land matters there.

On the 26th October I left Calgary, and arrived in Edmonton on the 30th.

I remained at Edmonton until 5th November, and while there made inspections of the Dominion Lands and Crown Timber Agencies, and had interviews with a number of the settlers respecting their claims.

On the 8th November I reached Calgary, and remained there until 14th November.

While in Calgary I made inspection of the Crown Timber Office there, and partly effected a settlement of some of the Bell Farm squatters upon new locations.

I returned to Winnipeg on 16th November. On the 18th November I left Winnipeg, and arrived in Deloraine on the 19th of the month. During the night and the following morning I made an inspection of the Turtle Mountain Agency, and returned to Winnipeg by way of Brandon.

On the 23rd, 24th and 25th November, I took charge of your office in Winnipeg, while you were engaged in making certain investigations at Fort Qu'Appelle.

On 27th November I went to St. Andrew's parish and examined William Sinclair, a former clerk in the Dominion Lands Office, with the view of obtaining from him information required by the Land Board.

On 1st December I left Winnipeg for Regina, and inspected the Dominion Lands Office there.

On 7th December I visited Brandon, and inspected the Land Office for the Souris District.

On 16th December I left Winnipeg for Birtle. I inspected the Land Office there on the 17th. I inspected the Land Office at Minnedosa on the 18th December, and returned to Winnipeg on the 19th.

On the 20th December I proceeded to Ottawa, and, from the time of my arrival there to the present time, I have been engaged in matters connected with the work of the Land Agencies and the Land Board.

While in Winnipeg my time has been, as you are aware, fully occupied in taking evidence and acting in my capacity as a member of the Land Board.

From time to time, reports of the above inspections have been prepared and submitted for the information of the Minister of the Interior.

I have frequently found it necessary, in order to economize the time at my disposal, to perform the work, as well as to undertake long drives over the prairie, during the night. The distance travelled, while engaged in my official duties, as above, has been, by rail, 9,206 miles, and with horses, 760 miles, making a total of 9,966 miles.

In conclusion, it may be well to supplement this report with a few remarks, based on personal observation, in reference to the progress of the country. Among the settlers, generally, there is an evident change for the better respecting the future prospects and probable success of agricultural pursuits.

Those whose intentions are honest now recognize, as the result of experience, that their past reverses were chiefly caused through ignorance of a proper system for conducting operations. The land laws are beginning to be better understood, and, as a consequence, the speculative element is fast disappearing, and the *bond fide* farmers are learning to take a broader and more unprejudiced view of the conditions with which they are required to comply.

In the North-West Territories a change is particularly noticeable. There the real homesteaders have declared themselves during the past season in a very practical way, by largely increasing the area under cultivation. This action, on their part, renders the claims held for purely speculative purposes conspicuous by reason of the small extent of the improvements effected thereon. The holders of these claims, too, are beginning to recognize that their calculations were erroneous, and, therefore, a rapid decrease in their number may be looked for.

With regard to the working of the provisions allowing second homesteads, the opinion is general that, to the country at large, it is detrimental, inasmuch as many settlers are merely putting in time and improving, in a half-hearted way, a small patch of their land, barely sufficient to accomplish their end, viz.—to procure patent, and then obtain a loan on the homestead with a view of making a second entry, and abandoning the first homestead, which eventually becomes the property of the loan companies.

For this reason many localities have been almost deserted, and much complaint is heard from the few settlers who remain there.

There are, too, settlers who have taken up second homesteads with the view of holding both places, and who, to do so, mean to live on the land during their unoccupied time in the winter. The settlers of this class aim to secure 640 acres, at a cost of the pre-emption money and a few dollars paid to some neighbor for breaking. This breaking will probably average 30 acres, and, when patent is secured, will, in the majority of cases, be allowed to grow weeds instead of crops.

Of the farming community only a limited number have means to cultivate an area greater than 100 acres—the vast majority not so much—and, therefore, even if there were no privilege of second homesteading, at least two-thirds of all the land would lie idle.

So far as I can ascertain, the crops throughout the Territories compare most favorably with those obtained in other parts of the country. Farmers in all districts

in the Territories have been marketing grain of all grades at good prices, and, as a consequence, express themselves as well satisfied and hopeful.

It is worthy of note that the vast majority of settlers who have applied for their homestead patents have also expressed their intention of retaining their pre-emptions.

I have the honor to be, Sir,

Your obedient servant,

J. McD. GORDON,

Inspector of Agencies.

H. H. SMITH, Esq.,
Commissioner of Dominion Lands,
Winnipeg, Man.

No. 4.

EXTRACTS FROM THE REPORT OF MR. RUFUS STEPHENSON, INSPECTOR OF COLONIZATION SOCIETIES.

Messrs. Vahey and Wilkinson.

Mr. Milligan and his sons, who went into this colony prior to the land being surveyed, have done good work, and display a good deal of energy and perseverance. The land allotted to this company is of excellent quality, having a loam surface, with clay sub-soil, deep and rich. Great hopes are entertained that in a couple of years, at the latest, railway communication will be opened up through this district, when it is predicted there will be a great influx of settlers into this particular section of the North-West Territories.

Messrs. Morrow, Armytage and Beattie.

Upon visiting this colony I found the settlers pushing forward their breaking and fall ploughing and otherwise preparing for seeding in the spring of 1886. Since my former visit to this colony all the settlers who had previously made their entries were still in occupation, and during the past twelve months many of them had considerably increased their former acreage of cultivated land, besides making substantial improvements in their dwellings, outhouses, and fencing. Next year, without doubt, nearly all the settlers in this colonization company's tract will make application for their patents. The number of entries for homesteads and pre-emptions in this allotment is thirty-two.

The Farmer's North-West Land and Colonization Company.

Five of the settlers in the tract allotted to this company made application to me for their patents, which I took, under the authority given me by an official letter from Ottawa, dated 10th August, 1885. The fact of my being able to do this gave great satisfaction to the applicants, saving them, as it did, considerable trouble, time and expense, which would have been involved had they and their corroborating witnesses been forced to proceed to Regina and make application there. Considerable improvements in the way of buildings, and increased acreage of cultivated land, have been effected since last year, and I may remark that, for the most part, the homesteaders appear to be prosperous and contented. In that portion of the tract allotted to this company, situated immediately east of Long Lake, there are several settlers, mostly Germans, some of them having considerable means, and all of them being of an intelligent and desirable class. Prior to my leaving Winnipeg on my present tour of inspection, Mr. Reidle informed me that he expected fully 50 more settlers out from Germany next spring, all of whom would locate on lands contiguous to those lands already taken up by those above referred to. The number of settlers enumerated as being located on the lands allotted to the Farmers' North-West Land and Colonization Company for 1885, amounts to fifty-one. The land bordering on Long Lake and extending east to Last Mountain, as well as that on Loon Creek, is of excellent quality, consisting of loamy soil, with clay sub-soil. In the vicinity of Last Mountain a considerable amount of good timber for building purposes is easily obtainable. The prospects for next year promise well for this colony; the fact that

the Regina and Long Lake Railway has already reached the Qu'Appelle Valley—17 miles north of Regina—and the additional impression, which largely prevails, that its extension along Long Lake and northward to the North Saskatchewan River will proceed rapidly, renders the outlook for the settlement of the Farmer's North-West Land and Colonization Company's lands peculiarly favorable.

The Dominion Lands Colonization Company.

This company's lands include Townships 25 and 26, in Ranges 12 and 13; Townships 23 and 24, in Ranges 11, 12 and 13; fractional parts of Townships 22, in Ranges 11, 12 and 13; and Township 21, in Range 7, all west of the second meridian. Last year my enumeration gave a total number of 100 settlers located on these lands. For the present year the total number of settlers amounts to 123, and of these there are no less than 16 who have perfected their entries since my visit here in the fall of 1884. The settlers on the tract allotted to this company, I found, for the most part, satisfied with their present and future prospects, indeed being much more hopeful than they were in 1884. The area of the land broken is much more extensive, and the improvements put on the buildings are, in not a few instances, very marked and praiseworthy. The general average of wheat produced in 1885 is much in excess of the yield in the colony in 1884, while in quality it is much superior. The troubles of last spring were not an unmixed evil in this part of the country, inasmuch as many of the farmers, having finished their spring sowing and planting, were enabled to engage themselves and their teams in profitable freighting, whereby ready money was obtained, and accumulated debts were paid off, and sufficient cash was left in hand to enable them to tide over difficulties, which, prior to the troubles arising, seemed so seriously to stare the settler in the face. This being the case, it will be found that the settler is in a much better position to prosecute his work on the farm for the season of 1886 than he was in 1885, by being better provided with good seed, and having more land broken for the reception of it; therefore, on these grounds, I confidently look forward to a considerable influx of settlers in this section of the North-West Territories. Already the people here are anxiously looking forward to the construction of the North-West Central Railway north of the Qu'Appelle River, from Brandon or some point west on the line of the Canadian Pacific Railway; also to the early construction of the Wood Mountain and Qu'Appelle Railway, by which outlets for this fine and comparatively well settled country—lying between the international boundary on the south, and the Touchwood Hills on the north, traversed midway, east and west, by the Canadian Pacific Railway—would be afforded for the farm and field, and convenient inlets for manufactures of all kinds, which, as yet, are not produced in the west, to meet the great and growing demands of the people already there.

Messrs. Armstrong and Cook.

The township allotted to this company is Township 25, in Range 2, west of the second meridian; the total number of entries for homesteads and pre-emptions, is 14. The land in this township is of a superior and desirable quality, the soil being a rich loam, with clay sub-soil, and timber for fuel and building purposes is easily obtainable. There is also plenty of hay land and good water.

The Primitive Methodist Colonization Company.

I found the total number of *bond fide* entries to be 113. The number of entries made and entered on the agent's books since October 1885 is six; by this showing it will be seen that this colony has more than held the position, in point of numbers, which it occupied during the year 1884, while in point of material

prosperity it has advanced fully 50 per cent. As regards the increased acreage of land broken, the number of acres cropped, the new buildings erected, and the additions and improvements to those previously built, this is specially noticeable, and cannot but prove highly gratifying to the Government, and the company, as it most assuredly is to the pioneers who possess them, and whose energy and industry have created them. The agent, Mr. Chas. S. Willis, who has been acting in that capacity for the company on the lands ever since the allotment was made by the Government, rendered me all the assistance and information in his power to facilitate my work in this colony; his books appeared to be carefully and correctly kept, and every duty appertaining to his position as agent seemed to be properly performed.

The Saskatchewan Land and Homestead Company.

On the 18th December, 1885, I completed my enumeration of the settlers located in Township 26, Range 2; Townships 27, 29 and 30, Range 1; and Townships 23, in Ranges 3 and 4; all west of the second meridian, allotted to this company. The crops generally were better than those of last year, and there is an increased acreage under cultivation. The season of 1886 presents a better outlook than even that of 1885, although the returns for this last year were a great improvement, in every respect, upon those of 1884; the quantity of land under cultivation was greater than last year; the quantity of land ready for crop for 1886, greater still; and the average yield of wheat, and the average quality of the same, all showed a marked improvement. The product of wheat from the company's farm alone was upwards of 5,000 bushels, and the sample was of fair quality. The local agent, Mr. William Eakin, exhibited his books, and afforded me all the information in his possession, and otherwise manifested every disposition to facilitate my work of enumeration and inspection.

The Qu'Appelle Colonization Company.

My enumeration of the settlers on the Qu'Appelle Colonization Company's lands for the present year, 1885, shows the number to be 103. On the whole, the settlers are contented and fairly prosperous. A comparison of this year's report with that of last year, will show a very respectable increase in the quantity of land, both so far as that broken and cropped is concerned. The fact that the Regina and Long Lake Railway is nearly completed to the foot of Long Lake, and will be fully completed and in running order next spring, is a great boon to those living in this colony, and will prove a great factor in settling up the company's lands. With a steamer plying on the lake, as is proposed next season, the settlers will be placed within easy communication with the Canadian Pacific Railway, and, consequently, will be able to take advantage of the benefits which naturally flow from easy and cheap transport to and from the centres of trade and traffic.

The Touchwood-Qu'Appelle Land and Colonization Company.

The selection of lands is admirable both as to location and quality of soil—undulating prairie, interspersed with bluffs, furnishing sufficient timber for the immediate wants of the homesteader for fuel and building. As a whole, the soil is all that can be desired, being a rich loamy surface, with deep clay subsoil, specially suited for wheat, oats or barley. Flax, too, as markets are created, must prove, in the future, a valuable auxiliary to the agriculturist in this section.

The York Farmers' Colonization Company.

Respecting the quality of the soil, &c., I do not know that I can report anything new, important or specially interesting, save that the company's fine stone mill for flouring and gristing purposes, of which I made mention in my last year's report, is now fully completed and in perfect order, running night and day. It is a great convenience to the settlers for a radius of many miles around. In 1886 a large number of settlers on this company's lands will be entitled to make application for patents for their homesteads. Several were entitled to do so this year. Those who did make application for patents expressed their gratitude for the thoughtfulness of the Government in providing, as was done, an inexpensive and easy method whereby such applications could be made without having recourse to the Local Land Agent for the district. At present, the settlers here are courageous and hopeful, as I have found them to be elsewhere in the North-West.

Montreal, Western and Dundee Colonization Companies (United.)

The settlers are looking anxiously for railway communication with the outer world, and with this they entertain bright hopes as to their near future comfort, happiness and general prosperity. The extension of the Manitoba and North-Western, which now reaches Solsgrith (a few miles north of Birtle), and the construction of the North-West Central from the Canadian Pacific Railway at or near Brandon, will fully meet the wants of this section of the country for many years to come, and encourage the people now settled here to greater efforts in the direction of agricultural pursuits. Two applications for patents were made to me, one by Mr. George B. Fisher, and another by Mr. John Pratt Campbell. Both of these applicants have made extensive and valuable improvements on the land taken up by them. The agent of these companies, Mr. G. B. Fisher, spared no pains to facilitate the work in hand.

Shell River Colony.

Since my visit to this point in 1884 I find that the flouring and grist mill erected by the company has been materially improved, and is now supplied with additional and superior machinery—the "Roller Process" so called—which is much appreciated by the settlers. The saw and shingle mill is in working order, and the dam has proved to be a substantial structure, and fully meets the expectations of its projectors. The store and stopping-place are a great accommodation to the many who visit or reside in this section of the country.

My enumeration of settlers on this colony for 1885 shews a total of sixty-two, of whom nineteen appear to me to be non-resident, making the total number of actual *bond fide* residents, on the three townships allotted to this company, forty-three.

The site of Asessippi is a most advantageous one. The splendid water-power afforded by the Asessippi, or Shell River, is not excelled in North-Western Manitoba; and the facilities presented of procuring excellent timber from the Duck Mountain region, is one of almost incalculable value. Mr. Gill, the company's agent, was most pains-taking in his endeavors to afford me every facility to prosecute my labors. His books appear to be well kept, and everything tidy, correct, and business-like.

William Sharples.

The lands allotted to the above named gentleman, and surveyed and open for entry, are Townships 30 and 31, in Ranges 5 and 6, west of the third principal meridian, on which no settlers have as yet been placed by him.

Patrick Purcell.

The lands allotted to Mr. Purcell for colonization purposes, and in lieu of others first chosen by him in the vicinity of Quill Lake, are Townships 23 and 24, in Range 6, west of the second principal meridian, and Township 23, in Range 7, also west of the second principal meridian. These lands are well located south of Beaver Hills, and north-east from the Primitive Methodist Colony. No work towards colonization has yet been done on them by Mr. Purcell, though here and there a squatter is to be found.

H. W. C. Meyer.

The land allotted to Mr. Meyer is Township 24, Range 25, west of the second principal meridian, which, although surveyed and open for entry, has, as I am informed, no settlers placed by Mr. Meyer.

C. F. Ferguson, A. Blackburn, Messrs. Bower, Porter and Bower, and E. Saunders.

The lands allotted to the above gentlemen for colonization purposes comprise Townships 28, in Ranges 21, 22 and 23, all west of the 2nd principal meridian, and are surveyed and open for entry. On these lands no settlers have been placed by the above-named gentlemen, and none resident according to the terms of agreement with the Government.

H. D. Smith, Merrickville, Ont.,

has had allotted to him, for colonization purposes, Township 28, Range 24, west of the second principal meridian, on which there are no settlers, and nothing towards settlement has as yet been done. These townships are surveyed and open for entry.

Alexander Scott and Timothy Hay.

Townships 32, in Ranges 10 and 11, and the south half of Township 33, in Range 11, west of the second principal meridian, are allotted to these gentlemen for colonization purposes. There are no settlers on these townships.

P. V. Valin,

was allotted Townships 20 and 21, Range 25, west of the second principal meridian; Township 30, Range 5, west of the third principal meridian; and Township 31, Range 6, west of the third principal meridian. No resident agent, no books on the colony, no settlers regularly placed on and entered for lands in the colony, so far as ascertainable, although all the land allotted is surveyed and open for entry.

No. 5.

VICTORIA, B. C., 24th November, 1885.

SIR,—I have the honor to submit the following report of the transactions of the Dominion Lands Office under my charge in this Province for the year ended the 31st October last.

| | |
|---|-------|
| Number of letters inwards..... | 1,022 |
| do do outwards..... | 1,387 |
| do do returned from Dead Letter Office..... | 34 |
| do applications for timber leases or licenses..... | 10 |
| do applications for record of water rights | 7 |
| do renewed applications for coal prospecting | 1 |
| do applications from settlers for leave of absence | 9 |

The applications for purchase or homestead entry cover an area of 127,688 acres, and the applications for timber cutting privileges cover an area of 13,120 acres. The acreage of surveyed and unsurveyed land included in these figures, and the locality wherein situated, is shown in the following summary:

NEW WESTMINSTER DISTRICT.

| Townships. | Area of Land covered by Applications for Homestead Entry or Purchase. | | Area of Land for which Timber Cutting Licenses have been applied. |
|-------------|---|-----------------------------|---|
| | Acreage of Surveyed Land. | Acreage of Unsurveyed Land. | |
| No. 1..... | 5,156½ | | 960 |
| 2..... | 2,240 | | 1,280 |
| 7..... | 3,955 | | |
| 8..... | 5,040 | | |
| 9..... | 3,951 | | |
| 10..... | 8,160 | | |
| 11..... | 6,080 | | |
| 12..... | 6,105 | | 640 |
| 13..... | 10,580 | | |
| 14..... | 6,391 | | |
| 15..... | | 1,280 | |
| 16..... | 2,020 | | |
| 17..... | | 1,686 | |
| 18..... | | 1,120 | |
| 19..... | 3,550 | | |
| 20..... | | 6,482 | |
| 21..... | | 160 | |
| 22..... | | 80 | |
| 23..... | 3,767½ | | |
| 24..... | | 480 | |
| 26..... | 1,871 | | |
| 27..... | 3,537 | | |
| 29..... | | 640 | |
| 30..... | | 1,576 | 1,000 |
| 38..... | 1,120 | | |
| 39..... | | 260 | |
| 40..... | | 1,960 | 3,840 |
| 42..... | | | 2,560 |
| Totals..... | 73,534 | 15,704 | 10,280 |

YALE-KAMLOOPS DISTRICT.

| Townships. | Area of Land covered by Applications for Homestead Entry or Purchase. | | Area of Land for which Timber Cutting Licenses have been applied. |
|--------------|---|------------------------------|---|
| | Acreeage of Surveyed Land. | Acreeage of Unsurveyed Land. | |
| No. 113..... | 317 | ..... | ..... |
| 114..... | 160 | ..... | ..... |
| ..... | ..... | 33,023 | 2,840 |
| Totals..... | 477 | 33,023 | 2,840 |

KOOTENAY DISTRICT.

| | | | |
|-----------|-------|-------|-------|
| Name..... | None. | 4,960 | None. |
|-----------|-------|-------|-------|

The applications for Dominion Lands received at this office being in every variety of form and wording, *ex. gratia* for "homestead," "record," "pre-emption," "purchase," "filing," "settlement," &c., it is impossible to distinguish those made for actual homestead entry from those made for purchase, or the *bond fide* from the speculative; and I have, therefore, grouped them together as applications for homestead entry or purchase.

The statement made in my report to you of 10th December, 1884, that a large percentage of the applications then made would probably be abandoned or withdrawn, has been verified by the communications and applications received during the past twelve months, some of the applications then referred to having since been abandoned by letter, and, in many instances, the lands comprised in such previous applications have been re-applied for by other persons, who state that the previous applicants have left the country, or that the lands are unoccupied and unimproved.

The Dominion Lands Regulations for 1885 not having been put in active operation, neither homestead entry nor leave of absence has yet been granted to settlers on surveyed lands, and all these settlers are, consequently, in the position of squatters.

These settlers, as well as those on unsurveyed lands, have, however, been generally assured that if they remain upon their claims and comply strictly with the homestead provisions of the Land Regulations they will obtain homestead entry for the land settled upon, and, in due course, a title thereto.

The variance between the provincial law with respect to pre-emption—allowing settlement duties to be performed by an agent—and the Dominion Regulations with respect to homestead entry—requiring actual residence and cultivation—has, I understand, led to numerous cases of "land jumping," which will probably require to be settled by the Land Board when established.

The survey of Dominion Lands in this Province having been transferred to the control of the Technical Branch of the Department at Ottawa, the work under my direction of copying the plans and field notes of the surveys made during the past two years of the provincial pre-emptions within the railway belt and of the reserves set apart by the Commissioners of Indians Affairs, was discontinued.

Since then, Mr. McKenzie, who was employed on this work, has been engaged in making copies of land applications and records, for transmission to the Department at Ottawa, in accordance with instructions to me by No. 8130, of 17th April last. The progress of this work has been retarded, for the reasons already explained and communicated to you by me, and specially in consequence of the resignation of Mr.

H. J. Campbell, and the long illness of Mr. T. A. Pope. Mr. Pope, however, having again resumed his duties, the work will now be carried on to better advantage.

The returns received from Mr. J. S. Macdonell, Acting Timber Inspector, show that timber to the amount of 6,748,273 feet B. M. has been cut on Dominion Lands during the past year. The Crown dues on this timber, as well as on timber cut during the previous season, are still uncollected, pending the issue from the Department of authority for the collection thereof by an officer duly appointed for that purpose.

The only license cancelled during the year was that temporarily granted to the Dominion Saw Mill Company, which cancellation resulted from proceedings having been instituted for winding up that company.

I have the honor to be, Sir,

Your obedient servant,

JOSEPH W. TRUTCH,

Dominion Government Agent for British Columbia.

To the Hon. THOS. WHITE,
Minister of the Interior
Ottawa.

No. 6.

TIMBER, MINERAL AND GRAZING LANDS.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 27th January, 1886.

SIR,—I have the honor to submit the sixth annual report of the Timber, Mineral and Grazing Lands Office of the Department of the Interior.

Statements shewing the revenue, amounting to \$89,128.76, derived from Crown timber, mineral and grazing lands, for the Departmental year ending 31st October last, are appended hereto, together with the reports of the Crown Timber Agents at Winnipeg, Edmonton, Calgary and Prince Albert, and from Mr. T. S. Higginson, inspector of timber within the Railway Belt in British Columbia.

The total amount of dues collected for timber within the Winnipeg agency amounts to \$43,907.82, a decrease of \$38,381.20 as compared with the previous year.

The Crown Timber Agent in his report points out the causes of this reduction in the revenue. The price of lumber within this agency remains about the same as last year. Attached to the Agent's report may be seen a schedule showing the prices at different places in the Province of Manitoba, during the last two years.

The territory under the supervision of the Crown Timber Agent at Winnipeg, comprises that portion of the Provisional District of Assiniboia, east of the third principal meridian, the Province of Manitoba, and all Dominion lands east of that Province. If, eventually, it is decided that the dues for timber cut upon lands in what is commonly known as the "Disputed Territory," are not to be collected by the Department of the Interior, the Winnipeg agency will be greatly reduced in size, and the work of the Agent will correspondingly be reduced. In this event, I think it would be well, in the public interests, that a re-adjustment of the northern boundary of this agency be made, so as to include all streams which are tributaries to Lake Winnipegosis. It is more than likely the mills which may be erected to cut the timber taken from the banks of these streams will be built at the southern end of Lake Winnipegosis, which point is much nearer Winnipeg than Prince Albert.

The total amount of dues collected for timber within the Edmonton agency is \$4,503.43, being \$2,750.41 less than last year. The price of lumber at Edmonton during the year was from \$25 to \$30 per 1,000 feet, according to quality.

The total amount of dues collected for timber within the Calgary agency during the year amounts to \$5,936.30, being an increase of \$2,842.98 over last year. This increase is due solely to the steady increase of the lumber trade at Calgary and Fort McLeod. There are at present five mills in operation within this agency, two in the neighborhood of Fort McLeod, one at Cypress Hills, one at Calgary and one at Ghost River, a tributary of the Bow River. There are also several portable mills. The Eau Claire and Bow River Lumber Company, licensees of a large tract of timbered land on the Bow and Kananaskis Rivers, intend erecting a saw-mill at Calgary next summer.

In view of the fact that a large quantity of timber is being cut in the vicinity of Fort McLeod for the use of the two mills above mentioned, and that a number of settlers have, since the completion of the North-West Coal and Navigation Company's Railway to Lethbridge, taken up lands in that locality, I think it would be advisable to have a Forest Ranger stationed at either Fort McLeod or Lethbridge, to protect the Crown domain, to issue permits to homesteaders to cut the quantity of timber they are allowed by law, and to receive returns from the mill-owners of lumber manufactured and sold.

The returns from mill-owners shew that lumber sold at Calgary for \$25 to \$30 per 1,000 feet; at Fort McLeod for \$30; and at Cypress Hill for \$10 to \$15.

The total amount of dues collected for timber within the Prince Albert agency during the year, is \$5,824.27, being an increase of \$1,735.37 over last year.

The returns from mill-owners show that lumber sold at Prince Albert at from \$30 to \$45 per 1,000 feet.

Saw-mill returns received at the head office show the following quantities of building material as having been manufactured and sold during the year, within the four agencies:—

| | Manufactured. | Sold. |
|------------------|---------------|------------|
| Sawn lumber..... | 21,516,323 | 23,426,361 |
| Shingles..... | 6,646,041 | 6,368,916 |
| Laths..... | 2,893,253 | 2,120,353 |

Fifty-five yearly licenses (forty-seven being in renewal of licenses previously in operation, and eight new) to cut timber over a total area of 2,311½ square miles have been issued during the year. The areas licensed in the Province of Manitoba and the three provisional districts, are as follows:—

| | Square Miles. |
|-------------------|---------------|
| Manitoba..... | 1,258 |
| Alberta..... | 590 |
| Assiniboia..... | 17½ |
| Saskatchewan..... | 446 |

In addition to the 2,311½ square miles in Manitoba and the North-West Territories under yearly license, an area of 687 square miles is covered by 21 year leases, which were issued prior to November, 1881.

The number of applications received during the year for licenses to cut timber, was 195, of which 112 were for licenses to cut timber in Manitoba and the North-West Territories, and the remainder for licenses to cut timber upon Dominion lands in British Columbia. The number of applications received during the previous year was 548.

The regulations governing the granting of yearly licenses to cut timber in Manitoba and the North-West Territories, approved by His Excellency the Governor General in Council on the 8th of March, 1883, are attached to this report. These regulations also govern the disposal of timber on Dominion lands in the Province of British Columbia, as far west as the 120th degree of longitude.

During the last year the Government discontinued granting timber limits within the territory covered by the regulations in question, except by public competition.

The public have been invited to tender for licenses to cut timber upon three berths—one situated on Bad Throat River, a tributary of Lake Winnipeg; the second in the Porcupine Hills, north of Fort Pelly, in the Province of Manitoba; and the third on the Kicking Horse River, in the Province of British Columbia. With the exception of the bonus received for the last-named berth, a sufficient sum has not been realized, by putting these berths up to public competition, to pay the cost of advertising.

The regulations governing the disposal of timber on Dominion lands in British Columbia, lying between the 120th and 121st degrees of longitude, and also the regulations for the disposal of timber on Dominion lands lying between the 121st degree of longitude and the sea coast, may be found at the end of this report.

There is at present a large demand for licenses to cut timber on Dominion lands in British Columbia, and a very fair revenue from timber cut there may be expected during the present Departmental year. So far only two berths have been

granted, one at the Kicking Horse River hereinbefore mentioned, and the other in New Westminster District.

A great deal of general information, concerning the timber resources of the Dominion lands in the said Province, has been obtained by this Department from Mr. T. S. Higginson, an officer appointed to make an inspection of these lands. Mr. Higginson has also travelled from the summit of the Rocky Mountains westward to the sea coast, and has reported from time to time concerning the saw-mills he has found in operation along the line of the Canadian Pacific Railway. Most of the timber cut by these mills has been used for construction purposes by the Canadian Pacific Railway Company.

Mining Lands other than Coal.

Returns from the Dominion Lands Agents show that, during the year, seventy-two applications were made for mining locations other than coal. The majority of the applications were made at Calgary, and most of them were from parties who filed applications last year and received entries, and who, for various reasons, asked for an extension of time within which to comply with the provisions of the regulations. Whenever the reason for not complying with the regulations was satisfactory, the extension was granted in accordance with clause 8 thereof.

The revenue from mining lands for the year was \$1,601, made up as follows:— Fees for entry and registration of assignments, \$351; rent, \$50; and \$1,200 in payment of two mining locations on Big Island, Lake Winnipeg, purchased by the International Mining, Smelting and Manufacturing Company of Minneapolis, who are carrying on active operations in iron mining upon the two locations in question.

Coal Mining Lands.

The number of applications received during the year was sixty-nine, and twenty-two of the applicants have been given the privilege to purchase, within a specified time, the locations for which they applied.

The revenue for the year derived from the sale of coal lands was \$2,326.66, being an increase over the previous year of \$2,226.66. The prospects are that the revenue for the present year will be increased considerably.

The Crown Timber Agent at Winnipeg reports that hard and soft coal are selling at Winnipeg for \$9 and \$7, respectively, which is a reduction of about \$1 from last year's rates. This reduction is, no doubt, due to the rapid development of the coal mines on the Saskatchewan and Belly Rivers. The mines on the latter river are worked by the North-Western Coal and Navigation Company, who are shipping a large quantity of coal by way of their new line of railway from Lethbridge to Dunmore, and from there, by the Canadian Pacific Railway, to towns along the line of the latter railway, and to Winnipeg.

The Cascade Coal Mining Company, whose mines are situated in Township 26, Range 11, west of the fifth meridian, and north-east of Banff Station, have made arrangements to work their mine next summer, and, in all probability, several pits in the vicinity of Calgary will be opened by other parties.

The coal regulations are to be found at the end of this report. No changes have been made therein during the year, with the exception that lands containing anthracite coal have been reduced in price from \$20 per acre to \$12.50 per acre, cash.

Grazing Lands.

The number of leases of grazing lands in the North-West Territories issued by this Department is seventy-five. Some of these leases have been cancelled and others returned to the Department by the lessees. The number of leases now in force is fifty-eight, covering an area of 2,098,670 acres.

The lands leased are situated in the south-westerly portion of Alberta.

The number of applications received for leases of grazing lands during the year was 113, being seventy-four in excess of the previous year.

The amount received for rent of grazing lands was \$20,342.74 as compared with \$10,640.50 for the year ended 31st October, 1884. A further increase in the receipts may be expected during the present year.

In the month of April, 1885, an Order in Council was passed amending the first paragraph of clause six of the grazing lease. It now reads:—"That the lessee shall within each of the three years from the date of the Order in Council authorizing the issue of this lease, place upon the tract of land hereby demised, not less than one-third of the whole amount of the stock which he is required to place upon the said tract, namely, one head of live cattle for every ten acres of land embraced by these presents, and shall during the rest of the term, hereby granted, maintain live cattle thereon in at least that proportion."

The leases that have been issued lately have the following provision inserted therein:—"That the whole or any part of the lands hereby demised, shall be open to homestead and pre-emption entry, or to be purchased from the Government at the cash price of not less than \$2.50 per acre, upon application being made therefor, and that, as entries are granted or purchases effected, the lease shall become void in respect of the land so entered or purchased."

Sheep are not permitted to graze withing the following described tract, namely: That portion of the District of Alberta bounded on the south by the international boundary line; on the west by the summit of the Rocky Mountains; on the north by the High River and its North Fork to Bow River; thence along the Bow River to the eastern boundary of Alberta; and on the east by the said boundary.

The following schedule shows the names of the lessees of grazing lands, the numbers of their ranches, and the areas covered by their leases:—

| No. of Ranches. | Name of Lessee. | Area in Acres. | No. of Ranches. | Name of Lessee. | Area in Acres. |
|-----------------|---|----------------|-----------------|---------------------------|----------------|
| 1 | Mount Head Rancho Co..... | 44,000 | 57 | Ives & Sharp..... | 5,000 |
| 2 | North-West Cattle Co..... | 59,000 | 59 | St. Claire Rancho Co..... | 100,000 |
| 3 | Ryan & Whitney..... | 3,000 | 60 | John Hollies..... | 29,000 |
| 11 | Alexander Begg..... | 1,440 | 62 | Brunskill & Geddes..... | 13,000 |
| 12 | William Mitchell..... | 42,000 | 64 | Moore & McDowall..... | 22,000 |
| 15 | Sir F. W. De Winton and A. J. Williams..... | 15,000 | 65 | Bell & Patterson..... | 6,000 |
| 16 | Vowell & Eberts..... | 30,000 | 66 | Gallagher & Allison..... | 6,500 |
| 16a | D. McEachren..... | 30,000 | 67 | E. H. Maunsell..... | 6,500 |
| 22 | Stewart Rancho Co..... | 23,000 | 68 | A. McLaren..... | 8,000 |
| 25 | Cochrane Rancho Co..... | 73,500 | 74 | Sir John Walrond..... | 100,000 |
| 26 | do..... | 64,000 | 77 | Oxley Rancho Co..... | 100,000 |
| 28 | Jones, Inderwick & McCaul..... | 100,000 | 80 | Viscount Boyle..... | 5,000 |
| 30 | Orrin F. Main..... | 22,900 | 82 | Walrond Rancho Co..... | 100,000 |
| 31 | Military Colonization Co..... | 92,000 | 87 | W. S. Lee..... | 25,000 |
| 33 | G. F. Wachter..... | 7,000 | 91 | Muirhead Rancho Co..... | 22,000 |
| 84 | Cochrane Rancho Co..... | 33,000 | 92 | Alex. McFee..... | 100,000 |
| 35 | North-West Cattle Co..... | 55,000 | 93 | Garnett Bros..... | 20,000 |
| 35a | Moore & Martin..... | 33,000 | 94 | F. W. Godsall..... | 20,000 |
| 36 | C. Martin..... | 66,000 | 95 | D. E. Akers..... | 5,000 |
| 37 | Halifax Rancho Co..... | 100,000 | 96 | W. F. N. Scobie..... | 12,000 |
| 38 | Alfrey & Brooke..... | 10,000 | 99 | J. McFarland..... | 13,000 |
| 40 | Jacob Erratt..... | 5,000 | 100 | A. L. Staunton..... | 8,000 |
| 42 | British American Rancho Co..... | 100,000 | 101 | Alberta Rancho Co..... | 27,750 |
| 43 | do do..... | 34,000 | 104 | W. Bell Irving..... | 5,280 |
| 44 | do do..... | 55,000 | 107 | Thos. B. H. Cochrane..... | 51,000 |
| 45 | Mount Royal Rancho Co..... | 12,000 | 108 | D. McDougall..... | 6,000 |
| 46 | Francis White..... | 12,780 | 111 | J. Walter lngs..... | 1,920 |
| 48 | Alex Stavely Hill..... | 80,000 | 114 | Thorpe & Bedells..... | 24,000 |
| 55 | Winder Rancho Co..... | 50,000 | | Total..... | 2,098,670 |
| 56 | Bell Bros..... | 5,000 | | | |

The following statement shows the total number of cattle, horses, &c., in the District of Alberta, as reported by the lessees of ranches, up to the 19th of December last :—

| | | | | | | | | | |
|---------|---|---|---|---|---|---|---|---|------------|
| Cattle | - | - | - | - | - | - | - | - | 46,936 |
| Horses | - | - | - | - | - | - | - | - | 4,313 |
| Sheep | - | - | - | - | - | - | - | - | 9,694 |
| Pigs | - | - | - | - | - | - | - | - | 50 |
| Poultry | - | - | - | - | - | - | - | - | 845 |
| | | | | | | | | | <u>845</u> |

It may be here remarked that some of the lessees who, the Department is aware, have cattle upon their leaseholds, have not yet sent in returns.

There are also a number of ranchers in Alberta who have small herds of cattle, and who do not hold leases from the Government, so that the amount of stock above shown cannot be said to be the full amount of stock in the said district.

The following is a statement of the correspondence, applications received, and returns examined in the office at headquarters during the year :—

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----------|
| Number of letters received | - | - | - | - | - | - | - | - | 2,906 |
| “ sent | - | - | - | - | - | - | - | - | 3,489 |
| Number of timber berths applied for | - | - | - | - | - | - | - | - | 195 |
| “ mill sites | - | - | - | - | - | - | - | - | 6 |
| “ coal locations | - | - | - | - | - | - | - | - | 69 |
| “ mining locations other than coal | - | - | - | - | - | - | - | - | 72 |
| “ stone quarries applied for | - | - | - | - | - | - | - | - | 7 |
| “ applications for grazing lands | - | - | - | - | - | - | - | - | 113 |
| “ returns from mills received and verified | - | - | - | - | - | - | - | - | 139 |
| “ licenses for timber berths drawn | - | - | - | - | - | - | - | - | 55 |
| “ returns of permits received and verified | - | - | - | - | - | - | - | - | 133 |
| “ returns of surveys of timber berths received and examined | - | - | - | - | - | - | - | - | 114 |
| “ leases of grazing lands issued | - | - | - | - | - | - | - | - | 6 |
| | | | | | | | | | <u>6</u> |

I have the honor to be, Sir,

Your obedient servant,

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands.

The Deputy Minister of the Interior,
Ottawa.

STATEMENT of Receipts on account of Crown Timber, for the twelve months ending
the 31st October, 1885.

| Month. | Royalty on Returns of Sales. | Bonus and Ground Rent. | Permits. | Seizures, Dues and Fines for Trespass. | Mis- cellaneous. | Total. |
|--------------------|------------------------------------|------------------------------|-----------|---|---------------------|-----------|
| | \$ cts. | \$ cts. | \$ cts | \$ cts | \$ cts. | \$ cts. |
| 1884. | | | | | | |
| November. | 1,946 90 | 1,713 74 | 2,308 58 | 178 60 | ..... | 6,147 82 |
| December. | 598 15 | 1,115 26 | 1,465 24 | 1,770 75 | ..... | 4,949 40 |
| 1885. | | | | | | |
| January. | 1,457 05 | 2,534 78 | 799 31 | 150 29 | ..... | 4,941 43 |
| February. | 271 30 | 4,852 55 | 954 88 | 329 87 | ..... | 6,408 60 |
| March. | 1,261 08 | 1,742 18 | 542 22 | 709 63 | 51 00 | 4,306 11 |
| April. | 177 80 | 2,944 20 | 647 48 | 96 28 | ..... | 3,862 76 |
| May. | 553 50 | 1,000 00 | 858 82 | 414 52 | ..... | 2,826 84 |
| June. | 1,546 54 | 4,871 70 | 1,136 23 | 451 00 | ..... | 8,005 47 |
| July. | 1,820 55 | 1,467 94 | 1,019 86 | 622 02 | ..... | 4,930 37 |
| August. | 661 66 | 1,226 72 | 936 36 | 152 75 | ..... | 2,977 49 |
| September. | 187 95 | 70 00 | 891 83 | 223 50 | ..... | 1,373 28 |
| October. | 5,840 21 | 2,649 61 | 1,598 98 | 2,715 47 | ..... | 12,804 27 |
| Totals. | 16,322 69 | 26,188 68 | 13,159 79 | 7,811 68 | 51 00 | 63,533 84 |
| School lands. .... | ..... | ..... | ..... | ..... | ..... | 146 00 |
| | | | | | | 63,679 84 |

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands Office.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1885.

STATEMENT of Receipts on account of Grazing, Hay and Mineral Lands, for the twelve months ending the 31st October, 1885.

| Month. | Rents from Grazing Lands. | Dues on Permits to cut Hay. | Bonus from Coal Lands. | Royalty from Stone Quarries. | Mineral Lands, other than Coal Lands. | | | Totals. |
|-----------------|---------------------------|-----------------------------|------------------------|------------------------------|---|---|--------------------------|-----------|
| | | | | | Fees paid by applicants for Mining Locations. | Fees paid by applicants for certificates of assignment. | Rents from Mining Lands. | |
| 1884. | \$ cts | \$ cts | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| November | 5,409 10 | ..... | ..... | ..... | 125 00 | 4 00 | ..... | 5,538 10 |
| December | 757 40 | ..... | ..... | 46 98 | 75 00 | 2 00 | ..... | 881 38 |
| 1885. | | | | | | | | |
| January | 92 42 | ..... | ..... | ..... | 15 00 | 12 00 | ..... | 119 42 |
| February | 310 70 | 21 50 | ..... | ..... | 15 00 | ..... | ..... | 347 20 |
| March | 1,378 00 | 1 00 | ..... | ..... | 40 00 | 6 00 | ..... | 1,425 00 |
| April | 9 50 | ..... | ..... | ..... | ..... | ..... | ..... | 9 50 |
| May | 3,755 00 | 29 00 | ..... | ..... | 15 00 | ..... | ..... | 3,799 00 |
| June | 2,120 48 | ..... | 150 00 | ..... | 5 00 | ..... | ..... | 2,275 48 |
| July | 1,103 02 | 127 90 | ..... | ..... | ..... | ..... | ..... | 1,230 92 |
| August | 3,489 43 | 267 95 | ..... | ..... | 5 00 | ..... | ..... | 3,762 38 |
| September | 115 92 | 25 50 | ..... | ..... | ..... | ..... | ..... | 141 42 |
| October | 1,801 77 | 8 75 | ..... | ..... | 30 00 | 2 00 | 50 00 | 1,892 52 |
| | 20,342 74 | 481 60 | 150 00 | 46 98 | 325 00 | 26 00 | 50 00 | 21,422 32 |

G. U. RYLEY,

Clerk of Timber, Mineral and Grazing Lands Office.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 31st October, 1885.

REGULATIONS governing the granting of Yearly Licenses to cut Timber on Dominion Lands, under the provisions of Section 52 of the Dominion Lands Act, 1879, approved by His Excellency the Governor General in Council on the 8th of March, 1883.

1st. The area of a timber berth to be covered by a yearly license shall not exceed fifty square miles, and not more than one berth shall be given to an individual or firm. Any departure from this rule, which special circumstances may render expedient, shall be made only with the sanction of the Governor in Council.

2nd. Licenses shall be granted under the following conditions:—

(a) The licensee shall pay a ground rent of five dollars (\$5) per square mile.

(b) Within a month after the date of the Order in Council granting a timber berth, the party in whose favor it is passed shall pay the rent for the year in advance, the said rent to bear interest at the rate of six per cent. per annum from that date until the same is paid.

(c) The licensee shall pay a royalty of 5 per cent. on the amount of the sales of all products of the berth.

(d) When applications for licenses conflict, berths shall be laid off and described as the Minister of the Interior may direct, and tenders shall be invited for the same. Parties tendering will be required to state the sum or bonus per square mile, which

they will pay in addition to the ground rent and royalty; and the limit will be awarded to the party offering the highest bonus.

(e) The licensee shall have in operation within a year from a date to be fixed in the license, and keep in operation for at least six months of each year of his holding, a saw-mill capable of cutting daily at least ten thousand feet board measure of lumber.

3rd. When a licensee has fully complied with all the above conditions, and where no portion of the timber berth is required for settlement or other public purpose, of which the Minister of the Interior is to be the judge, the license may be renewed for another year subject to such revision of the annual rental and royalty to be paid therefor as may be fixed by the Governor in Council.

4th. In unsurveyed territory the party to whom a license shall be promised, shall, before the issue of said license and before the said party shall cut any timber, cause to be made at his own expense, under the instructions of the Surveyor General, a survey of his timber berth by a duly qualified Dominion Lands Surveyor, and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

In surveyed territory berths shall consist of township sections, their legal subdivisions or fractions thereof.

A. M. BURGESS,

Deputy of the Minister of the Interior.

REGULATIONS governing the disposal of Timber on Dominion Lands, situated between the 120th and the 121st degrees of Longitude, in the Province of British Columbia, as embodied in the Regulations for the disposal of Dominion Lands within the Railway Belt in the said Province, authorized by Order in Council of the 20th April, 1885, as amended by Order in Council of the 16th July, 1885.

40. It shall be unlawful for any person, without a license in that behalf, to be granted as hereinafter mentioned, to cut, fell or carry away any trees or timber upon or from any of the Dominion lands, unless such lands are rightfully held by home-
stead entry under the provisions of these Regulations.

41. Every person who shall violate the provisions of the preceding section shall, for each offence, be liable to a penalty of not less than \$25 nor more than \$500, to be recovered in a summary manner, upon the complaint of any person, before any Stipendiary Magistrate or two Justices of the Peace, and, in default of payment, by imprisonment not exceeding sixty days.

42. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon complying with the following provisions:—

(a.) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township, stake out the land sought for, by placing at each angle or corner of the land a stake or post at least 4 inches square, and standing not less than 4 feet above the surface of the ground; and upon each post he shall inscribe his name, and the angle represented thereby, thus:—"A. B's, N.-E. corner" (meaning north-east corner), or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void; and with his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof, applied for shall be given.

(b.) He shall, after making the application for the license, publish, for a period of thirty days, in the *British Columbia Gazette*, and in any newspaper circulating in

the district in which the lands lie, notice of his application for a timber license, and shall in such notice give the best description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

43. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

44. Timber licenses shall be granted for such area and such length of time as may, from time to time, be determined by the Governor in Council; no person shall be entitled to more than one license at the same time; the licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually, during the currency of the license, the sum of \$50 therefor, the first payment to be made upon the granting of the license, and subsequent payments thereafter annually on a day to be named in the license, and in default of payment of any such sum within thirty days after the same should have been paid, the license shall be void.

45. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in his opinion, it is deemed expedient in the public interest so to do.

46. The license may be in the form M, set forth in the schedule to these Regulations.

47. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and shall, at the expiration of every three months, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by declaration to be made before a Justice of the Peace, showing the number of trees so felled, and shall then forthwith pay to the Crown Timber Agent, for the use of Her Majesty, in respect of each tree felled, the sum of thirty cents, except for such trees as are hereinafter excepted.

48. The licensee shall, if required, produce to the Crown Timber Agent the original account of trees and timber cut, felled or removed upon or from the land included within his license.

49. If the licensee shall not keep an account in writing of the number of trees felled under the license, or shall not render to the Crown Timber Agent the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of two hundred and fifty dollars, to be recovered as aforesaid, and in default of payment, imprisonment not exceeding sixty days, and in case of conviction the license held by him may be cancelled by the Minister of the Interior.

50. The preceding section of these Regulations shall not be construed so as to inflict penalties upon miners engaged in prospecting or mining, or upon travellers, or upon persons engaged in merely scientific pursuits or exploring, or upon farmers cutting timber for purposes connected with their farms, or upon persons cutting cordwood for fuel for their own use, or for school purposes.

51. In reckoning the number of trees felled, there shall not be included small timber used for skids, levers, rafting stuff, or the like, and no dues shall be payable in respect of such small timber.

52. If any person, without authority or otherwise than is expressly permitted by these Regulations, cuts or employs, or induces any other person to cut or assist in cutting any timber on any of the Dominion lands, or removes or carries away any merchantable timber so cut from any Dominion lands he shall not acquire any right to the timber so cut, or any claim to any remuneration for cutting, preparing the same for market or conveying the same to or towards, market; and any timber so cut may be seized by the Crown Timber Agent, or other officer or agent of the Minister of the Interior, and shall be sold for the benefit of the Crown; and all horses, oxen, mules and live stock, or any or either of them, and the machinery, plant and material found upon any of the Dominion lands whereon timber shall have been cut without lawful authority, shall be liable to forfeiture, and may be seized by the officer aforesaid, and may be sold for the benefit of the Crown:

(a.) If any timber shall be removed or be caused to be removed by any person from Dominion lands, such person, shall, in addition to the loss of his labor and disbursements, forfeit a sum of three dollars for each tree (rafting stuff excepted) which he shall remove or cause to be removed from such land, which sum shall be recovered with costs in the name of the Minister of the Interior, in any court having jurisdiction in civil matters, to the amount of the penalty ;

(b.) In any proceedings under this section it shall be incumbent upon the party charged to prove his authority to cut.

53. Where timber has been cut without such authority or permission, as aforesaid, on Dominion lands, and has been made up with other timber into a crib, dam or raft, or has been in any other manner mixed up with other timber, the whole of the timber so mixed up shall be held to have been cut without authority on public lands, and shall be liable to seizure and forfeiture by the Crown Timber Agent, or other officer or agent of the Minister of the Interior on behalf of the Crown.

54. The officer making the seizure may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber seized.

55. All timber, animals or things seized under these Regulations shall be deemed to be condemned, unless the person from whom they were seized, or the owner thereof, shall, within one month from the day of the seizure, give notice in writing to the nearest Crown Timber Agent that he claims, or intends to claim the same ; failing such notice, the agent aforesaid shall report the circumstances to the Minister of the Interior, who may order the sale of the said timber by the said agent at such time and in such manner as he may think fit.

56. In all cases where the notice referred to in the last preceding section has been given, any Supreme Court judge may, upon petition, in a summary way, try and determine such seizures, and may order the delivery of the timber to the alleged owner, upon his giving security, by bond, with two good and sufficient sureties, for pay double the value, in case of condemnation :

(a.) Such bond shall be taken, in the name of the Minister of the Interior, for Her Majesty's use, and shall be delivered up to and kept by the said Minister of the Interior ;

(b.) If any timber, animal or thing in respect of which a bond has been given is condemned, the value thereof shall be forthwith paid to the Minister of the Interior and the bond cancelled ; otherwise the penalty shall be enforced and recovered.

57. Every person availing himself of any false statement or oath to evade the payment of any moneys payable under these Regulations, in respect of timber, shall forfeit the timber in respect of which payment of such moneys is attempted to be evaded.

58. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

59. No logs cut under any license granted under the provisions of these Regulations shall be sawn or otherwise manufactured into lumber or other material until the logs shall have been scaled and measured by the Crown Timber Agent of the district, and the sums and timber dues prescribed by these Regulations duly paid thereon.

60. All logs shall be scaled and measured by the Crown Timber Agent or person appointed by the Minister of the Interior for that purpose in the district in which such logs have been cut.

61. When the saw logs have been scaled and measured, the person who did so shall make out a bill, stating therein the number of logs, the number of feet board measure contained in such logs, and the name of the owner ; and the Crown Timber Agent shall enter in the books of his office a copy of such bill ; another copy of the bill shall be made out and delivered to the owner or his agent, with a certificate thereto attached that it is a true and correct bill, which bill so certified shall, for the purpose of ascertaining the amount of timber dues to be paid in respect of such logs, be presumptive evidence of the facts therein contained and of the correctness of such scaling or measurement.

62. The scale and rule by which the quantity of logs shall be determined is the rule laid down and prescribed in Scribner's Lumber and Log Book, as copyrighted, in 1882, by George W. Fisher, of Rochester, New York.

63. There shall be payable and paid by the licensee to the Minister of the Interior, to and for the use of Her Majesty, the sum of seventy-five cents for each and every one thousand feet of board measure contained in such logs, and until the same shall be paid the logs shall not be removed from the land where they were cut, and a lien for such timber dues shall attach to the logs until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

64. In scaling or measuring logs, such allowance for hollow or crooked, or otherwise defective logs, shall be made as would make them equal to good, sound, straight and merchantable logs.

65. The Minister of the Interior may cancel any timber license granted under the provisions of these Regulations, if, in his opinion, the licensee shall not, within the time prescribed by his license, continuously proceed to cut and manufacture the timber within the limits of his license.

— — —
FORM M.

Form of License.

No.

Term

years.

This is to certify
of _____ in the Province of British Columbia, is
hereby, from this date, licensed for the term of _____
years next ensuing, to enter upon, cut, fell and remove (except as hereinafter is
reserved) timber from all that tract of Dominion lands situate in the district of _____
and more particularly described as (*insert description of land*),
and containing _____ acres, more or less, with
right of ingress, egress and regress for _____ agents,
servants and workmen for such purposes over any adjacent, vacant and unoccupied
Dominion lands.

Subject, nevertheless, to the payment of the annual sum of _____
dollars on the _____ day of _____
in each year of the said term, and to the
payment of all other sums, fees and timber dues prescribed by the "regulations for
the disposal of Dominion lands within the railway belt in the Province of British
Columbia as approved by Order in Council, dated 20th April, 1885," and also subject
to all other provisions of the said Act with respect to timber.

Provided always, that any and all exceptionally large trees that may be stand-
ing or growing on the said tract of land are hereby expressly reserved to the use of
Her Majesty for all time, and the said
hereby expressly forbidden to cut or fell any of such trees.

Dated at _____

Minister of the Interior.

— — —

REGULATIONS governing the cutting of Timber on Dominion Lands within the Railway
Belt in British Columbia lying south of 49° 34' North Latitude and west of the 121°
of Longitude, West of Greenwich.

1. It shall be unlawful for any person, without a license in that behalf, to be
granted, as hereinafter mentioned, to cut, fell, or carry away any trees or timber
upon or from any Dominion lands.

2. Every person who shall violate the provisions of the preceding section shall, for each offence, be liable to a penalty of not less than five dollars nor more than five hundred dollars, to be recovered in a summary manner, upon the complaint of any person, before any Stipendiary Magistrate, or two Justices of the Peace, and in default of payment, imprisonment not exceeding thirty days.

3. Any person desirous of cutting or felling and carrying away trees or timber from Dominion lands, may obtain a license to that effect upon complying with the following provisions:—

(a.) He shall apply in writing to the Minister of the Interior for a license, and shall also, if the land intended to be covered by such license be not included in any surveyed township, stake out the land sought for, by placing at each angle or corner of the land a stake or post at least four inches square, and standing not less than four feet above the surface of the ground; and upon each post he shall inscribe his name and the angle represented thereby thus: "A. B.'s N. E. corner," (meaning north-east corner), or as the case may be: except such posts are so planted before the notice referred to in the next succeeding section is given, all the proceedings taken by the applicant shall be void; and with his application he shall forward to the Minister of the Interior a map or sketch of the land so staked out, specifying metes and bounds, and showing thereon the best information in his power respecting the same, but if the land has already been included in any general survey, then the official number of the section or sections, or part thereof applied for shall be given.

(b.) He shall, after making the application for the license, publish for a period of thirty days in the *British Columbia Gazette*, and in any newspaper circulating in the district in which the lands lie, notice of his application for a timber license, and shall, in such notice, give a description of the land applied for, specifying metes and bounds, and such further particulars, if any, as may be required by the Minister of the Interior.

4. In the event of any adverse claim being filed with the Minister of the Interior, he may hear and decide upon the same.

5. No timber license shall be granted for a larger area than one thousand acres of land, nor shall the license be granted for a longer period than four years. The license shall not be transferable, and may be surrendered at any time. No person shall be entitled to more than one license at the same time. The licensee shall pay to the Minister of the Interior, for the use of Her Majesty, annually, during the currency of the license, the sum of ten dollars therefor, the first payment to be made upon the granting of the license, and thereafter annually. In default of payment the license shall be void.

6. No timber license shall be granted in respect of lands forming the site of any Indian settlement or reserve, and the Minister of the Interior may refuse to grant a license in respect of any particular land, if, in the opinion of the Governor General in Council, it is deemed expedient in the public interest so to do.

7. The license may be in the form A set forth in the schedule to these Regulations.

8. Every licensee shall keep an account in writing of the number of trees felled by him upon the land embraced within his license, and shall at the expiration of every six months, during the currency of his license, make and furnish to the Minister of the Interior a statement in writing, verified by declaration to be made before a Justice of the Peace, showing the number of trees so felled, and shall then forthwith pay to the Crown Timber Agent for the use of Her Majesty, in respect of each tree felled, the sum of fifteen cents.

9. The licensee shall, if required, produce to the Crown Timber Agent the original account of trees felled.

10. If the licensee shall not keep an account in writing of the number of trees felled under the license, or shall not render to the Crown Timber Agent the statement in writing aforesaid, or shall wilfully make a false statement, he shall be liable to a penalty of not less than five dollars nor more than two hundred and fifty dollars, to be recovered as aforesaid, and in default of payment, imprisonment not exceeding thirty days.

11. The preceding sections of these Regulations shall not be construed so as to inflict penalties upon free miners engaged in prospecting or mining, nor upon travellers, nor upon persons engaged in merely scientific pursuits or exploring, nor upon farmers cutting timber for purposes connected with their farms, nor upon proprietors of coal mines cutting timber for colliery purposes, nor upon persons cutting cordwood for fuel for their own use, or for the use of steamers, or for school purposes.

12. In reckoning the number of trees felled there shall not be included small timber used for skids, levers, rafting stuff, or the like.

13. If any person, without authority or otherwise than is permitted by these Regulations, cuts, or employs or induces any other person to cut, or assists in cutting any timber of any kind on any Dominion lands, or removes, or carries away any merchantable timber of any kind so cut from any Dominion lands, he shall not acquire any right to the timber so cut, or any claim to any remuneration for cutting, preparing the same for market, or conveying the same to or towards market, and such timber may be seized by the Crown Timber Agent, or other officer or agent of the Minister of the Interior, and shall be sold for the benefit of the Crown.

(a.) When the timber or saw-logs made has or have been removed by any such person from Dominion lands, such person shall, in addition to the loss of his labor and disbursements, forfeit a sum of one dollar for each tree (rafting stuff excepted) which he is proved to have cut, or caused to be cut or carried away, which sum shall be recoverable with costs in the name of the Minister of the Interior in any court having jurisdiction in civil matters to the amount of the penalty.

(b.) In such cases, it shall be incumbent upon the party charged to prove his authority to cut.

14. Where timber has been cut without authority on Dominion lands, and has been made up with other timber into a crib, dam or raft, or in any other manner has been so mixed up as to render it impossible, or very difficult, for the agent to distinguish the timber so unlawfully cut on Dominion lands from other timber with which it is mixed up, the whole of the timber so mixed up shall be held to have been cut without authority on public lands, and shall be liable to seizure and forfeiture until separated by the holder satisfactorily to the officer making the seizure.

15. The officer making the seizure may, in the name of the Crown, call in any assistance necessary for securing and protecting the timber seized.

16. All timber seized under these regulations shall be deemed to be condemned, unless the person from whom it was seized, or the owner thereof, shall, within one month from the day of seizure, give notice to the seizing officer or nearest Crown Timber Agent, that he claims, or intends to claim, the same; failing such notice, the agent aforesaid shall report the circumstances to the Minister of the Interior, who may order the sale of the said timber by the said agent after a notice of at least thirty days.

17. Any Supreme Court judge may, upon petition, in a summary way, try and determine such seizures, and may order the delivery of the timber to the alleged owner upon his giving security, by bond, with two good and sufficient sureties, to pay double the value in case of condemnation.

(a.) Such bond shall be taken, in the name of the Minister of the Interior, for Her Majesty's use, and shall be delivered up to and kept by the Minister of the Interior.

(b.) If such seized timber is condemned, the value thereof shall be forthwith paid to the Minister of the Interior, and the bond cancelled, otherwise the penalty shall be enforced and recovered.

18. Every person availing himself of any false statement or oath to evade the payment of any moneys payable under these regulations, in respect of timber, shall forfeit the timber in respect of which payment of such moneys is attempted to be evaded.

19. The Minister of the Interior may, from time to time, define timber districts, and may appoint a Crown Timber Agent for each district.

20. No logs shall be sawn in any mill, or otherwise manufactured into lumber, or other material, in any mill, until the logs shall have been scaled and measured, and the timber dues hereinafter mentioned paid; but the provisions of this section shall not apply to logs cut from any lands held by pre-emption or under Crown grant.

21. The logs shall be scaled and measured at the mill by the Crown Timber Agent, or person appointed by the Minister of the Interior for that purpose, for the district in which the mill is situate.

22. When the logs have been scaled and measured, the person who did so shall make out a bill, stating therein the number of logs, the number of feet board measure contained in such logs, and the name of the owner; and the Crown Timber Agent shall enter in the books of his office a copy of such bill. Another copy of the bill shall be made out and delivered to the owner or his agent, with a certificate thereto attached that it is a true and correct bill, which bill, so certified, shall, for the purpose of ascertaining the amount of timber dues to be paid in respect of such logs, be presumptive evidence of the facts therein contained and of the correctness of such scaling or measurement.

23. The scale and rule by which the quantity of logs shall be determined is the rule laid down and prescribed in Scribner's Lumber and Log Book, as copyrighted in 1882, by George W. Fisher, of Rochester, New York.

24. There shall be payable and paid by the owner of the logs to the Minister of the Interior, to and for the use of Her Majesty, the sum of twenty cents for each and every one thousand feet board measure contained in such logs, and until the same shall be paid the logs shall not be taken into the mill or removed from where they were scaled, and a lien for such timber dues shall attach to the logs, until the dues are paid, and as soon as the logs are scaled and measured, and until payment of the dues, the Crown Timber Agent may take and hold possession of the logs.

25. In scaling or measuring logs, such allowance for hollow, or crooked, or otherwise defective logs shall be made as would make them equal to good, sound, straight and merchantable logs.

26. These Regulations shall not apply to the cutting of the trees known as hemlock.

27. The Minister of the Interior may cancel any timber license granted under the provisions of these Regulations, if, in his opinion, the licensee shall not continuously proceed to cut and manufacture the timber within the limits of his license.

A. M. BURGESS,

Deputy of the Minister of the Interior.

SCHEDULE.

FORM A.

Form of License.

| | | |
|-----|------|--------|
| No. | Term | years. |
|-----|------|--------|

THIS IS TO CERTIFY THAT
of

is hereby from this date licensed

for the term of _____ years next ensuing, to enter upon, cut, fell and remove (except as hereinafter is reserved) timber from all that tract of Dominion lands situate in the district of _____ and more particularly described as *(insert description of land)*, and containing _____ acres, more or less, with right of ingress, egress and regress for agents, servants and workmen for that purpose over any adjacent, vacant and unoccupied Dominion lands.

SUBJECT NEVERTHELESS to the payment of the annual sum of dollars, on the day of in each year of the said term and to the payment of all other sums, fees and timber dues prescribed by the "Regulations for the disposal of Dominion Lands within the Railway Belt in the Province of British Columbia, as approved by Order in Council, dated 16th July, 1885," and also subject to all other provisions of the said Act with respect to timber.

PROVIDED ALWAYS, that any and all exceptionally large trees that may be standing or growing on the said tract of land are hereby expressly reserved to the use of Her Majesty for all time, and the said hereby expressly forbidden to cut or fell any of such trees.

Dated at

Minister of the Interior.

REGULATIONS for the disposal of Coal Lands in the North-West Territories, and the Province of Manitoba, approved by His Excellency the Administrator of the Government in Council, on the 2nd March, 1883, with the Amendments thereto approved by His Excellency the Governor in Council on the 26th March and the 13th May, 1884, and the 3rd December, 1885.

1st. The following districts have been set apart and the lands therein withdrawn from ordinary sale and from settlement, and declared to be coal districts, the same to be known as those of the *Souris River*, the *Bow River*, the *Belly River*, the *South Saskatchewan River*, the *North Saskatchewan River*, and the *Cascade Coal Districts*; the said districts for the present to be composed as follows:—

I.—*Souris River Coal District.*

| | | |
|--|---------------|-----|
| Townships 1 and South halves of 2, Ranges 4, 5 and 6, west of Second Meridian. | | |
| " 1, 2, 3 | " 7, 8, 9, 10 | " " |
| " 1, 2, 3, 4 | " 11, | " " |
| " 1, 2, 3, 4, 5 | " 12, 13 | " " |
| " 2, 3, 4, 5 | " 14 | " " |
| " 3, 4, 5 | " 15 | " " |
| " 4, 5 | " 16 | " " |
| " 5 | " 17 | " " |

II.—*Bow River Coal District.*

| | | |
|---|----------|-----|
| Townships 19, 20, 21, Ranges 18, 19, west of Fourth Meridian. | | |
| " 20, 21, 22 | " 20, 21 | " " |

III.—*Belly River Coal District.*

Townships 8, 9 and 10, Range 21; those portions of Townships 8 and 9 not included in the Blood Indian Reserve, and the whole of Township 10, in Range 22; those portions of Townships 8 and 9 not included in the Blood Indian Reserve, and the whole of Township 10, in Range 23, all west of the Fourth Meridian.

IV.—*South Saskatchewan River Coal District.*

| | | |
|---|--------------|-----|
| Townships 11, 12, 13, Ranges 2, 3, 4, 5, 6, 7, 8, 9, 10, West of Fourth Meridian. | | |
| " 14, 15, 16 | " 2, 3, 4, 5 | " " |

V.—*North Saskatchewan River Coal District.*

Townships 50 and 51, and the South half of Township 52, Range 25,
 “ 50 “ 51, Range 26,
 “ 50 “ 51, “ 27,
 “ 50 “ 51, in the fractional portion of Range 28, all west of
 the Fourth Meridian.

Also Townships 50 and 51, Range 1,
 “ 50 “ 51, “ 2,
 “ 50 “ 51, “ 3,
 “ 50 “ 4,
 all west of the Fifth Meridian, in the Provisional District of Alberta.

VI.—*Cascade Coal District.*

The North-west quarter of Township 25, Range 11,
 South-west “ “ 26, “ 11,
 North-east “ “ 25, “ 12,
 South-east “ “ 26, “ 12,

all west of the Fifth Meridian, in the Provisional District of Alberta, but excluding therefrom that portion of the said described area which is covered by the right of way and station grounds of the Canadian Pacific Railway.

2nd. The surveys of the lands within the said coal districts will be completed as soon as possible, and thereafter the lands will be periodically offered for sale by tender or public auction: the lands within the “ Cascade Coal District ” at an upset price of \$12.50 per acre, cash, and the lands within all the other coal districts, at an upset price of \$10 per acre, cash.

(a.) Not more than three hundred and twenty acres shall be sold to one applicant.

(b.) When there is more than one applicant for the same coal location, the Minister of the Interior may invite competition between the several applicants, or offer the land for sale at public competition by tender or by auction as he may think expedient, at the upset price of coal lands in the district in which such coal location is situated.

(c.) When applications are made to purchase coal locations situated outside of the organized coal districts, the Minister of the Interior may sell the same to the applicants at the price and on the terms which would apply if the lands were within an organized coal district, and with due regard to the quality of the coal which the said lands may be found to contain.

3rd. With respect to leases which have already been granted, each lessee who has fulfilled the conditions thereof may, within two years from the date of the Order in Council authorizing his lease, convert the leasehold into freehold, by paying in cash the upset price placed by the Minister of the Interior on the lands in the coal district wherein the said leasehold is situated; but the lease shall be null and void in all cases where the conditions have not been fulfilled by the lessee, especially the conditions contained in clause 5 of the said Regulations, which are as follows: “ That failure to commence active operations within one year and to work the mine within two years of the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease and resumption of the land by the Crown.”

4th. In cases where the Minister of the Interior satisfies himself that companies or persons have expended considerable sums of money in exploring for coal within the limit of any district for which they may have applied under the Regulations of the 17th December, 1881, the said lands may be sold to such companies or persons at the upset price fixed for lands in the coal district in which such tract may be situated.

5th. The boundaries beneath the surface of coal mining locations shall be the vertical planes or lines in which their surface boundaries lie.

6th. The rights of lessees, and of persons in favor of whom Orders in Council authorizing leases have been passed, shall not be affected by these Regulations.

A. M. BURGESS,

Deputy Minister of the Interior.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE, WINNIPEG, 31st October, 1885.

SIR,—I have the honor to submit my annual report of the business transacted within the Winnipeg District, for the year ending 31st October, 1885, to be read in connection with which are the following detached statements:—

A. Statement showing revenue derived from timber dues and other sources.

B. The number of saw-mills operating under Government license in the Province of Manitoba and in Assiniboia, as far west as the third initial meridian, and in what is known as the "Disputed Territory" in the Dominion of Canada, together with the quantities of building material manufactured, sold and on hand, by each lessee respectively.

C. General office returns, and other information respecting the work of this office.

The revenue of my agency for the year just closed, amounting to \$43,907.82, shows a considerable falling off compared with the receipts for the preceding year, but this is not surprising when it is pointed out that, besides other reasons which will presently appear, last year's revenue included dues collected in the "Disputed Territory" amounting to a considerable sum, which do not appear in this year's accounts owing to the action of the Department in refusing rights to cut timber within the territory to all except those millmen who operate under Government license. During the year 1884 the Ontario Government opened a Crown Timber Office at Rat Portage, their agent at which place issues permits and collects revenue from those cutting timber not holding a Dominion license.

The returns, you will observe, show a falling off in the quantity of lumber manufactured this year, as compared with last, of 5,824,641 feet, while there is a slight increase in sales, showing that the lumbermen have been endeavoring to reduce their stocks. Prices are, however, lower in nearly all grades, but especially in pine. The competition for the western trade in this line is very keen amongst the lumbermen at Rat Portage, where five of the largest mills in my district are situated. One of the mills, operated by Messrs. Macaulay & Ryan, of St. Paul, Minnesota, manufactures exclusively from logs brought down the tributaries of Rainy River from the State of Minnesota. The northern portion of this State is one vast forest of pine, and owing to the absence of railway facilities the great bulk of the timber finds its way through Canadian waters to Rat Portage, where it is manufactured for the western markets.

During the year several new mills have been erected, notable amongst which is the one at Shellmouth (the proposed crossing of the Assiniboine River by the Manitoba and North-Western Railway), built by Messrs. Mitchell & Bucknell, an enterprising English firm, who operate under Government license on their berth at Little Boggy Creek.

The settlers within my district are generally well satisfied with the permit regulations. The permits issued during the year just closed number 1,772, an increase of 704 over the preceeding year, showing that there is a better observance of the permit regulations.

The large amount collected by the Forest Rangers, however, for timber cut in trespass, proves the necessity for constant vigilance to enforce the laws. I have during the year been obliged to bring several of the worst offenders to justice, and

already the beneficial results of the action taken are apparent. Another year, I confidently hope, will show a further decrease in the quantity of timber cut on Dominion lands in violation of the laws.

A further reduction in the price of fuel, both in coal and wood, has taken place since my last report. While in 1884, American hard and soft coal brought respectively \$10.50 and \$8.50 a ton on car at Winnipeg, it is now selling at \$9.00 and \$7.00 respectively, and shows a corresponding reduction at the different points along the line of the Canadian Pacific Railway, as will be seen by reference to the schedule of selling prices received from the Dominion Coal Company, which accompanies my report. A rapid development of our native coal mines is taking place.

Already pits are being operated at Calgary, Edmonton, Medicine Hat, and several other points in the west for local use, while the mines of the North-Western Coal and Navigation Company at Lethbridge continue to mine extensively for the supply of the Manitoba and North-West market.

The completion of the North Western Coal and Navigation Company's Railway from their mines to connect with the Canadian Pacific Railway at Dunmore, greatly facilitates the shipment of this coal to market, since which time about 9,000 tons have been mined and sold at points along the line of the Canadian Pacific Railway at reduced prices, as will appear from reference to the schedule furnished herewith. Most of the flour mills and other manufactories along the line where steam is used are now consuming coal instead of wood.

The foregoing facts have an important bearing on the timber interests of my district. While on the one hand a loss of present revenue results from the development of the mines, on the other it must be borne in mind that a far greater gain is being effected in the substitution of coal for wood as fuel for manufacturing purposes, and for consumption in the towns along the line of railway, thus saving the growing timber from unprofitable destruction, and preserving it for its more important uses of supplying the wants of present and prospective settlers.

The local agents in my district are, with one exception, the same as last year, and they continue to perform useful service in their respective localities, viz.:—

| | |
|------------------------------|------------------------|
| Mr. W. A. Doyle..... | Beulah, Man. |
| Mr. W. M. Hilliard..... | Minnedosa do |
| Mr. W. H. Hiam..... | Manitou do |
| Agent of Dominion Lands..... | Deloraine do |
| Mr. Thos. B. Ferguson..... | Fort Qu'Appelle N.W.T. |
| Mr. W. H. Stevenson..... | Regina do |
| Mr. J. J. McHugh..... | Carlyle do |

It may be found necessary during the coming year to establish agencies at Touchwood Hills, the York Farmers' Colony, and at the settlement of the Shell River Colonization Company, as these places are too far distant to be economically reached from the Winnipeg office, and the convenience to the settlers would be very great. Every care has been taken to avoid all outlay not absolutely necessary, and the comparatively small sum expended in conducting the business of such a large district must, I think, be considered satisfactory.

I have the honor to be, Sir,

Your obedient servant,

E. F. STEPHENSON,

Crown Timber Agent.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.
STATEMENT of Receipts on account of Crown Timber for the Twelve Months ending the 31st October, 1885.

| Month. | Royalty on Returns of Sales. | Bonus and Ground Rent. | Permits. | Seizures, Dues and Fines for Trespass. | School Lands. | Stone Quarried. | Miscellaneous. | Total. | Amounts collected at Head Office | Total. |
|---------------------------------------|------------------------------|------------------------|-----------------|--|---------------|-----------------|----------------|------------------|----------------------------------|------------------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1884. | | | | | | | | | | |
| November..... | 1,943 57 | 238 83 | 645 35 | 178 60 | ..... | ..... | ..... | 3,006 35 | 1,474 91 | 4,481 26 |
| December..... | 174 36 | 897 50 | 443 85 | 1,735 25 | ..... | 46 98 | ..... | 3,297 94 | ..... | 3,297 94 |
| 1885. | | | | | | | | | | |
| January..... | 575 45 | 748 78 | 714 56 | 120 14 | ..... | ..... | ..... | 2,158 93 | 511 00 | 2,669 93 |
| February..... | 271 20 | 1,405 14 | 833 93 | 329 87 | ..... | ..... | ..... | 2,840 24 | 323 25 | 3,163 49 |
| March..... | 473 97 | 1,201 25 | 531 47 | 709 63 | 136 00 | ..... | 51 00 | 3,106 32 | ..... | 3,106 32 |
| April..... | 138 85 | 263 20 | 676 29 | 93 28 | ..... | ..... | ..... | 1,101 62 | 6 00 | 1,107 62 |
| May..... | ..... | ..... | 455 40 | 414 52 | ..... | ..... | ..... | 869 92 | ..... | 869 92 |
| June..... | 1,146 74 | 3,809 60 | 1,036 23 | 451 00 | ..... | ..... | ..... | 6,443 57 | 250 00 | 6,693 57 |
| July..... | 1,625 62 | 577 76 | 981 89 | 622 02 | ..... | ..... | ..... | 3,807 29 | 507 50 | 4,314 79 |
| August..... | 661 66 | 628 72 | 560 99 | 65 25 | ..... | ..... | ..... | 1,914 62 | 500 00 | 2,414 62 |
| September..... | 187 95 | 20 00 | 145 90 | 133 90 | 8 00 | ..... | ..... | 495 75 | ..... | 495 75 |
| October..... | 5,153 92 | 1,389 61 | 1,328 61 | 2,650 47 | 2 00 | ..... | ..... | 10,532 61 | 760 00 | 11,292 61 |
| Totals..... | 12,353 39 | 11,178 39 | 8,285 47 | 7,513 93 | 146 00 | 46 99 | 51 00 | 39,575 16 | 4,332 66 | 43,907 82 |
| Amounts collected at Head Office..... | ..... | 4,332 66 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 12,353 39 | 15,511 05 | 8,285 47 | 7,513 93 | 146 00 | 46 98 | 51 00 | ..... | ..... | ..... |

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1885

SCHEDULE "B" showing the Number of Saw Mills in the Province of Manitoba and the Districts of Keewatin and Assiniboia, under Government License, for the Year ending 31st October, 1885.

| Name of Owner or Owner and Assignee. | Where Situated. | Kind of Power. | Horse Power. | Capacity per 12 hours. | Commenced Operations. | Description of Timber. | Location of Limit. | Quantity of Lumber manufactured during Year ending 31st October, 1885. | Quantity of Lumber sold during year ending 31st October, 1885. | Quantity of Lumber on hand 31st October, 1885. | Quantity of Shingles manufactured during Year ending 31st October, 1885. | Quantity of Shingles sold during year ending 31st October, 1885. | Quantity of Shingles on hand 31st October, 1885. | Quantity of Laths manufactured during Year ending 31st October, 1885. | Quantity of Laths sold during year ending 31st October, 1885. | Quantity of Laths on hand 31st October, 1885. | Remarks. |
|--------------------------------------|--|----------------|--------------|------------------------|-----------------------|------------------------|---------------------------------------|--|--|--|--|--|--|---|---|---|--|
| 1 Adams & Schneider | Winnipeg River | Water | 62 | 10,000 | 1879 | Spruce | Limit "C" Winnipeg River | 444,000 | 444,000 | | | | | | | | Mill used, 1885, in cutting Stubb's logs for Government. |
| 2 Armitage & McCulloch | Minnedosa | Steam | 25 | 6,000 | 1880 | do | Townships 19 and 20, Range 20, W | 392,000 | 460,254 | | 203,250 | 234,000 | | 68,200 | 68,200 | | No mill erected. |
| Armitage J. S. | | | | | | | Whitemouth River | | | | | | | | | | License returned for cancellation. |
| Bergin, John, & Co. | | | | | | | Shell River | | | | | | | | | | do |
| Boulton, C. A. | Shell River | Steam | 16 | 3,000 | 1883 | Poplar | Bad Throat River | 132,425 | 107,013 | 75,412 | | | | | | | do |
| Brouse, Geo. J., & Co. | Bad Throat River | Water | 90 | 7,000 | 1879 | Spruce | Fisher Bay | 100,000 | 750,000 | 960,000 | | | | | | | |
| Brown, Rutherford & Co. | Fisher Bay | Steam | 30 | 10,000 | 1880 | do | Crow Lake | 1,150,276 | | | | | | | | | |
| Bulmer, F. T., & Co. | Keewatin (Lake of the Woods) | do | 80 | 50,000 | 1884 | Red and white pine | Little Boggy Creek | | 167,457 | 105,720 | 85,667 | | | | | | Purchased logs cut, 1885, from Crawford Ross. |
| 10 Bawden & Co. | Shellmouth | do | 75 | 30,000 | 1885 | Spruce | Riding Mountains | 413,420 | 754,000 | 1,106,264 | | | | | | | License returned for cancellation. |
| Cameron, Alex. | Rolling River | Water | 25 | 6,000 | 1878 | Spruce and poplar | Hole River | 2,054,000 | 300,000 | 1,842,212 | 1,116,500 | 500,000 | 616,500 | 894,000 | 200,000 | 694,000 | No mill erected. |
| Dick & Banning | Hole River | Steam | 25 | 6,000 | 1879 | Spruce | Lake of the Woods and Rainy Lake | 167,000 | 98,991 | 127,961 | 23,750 | 23,750 | | 97,000 | 4,500 | 92,500 | License returned for cancellation. |
| do | Keewatin | Water | 100 | 60,000 | 1881 | Red and white pine | Riding Mountains | 1,616,159 | 1,261,825 | 777,475 | | | | | | | This season's cut was from their own lands. |
| Douglas, David | Rapid City | Steam | 20 | 4,000 | 1879 | do | Turtle Mountain | 70,305 | | | | | | | | | License returned for cancellation. |
| 3 Douglas, John W. | Fisher River | do | 75 | 40,000 | 1883 | do | Riding Mountains | | 228,840 | 121,115 | | | | | | | |
| 4 Drake & Rutherford | Desford | do | 16 | 3,000 | 1881 | Poplar | Icelander's River | 280,000 | 31,739 | 248,261 | 26,000 | | | 30,000 | 88,000 | 43,150 | License returned for cancellation. |
| Fox, Thomas L. | Riding Mountain House | do | 16 | 3,000 | 1880 | Spruce | Lake of the Woods | 3,796,152 | 2,732,112 | 7,372,629 | 1,366,750 | 1,424,750 | 1,605,000 | 757,000 | 564,000 | 1,278,000 | License returned for cancellation. |
| Hudson Bay Co. | Icelander's River | do | 40 | 15,000 | 1881 | do | Bird Tail Creek | | | | | | | | | | Logs cut at Birtle mills. |
| Jonasson, Frederickson Bros. | Odanah | do | 50 | 15,000 | 1880 | do | Jumping River, Lake Winnipeg | | | | | | | | | | |
| Jermyn & Bolton | Keewatin Mills | Water | 400 | 120,000 | 1880 | Red and white pine | Township 10, Range 16, W. 1 | 17,000 | 7,000 | 10,000 | | | | | | | License returned for cancellation. |
| Keewatin Lumbering & Manfg Co. | Turtle Mountain | do | 40 | 12,000 | 1882 | Poplar | Lake Manitoba | 200,000 | 136,454 | 63,546 | 102,000 | 57,000 | 45,000 | | | | Large quantity of railway ties cut. Returns not in. |
| 5 Leacock, E. P. | Bird Tail Creek | Steam | 15 | 2,000 | 1880 | Spruce | Township 10, Range 15, W. 1 | 12,000 | 112,000 | | 50,000 | 50,000 | | | | | |
| Likely, John | Mouth of Little Bear Creek, Winnipeg River | do | 16 | 3,000 | 1881 | do | Riding Mountains | | 514,439 | | | 273,000 | 137,750 | | 21,000 | 21,200 | |
| Mitchell & Byers | Sewell | do | 16 | 3,000 | 1880 | do | Eagle Lake | | | | | | | | | | |
| Morton, George | Turtle Mountain | do | 40 | 12,000 | 1882 | Poplar | North 1/2 Township 17, Range 16, W. 1 | 635,000 | 260,487 | 74,513 | 140,000 | 59,250 | 80,750 | 90,050 | 32,800 | 57,250 | License returned for cancellation. |
| Manitoba & North-West Railway | Ebb and Flow Lake | Steam | 25 | 3,500 | 1880 | do | West Shore of Lake Winnipeg | 227,538 | 553,999 | 51,212 | 1,080,000 | 1,020,760 | 59,250 | 179,300 | 276,900 | | |
| McKay, James W. | Carberry | do | 50 | 15,000 | 1880 | do | Rainy Lake | 3,253,276 | 3,678,033 | 58,998 | | | | 250,000 | 125,450 | 124,550 | Logs cut at Birtle mills. |
| 6 McFadyen, D. | Odanah | do | 75 | 30,000 | 1883 | do | Fort Frances | 3,400,000 | 2,558,470 | 1,233,340 | | | | | | | Logs used in 1885, cut under permit. |
| McDonald & Shields | Vermillion Bay | do | 50 | 15,000 | 1883 | do | Stony Creek, Assiniboine River | | | | | | | | | | |
| McFadyen, D. | Section 19, Township 17, Range 16, W. 1 | do | 16 | 3,000 | 1884 | do | Whitemouth River | 800,000 | 1,085,322 | 558,545 | | | | 20,300 | 29,850 | 2,100 | |
| North-West Timber Co. | Selkirk | do | 75 | 35,000 | 1883 | do | Turtle Mountain | 261,309 | 234,309 | 37,000 | 243,750 | 235,500 | 8,250 | 231,000 | 29,850 | 2,100 | |
| Rainy Lake Lumber Co. | Rat Portage | do | 95 | 60,000 | 1883 | Red and white pine | Rosseau River | 1,913,849 | 1,398,836 | 1,818,740 | | | | 231,000 | 276,300 | 78,700 | |
| do | Fort Frances | do | 80 | 15,000 | 1874 | do | Ebb and Flow Lake | | | | | | | | | | |
| 7 Ross, A. W. | do | do | 55 | 25,000 | | | Limit "D" Winnipeg River | | | | | | | | | | |
| Ross, Crawford | Fort Ellice | do | 20 | 3,000 | 1884 | | Shell River | | 722,932 | 181,768 | | | | | | | Business closed out. |
| Ross, David | Whitemouth | do | 35 | 10,000 | 1880 | Spruce | | 285,000 | 574,700 | 529,171 | 409,625 | 401,250 | 147,000 | 25,050 | 25,050 | | |
| Smith, Samuel | Desford | do | 40 | 3,500 | 1881 | Poplar | | 18,851 | 47,155 | 104,750 | 104,750 | 104,750 | 5,353 | 6,303 | | | |
| Sprague, D. E. | Winnipeg | do | 45 | 20,000 | 1882 | Pine | Township 7, Range 9, W. 1 | | 98,345 | 192,869 | 450,000 | 213,750 | 259,500 | | | | |
| 8 Stubb, Wm. | Lake Winnipeg | do | 75 | 30,000 | 1883 | Spruce | Riding Mountains | 411,021 | 181,115 | 375,072 | 267,000 | 168,250 | 433,750 | | | | |
| 9 Stubb, W. H., jun | do | do | 75 | 30,000 | 1883 | do | | | | | | | | | | | |
| Shields et al. | Brandon | do | 35 | 120,000 | 1881 | do | | | | | | | | | | | |
| Strathy, H. S. | | | | | | | | | | | | | | | | | |
| Williams & Harrison | Wakopa | Steam | 25 | 6,000 | 1880 | Poplar | | | | | | | | | | | |
| Watts, Alfred | Norquay | do | 16 | 3,000 | 1882 | Poplar and oak | | | | | | | | | | | |
| Whimster & Kayll | Strathclair | do | 25 | 35,000 | 1880 | Spruce and poplar | | | | | | | | | | | |
| Totals | | | | | | | | 20,253,457 | 20,656,671 | 17,892,370 | 5,583,375 | 4,840,250 | 3,418,750 | 2,647,353 | 1,978,353 | 2,421,450 | |

- 1. Assigned to Dick & Banning.
- 2. do Jermyn & Bolton.
- 3. do Imperial Bank of Canada.
- 4. do Boyd & Crowe.
- 5. do H. S. Strathy, in trust.
- 6. Assigned to Jermyn & Bolton.
- 7. do Federal Bank of Canada.
- 8. do do do
- 9. do do do
- 10. do H. B. Mitchell.

Certified correct,

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE C.

GENERAL OFFICE Return for Twelve Months ending 31st October, 1885.

| Description of Return. | Number. | Compared with Previous Year. | |
|---|---------|------------------------------|-----------|
| | | Increase. | Decrease. |
| Number of letters written | 3,143 | 316 | |
| do circulars sent | 1,470 | 149 | |
| do letters received | 1,624 | | 229 |
| do permits issued, homesteaders free | 1,354 | 532 | |
| do do subject to dues | 418 | 172 | |
| do seizures made | 432 | 230 | |
| do mill returns received and verified | 117 | 1 | |

COMPARATIVE PRICES of Lumber sold at the principal points in the Winnipeg District during the Years 1884 and 1885.

| Place. | Kind. | 1884. | 1885. |
|-----------------------|---------------------------------------|--------------------|--------------------|
| Winnipeg | Pine, per M. feet | \$15 00 to \$25 00 | \$13 50 to \$25 00 |
| do | Spruce and tamarac, per M. feet | 10 00 " 15 00 | 10 00 " 16 00 |
| Brandon | do do | 15 00 " 20 00 | 15 00 " 20 00 |
| Moosomin | Pine do | 18 00 " 25 00 | 18 00 " 25 00 |
| do | Spruce and tamarac do | 15 00 " 18 00 | 18 00 " 22 00 |
| Regina | Pine do | 20 00 " 30 00 | 20 00 " 30 00 |
| do | Spruce and tamarac do | 18 00 " 34 00 | 18 00 " 25 00 |
| Moose Jaw | Pine do | 20 00 " 30 00 | 20 00 " 30 00 |
| do | Spruce and tamarac do | 18 00 " 24 00 | 18 00 " 25 00 |
| Selkirk | do do | 8 00 " 12 00 | 8 00 " 12 00 |
| Rapid City | do do | 15 00 " 24 00 | 12 00 " 20 00 |
| Minnedosa | do do | 15 00 " 24 00 | 12 00 " 20 00 |
| Birtle | do do | 15 00 " 24 00 | 15 00 " 20 00 |
| Turtle Mountain | Poplar do | 15 00 " 30 00 | 12 00 " 20 00 |
| Rat Portage | Pine do | 12 00 " 20 00 | 9 00 " 20 00 |

E. F. STEPHENSON,

*Crown Timber Agent.*CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1885.

SCHEDULE D.

COMPARATIVE selling prices of Pittsburg and Ohio hard and soft coal, on cars, at the undermentioned points, during the years 1883, 1884 and 1885.

| Station. | 1883. | 1883. | 1884. | 1884. | 1885. | 1885. |
|-------------------------|------------|------------|------------|------------|----------|------------|
| | Hard. | Soft. | Hard. | Soft. | Hard. | Soft. |
| | Per ton. | Per ton. | Per ton. | Per ton. | Per ton. | Per ton. |
| Winnipeg..... | \$12 00 | \$ 9 00 | \$10 50 | \$ 8 00 | \$ 9 00 | \$ 7 00 |
| Portage la Prairie..... | 13 00 | 10 50 | 12 00 | 9 00 | 9 50 | 7 50 |
| Brandon | 14 00 | 11 00 | 12 50 | 9 50 | 10 00 | 8 00 |
| Moosomin | None sold. | None sold. | 13 00 | 19 00 | 11 00 | 9 00 |
| Regina | 16 00 | 13 00 | 14 00 | 11 00 | 12 00 | 10 00 |
| Moose Jaw | None sold. | None sold. | None sold. | None sold. | 12 50 | None sold. |
| Medicine Hat..... | do | do | do | do | 12 25 | do |
| Calgary | do | do | 17 00 | 14 00 | 15 50 | do |

SCHEDULE of prices at which native coal mined at the "Galt" mine, Lethbridge, is selling at the present time, at the undermentioned points along the line of the Canadian Pacific Railway.

| | Per Ton. | | Per Ton. |
|-------------------------|----------|-------------------|----------|
| | \$ cts. | | \$ cts. |
| Winnipeg..... | 7 50 | Moose Jaw..... | 8 00 |
| Portage la Prairie..... | 8 00 | Maple Creek..... | 6 50 |
| Brandon..... | 8 00 | Medicine Hat..... | 5 00 |
| Moosomin..... | 8 00 | Dunmore..... | 4 00 |
| Regina..... | 8 00 | Calgary..... | 7 50 |

E. F. STEPHENSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
WINNIPEG, 31st October, 1885.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1885.

SIR,—In the last annual report which I had the honor to make, I mentioned a general improvement in business. This improvement continued up to the breaking out of the Half-breed disturbances in the spring of this year, which for a time put a stop to all business. Happily, the timely arrival of the troops under General Strange and Major Steele stopped the contemplated uprising here, and many settlers were enabled to put in considerable crops. I pointed out to them that once their grain was sown the Indians could not take it, and set them an example by staying on my son's claim, adjoining the Indian reserve, and superintending the sowing of the land. By these means they were enabled to gather a crop, in quantity about two-thirds of the usual one gathered, which will prevent the settlement from feeling the effects of the disturbance as much as it otherwise would have done.

Happily there were only a few that met with direct losses from the Indians by raids or thefts. Unfortunately the writer was one of them, he having had a team of horses stolen out of his fields.

The mills in the district have been idle all the season, as no logs could be got out or brought down the rivers, and consequently the receipts of my office have materially decreased.

The receipts amounted to \$4,503.43, and, as compared with those of last year, show a decrease of \$2,750.41.

The quantity of timber sawn shows a still larger decrease—124,360 feet, against 1,087,872 feet manufactured during the previous year, showing a decrease of 963,512 feet.

The Mounted Police have made Fort Edmonton their headquarters in this district, and have been largely reinforced. This will have a good effect in keeping down the Indians. Heretofore the force was stationed at Fort Saskatchewan.

A large number of Half-breeds have left the South Branch of the Saskatchewan River and settled in my district at Battle River, distant from my office to the south fifty-five miles, where there is excellent land, and already a large settlement. They are also settling at Beaver Lake, on its western side.

Mr. Gordon, the Inspector of Agencies, has just made an inspection of my office, and expressed himself well satisfied with the manner in which I keep my accounts.

In this district, owing to the fine open fall, a very large quantity of ploughing has been done, and the prospects for next year are, on the whole, good. Confidence in the country is gradually taking the place of dissatisfaction, and I think the incoming season will be a prosperous one for the North-West.

Two mills have been taken into the woods near to and west of Edmonton, and as the demand for lumber is increasing, I expect quite a large quantity of logs will be taken out this winter. A mill proprietor from Battleford wishes to secure 700,000 B.M. of saw logs for his mill there.

I beg to bring under your notice the fact of there being a great scarcity of available timber in this neighborhood for the supply of the local mills, and respectfully suggest that the leases of any timber berths, not occupied and upon which the necessary duties have not been performed, should not be renewed.

I have the honor to be, Sir,

Your obedient servant,

THOMAS ANDERSON,

Crown Timber Agent.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, &c., for the twelve months ending 31st October, 1885.

| Month. | Royalty on Returns of Sales. | Bonus and Ground Rent. | Permits. | Dues and fines for trespass. | Total. | Amounts collected at Head Office. | Total. |
|--|------------------------------|------------------------|----------|------------------------------|----------|-----------------------------------|----------|
| | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| 1884. | | | | | | | |
| November | | | 29 75 | 30 15 | 59 90 | | 59 90 |
| December | | 250 00 | 55 00 | | 305 00 | | 305 00 |
| 1885. | | | | | | | |
| January | | | | | | | |
| February | | | 29 59 | | 29 59 | 1,832 50 | 1,862 09 |
| March | | | 303 42 | | 303 42 | | 303 42 |
| April | | | | | | | |
| May | | 50 00 | | | 50 00 | | 50 00 |
| June | | | 37 97 | | 37 97 | | 37 97 |
| July | | | | 87 50 | 87 50 | | 87 50 |
| August | | | 10 00 | | 10 00 | 100 00 | 110 00 |
| September | | | 19 50 | | 19 50 | 50 00 | 69 50 |
| October | 36 77 | 370 00 | 6 50 | | 413 27 | | 413 27 |
| Totals | 36 77 | 670 00 | 491 73 | 117 65 | 1,316 15 | 1,992 50 | 3,298 65 |
| Amount collected at Head Office | | 1,982 50 | | | | | |
| Totals | 36 77 | 2,652 50 | 491 73 | 117 65 | | | |
| Amount collected by Agent prior to 1st November, 1884, and received at Head Office subsequent to that date | | | | | | | 1,618 05 |
| Amount collected by Agent prior to 31st October, 1885, but not received at Head Office until after that date | | | | | | | 4 916 70 |
| Grand Total | | | | | | | 4,503 43 |

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1885.

SCHEDULE B.

GENERAL Office Return for the twelve months ending 31st October, 1885.

| Description of Return. | Number. | Compared with previous year. | |
|--------------------------------|---------|------------------------------|-----------|
| | | Increase. | Decrease. |
| Number of letters written..... | 335 | | 35 |
| do do received..... | 182 | | 39 |
| do permits issued..... | 23 | | 52 |
| do seizures made..... | 3 | | |
| do mill returns received..... | 4 | | 3 |

THOS. ANDERSON,

*Crown Timber Agent.*CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1885.

SCHEDULE C, showing the Saw-Mills in the Edmonton Crown Timber Agency, operating under Government License, during the Year ending 31st October, 1885.

| Name of Owner or Owner and Assignee. | Where situated. | Kind of Power. | Horse Power. | Capacity per 12 hours. | Commenced operations. | Description of Timber. | Logs cut at | Quantity of Lumber manufactured during the Year ending 31st October, 1885. | Quantity of Lumber sold during the Year ending 31st October, 1885. | Quantity of Shingles manufactured during the Year ending 31st October, 1885. | Quantity of Shingles sold during the Year ending 31st October, 1885. | Quantity of Laths manufactured during the Year ending 31st October, 1885. | Quantity of Laths sold during the Year ending 31st October, 1885. |
|--------------------------------------|--|----------------|--------------|------------------------|-----------------------|------------------------|------------------------------|--|--|--|--|---|---|
| Hudson Bay Co. | Edmonton..... | Steam | 40 | 10,000 | 1880 | Spruce..... | ..... | None. | 402,648 | None. | None. | None. | None. |
| Hardisty & Frazer..... | do | Steam | 30 | 10,600 | 1880 | do | On North Saskatchewan River. | 102,360 | 328,500 | None. | 300,000 | None. | None. |
| do | do | Steam | 20 | 5,000 | 1884 | do ..... | ..... | None. | 11,200 | None. | 21,500 | None. | None. |
| St. Albert Mission..... | Edmonton District at St. Albert..... | Water | 20 | 5,000 | 1882 | do ..... | ..... | 22,000 | 22,000 | None. | None. | None. | None. |
| Lamoureux Bros..... | On their limit, 30 miles west of Edmonton..... | Steam | 20 | 5,000 | 1883 | do ..... | ..... | 124,360 | 764,348 | 321,500 | 321,500 | None. | None. |
| Totals..... | Totals..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

THOS. ANDERSON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
EDMONTON, 31st October, 1885.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
CALGARY, 26th December, 1885.

SIR,—I have the honor to submit the following report of the work of the Crown Timber Office, Calgary, for the year ending 31st October, 1885.

A. Statement showing revenue derived from timber dues.

B. Number of saw-mills operating under Government license in the District of Alberta and part of Assiniboia.

C. General returns and other information respecting the work of this office.

I have been Crown Timber Agent for two and one-half years, and can safely say that there has been a decided improvement in everything. It is surprising how many *bona fide* settlers have come into the country within that time, and the prospects are better now than ever for a still greater increase. All this will, of course, be of great advantage to this agency.

The Calgary Lumber Company have just started a steam saw-mill of seventy-five horse power, on the Bow River, twenty-six miles from here, which gives employment to seventy-five men.

I also understand that the Eau Claire and Bow River Lumber Company intend, next spring, erecting a mill on the Bow River, near this town.

Calgary has been steadily improving, and the increase of buildings within the last six months has been wonderful, and as for the climate it is unobjectionable.

We have had a beautiful summer and fall, no winter yet; Christmas day no fire was required; there were games of base ball and croquet played on that day.

I have the honor to be, Sir,

Your obedient servant,

C. L. GOUIN,

Crown Timber Agent.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, for the Twelve Months ending 31st October, 1885.

| Month. | Royalty on Returns of Sales. | Bonus and Ground Rent. | Permits. | Dues and Fines for Trespass. | Total. | Amount collected at Head Office. | Total. |
|---|------------------------------|------------------------|----------|------------------------------|----------|----------------------------------|----------|
| 1884. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| November | | | 26 32 | | 26 32 | | 26 32 |
| December | | | | | | | |
| 1885. | | | | | | | |
| January | | | 18 50 | | 18 50 | 1,906 60 | 1,925 10 |
| February | | | 7 75 | | 7 75 | 1,291 66 | 1,299 41 |
| March | 787 11 | | 11 60 | | 798 71 | | 798 71 |
| April | 38 95 | | 1 00 | | 39 95 | 2,675 00 | 2,714 95 |
| May | 553 50 | 750 00 | 0 50 | | 1,304 00 | 350 00 | 1,654 00 |
| June | | | 102 50 | | 102 50 | | 102 50 |
| July | 194 93 | | 57 50 | | 252 43 | | 252 43 |
| August | | | 1 00 | | 1 00 | | 1 00 |
| September | | | 32 27 | 81 10 | 113 37 | | 113 37 |
| October | 581 07 | | 10 00 | | 591 07 | | 591 07 |
| Totals..... | 2,155 56 | 750 00 | 268 94 | 81 10 | 3,255 60 | 6,223 26 | 9,478 86 |
| Amounts collected at Head Office..... | 881 60 | 5,241 66 | 100 00 | | | | |
| Totals..... | 3,037 16 | 5,991 66 | 368 94 | 81 10 | | | |
| Amount collected by agent prior to 1st November, 1884, and received at Head Office subsequent to that date..... | | | | | | | 48 51 |
| Amount collected by agent prior to 31st October, 1885, but not received at Head Office until after that date..... | | | | | | | 591 07 |
| Grand Total..... | | | | | | | 8,936 30 |

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1885.

SCHEDULE B.

GENERAL Office Return for the Twelve Months ending 31st October, 1885.

| Description of Return. | Number. | Compared with previous year. | | Remarks. |
|---------------------------------|---------|------------------------------|-----------|----------|
| | | Increase. | Decrease. | |
| Number of letters written | 228 | 46 | | |
| do do received | 211 | 84 | | |
| do permits issued | 104 | 80 | | |
| do seizures made | 2 | | | |
| Mill returns received | 15 | | | |
| Leases cancelled | | | | |

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1885.

SCHEDULE C, showing the Saw Mills in the District of Alberta Crown Timber Agency, operating under Government License, during the Year ending 31st October, 1885.

| Name of Owner or Owner and Assignee. | Where situated. | Horse Power. | Kind of Power. | Capacity per 12 hours. | Commenced operations. | Description of Lumber. | Logs cut at— | Quantity of Lumber manufactured during the Year ended Oct. 31, 1885. | Quantity of Lumber sold during Year ended Oct. 31, 1885. | Quantity of Shingles manufactured during Year ended Oct. 31, 1885. | Quantity of Shingles sold during the Year ended Oct. 31, 1885. | Quantity of Laths manufactured during Year ended Oct. 31, 1885. | Quantity of Laths sold during Year ended Oct. 31, 1885. |
|--------------------------------------|----------------------|--------------|----------------|------------------------|-----------------------|---|------------------|--|--|--|--|---|---|
| | | | | | | | | Ft., B.M. Year ended Oct. 31, 1885. | Ft., B.M. Year ended Oct. 31, 1885. | No. manufactured during Year ended Oct. 31, 1885. | No. sold during the Year ended Oct. 31, 1885. | Bndls. manufactured during Year ended Oct. 31, 1885. | Bndls. sold during Year ended Oct. 31, 1885. |
| Louis Sands..... | Cypress Hills.... | 75 | Steam... | 40,000 | May, 1884. | Pine and spruce... | Cypress Hills | 403,316 | 807,552 | 459,000 | 522,500 | 40,600 | 127,200 |
| Peter McLaren... | Mill Creek..... | ..... | Water... | 2,500 | Jan., 1882. | Red fir, spruce and an inferior kind of pine. | ..... | ..... | 393,852 | ..... | 232,000 | ..... | ..... |
| James Walker ... | Calgary..... | 20 | Steam... | 10,000 | Feb., 1883 | Spruce..... | Bow River..... | 331,127 | 277,809 | 187,000 | 185,000 | 27,200 | 42,500 |
| N.-W. Coal and Navigation Co. | Beaver Creek, N.W.T. | 20 | Steam... | About 5,000 | 1882..... | Pine..... | Porcupine Hills. | ..... | ..... | (No Returns.) | (No Returns.) | ..... | ..... |
| | Totals..... | ..... | ..... | ..... | ..... | ..... | ..... | 734,443 | 1,479,213 | 646,000 | 939,500 | 67,800 | 168,700 |

C. L. GOUIN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 31st October, 1885.

CROWN TIMBER OFFICE,
PRINCE ALBERT DISTRICT, 10th November, 1885.

SIR,—I have the honor to submit the following report of the work of the Crown Timber Office for the year just closed.

Statement of revenue derived from Crown timber, and other information regarding the business of this office, will be found hereto appended.

In consequence of the rebellion lumbering was not as extensively carried on as intended, but what has been manufactured is readily being disposed of at prices from \$30 to \$45 per 1,000 feet.

The residents of Prince Albert were delighted to receive a visit from the Hon. Thomas White, Minister of the Interior, during which visit he delivered two excellent speeches, which made a most favorable impression upon the minds of the people of all classes, and assisted very much in restoring confidence amongst the settlers.

I have the honor to be, Sir,

Your obedient servant,

D. J. WAGGONER,

Crown Timber Agent.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SCHEDULE A.

STATEMENT of Receipts on account of Crown Timber, &c., for the Twelve Months ending 31st October, 1885.

| Month. | Royalty on Returns of Sales. | Bonus and Ground Rent. | Permits. | Seizures, Dues and Fines for Trespass. | Total. | Amounts collected at Head Office. | Total. |
|---|------------------------------|------------------------|----------|--|----------|-----------------------------------|----------|
| 1884. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. | \$ cts. |
| November | 423 79 | 217 76 | 995 07 | 35 50 | 1,672 12 | ..... | 1,672 12 |
| December ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1885. | | | | | | | |
| January ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| February ..... | ..... | ..... | 102 45 | ..... | 102 45 | ..... | 102 45 |
| March ..... | ..... | ..... | ..... | ..... | ..... | 540 93 | 540 93 |
| April ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| May ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| June | 399 80 | 762 10 | ..... | ..... | 1,161 90 | ..... | 1,161 90 |
| July ..... | ..... | ..... | ..... | ..... | ..... | 382 68 | 382 68 |
| August ..... | ..... | ..... | 313 87 | ..... | 313 87 | ..... | 313 87 |
| September ..... | ..... | ..... | 763 93 | 8 50 | 772 43 | ..... | 772 43 |
| October | 686 29 | ..... | 542 10 | ..... | 1,228 39 | ..... | 1,228 39 |
| Totals..... | 1,509 88 | 979 86 | 2,717 42 | 44 00 | 5,251 16 | 923 61 | 6,174 77 |
| Amounts collected at Head Office ..... | ..... | 923 61 | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 1,509 88 | 1,903 47 | 2,717 42 | 44 00 | ..... | ..... | ..... |
| Amount collected by Agent prior to the 31st October, 1885, but not received at Head Office until after that date..... | | | | | | | 350 50 |
| Grand Total..... | | | | | | | 5,824 27 |

D. J. WAGGONER,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1885.

SCHEDULE B.

GENERAL OFFICE RETURNS for the Twelve Months ending 31st October, 1885.

| Description of Return. | Number. | Compared with previous year. | | Remarks. |
|---------------------------------|---------|------------------------------|-----------|----------|
| | | Increase. | Decrease. | |
| Number of letters written | 350 | ..... | 303 | |
| do do received | 280 | ..... | 148 | |
| do permits issued..... | 118 | ..... | 72 | |
| do seizures made..... | ..... | ..... | 2 | |
| do mill returns received | 3 | ..... | 6 | |
| do leases cancelled ..... | ..... | ..... | ..... |  |

D. J. WAGGONER,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 31st October, 1885.

SCHEDULE C, showing the Saw Mills in the Prince Albert Crown Timber Agency, operating under Government License, during the Year ending 31st October, 1885.

| Name of Owner or Assignee. | Where Situated | Kind of Power. | Horse Power. | Capacity per twelve hours. | Commenced operations. | Description of Timber. | Logs Cut at. | Quantity of Lumber manufactured during the Year ending 31st October, 1885. | Quantity of Lumber sold during the Year ending 31st October, 1885. | Quantity of Shingles manufactured during the Year ending 31st October, 1885. | Quantity of Shingles sold during the Year ending 31st October, 1885. | Quantity of Laths manufactured during the Year ending 31st October, 1885. | Quantity of Laths sold during the Year ending 31st October, 1885. |
|----------------------------|-----------------------|----------------|--------------|----------------------------|-----------------------|------------------------------|-----------------|--|--|--|--|---|---|
| Moore & Macdowall | Prince Albert, N.W.T. | Steam | 75 | 35,000 | 1876 | Spruce, pine and poplar..... | Sturgeon River. | 403,766 | 526,129 | 416,666 $\frac{2}{3}$ | 267,666 $\frac{2}{3}$ | 1,782 | 723 |
| Thomas McKay | do | ..... | 16 | 5,000 | ..... | Spruce and poplar. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Colridge & Oliver | Battleford, N.W.T. | Steam | 40 | 15,000 | 1881 | Pine and poplar ... | Turtle Lake | 403,766 | 526,129 | 416,666 $\frac{2}{3}$ | 267,666 $\frac{2}{3}$ | 1,781 | 723 |

* Assigned to Brown & Wells. Brown & Wells assigned to R. G. Reid.

CROWN TIMBER OFFICE.
PRINCE ALBERT, 31st October, 1885.

L. J. WAGGONER,
Crown Timber Agent.

NEW WESTMINSTER, 2nd January, 1886.

SIR,—I have the honor to report that, in accordance with instructions from your honorable predecessor in July 1-84, I have examined, as fully as time permitted, the timber resources of the 40-Mile Belt in British Columbia, ceded by the Government of that Province to the Dominion in December 1883. Having done this, although not so thoroughly as I would have wished, I am able to give you a fair idea of the nature, quality and quantity of timber contained in the belt.

I commenced my explorations at the summit of the Rocky Mountains, which is the eastern boundary of the belt, and explored from there to the coast, a distance of about 500 miles. The timber I found to consist of Douglas yellow and white pine, spruce, hemlock and cedar, a large quantity of it running from 3 to 6 feet in diameter, and remarkably free from defects, except the cedar, most of the largest trees of which were hollow—I presume owing to their great age. I found the timber to exist principally in the valleys, around the lakes, and on slopes extending from creeks and rivers, the largest trees being found nearest the coast, notably on the north arm of Burrard Inlet, and on Pitt, Stave, Lillooet and Harrison Rivers and Lakes. Some of the trees contain 15,000 feet of board measure.

At the eastern end of the belt the largest body of timber in any one place is found on the eastern slope of the Selkirk Mountains, along the Columbia River.

The sketches I have from time to time sent to the Department will indicate many locations where valuable timber may be found.

The quantity of timber available for manufacture in the Belt will depend, to a great extent, upon two important facts—*firstly*, the care taken to preserve it from fire; and *secondly*, upon the manner in which it is manufactured. I have, however, no hesitation in saying that with proper supervision there will be produced, from the belt, between the summit and the sea, over three thousand millions of feet, board measure.

I found nine saw mills in operation in the belt, all cutting for the local trade, and two outside cutting for the markets of China, Japan, Australia and South America, all of them doing an apparently profitable business.

Considering therefore, that the Canadian Pacific Railway, which is now complete, runs through the centre of this belt its entire length of about 500 miles, with its almost unlimited timber and mineral resources, there is no reason why it alone cannot furnish return cargoes for many vessels running in connection with the greatest of all transcontinental railroads.

I have the honor to be, Sir,

Your most obedient servant,

T. S. HIGGINSON.

The Hon. THOMAS WHITE,
Minister of the Interior,
Ottawa.

No. 7.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 31st December, 1885.

SIR,—I have the honor to submit my report on the transactions of this branch for the fiscal year ended 30th June, 1885.

The three schedules annexed, marked respectively A, B and C, exhibit, in a condensed form, the monetary transactions during the year, and show, when compared with those of the year ended 30th June, 1884, a very satisfactory improvement:

A. Statement of sales made during the year. In the City of Kingston 88 lots, forming part of what is known as the "Herchmer Farm" property, were sold for \$16,215, of which sum \$4,102 was paid down at the time of sale (15th October, and two following days). Since then a number of comfortable and commodious houses have been erected on several of the lots sold, which will have the effect of enhancing the value of the lots (160 in number) still remaining in the possession of this Department. In the City of Ottawa 15 lots, hitherto held under lease, were, by the payment of \$2,148.74, made by the respective lessees, converted into freehold, in accordance with the terms and conditions of their several leases.

B. Statement showing the several localities on account of which moneys have been received.

The largely increased payments made on account of properties situated in some of the places mentioned in comparison with those of former years are encouraging signs, indicating an advance in the prosperity of the purchasers and tenants.

C. Statement showing the amount received (monthly) during the fiscal year—aggregate \$24,540.61 as against \$14,138.70 received during the previous year, being an increase of \$10,401.91, or nearly 58 per cent.

With regard to the income to be derived in the future from the Ordnance and Admiralty Lands, I respectively submit, that if action be taken, there will be no difficulty in largely increasing the receipts. In the City of Ottawa there are several valuable lots now vacant, which might be sold or leased to great advantage. In the City of Kingston, Amherstburg, Toronto, Fort Erie, Prescott, Sorel, Chambly and Quebec, there are in all about 300 valuable lots at present under the control of the Department, which might be sold and made productive of revenue, adding thereby some thousands of dollars per annum, for several years to come, to the general income of this branch. Besides the properties already mentioned, two very valuable mill sites and water powers, situated at Coteau du Lac and the "Cascades," the leases of which have been cancelled or surrendered, might be re-leased at a considerable rental.

During the year 581 letters were received; 827 letters were written, and 200 notices and statements of accounts were prepared and forwarded to tenants and purchasers in arrears; 44 assignments registered; 39 drafts of letters patent, and 12 leases made out; 183 warrants issued for Bank of Montreal to receive moneys from parties indebted to this branch; and 1,088 accounts kept. Many cases of considerable importance have been investigated and specially reported upon. Since the commencement of the present fiscal year numerous reports on various difficult matters have been furnished by me.

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

WILLIAM MILLS,
In charge of Ordnance and Admiralty Lands.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior.

A.

STATEMENT of Sales made during the Fiscal Year ended 30th June, 1885.

| Locality. | Number of Lots Sold. | Amount Sold for. | Amount received on Account. |
|---------------|----------------------|------------------|-----------------------------|
| | | \$ cts. | \$ cts. |
| Ottawa..... | 15 | 2,148 74 | 2,148 74 |
| Kingston..... | 88 | 16,215 00 | 4,102 00 |
| Total | 103 | 18,363 74 | 6,250 74 |

WILLIAM MILLS,
*Clerk in Charge.*DEPARTMENT OF THE INTERIOR,
ORDNANCE LANDS BRANCH,
OTTAWA, 31st December, 1885.

B.

STATEMENT showing the several Localities on account of which moneys have been received during the Fiscal Year ended 30th June, 1885.

| Locality. | Amount. | Locality. | Amount. |
|----------------------|-----------|-------------------------|-----------|
| | \$ cts. | | \$ cts. |
| Amherstburg | 816 35 | Brought forward..... | 14,049 47 |
| Chambly | 4,642 30 | Ottawa..... | 8,316 44 |
| Carillon | 100 00 | Prescott | 211 79 |
| Fort Erie | 108 00 | Queenston..... | 115 00 |
| Kingston | 5,970 60 | Point Pelee..... | 200 00 |
| Longueuil | 430 00 | Sorel..... | 601 30 |
| Montreal | 911 00 | Sarnia | 40 00 |
| Nepean | 538 74 | Toronto | 950 00 |
| Nova Scotia | 0 25 | Wolford..... | 3 40 |
| Niagara | 323 86 | Registration fees | 53 00 |
| New Brunswick..... | 208 37 | | |
| Carried forward..... | 14,049 47 | Total..... | 24,540 61 |

WILLIAM MILLS,
*Clerk in Charge.*DEPARTMENT OF THE INTERIOR,
ORDNANCE LANDS BRANCH,
OTTAWA, 31st December, 1885.

C.

STATEMENT of Receipts on account of Ordnance and Admiralty Lands, for the Fiscal Year ended 30th June, 1885.

| Date. | Receipts. | Rent or Interest. | Principal. | Total Amount. |
|--------------------|----------------------------|-------------------------|------------|------------------|
| | | \$ cts. | \$ cts. | \$ cts. |
| 1884—July | To receipts for month..... | 459 92 | 603 23 | 1,063 15 |
| August..... | do | 402 17 | 2,981 59 | 3,383 76 |
| September | do | 225 53 | 684 10 | 909 63 |
| October | do | 130 17 | 4,580 46 | 4,510 63 |
| November | do | 1,135 72 | 435 00 | 1,570 72 |
| December | do | 271 27 | 529 52 | 800 79 |
| 1885—January | do | 300 42 | 450 39 | 750 81 |
| February | do | 633 41 | 432 00 | 1,065 41 |
| March | do | 519 28 | 833 85 | 1,353 13 |
| April | do | 59 36 | 922 16 | 1,461 52 |
| May | do | 824 95 | 257 25 | 1,082 20 |
| June | do | 4,526 54 | 2,062 32 | 6,588 86 |
| | Total | 9,968 74 | 14,571 87 | 24,540 61 |

WILLIAM MILLS,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE LANDS BRANCH,
OTTAWA, 31st December, 1885.

No. 8.

DEPARTMENT OF THE INTERIOR,
ACCOUNTANT'S BRANCH.
OTTAWA, 15th January, 1886.

SIR,—I have the honor to submit the following report referring to the accounts of this Department for the year ending 31st October, 1885:—

The uniformity of the system introduced in 1883 was completed in February, 1885, when you instructed me to take charge of the revenue and expenditure in connection with Ordnance and Admiralty Lands; a set of books was opened showing details of all expenditure since July, 1884, so that accounts are kept in this office for the expenditure of all sums under the control of the Department, viz:—Civil Government, Department of the Interior, Dominion Lands Chargeable to Capital, Dominion Lands Chargeable to Income, Expenses of Government in the North-West Territories, Expenses of Government in the District of Keewatin, Ordnance and Admiralty Lands.

With regard to the receipts from various sources on account of Dominion Lands for sales, homestead and pre-emption fees, &c., &c., it may be stated that, by the system now adopted, all receipts are sent here and full particulars entered under the different sub-heads to which they belong, so that any payment can be traced immediately, and various statements which may be required can be made up in a very short space of time. All cash received by the Department, for land sales, timber dues, &c., is sent to the Accountant's Branch, and is placed to the credit of the Receiver General.

The ordinary transactions of this branch have steadily increased; 1,683 ledger accounts are now opened; 4,400 cheques were issued; 34,620 book entries have been made; and 993 letters, special statements and reports prepared during the year.

A great increase in the amount of work has been caused by the issuing of all scrip notes in this office, which were previously made out in other branches of the Department—no less than 2,227 having been drawn for the settlement of Half-breed claims and for volunteers who took part in the suppression of the late rebellion.

No change has been made in the staff of this office since last year, there being three permanent officers and two extra clerks.

The receipts for the sale and rent of Ordnance and Admiralty Lands for the year ending 31st October, 1885, amount to \$20,579.71.

Hereto annexed you will find a detailed statement of receipts on account of Dominion Lands, showing the monthly revenue from all sources for the twelve months ending 31st October, 1885.

| | |
|-----------------------------|---------------------|
| The gross cash revenue..... | \$315,835 75 |
| Scrip redeemed..... | 97,356 77 |
| Warrants..... | 6,880 00 |
| Total..... | <u>\$420,072 52</u> |

I have the honor to be, Sir,

Your obedient servant,

J. A. PINARD,

Accountant.

A. M. BURGESS, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

STATEMENT of Receipts on account of Dominion Lands, for the Year commencing 1st November, 1884, and ending 31st October, 1885.

| Month. | Homestead Fees. | | Pre-emptions. | | Improvements. | | General Sales of Lands. | | Timber Dues, &c. | | Rents from Grazing Lands. | | Rents from Coal Lands. | | Royalty from Stone Quarries, Hay permits, Mining Fees, &c. | | Map Sales, Office and Registration Fees, &c. | | Interchange of Entries, Inspection Fees, &c. | | Surveyors Examination Fees. | | Miscellaneous. | | Total. | | | |
|----------------|-----------------|------|---------------|----------|---------------|-----------|-------------------------|------|------------------|----------|---------------------------|--------|------------------------|------|--|------|--|------|--|------|-----------------------------|------|----------------|------|--------|------|-----------|------------|
| | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | \$ | cts. | | |
| 1884. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| November..... | 1,720 00 | | 1,240 00 | 140 00 | 10,657 91 | 6,147 82 | 4,091 10 | | 129 00 | 712 90 | 190 00 | | | | | | | | | | | | | | | | 26,346 73 | |
| December..... | 2,390 00 | | 1,739 00 | 94 00 | 18,386 96 | 4,949 40 | 787 40 | | 123 98 | 48 00 | 200 00 | | | | | | | | | | | | | | | | 28,688 74 | |
| 1885. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| January..... | 1,140 00 | | 730 00 | 220 50 | 20,299 80 | 4,941 43 | 92 42 | | 27 00 | 60 15 | 170 00 | | | | | | | | | | | | | | | | | 27,851 30 |
| February..... | 820 00 | | 501 00 | 14 00 | 17,830 91 | 6,408 60 | 310 70 | | 36 50 | 44 25 | 70 00 | | | | | | | | | | | | | | | | | 21,035 96 |
| March..... | 1,230 00 | | 730 00 | 78 75 | 12,861 16 | 4,306 11 | 1,378 00 | | 47 00 | 99 87 | 140 00 | | | | | | | | | | | | | | | | | 20,815 89 |
| April..... | 1,160 00 | | 730 00 | 82 50 | 9,718 01 | 3,862 76 | 9 50 | | | 94 60 | 130 00 | | | | | | | | | | | | | | | | | 15,787 37 |
| May..... | 1,410 00 | | 890 00 | 210 25 | 11,587 90 | 2,826 81 | 3,755 00 | | 44 00 | 138 25 | 280 00 | | | | | | | | | | | | | | | | | 71,210 81 |
| June..... | 3,630 00 | | 1,570 00 | 217 00 | 14,164 49 | 8,597 69 | 2,292 73 | | 48 55 | 215 55 | 40 00 | 200 00 | | | | | | | | | | | | | | | | 31,486 01 |
| July..... | 2,720 00 | | 1,350 00 | 57 00 | 5,034 60 | 4,338 15 | 930 77 | | 84 35 | 4 00 | 430 00 | | | | | | | | | | | | | | | | | 14,948 87 |
| August..... | 2,370 00 | | 1,850 00 | 97 75 | 12,823 03 | 2,977 49 | 3,489 43 | | 272 95 | 21 00 | 400 00 | | | | | | | | | | | | | | | | | 24,091 65 |
| September..... | 1,360 00 | | 820 00 | 35 75 | 2,464 70 | 1,373 28 | 115 92 | | 25 50 | 39 75 | 190 00 | | | | | | | | | | | | | | | | | 6,414 90 |
| October..... | 3,130 00 | | 1,650 00 | 191 75 | 7,038 68 | 12,804 27 | 1,801 77 | | 90 75 | 48 00 | 365 00 | | | | | | | | | | | | | | | | | 27,157 52 |
| | 23,060 00 | | 13,560 00 | 1,442 25 | 137,823 15 | 63,533 84 | 20,342 74 | | 929 58 | 1,526 37 | 3,025 00 | 374 30 | | | | | | | | | | | | | | | | 315,835 75 |

Scrip redeemed during the Departmental year.....
Warrants redeemed (43).....

97,356 77
6,880 00
420,072 52

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR.
OTTAWA, 17th December, 1885.

APPENDIX A.

STATEMENT of Entries affecting Dominion Lands which were made during the Year commencing 1st November, 1884, and ending 31st October, 1885, at the Head Office and the Agencies of the several Colonization Companies.

| Office. | Homesteads. | | Pre-emptions | | Sales. | | Hudson Bay Co. | | Special Grants. | | C.P.R. | | Total Entries. | |
|--|-------------|----------------|--------------|----------------|--------|----------------|----------------|----------------|-----------------|----------------|--------|----------------|----------------|----------------|
| | No. | Area in Acres. | No. | Area in Acres. | No. | Area in Acres. | No. | Area in Acres. | No. | Area in Acres. | No. | Area in Acres. | No. | Area in Acres. |
| Head Office | 6 | 960 | 3 | 480 | 2 | 64,178.02 | 49 | 6,088.73 | 213 | 2,057,066 | 264 | 300,837.41 | 9 | 1,440.00 |
| Montreal and Western Land Co | 3 | 480 | 3 | 480 | 1 | 160 | | | | | 7 | 1,120.00 | | |
| Scottish, Ontario and Manitoba Land and Colonization Co. | 14 | 2,240 | 10 | 1,600 | | | | | | | 24 | 3,840.00 | | |
| York Farmers' Colonization Co. | 16 | 2,560 | 13 | 2,080 | | | | | | | 29 | 4,640.00 | | |
| Temperance do | 16 | 2,560 | 5 | 806 | | | | | | | 21 | 3,360.00 | | |
| Quill Plain do | 2 | 320 | 2 | 320 | | | | | | | 4 | 640.00 | | |
| Shell River do | 3 | 480 | 1 | 160 | | | | | | | 4 | 640.00 | | |
| Touchwood and Qu'Appelle do | 4 | 640 | 3 | 480 | | | | | | | 7 | 1,120.00 | | |
| Armstrong & Cook do | 1 | 160 | 1 | 160 | | | | | | | 2 | 320.00 | | |
| Edmonton and Saskatchewan do | 8 | 1,280 | 3 | 480 | | | | | | | 11 | 1,760.00 | | |
| Primitive Methodist do | 6 | 960 | 5 | 800 | | | | | | | 11 | 1,760.00 | | |
| | 79 | 12,610 | 49 | 7,840 | 1 | 160 | 2 | 64,178.02 | 49 | 6,088.73 | 213 | 2,305,706.66 | 393 | 331,477.41 |

WM. M. GOODEVE,
Chief Clerk

DEPARTMENT OF THE INTERIOR,
PATENT BRANCH, OTTAWA, 1885.

APPENDIX B.

ABSTRACT of Letters Patent issued from the Department of the Interior, covering Lands in Manitoba and the North-West Territories, between 1st November 1884, and 31st October, 1885.

| Nature of Grants. | 1884-85. | | 1883-84. | |
|---|--------------------|----------------|--------------------|----------------|
| | Number of Patents. | Area in Acres. | Number of Patents. | Area in Acres. |
| Homesteads..... | 1,713 | 272,636 | 1,812 | 288,365 |
| Sales..... | 884 | 166,765 | 1,647 | 317,768 |
| Half-breed allotments..... | 108 | 25,920 | 90 | 21,600 |
| Grants under Manitoba Act..... | 336 | 38,606 | 196 | 30,172 |
| Commutation of right of common, &c..... | 237 | 18,937 | 119 | 11,027 |
| Special grants..... | 21 | 3,149 | 19 | 7,520 |
| Hudson Bay Company grants..... | 18 | 140,823 | 16 | 38,685 |
| Canadian Pacific Railway grants..... | 213 | 231,058 | 82 | 192,387 |
| North-West half-breed grants..... | 3 | 560 | ..... | ..... |
| Military bounty grants..... | ..... | ..... | 5 | 480 |
| North-West Mounted Police grants..... | ..... | ..... | 10 | 1,600 |
| Totals..... | 3,533 | 898,464 | 3,896 | 909,604 |

WM. M. GOODEVE,
Chief Clerk Patent Branch.

APPENDIX C.

MEMORANDUM of Lists of Patents, prepared since the 1st day of January, 1885, and forwarded to the respective Registration Districts, under the Provisions of the 78th Section of the Act 46 Vic., Cap. 17.

| Name of Districts. | No. | No. of Sheets. | Period Covered. |
|---|-----------|----------------|--|
| Manchester..... | 1 | 36 | 1st January, 1884, to 30th June, 1885. |
| Morris..... | 1 | 13 | do do |
| Carillon..... | 1 | 20 | do do |
| D'Iberville..... | 1 | 24 | do do |
| Lorette..... | 1 | 18 | do do |
| Selkirk..... | 1 | 22 | do to 31st December, 1884. |
| United Counties of Lisgar and Gimli..... | 2 | 21 | do do |
| Dufferin..... | 1 | 38 | do do |
| United Counties of Marquette and Fairford.... | 2 | 25 | do do |
| Portage la Prairie..... | 1 | 13 | do do |
| Rock Lake..... | 1 | 31 | do do |
| Norfolk..... | 1 | 25 | do do |
| Westbourne..... | 1 | 9 | do do |
| Beautiful Plains..... | 1 | 11 | do do |
| Turtle Mountain..... | 1 | 12 | do do |
| Brandon..... | 1 | 35 | do do |
| Minnedosa and Riding Mountain..... | 2 | 36 | do do |
| Souris River..... | 1 | 3 | do do |
| Dennis..... | 1 | 7 | do do |
| Shoal Lake and Russell..... | 2 | 36 | do do |
| Souris, Regina and Touchwood..... | 3 | 54 | do do |
| Prince Albert..... | 1 | 19 | do do |
| Calgary..... | 1 | 1 | do do |
| Edmonton and North-West Territories..... | 2 | 8 | do do |
| Totals..... | 31 | 515 | |

WM. M. GOODEVE,
Chief Clerk Patent Branch.

PART II.

DOMINION LANDS SURVEYS.

PART II.

DEPARTMENT OF THE INTERIOR,
TECHNICAL BRANCH,

OTTAWA, 19th January, 1886.

SIR,—I have the honor to submit the following report on the operations of this branch during the year ending 31st October, 1885.

The correspondence of the branch has been as follows:—

| | |
|-----------------------|--------------|
| Letters received..... | 1,624 |
| Letters sent..... | <u>1,954</u> |

The number of surveyors employed was only thirteen, divided as follows:—

Two astronomers; one surveyor of railway line in British Columbia; one sub-divider (British Columbia); one surveyor of trails; one explorer; three surveyors of town plots, &c.; four contractors.

Messrs. O. J. Klotz and Thos. Drummond, Dominion Topographical Surveyors, have determined the latitudes and longitudes of several points along the line of the Canadian Pacific Railway, for the purpose of fixing the positions of the initial meridians of the British Columbia railway belt. At the same time Mr. Wm. Ogilvie, Dominion Land Surveyor, was making a survey of the railway itself; this, combined with the astronomical observations, will permit the sub-division of the land at any point on the line. It was expected that these operations would be completed during the summer from the sea shore to the Rocky Mountains, but the difficulties of communication along the railway and the delays in the completion of the telegraph line prevented it. The survey of the railway has only been completed to Farwell, and the astronomical observations to Kamloops.

Mr. James H. Reiffenstein continued in the New Westminster District the sub-division which he had commenced the year before.

In the North-West Territories it was proposed to make sub-division surveys at Beaver Lake and at other points on the North Saskatchewan; this could not be done on account of the troubles. Only five contractors were employed. Mr. Joseph Doupe was located at the mouth of the Winnipeg River, on Lake Winnipeg; Mr. George McPhillips on the same river, above Mr. Doupe; Mr. William Wagner between Lakes Manitoba and Winnipeg; Mr. R. C. McPhillips at Moose Mountain; and Mr. Sam. Lucas on the North Saskatchewan, west of Edmonton. The number of townships sub-divided is seventeen.

At the request of the Lieutenant-Governor of the North-West Territories, a surveyor, Mr. C. C. Duberger, located the old trail from Moosomin to Moose Mountain. Before returning he surveyed also the Mission and Indian lands at Fort Qu'Appelle.

Mr. J. I. Dufresne laid out town lots at Whitemouth, Man., made some corrections at Rat River, Man., and, at the request of the Department of Indian Affairs, changed the boundaries of the Indian Reserve at Berens River, Lake Winnipeg.

Mr. P. R. A. Bélanger made some town plot and other surveys on the Canadian Pacific Railway line in the Rocky Mountains, and Mr. John Bourgeois completed some of the sub-division surveys of former years.

Mr. Thomas Fawcett made an exploratory survey from Lake of the Woods to Cat Lake, by the English, Albany, and Cat Lake Rivers. His report, which is appended, will be found to contain much valuable information.

Meetings of the Board of Examiners of Dominion Land Surveyors were held at Ottawa in November, 1884, and in May and June, 1885.

The following gentlemen having passed the requisite examinations, were granted commissions as Dominion Land Surveyors :—

Ormond Fletcher, Quebec.
 C. E. Forgues, Murray Bay, Que.
 B. J. Saunders, Montreal, Que.
 F. F. Miller, Napanee, Ont.
 Hen. De G. Sewell, Rat Portage.
 C. W. C. Bate, Ottawa, Ont.
 C. C. Pelletier, Ottawa, Ont.
 E. P. Burt, Brockville, Ont.
 H. Burnett, Cobourg, Ont.
 E. B. Hermon, Ameliasburg, Ont.

Preliminary certificates were granted to—

W. F. Van Buskirk, St. Thomas, Ont.
 D. J. O'Keefe, Fort Ellice, Man.
 F. L. Crawford, St. Antoine, Que.
 C. E. Cartwright, Kingston, Ont.
 E. P. Goodwin, Kingston, Ont.
 E. J. Walsh, Ottawa, Ont.
 Jas. Gibbons, Horton Township, Ont.
 W. D. Wilkinson, Winnipeg, Man.
 L. A. Dufresne, Montreal, Que.
 J. L. Hislop, Strasburg, Ont.
 J. L. Coté, Eboulements, Que.
 W. H. Rothwell, Perth, Ont.

A local board of examiners was appointed for British Columbia, in accordance with clause 88 of the Dominion Lands Act. It was composed of myself, as chairman, and Messrs. O. J. Klotz, Wm. Ogilvie and Thos. Drummond.

A meeting of this board was held at Victoria, B.C., in May, 1885, at which the following gentlemen were granted commissions as Dominion Land Surveyors :—

S. A. Roberts, Victoria, B.C.
 John Aylen, Victoria, B.C.

A schedule of the surveyors employed and also the reports received from them, are appended.

I have the honor to be, Sir,

Your obedient servant,

E. DEVILLE,

Surveyor General.

A. F. M. BURGESS, Esq.,
 Deputy Minister of the Interior.

SCHEDULE showing Dominion Land Surveyors employed during the Year ending 31st October, 1885.

| Surveyor. | Province. | Description of Survey. |
|-------------------------|-----------------------|---|
| Bourgeois, John..... | Three Rivers, Que.... | Traverse of part of the Bow, Belly and South Saskatchewan Rivers, in Ranges 11, 12 and 13 west of the 4th Initial Meridian; traverse of railway line in Ranges 19 to 24 west of the 4th Initial Meridian; establishing boundaries of Sections 6 and 31 adjoining 2nd Base Line in Townships 4 and 5, Range 4, west of the 4th Initial Meridian. |
| Bélanger, P. R. A..... | L'Islet, Que..... | Survey of Town plots of Silverton, Morley, Golden and Donald; also sub-division at Banff Station. |
| Du Berger, C. C..... | Murray Bay, Que.... | Survey of trail from Moosomin to Moose Mountain; survey of Mission and Indian lands at Fort Qu'Appelle |
| Dufresne, J. I..... | Montmagny, Que.... | Survey of Town lots at Whitemouth, Man.; survey at Rat River, Man.; alteration of boundary of Indian Reserve at Berens River. |
| Drummond, Thos..... | Montreal, Que..... | Determination of latitudes and longitudes along the line of the Canadian Pacific Railway in British Columbia. |
| Doupe, Jos..... | Winnipeg, Man..... | Sub-division of Townships 18, in Ranges 6 and 7; Townships 19, in Ranges 7 and 8; and Townships 18, in Ranges 8 and 9, east of the Principal Meridian. |
| Fawcett, Thos..... | Gravenhurst, Ont.... | Exploratory survey from Rat Portage to Cat Lake. |
| Klotz, O. J..... | Preston, Ont..... | Determination of latitudes and longitudes along the line of the Canadian Pacific Railway in British Columbia. |
| Lucas, S. B..... | Hull, Que..... | Sub-division of Townships 50, in Ranges 3 and 4, and Township 51, in Range 3, west of the 5th Meridian. |
| McPhillips, Geo..... | Winnipeg, Man..... | Sub-division of Township 18, Range 10, east of the Principal Meridian. |
| McPhillips, R. C..... | Winnipeg, Man..... | Sub-division of Townships 10, in Ranges 2, 3, 4, west of the Second Meridian. |
| Ogilvie, Wm..... | Ottawa, Ont..... | Survey of the Canadian Pacific Railway line in British Columbia. |
| Reiffenstein, J. H..... | Victoria, B.C..... | Sub-division of Townships in New Westminster District, B.C. |
| Wagner, Wm..... | Ossowa, Man..... | Sub-divisions of Townships 21, in Ranges 5, 6, 7, west of the Principal Meridian. |

E. DEVILLE,
Surveyor General.

DEPARTMENT OF THE INTERIOR,
TECHNICAL BRANCH,
OTTAWA, 9th January, 1886.

REPORT OF JOHN BOURGEOIS, D.L.S.

THREE RIVERS, 12th January, 1886.

SIR,—I have the honor to transmit to you the report of my operations, as Dominion Land Surveyor, in the North-West Territories, during the season of 1885.

In accordance with the instructions I received from the Department of the Interior, bearing date the 6th of August, 1885, I immediately started for Winnipeg, passing by Ottawa in order to receive certain explanations relative to my instructions.

On arriving at Winnipeg I organized my surveying party, and on the 19th of August, I was ready to start for the west. But, not having any credit at the Bank of Montreal, I was obliged to put off my departure until the 21st of the same month.

I left Winnipeg on this date, and stopped at Moose Jaw, where I passed two days to complete my equipment.

From there I directed my course to Medicine Hat, where I arrived on the morning of the 25th of August. I was obliged to stay there three days to repair the waggons, harness, &c., and put everything in good order.

The 28th of August I left Medicine Hat to go to Townships Nos. 4 and 5, Range No. 4, west of the fourth principal meridian.

Arrived there the 1st of September, after a very hard and long march, which was caused by the difficulties which the country presents at this point, the bad condition of the horses and the almost complete want of water.

At this point I made my first survey, that is to say, I established the boundaries of Sections Nos. 31 and 6, in the said Townships 4 and 5.

The soil of these two sections is of very little use for culture, as I have already stated in a preceding report.

I remarked in a cut of land, which crosses these sections from north to south, a seam of coal which seems to me to be pretty considerable.

The next day, the 2nd of September, I went towards the Saskatchewan River into Township 11, Range 11, still to the west of the fourth principal meridian, to make the traverse of the Saskatchewan, Belly and Bow Rivers, in the parts where these rivers cross Townships 11, 12, 13 and 14, in Ranges 11, 12 and 13. This work, begun the 8th of September, was finished on the 7th of October.

The number of miles surveyed on each of these rivers is as follows:

| | Miles. |
|--------------------|------------|
| Saskatchewan..... | 45 |
| Belly..... | 12 |
| Bow..... | 56 |
| Section lines..... | 36 |
| Total..... | <u>149</u> |

One must know the banks of these rivers to well understand the time and work necessary to join all the section lines to the traverse lines.

All along the course of these rivers, on the side of the hill, we see a continuous black line indicating a seam of coal of a thickness varying from 6 inches to 2 feet.

We see, also, in several places, numerous fossils (ostracites), which would show that these lands were formerly submerged in the sea.

After having finished the traverse of the said rivers, I betook myself to Township No. 21, still to the west of the fourth principal meridian, there to make my third survey, that is to say, the traverse of the Canadian Pacific Railway, from Range 19, as far as Range 24 inclusive.

The number of miles surveyed on the Canadian Pacific is as follows:

| | Miles. |
|--------------------|------------|
| Railroad..... | 42 |
| Section lines..... | 12½ |
| Total..... | <u>54½</u> |

I finished this survey on the 16th of October, and I immediately went towards Calgary.

There I found instructions from the Surveyor-General relative to the dispositions of my surveying equipment, which I conformed to in everything.

I left my equipment in the care of Mr. John Lineham, who consented to receive them on the same conditions as in the past.

After having disposed of everything according to instructions received, I returned to Winnipeg by the first train leaving Calgary.

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

JOHN BOURGEOIS,
Dominion Land Surveyor.

REPORT OF C. C. DUBERGER, D.L.S.

MURRAY BAY, 8th January, 1886.

SIR,—I have the honor, in accordance with my instructions, to submit the following report on the surveys of the Roman Catholic Church and Industrial School grants at Qu'Appelle, and of the trail from Moosomin to a point five miles south-west of Moose Mountain.

I left Murray Bay on the 22nd day of July, and, after a few days' delay in Winnipeg, I reached Moose Jaw on the 31st July, where, in accordance with my instructions, I received the outfit allowed; thence I proceeded to Regina where I had to stop in order to receive the Lieutenant-Governor's instructions.

When I saw him he told me that he was obliged to telegraph to Ottawa, and that he would let me know by letter when I could proceed further. This he did a few days afterwards.

On the 22nd day of August I finished the survey at Qu'Appelle, and the parties interested in the survey, the Reverend Father Huguonard of the Industrial School, and Reverend Father Lebrét, Superior of the Roman Catholic Mission, expressed themselves as very well satisfied with the survey.

I then proceeded to Moosomin, and there found that the trail to be surveyed, as shown on the map accompanying my instructions, was abandoned and partly broken by cultivation, and that a new trail had been opened to Moose Mountain and was the only one frequented; this last trail was the one surveyed.

The distance from the old to the new trail at Moosomin is about a mile, and they intersect at about three miles south-west of Moosomin; from that point to Moose Mountain, they intersect now and then and follow generally the same course.

The country on both sides of the trail is generally rolling in the north and south parts, with scattered bluffs of poplars, and is almost entirely cultivated.

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

C. C. DUBERGER,

Dominion Land Surveyor.

REPORT OF J. I. DUFRESNE, D.T.S.

SIR,—I left Winnipeg on the 15th of August for the Whitemouth survey, the Land Commissioner at Winnipeg not being ready to complete my instructions for the Rat River survey.

In accordance with my instructions from the Surveyor General and the Land Commissioner, I laid out lots of two acres for all the settlers in the place.

All these lots lie in Section 36, Township 11, Range 11, east. Since there was no possibility of giving an area of two acres to Lot No. 8, occupied by Mr. Andrew Smith, I laid out another, Lot No. 11, for the balance of the two acres in a place where Mr. Andrew Smith had already built a log house in which he had lived for some time before his removal to his present residence.

The railroad and the Whitemouth River were traversed in the manner prescribed in my instructions.

While at Whitemouth I received instructions for the re-survey of an Indian Reserve at Berens River, Lake Winnipeg.

At the next trip of the "Princess," on the 1st day of September, I took passage for Berens River. The land of this reserve is nearly all muskeg, generally overgrown with fir and tamarac.

I returned to Winnipeg on the 25th of September, and started from there immediately for the survey at Rat River. The Land Commissioner giving me instructions, I followed them in every particular in carrying out the survey.

The survey at Rat River ended my work for the season.

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

J. I. DUFRESNE,

Dominion Topographical Surveyor.

REPORT OF O. J. KLOTZ, D.T.S.

PRESTON, ONT., 8th January, 1886.

SIR,—I have the honor to submit the following report of the astronomical work performed in British Columbia during the past season, of which I had charge.

GENERAL NARRATIVE.

Three days after receipt of my instructions I left for Victoria, B. C., where I arrived on the 9th of May, as also did Mr. Drummond, who was associated with me in the longitude work.

The first impression made on landing on Vancouver Island was that of the climate, so marked from that of eastern Canada. When leaving the east, winter was still loitering in nooks and corners, but here the atmosphere was mild, nature verdant and flowers smiling on all sides, to which was added the beautiful vista across the Straits of Juan de Fuca to the snow-capped Olympian range, and hoary Mount Baker to the north-east in Washington Territory, giving to Victoria, together with its fine drives, its well-merited pre-eminence on the Pacific coast as a resort for tourists. Some delay was caused by my inability to obtain the necessary telegraphic instruments in Victoria, being obliged to wire for them to Chicago; but the time was utilized in erecting a temporary observatory, setting up the instruments and observing for latitude. As soon as the telegraphic requisites arrived I repaired to Seattle, Washington Territory, which was the nearest geographically established place, its longitude from Greenwich having been determined by the United States Coast and Geodetic Survey. I intended to occupy the astronomic station there, but I found that it had been removed and its location is now in a street (recently opened). From the data furnished by the Department at Washington I was enabled to connect the position of the observatory which I had caused to be erected with the former astronomic station. Longitude work was very much impeded while at Seattle by the heavy bush fires which were burning for hundreds of miles along the Pacific coast, whereby the telegraph line was frequently "grounded."

From here the longitudes of Victoria and Kamloops were determined. This latter place was made the base station on the mainland for all subsequent longitude determinations along the Canadian Pacific Railway.

After completing the work at Seattle I proceeded to Port Moody, at the head of Burrard Inlet, the next astronomic station. The weather at this place was unfortunate for stellar work. The first five weeks were very smoky so that only a very limited number of observations were secured. Then came the long wished for rain, but it was a case of out of the frying pan into the fire, for its beneficence was overshadowed by its continuation. The astronomic station here was connected with the traverse of the Canadian Pacific Railway, which is to serve as a basis for future surveys of Dominion Lands in the railway belt in order to have a systematic and connected survey. I then went to Kamloops, omitting Lytton as originally contemplated, on account of the advanced season, where observations were taken for latitude, and, in conjunction with Mr. Drummond, the other observer, for personal equation. The nights were all that could be desired. Some delay in proceeding to Farwell, the next astronomic station, was caused by the non-completion of the telegraph line to that point. On the 4th of November the ends were connected, and on the 7th of the same month the Canadian Pacific Railway became an accomplished fact, whereby continuous communication by rail from Halifax on the Atlantic to Port Moody on the Pacific, was established, and entirely over Canadian territory. While mentioning this latter incidentally it may not be out of place to state that the whole Puget Sound country in Washington Territory anxiously looked forward to this consummation, as commercial benefit is expected therefrom. This I learned during my stay in Seattle, and, furthermore, that the Chamber of Commerce of San Francisco felt considerably agitated over the possible change in trans-Pacific shipping upon completion of this shortest trans-continental railroad. On the 9th of

November I left Kamloops by steamer for Farwell, landing at Chickamouse Narrows or Eagle Pass the following day, 47 miles from my destination. Here many difficulties were encountered; firstly, transportation, for the roads were now impassable through the bush for wheels, and the snow on the rails in the Gold Range made hand cars unserviceable, for the rainy or snowy season had set in, and, lastly, the condition of the telegraph line on account of snow and consequent "grounds," and the intention of the Canadian Pacific Railway Company not to make any effort during the coming winter to keep it in repair between Kamloops and Farwell, as the railway will not be operated during that time. I therefore considered it judicious to abandon work for the winter, and after communicating the circumstances I was notified by the Department to that effect. All the instruments except the chronometers were then stored at Kamloops and I returned east.

To speak generally, the country covered by the railway belt is mountainous; excepting the lowlands of the Fraser there is comparatively very little farming land in this large area. Its western extremity at and near the sea coast is heavily timbered with magnificent and valuable wood, fir and cedar. From Port Hammond eastward the trees decrease in size, and alder, birch and poplar appear. The first is considered by the settlers as an indication of good soil. We may say that the forest extends to Lytton, where the railroad leaves the Fraser and follows the Thompson. Hence onward the timber is more scattered throughout the broken and rocky country, and not until Savonas is reached, or Van Horne, as the Canadian Pacific Railway station opposite there is named, do the hills become more rolling and the country presents a more pleasant aspect, being dotted with the red-barked pine, entitling it to the name of "the park country," in the middle of which is Kamloops. About 15 miles beyond this last place the country again becomes rougher and timber increases, merging again into a continuous forest at Eagle Pass, in the Gold Range and beyond, although in this forest some open spaces occur, generally along creeks or rivers, most of which open spaces form the agricultural land now utilized. Along the Lower Fraser, and especially on Pitt River, some thousands of acres are very well adapted for farming, provided they are reclaimed by diking.

After leaving the Mission and proceeding eastward, the mountains on each side converge towards the railway, till at Yale the canon of the Fraser is entered. From Yale to Spence's Bridge there is practically no agricultural land at all. Beyond this last place along some of the creeks there is some bottom land, where, by means of irrigation, good crops are raised. The Nicola Valley, along the Nicola River, is well adapted for farming and is about all taken up. The park country above referred to is the great beef producing area of British Columbia. The next patch of land eastward and adapted for cereals is along the Spallumacheen. Here irrigation is not necessary. Along the Salmon Arm and Creek there is some rich soil, lightly timbered and adjoining the Indian reserve. It appears that the Indian reserves generally comprise the best of land, but are not utilized by them, or only to a very limited extent, save the one at Kamloops.

By far the greatest annual rain fall in the Dominion of Canada is found along the Pacific coast, on the mainland, in British Columbia, and west of the Cascade Range. There is little rain in summer, but more in autumn and winter; while east of the Cascade to the Gold Range, throughout the park country, it is dry.

The mineral wealth of the belt is undoubtedly great, and most likely much greater than is now anticipated. Since the completion of the means of rapid communication and transportation the mining industry will naturally receive a great impetus. At the present time gold mining is reviving, and promises with the opening of spring to develop as in the good days of Cariboo. But this mining, at best, is only of an ephemeral nature, and the great wealth must be sought in iron and manufactures consequent thereon; for here is iron, coal, limestone and timber, and the means of transportation by sea and land, all the requisites for building up this world-ruling industry.

INSTRUMENTS.

For longitude work were used two Troughton and Simms portable transits, one sidereal box chronometer by Dent, one by Frodsham, and two pocket chronometers,

also two standard registers of the Western Union Telegraph Company. Latitude observations were made with a Troughton and Simms zenith telescope, and time recorded by the Dent box chronometer. The diaphragm of each transit carried five vertical threads with equatorial intervals of nearly ten seconds of time. Besides these each diaphragm had a horizontal thread along which the star was made to traverse the field during transit. There was no attachment or apparatus for reversing the telescope, this was done by hand. The condition of both transits is such that a thorough overhauling is very desirable. The essentials of the zenith telescope are the delicate level attached to the vertical circle, and the micrometer screw carrying the movable thread for measuring the difference of zenith distances of a pair of stars. The value of a division of the level was nearly 1" and one turn of the micrometer which was divided into 100 parts equivalent to about 71". The horizontal and vertical circles both read to 10", a graduation trying and unnecessarily fine for latitude work by this method.

METHOD OF WORK.

For transit observations, after setting up the instrument and levelling, the axis is placed at right angles to the meridian or nearly so, by first obtaining the approximate time from the transit of one or more zenith stars, and then bisecting a slow-moving star at culmination. The collimation constant was determined by observing the transit of a close circumpolar star over the first three threads, then reversing the telescope and observing the remaining transits over the same threads which are now presented in the reverse order. It was found, however, by subsequent computations for both instruments that the collimation constant by no means remained constant, and in consequence the collimation correction was determined for each set of observations.

A programme of twenty stars in four sets of five (generally one polar and four time stars) was prepared for each observer from the Berliner Jahrbuch, 1885. Observations were made by the method of "eye and ear," that is the observer would pick up the beat (half-second) of his chronometer and carry it mentally up to the moment of transit, which he estimates to the nearest quarter of a beat.

After the first two sets had been observed, clamp east and clamp west, the chronometers were carried to the respective telegraph offices, where the two telegraphic registers were then put into the circuit replacing the ordinary sounder. By a pre-arranged plan one observer would first give a number of irregular signals, which were heard and noted by the other observer; this was simply as a check and for ascertaining the difference between the chronometers to the nearest second, and also to enable the second observer to know with which beat of his chronometer to begin signalling beats in the series which is to follow. This series consisted of signals sent by each observer, and recorded on both registers, every four beats of his chronometer, that is every two seconds during one minute. As before stated the second observer would select such a beat of his chronometer as to fall about midway between two signals of the other. This series was for determining the fraction of a second difference between the chronometers. In the absence of an automatic or chronographic register, it was found that under the circumstances the best work could be done by a simple "telephonic" connection, that is by placing one end of a boxwood scale upon the face of the chronometer and the other between the teeth, whereby it was easy to signal regularly with the key every four beats. This circuit was closed when not signalling in order to make a continuous line on the tape. Sometimes several successive series were taken. Each series gave thirty intervals, that is thirty independent determinations. On the paper tape an interval of two seconds was represented by nearly two inches. All the intervals on the tape were carefully measured with a fine scale, and from the mean of the relative lengths the difference between the chronometers expressed in decimals of a second determined. After completion of the telegraphic work the remaining two sets of stars were observed, clamp west and clamp east. This completed one longitude determination so far as observing was concerned. It was then only necessary to compute the chronometer correction for each chronometer, and applying it to the other data the desired longi-

tude resulted. Theoretically one determination would suffice, but as nothing is perfect, neither the best of instruments nor observations, especially the latter, all results are only approximations, and hence a combination of independent results is desirable and necessary to reduce the approximation within such limits as the exigencies of the case call for.

In preparing the programme of stars for observing for latitude with the zenith telescope it was found most convenient to select from the list of latitude stars issued by the United States Coast and Geodetic Survey, computing the apparent declinations from various star catalogues, having due regard to authority.

The programme contained from 17 to 32 pairs, the large number becoming necessary at Port Moody on account of the very unfavorable weather, so that the programme was made to cover nearly the whole night. No star enters into more than one pair.

The limit of zenith distance was taken at about 30° , although very few approach this limit.

No stars below the sixth magnitude were observed (magnitudes as given by above United States Coast Survey list; they do not always correspond with those of other catalogues). At all the stations except the first the time of transit or reading of the micrometer was always noted; for it sometimes happens that two low magnitude stars follow each other very closely of which only one is given in the catalogue, so that the time record is essential for identification; furthermore, it is a check upon the azimuth. The arithmetical mean of all the determinations at any station was taken as the final result for latitude, and from the residuals the probable error computed.

THE WORK.

Victoria was the first place whose longitude was determined from Seattle. The distance from Seattle to Victoria by wire, *via* New Westminster and Nanaimo, is 317 miles, whereof $27\frac{1}{2}$ knots are cable. The wire is No. 9, weighing 304 pounds to the mile and has a resistance of 16 ohms per mile. In computing, the programme of 20 stars was divided into two groups, one before and the other after the telegraphic signals; from each group a chronometer correction resulted, whereof the mean was then taken. This was done to avoid introducing into the computation the slight change of chronometer which undoubtedly was caused by transportation to and from the telegraph office. The chronometer corrections were reduced to the time of signals. It was assumed that the chronometer was affected equally by transportation to and from the telegraph office. The longitude of Kamloops, the base station on the mainland, was next determined and from Seattle also. The telegraph line connecting the two places is 427 miles in length, whereof 188 miles are of No. 9 wire, and 239 miles of No. 6, weighing 572 pounds to the mile and having a resistance of 8.5 ohms per mile. The insulators along the Seattle-Kamloops line are of glass, excepting along 90 miles of the No. 6 wire, which have the superior porcelain insulators. At New Westminster, 182 miles by wire from Seattle, there is a repeater, with a battery of 44 cups on each side.

The longitude of Port Moody was then determined by connection with Kamloops, distant 239 miles, and having No. 6 wire throughout, of which 90 miles have porcelain insulators. The local batteries used at the several stations for working the registers varied from one to four cups. At Port Moody the large braced tripod (wood) was used, and its great superiority was well demonstrated over the seasoned 20-inch cedar post imbedded 3 feet in the ground, which was used at Seattle, although for convenience of observing the latter is preferable, and the vertical instrument stand devised by the chief astronomer of the United States Northern Boundary Commission presumably more so than post or tripod. The determination of one division of the striding levels was made by means of an engineer's level, upon which the striding levels were successively placed. The bubble of the striding level was moved by means of the footscrews from one end of the graduated scale to the other; readings for each end being taken on a leveling rod with target at a known distance, with the engineer's level. This operation was repeated a number of times and in reversed position, and the mean taken of the resulting values.

The equatorial intervals of the threads from the mean thread were determined by observing the transits of close circumpolar stars over the several threads. Fortunately in observing afterwards for longitude the transits were generally complete, so that seldom reductions to the mean thread by means of the equatorial intervals were necessary. For the determination of equatorial intervals and also for the determination of collimation δ Ursæ Minoris was preferred to any other star.

The daily rate of the Dent sidereal chronometer, No. 2071, varied during the season, with one exception at Port Moody, when the weather changed from very dry to continuous wet, within a limit of half a second; but the behavior of the Frodsham chronometer, No. 3537 was irregular, so that thereby a recomputation of the chronometer correction was sometimes necessary.

Correction for inclinations and deviation were far more variable when the one transit was mounted on the cedar post than when on the tripod.

After solving the three normal equations resulting from the conditional equations and substituting the values thus found in the latter, we obtain the residuals for each star, from which the probable error of an observation and the probable error of the chronometer correction were determined. The introduction of weights for the individual stars or for imperfect transits is, for the work in hand, an unnecessary refinement.

The method employed for the determination of personal equation was that of each observer observing the same set of stars on the same evening. This was done at Kamloops where the observatories were placed beside each other. The chronometers were compared by means of the telegraphic registers, either before or after such set. Alternate signals were given by breaking circuit, the same being recorded on both registers on continuous tapes. The signals of each observer were two seconds apart, and continued through one minute. The difficulty of hearing the chronometer, and of seeing the second hand opposite each division, was overcome by a "telephonic" connection, i. e., by placing a flat boxwood scale on the face of the chronometer, and the other end between the teeth, by which regular signalling with the key became easy.

For 10th and 11th October Mr. Drummond did not use this method, which may account in a measure for the larger personal equation. Although the result for 15th October falls between those of the preceding and succeeding dates, nevertheless it is rejected, as warranted by the transit observations of each observer. The personal equation found is the difference between the absolute individual personal equations, and by this method involves both register and observations, for the former "ear and hand," for the latter "ear and eye." Taking the results of 18th and 19th October, which were considered the best in every way before any computations were made, and previous register records, it is inferred that practically there is no personal equation between K. and D. for transits, and that the difference in deduced times is almost wholly due to register record; this latter I find not only not constant but also influenced by the relative distances of K to D and D to K on tapes; for instance, if K to D is small, the values of K to D will fluctuate far more than when K to D about equals D to K. It is concluded from this that it is best not to apply a constant for personal equation in the determinations made of the difference of longitude.

| Date. | Personal Equation. | Remarks. |
|------------------|--------------------|-------------------|
| October 10 | .57 | D. anticipates K. |
| do 11 | .34 | do |
| do 15 | .21 | do |
| do 18 | .09 | do |
| do 19 | .00 | do |

From the subjoined table it will be seen that the time required for the electric fluid to travel from Seattle to Victoria exceeds that of Seattle to Kamloops by s029 although the latter distance exceeds the former by 110 miles. The distance from Seattle to New Westminster, 182 miles, is common to both. The remaining distance on the Victoria line has a cable of $37\frac{1}{2}$ knots and No. 9 wire, while the other remaining distance has, with the exception of six miles of No. 9 wire, No. 6 wire and ninety miles of porcelain insulators. This time record though includes also the difference of time required by the armatures of the two registers to record, which latter time is appreciable and dependent upon the adjustment of the armatures and potential of the local batteries working the same.

| Stations. | Distance. | No. of Wire. | Initial Battery. | Terminal Battery. | Intermediate Main Line Batteries. | Mean of half difference between takes. |
|------------------------|-----------|--------------|------------------|-------------------|-----------------------------------|--|
| | Miles. | | Cups. | Cups. | Cups. | |
| Seattle—Victoria..... | 317 | 9 | 53 | 38 | 103 | $^s.105$ |
| Seattle—Kamloops | 427 | 9 and 6 | 53 | 30 | 171 | $.076$ |
| Port Moody—Kamloops | 239 | 6 | 24 | 30 | 59 | $.033$ |

It is intended to submit at an early date a supplementary article on the above time record. For future longitude work it would be desirable to have the telegraph line brought into the observatory to avoid carrying the chronometers to the telegraph office, which undoubtedly has, as shown by the computations, a detrimental effect upon the results obtained.

The following are specimens of transit observations and computations. ϵ and ϵ . represent the probable error of an observation, and of the chronometer determination respectively.

RECORD OF TRANSIT OBSERVATIONS—STATION SEATTLE, WASHINGTON TERRITORY, date 24th July, 1885.

| Star No. B. J. | Threads. | | | | | Hour and Minute. | Level. | | Clamp. | Remarks. |
|----------------|----------|-------|-------|-----|------|------------------|----------------|----------------|--------|----------|
| | 1. | 2. | 3. | 4. | 5. | | E. | W. | | |
| 244 | 65.5 | 93 | 120.5 | 28 | 55.2 | 10 27 | { 12.0 19 | { 20.8 13.8 | E | |
| 246 | 43 | 65 | 86.5 | 108 | 9 | 10 33 | ..... | ..... | E | |
| 249 | 82 | 105.5 | 10 | 34 | 58 | 10 43 | ..... | ..... | E | |
| 254 | 39.7 | 59 | 78 | 97 | 116 | 10 53 | ..... | ..... | E | |
| 256 | 88 | 46.8 | 12 | 96 | 60 | 10 56 | ..... | ..... | E | |
| 259 | 18 7 | 63 | 120 | 55 | 111 | 11 13 | ..... | ..... | W | |
| 260 | 26 | 1 | 97 | 72 | 48 | 11 24 | ..... | ..... | W | |
| 263 | 95 | 75 | 55 | 35 | 14.5 | 11 32 | ..... | ..... | W | |
| 264 | 116.5 | 94 | 71 | 48 | 25.5 | 11 37 | ..... | ..... | W | |
| 266 | 66 | 47 | 28.5 | 9.5 | 111 | 11 41 | { 22.7 13.0 | { 11.5 22.2 | W | |

TRANSIT OBSERVA

$\phi = 47^{\circ} 36'$; $\lambda =$

Assumed chron. corr. for chron. Time, 12h. 30m. 00s. = $\Delta T = +7-08-16$ $\sigma - \Delta T = d.$

| Clamp. | Star. | T | b B | $(\alpha - T_0)_{T_h}$ +s.10 | t | α |
|--------|-------|-------------|-----------------------|---------------------------------|-------------|-------------|
| | B J. | h. m. s. | 3 | s | h. m. s. | h. m. s. |
| E | 244 | 10 28 00.22 | + .27 | -20 | 10 28 00.29 | 17 36 15.61 |
| E | 246 | 10 33 43.15 | + .20 | -19 | 10 33 43.16 | 17 42 00.06 |
| E | 249 | 10 44 04.95 | + .23 | -18 | 10 44 05.00 | 17 52 21.10 |
| E | 254 | 10 53 38.97 | + .15 | -16 | 10 53 38.96 | 18 01 56.65 |
| E | 256 | 11 02 06.28 | +2.46 | -15 | 11 02 08.59 | 18 09 34.29 |
| W | 259 | 11 14 59.60 | - .16 | -13 | 11 14 59.31 | 18 23 11.39 |
| W | 260 | 11 24 48.30 | - .07 | -11 | 11 24 48.12 | 18 33 05.52 |
| W | 263 | 11 32 27.45 | - .05 | -10 | 11 32 27.30 | 18 40 45.60 |
| W | 264 | 11 37 35.50 | - .06 | -09 | 11 37 35.35 | 18 45 52.92 |
| W | 266' | 11 42 14.20 | - .04 | -08 | 11 42 14.08 | 18 50 33.13 |
| | v | $v v$ | | | | |
| | - .07 | .0049 | | | | |
| | - .09 | .0081 | | | | |
| | - .03 | .0009 | $\epsilon = \pm .054$ | | | |
| | + .11 | .0121 | $\epsilon = \pm .018$ | | | |
| | 00 | .0000 | | | | |
| | + .03 | .0009 | $W \delta T = : 1077$ | | | |
| | - .07 | .0049 | | | | |
| | + .01 | .0001 | | | | |
| | + .11 | .0121 | | | | |
| | + .03 | .0009 | | | | |
| | | .0449 | | | | |

hence the normal equ
 $10 \delta T - 9.12a + 13.84c$
 $- 9.12 \delta T + 116.67a - 175.57c$
 $+ 13.84 \delta T - 175.57a + 308.42c$

Whence
 $\delta T = .123$ $a = +3.886$
 $\Delta T_0 = +7-08-15.877$

STATION SEATTLE, WASHINGTON TERRITORY,
 24th July, 1885.

TIONS—COMPUTATION.

122° 19' 51'' 71.

| τ | d | A | d A | A ² | C | d C | C ² | A C |
|------------|--------|--------|---------|----------------|--------|---------|----------------|---------|
| h. m. s. | | | | | | | | |
| 7 08 15.32 | —·68 | +·03 | —0·02 | 00 | +1·44 | —0·98 | 2·07 | +·04 |
| 7 08 16·90 | +·90 | +·39 | +0·35 | ·15 | +1·13 | +1·02 | 1·28 | +·44 |
| 7 08 16·10 | +·10 | +·22 | +0·02 | ·05 | +1·26 | +0·13 | 1·59 | +·28 |
| 7 08 17·69 | +1·69 | +·63 | +1·06 | ·40 | +1·01 | +1·71 | 1·02 | +·64 |
| 7 07 25·70 | —50·30 | —10·64 | +535·19 | 113·21 | +16·91 | —850·57 | 285·95 | —179·92 |
| 7 08 12·08 | —3·92 | —1·42 | +5·57 | 2·02 | —3·36 | +13·17 | 11·29 | +4·77 |
| 7 08 17·40 | +1·40 | +·20 | +0·28 | ·04 | —1·28 | —1·79 | 1·64 | —·26 |
| 7 08 18·30 | +2·30 | +·48 | +1·10 | ·23 | —1·07 | —2·46 | 1·14 | —·51 |
| 7 08 17·57 | +1·57 | +·30 | +0·47 | ·09 | —1·20 | —1·88 | 1·44 | —·36 |
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OTTO J. KLOTZ,
Observer.

At Kamloops, it being the base station, more observations were made for latitude than at any of the other stations. Here fifty-five determinations were made, whereof two were of two very close zenith stars, both within the limit of the micrometer for both positions of the telescope. The instrument was placed in the meridian by pointing to a slow moving star at culmination, the chronometer correction being known either from the preceding transit observations with the transit or by noting the transit of one or more zenith stars with the zenith telescope. The extreme limit of difference of zenith distances used was 19'; but very few approach this limit, for in the selection of stars large differences were avoided if possible.

In observing zenith distances only one bisection of the star was made, and that at transit, except with the two stars (almost in the zenith) where each star was used as a pair.

The dry atmosphere at Kamloops makes it very favorable for observing. The value of a division of the attached level of the zenith telescope F.O. 1., was first approximately determined by the vertical circle, reading to 10" to which it was attached. Then the value of a micrometer turn was determined by forty-one readings in Polaris near elongation, noting its motion in altitude by the micrometer always set in advance at whole and half turns alternately, and recording the time for each reading, as also the state of level. After making the necessary reductions the resulting value was 71.680" with probable error of one turn = ± 0.18 ". By means of this value a redetermination of the value of the level was made by simultaneous reading of level and micrometer, when the thread was fixed on a distant terrestrial object; then the telescope was moved by the tangent screw, until the bubble traversed to the other end, when the micrometer thread was again made to cover the object and readings taken. Repetitions were made and the mean of the values obtained taken.

As this value differed but slightly from the approximate one, it was not considered necessary to make a recomputation with this new value of the previous readings for the determination of the value of the micrometer, as with care the level forms but a small element in the micrometer determination. A second series of observations on Polaris, thirty-two in number, gave the value of one turn as 71.406" with a probable error of + 0.20."

To show the discrepancy between different catalogues, the star (being one of the programme) No. 1,444 of the list of stars for latitude observations given in App. 14, of U. S. Coast Survey Report for 1873, corresponding with No. 3,581, Armagh, 1840, and to No. 481, Berliner Jahrbuch, may be cited.

The apparent declination for 25th May, 1885, as deduced from Armagh, 1840, gives $\delta = 48^\circ 21' 29.16''$, while B. J., 1885, gives $\delta = 48^\circ 21' 26.97''$, a difference of over 2".

The reductions from mean to apparent places were made with the aid of the two formulæ:

$$E\dot{e} + F\dot{f} + G\dot{g} + H\dot{h} + L + i - 300, \text{ and}$$

$i \cos. \delta + t \Delta c + g \cos. (G + \alpha) + h \cos. (H + \alpha) \sin. \delta$, using the former for stars found in the Greenwich catalogues, 1864, 1872, and the latter for Armagh, 1840, and Radcliffe, 1845.

Difficulty was experienced in finding the mean places of a number of stars that were selected from the list of latitude stars referred to and used; being neither in Armagh, 1840, Radcliffe, 1845, Greenwich, 1864, 1872, Glasgow, 1870, Berliner Jahrbuch, 1885, nor among the 1,278 stars given in the U. S. Coast and Geodetic Survey Report for 1883, the only available sources at the time.

The final computations for latitude and longitude are well under way, and will shortly be submitted.

In conclusion, I wish to acknowledge my obligations to the various telegraph companies whose lines were used, and to their officers for the universal courtesies extended in connection with the determination of longitude.

All of which is respectfully submitted.

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

OTTO J. KLÖTZ, *Dominion Topographical Surveyer.*

REPORT OF P. R. A. BELANGER, D. L. S.

L'ISLET, 14th January, 1886.

SIR,—I have the honor to submit the following general report of my last season's work. In accordance with instructions from your Department dated the 9th of June last, for a survey of different town sites in British Columbia and the North-West Territories, I left home on the 19th, and, after stopping at Ottawa for further instructions, reached Winnipeg on the 26th. Here I bought my supplies, and made preparations to proceed westward on the 29th by the through train to the end of the C. P. R. track; but was compelled to wait for one of my assistants who only arrived on the evening of that day. On the 30th, I started for Calgary where I arrived on 2nd July. Here I had to wait until the 12th for my provisions and to secure a train to take me to the end of the Canadian Pacific Railway track. I employed this interval in completing some chaining which I had to do in Calgary. On the 13th of July I reached the first crossing of the Columbia River in British Columbia, where I had to lay out the town plot of Donald.

Having previously consulted with Mr. Higginson, the agent of the Department, I laid out only four blocks. Some of the lots I made very irregular in order not to disturb settlers who had already built, and whose houses were so close to the Canadian Pacific Railway right of way that I was only able to leave a road 4 feet wide on their front. That survey, though not extensive, detained me for several days on account of the rainy weather and the difficulty I experienced in securing axemen to cut the lines, which were mostly all through bush.

The town of Donald is situated on a nice plateau in the valley of the Columbia River, at about 30 feet above the level of the water, and in the heart of the Rocky Mountains. It is watered by the aforesaid river, which bounds it on the west. The town may be largely extended eastward; it is crossed by the Canadian Pacific Railway, which has a station at a few chains east of the town. The prospects of this town depend on the timber trade, which is already in operation, and the working of the different mines in the surrounding mountains, which only require capital for their development.

No farming land worth mention is to be found in the vicinity. The climate, though rather wet in summer, is very fine in winter, the snow falling in small quantities and melting almost immediately under the heat of the "Chinook" winds, which are frequent in the river valley. Farther on, upon the summit of the surrounding mountains, winter seems to be perpetual, judging by the thick beds of snow which are to be seen all the year long, and which, in some places, are 100 feet deep. Another fact worth mentioning is that while raining in the valley it is simultaneously snowing on the mountains, but this does not affect the climate of the valley.

On the 25th July I began the survey of the town of Golden, which is situated about fifteen miles east of Donald, and nearly under the same latitude. It lies on a large flat north of Kicking Horse River, from which it extends northerly; its climate is nearly the same as that at Donald, but its position offers greater advantage to its growth, it being on the direct thoroughfare from the Kootenay Pass settlement, from which communication may be established by boat. Moreover, it will be the terminus of a Canadian Pacific Railway division, and possess the same advantages as Donald with respect to the mines and timber trade. Adjoining the town on its western side, and skirting the Columbia River, is found a tract of 400 to 500 acres of excellent farming land, which will in future prove a great resource to the town by supplying the vegetables necessary for its consumption.

As to early and rapid growth of vegetation, in the beginning of August I was, through the kindness of Mr. Tremblay, a resident of the place, afforded the pleasure of enjoying a good dish of fresh potatoes and turnips in full maturity, though they had been planted late in the spring. I was informed by that gentleman that the endemic fever which claimed so many victims among the Canadian Pacific Railway workmen during the fall of 1884, was due to the want of proper hygienic precautions in

the camps and not to the climate as I had been first told on my arrival. Here again in compliance with Mr. Higginson's advice, I made a small survey only, though much larger than that at Donald. The Canadian Pacific Railway authorities not having at the time of the survey located their permanent station, I did not make any chaining for their reserve; but I left a certain tract of land on the east side of the town in the direction of the temporary station in case they might finally locate there. On the 14th of August I left Golden and proceeded eastward to Silverton which I reached in the evening.

Here I had to make a re-survey of the first plot. I endeavored to confine my operation to retracing the old survey, but owing to the want of plans showing the former chaining, and of many posts marking boundaries of lots, I may have made some changes, but I have reason to believe they will be for the better. I made some addition on the east and west of the city in completing blocks that were only partly surveyed. According to your subsequent instructions, I also extended the survey of the town southerly, from the Canadian Pacific Railway right of way to the Bow River, making in all 38 blocks subdivided into 514 lots, of which the regular ones measure 50 feet wide by 100 feet deep.

Silverton lies in the valley of Bow River, which forms its south boundary, runs northerly to the foot of a hill, which by its gradual ascent will offer some advantages for the building of private residences. The town is traversed by the Canadian Pacific Railway, which has a station in its centre; it may be largely increased westerly towards the foot of Castle Mountain. This is so called on account of its peculiar shape, and is the admiration of all travellers visiting Silverton.

The town is situated between twenty and thirty miles east of the summit of the Rocky Mountains, and it is surrounded by high hills.

The prospects of the town are the working of mines and timber trade, which deserve the attention of capitalists.

A copper mine was worked at the time I was there by one Mr. Dennis and his partner; another, a gold mine, was also worked by Messrs. Lecombe and Smith, who extracted a certain quantity of quartz of the richest quality, but owing to the want of capital to provide the necessary machines for grinding the quartz and extracting the gold, the firm was compelled to give up working, and wait for capitalists to join them or buy their claim.

Beds of limestone also lie in large quantities on the north boundary of the town, and there is already a limekiln in operation, which supplies all the surrounding district.

The population of the town at the time of the great boom in 1883 must have numbered many hundreds judging by the great number of lots taken up and of houses already built, but now it numbers only about twenty souls, mostly Canadian Pacific Railway employees.

The climate, though very fine, proves unfavorable to the growth of vegetables on account of summer frosts, which may be attributed to the thick beds of ice and snow which remain all the year in the surrounding mountains.

Owing to the want of axemen at the start, the work progressed slowly in the survey of these three towns, and I did not reach Morleyville until the 12th September to make the survey of a few small ranches. After working a few days in that locality, I received instructions from the Surveyor General ordering me to go at once to Banff to locate the sections on which the Hot Springs are found.

I arrived at Banff on the 21st September, and started to work immediately, having no one but my assistants to cut lines through bush. I could not secure an axeman to help us before the 25th. Having explored the country to find the best starting point so as to avoid the numerous swamps and shorten the distance to the springs, I decided to run a meridian line between Sections 34 and 35, of Township 20, Range 12, west of the 5th Initial Meridian. Starting from the north-east corner of Section 34, I ran southerly one mile, where I reached the foot of the hills; then I turned westerly and ran the chord between Sections 27 and 34 for about 25 chains to a large swamp; at 23 chains on this line I struck the outlet of the important

springs of hot water which lie on Section 27, at about nine chains from the north boundary.

Having ascertained the locality of that spring, and seeing no chance of further discovery on that line, I continued the meridian between Sections 26 and 27, ascending the hill across a *brulé* consisting mostly of small cypress. I ran 40 chains, when I found the hill was becoming too steep to proceed further. I then turned easterly from that quarter-section corner and ran a chord between the south and north halves of Section 26; when on this line I was lucky in finding another beautiful hot spring undiscovered before, and which might have remained unknown for some time if the steepness of the hill had not forced me to turn that way.

That line follows the declivity of the hill towards the Spirit River and runs through small cypress partly green and partly burnt which is suitable for fuel and building purposes. Having reached the east boundary of Section 26, I then turned southerly and ran the meridian between the south halves of sections 25 and 26 and the north halves of Sections 23 and 24 ascending gradually the slope of the hill, which rapidly increases in steepness towards the quarter section corner.

At 16 chains on the meridian between Sections 23 and 24 I found in a ravine a small creek of warm water, 5 links wide by 3 inches deep, having a strong odor of sulphur. Advancing through the brush some two chains I discovered a crack in the rock face, from which flows the above mentioned creek.

At 32 chains I found the hottest spring of the locality, lying on Section 24 at about 50 links east of the Meridian. It is a large spring of warm water spouting out from the mountain through a cavity worked out by the heat of the water or some other cause.

Before proceeding further, I beg to say that I think that these springs of hot water, which attract so much attention by their beauty and the reputation of their medicinal properties, deserve some details which will not be out of place in this report.

The first spring mentioned is on north east $\frac{1}{4}$ of Section 27, in a cave, at a depth of 34 feet below the surface of the ground under a plateau of the hills, into which a natural opening of 2 feet wide by 3 feet long gives an entrance, enlarging in a conical form until it reaches the water spring, which spreads in a fine circular basin measuring about 20 to 25 feet in diameter and about 4 feet in its greatest depth.

The water which appears to spring from underneath retains a heat of 89° Fah. The height of water in the basin is always the same, and the surplus runs out through the foot of the plateau in a large stream, running off thousands of tons of water a day.

The spring I discovered on Section 26 lies on the south-west $\frac{1}{4}$ section at 7 chains from its north-west corner along the line I ran, and flows into two cavities in the flank of the hill in both of which cavities basins may easily be worked. It also supplies a large quantity of water. The temperature of the water is not the same in these two caves, 50 feet distant from each other, but varies several degrees, though appearing to flow from the same source.

The spring on Section 24, though not being sheltered by nice caves like the others, appears to be the most important. It spreads through cracks in the rock from the flank of the mountain in a large stream which runs in part through two basins already built by tourists. The temperature of this water is 112° Fah. Close by that spring flows a small spring of cold water which may be easily put in communication with it.

The medicinal properties of these spring, are so highly praised and their reputation so widely spread that they are daily visited by patients suffering from debility, rheumatism, blood and skin diseases and many other sicknesses, many of whom boast of having been cured by the marvellous virtues of these waters.

The caves which shelter the two first springs are encrusted with beautiful specimens of white crystals.

All these springs have a very strong smell of sulphur, especially the one on Section 24, where I found pure sulphur deposited by the evaporation of the water in the cavity through which it flows.

On 2nd October I returned to Morleyville to complete my survey which detained me till the 12th, owing to some additional work I had to perform to comply with Mr. Wm. Pearce's wishes. Here my work consisted in the surveying of that part of Townships 26 in Ranges 6 and 7 comprised between the Bow River, the Ghost River, the Indian Reserve and the chord dividing the said township into south and north halves. I made a traverse of the Indian Reserve and the Bow and Ghost Rivers and ran a base line across the settlement from the Indian Reserve to Ghost River, on which line I posted, in presence of occupants, and to their satisfaction, every lot, numbering ten in all. I also posted the north boundary of the settlement and retraced the boundary of the Indian Reserve in presence of Mr. D. McDougall, the occupant of the adjoining lot, and of several important members of the Indian tribe who had witnessed the first survey made by Mr. Nelson. The lots were laid out in different sizes and shapes in order to give satisfaction to the occupants and to interfere as little as possible with their improvements.

These lots, though very large and of excellent land, will never prove very advantageous for agricultural purposes, on account of the early frosts prevailing in that region and interfering with the growth of cereal crops. However, root crops are yearly raised with great success. This land is better adapted for general stock-raising, it is a heavy rolling country with a luxuriant growth of hay and grass, and offering much shelter for cattle in winter time.

It is well watered by numerous creeks and springs of excellent water, and I do not hesitate to say that, as a grazing land, I have never met with its equal in the North-West.

On the 13th of October I proceeded to Calgary, where I employed the remainder of the season in laying out villa lots and traversing a boulevard, 3 chains wide, along the north shore of the Bow River.

I also performed some chaining on Section 18, under Mr. Wm. Pearce's instructions.

On the 27th I stored my outfit with Mr. Augustus Fraser of Calgary, and left the same day for Winnipeg, reaching that city on the evening of the 29th. There I had to stop to discharge my party, and from thence I proceeded homeward two days later.

The whole of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

P. R. A. BÉLANGER,

Dominion Land Surveyor.

REPORT OF THOS. DRUMMOND, D.T.S.

MONTREAL, 12th January, 1886.

SIR,—I have the honor to make the following report in connection with the determination of longitude in British Columbia during the season of 1885.

I received your letter notifying me of my appointment and also instructing me to be in readiness to start from Ottawa on the 27th of April. I arrived there at the specified time, and in the company of Mr. Deville, Surveyor General, started for Victoria, British Columbia, where we arrived on the 9th of May; Mr. Klotz having joined us on the way.

A site for the observatory having been chosen it was erected and the transit mounted. The attendance of Mr. Klotz and myself as members of the Board of Examiners for examination of candidates for commissions as Dominion Land Surveyors, and continued cloudy weather, caused some delay, and we were unable till the evenings of the 14th and 15th of June to find nights sufficiently clear at both

points for the prosecution of our work. Mr. Klotz had previously left for Seattle which had been chosen as one starting point, its position having already been determined by the United States Coast Survey. On these two nights we observed and exchanged signals, and, having held satisfactory communication with each other, on the 19th of June I started for Kamloops which had been chosen as the next point to be determined from Seattle, and, its position being known, the other points were then to be determined from it. I arrived there on the 22nd of June.

I found some difficulty in choosing a position at this point for the observatory, as the village is situated in the valley of the Thompson River, with high hills immediately to the south. The most favorable place was just to the east of the village I therefore chose this point and made arrangements for the erection of the observatory and after completion put the transit in position.

Cloudy weather again delayed us till the nights of the 19th, 21st, 22nd, 24th and 26th of July, when we observed and exchanged signals. The results were satisfactory to both of us, with the exception of those of the 19th which was cloudy with me, but I was able to get a few stars about daylight in the morning.

Before parting at Victoria Mr. Klotz and I had agreed upon a general plan or programme to be observed throughout our operations, to avoid mistakes in giving and receiving signals, and had also decided upon the number of nights to be spent in determining the position of each point; four nights were allowed for Kamloops, so, that even without the 19th the above sufficed, and, being satisfactory to both, Mr. Klotz started for Port Moody.

Continued rainy, cloudy and smoky weather delayed us till the evenings of 11th and 12th August, when we observed with results satisfactory to both of us. We had however decided upon devoting another night to establish Port Moody; for this we waited some time. Finally Mr. Klotz despairing of getting another observation at Port Moody, where the weather was worse than at Kamloops, telegraphed me that he would set up the zenith telescope, determine the latitude, and having done so came on to Kamloops, where he arrived on the 19th of October.

We observed for personal equations on the evenings of the 10th, 11th, 15th, 18th and 19th of October. On 9th November Mr. Klotz left for Farwell. Finding when he arrived at Eagle Pass that it would be very difficult to get into Farwell with his heavy instruments, and that Mr. Ogilvie, D.L.S., had already ceased his operations for the season, doing away with any immediate necessity for our work which at this advanced season and under the circumstances could only be carried out under considerable expense, I communicated with the Surveyor General, and, on the 16th of November, I received a telegram stating we were ordered to stop work for the season. I therefore packed my instrument, which with my other articles were delivered to Mr. T. A. Mara to be stored by him for the winter, and had receipts taken for them.

On arriving at Victoria I expressed my chronometer to the Surveyor General and mailed the results of my observations with all necessary data for testing the calculations.

On making the calculations for the observations of 14th and 15th June I found that by applying the collimation constant as determined in Victoria it gave results which differed more than I thought they should. As a test, I therefore worked the equations with that quantity as an unknown; this gave a collimation constant which differed considerably from the one I had been using. On an examination I found that on reversing the telescope the instrument changed in azimuth even when exercising all possible care on account of the spring not acting properly against the azimuth screw, and as the instrument also seemed to move slowly independently of that, due probably to changes in temperature acting upon the wooden support, I therefore made these calculations on the supposition that there was a new azimuth for each position of the instrument, that the collimation was unknown, and worked it out to three decimal places. This made the calculations more laborious, but I thought it more satisfactory and followed that method throughout.

MOUNTING THE TRANSIT.

I mounted the transit on a large log which was sawed into shape, put up on end and firmly embedded in the ground to a depth of about five feet.

The top surface was large enough to take the three supports or levelling screws of the transit without putting on additional parts by bolts, &c. Large timber was plentiful, and I thought it would make the transit firmer than if mounted on a pillar constructed from three or more pieces bolted together; it was besides more economical, as I found on making enquiries, and at the depth mentioned above a solid foundation was obtained.

The log used, however, was unfortunately green, and taken directly from the water, and, from changes of temperature, whilst drying, cracked and split, which of course caused changes in azimuth. I also found that the levelling screws slipped in the slots in the castings if the instrument were jarred, and, as before mentioned, the spring acting against the azimuth screw was faulty.

To prevent the instrument slipping in the slots I had holes drilled partly through the castings, into these holes the levelling screws fitted; this gave them a bearing all around and prevented the motion of the instrument in that way. I then oiled and cleaned carefully all the parts of the azimuth screw and put iron bands on the wooden pillar. From the above causes the azimuth of the instrument changed as much as four seconds in time in one night; and, even after making these changes, was a constant source of annoyance. The following are approximate azimuths for three nights, the instrument in the meanwhile not having been changed by me: 26th July, 0.46° , 11th August, 7.25° , 12th August, 11.30° .

This will give some idea of the difficulty I had in this way.

Altogether, this method of mounting an instrument is not nearly so satisfactory as a proper tripod, such as the other instruments had; and from what Mr. Klotz said I fancy he had the same difficulty as myself.

CHRONOMETERS.

It will be noticed throughout my calculations that my chronometer rate varied considerably, changing from a daily rate of 4.131 seconds at the beginning of the season, to a rate of 6.95 seconds at the end of the season; the rate was also irregular, as will be seen from a record of comparisons made between my chronometer and that of Mr. Klotz. This comparison was made by Mr. Klotz and will no doubt be shown in his report. This was due to the change in temperature during the season, which was very marked; also to the long distance I had to carry the chronometer when going to and from the telegraph station, about two miles there and back, over rough roads; perhaps also to a motion in the hour hand which was moved when the clamp to prevent swinging was relaxed, as for instance in winding the chronometer. From what I could see this latter was because that hand was loose, and did not seem to affect the minute hand, but it might have done so.

POSITIONS OF OBSERVATIONS.

The position of the observatory at Victoria, as erected, was in the garden of the Driard House property, within a few feet of the north-west corner and near the inside intersection of Broad and Cormorant Streets—Broad Street running almost due north, and Cormorant due east—the distance from the inside intersection of the two street lines being due east 9 feet, due south 14 feet.

The transit at this point was mounted on a tripod, excavations being made in the ground deep enough to obtain a firm foundation, and the transit remained firm with the exception of slight vibrations from passing vehicles, and after they had ceased it seemed to come to its old position.

At Kamloops as before stated I had some difficulty in choosing a location which would be favorably situated as regards the surroundings, not too far from the telegraph

office, and also not too far from the houses, as I feared that, if so situated, it might be molested during my absence, as there were many rough characters about the town, consequent upon building the Canadian Pacific Railway. The position chosen was therefore just to the east of Mr. Mara's dwelling house and on his property, where he kindly gave me permission to erect the observatory.

It was fortunate in the end that I went in this direction, as the office of the Canadian Pacific telegraph line which we used was erected beyond me, but on the same side of the village when the line was built through Kamloops.

The top surface of the pillar was marked *Ast Sta No. 3* by driving nails into the wood to form those letters, and as the observatory was not removed the pillar is still under cover.

When Mr. Ogilvie, Dominion Land Surveyor, passed through Kamloops with his traverse survey of the Canadian Pacific Railway, he tied on to the observatory.

CAUSES OF DELAY.

These were various, the principal ones being unfavorable weather and the difficulty of obtaining direct telegraphic communication over such long circuits as were necessary for the work without repeating.

The weather was more especially unfavourable at such stations as were along the coast; at Kamloops where there is a small rainfall the sky is clear.

After the rainy season fires broke out at various points, which filled the whole country with dense smoke which extended I am told fifty miles out to sea, and was so thick that it was simply impossible for us to work, and it was very disheartening to wait day after day without being able to do anything.

The telegraph lines also caused delay in consequence of fires, winds, storms, &c., grounding the wire.

The long circuits such as we required, in the case of Seattle and Kamloops about 350 miles, Port Moody and Kamloops 240 miles, made it very difficult to work.

Through the kindness of Mr. Jennings I obtained permission to use Mr. Onderdonk's line, and it was accordingly utilized for the rest of the season.

You will see from the above that we labored under no ordinary difficulties and did the best that could be done under the circumstances. It may be well however to add that even had everything gone smoothly we would still have been delayed by lack of telegraph communication east of Kamloops.

The best season for the rapid prosecution of such work as we were engaged upon is during the months of April and May, before either the rainy or smoky season comes on, as the latter seems to be of yearly occurrence.

Thanks are due Mr. Jennings, Mr. McPhederitch and Mr. Goodfellow, both in putting their telegraph line at our disposal, and also for their kindness in other ways.

Mr. Wilson, superintendent of the Government line, was also very kind, and did all in his power to render assistance and expedite the work, as also did the train dispatcher and operators in charge of office at Kamloops.

I respectfully submit the above report for your consideration:

I have the honor to be, Sir,

Your obedient servant,

THOMAS DRUMMOND,

Dominion Topographical Surveyor.

REPORT OF WILLIAM OGILVIE, D.L.S.

OTTAWA, 7th January, 1886.

SIR,—I have the honor to submit the following report on my traverse survey of a part of the Canadian Pacific Railway line, from Port Moody eastward to Farwell, at the westerly crossing of the Columbia River.

On the 22th of May last I arrived at Port Hammond, where I prepared my outfit and awaited until the 26th for an observation to establish my azimuths. I then worked westward to Port Moody. Here I established an astronomical station for the astronomical part of the survey, and connected it, and several other points in the place, with my survey. I then resumed operations at Hammond and worked eastward, being greatly interrupted for the first forty miles by rain and construction trains working on the road. After passing Nicomman I was not much troubled by construction trains.

From Yale eastward a good deal of time was lost by the general lateness of the trains—so much so, that often the party would not get camp pitched and to rest until long after midnight; and on two or three occasions the trains by which we expected to move refused to stop for us when we wished to move, causing a loss of several days in the advancement of the work.

Taken altogether, the movement of my outfit by train—though under the circumstances the only available means of transport—was altogether most unsatisfactory and troublesome. I could not secure the use of a hand-car until my operations were almost finished. The long walks from the stations to my work and back again were very fatiguing, and hindered the progress of the work very much. As the season was very hot from the middle of June until the middle of September any extra exertion was very depressing.

From Savonas I had to use a small boat, as the railroad officials refused to carry us on their construction trains. The steamboat line on the Thompson River and the lakes moved us once, and apparently did not find it convenient to do so any more—although agreeing to do so—much to my inconvenience and loss of time.

This arrangement necessitated my going around the peninsula in Shuswap Lake, and as my boat was small and loaded almost to the water's edge, I could not go, except when the water was comparatively smooth, thereby losing four days on the work. Delay was also caused by the smallness of the boat and rough water in moving camp along the shore of the Salmon Arm of the lake. Added to this, I arrived at the end of the western construction three weeks before the track-laying was finished, and as transport was very difficult to be found at Eagle Pass when I got there, owing to the fact that nearly all the merchants were moving out of it, and all the teams there were fully engaged, I found it very difficult to get my outfit moved to Farwell; and as the weather had then for some time been very wet, the state of the wagon road was so bad that the team which moved us from the end of the track to Farwell took four days to do so, though the distance was only four miles. At Farwell I made arrangements with Mr. James Ross, manager of construction of the Canadian Pacific Railway, to move my camp outfit on the railroad construction trains as I might require. Here I could not get an observation for azimuth, and had to proceed from Farwell westward, and simply measure the angles of deflection, leaving the azimuths to be determined when I could get an observation; but as I could not get one between there and the end of my work from Moody I will have to deduce the azimuths of the last 156 courses, covering a difference of longitude of about sixteen miles, from an observation taken at the end of the western construction. At Farwell I learned from the railway officials that soon after the last rail would be laid very few or no trains would be run between Calgary and Kamloops; and also learned from all the people in the place who had any length of experience that the snow in the Selkirk Mountains would soon be too deep for the use of hand-cars—in fact, while I was working in the Gold Range the snow temporarily stopped the use of them. Under these probable conditions, I could see no way of bringing the survey to completion, except at a very great expenditure of money and time. I communicated these facts to the Surveyor-General, and he instructed me to stop work for the season at Farwell.

I will here remark that had I had control of my transport during the summer, so as to be able to move when and where I wished, and had there been no interruption from the track not being closed, I am confident I could have got to Donald, at the easterly crossing of the Columbia River, by the time I got to Farwell, and thus completed the survey before winter set in.

The agricultural capabilities of the country, as seen from the railroad, are not very great, the most extensive tract being in the delta of the Fraser River, which extends up to about the Mission (about thirty miles from Moody). From the Mission up to Hope there are many flats and slopes the soil of which is very good, and in combination with the climate make a country that will compare favorably with any part of the world.

An objection to it is the cost of clearing away the large and numerous trees which cover it, and which must take a great deal of time and money to remove; even after the useful part of the trunk is removed for commercial purposes the refuse will form a serious obstacle to beginners, but when once cleared such cereals and fruits as require a long and equable season will be at home here. From Hope up the Fraser River the valley is narrower and more rocky, with the same general run of timber, but smaller. This condition continues until we reach Yale, where the mountains close in to the river, and continue so, with an occasional slope or flat, until we reach Lytton, at the confluence of the Fraser and Thompson Rivers; and so far as I could see or learn, it extends much farther.

At Spuzzum, twelve miles from Yale, there is a rough stony flat of some miles in area. On it there is quite a large Indian settlement, who appear to raise considerable quantities of potatoes and garden stuff. At Boston Bar there is a slope of light gravelly soil on both sides of the river, but the inferior soil and aridity of the climate here render this part very poor for farming. At North Bend there is another flat of loamy soil, which would make a few fair farms. There is a good thick growth of timber here, of a convenient size for lumber purposes. Between North Bend and Keefer's, and at Keefer's and pretty well up to Cisco, there are many patches which could be utilized.

At the confluence of the Fraser and Thompson Rivers, in the valley of the Fraser, there are some flats which are now occupied. How far they extend up the Fraser I do not know.

On the Thompson River, up to Spencer's Bridge, there are not many places which will be of much use in an agricultural way. The soil is light and gravelly, and the timber small scrubby pitch pine, which is of little use except to burn. From Spencer's Bridge upward to Shushwap Lake the surface of the country is not so rocky or broken, and were there the needful rainfall a great deal of it could be farmed; but as it is, nothing but sage brush, some wild grasses and a few pitch pines, will grow without irrigation. It may be said generally of the whole of the railway district from Yale to Shushwap Lake that it is of no use in an agricultural sense without more or less irrigation. Up the Nicola Valley there are said to be extensive flats, which, with irrigation, could be farmed; and the same is said of the valley of the North Thompson River.

From Shushwap Lake eastward to the summit of the Rocky Mountains there is very little of the country, as seen from the railroad, available for farming. On the west side of the lake at Adam's River there is a flat of several hundred acres in extent, which ought to make a few nice homesteads, if not already occupied as an Indian reserve. On the south side of the lake and west side of the peninsula in it there are many slopes and flats between the railroad and the lake which would make a few farms of fair quality. At the mouth of the Salmon River, on the east side of the peninsula, there is an extensive flat of fair soil, but most of it is included in an Indian reserve.

Up the Salmon River there are said to be many fine farm sites. On Mara Lake and the Spellwacheen River there is, I was told by many, the finest and one of the most extensive farming districts in the Province, but there is very little of it within the railroad belt. Along the Eagle River there are many flats on both sides which will yet be farmed, but the soil is generally sandy and gravelly. From the lakes at the head of Eagle to the Columbia there is little or no land that can be used in an agricultural way.

On the Columbia River, at Farwell, there is, on the east side of the river, a flat of about two square miles in area, and most of it loamy soil of fair quality. On the west

side there is a smaller flat of about the same quality of soil. There are probably other similar flats up and down the river from here. I heard of two or three very large meadows. Between the westerly and easterly crossings of the Columbia there is very little of the surface level enough for farming, and, even what little there is, is of doubtful value, on account of its altitude above the sea, the proximity of snow in the mountains around, and consequent liability to heavy summer frosts.

From the easterly crossing of the Columbia to the base of the Rocky Mountains there are some extensive flats of sand and gravelly soil along the Columbia River, but whether they can be used as farms is open to serious doubt. In the Rocky Mountains there is nothing to be seen from the railroad that could be farmed with even a small degree of success.

TIMBER.

Following up the railroad from the coast until we reach Yale, the prevailing timber is the Douglas fir and cedar, some poplars along the streams, a few white birches and some very large alders. The fir and cedar are the only trees of much commercial value, many of these are very large, often reaching 7 and 8 feet in diameter, but nearly all the large cedars I saw cut were hollow or rotten for quite a distance from the ground. All the trees of good size are confined to the valleys, those on the mountain side being small and scrubby. Above Yale the trees decrease in size and number, until we reach Lytton, where there is little or no timber, except small pitch pine. This state continues until we get to Shushwap Lake, where the trees increase in size and number as we ascend, till in the Eagle River valley and pass we find the firs and cedars nearly if not quite as large as those at the coast. On this river I saw some hemlock, a few balsam and some very fine looking white pine. Unfortunately, nearly all the cedars here of any size are, so far as I saw, hollow or rotten.

On the Columbia River at both crossings there is some very good timber, and along the line in the Selkirk Mountains there is much that would make fair lumber. In the Rocky Mountains there is little fit for anything but fuel or fencing.

MINERALS.

It is hardly necessary for me to say, it has been said so often, that the general character of the Province is mountainous and rocky. It is equally unnecessary for me to refer to the gold mining of the Province, as it is now matter of history. The only statement I can make on this subject is that I did not see or hear of anything in proximity to the railroad—outside of the gold washings on the stream—which is of any value.

Judging from the nature of the rock and the size and frequency of the quartz veins along the south west end of Shushwap Lake, I would say something will probably be found there. Corroborating this, I have the opinion of two old Californians, who say the appearances for quartz mining there are better than any other part of the Province they have been in, but as they had not been in the now much talked of Big Bend country, they could not make a comparison.

I heard hints that veins of value had been found close to the railway, in the Selkirk Mountains. Time will soon show their reliability.

I will now give a statement of the places where surveys are more or less urgently required. At Moody many of the settlers expressed to me the urgent need of surveys and the settlement of their claims.

At Maple Ridge—behind Port Hammond—and also on the south side of the Fraser River from here, there appeared a strong desire to know the method of survey, and if any changes would be made in what had been done, and to have done at once whatever was to be done.

At the Mission they are just as urgent, there being, it is said, quite an extensive tract of arable land back from the mission. There is quite an influx of settlers expected next year.

At Whonnock there are some places on both sides of the river that require surveying.

On the south side of the river at Chilliwack there is said to be quite an extensive piece of country, which is being settled, and requires surveying. I believe, however, there was a surveyor working there for the Department last summer.

At Harrison River there is some land on both sides of the river which will soon be claimed, if not already so, and consequently requires to be surveyed. There are said to be some flats up the Harrison River which probably will soon also be claimed.

At Agassiz there is an extensive flat of excellent land, comprising several thousand acres, most of which is now, and has been for some time, occupied. Those claims will no doubt require immediate adjustment, so that the remainder will be available for settlement. The parties now holding it purchased, I was informed, from the Provincial Government many years ago.

From Agassiz up to Lytton there are not many places of any extent, and the survey of most of those that will be settled along the line, as seen from the road, will only be a matter of a few days or weeks at the most. As I passed over this part of the line I heard nothing to lead me to suppose that there was any pressing need for surveys of the few homesteads that have been taken on it.

On the Fraser at Lytton there are several farms that may require adjustment, but I heard of no dispute—no necessity for immediate survey.

From Lytton upward there are no farms, except where water can be got to irrigate; consequently, only a small portion of the country can be used as farms, and that small portion is already largely taken up, so there will probably be no pressing need for any surveys, but the adjustment of those claims; and so far there does not appear to be much dispute between the different owners.

It will probably be necessary to locate, more definitely than has been done, the boundaries of the various towns and villages along the line, but of that the Department likely has more specific information than any I can give.

Another cause of—perhaps otherwise useless—surveys will be the clashing of Dominion and Provincial authorities, and the consequent definitions of the twenty mile belt on each side of the road.

It will probably be necessary to make some surveys around the south end of the Salmon Arm of Shushwap Lake next season, and in the vicinity of Mara Lake.

As far as I could learn, those are all the places where surveys are urgent.

In making the traverse I had no time to mark any stations in such a permanent way as I wished. In the greater part of the work the stations were so close together that it would have taken a very long time to have put in a witness mark to every one of them, so I put in witness marks only about every half-mile when the courses were short, and one every course when they were long. My witness marks were generally put on telegraph poles, but sometimes on trees and stumps, when I found such in a position where they were not likely to be disturbed. When the telegraph poles were only transient, and trees were likely to be cut down, I drove posts—squared and marked—firmly into the ground. In a few cases I tried to mark the face of rocks, but found this so hard and tedious that I had to abandon the idea. My witness marks were all marked with the letters C.P.T. (Canadian Pacific Traverse), and in addition the number (in Roman character) of the mark itself from the last astronomical station—beginning at Port Hammond and counting westward to Moody, and from Hammond eastward to Harrison River; from Harrison River to Kamloops, and from Kamloops to Farwell.

Thus the thirty-fourth witness mark east of Hammond was marked C.P.T. XXXIV.

The notes will show the number of the station it is witness to, also its azimuth, and distance from the station.

There is a witness mark with the same letters and numerals on it east of Harrison River, and one the same east of Kamloops. As nearly all the stations were on the railroad grading, which, at the time I passed over it, was not finished, very few

if any of the stations themselves will be found, although pegs were driven into the ground at many of them.

Between Moody and Whonnock the telegraph poles were only temporary, and the permanent ones are not likely to occupy the places of the temporary ones. I had gone over nearly the whole distance before I found this out, but I connected my stations with a sufficient number of other points—such as Mr. Wilmot's posts, bench marks on the railway survey, and other marks—to enable one to find enough of my stations to do anything necessary here.

In addition to the above method of marking, I connected all the permanent railroad switch posts with the survey, many of Mr. Wilmot's traverse posts, some of the station buildings, points in all the principal bridges, and any other object near my stations which would be likely to preserve its place as a railway necessity.

In view of the transient nature of many of those marks, I would respectfully suggest that you should, at an early date, cause the survey to be perpetuated, by marking the crossing of the railway by all township boundaries, by planting in the manner prescribed in the manual the nearest section and quarter-section posts, one on each side of the road, or the usual witness marks to them, where they could not be put in; the section post showing, in the usual manner, the section, township and range which it locates, while the quarter-section post will show the direction of the boundary that has been laid down at each place. A suitable mark could be placed on each line near the railway, to show more readily the place of each line.

Where the course of the railway is north or south, all such quarter-section boundaries would be east and west, and where the railway course is east and west they would be north and south. Where the railway is north-east or south-west both the northerly and southerly and easterly and westerly boundaries of the townships might be marked in the foregoing manner.

Were this done, the survey of any part could easily be at any time begun.

In most of the country it will be found somewhat difficult and, in many places, impossible, to chain with anything like precision. I would therefore suggest that in producing lines over the very rough parts the chain be not used at all, but all distances be determined by micrometer, in conjunction with a good base—say 20 inches.

THE MICROMETER—A LUGEOL OR MODIFICATION OF IT.

I feel quite confident, from my experience with the instrument, that distances of 30 to 50 chains could, with the above length of base, be determined with much less error than the chain would give on such rough ground. In the application of this method I would strongly urge that, wherever practicable, the base be placed horizontally, to avoid the effects of the irregular and unequal refraction of the discs on the base when placed vertically, which I found, last summer, to be a source of considerable error. After using the instrument for ten or twelve days in the humid atmosphere near the coast, I prepared a table of corrections for the range of angles I had used; but I soon found, in the drier atmosphere of the mountains, that this table required to be corrected. Again, I found in the fall, when the weather was cool and no radiant heat from the surface of the earth to disturb the atmosphere, that the errors of distances determined by the micrometer were much less and more constant than in the dry, hot summer air. Again, a very large difference would be found between the error of a distance found when looking across a valley, from a summit to a summit on the railway, where the line of sight was considerably elevated above the railway, and one found on a similar distance, when the line of sight was about parallel to the railway. In the former case the error would be much less than in the latter. Whenever, as sometimes happened, a summit intervened between two stations, so that the lower disc was apparently near the ground, the error was very inconstant, depending altogether on the state of the atmosphere; when it was hot and damp the error would be very large, and when cool and dry not much, if any, more than the ordinary error. To avoid the error arising from irregular and unequal

refraction, I would place the base, as I have said, horizontally, at a height of, say 5 feet, above ground.

A very simple stand could be made for it to be fixed and pointed on, and a suitable arrangement put on the base rod to enable the picket man to place the rod at right angles to the line of sight—or even to enable the observer himself to know when it was so. With such an apparatus, and careful measurement of the angle subtended by it, taking the mean of, say three independent measurements, made in the following manner:—

| | | |
|---------------------------------|---|----------------------------|
| Right hand motion of screw..... | } | Forward contact of images. |
| | | Backward contact. |
| Left hand motion of screw..... | } | Forward contact of images. |
| | | Backward contact. |

I feel sure the average error would not exceed 0.12 per cent, or, say, about 5 links in 40 chains, exclusive of any error peculiar to the particular instrument used, which would, of course, have to be determined from time to time, at proper intervals, as it would not, owing to the wear of the screws, &c., remain constant very long. Of course, in putting in the posts, and witness marks, and distances of a survey, a chain would have to be used, but this does not affect the general principle of the system.

In the production of lines it will often be found impracticable to cut out a clear open line, and in many places it might not be required. I would therefore propose that lines be transited from point to point on the mountain sides over or through the tree tops—it would of course be necessary in places to cut down a tree or two near the transit points to clear the view, the intermediate parts could be blazed in where necessary or could be left to be cut out at the expense of the parties acquiring the land whenever the property would justify the expense.

The transit points could easily be permanently marked by stone piles, or holes, or marks in the rocks, and these again witnessed—when necessary—in the manner prescribed in the manual.

The angles of elevation or depression of these points would have to be measured to reduce the distances found by micrometer to the horizontal distances. From those distances and angles pretty correct profiles of every line surveyed in this way could be made.

From these transit points as standard points on the lines, the posts or witness marks to them could be put in, by chain or micrometer, as circumstances permitted. It follows from this that these station points should be properly marked and numbered, and so entered in the notes that the position of any section or quarter-section post could at any time be referred to them by their number and peculiarities.

It would sometimes occur that inaccessible rocks would prevent the production of a straight line, but with the distances and known error of azimuth of each course it would be easy to offset the true line and put in marks. In all such cases it would be well to mark the point from which the offset was made as a witness mark to the true line.

In this way I think the greater part of the lines in this country could be run with as little error, as to azimuth, as in the flattest country, and very little error as to distance. Of course, the principle would not be applicable to the sub-division of flats heavily wooded, or slopes of the same description; but for the extension of lines over mountains and the division of the country into extensive tracts—such as blocks, timber limits, grazing grounds, and other extensive privileges—I think it will serve every needful purpose with a minimum of cost and labor.

In making surveys of the railway belt the railway will always be the base of the transport system, but the transport of survey material and supplies to surveys any distance from the railway will—except where there are suitable streams—always be a serious item of expense. The means of transport will always be largely governed by local circumstances, and it is impossible to lay down rules that would govern in every case. I think, however, it will be found that the Indians of the country, with their native ponies, which have been accustomed to packing, will be found most

useful and convenient. The most serious objection to the use of horses is the general want of feed for them in the parts in which they probably would be most convenient.

In such cases the transport party would have to act independently of the rest of the party, and find food for their horses where ever they could.

There will be many places where only men could be used to pack on the works, and horses or mules used to pack from the supply base to the nearest attainable point to camp or the place of survey. Under the circumstances, this part of the survey will have to be trusted almost entirely to the judgment of the surveyor employed, as no two cases will probably ever be found alike.

In conclusion, I would thankfully call attention to the prompt and obliging manner in which Mr. Ross, manager of construction for the Canadian Pacific Railway Company, responded to my request for transport for myself and party when I got to the part of the road under his control; also to the desire to oblige, and civility shown to me by his employees. I regret exceedingly that I had so little to do in his district during the season.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM OGILVIE,

Dominion Land Surveyor.

REPORT OF THOMAS FAWCETT, D.L.S.

GRAVENHURST, 11th November, 1885.

SIR,—In accordance with instructions dated Ottawa, 8th June, and having secured my camp equipage, supplies and assistants, I left Winnipeg on the 18th for Rat Portage, the initial point of my exploratory survey. Arriving there I found the Peterboro canoes ordered by you for this survey. They seemed to be well suited for the service required of them. Having arranged to have some of my supplies forwarded to stations ahead of me, and taken a series of observations, I commenced my operations on the 23rd June, tying on my work to the Canadian Pacific Railway bridge at the east edge of the abutment on the west side of the Winnipeg River and the rail on the north side of the track. From thence I followed the stream, keeping as close as possible to the course route, carrying the azimuth of the lines of my transit instrument and measuring the distance with the micrometer furnished by the Department, using, as you instructed, a base on which my targets were placed, 12 feet apart, the distance between the centres of the targets being frequently checked with a steel tape, so as to secure as accurate a result as possible on a survey of this nature.

At Rat Portage I secured a half-breed who was acquainted with the canoe route. This I found a great advantage, as the river formed a series of expansions and contractions; bays extending in places for two or three miles, islands and channels in all directions, making it difficult for anyone unacquainted with the river to find the right channel.

On the evening of the second day after we had started we reached the 3rd Correction Line, which here intersects the river, and tied on our survey to the post at the north-east corner of Section 31, Township 10, Range 22, east of the Principal Meridian, adopting this as the initial point from which to compute our latitude and longitude throughout the survey. The surface of the country along the banks of the river, thus far, was composed of a series of undulations, with occasionally an abrupt face of rock—the rock cropping out nearly the whole distance. Timber, mostly pine and poplar, extended as far as observation could be made, in some places of fair size and pretty good quality, indicating a quantity of surface soil, and then scrubby and small, indicating the absence of soil. Many pines were seen standing on the bare rock. The soil, although generally light and sandy in some localities, was found to be a

clayey loam, chiefly in those parts where poplar timber predominated. It was usually found, upon examination, that where poplar grew to a good size and was thrifty in appearance, the surface was covered with a quantity of fertile soil, either sandy or clayey loam. In many places where the timber changes from poplar to pine the division is distinctly marked, sometimes in a straight line extending for some distance and coursed by a rocky elevation, upon which the pine is found. I did not see any extended tracts where good soil might be expected until I reached the settlement called Islington, forty-three miles down the river from Rat Portage. Here we found a village or settlement containing two stores, a church and school house. Some of the settlers had resided at the place for over thirty years. Here grain and root crops of all varieties commonly met with were seen growing, and presented a thrifty appearance. The settlers say they never knew of wheat having been destroyed by frost, that they generally expected to thresh about fourteen bushels for each bushel of seed sown, and that other varieties of grain yielded about the same proportion. Potatoes and other roots do not yield as many bushels per acre as they do in Manitoba, yet they consider that the labor expended in their cultivation is well repaid by the crop realized. The village is situated at the south-west corner of the reserve assigned to about 400 Indians, under chief David Sand. From Islington the Winnipeg River bears nearly west for twelve miles in a large expansion. It is there joined by the English River, which point was reached on the 4th July. We proceeded up the English River—a stream which, in size and appearance, differs very little from the Winnipeg, judging by the volume of water passing over a fall six miles up the stream. The water of this stream also expands into numerous lakes, some of which are several miles in width, and during windy weather are very difficult of navigation with canoes, such as we used, when loaded down with supplies and camp equipage. The timber seen along the shores is mostly poplar and pine, although spruce, birch, oak and ash are to be found in some localities. Poplar trees, in many places, exceed 12 inches in diameter, and are tall and straight, while the pine is chiefly knotty pitch pine, covered with branches nearly to the ground. Near the east end of One Man Lake, Station 125, the granite rock is overlaid with a dark grey gneiss, having almost vertical planes of cleavage, which bear nearly east and west. The disintegration of this rock, together with the vegetable mould, forms a dark clay loam, which, where formed, is covered with a dense growth of trees, scrub, flowers and plants of various kinds. Wild pea-vines, 6 feet in height, were seen growing on some of the portages.

Frequently, where the shores of the stream or lakes present a barren appearance, on entering the woods a thicket of brush is met with, through which it is difficult to force one's way.

From this I would infer that the country is not so bad as its appearance might lead one to suppose, but that while a large percentage would not be suitable for agricultural purposes, yet if the country in the future should become inhabited on account of its minerals or from any other cause, good land suitable for farming purposes could be obtained, and I believe all kinds of grain and vegetables could be grown successfully.

We found strawberries ripe, raspberries ripening, and huckleberries turning color on the 12th of July, which is not much later than these mature in many parts of Ontario. Since I left Winnipeg, on the 18th of June, there has been no indication of frost. Up to date the temperature has been uniform to a surprising degree, ranging from 50 to 80 degrees Fah., with several showers, yet very little rain on the whole. The names given by the Indians to the lakes and falls in ascending the river have all some local significance, and are as follows, up to the first settlement, Deer Lake and Falls, Sturgeon Falls, One Man Lake, Barrier to Sturgeon (Falls), Kettle Falls, Norman Falls, God's Falls, Separation Lake, Ghost's Head Lake, Little Fox Lake, and Grassy Narrows. Here, on the 15th July, I reached the first Indian village on the English River, and took my first observation for magnetism. The chief of the tribe, answering to the name of Na-son-a-wash, seemed pleased with the colors of my base and targets, which were of a mixture of red and white. These

colors, to his mode of thinking, possess special virtues. The old gentleman took off his hat to the rods and approached them in a manner indicating deep veneration. Upon my arrival he wished to make a speech, and of course he was informed in regard to the objects of my survey, while I in turn learned that the band numbered ninety-nine persons, that they had planted 100 bushels of potatoes which were growing well, and also some onions, carrots and turnips, all of which were attaining a good growth. Their crops were mostly sown on the islands in the lakes, where they say there is no rock. I examined the land in the vicinity, and found it to be a loamy clay. Near Station 201, north along a ridge, is some large pine, the trees having attained a growth of 30 to 40 inches in diameter, and being straight and free from branches. About two miles south some first class pine of large size is seen; good spruce is also found here scattered among the poplar timber along the shore of the lakes. The pine I have mentioned is the first valuable timber I had as yet seen.

Time did not permit me to examine closely enough to ascertain anything in regard to the probable quantity of the pine, but I presume that there may be considerable tracts in the immediate neighborhood. The cost of driving logs down the English River would be very much greater than down an ordinary stream, there being so many extensive lakes, usually full of islands. The lakes and streams throughout the entire district abound in fish—mostly pike, whitefish, perch and bass. Below the falls in the English River sturgeon of large size are frequently taken at Esquabatchewan Lake and portage. The water at the foot of the falls runs round in a circle, causing a constant ebb and flow of about 3 feet, giving rise to the Indian name, which literally means "high and low water." This place is considered dangerous, and is seldom crossed by the Indians, as there are two other portages which may be taken instead, but which, in our case, would have involved cutting a line through the woods, had we not gone by way of the falls. From Grassy Narrows to the Indian village at Mattawa the country presents the same general appearance as that from the mouth of the English River to the former place. A regular succession of lakes is met with varying from half a mile to four miles in width, and joined by short pieces of river seldom more than one or two miles in length. The names given by the Indians to these lakes are "Fishing Lake," "High and Low Water," "Elbow Lake," "Long-Legged Lake," "Camping Lake," &c., &c. At a point about twenty-five miles west of Mattawa I observed scattered among the poplar and pines, many large tamaracs, also cedar in low places overhanging the river banks. There is one respect in which, this summer is an exceptional one, viz, the height of the water in the lakes and rivers, being higher this season (so the Indians inform me) than they have ever seen it so late in the summer before. During the latter part of July a great deal of rain fell, not many constant rainy days—but when it did come it seemed to fall in torrents. I still found that where the ground is covered with a good class of poplar timber a good soil prevails, generally a clayey loam, producing a luxuriant growth of vegetation. An Indian in the locality, near Mattawa, brought me some specimens of metal which he thought to be gold, but which, upon examination, I found to be iron pyrites. The timber in this part of the country I found to be better than that met with nearer the mouth of the river, so also the soil, and there is a large percentage of good land. We found the flies, especially the black and sand flies, very troublesome during the day, and the mosquitoes numerous at night. If mill sites or water power for manufacturing purposes should be required in this district, the very best possible could be obtained, as some of these falls, such as the ones near Mattawa, attain a height of 30 feet, with a supply all the year round sufficient to drive any machinery. The Indians who reside here have not as many houses as those at the Grassy Narrows. They say the hunting is not good in the neighborhood, and consequently do not remain much of the time on their reservation, but are away in some part where the means of subsistence can be obtained more easily. There are large lakes, both north and south, to which the Indians resort, and where game is more plentiful. A number of the Indians I have met have large families, some numbering ten, twelve and fourteen persons. The maintenance of so large

a family, where they depend nearly altogether upon game and fish for their subsistence, does not allow the Indian to spend much of his time in indolence. One opinion I have formed of the tribes in this vicinity is that they are much more industrious, as a class, than those who came under my notice while prosecuting surveys on the plains of the west. At Mattawa I had an opportunity of examining the soil closely in several places, and found it first class, it being a dark clay loam covered with a growth of poplar, birch, pine, spruce, and, in places, tamarac. There is scarcely any rock to be seen along the stream and lakes for about six miles west of Mattawa, and fifteen miles east, or until Lac Seul is reached. This tract of land would be suited for agricultural purposes, and the poplar which grows so thickly would be valuable in the manufacture of paper, should such an industry be established in the vicinity. The falls below Mattawa, above mentioned, would be well suited for the location of such a factory, if the country were somewhat further developed. I did not see any crops growing here except potatoes; these were in bloom, and seemed as far advanced as that crop generally is, in the Muskoka district, by the end of July. The tops were large and thrifty looking, and the indications were that a large crop would be the result. As Lac Seul is reached, the rocks more frequently crop out on the surface, and seem to belong to a somewhat older period, being a grey granite, massive, and with but few indications of stratification. The soil varying from a sandy loam to pure sand, would not, however, be very productive. On each side of the river near the lake, and extending for some distance on each side of the lake, I noticed some large pine timber. Many of the trees would exceed 40 inches in diameter, and appeared tall and straight and free from branches for some distance up from the roots. The bark on the trees looked like that of the Norway pine. The nature of my survey being such that it was necessary to push forward, I could not examine more minutely or ascertain anything definitely in regard to probable quantity, which would be more the work of a detailed survey; but the timber will be found to be well worth noticing. Lac Seul extends from its outlet in a south-easterly direction, for a distance of about fifty-six miles, when the Hudson's Bay Company's post is reached. South of the lake, and among the islands, a large Indian reserve has been laid out. Mr. McKenzie, the officer in charge of the post here, had just completed building a new store, which would be creditable to a place of much greater pretensions. I saw a field of potatoes which were equal in appearance to any I had seen elsewhere. The soil, although sandy, and by no means first class, seemed well adapted to the growth of this commodity. A Government school has been in operation for over two years, under the charge of the Rev. Mr. Irvine, who acts in the double capacity of teacher and missionary. Many of the Indian children are learning very fast, some read and write well and are in the fourth book. Between the Hudson's Bay Company's post and the mission house, where I had my station, I left a post 10 inches in diameter and four feet high (which I used for a stand for the magnetic instrument in taking observations), planted firmly in the ground with a pile of stones around the base.

Similar posts were left at all the stations where magnetic observations were taken along the English River, and may be found in the future if required. From this point I had to take an extra canoe to carry supplies. Having made arrangements at the commencement of the season to have the bulk of my supplies forwarded here *via* Wabigoon, I found that my two small Peterboro canoes would not carry every thing. The lake from the H. B. Co's post trends in a north easterly direction, and is not nearly as wide as at the west end, although shown to be larger on the maps. The timber is to a great extent of the coniferous species—pine, spruce and tamarac. The various kinds of poplar abound in some localities, the soil, which is scanty, is mostly sand, while the dark grey granite rocks are in many places bare and crop out everywhere. Towards the east end, the banks of the lake become more flat, and from appearances I would consider the country muskeg.

The borders of the lake were frequently marshy, weeds growing in water 10 and 11 feet deep, and showing themselves on the surface, also marsh grass growing 2 feet above the surface of the water where the bottom could not be reached with the paddles. The water lily was visible on all sides, while bordering the low banks far

inland spruce and tamarac abound, in many places large enough for manufacturing purposes, but sometimes diminutive in size, and especially where the surface is covered with a thick growth of peat-forming moss the timber is largely killed out. Root or Route River is said by some to derive its name from the rooty portage which connects it with Lake St. Joseph, and by others on account of its being a part of the old canoe route from Fort Albany on James' Bay to Lac Seul, and points' west. It was formerly a stream of some importance, when used for purposes of navigation, but for a number of years has not been travelled except occasionally by Indians in passing between the two large lakes. The supplies which formerly passed this way were afterwards brought from Winnipeg *vid* Winnipeg River, and are now brought in *vid* Wabigoon, so that practically one may say that even this distant part of the country has been opened up by the building of the Canadian Pacific Railway. There are no settlements along the east end of the lake. One solitary house, built by an Indian who resides there in winter but spends the summer with his family nearer the settlement, occupies the bank on the right hand side of the lake near the mouth of the river. In going east, the end of the lake is the understood boundary between the hunting grounds of the Indians on Lac Seul and those tribes occupying the country along Lake St. Joseph and the Albany River. These tribes are not allowed to trespass on each other's grounds: to do so would be as much a breach of trust as for one farmer in a civilized community to appropriate to his use the land of his neighbor. Among the Indians themselves each individual has his allotted hunting ground, and the families are scattered throughout the country, frequently many miles apart.

The tracts between Lakes St. Joseph and Seul are entirely uninhabited, and seldom traversed. The distance we found to be thirty-one miles. This was much shorter than I expected from what I had been told. We found that distances in this country had been estimated by the time it took to travel them. The time required to pass over this part of the route being about one third of the whole time spent in travelling from the post on Lac Seul to Osnaburgh, they estimated the distance in about that proportion, not taking into consideration the time lost in pushing their way through the brush and in winding around the narrow points, sometimes travelling towards every point of the compass in making a few chains. We had to abandon the survey of the stream as we approached the height of land, and found it necessary to chop lines through the woods. In the general bearing of the valley, this tract is chiefly muskeg covered with a thick moss, fast forming into peat. Where the formation has made much progress the timber is small and stunted, large trees in many places being dead and fallen. Walking over these peat bogs reminds one of walking over newly packed hay of indefinite depth—by no means firm footing. In some places a vegetable mould with clay loam subsoil was observed, but no large tracts, the rule being rock and muskeg. Timber, principally tamarac, and spruce in many places, was seen growing very thick and of considerable dimensions. The current of the stream for the greater part of the distance is sluggish, and the water deeply colored with the matter from the vegetables and iron which abound in the rocks. I measured the depth of the stream in a few places near its mouth, the average being about 12 feet. In width it varied from about 20 chains down to 5 or 6 feet near the height of land. The rocks when seen were a massive grey colored granite, in character similar to the headlands in many parts of Ontario, with an occasional view of milky quartz, and were of a most interesting nature. With two weeks of hard labor this difficult portion of the survey was accomplished. The height of land portage was next in length to the long portage near Mattawa: having crossed, we found ourselves, on the 12th August, twelve miles down the lake towards the Albany River. This lake is called by the Indians Albany Lake, the name of St. Joseph being strange to them. The rocks here are of a slaty structure, and mostly tilted up perpendicularly. The cleavage being in vertical planes, these rocks would easily work up into roofing slate or blocks for pavement. This lake, like the others crossed, is full of islands, and abounds in fish, while the water is clearer and of a better quality than that of any of the streams or lakes passed, and the rocky banks ascend to a greater altitude, the timber on many of the hills being dead and dry,

showing the effects of the fires of former years. North-east by east is the general bearing of the lake towards the east. The north shore is indented with deep bays which extend for four or five miles inland, while the lake itself seldom exceeds four miles in width, and sometimes contracts to within half a mile. Communication with this post is by way of the Albany River from James's Bay. Those who have travelled over the route say the distance is about the same as that to Rat Portage, and that next season the Hudson's Bay Company purpose bringing in their supplies from Wabigoon, *viâ* Lac Seul, to Osnaburgh, as this route will involve less labor than ascending the Albany River from the coast. In regard to temperature, so far, we have only had frost one night, the twenty-fourth of August, the thermometer indicating 30° Fah., or 2° of frost. The large bodies of water, which form a considerable percentage of the country, so modify the climate that, even for a long distance north, crops would seldom be injured by frosts. Some potatoes of good size and quality were brought to my camp, proving that this useful product is cultivated by the natives here. The appearance of the Albany Indians differs little from that of those tribes noticed further west, and made a favorable impression. Those here are not under any treaty, and we were told that some of them were discussing the advisability of preventing me from making a survey through their country. So far I have met them all on friendly terms, frequently exchanging supplies for potatoes, fish, &c., &c. Lake St. Joseph, throughout its entire length, is full of islands, which are very deceiving to persons unacquainted with the Lake; generally the narrow channels between the islands cannot be seen for any distance, so that a more direct route would usually be found where least expected. It would require an extensive survey to determine the exact dimensions of the lake. My guide, who was not very well acquainted with this part of the route, was sometimes at a loss which way to go, and on one occasion we extended our survey over four miles into one of the bays to the north, and could have gone as far again before we would have reached the end of it. Sometimes, after running for two miles along what looked like main land we found it to be an island not more than 10 chains across on an average. These long narrow islands are numerous at each end of the lake, extending in the same general direction as the lake itself, and are formed of boulders overlaid by sandy soil which produces a growth of spruce, tamarac, poplar, birch and scattered cedars. The trees first mentioned frequently attain a diameter of 2 feet. The shores of the lake and all the islands are strewn with boulders, generally of large size, and in many places large quantities have been carried by moving ice and deposited in heaps, piled up as though they had been placed by artificial means, only that some of the stones are so large that the most powerful machinery would be required to move them. These rocks are generally harder than those that are seen cropping out, which are principally gneissoid, of a slaty structure, except on some of the higher points, where the hard grey granite prevails. Eleven miles from Osnaburgh House we had to pass through a narrow channel with a strong current towards the east, but so shallow that it was necessary to watch our loaded boats, so as not to strike against the stranded boulders, which are thickly scattered over the bottom where shallow. Osnaburgh is situated four and a half miles south west from the falls at the head of the Albany River. The only buildings here are those of the Hudson's Bay Company. The soil where the post is located is almost fine sand, yet potatoes, carrots, turnips and onions are grown successfully by Mr. Wilson, the officer in charge. The Albany River reached, I placed a spruce post 8 inches square on a prominent rock at the head of the falls and built a pile of stones around it sufficient to keep it in place for years. This post, which was my six hundred and sixty-sixth station from Rat Portage, I used as a station for my instrument in taking magnetic observations, also for transit instrument in taking observations to check latitude found by computation from the traverse notes and plan. The latitude at this point found by observation of ten stars was $51^{\circ} 09' 42''$ and by computation $51^{\circ} 09' 54''$, so I concluded that no great error could have crept into my work. The longitude found by computation at this point was $90^{\circ} 13' 04''$.

The river, where it empties out of the lake, is about $1\frac{1}{2}$ chains wide; the depth in the rapids about 3 feet, the water falling at an angle of about 10 degrees. The stream, at its source, is by no means a small one. The chief of the Albany Indians was camped here, this being his hunting ground and a good locality for fish. The weather becoming stormy and unsettled, I started on my return for the river leading from Cat Lake, and after travelling for two days against wind and rain, I reached the place where the route to Cat Lake turns off. In order to find the way I had to engage a guide at Osnaburgh, and also retain my former guide, as I could not get one who understood, and none of my men except the guide could speak, the Indian language. I had been informed several times previous to this that the route to Cat Lake was a difficult one to find, and that the Indians themselves often missed the way after they had been over the route several times. This I found to be the case, as the guide had to stop and study sometimes before he would advance, and would occasionally change his course. The route is made up of a succession of lakes joined by narrow channels, assuming the form of a river only at these places and for but a short distance at a time. The lakes are full of islands, and their extent could not be determined without making a survey of their shores. I sketched them in approximately as they appeared when proceeding with the traverse, but they may be found to be much out if a complete survey should be made, the traverse points only being definitively fixed: the larger of these lakes are Black Iron Lake, Cross Lake, Quill, Smooth Rock, Gull, Pine, Channel and Cat Lake. At Black Iron Lake the stream divides in two, one branch entering Lake St. Joseph at its extreme west end and the other, being the main branch, we entered twenty miles eastward. The principal stream is that flowing into the west end of the lake. We found that by crossing the lakes in a north-westerly direction and avoiding the deep bays towards the north and south the channel usually would not be visible until we approached within a few chains; and coming in from a north-easterly direction would not continue in that course for any great distance, but turn towards the north west, when the stream would again expand into a lake. After I had proceeded about half the distance to Cat Lake I was met by a Hudson's Bay Company's guide, who was well acquainted with the surrounding country and had also been over the route to Beren's River. I therefore engaged him, and dismissed my former guide. This man, although uneducated in English, and unable to speak the language, could read and write the Indian languages by using the sound characters with which the Cree and Chippewa languages are written. I got him to draw sketches of some of the rivers and lakes, and was very much surprised with what rapidity he would sketch the route to any place. In less than half an hour he sketched out the route to Fort Albany from Osnaburgh, showing rivers, lakes, portages, &c., &c., the sketch being not unlike the river as shown on the map.

The faculty of remembering the prominent features of any place over which they have travelled, and giving an accurate description in their own way, these Indians possess in a high degree.

The land, so far as I could judge, with the exception of a little around Gull Lake, was exceedingly rocky, and the water full of boulders—some round and smooth, in consequence of transportation, others angular and deposited at a more recent date or detached from some neighbouring rock. The rocks were all granitic and gneissoid; iron and mica were scattered throughout the rocks, but not in such quantities as to deserve a special note. The water is soft and dark in color; both streams and lakes abound in fish, some of immense size, as pike, sturgeon, salmon, &c., &c. One pike brought into my camp measured 3 feet 9 inches in length. The fish here are very firm all the year round, and are of the very best quality. I had several tangible proofs that deer were frequently taken in the neighborhood, quantities of venison being brought to me. After I had proceeded northward to near Gull Lake I found the stream to be very much diminished in size, and learned upon inquiry that another stream empties out of the lake, besides the one we ascended, and joins the Cat River about ten miles further down, and that we had made a short cut by crossing Smooth Rock Lake. After traversing eighty-five miles from Lake St. Joseph,

Cat Lake was reached, and ten miles further on I pitched my tent near the Hudson's Bay Company's post, which is under the charge of a young gentleman, Mr. Vincent, who lived alone amongst the Indians, having the consolation of knowing that his predecessor in charge of the post was starved to death. The winter this happened was one of great scarcity of game, and all the supplies at the neighboring posts were exhausted. Unlike the company's posts out west, where a plentiful supply is generally kept in store, these inland posts are scantily supplied, and the officer has to use precaution in giving out supplies or he would find himself out before the commencement of winter, as was the case of the unfortunate young man above referred to. My experience here taught me that it would not be advisable for exploring parties to depend on obtaining supplies at these far inland posts. The post at Cat Lake is not occupied during the summer months, and consequently no vegetables are cultivated; but I think that potatoes and all the ordinary roots would do well enough, as the soil is sandy, warm, and of the same quality as that at Osnaburgh.

Already a quantity of fur was on hand consisting of bear, deer, cat, wolverine, otter, mink, marten, fisher, beaver, muskrat, &c. The country is very sparsely inhabited, each Indian having a large extent of territory over which to hunt. I was informed that fur is not so plentiful as it was a number of years ago, and that it is much more abundant on the east side of James' Bay, and of better quality.

Yet great quantities must be taken, as one of the servants at the post was pointed out who last winter brought in eighty beaver skins in addition to other fur. The beaver skins are worth here about \$1 each. Supplies are necessarily very high, as it takes fifty-five days for the company's boat to come here from Fort Albany, and, counting twenty days to return, which would be the minimum, the cost of transporting three or four tons of supplies would be very heavy, as ten or twelve men are required to man each boat. After leaving the post I proceeded westward along the north shore, passing, at a mile and a-half, the place where, years ago, the North-West Company had a trading post. Nothing remains now to mark the spot, except where the large timber had been cut away, and the place is covered with a second growth. At a distance of four and three quarter miles I reached the channel where the canoe route leaves Cat Lake northward. I here took another series of magnetic observations, having taken one set at the Hudson's Bay Company's post, and would have observed for latitude; but the storm, which had been threatening for several days, made its appearance, first rain and then snow, with no prospects of settled weather at an early date; and being assured by my guide that it would be impossible to get through to Beren's River before the lakes and small streams would be frozen over, as many of them would be closed up within ten days, and as we could not make a survey to the height of land within two weeks, also that it would be equally difficult to go through by way of Lake Nepigon, I decided to take the most direct route to Rat Portage, so as to reach there before the small streams and lakes should close up. Having heard of a canoe route from Cat Lake to Lac Seul, which could be travelled in a short time, I determined to return that way at once, and started amid a violent snow storm and before a driving wind, against which, had it been in our faces, we could not have made any headway. We retraced our route until Gull Lake was reached, and following a channel which enters the lake on the west side for about two miles, we came to another large lake, also called Gull Lake, as it forms a part of the same body of water, and it is about the same size as that part of the lake crossed by the traverse lines, or about five miles in diameter. The shores of that part crossed by the line are pretty regular, but the westerly shores are deeply indented with large bays and offshoots from the lake. Ascending a small creek from Gull Lake for about six miles, we reached the height of land portage, the first part of which was about three-quarters of a mile in length, and muskeg most of the way. We then came to a small lake which was frozen over, and were delayed for a time in breaking a channel through the ice. After crossing two small lakes and three portages we reached a small stream, which, after a day's travel, attained the dimensions of a fair sized river, called by the Indians Wenassaga Measibi, which we followed to Lac Seul. By this route there are altogether twenty-seven portages from

Cat Lake to Mattawa, varying from one chain to about a mile in length. The highest single fall would not exceed 30 feet of a direct descent, but altogether the stream from its source to Lac Seul must fall from 400 to 500 feet; and as the stream is a large one, with a plentiful supply of water, it would afford any amount of force in the form of water power, which could be utilized should the country ever become a manufacturing one. In a few places I noticed soil of vegetable mould and clay loam, which would be well suited for growth of grain and vegetables should the climatic conditions be favorable. I also observed here that the best soil generally produced a growth of poplar, and wherever it appeared large and thrifty, good soil might be looked for, comparatively free from rock. On the rocky ridges, as usual, scrubby pine was the prevailing timber, while the flats and muskegs were invariably covered with spruce and tamarac. The good land noticed seemed to be in belts three or four miles wide and extending north and south for a considerable distance, as might be expected from the geological formation, the depressions and elevations succeeding each other in very regular order and much in the same direction. In places the spruce and tamarac would attain a growth of about 2 feet in diameter and a good height, but this was not the rule—10 or 12 inches was about the average. From the great number of moose tracks seen I should think they must be plentiful; also the beaver, their work being visible all along the stream. When I left Cat Lake the foliage had all fallen, but at Lac Seul over a week later it had only commenced to fall, showing what a difference a few hundred feet in elevation has upon the climate in that part of the country. In returning I took the canoe route from Separation Lake, on English River, to Sand Lake, on the Winnipeg. The portages on the route are long and hilly, but the distances are so much less than by way of the mouth of the English River that fully two days in time are saved by taking the Sand Lake route. On reaching Rat Portage, on the evening of the 17th October, I found my mail matter which accumulated in four months awaiting my return. On the 19th, having stored my canoes and camp equipage with the Hudson's Bay Company, I left *via* the Canadian Pacific Railway with my party for Winnipeg.

During the season observations for temperature were taken three times a day. The record is appended hereto, together with a record of the temperature taken at Osnaburg, by Mr. Wilson last winter, which he kindly furnished at my request. Mr. Wilson would have continued his observations, but unfortunately his thermometer got broken, which he cannot get replaced in the ordinary way within less than two years.

Some specimens of plants were collected, which will be forwarded.

I have the honor to be, Sir,

Your obedient servant,

THOMAS FAWCETT,

Dominion Topographical Surveyor.

REPORT OF TRAVERSE SURVEY OF NORTH SASKATCHEWAN RIVER, FROM ROCKY MOUNTAIN HOUSE TO TOWNSHIP 50, RANGE 4, WEST OF THE 5TH INITIAL MERIDIAN.

WINNIPEG, 16th January, 1886.

SIR,—I have the honor to submit the following Report in connection with the traverse survey of the North Saskatchewan River, from Rocky Mountain House down to Range 4, west of the 5th Initial Meridian.

Rocky Mountain House, or the Mountain Fort (or rather the site thereof, for all that remains are three bastions and one old building), is on the north bank of the Saskatchewan River, on a beautiful plateau about 40 feet above the stream, which is here about 700 feet wide, and has a strong current.

Four-fifths of a mile east, and down stream, the Clearwater River enters from the south. This river is nearly 300 feet wide. Its relative position, and also that of the

old Hudson's Bay Company's trail, is very well shown on the North-West Territories Map of March, 1883. At the 11th Correction Line the Baptiste River, a small stream 50 or 60 feet wide, enters the Saskatchewan from the west. The volume of water received from the Baptiste is insignificant.

Near the north boundary of Township 45 the Brazeau enters from the west. This river is nearly as large as the Saskatchewan, and adds greatly to the volume of water and the width of the channel and river valley. Many small creeks on both sides enter at intervals through the course embraced by the survey which will be valuable for their good water when the country is settled, but none of sufficient size to float saw logs or for the passage of canoes.

The Saskatchewan within the limit of my survey varies in width from 400 feet to perhaps half a mile. Islands are numerous. Most of them are low, many being overflowed in high water, but this overflowing lasts but a few days at a time. In low water the stream in many places becomes separated into several channels. The current is strong, often exceeding ten or twelve miles an hour, and causing swells similar to those in the wake of a fast steamboat.

Gravel bars are numerous, causing a tortuous channel, and often extending across it, forming a barrier to steamers, even of very light draught, except for the eight or ten weeks of high water, from about the middle of June to the end of August.

The valley of the river (between the high banks) varies from a quarter of a mile to two miles in width. The high banks vary from 75 or 80 feet to 160 or more above the river—sometimes extending along the river's edge in a steep or precipitous bluff for two miles or more; at other times suddenly appearing in an almost perpendicular rounded bluff of sandstone and as suddenly receding, as the traveller is borne along by the torrent-like stream.

The difference between high and low water varies from 5 to 8 feet—seldom 10 feet, judging by the signs along the banks; yet at two or three places where the channel was 20 chains or more in width, without an island, I noticed on gravel bars piles of driftwood, the topmost logs of which must have been 18 or 20 feet above the water. This extreme height may have been owing to the fact that directly ahead, half a mile or so, the current impinged very abruptly against a wall of rock in a high bank, alongside of which it rolls in heavy swells, even in low water.

At many places where the water sweeps around a bend the high bank is broken and is sliding down in large masses, sometimes acres in extent, and carrying large trees into the river. In some instances this process is greatly assisted by springs in the clay bank. Only in very few instances do high banks appear at the river's edge opposite each other.

From the Clearwater downwards it may be said to be all wooded, though much of it cannot be called forest. Spruce, poplar, tamarac and birch are the principal woods, with some Canada balsam on the high land, and underwood of willow, poplar, hazel, cherry, cranberry, alder, &c. The character of the high banks quite prevented extensive views from the river; therefore, with few exception these remarks apply to the valley of the river and the immediate vicinity of the high banks.

At many places valuable groves of spruce exist, and sometimes is dense. At others places there is a good deal of large poplar. In travelling through the woods I observed some spruce almost 3 feet in diameter. Although trees of over 30 inches are rather scarce, 20 to 25 inches are common sizes. Spruce appears more plentifully between the 11th Base and the 12th Correction Line, than above or below, and in this part it often appeared to extend far back from the river.

Poplar, when observed growing alone was generally small and fit only for rails and fuel, but where mixed with spruce it was often very large, tall and straight. Sometimes for miles along the high bank it was in the shape of thicket or young timber emerging from the *debris* resulting from forest fires in years gone by. From

observation at many points I believe that away from the river it is much larger and better in quality.

The character of the soil is of the best, being either rich black loam or friable clay. Some of the islands are somewhat sandy, from the deposits left by floods. Most of the sediment left by the flood is cast upon the islands and low banks. Sand bars are almost unknown on the Upper Saskatchewan, though bars of coarse gravel are very plentiful, and the river bottom is one mass of gravel and stones.

There are large areas, both on the Clearwater and Upper Saskatchewan, of excellent land available for farming purposes, parts of which—hundreds of acres in extent—are ready for the plough, or would make good cattle ranches. In several places I travelled through most luxuriant grass, up to the eyes, with good shelter, and good water very convenient; and I am satisfied that any crop which can be grown in any part of the North-West can be grown there. Around Rocky Mountain House is a large space cleared by the Hudson's Bay Company many years ago, where good barley was grown.

Lignite coal was observed in several places *in situ*, and indications of it at other places, where the character of the bank prevented my ascertaining whether the coal occurred in beds or was merely deposited by drift ice. At three miles below Rocky Mountain House it occurs in the bed of the river. In high water, or even at the ordinary height of the river, the seam is covered; in very low water about 4 feet of seam appears above the surface, and 3 feet beneath to the bottom of the river. The total depth of this seam is unknown to me. The coal here appears to be of excellent quality, compact, hard, glistening and clean, *i. e.*, with no crevices holding clay. Here the Hudson's Bay Company formerly obtained the coal used by the blacksmith at Rocky Mountain House. At several other places below the junction with the North Fork exposures of coal were observed, but the most extensive are below the limit of survey, in Townships 50 and 51, where it crops out frequently. At one place I estimated the thickness at 25 feet, and at another 30 feet. Most of the other seams noticed were under 4 feet thick, and some as thin as 10 inches. At some places three seams appeared, one of 10 inches, another of 15 inches, and a third of 3 feet, with from 3 to 9 feet of clay between them. These may be traced for miles, and I think they disappear under the bed of the river as the traveller descends.

In reference to the conduct of the survey, I would say, that with three men I left Calgary on the 21st September last, taking the old Hudson's Bay Company's trail, reaching Rocky Mountain House on the 26th. Having cut material and built two boats, the work of the survey proper began on the 9th October and was concluded on the 27th. In the course of the survey I connected it with the 11th and 12th Base Lines. Although we kept a sharp lookout for the east boundary of Range 5, the first line noticed was the east boundary of Section 18 in Township 50, Range 4, west of the 5th Initial Meridian, a mile beyond where I expected to connect with the regular survey.

I observed for azimuth at ten stations; clouds prevented other observations. The angles were measured with a 5 inch transit theodolite reading to single minutes; the distances between stations were measured with a Lugeol micrometer, on two bases, of 15 links and 20 links respectively. I usually took four readings (two right and two left on each base), and in cases where any indistinctness occurred through bad background or mirage, or other cause, six readings on each base were taken. The mean of the readings (first corrected for index error on each base) was then found, and that of the 20-link base reduced by one-fourth, and then the mean between the result and the mean of the readings on the 15-link base was taken for a final result, my table made in October, 1884, being for a 15-link base.

Frequently the result obtained from the 20-link base agreed with the other; sometimes it exceeded, and at others was less.

I am confident the distances obtained are very accurate, and as good as would be obtained with a chain.

By a calculation of latitudes and departures I find an overplus of 97 links between the 11th and 12th Bases; and the jog at the 11th Correction Line differs from the theoretical jog by about 60 links.

North of the 12th Base there appears a deficiency in northing of about 51 links, and an overplus of about 14 chains in easting, which would appear as so much error in the jog on the 12th Correction Line. The discrepancy in northing is insignificant; but that in the jog I am unable to account for.

For base staff I used a dry tamarac pole, $1\frac{1}{2}$ inches in diameter at top, $2\frac{1}{2}$ inches at lower disc, $16\frac{1}{2}$ feet long, and pointed with iron.

I had three discs, each 1 foot by 2 feet, of thin dry pine (with cross-pieces screwed to the back to prevent splitting), and painted, upper half or 1 foot square, black, the lower half white, and screwed to the staff with the faces of all three in one plane, one at the top, the second 5 links, and the third 20 links below the first, *i. e.*, so that the distances to the lines across the middle of each disc, (between the black and white) were respectively 5 links and 20 links from the centre line of the upper disc, and for short distances I could use three bases, viz., 5 links, 15 links and 20 links.

I have the honor to be, Sir,

Your obedient servant,

JOSEPH DOUPE,

Dominion Land Surveyor.

PART III.
GEOLOGICAL SURVEY.

PART III.

DEPARTMENT OF THE INTERIOR,
GEOLOGICAL AND NATURAL HISTORY SURVEY AND MUSEUM BRANCH,
OTTAWA, 31st December, 1885.

To the Hon. THOS. WHITE,
Minister of the Interior,
Ottawa.

SIR,—The customary annual report and observations on the work accomplished during the past year, to the 31st December, 1885, by this branch of the Department of the Interior, is herewith submitted for your information.

The summary reports of the officers in charge of the field parties show that the work, as in former years, has been prosecuted over portions of every province and territory in the Dominion, from Nova Scotia to the west coast of Vancouver Island. Valuable information, both as regards the topography and the geology, has been secured, and a number of important additions to the collections in the museum has been made, both by gift and by purchase, as well as by the efforts of the officers of the Survey. These are referred to in detail further on, under the mineralogical and biological sections.

In regard to the survey and exploration of Lake Mistassini, referred to in pages 9 to 12 of my last summary report, I regret to say that my anticipations respecting it, as then stated, were subsequently verified. On the 2nd February Mr. Low left the party encamped on the lake shore, and came out on snowshoes to Lake St. John, whence he proceeded to Ottawa, arriving there on the 3rd March. From his report I considered it expedient that he should at once return, and take charge of the survey. He accordingly left Ottawa on the 28th of March, accompanied by J. M. Macoun, as assistant, and reached Lake St. John on the 5th of April. Thence they proceeded on snowshoes to Lake Mistassini. Owing to the lateness of the season, however, travelling at night became necessary, and with much difficulty and considerable hardship they reached the lake on the 28th of April. Up to that time no attempt had been made to ascertain the size of the lake or to survey its shores. A summary statement of the subsequent work of Mr. Low is given on a subsequent page. Detailed reports relating to some of the work of 1884, referred to in my last summary report, which will embody the work of two seasons, are now in the press, while others, including that of the Lake Mistassini expedition, are being prepared, and all will, it is hoped, be ready for publication during the winter.

It is proposed, in future, to issue a certain number of copies of each report separately, and as soon as they are printed, while the remainder of the edition will be issued later, as heretofore, in one volume, containing all the reports published during the year, from January to December. For economical reasons, this course has not hitherto been adopted, but it will, it is hoped, prove more convenient.

In addition to the work of editing reports, &c., and general superintendence, much of my time and attention during the past year has been occupied with correspondence and other matters connected with the Antwerp and the Indian and Colonial exhibitions.

EXPLORATIONS AND SURVEYS.

My own work in the field during the past summer, comprised examinations, partly alone and partly in company with Messrs. Weston, Ellis, Coste and Ingall. From the 20th June to the 17th July, in the vicinity of Quebec and on the Island of Orleans; from the 17th to the 31st July, around Massawippi and Memphremagog Lake and in the vicinity of Sherbrooke. On the 8th of August I left for Port Arthur, and accompanied Mr. Coste to the Slate Islands.

On the 22nd, the "Zenith Zinc Mine" was visited and examined. It is situated about twelve miles inland to the north of McKay's Harbor, on the Canadian Pacific Railway. The route to it is by a series of lakes and portages on the course of the White Sand River. The deposit is an exceedingly interesting one, and when more easily accessible may prove of considerable value. A short report on it was given to the owners. Already some 400 or 500 tons of ore have been raised, but there being at present no available road from the mine to the lake shore, it cannot be sent to market.

On the 27th of August, while making examinations along the line of the Canadian Pacific Railway, I met with an accident, which prevented any continuance of active field work till the 7th of October, when I left Winnipeg, accompanied by Mr. C. Moberly, to examine some outcrops of Cretaceous rocks on the Assiniboine River, in Township 8, Range 11, Section 36, where strong indications of petroleum were reported to occur, and which had been first observed while an attempt was being made to open a freestone quarry. The outcrop extends along the bank of the river for about 500 yards, and consists of beds of highly fossiliferous sandy limestones, brown freestone, and dark—almost black—soft shales. The sandstone and limestone, when broken or struck, emits a strong odor of petroleum. But whether it exists here in quantity or not can only be ascertained by boring. It might be worth while to test the question in this manner, as the geological features are not unlike those on the Athabasca and Clearwater Rivers, where both lignite-coal and petroleum occur, the latter impregnating a great thickness of Cretaceous sand-rock, and also forming considerable deposits on the surface of the ground.

On returning east I again spent a few days at Port Arthur, and accompanied by Mr. Ingall visited and cursorily examined the Rabbit and Silver Mountain mines, where magnificent specimens of silver ore have been obtained by the original prospectors, some of which are, through the kindness of Mr. Keefer, now in the museum of the Survey. The geological structure and relations at these mines are, so far as I can judge, precisely similar to those observed at some of the older mines around Thunder Bay: these latter have, however, been successively abandoned, presumably, because they proved unprofitable; but whether this arose from mismanagement, lack of enterprise, or some other cause, it is not easy now to determine, and we can only hope that a similar result will not attend those prospects now being developed in the district referred to. Mr. Ingall is preparing a detailed report on this district, based on his examinations and surveys made during the seasons of 1884 and 1885. The veins are well defined, and have a most promising appearance, and there seems no reason whatever why they should not continue to yield ore in depth as rich as any that has been found on the outcrops.

BRITISH COLUMBIA.

Dr. G. M. Dawson has been engaged during the past summer in the geological exploration of a portion of the coast of British Columbia. The work, so far carried out by the survey on the seaboard of this province, has been comparatively limited. The late Mr. James Richardson visited and cursorily examined a number of points, but his detailed and connected surveys were practically confined to that part of the Cretaceous coal-bearing rocks which extends south-eastward from Comox. Dr. Dawson had previously (in 1878) explored and surveyed the greater part of the coast-line of the Queen Charlotte Islands, and in the same year carried out some reconnaissance work in the northern part of Vancouver Island; but this, being of a preliminary character, and incomplete, was not published in detail. The exploration of the past season was undertaken with a view of adding to and extending the area of this work with special reference to the definition of the areas of coal-bearing rocks known to exist in the region in question. Dr. Dawson's summary report on the operations of the season is as follows:—

"Accompanied by Mr. D. B. Dowling, as assistant, I left Ottawa on the 3rd of June, arriving in Victoria on the 11th. It had been intended, if found practicable, to hire a steam-launch or small schooner with auxiliary steam power; the experience of previous years having shown that much loss of time was likely to occur if depend-

ence had to be placed on a sailing craft for locomotion, while work carried on by boat or canoe along shore entails frequent long return journeys to the few points at which supplies can be obtained on this coast. It was, however, found that no suitable craft with steam power was available in Victoria within the necessary limitations of expenditure, and after exhaustive enquiries in this direction, the schooner "Carolina" (32 tons) was eventually chartered for use during the season. We sailed from Victoria on the 21st June, several days having been necessarily employed in procuring equipment for an absence of some months. Two days were also devoted, before leaving Victoria, to the examination of a deposit of iron ore at Sooke.

"The examination of the coast was begun at Comox, where Mr. Richardson's work had terminated, and the Cretaceous coal-bearing rocks were traced thence along the coast of Vancouver Island for about thirty miles. These rocks were at this point—a short distance north of Cape Mudge—found to be replaced on the shore by an older trappean series on which they rest unconformably, and it would appear from information received from timber explorers, and as the result of our subsequent examinations, that the continuation of the Cretaceous trough or basin of the Comox region here trends inland, having a breadth of several miles on the Campbell River, and, very probably, running through behind the ranges which border the coast as far as the headwaters of the Salmon River.

"Having examined the shores of Discovery Passage as far as Seymour Narrows, it became important to ascertain whether there was any recurrence of the coal-bearing rocks of the Comox basin on the north-eastern shores of the Gulf of Georgia. These, together with Malaspina Inlet and both shores of Malaspina Strait as far south-eastward as the entrance to Jarvis Inlet, were next systematically explored—the number of islands and intricacy in outline of the coast, rendering it necessary to traverse a great aggregate length of shore-line. Coal, which had been vaguely reported as occurring on Valdez Islands and in Malaspina Inlet, was not found in either place, nor were any outliers of the Cretaceous sandstones observed. It had also been supposed that the coal-bearing rocks might underlie Mary, Hernando, Savary, or Harwood Islands, the low, flat appearance of these favoring this view. It was, however, found that this appearance arises from the fact that these islands are composed of boulder-clay and other drift deposits, below which granite rocks come to the surface at a few places. A small area of sandstone rocks was, however, observed running inland from the north-east shore of Malaspina Strait, which is probably Cretaceous, but contains, so far as observed, no coal seams of any value. Several large lakes exist in this vicinity in the promontory between Desolation Sound and Jarvis Inlet. From one of these a river of considerable size issues, and forms a fine fall within half a mile of the shore. The existence of these lakes is not indicated on the published charts, and though I had intended to devote some days to their exploration in the autumn, the project had eventually to be abandoned for lack of time.

"A portion of the north-eastern shore of Texada Island (forming the south-western side of Malaspina Strait) was next examined, including a locality at which openings had been made on copper ore, one at which marble had been quarried, and an important occurrence of iron ore. No work is now being prosecuted at any of these places, but there is in this vicinity an immense quantity of grey, banded and blotched marble, which passes into a nearly white variety, in some places. The marble is very well situated for quarrying, forming low cliffs along the shore for several miles. Later in the season the whole remaining shore of Texada Island, with that of Lasqueti and neighboring islands, was traversed, and the iron mine near Gillie's Bay visited. To avoid reverting to this district, it may be stated that one locality of Cretaceous rocks, in addition to those indicated on Mr. Richardson's map, was discovered. It also appears probable, from the extent of low drift-covered country in that vicinity, that the Cretaceous area at Gillie's Bay may be somewhat larger than shown on the map, and it may some day be worth while to bore either at this place or on Sangster Island, in order to ascertain definitely whether any coal

seams occur in these small borders of the sandstone series which have here escaped denudation.

"Beyond Seymour Narrows, the shores of Johnston and Broughton Straits, with portions of those of adjacent water-ways to the northward, were examined and found to consist of granitic rocks, with areas of an overlying series, which is for the most part volcanic in origin, but which has been much altered, and is at least in part of Triassic age.

"From Alert Bay, while Mr. Dowling continued the examination of the coast, I made an excursion up the Nimpkish River to Nimpkish or Karmutsen Lake, and finding the lake to be very imperfectly represented on the map, made a survey of the entire shore-line with Massy's floating boat-log. Marble occurs in considerable quantity on the shores of the lake, but as the same stone is found much more conveniently situated for shipment at the head of Beaver Cove, where some blocks have already been quarried, it cannot be regarded as of immediate importance.

"The Cretaceous coal-bearing rocks which extend along the coast from Port McNeill to Fort Rupert—a distance of 16 miles—which had been cursorily inspected by me on the way back from the Queen Charlotte Islands in 1878, were now more closely examined. This area is that in which coal was first discovered in British Columbia, and worked to a small extent by the Hudson Bay Company, who, also, as far back as 1852, caused some borings to be sunk to a limited depth. Though work was abandoned here on the discovery of the Nanaimo deposits, and the seams so far discovered are not thick, the regularity and light degree of inclination of the rocks are such as to promise well for the value of any thicker beds which may be found to exist, and it is very desirable that further intelligently directed boring operations should be undertaken. The low, level character of Malcolm Island, suggested that Cretaceous rocks, forming an extension of those of this area, might underlie it, and though its shores exhibit, for the most part, drift deposits only, the correctness of this supposition was established by Mr. Dowling having discovered, in a single locality, conglomerates of the Cretaceous series. This is of importance, as indicating a much wider spread of the possibly coal bearing rocks than had previously been known in this region.

"In following the shores of Vancouver Island and those of Hope, Galiano, and the islands of the Gordon group, numerous facts of interest, from a geological point of view, were ascertained; but no further Cretaceous areas were met with except two of quite inconsiderable size in Hardy Bay. At Nawitti, on Hope Island, two Indians and a canoe were engaged, and with them I examined the northern extremity of Vancouver Island, round Cape Scott, and as far south as Quatsino, the schooner meeting us again at the last-named place. We were fortunately favored with very fine weather on this expedition, which rendered it possible to land at a great number of points usually difficult of approach, on account of the heavy sea on this exposed coast. The rocks belong, for the most part, to the altered volcanic series before referred to, and include bands of shale and limestone holding *Monotis*. A small patch of the Shasta Cretaceous, with its characteristic *Aucella*, was found on the north shore of Raft Cove.

"Some time was next spent in completing the examination of Quatsino Sound, and particularly of that portion of it in the vicinity of Coal Harbor, where boring operations have lately been in progress. Cretaceous sandstones and shales characterize rather wide-spread areas in this region, and several coal seams are known, though none have so far been discovered of such thickness as to justify extensive mining operations. It is believed that the knowledge now gained of these rocks is such as to be of service in directing future exploratory operations in search of coal.

"On returning from Quatsino to the inner coast of the island, the archipelago of small islands forming the eastern end of Queen Charlotte Sound, and the north-east shore of the sound as far as Blunden Harbor, were examined, and the distribution of the various rock series mapped, but no extension of the Cretaceous was met with in this direction.

"On the return voyage to Victoria we stood across to Lasqueti Island, and leaving the schooner at anchor in False Bay made the examination of that and Texada Island previously referred to.

"The result of the season's work has in general terms thus been the examination of the main shores of Queen Charlotte Sound, those of the western extremity of Vancouver and adjacent islands and Quatsino Sound, together with all the main shore of the Gulf of Georgia which had not heretofore been geologically mapped, with the exception of that portion between Jarvis and Burrard Inlets. While it was impossible to traverse the shores of all the numerous inlets and fiords ramifying into the mainland, it was endeavored to make the work actually done so complete as to obviate the necessity of examination till such time as geological mapping of a much more minute character than any yet contemplated is undertaken. It must be understood, however, that the work as it now stands is of a strictly preliminary character. Having been provided with a schooner, and the means of examining the coast (which affords the most easily accessible and instructive geological sections), it was deemed best to postpone lengthened excursions inland, though traverses were made for several miles into the bush, in a number of places, for the purpose of ascertaining the width of the coal-bearing rocks. Much information of a general character as to possible routes, and nature of the country, was also obtained, such as to render it easy to lay out future work for the completion of any given part of the region, and to indicate which of these will be of most importance in the near future.

"The present report is intended as a sketch merely of the operations of the summer. It may, however, be not inappropriate to add a few general observations on this part of the coast, from an economic point of view. It is scarcely, I believe, yet realized what a large quantity of valuable timber Vancouver Island and the adjacent mainland are capable of yielding. That at the shore is generally more or less wind-shaken and gnarled, but at a short distance inland where the surface is at all level, fine trees are found in abundance, and the wide valleys of the mountainous districts almost invariably hold extensive and well-grown forests. Toward the northern end of the island the Douglas fir is not so common, being to some extent replaced by the hemlock, and two species of spruce. The cedar (*Thuja gigantea*) is, however, here abundant, and the white pine (*Pinus monticola*) is commonly met with down to the shores, while the yellow cypress (*Chamaecyparis Nootkatensis*), a mountain tree in the vicinity of Burrard Inlet, comes down to the sea-margin in the latitude of Blunden Harbor, and is found in some abundance a few hundred feet above the sea-level over the whole northern end of Vancouver Island.

"North of Seymour Narrows, though extensive low tracts occur, there can scarcely be said to be any land fitted for immediate agricultural occupation, most of the surface otherwise suited for this use being so densely wooded that it would scarcely pay at present to endeavor to clear it. The north coast of Vancouver Island, however, between Nawitti and Cape Scott, might be utilized to support a considerable number of cattle, owing to the quantity of grass which there grows along the shore, and the less dense character of the forest; while, running across behind Cape Scott is an extensive lagoon not shown on the charts, with tracts of grassy marsh, now subject to overflow at high tides, but of which, I believe, several thousand acres might be reclaimed by dyking.

"The Indians of all this region derive an easy maintenance from the products of the sea, but with this exception, and that of a few salmon canneries, the fisheries of the entire coast may yet be considered as untouched. The dog-fish is now, however, beginning to be taken in considerable numbers at a few points, for the manufacture of oil, and before the lapse of many years it is easy to predict that the many inlets and coves of the west and north coasts of Vancouver Island will be occupied by a numerous and hardy population of fishermen. As a first step towards this desirable event, it is much to be wished that some adequate and scientific investigation of the banks and fishing grounds of the coast should be undertaken. Off the west coast of the island, in the spring, considerable numbers of fur seals are annually taken, while a few skins of sea-otter are still obtained by the Indians. This extre-

mely valuable fur-bearing animal appears, however, as the result of indiscriminate and persistent hunting, to be verging on extinction, and its pursuit is not only a dangerous, but a very uncertain one.

"In connection with the geological work of the season a large number of illustrative rock specimens were obtained, some of which, representing stones likely to be of economic value for building purposes, are of such size as to afford dressed six-inch cubes. A small collection of fossil molluscs from the Shasta beds was made in Quatsino Sound, together with a number of Cretaceous fossil plants from other localities. About sixty photographs, illustrative of the character of the country, were taken, and meteorological observations, including the temperature of the sea-surface, twice daily, were kept up during the season by Mr. Dowling. When circumstances rendered geological work impossible, some attention was given to dredging and the collection of natural history specimens. Forty-four skins of birds and mammals were thus obtained, together with a large number of marine invertebrates, including twenty-two jars of collections in alcohol. A small collection of dried plants was also made.

"After my return to Victoria, about three weeks was devoted to work in connection with the representation of the province in the Colonial and Indian Exhibition. Ottawa was reached on the 20th of November."

Cost of exploration, \$3,914.

In the interior of British Columbia, Mr. Amos Bowman, assisted by Messrs. McEvoy, Voligny and Tuck, commenced the survey and investigation of the well-known placer mining region of Cariboo. This work was undertaken at the request and with the co-operation of the Provincial Government, and it is hoped it will be continued in the same manner during the ensuing season. Although the district has yielded, in the past twenty-five years, about thirty million dollars of gold, so much geographical information had to be procured as a first step towards its delineation, that the Geological Survey has not been in a position heretofore to effect more than a cursory examination towards this otherwise desirable work. The Government of British Columbia having thus removed the principal obstacle by meeting half the cost, the conduct of the joint work was placed in the hands of the Director of the Geological Survey, and the execution was entrusted to Mr. Amos Bowman, mining engineer. The field work lasted from July to October, covered the principal gold-bearing country, an area of fifty by seventy-five miles, and cost \$4,801.57. The instrumental work done, embraced, besides the work of the triangulation and latitude, the measurement of 255.5 miles of traverse of the roads and trails of the country with the wheel, supplemented by a still larger mileage of track surveys, resulting in thirty sheets of plotted surveys of the diggings on a detailed scale, and of the roads and trails on a smaller scale, to be embodied in the general map.

The quartz mining interest was (incidentally) investigated. In returning southward from the field of survey, a feasible route was sought, and found, through an agricultural country the entire distance, for a branch railway line connecting with the Canadian Pacific at Ashcroft. To complete the mapping of the mining region proper, comprising an area of 3,700 square miles, on a sufficiently large scale to be valuable to the miner, will require another season in the field. While during the past summer it was necessary to devote almost the entire time of the party to geographical and topographical work, it is intended next season to use this as a basis on which to work up the geological and mining aspects of the district.

NORTH-WEST TERRITORY.

Mr. McConnell, assisted by Mr. James White, was engaged during the past summer almost entirely in the Rocky Mountains.

The work consisted in examining geologically and making a topographic survey of that part of the range which lies between the Canadian Pacific railway and the North Saskatchewan River, from the watershed eastward to the plains in this region,

embracing an area of about 5,000 square miles. All the passes that were accessible, and the headwaters of all the principal streams, amongst which are the Red Deer, Sheep Creek and the Saskatchewan, were traversed, and the bordering mountain ranges were carefully triangulated. Before publishing the map of this area, which is now being prepared, the field work should be extended west to the Columbia and north to the Athabasca Pass. This will fully occupy two more seasons.

The mountains, east of the main watershed, in this portion of their length, consist of a number of parallel and very regular limestone ranges striking north-west, and separated by wide valleys, which usually present areas of Mesozoic shales and sandstones holding occasional beds of good coal. The limestones belong, for the most part, to the Devonian and Carboniferous systems, and rarely contain so far as known, minerals of economic importance. The main watershed range and the mountains to the west of it, which are partly composed of older strata, and include areas of igneous rocks, appear to present a much more promising field for discoveries in this connection.

About two weeks in the latter part of the season was spent on the plains, collecting a few details which were required to complete the map, now almost ready for publication, of some 30,500 square miles of the district of Assiniboia.

The fossils collected are referred to on a subsequent page.

Expenditure on work, \$2,765.15.

Mr. J. B. Tyrrell, assisted by Mr. E. H. Hamilton, continued the examination of the country north of the Bow River and south of the North Saskatchewan, including an area of about 27,000 square miles, lying between 110° and 115° west longitude.

After making a canoe traverse of the Battle River, from the Edmonton-Calgary trail to the trail from Fort Pitt to Sounding Lake, and an examination of part of the telegraph trail west of the 110th meridian, he examined the country around Sounding Lake and in and around the Neutral Hills, and in passing re-examined the conglomerates and associated beds in the Hand Hills. On the Battle River coal seams, varying from 3 feet to 4 feet 6 inches in thickness, were found to crop out along the banks for about 35 miles, from a short distance below Dried Meat Lake to the mouth of Paint Earth Creek. These seams hold about the same geological positions as those on the Bow River, near Blackfoot Crossing.

Towards autumn a moderately detailed investigation of the country in and along the edge of the foot hills of the Rocky Mountains, was proceeded with, adding considerably to our knowledge of the mineral, timber and grazing wealth as well as to the geography of that portion of the district which is drained by the Red Deer and Clearwater Rivers between the 112th and the 115th degrees of longitude.

Mr. Tyrrell also visited the so called petroleum claims, located on the east bank of Red Deer, a short distance below the mouth of Tail Creek, and reports that after a careful examination no signs of the presence of petroleum could be detected.

The disturbances in the North-West during the past year rendered it impossible to commence field work sufficiently early in the season, the month of May and half of June having passed before anything could be done. However, about 20,000 miles have now been examined, and if the map is published of the size originally intended, a small area along the Saskatchewan alone remains to be explored. The topography of the southern and eastern portions of the district is now plotted on a sheet which is ready to be put into the hands of a draftsman to be reduced and prepared for the engraver. If this work is proceeded with at once the map could be ready for publication in the early part of the winter of 1886-87.

Cost of season's explorations \$2,961.72.

The palæontological and natural history specimens collected by the party are referred to in the report on the biological section by Mr. Whiteaves.

ONTARIO.

In western Ontario the operations of the Survey were under the charge of Mr. A. C. Lawson, assisted by Messrs. A. E. Barlow, W. H. Smith and Mr. C. S. Morton. The work embraced two divisions:—

1. The prosecution of additional topographical and geological surveys for the map of the Lake of the Woods, the completed portion of which is now in the engraver's hands, and the whole of which will be ready for publication in the course of the present winter.

2. The commencement of a detailed topographical and geological survey of Rainy Lake and the adjoining water stretches. The first of these entailed several weeks' geological work by Mr. Lawson, in the same field as last year, rendered necessary in the light of the results arrived at by last winter's mapping. While thus engaged, Messrs. Barlow and Smith were detailed to make a careful micrometer and compass survey of Whitefish Bay, a large body of water filled with islands, hitherto unmapped except from sketch survey by Dr. Bell, while Mr. Morton was entrusted with a similar survey of the bays and islands of the Winnipeg River from Rat Portage to the northern limit of the sheet, near the Dalles.

After the completion of the Winnipeg River survey, and while Messrs. Barlow and Smith were yet engaged on Whitefish Bay, Mr. Lawson and Mr. Morton proceeded with a survey of the shore and islands lying between Falcon Island and Sabaskong Bay, over which it had been decided to extent the limits of the sheet, the details of the topography devolving upon Mr. Morton, while Mr. Lawson's attention was directed to the geological features of the country.

The survey of Whitefish Bay having been completed in the meantime, Messrs. Barlow and Smith carried their line across Sabaskong Bay, and proceeded to make a survey of the chain of lakes, rivers and portages that constitute the back canoe route between the Lake of the Woods and the North-West Bay of Rainy Lake. This work involved, besides the surveying of the topographical features, a careful examination of the rocks along this line of survey with the view to mapping their distribution. The continuation of the survey of the west end of Rainy Lake, was then proceeded with, and by the close of the season a continuous survey had been established between Rat Portage and Fort Frances, and the geological conditions of the country traversed from the mouth of Whitefish Bay to the United States boundary at the outlet of Rainy Lake noted.

Mr. Lawson having completed this work on the Lake of the Woods by the end of July, he and Mr. Morton were engaged for the remainder of the season on Rainy Lake. The former traversed the whole of the north shore of the lake to Kettle Falls, and for some distance beyond, into Nemeukan Lake, and made exploratory surveys of the Sand Island, of Turtle River, and of the Seine River to Sturgeon Falls, while the latter made a survey of the south shore of the lake and of the islands lying between Fort Frances and Kettle Falls. Mr. Lawson's attention was chiefly devoted to working out the structure of the rocks referred to the Huronian, a belt of which, with a width of more than 20 miles, traverses the lake. Many interesting geological features were brought to light and good indications were noted of the presence of mica, iron, molybdenum and other valuable minerals. As on the Lake of the Woods a great deal of prospecting has been done, and a number of mining locations on which auriferous quartz leads and iron ore deposits occur, have been surveyed.

The expenditure for the season's work was \$2,448.15.

Mr. E. D. Ingall and party proceeded on 4th June last to Port Arthur to continue the work in the Lake Superior mining region, and returned to Ottawa 19th November.

The first half of the season was occupied in surveying along the coast line of the lake from Port Arthur towards the national boundary at Pigeon River, with the intention of mapping the details of this section of the Animikie series with a view to its sub-division, if possible.

The return to Port Arthur was made by way of the group of islands in the mouth of Thunder Bay, so as to visit and examine the mineral-bearing veins found on them, thus completing the examination of the chief mining ventures of the Lake Superior region.

During the latter half of the season the party was engaged in making a contoured petrological map of the block of mining locations around the new finds of silver-bearing veins at Silver Mountain, intended to show the distribution of the different "country" rocks around this point, and the position of the veins and mining developments.

During the greater part of the season Mr. Ingall was assisted by Messrs. A. W. Hopkins and J. H. Moore.

The total cost of the field work amounted to \$1,194.08.

The work connected with the preparation of the map and report of the Silver Mountain District is being proceeded with, and will probably take the greater part of the winter. When this is completed the work of finishing the maps and report on the whole Lake Superior mining region will be continued.

Mr. E. Coste, assisted by Messrs. Vautelet and Mathewson for topographical work, was engaged during the months of June and the first half of July in continuing and extending the work of the previous season in the counties of Hastings, Peterboro' and Victoria, the Archean rocks in the townships of Methuden, Burleigh and Harvey having chiefly occupied his attention.

In July I received instructions to send Mr. Coste to make an examination of the Slate Islands in Lake Superior, after completing which he resumed his work in the townships of Lutterworth, Snowdon, Galway, Cavendish and Anstruther, and made a careful examination of every locality in the area embraced by the map under preparation, where economic minerals were reported on good authority to have been found, or were being worked. The northern boundary of the fossiliferous (Cambro-Silurian) rocks is now delineated in all its details from Stocco Lake, in the township of Hungerford, to Head Lake, in the township of Digby, a distance, in a straight line, of 85 miles. There are in that distance 25 patches or outliers, some of which are 5 or 6 miles distant from the main mass, and form flat-topped hills, being from 40 to 70 feet above the adjacent country, showing the enormous amount of denudation these strata have suffered since the close of the Cambro-Silurian period. Some of the beds afford an excellent yellowish-grey building stone, known as the "Dummer stone," and the lithographic beds of Madoc and Marmora are also met with further west in Harvey township.

Respecting the Archean rocks in this region, the observations made by Mr. Coste this season tend to confirm the opinions he expressed as the result of those made last year, and he now states: "After carefully examining these crystalline rocks, I am of the opinion that folded together and perfectly conformable with gneisses and other rocks, which every one would class in the typical Laurentian, are often found rocks identical with those in Hastings, classed first by Vennor as the Hastings series, and which, as I stated last year, correspond with the typical Huronian of Logan. Therefore, it appears to me there is no distinction of group and period to be made between Huronian rocks and Laurentian rocks, and the former, so far as can now be determined, are only the upper portion of the latter, and appear to have been colored differently on the maps only when they occupy large areas and show a series of great thickness."

As regards actual mining operations in this region, Mr. Coste reports as follows:—

"Very little was being done last summer in the region examined, two mines only being at work—the Canada Consolidated Gold Mine, near Marmora, and the Coe Hill Iron mine in Wollaston township. At the end of the season, work was started on a new deposit of magnetic iron ore, called the St. Charles. It is in the township of Tudor, within a mile of the Central Ontario Railway. I heard also of work having been resumed on the famous Richardson mine, where gold was first discovered in 1866, in the Madoc region.

"No ore was shipped from the Coe Hill mine from the beginning of July until the end of October, the ore extracted being piled up at the mine, where about 20,000 tons were waiting, I suppose, better market prices. The depths of the three shafts

were, as under, in October last (1885), No. 1, 95 feet; No. 2, 130 feet; No. 3, 100 feet. At the Canada Consolidated Gold Mine, the large roaster erected last fall was in operation; also a refining furnace for the arsenic, and a new three-ton capacity chlorinator. The mine itself, unfortunately, had not been improved, no sinking or drifting having been done since last year, only some stoping work above the first level, 65 feet deep."

QUEBEC.

Mr. R. W. Ells, assisted by Mr. N. J. Giroux, was occupied during the summer in the examination of a large part of the country bounded on the north and west by the pre-Cambrian ridge, which extends from Memphramagog Lake north-eastward; and on the south and east by the states of Vermont, Maine and New Hampshire. In addition a large part of the metamorphic or mineral-bearing belt was carefully investigated, and the structure and outlines of the interior Silurian basin, comprising a large portion of the townships of Wotton, Windsor, Brompton and Orford were examined. The limits of the principal Silurian areas, in the counties of Stanstead, Compton and Beauce, were definitely fixed, as well as the outlines of the granitic masses included therein, as far as was practicable.

The intimate connection between the granites and the altered Silurian slates, in actual contact, proves that the age of these granites is, as in New Brunswick, probably Devonian. That they are extensive and probably continuous at certain depths not far from the surface is evidenced by the frequent outcrops, which often comprise large areas of twelve to twenty square miles in extent, while others are in the form of long dykes both along the lines of bedding of the slates and, in places, directly across the strike.

A large suite of rock specimens, illustrative of the various formations, was collected and several important changes in the geological boundaries as laid down in the map of 1866 were made.

In all about 2,000 miles of roads were travelled, principally by buckboard.

The various mining centres of this portion of the township were visited. Among localities specially examined were:—

The iron deposits at Belvedere and Sherbrooke.

The copper mines of Capelton and the vicinity of Massawippi Lake.

The asbestos mines of Danville, Thetford, Black Lake and Belmina.

The silver mines of Roxboro' and Marlow.

The gold mines of Ditton, Ireland, Dudswell and the Chaudière, and

The marble and lime works of Marbleton.

A traverse was also made along the line of the International railway to a point ten miles east of the boundary into the state of Maine.

The most flourishing industry at present in this portion of the country appears to be asbestos mining. At Thetford, where the largest and most important operations are carried on, nearly 250 men are employed, with an annual output of about 1,100 tons, divided among four companies, viz., King Bros', the Boston Co., Johnston's Co., and Ward Bros'.

At Black Lake three companies are at work, viz., Lionai's, Hopper's and Frechette's, employing in all about 100 men, with a monthly output of not far from 60 tons, a considerable amount of exploring work being carried on.

At Belmina the force is small and the work up to the present mostly exploratory, but veins of workable size have been lately struck. At Thetford some of the veins had a width of from five to nearly seven inches, but the material in the large veins was not first quality, being off color. The work at all these places is prosecuted only during the summer season.

At Jeffrey's mine, Danville, about seventy men were employed, with an average weekly output of about fifteen tons, the quarrying being carried on all the year round.

The price of asbestos during the past year was, for No. 1, \$75 to \$80; No. 2, \$50; No. 3, \$10; the latter being largely used for paper stock.

Gold mining (washing) has been carried on in a small way on the Little Ditton for some years, the yield at intervals being very good. During the past summer four men only were employed in re-working and sluicing old tailings. Result unknown.

At Dudswell a shaft was sunk in drift near the foot of the Stoke Mountain range, to a depth of 25 feet. The bed-rock was not reached. Gold was found at several points, and apparently well distributed. A ten-stamp mill was erected at this place by an American company, some months ago, with the apparent intention of crushing and washing the drift gravel, much of which consists of quartz schist, said to carry a small quantity of gold, but nothing of consequence has been done since its erection, the mill being run for a very short time.

On the Chaudière, the St. Onge Mining Company have at last succeeded in reaching the bed-rock at the bottom of a shaft 165 feet deep, evidently in an old river channel, since the rock was reached, nearly 100 feet below the bed of the stream alongside. The work was most difficult, owing to the great thickness of quicksand and gravel encountered; but at the bottom a layer of pay dirt, about six feet thick, was found, evidently of considerable richness, and giving promise of large returns. No attempts have been made lately at any of these places to test the quartz by assay, but that some of the veins are auriferous was clearly proved by the researches of Messrs. Hunt and Michel, twenty years ago. (For reports, see Progress Report Geological Survey, 1863-66.) That much of the gold found in the washings is local is evidenced from the finding of ragged nuggets, both as to quartz and gold, the pieces being often found in close proximity to the quartz reefs from which they were evidently derived.

The existence of these old river channels is conclusively established in the valley of the Chaudière, by the work of the St. Onge Company, at St. George, as well as on the Gilbert some years ago. Such channels, doubtless, occur not only along the side streams, but also along the Chaudière itself, many of which, from the very large size of some of the nuggets already found, must be exceedingly rich in gold near the bed-rock. The operations of the St. Onge Company, will, therefore, be watched with a great deal of interest.

From the observations of the past season it is evident that the country rock of Ditton, with its auriferous quartz veins, is continuous directly across country into Roxborough and Marlow. Many of the quartz veins are small, but then generally numerous, and the gold will probably be found to occur in quantity in the small rather than in the large veins.

As in Ditton and on the Chaudière, the quartz veins of Marlow contain gold, as samples can be picked up in nearly every brook, while the assays of the silver ores from the "Marlow silver mines," show in several cases a considerable amount of gold. It is, however, probable that this gold is not distributed uniformly through the quartz veins, but may exist in the form of pockets. Assays of hand specimens, therefore, do not give a fair idea of the value of the respective veins. What is evidently greatly needed now in the Chaudière district is a good stamp mill by which trial crushings of quartz can be made from different localities, and in this way only can a just idea of the richness of the leads be obtained. The silver bearing veins of Marlow and Roxborough, though not yet sufficiently developed to pronounce definitely on their value, are evidently of considerable importance. Some half a dozen veins occur, ranging from a few inches to eighteen inches in thickness. Shafts have been put down in some places to a depth of thirty feet, the vein continuing constant and the quantity and quality of the ore apparently increasing. Assays of samples from different veins show from 29 to 43 ounces of silver per ton from the main vein. From the north vein, which is parallel, but which can hardly be said to be opened yet, only a few blasts having been fired. Assays from its outcrop made at Laval University by Rev. E. Pagé, gave 430 ounces silver per ton of 2,000 lbs., and some from the outcrop of the "Senator" vein, a cross vein about one mile south of the main shaft, gave the same assayer 260 ounces. Assays of samples from the

main vein by Richards, of the School of Technology, Boston, gave a little over 29 ounces per ton. The property is situated about seven miles south from the Kennebec road near the Maine boundary, and near the proposed extension of the Quebec Central to join the International railway.

Deposits of iron ore, apparently of large extent, were examined in the vicinity of Sherbrooke—the largest, at Belvédère, owned by Mr. E. Clarke, of that city, occupying the summit of a hill about 1,000 feet above the St. Francis at Lennoxville. The country rock is quartzo-chloritic and felsepathic schist. Assays of the ore, which is a magnetite, have been made by Mr. Hoffman. It contains 28.39 per cent. of metallic iron.

A second deposit, also a magnetite, owned by Mr. Stephen Smith and others, of Sherbrooke, occurs, with hard jaspey rock and schist, three-fourths of a mile from the Grand Trunk railway. The vein is apparently of large size, and the ore of good quality. About 500 tons of ore have been taken from the outcrop, but though the lack of cheap fuel has prevented its profitable smelting on the spot, the quality and value of the ore and its accessibility are such that a good market should be obtained for a large quantity at paying figures in the neighboring states.

The copper deposits of Capelton are at present quite extensively worked, two companies operating in that locality. The ores are shipped to New York for the manufacture of sulphuric acid, the residue being afterwards worked for copper. Field work terminated on the 6th of November.

Expenses incurred on account of survey, \$1,200.

Mr. Adams spent about three months during the past summer in making a careful geological examination of portions of the counties of Terrebonne, Montcalm and Two Mountains, in order to gather the necessary data for perfecting the $\frac{1}{4}$ -inch scale geological map of this portion of the province now being prepared for publication.

Four new areas of anorthosite—a formation hitherto erroneously designated Upper Laurentian—were found within this district. Their boundaries were ascertained, and their stratigraphical relations determined. Several hitherto unknown deposits of crystalline limestone were also discovered; one of them, occurring at Lac Quarraeu, being of special value. The settlers in the vicinity were not aware of its existence, and had hitherto been obliged to draw lime from St. Jérôme, a distance of about forty miles. They were informed of its position and true character, and will now build a kiln and burn their lime on the spot. Several deposits of iron ore were also visited, and specimens taken for examination in the laboratory. One of these from near St. Jérôme is now being analyzed, and will probably prove to be an ore of excellent quality.

A number of specimens of building and ornamental stones were also collected for the Colonial Exhibition in London. The expenses of the season were \$365.63.

The Rev. Professor Laflamme, of Laval University, kindly undertook to examine certain doubtful points along the north shore of the St. Lawrence, below Quebec, work needed to perfect the geological mapping of this part of the area embraced in the north-east sheet of the $\frac{1}{4}$ -inch scale map of this portion of the province of Quebec.

Respecting this work, Monsieur Laflamme reports as follows:

“The formations which were met with are, in the first place, the Laurentian with a well-marked area of labradorite in rear of Château Richer. This labradorite only faintly resembles that which occurs on the upper Saguenay. It is of a much lighter color, and above all occurs in bands of greater or less width, associated with others of well characterized orthoclase gneiss. Further, it contains small fragments of titaniferous iron ore, like those which occur in the labradorite of the Saguenay, but in much smaller quantity.

“The band of crystalline limestone mentioned in the “Geology of Canada” (1863, p. 46), at Cape Tourmente, extends back as far as the Parish of St. Tité. It is a marble, generally full of crystals of green pyroxene, which gives it an appearance like the limestone of Grenville.

"The Cambro-Silurian formations, which occupy all the country between the Laurentian hills and river, are extremely interesting. And they are not wanting in importance from a practical point of view, inasmuch as they furnish the stone, so extensively quarried for lime and for building purposes, at Château Richer, Ange Gardien and Beauport. The Hudson River division also contains beds of free-stone along the Little River, which have already been quarried on a considerable scale.

"In relation to the structure, the most interesting fact is the remarkable series of faults which succeed each other from Montmorency to Cape Tourmente. They are probably only the secondary phenomena, caused by the great fracture which has, on the Island of Orleans and elsewhere, carried the Utica formation over the Quebec or Lévis formation, and which is such an important feature of the stratigraphical geology of the province of Quebec.

"Along each of these faults the formations of the Trenton group abut against the Laurentian at a high angle, while, owing to the throw of the faults being irregular, the Trenton limestone often appears between the Utica and the Laurentian. There are three of these faults, shown by Sir W. Logan, north of the St. Lawrence, between Montmorency and Cape Tourmente.

"This region is truly remarkable from the regularity of its post-tertiary terraces. They succeed each other in long undulations, at various elevations down to those which are still submerged at high tide in the salt marshes which border, for a considerable distance, the left bank of the river Ste. Anne. In many places excellent bricks are made from the clays of these terraces."

As already stated Messrs. Low and J. M. Macoun arrived at Lake Mistassini on the 28th of April, but, owing to the breaking up of the ice were unable to commence work till the 28th of May, when the men were sent back to Lake Apouapmouchouan to bring up the provisions which had been sent there from Lake St. John during the winter. This occupied the men till the 26th June, and, in the meantime, Messrs. Low and Macoun were engaged collecting specimens of natural history and making meteorological observations.

On the 3rd of July all necessary arrangements were completed, and the party started to continue the survey from the point to which it had been carried by Mr. McOuat in 1871. This work was completed on the 22nd July, the total distance being 139 miles, showing that the length of the lake is less than 100 miles, and it has an average breadth of about twelve miles. The only soundings made gave a depth of 374 and 279 feet; these were between the Hudson Bay post and the mouth of the Rupert. The party being now short of provisions, the men were paid off and returned to Lake St. John, while Messrs. Low and Macoun awaited the arrival from Rupert's House of the Hudson Bay Company's canoes, by which they had made arrangements to descend the Rupert River to James' Bay. The canoes did not arrive till the 20th August, and on the 22nd they left Mistassini, and arrived at Rupert House on the 3rd of September. A track survey was made of the route, the distance being over 300 miles.

From Rupert House they crossed to Moose Factory and thence returned *via* the Moose River and the Canadian Pacific Railway to Ottawa, where they arrived on the 3rd of October.

The cost of this exploration was \$3,217.53.

HUDSON'S BAY AND STRAITS.

Dr. R. Bell again accompanied, in the same capacity as in 1884, the Hudson's Bay expedition, in the steamship "Alert," under the command of Lieut. Gordon, R.N. In the early part of January he was for some time in Toronto in connection with the work of the Hudson's Bay expedition of 1884, and advantage was taken of the open weather to make some geological examinations in the townships of Toronto and Trafalgar, the object being to trace the boundaries of certain formations with a view to complete the geological mapping of the counties of Peel and Halton, at which Dr. Bell spent some time in the years 1859 to 1861, and the maps of which in sheets on

a scale of $\frac{1}{4}$ of an inch to a mile are now being prepared for publication. The result of the previous work was given in Sir W. E. Logan's map of Canada (1866), on a scale of twenty-five miles to one inch and described in the "Geology of Canada" (1863).

Respecting the Hudson Bay expedition Dr. Bell reports as follows:—

"The steamship "Alert" was sent out for the purpose of relieving the parties in charge of the stations established in 1884 in Hudson's Strait and replacing them by fresh men, also to make geographical explorations and surveys in Hudson's Bay, as well as to collect as much more information as possible in regard to the same class of subjects as in the previous year.

"In order the better to accomplish these objects, it was deemed advisable to start earlier than in the previous year. I was assigned the same duties as on the previous expedition by the steamship "Neptune." But instead of returning home by the "Alert" I was instructed, if circumstances permitted, to come back overland, leaving Hudson's Bay 'at some point between York Factory and Cape Henrietta Maria.' For this purpose I was instructed to take with me an assistant, Mr. Jas. MacNaughton, M.A., and five or six voyageurs with two canoes. It was found, however, that there was no room in the ship for these men and I was therefore obliged to trust to being able to pick up suitable ones after getting to Hudson's Bay.

"Leaving Halifax on the 27th of May, we passed through the Gulf of St. Lawrence and the Straits of Belle Isle, several days being spent at Blanc Sablon. In passing up the Labrador coast a belt of field-ice appeared to lie between us and the land nearly all along. An unsuccessful attempt was made to enter Nachvak Inlet, but we subsequently learned from the observer there that at that time there was open water between his station and the ice-belt which intercepted us. The "Alert" steamed slowly, and it was the 16th of June before we entered Hudson's Straits, keeping the north side. From that date till the 6th of July, we remained embayed in the ice, with open water around us occasionally, and drifted up and down off the southern part of Resolution Island. On this day we started for St. John's, Nfld., in order to replenish our stock of coal and to have a new iron plate fixed upon the stem of the ship, the better to withstand the heavy ice we expected to encounter off Nottingham Island, but which we did not meet with. We arrived at St. John's on the 16th and remained there for the above purpose till the 27th, when we again started for the Straits. While the ship was in dock, I utilized the time in making excursions into the country around St. John's and as far as Brigus, to study the geology for comparison with that of certain parts of the Dominion.

"On the 1st of August we arrived at the observatory-station in Nachvak Inlet, and finding all well, we left the next morning, taking with us Mr. Skynner, who had passed the winter there. On the 4th we visited Port Burwell station, to the south-west of Cape Chudleigh, where the party in charge were also all well, and we sailed again early the following morning. On the 22nd we called at Stupart's Bay, Cape Prince of Wales, but found that the party had left for Fort Chimo in their own boat the previous day. Port DeBoucherville, on Nottingham Island, was visited on the 24th, and here we learned that one of the station-men, Inglis, had died of scurvy, on the 3rd June. The other two members of the party were relieved and three fresh men left to take their place. Port Laperrière, on the west end of the outer Digges Island, was reached early on the 25th. On the 26th I made a track-survey, by the aid of a steam launch, around this island, which proved to be eight miles long, and on the 28th we sailed for Churchill, where a meteorological station had been established last year, and arrived there on the 1st of September. Here we experienced great gales of wind, and it was deemed prudent to remain in harbor until they abated, which was on the 7th, and we then steamed out, towing the Hudson's Bay Company's brig "Cam Owen," as she would otherwise have been unable to get to sea and proceed on her way to York Factory. We afterwards learned that, owing to the stormy weather, she did not reach that place for fourteen days, although the distance is less than 200 miles.

" After a careful consideration of the matter, the Severn River was selected as the best route by which to start inland for our canoe voyage southward to some point on the Canadian Pacific railway. The lateness of the season, however, rendered it inexpedient for Lieut. Gordon to go so far out of his way in order to land me at the mouth of this river, and the stormy weather added to the difficulty, as the coast is very low with shallow water extending far out everywhere in this neighborhood. Even if it had been possible to land me there by the middle of September, it is questionable if there would have been time to cross this unexplored country, a distance of 500 miles, before the close of canoe navigation, as the waters about the height-of-land are known to freeze up by the 1st of October. In any case I had no men for the journey, and none could have been obtained at the Severn River at that season of the year. From Churchill we recrossed Hudson's Bay to a large group of islands, off the east coast, between Cape Dufferin and Mosquito Bay. These islands, hitherto almost unknown, run in a northeasterly direction for about 100 miles; they lie mostly between latitude 59° and 60°, and are marked "Sleepers" on some maps, although the next groups to the south of them are called the North Sleepers and the South Sleepers. We made a rough survey of part of the group, at the same time giving names to a number of the larger islands composing it; and Lieut. Gordon and myself suggested that, in order to avoid confusion, this group be hereafter called the Ottawa Islands. They are all of a bare mountainous character, and rise to heights of between one and two thousand feet above the sea.

" I landed upon one of the outermost of the group and found it to consist entirely of a green trappean rock, apparently diorite. The rocks of most of the islands in the northern part of the group had exactly the same appearance, and they are, no doubt, of the same nature; but the most westerly of the larger islands, to which we approached close enough to see it plainly, consisted of stratified masses in distinct layers of great thickness and of different colors and external appearances, all dipping westward or towards the centre of the bay.

" The trap of the island on which I landed was cut by small veins of quartz, containing copper pyrites and it also held thin short seams of asbestos. A small mass of gypsum was detected in a loose fragment. The rocks of this island were distinctly worn by glaciation near the sea-level and the grooves had a northward course, thus confirming my supposition of last year that part of the ice, which probably filled the basin of Hudson's Bay in glacial times, escaped northward into the great valley now occupied by Hudson's Straits.

" We arrived at Digges again on the 12th of September, and while the "Alert" lay in Port Laperrière, I had an opportunity of examining the East-main coast to a point about twenty miles south of Cape Wolstenholme. Gneiss, which in places is mixed with a fine-grained red granite, was the only rock seen.

" On returning through the Straits we revisited all the stations at which we had touched on the inward voyage and also called at Ashe's Inlet, North Bluff, which we had been obliged to pass by when coming west. Mr. Ashe, the officer in charge here, had obtained specimens of mica and graphite from the Eskimo of the mainland on the north side of "North Bay," of the charts. He had himself ascertained the existence *in situ* of a great mass of a very coarsely crystalline greenish-grey hornblende-rock on the south side and near the western end of Big Island, on which North Bluff is situated.

" The station at Nachvak was abandoned, and the two men who had remained there for the rest of the summer were brought away. We reached St. John's, Newfoundland, on the 14th of October, and sailed next morning for Halifax, where we arrived on the 18th, and I reached Ottawa on the 26th, having paid off my assistant in Montreal.

" I am indebted to the officers of most of the stations for having collected plants in their neighborhoods. Among the numerous specimens so obtained, Professor Macoun finds a few species to add to those collected by myself in 1884, of which 290 are enumerated in his list published as an appendix to my report of last year. A few bird-skins were obtained from some of the station officers and men, the greater

number being from Mr. Arthur Laperrière, who should also be mentioned as the principal collector of plants. A number of bird-skins and a considerable collection of plants were also obtained by myself, and some valuable notes were made on the natural history of a few of the mammals of the regions visited, partly from my own observations and partly from information supplied by the stationmen and the natives." The cost of the season's exploration was \$859.47.

NEW BRUNSWICK.

Professor Bailey continued the work of exploration in New Brunswick, assisted by Messrs. McInnes and J. W. Bailey.

"The principal object of these explorations was to secure the data necessary for the completion of the report and map of the area examined the previous season, and which is now in course of publication; together with the extension of the work to the area immediately to the north, which is embraced in the next section of the geological map of the province in course of construction. With these objects in view, the necessary topographical measurements over both areas were made, including several large and difficultly accessible tracts not previously surveyed, and a study was at the same time made of their geological features. These, within the strict limits of the maps referred to, were found to be very uniform, almost the entire area examined being occupied by Silurian rocks, presenting but little diversity; but it being thought desirable to obtain whatever evidence might be afforded by adjacent regions, bearing upon the succession of the Silurian system and its relations to the Cambro-Silurian, our examinations were extended to embrace portions of such areas both in the state of Maine and in the province of Quebec. In the former, a short trip was made through the remarkable chain of the Fish River lakes, adjacent to, and connected with, the river St. John. The formations about Square or Sedgwick Lake, which have been supposed to include both Silurian and Devonian rocks, were examined, and a large collection of interesting fossils was obtained from them. On the other side of the St. John, the base of the formation was sought, both on the St. Francis and Little Black Rivers, as far as the Quebec boundary, but without success. It was, however, ultimately found upon Lake Temiscouata, and the facts there obtained were thus brought into comparison with those of northern Maine, described by Packard and Hitchcock, and those previously studied by ourselves on the Beccaquemie river in Carleton county. Very remarkable resemblances between these three widely separated localities were observed, suggesting some most important conclusions, but as these are at variance both with the observations of the geologists referred to and with those detailed in the report of 1863 of Sir W. E. Logan, I hesitate to advance them without a fuller and more minute examination of the facts upon which they are based, but shall content myself with stating that some of the observations and statements made by the authors referred to, and tested by us over wider areas, are certainly wrong, while it is now believed that the general conclusion drawn from them are also untenable. In view of these facts, and the further modifications of the views held as to the so-called Gaspé limestones and their relations to the Quebec group suggested by the explorations of Mr. Ellis, the desirability of a more detailed and elaborate examination of the Temiscouata region, and of the country, thence to the St. Lawrence, is respectfully suggested for the coming season."

Mr. Chalmers was requested to work out the surface geology of the district comprised within the two quarter-sheet maps, 3 N.E. and 3 N.W. He left Ottawa on the 3rd June for the field of labor, and reports as follows:—

"With the view of obtaining all available information regarding the extent of the quaternary subsidence in the region to be examined, a short time was first spent in the St. Lawrence valley. Between Rivière du Loup and Métis it was discovered on the evidence of fossils, terraces and old shore-lines, that the sea in post-Tertiary times had invaded that valley to a height of, at least, 345 feet above its present level. While pursuing this investigation another fact of importance was

brought to light, viz., that the ice of the glacial period had moved from the Notre Dame Mountains, or the adjacent water-shed northward into the St. Lawrence basin, striæ and *roches moutonnées* with the stoss-side to the south having been observed at Trois Pistoles, St. Simon, Rimouski and St. Flavie. These striæ were seen on rocks at different levels from 100 to 800 feet above the sea. Other striæ however, having a N. E. and S.W. bearing, were observed below the 345 feet contour line. Great numbers of boulders of Laurentian rocks, which must have been transported thither from the north side of the St. Lawrence, are strewn over the lower grounds. Above the 345 feet contour the boulders seemed to be largely derived from local rocks and were less rounded. Terraces were also absent, except along river valleys.

"In the Baie des Chaleurs basin a most careful examination failed to detect marine beds at a greater height than 175 to 200 feet above tide level, except, perhaps, at Port Daniel, Quebec, where terraces near the shore were observed at heights of 225 to 240 feet.

"The evidence respecting the quaternary subsidence of the region examined, therefore, so far as it goes, is in agreement with the views already advanced by some geologists, viz., that it is greater towards the north or north-east than in the area south-east of the Appalachians; but the oscillatory movement does not appear to have been uniform, its upper limit not presenting the form of a regular curve either in a N. and S. direction or transversely to that of the mountain chains. On the contrary, each of the great Palæozoic basins would seem to have been unequally affected by it.

"Glacial striæ were found in the Upper Restigouche valley and on the north side of the Baie des Chaleurs, i.e. at Nouvelle, New Richmond, Port Daniel and Point Maquereau, which show that the ice producing them moved from the water-shed in the Notre Dame Mountains towards the Baie des Chaleurs basin. Correlating these with striæ observed on the southern shore of this bay, they indicate that a local glacier of considerable size occupied the western portion of its basin and the estuaries and valleys connected therewith during the ice age, which had its source in the elevated region referred to and moved nearly in a due easterly course. The facts thus far obtained on both sides of the Notre Dame Range, however, point to the conclusion that the existing water-shed near these mountains also shed the ice of the glacial period northward and southward, nearly as the waters due to precipitation are now shed; and further, that the principal part of the Baie des Chaleurs and the estuary of the St. Lawrence were open during the same period, glaciers *debouching* into them.

"In reference to the season's operations, it may be stated further, that the Restigouche and its affluents, the Quatawamkedgewick, Patapedia, Upsalquitch, &c., were ascended and a series of barometric and other observations taken, and the general elevation of the drainage basin of this river ascertained. The forest growth, character of the soil, the extent and fertility of the river-flats or intervalles, &c., were also investigated. All accessible parts of the district, indeed, included in the sheets were examined, the surface, contour, elevation, extent of arable land, of salt and other marshes, peat bogs, clay and gravel beds, deposits of boulder-clay, kames, &c., were noted so as to be available for mapping them. Attention was also given to the relative values of the soils derived from the different geological formations and kindred matters.

"Bricks and brick clays were collected at Bathurst, Chatham, Moncton, Sussex, St. John and Fredericton for the museum and exhibition.

"Photographs of a dozen or more of the principal forest trees of New Brunswick were taken, and a number of quarries visited to obtain specimens of building stone, &c."

Expenditure on work, \$1,172.69.

NOVA SCOTIA.

The work done by the Geological Survey during the season of 1885 in Nova Scotia comprises an examination of the country lying to the westward of that described in the summary report of operations for 1883 and 1884. It embraces portions of five counties:—Antigonish, Guysboro', Pictou, Halifax and Colchester. The country along the West River of St. Mary's, west of the Sherbrooke gold field, and north of 15-mile Stream, was entrusted to Mr. Faribault, assisted by Messrs. J. A. Robert and M. H. McLeod. Mr. Fletcher was engaged in the district west of St. George's Bay, the West River and Harbour of Antigonish and along the East River of St. Mary's and East River of Pictou, as far as Pictou Harbor, and was assisted by Mr. John McMillan, and also, later in the season, by Mr. Faribault and his assistants above named. In the southern part of this district is the belt of Devonian rocks, full of fossil plants, already described as extending from L'Ardoise, in Cape Breton, through Madame Island, and from the Strait of Canso to Lochaber, where it is underlaid by fossiliferous, Silurian, and by pre-Cambrian rocks, as described by Dr. Honeyman several years ago. From Lochaber the Devonian rocks keep south of the East River of St. Mary's and the East River of Pictou, and strike the Intercolonial railway west of Glengarry, form the highland south of Truro, and are unconformably overlaid by the Carboniferous, limestone and associated rocks of the Stewiacke River. They are divisible into several groups, and are frequently cut by veins of iron ore, sometimes of great promise.

To the northward lie the Silurian, Cambrian (?) and pre-Cambrian rocks of Arisaig, Antigonish Mountains, and McLellan's Mountain, with large beds and veins of iron ore (brown and red hematite chiefly) and manganese, which have been worked to some extent on the East River of Pictou, and to which a railway is now projected to connect the mines with the Intercolonial railway and the Pictou coal-field.

North of and overlying the rocks just named, are the Carboniferous strata of Northumberland Strait, two small spurs or basins of which run, the first up West River of Antigonish as far as James River railway station, the second up the East River of Pictou as far as Sunnybrae. Both of these basins consist of Lower Carboniferous rocks, and hold fine workable beds of limestone and gypsum, and similar rocks underlie the country from McAra's Brook, near Arisaig, to the vicinity of Avondale railway station. These are overlaid east and south of Merigomish by millstone grit, containing beds of sandstone, fit for building and grindstones. A third series of Upper Carboniferous rocks occupies the coast from Big Island, Merigomish, westward to and beyond Pictou Harbor, having the New Glasgow conglomerate at its base and yielding the celebrated grindstones and building stone of Quarry Island, Big Island, Roy's Island, Little Harbor, Pictou and other localities, together with a small seam of coal and beds of an inferior kind of limestone. These Carboniferous rocks, as well as the coal-measures, are fully described in Logan and Hartley's report on the Pictou coal-field. (Report of Progress, Geological Survey of Canada, 1866-69.)

It is not meant that this region has yet been thoroughly examined. Much remains to be done among the strata of the mountain range between Cape St. George and McLellan's Mountain before the geology of this interesting and intricate district can be clearly described. Two series at least of volcanic intrusions render the relations of the sedimentary rocks obscure, but it is not too much to assert that the comparatively small thickness of fossiliferous Silurian rocks present on the coast at Arisaig represents but a small part of the volume of pre-Carboniferous formations in the Counties of Pictou and Antigonish.

In reference to Mr. Faribault's exploration, he states as follows: "The West River St. Mary runs through an isolated basin supposed by Sir Wm. Dawson to be millstone grit, bounded to the north by the Devonian and to the south by the gold-bearing rocks (Cambrian) of the Atlantic coast.

"Two prominent bands or dykes of granite were observed, associated with the gold-bearing rocks. Like the quartz leads, they follow the strike—east and west magnetic—of the strata. The northern one is one-eighth of a mile wide and

four miles long. On the north, it is bounded by the overlying millstone grit which, near the contact, is largely composed of granitic detritus. One mile to the south is the other dyke mentioned; it has been traced 24 miles, and is from one-quarter to one-eighth of a mile wide. To the east it passes under the millstone grit, and to the west ends in the gold-bearing rocks.

"The silver mine which was worked some years ago at Smithfield and reported to have yielded rich ore, is in a narrow belt of the gold-bearing rocks, between the southern dyke and the overlying conglomerate of the millstone grit.

"Excellent sandstone for building purposes is found in the millstone grit. Two quarries were seen; one three-quarters of a mile up McDonald's Brook, and the other on the main West River St. Mary's, a mile and a half below Upper Caledonia.

Six hundred and twenty-one miles of streams and 512 miles of roads were measured by Mr. Faribault's party, in Antigonish and Pictou counties.

The total cost of the season's exploration, under Mr. H. Fletcher, was \$1,810. Field work commenced on the 4th of June, and was continued into December.

CHEMICAL, MINERAL AND LITHOLOGICAL SECTION.

Mr. G. C. Hoffmann furnishes the subjoined report of work in this section:—

In the chemical laboratory attention has been mainly directed to the examination and analysis of such minerals as were deemed likely to prove of economic importance. The work included:—

I.—Analyses of numerous specimens of lignites, lignitic coals, coals, and semi-anthracites from the North-West Territory. The greater number of these were found to be fuels of excellent quality. This work constitutes an appendix to the report on "The Coals and Lignites of the North-West Territory."

II.—Analyses of several mineral waters.

III.—Analyses of iron, copper, and manganese ores.

IV.—Gold and silver assays. Of the specimens examined a great many were from the Rocky Mountains, from localities recently opened up by the line of the Canadian Pacific railway.

V.—Miscellaneous examinations.

During the period in question, 339 mineral specimens were received—brought or sent—for identification or for information in regard to their possible economic value. In addition to the time devoted to visitors seeking information in this connection, the imparting of such information, in a great many instances, necessitated correspondence by letter. The total number of letters written amounted to 170, by far the greater number of which partook of the nature of reports.

Mr. F. D. Adams has, for the space of nine months, acted in the capacity of Assistant Chemist. The remaining three months were devoted by him to a geological examination of the counties of Montcalm and Terrebonne in the province of Quebec.

The additions to the specimens in the mineralogical section of the museum amounted to 203, including donations of which the following is a list:—

F. C. Crean:—

Copper ore, from the township of Dury, Algoma.

J. R. Costigan, of Calgary.

Specimens of sphalerite, from the head of the South Branch of Red Deer River, North-West Territory.

R. H. G. Chapman, of Belleville, Ont.:—

Specimens of molybdenite and dolomite, from the township of Aldfield, Pontiac county, Que., also specimens of bog iron ore and iron ochre, from the township of Leslie, Pontiac county, Que.

John Connors:—

Specimens of lignite, from Black Mud River, near Edmonton, North-West Territory.

J. K. Davies:—

Specimen of molybdenite, from the township of Eardley, Que.

L. C. Garnett, of Fort McLeod, N.W.T.:—

Specimen of mineral resin, from coal seam, Middle Fork, Old Man River, N.W.T.

J. Moore, Ottawa:—

Specimen of pyroxene, from the township of Wakefield, Que.

Alex. Mackenzie, C. E., of Montreal:—

Two specimens of infusorial earth; the one from Amherst, Cumberland county, Nova Scotia, the other from Merigomish, Pictou county, Nova Scotia.

J. McArthur, of Hull:—

Specimen of shell-marl, from Hull, Ottawa county, Que.

T. McKellar, Port-Arthur:—

Specimen of magnetite, from Seine River, Algoma.

W. Ogilvie, D.L.S.:—

Two specimens of mineral tar or maltha; the one from White Mud River, 250 miles above Fort Vermillion, Peace River, N.W.T.; the other from Tar Island, Peace River, 27 miles below Smoky River, N.W.T.

Hiram Robinson, of Ottawa:—

Specimen of celestite, from the township of Bagot, Renfrew county, Ont.

T. Sheridan, manager Boston Asbestos Packing Company's mines, Thetford, Que.

Specimen of ehrysotile, and a pair of mitts made of asbestos.

Richard Trethewey:—

Specimens of galena, from Silver Islet, Lake Superior, Ont.

Ottawa Granite Company, Ottawa:—

Specimens of polished serpentine, from the township of Templeton, Ottawa county, Que.

D. B. Woodworth, M.P.:—

Specimens of copper ore, from the vicinity of Silver City, Rocky Mountains.

Mr. P. L. Broadbent has displayed most commendable assiduity and zeal in the permanent labelling of the specimens in this section of the museum, and, as a consequence, considerable progress has been made in this direction, and much has been done tending towards a more perfect arrangement of the whole collection.

In the early part of the year Mr. C. W. Willimott was engaged in the receiving, cataloguing, packing and shipment of mineral specimens for the Antwerp Exhibition, in which work he was assisted by Mr. H. P. Brumel. At a subsequent date he was engaged in making up a collection of Canadian economic minerals which was—at the request of Mr. H. Wade, the Secretary—loaned to the Dominion Exhibition, held in London, Ontario. In the course of the summer he visited, in company with Mr. E. A. Evans, C. E., various mines and quarries in the counties of Hastings, Frontenac, Addington and Lanark, in the province of Ontario, and the townships of Thetford, and Dudswell in the province of Quebec. The result was the procuring of a great many desirable mineral specimens, and much useful information. More recently he has been actively engaged in the work of receiving, cataloguing and packing of a collection of specimens, intended to represent the mineral wealth of the Dominion at the forthcoming Colonial and Indian Exhibition. In furtherance of this object he has opened up correspondence with the owners of mines and quarries for the purpose of obtaining specimens of ore, building stones, &c., and such information as they might feel disposed to communicate in the way of mining statistics. Mr. Willimott has throughout been actively assisted by Mr. E. A. Evans.

BIOLOGICAL SECTION.

In this section, Mr. Whiteaves reports that the first part of the first volume of "Contributions to Canadian Palaeontology" was published in August. It contains a descriptive "Report on the Invertebrata of the Laramie and Cretaceous rocks of the

Bow and Belly Rivers and adjacent localities in the North-West Territory," and consists of eighty-nine pages of letter press, illustrated by eleven large octavo lithographic plates. As stated in the text, it is "intended primarily as a palæontological supplement or appendix to Dr. G. M. Dawson's Report on the Region in the vicinity of the Bow and Belly Rivers, published in 1885, in the Report of Progress of the Geological Survey for 1882-83-84." It is mainly based upon collections made by Dr. Dawson and Messrs. R. G. McConnell, J. B. Tyrrell and T. C. Weston, in the years 1881-84, but in order to make it as complete a presentation as possible of the present state of our knowledge of the invertebrate fauna of the Laramie and Cretaceous rocks of the Canadian North-West, it contains also a revision of the species from these formations obtained by Dr. Dawson in 1874, in his capacity of geologist to H. M. North American Boundary Commission, and identifications of a few Cretaceous fossils collected by Professor Macoun in 1879."

An article entitled "Notes on the Possible Age of some of the Mesozoic Rocks of the Queen Charlotte Islands and British Columbia" has been contributed by Mr. Whiteaves to the June number of the *American Journal of Science and Arts*. Some progress has been made with the manuscripts of the second part of the third volume of "Canadian Palæozoic Fossils," and a commencement has been made of a paper on the land and fresh-water mollusca of the Dominion, based mainly upon collections made by members of the staff of the Survey since 1863, and intended to be read at the next meeting of the Royal Society of Canada.

Acting under my instructions, a systematic catalogue of the zoological specimens on exhibition in Ottawa by the Department of Fisheries has been prepared by Mr. Whiteaves, prior to their being sent to the Colonial and Indian Exhibition. As many of the species had not been accurately determined before, and as some of the labels (especially those of the marine invertebrata) had obviously got misplaced, it was found necessary to make as critical a re-examination of the whole as was possible, of specimens, many of which were stuffed and mounted in closed cases, or which required a microscopical examination for which there was no time. The collection appears to consist of five species of *Pinnipedia* (walruses and seals), two of *Cetacea* (porpoises and whales), ninety-one of fishes, twenty-four of *Crustacea*, one hundred and four of *Mollusca*, three of *Brachiopoda*, three of *Tunicata*, four of *Polyzoa*, fifteen of *Echinodermata*, three of *Alcyonaria*, and four of *Sponges*, besides a few specimens of mammals and birds, some of which will be incorporated in another part of the Government natural history contribution to the same exhibition.

Twenty-seven mounted specimens of Canadian mammals, and fifty-three of Canadian birds have been added to the museum during the year, all of which have been identified and labelled. Considerable progress has also been made in the re-classification and re-labelling of the fossils in the museum, and many additions have been made to this part of the collection; but further details of the work done in this direction will be found in Mr. Am's report, by whom (and by Mr. Weston) the larger part of it was done. About two hundred and fifty species of Canadian marine mollusca have been placed upon exhibition in the museum and labelled, of which upwards of one hundred species are from the Atlantic, and nearly one hundred and fifty from the Pacific coast of the Dominion. Efforts have been made, not without success, to make this part of the collection as complete as possible. Two new table cases for recent shells have been constructed early in the year, and these have since been filled, the one with one hundred and eighty-five named specimens of North American *Unionide*, and the other with about four hundred and seventy specimens of United States and exotic fresh-water shells, most of which have been relabelled.

A preliminary examination has been made of the Neocomian fossils from Forward Inlet, V. I., and of the extensive series of recent marine invertebrata from the Strait of Georgia, Queen Charlotte Sound and Quatsino, collected by Dr. G. M. Dawson in the summer.

During the absence of the Director, on field work, for about three months, the duties of Acting Director have been performed by Mr. Whiteaves.

The following collections have been received during the year from members of the staff:

G. M. Dawson:—

One hundred and fifty specimens of fossils from the Neocomian rocks of Winter Harbor, Forward Inlet, Vancouver Island.

A large series of fossil plants from the Cretaceous rocks of Port McNeil, V. I., also a similar but smaller collection from Nanaimo, V. I. Small collections from two other localities.

A large number of marine invertebrata dredged or collected in the Strait of Georgia, Queen Charlotte Sound and Quatsino, V. I.

Forty-four skins of birds and mammals from British Columbia.

One Indian canoe and other articles of Indian manufacture from Vancouver Island and its vicinity.

R. G. McConnell:—

One hundred and fifty specimens of Devonian and Carboniferous fossils from various points in the Rocky Mountains, east of the summit and between the Canadian Pacific railway and the North Saskatchewan.

J. B. Tyrrell:—

Four hundred specimens of fossils (mostly of plants and invertebrates) from the Cretaceous and Laramie rocks at twenty-four different localities between the Bow and Saskatchewan Rivers. Also a collection of insects (recent) from the same district.

R. Bell:—

Twenty specimens of birds and twelve of fishes from Hudson's Bay and Straits. Forty-three specimens of lepidoptera from Hudson's Straits and Newfoundland. One harp seal (*Phoca Groenlandica*). One foetal walrus. One "Wenush" (*Arctomys pruinosus?*). Three meadow mice. Two skulls and other bones of walrus. One skull of bearded seal (*Erignathus barbatus*). One young harp seal and one shark.

Collected by request of Dr. R. Bell and presented to the museum by the gentlemen mentioned:—

From Mr. Arthur Laperrière of Ottawa:—

Twenty-one specimens of birds and a collection of insects from Digges Islands, Hudson's Bay.

From Mr. F. F. Payne of Toronto:—

Three specimens of birds, eight of crustacea, and thirty of coleoptera, from Labrador and Hudson's Straits.

From Mr. J. R. Spencer of Churchill:—

Eleven specimens of fishes from Hudson's Bay.

From Dr. P. M. Mathews of York Factory:—

One specimen of *Sorex Belli*, a new species recently described by Dr. Dobson.

J. Macoun:—

Skins of three species of mammals and seven of birds (since mounted) from or a little to the west of the Rocky Mountains, on the line of the Canadian Pacific railway. Four species of mice, one ground squirrel, four species of frogs and toads, and two of snakes, in alcohol, from the same district, and a few land shells.

Several specimens of Unionidæ and land shells from Lake Erie and the St. Clair River, Ont.

Eugène Coste:—

Twenty specimens of fossils from the Black River limestone of Victoria and Peterboro' counties, Ont.

F. D. Adams:—

Twenty-five specimens of fossils from the Trenton Group at Lake St. John Que.

A. P. Low:—

Skins of marten, mink and otter, from Lake Mistassini.

The additions to this branch of the museum, by presentation and purchase, are as follows:—

By Presentation:—

Rev. W. Winter Seaborn, London, Ont:—

Fine specimen of *Gyroceras Numa*, Billings, and eight other fossils from the Corniferous limestone of Ontario.

Prof. E. D. Cope, Philadelphia:—

Several specimens of *Carinifex Newberryi*, Lea.

A. McCharles, Toronto:—

Forty-one fossils from East Selkirk, Manitoba, including several unusually fine specimens; five fossils from Lower Fort Garry, and six fossils from McAlister's quarry, Stony Mountain.

W. Ogilvie, D.L.S.:—

Specimen of an ammonite (*Haploceras*) from the Cretaceous of the Peace River below Vermilion; fossil coral (*Smithia Verrillii*) from the Devonian of the same stream, below the Red Deer River; specimens of *Atrypa reticularis* and *Atrypa aspera* from the Devonian of the Peace River, and of *Atrypa reticularis* from the Devonian of the Athabasca.

G. R. White, Ottawa:—

One purple grackle (*Quiscalus purpureus*); pair of rusty grackles (*Scolecophagus ferrugineus*); pair of pine grosbeaks (*Pinicola enucleator*); a white-throated sparrow (*Zonotrichia albicollis*); pair of song sparrows (*Melospiza fasciata*); a red-poll linnnet (*Ægiothus linaria*); pair of horned larks (*Eremophila alpestris*); pair of the downy woodpecker (*Picus villosus*); female sharp-shinned hawk (*Accipiter fuscus*); all from the neighbourhood of Ottawa.

E. B. White, Ottawa:—

One male sharp-shinned hawk (*Accipiter fuscus*); one female pigeon hawk (*Falco columbarius*); one male of the greater yellow-shanks (*Totanus melanoleucus*), also from the vicinity of Ottawa.

F. H. Harvey, Walsh, N.W.T.:—

Specimen of coyote (*Canis latrans*), and specimen of kit fox (*Vulpes velox*).

Peter Hill, Hartford, Ont:—

A wampum belt.

Master Jeff. Chapleau:—

Specimen of the broad-winged hawk (*Buteo Pennsylvanicus*).

L. J. Coursolles, Ottawa:—

Specimen of the American bittern (*Botaurus mugitans*); and a male marsh harrier (*Circus Hudsonius*); from the Ottawa valley.

T. G. Coursolles, Ottawa:—

Young red-throated diver (*Colymbus septentrionalis*), from the Ottawa River.

W. N. Mackenzie:—

Arrow-head of translucent quartz, from the Potawotomie River, township of Derby, Ont.

W. Purdon, McDonald's Corners, Dalhousie, Ont.:—

Metal pipe and tomahawk combined, picked up on the north shore of Dalhousie Lake, Ont., also a stone gouge and skin scraper found at the same place.

Dr. Grant, Perth, Ont. (Loaned):—

Stone pipe found near Summerstown station, Glengarry, Ont.

Smithsonian Institution, Washington, U.S.:—

Specimen of *Pentacrinus decorus*, from the Albatross' dredgings (in alcohol); two specimens of *Orthis Macfarlanei*, Meek, from the Devonian of the Mackenzie River; two specimens of *Rhynchonella castanea*, from the Devonian of Eureka, Nevada. Also a skeleton each of *Cercopithecus rufoviridis* and *Python malurus*.

Francis Bain, North River, P.E.I. :—

Nine species of marine shells from Charlottetown Harbor.

W. Craig, Russell, Ont. :—

One stone gouge and two stone adzes from lot 5, concession 1, Russell; and one arrow-head of translucent quartz from lot 11, concession 2, Russell.

W. J. Morris, Perth, Ont. :—

Two fine specimens of *Scolithus* or fucoids from the or Potsdam sandstone Calciferous sand-rock near Perth.

Prof. H. Alleyne Nicholson, Aberdeen, Scotland :—

Authentic examples of six species of fossils from the Devonian of Ontario, which have been described by the donor.

Rev. G. W. Taylor, Cedar Hill, Victoria, v. i. :—

Numerous specimens of *Crepidula dorsata*, var. *bilobata*, of small chitons, and four species of minute shells, all from near Victoria.

Mrs. G. Barnston, Montreal :—

Five hundred and fifty specimens of exotic shells, also a fine example of *Nautilus Dekayi*, (Morton), from the Cretaceous of Manitoba.

James Fletcher, Ottawa :—

A large series of marine shells from the vicinity of Victoria, V.I., consisting of numerous examples of thirty-four species.

W. W. Rochester, Ottawa :—

Male of the American red-necked grebe (*Podiceps griseigena* var. *Holbollii*), from near Ottawa.

Prof. E. J. Chapman, Toronto :—

Fine specimen of a *Gyroceras*, said to have been collected at Stonewall, Manitoba.

G. F. Mathew, St. John, N.B. :—

Forty-seven named specimens of Lower Cambrian fossils from the neighbourhood of St. John, N.B.

W. F. Ganong, St. Stephen, N.B. :—

Thirteen named species of marine shells, from Passamaquoddy Bay.

J. Townsend, Durham, Ont. :—

Four species of Unionide from the Grand River, at Caledonia, Ont., and a few stone-arrow-heads from Western Ontario.

S. Herring, Ottawa :—

Two male stilt plovers (*Himantopus Mexicanus*) and one male Avocet (*Recurvirostra Americana*) from Manitoba.

Prof. T. Nelson Dale, Toronto :—

A small collection of British fossils.

By Purchase :—

From Jules Bailly, Rochester, N.Y. :—

Articulated skeleton of bull frog (*Rana Catesbiana*); skeleton of gray headed kalong or flying fox (*Pteropus poliocephalus*.)

J. Fannin, Hastings, Burrard Inlet, B.C., per G.M. Dawson :—

Fourteen skins of birds from Burrard's Inlet.

Hines, Winnipeg :—

Porcupine, in winter fur; pair of evening grosbeaks (*Hesperophona vespertina*); and a pair of rose-breasted grosbeaks (*Zamelodia Ludoviciana*.)

Francis Basin, North River, P.E.I.—A series of fossil plants from Prince Edward Island.

Captain Gamble Geddes.—A collection of insects consisting of over 7,500 specimens, of which about 2,600 are lepidoptera.

Mr. H. M. Ami has continued the work of revising and re-classifying the collection of fossils on exhibition in the museum, under Mr. Whiteaves' supervision. The

systematic classification and labelling of the Laramie and Miocene plants of the Souris, Nicola and Similkameen Rivers, and of Quesnel, B. C., which was commenced last year, has been completed, as has also the arrangement and labelling of the fossil plants of the North Thompson reserve and of the Mackenzie River. The fossils of the Gaspé sandstones have been re-classified and labelled, those of the Lower Carboniferous, or "Windsor Series" of Nova Scotia have been arranged, mounted and labelled, as have also three cases full of the corals of the Corniferous limestone of Ontario. Labels have also been prepared and printed for the Laramie and Cretaceous fossils of the Bow and Belly River district, described or identified in the report above referred to.

A number of collections of fossils have received a preliminary examination by Mr. Ami and the species has been determined as far as practicable. Among these collections are the following.

Dr. G. M. Dawson :—

Devonian and Carboniferous fossils from various localities in the Rocky Mountains, collected during the past three years.

Prof. A. P. Coleman, Victoria University, Cobourg, Ont.

A series of fossils from limestones (probably Silurian) in the vicinity of the junction of the Kicking Horse and Columbia Rivers.

Prof. L. W. Bailey :—

A number of fossils from Oak Bay, Broad Cove, St. Andrews, Little Pokiok Creek and other localities along the Beccaguimie River, New Brunswick.

F. D. Adams :—

Trenton and Utica fossils from the Saguenay and Lake St. John.

T. C. Weston :—

A series of graptolites from the "Cove Fields," and Citadel Hill, near Quebec.

R. McKenzie :—

Cambro-Silurian fossils from Peterboro', Ont.

Collections of fossils have been selected, labelled and sent to St. Hyacinthe College, P. Q., to Trinity College, Toronto, and to Mr. W. C. Van Horne. A set of characteristic Canadian fossils, which was sent to the Smithsonian Institution in 1876 and of which the accompanying list was lost at Washington, has been re-labelled and returned to the Smithsonian. Mr. Ami has also devoted some time to a study of graptolites from various localities and geological horizons in the province of Quebec. He obtained leave of absence for three months during the year, to enable him to visit Europe, and was absent from the 29th of May to the 7th of September.

Most of Mr. T. C. Weston's time has been occupied in museum work. The ethnological collections, formerly exhibited in the upper flat, have been removed to the middle flat, to make room for the collection of Canadian birds and mammals. The former have been re-arranged. The large recent accumulations of fossil bones, and particularly the remains of mammalia from the Miocene of the North-West, have been prepared for study, and forwarded to Prof. E. D. Cope, of Philadelphia, who has kindly undertaken their examination. The entire series of Carboniferous plants in the possession of the Survey has been cleaned and prepared for exhibition in the museum, and labels for all the species recognized have been prepared. Numerous additional specimens of interest from other formations have also been cleaned, labelled, mounted and placed on exhibition. About fifty microscopical sections or other preparations of rocks or clays, collected by various members of the staff, have been made. The whole of the wood-cuts used in the reports of the Survey have been classified and arranged in a cabinet made for that purpose.

In June Mr. Weston devoted three weeks to an examination of some of the exposures of the Island of Orleans, Point Lévis, and the Citadel Hill at Quebec. Collections of fossils were made at each of these points, and especially at a new locality near the Parliament Buildings, which has yielded a small assemblage of peculiar interest. In July Mr. Weston examined the rocks on the St. Francis River, from Melbourne to Hereford. No fossils were detected in these deposits, but a good series of lithological specimens was secured.

BOTANICAL WORK.

Prof. Macoun, in his last report, gave details of the botanical work up to 31st December 1884. At that date he was at work on the second part—Gamopetalæ—of the "Catalogue of Canadian Plants." This was completed and published last spring. It consists of 202 pages, and gives the range and synonymy of 908 species besides other useful information. After its publication he worked on the third part of the same Catalogue—Apetalæ—until it was time to take the field, in the latter part of May.

About the 1st of June he started for the Rocky Mountains, for the purpose of examining the fauna and flora of that little known region which had been opened up by the Pacific Railway the preceding summer.

Thirteen weeks were spent in the mountains, and many interesting and valuable discoveries made. Collections of plants, as well as of birds etc., were made.

About 1,200 species of plants were secured, including many new to Canada. The flora of the Columbia valley shows conclusively that it is climatically suitable for agriculture.

Particular attention was paid to the avian fauna of the mountains, and 115 species were shot and determined. All the smaller mammals observed were procured and some land shells were collected.

On his return from the mountains he spent a month in Western Ontario, ascertaining the distribution of trees along Lake Erie, and procuring wood specimens for the Colonial and Indian Exhibition to be held in London this year.

Since then he has been working at the Rocky Mountain collections and those of Dr. Dawson and Mr. J. Fletcher, F.R.S.C., made in British Columbia last year. Mr. J. M. Macoun also made extensive collections at Lake Mistassini, which have been examined and arranged.

On the return of the expedition sent to Hudson Strait and Bay in 1884, Dr. Robert Bell placed in his hands the collections of plants made during the summer. These were examined and named, and the results published in the last report of the Geological Survey. The collection of plants brought from Hudson Bay by Dr. Bell last October has also been examined and reported on.

He has also determined about 1,100 species sent from the Department of Public Instruction, Quebec, by D. N. St. Cyr, F.R.S.C. Numerous small parcels from New Brunswick and Manitoba were also examined and named.

Professor Macoun was assisted by Mr. J. A. Macoun for two months and a-half last spring and three months this winter.

There have been mounted and placed in the herbarium during the past year, 3,082 sheets of specimens as follows:—

| | |
|--------------------|--------------|
| Canadian | 1,983 |
| United States..... | 1,061 |
| European..... | 38 |
| Total..... | 3,082 |

Two thousand nine hundred and fifty-seven species labelled and named have been distributed to various colleges in Canada, or sent in exchange for other plants, to individuals, during the year. Two fine collections were sent to Downton College of Agriculture, Salisbury, England. One to the College of Agriculture, Guelph, Ontario, and another to Laval University, Quebec.

MAPS.

Much of the time of Mr. Barlow, Chief Draftsman, has been occupied in the general superintendence of mapping work in the office and in laying down projec-

tions, and otherwise assisting various members of the field staff in their work. Mr. Barlow furnishes the following memorandum of maps and topographical work in progress or completed during the past year:—

British Columbia. Mr. Bowman has the revised map of the southern interior part of British Columbia in an advanced stage, and it is hoped that work on it may be completed during the present winter.

British Columbia and North-West Territory.—Surveys by Dr. G. M. Dawson and assistants, in part of the Rocky Mountains, included between latitudes 49° and 51° 30'; longitudes 114° and 117°, are being collated and drawn by Messrs. A. E. Barlow and L. N. Richard. This work is approaching completion, and it is intended to publish a preliminary map of the region on a scale of 8 miles to 1 inch.

North-West Territory.—Mr. McConnell's map of part of the district of Assiniboia is completed and in the hands of the engraver. In addition to the surveys of the Dominion Lands Branch, a great amount of detail in topography has been added by Mr. McConnell and assistants to this area. Mr. J. B. Tyrrell has a sheet similar in area to the last, between the Bow and Saskatchewan Rivers, well advanced. Scale, 4 miles to 1 inch. This it is proposed to publish on a scale of 8 miles to 1 inch.

Manitoba and Western Ontario.—On the area including Lake of the Woods, and in its vicinity, work is still in progress by Mr. Lawson and assistants. The area covered by the map is 3,456 square miles.

Ontario.—A scheme for the geological mapping of the peninsular portion of Ontario in sheets of uniform size, like those employed in the Maritime Provinces, has been laid down, and some progress has been made in the compilation of surveys to form a basis for the geological representation. The progress of this work has been delayed by the inaccuracies and incompleteness of the available maps and township surveys of the region, and the almost complete absence of topographical information. The following memoranda indicate the present state of the several sheets: One sheet of plan No. 115 drawn and engraved, but found unsatisfactory, and Mr. Cochrane was instructed to check the work and make the necessary additions to it on the ground. The work occupied Mr. Cochrane from the 15th of August to the 21st of October, embracing in all an area of 450 square miles. About 50 miles of roads were paced, and 25 miles instrumentally measured, and tracings of a number of townships procured from the Crown Lands Department, Toronto. One sheet of plan No. 107, prepared for engraving, but found incomplete and inaccurate; one sheet each of plans Nos. 112, 113, 118, 119. Projection laid down and a considerable amount of topographical work prepared for compilation by Messrs. Coste and Cochrane. Six sheets in plans 101 to 106 laid down, and a portion of material prepared for compilation by Mr. S. Barlow. For five sheets in plans Nos. 114, 117, 118, 122, 123; twenty-three township plans copied, and other information collected by Mr. S. Barlow.

Quebec.—Maps of counties of Ottawa and Pontiac; scale 4 miles to 1 inch. Twenty-two township plans have been copied, and other information collected toward the completion of this work, the compilation of which may go on during 1886.

Quebec and North-East Territory.—Map of Lake Mistassini and adjacent regions, in progress, by Mr. A. P. Low.

New Brunswick.—One sheet (plan 2 S.W.), by Prof. Baily and Mr. McInnes.

Nova Scotia.—One sheet (plan 4 N.W.) compiled, traced and ready for engraver, by Mr. Ells and assistant—area, 3,456 square miles. In connection with the geological mapping of this province, Mr. Fletcher and assistants have made surveys and revised topography of Guysboro' and Antigonish counties with a portion of Pictou county and small parts of other counties.

LIBRARY.

The Librarian, Dr. Thorburn, reports that during the year 1885, from 1st January to 31st December, 5,339 copies of the Geological and Natural History Survey publications were distributed. Of these, 3,789 were distributed in Canada; the

remainder—1,550—were sent as exchanges to scientific and literary institutions and individuals, in America, Europe, India, Japan and Australia.

During the year, 531 copies of the "Report of Progress," in French, were distributed.

Nine hundred and seventy-two publications, including books, transactions, memoirs, periodicals, pamphlets and maps were received as exchanges. There were added to the library, by purchase, 113 volumes, besides fifty scientific magazines and periodicals, on geological, mineralogical and natural history subjects, which were subscribed for. A list of these will be given in detail in the annual report.

During the year ended 31st December, 217 volumes were bound; there are still, however, a large number that require to be bound before they can be made fully available for the members of the staff.

There are now in the library about 6,000 volumes, besides a large miscellaneous collection of pamphlets.

VISITORS.

The number of visitors to the Museum during the year ended 31st December, 1885, was 13,443. A falling off, as compared with the previous year, of 503.

STAFF, APPROPRIATION, EXPENDITURE AND CORRESPONDENCE.

The strength of the staff at present employed is 50, viz.:—professional, 34, ordinary, 16.

During the year the following were appointed to the permanent staff:—

Mr. Lawrence B. Lamb, as artist, from 1st March.

Messrs. Eugène Coste, and E. D. Ingall, as mining geologists, from 1st July.

The amount available for the fiscal year, ended 30th June, was:—

| | |
|---|--------------------|
| Civil-list salaries, appropriation..... | \$32,784 00 |
| General purposes, do | 60,468 97 |
| Total..... | <u>\$93,252 97</u> |

The expenditure may be summarized under the divisions named as follows:—

| | |
|---|--------------------|
| Pay-list salaries..... | \$31,967 33 |
| Wages temporary employés..... | \$20,541 60 |
| Exploration and survey..... | 21,258 53 |
| Printing and lithographing..... | 10,163 20 |
| Purchase of specimens..... | 4,928 56 |
| Purchase of books and instruments..... | 951 33 |
| Chemicals and laboratory apparatus..... | 261 06 |
| Stationery..... | 731 37 |
| Incidental and other expenses, including museum and office fittings..... | 2,824 85 |
| | <u>\$61,660 50</u> |
| Less paid in 1884..... | 12,651 13 |
| | <u>49,009 37</u> |
| Advances to field explorers and others on account of 1885-86..... | 11,006 59 |
| Unexpended balance, civil list appro- prietion..... | 816 67 |
| Unexpended balance, contingency ap- propriation..... | 453 01 |
| Total..... | <u>\$93,252 97</u> |

The correspondence of the branch shows 8,131 letters sent, and 5,310 received.

In conclusion, I would again refer to the inadequate accommodation, both for museum and office purposes, which is afforded by the building now occupied at the corner of Sussex and George streets. The national history collections are increasing every year, and it has already been found necessary to make accommodation in the passages for important collections—the woods and the medicinal plants, the herbarium, and the fine entomological collection purchased during the year from Captain G. Geddes. The numerical strength of the staff has likewise been increased to such an extent that when, as during the winter, all are at work in the office, the available space for drawing tables and desks is wholly insufficient, and the interruption incidental to a large number working in one room seriously hinders the progress of the work in hand. I trust that for these reasons some steps will be taken at an early date to obviate the inconvenience now existing. A ready and comparatively inexpensive mode of doing so was suggested in my summary report for 1883, which, if adopted, would, at the same time, greatly improve the external appearance of the Museum building.

In a recent report by V. Ball, M.A., F.R.S., Director of the Science and Art Museum, Dublin, on the museums of America and Canada, the following notice of the Ottawa Geological Museum appears.

“Of the smaller museums which I visited in America and Canada, there was not one which I saw with so much pleasure and interest as that which owes its origin* and development to the energy and ability of Dr. Selwyn, Director of the Geological Survey of Canada.

“Although known as the Geological Museum, and although the principal part of the available space is devoted to the illustration of the minerals, rocks and fossils of Canada, still there is room for the display of a small ethnological collection and the nucleus of a series of Canadian mammals and birds.

“The method which has been adopted for the display of the specimens is orderly and attractive, and the system of labelling, if not the best, is good, but is especially noteworthy as being unique—at least, so far as my experience goes.

“For the geological formations, glass slips, with the names painted in black, are backed with colored paper, the tints used being the same as are used to indicate the formations on the official maps. Thus, the eye may become trained to read at a glance the meaning of a geological map, without the necessity of having frequent recourse to an index of colors. Other labels are painted in black on slips of ground glass. The advantage of this method would be most apparent in a damp climate—such, say, as Calcutta, where paper labels suffer from the depredations of insects.

“The several series representing the stratified rocks of Canada are very complete, and just such as a local museum ought to have. They proved of great interest to many of the English and American geologists who visited Ottawa during the Montreal meeting of the Association.

“Specially noteworthy is a magnificent block, exhibiting the structure of what is known as *Eozoon Canadense*. In an adjoining case are specimens of igneous rocks which, as they possess a somewhat similar structure, tend, in the opinion of some authorities, together with other facts, to throw discredit on the opinion maintained by Sir William Dawson and Dr. Carpenter, as to the organic origin of this structure.

“The useful minerals of Canada are well illustrated in this museum by admirable series of specimens, and polished slabs of the ornamental stones are displayed on brackets on the walls, with good effect.

“Though unpretentious and practical, the general effect and appearance of this museum is such as to attract non-scientific as well as scientific visitors, a matter of no slight importance in a country where its very existence may be said to depend on the popular vote. Its continuance and development are matters of great importance to the mineral industries of the Dominion, and if, on this account alone, it is supported liberally by the state, science will not fail to reap a share of the benefit so conferred.”

* This is a mistake. It owes its origin in Montreal to my predecessor, Sir W. E. Logan—A. R. C. S.

Referring to museums, it may not be out of place to call attention to what is being done elsewhere in this connection. In New South Wales, one of the Australian Colonies, with a population of only about 850,000, I find, from a report recently received, that the appropriations for the year 1884, for the maintenance of the Museum in Sydney, were £8,750 stg., or about \$43,750.

The figures relating to visitors to the Sydney Museum are also somewhat remarkable. They are for 1883, 137,401, being: week days, 86,114; Sundays, 51,287, apparently showing that there is a very large class of persons whose daily avocations prevent them from taking advantage of the means of instruction, and the enobling influences which the study of nature's wonders, as displayed in a well arranged museum, cannot fail to afford. In this matter the Australian Colonies must be conceded to have made an advance in the promotion of knowledge and civilization. I would respectfully suggest for the serious consideration of the Government the desirability of permitting the museum to be open for visitors on Sunday afternoons.

I have the honor to be, Sir,

Your obedient servant,

ALFRED R. C. SELWYN,

Director.

PART IV.

NORTH-WEST TERRITORIES.

PART IV.

GOVERNMENT HOUSE,

REGINA, 13th January, 1886.

To the Honorable
The Minister of the Interior,
Ottawa.

SIR,—I have the honor to submit the following report concerning the administration of the North-West Territories for the year 1885.

ELECTORAL DISTRICTS.

Since the last sitting of my Council I have received several petitions for the establishment of new electoral districts. In only one, however, Macleod, was it found that a sufficient number of adults were resident entitling them to a member. The power vested in the Lieutenant-Governor, however, by section 19 of the "North West Territories Act, 1880," as amended by section 3, chapter 51, of the statutes of last Session, enabled me to divide existing electoral districts into two when the adult population exceeded 2,000, and thus the number of representative members was materially increased.

This provision was made at the request (by petition) of the Metis population of Batoche, who were desirous of having a member of their own. The troubles in that section prevented this; but it secured for Edmonton a division of that electoral district, and enabled the Metis there to send, as a member to the North-West Council, a gentleman to represent them, in the person of Mr. Cunningham, one of themselves, who ably and conscientiously performed the duties entrusted to him.

The electoral district of Broadview was found to have the requisite population, and was also erected into two electoral districts; the old districts being now known as Edmonton and St. Albert, and Broadview and Moosomin, respectively.

The districts of Regina and Qu'Appelle, under the same authority, were each allowed two members; but no request having been made to divide these districts they remain as they were.

The elections for Edmonton, St. Albert, Macleod, Lorne, Regina, Moose Jaw, Qu'Appelle, Broadview and Moosomin, were held on the 15th September last.

SESSION OF COUNCIL.

The Council of the North West Territories opened on the 5th November and closed on the 18th December.

The members composing the council were:—

Lieut.-Col. Hugh Richardson, *ex.officio*.
Lieut.-Col. J. F. Macleod, C.M.G. do
Chas. B. Rouleau, Esq. do
Paschal Brelaud, nominated.
Lieut.-Col. A. G. Irvine, do
Hayter Reed, Esquire, do

Elected Members.

John G. Turriff, representing Moose Mountain.
James D. Geddes, representing Calgary.
Richard Henry, Viscount Boyle, Macleod.
Herbert Charles Wilson, M.D., Edmonton.
Samuel Cunningham, St. Albert.

Spencer A. Bedford, Moosomin.
 David F. Jelly, Regina.
 John Secord, do
 Thomas W. Jackson, Qu'Appelle.
 William D. Perley do
 Charles Marshallsay, Broadview
 James Hamilton Ross, Moose Jaw.
 Owen E. Hughes, Lorne.

LEGISLATION.

The following Ordinances were passed at the above Session of Council, namely:—

No. 1. An Ordinance to provide for the appointment of Deputy Returning Officers for Municipal purposes, and to repeal Section 21 of the "North-West Municipal Ordinance of 1884."

No. 2. An Ordinance to amend, and consolidate as amended, the Ordinance respecting Municipalities of 1884.

No. 3. An Ordinance to amend, and consolidate as amended, the School Ordinance of 1884.

No. 4. An Ordinance respecting Schools.

No. 5. An Ordinance to amend the Ordinance No. 3, of 1884, intituled: "The Administration of Civil Justice Ordinance, 1884."

No. 6. An Ordinance respecting the duties of Clerks of Courts.

No. 7. An Ordinance to regulate the procedure in Appeals in Capital Cases.

No. 8. An Ordinance exempting certain property from seizure and sale.

No. 9. An Ordinance to repeal Ordinance No. 18, of 1884, and to amend Ordinance No. 10, of 1879, intituled: "An Ordinance respecting the Ordinances of the North West Territories."

No. 10. An Ordinance respecting the Legal Profession.

No. 11. An Ordinance relating to Medical Practitioners in the North-West Territories.

No. 12. An Ordinance respecting Poisons.

No. 13. An Ordinance to legalize a certain By-law of the Municipal Council of the Town of Regina.

No. 14. An Ordinance to legalize, confirm and declare valid a certain By-law of the Corporation of the Municipality of South Qu'Appelle.

No. 15. An Ordinance to amend, and consolidate as amended, Ordinance No. 1, of 1883, intituled, "An Ordinance respecting Infectious and Contagious Diseases of Domestic Animals," and Ordinance No. 15, of 1884, intituled: "An Ordinance to amend Ordinance No. 1, of 1883, respecting Infectious Diseases of Domestic Animals."

No. 16. An Ordinance to amend Ordinance No. 24, of 1884, intituled: "An Ordinance to amend, and consolidate as amended, the several Ordinances respecting Fences."

No. 17. An Ordinance to amend Ordinance No. 25, of 1884, intituled: "An Ordinance respecting Ferries."

No. 18. An Ordinance to repeal Ordinance No. 9, of 1883.

No. 19. An Ordinance to amend Ordinance No. 4, of 1883, intituled: "An Ordinance respecting Partnerships."

No. 20. An Ordinance to amend Ordinance No. 1, of 1884, intituled: "An Ordinance respecting the Herding of Animals."

No. 21. An Ordinance to amend, and consolidate as amended, the several Ordinances respecting Prairie and Forest Fires.

No. 22. An Ordinance to amend an Ordinance respecting Dangerous Lunatics.

SCHOOLS.

The much larger sum granted by the Dominion Government last Session for educational purposes in the Territories has given great satisfaction, and the good

result is evidenced by the number of school districts which secured their erection during the year. Forty-eight Protestant public school districts, ten Roman Catholic public school districts, and one Roman Catholic separate school district were erected under the provisions of the School Ordinance of 1884, and a number of others have taken initiatory steps towards such erection. These school districts are distributed as follows, namely:—Thirty-three Protestant public in Assiniboia; ten Protestant public, four Roman Catholic public, in Saskatchewan; five Protestant public, six Roman Catholic public, in Alberta; one Roman Catholic separate in Alberta.

In addition to these schools there are twelve others (eight Roman Catholic and four Protestant), not yet formed into districts under the Ordinance, but which are receiving aid from the Government grant.

The number of children attending the before mentioned schools is, according to the last returns, about 2,500.

The School Ordinance passed in 1884 has been amended in several important particulars, and it is hoped it will now be found workable and well adapted to the Territories. A Board of Education, consisting of Messrs. Marshallsay, Secord and Rouleau, members of the North-West Council, and the Rev. Père Lacombe, has been appointed, with the Lieutenant-Governor as chairman. This Ordinance comes into operation on the 1st February next, by which time a large number of schools will be in good working order.

MUNICIPALITIES.

The town of Prince Albert was incorporated on the 8th October, making now four incorporated towns in the Territories, and four rural municipalities.

JUDICIAL DISTRICTS.

The appointment of a fourth Stipendiary Magistrate will necessitate a re-arrangement, to some extent, of the judicial districts.

These will be set apart by the Lieutenant-Governor upon the written application of the several judges.

JUSTICES OF THE PEACE.

As many of our old Justices of the Peace had either left the Territories, died or resigned, it was thought advisable to cancel the whole list, and re-appoint.

This has been done, and I append the new list of appointments made on 1st Inst., namely:—

| | |
|---------------------------------|---------------------------------------|
| Henry LeJeune, Regina, Assa. | Thomas G. Lyons, Whitewood. |
| Henry Fisher, do | William Logan, Wapella. |
| Henry Dodd, M.D. do | John C. McArthur, Welwyn. |
| Hayter Reed do | Joseph Daniel, Moosomin. |
| William McGirr do | Richard Chappelle do |
| Dixie Watson do | Edwin F. F. Brokovski, Moosomin. |
| Anthony Neville do | John Kidd, Fairmede. |
| Edward Cars, Cassdale. | Samuel Whitlock, Glen Adelaide. |
| Matthew Henderson, Wascana. | Capt. Michell Pierce, Moose Mountain. |
| Oliver T. Stone, Sussex. | John J. McHugh, Carlyle. |
| William C. Bishop, Longlaketon. | James H. Dickie do |
| Matthias Holtby, Loon Creek. | William W. Watson, Dalesboro', Assa. |
| William McKillop, Long Lake. | Christian Troyer, Alameda. |
| Peter McAra do | John W. Connell, Antler. |
| Alfred Hutchison do | Jacob W. Hosteller, Antler. |
| Charles T. Lewis, Pense, Assa. | Murdoch Morrison, Fleming. |

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|---|---|
| Jacob W. Brookfield, Pasqua. | Arthur P. W. Goldsmid, Shell River. |
| Richard Bogue, Moose Jaw. | Adam McBeath, Port Pelly. |
| Robert L. Alexander do | Hillyard Mitchell, Duck Lake, Sask. |
| Edwin C. K. Davies do | Joseph Nolin, Carlton. |
| Hugh C. Gilmour do | John H. C. Willoughby, M. D., Saskatoon. |
| John E. Ross, Moose Jaw. | John F. Clark, Clark's Crossing. |
| Thomas D. Watson do | George Ness, Batoche. |
| Jean Louis Légare, Willow Bunch. | Louis Schmidt, St. Laurent. |
| Francis T. Tims, Swift Current. | William F. Myers, Kinisteno. |
| William T. Finlay, Medicine Hat. | Owen E. Hughes, Prince Albert. |
| Thomas Tweed do | Capt. Charles F. Young do |
| William S. Redpath, Qu'Appelle Station. | Horace Belanger do |
| Leslie Gordon do | Lt.-Col. Alexander Sproat, Prince Albert. |
| George S. Davidson do | Day Hort Macdowall do |
| Asa M. McLane do | Thomas Mackay do |
| Samuel Cruthers, Fort Qu'Appelle. | James J. Campbell do |
| Robert R. Smith do | James Clinksill, Battleford. |
| Louis Couture, Touchwood Hills. | William J. Scott do |
| Major William R. Bell, Indian Head. | Herbert C. Taylor, Bresaylor Settlement. |
| James Harvey do | Major-Genl. Thomas B. Strange, Gleichen, Alta. |
| Rev. Charles S. Willis, Pheasant Forks. | John Garnett, Fort Macleod. |
| John Cook do | George A. Kennedy, M.D., Fort Macleod. |
| Richard S. Garratt do | William Pocklington do |
| George L. Dodds, Wolseley. | Neil F. McK. Scobie, Pincher Creek. |
| Thomas L. Bray do | Major James Walker, Calgary. |
| John Mann, Wolf Creek. | Frederick S. Stimson do |
| James Biden do | Robert W. McLellan, Red Deer. |
| Levi Thomson do | John Turner, Edmonton. |
| Major Charles E. Phipps, Summerberry. | George A. Simpson do |
| George Anderson, Grenfell. | William Anderson do |
| Thomas Evans, Broadview. | William Cust do |
| Samuel N. Foster, Wallace. | Richard Hardesty do |
| Albert E. Boake do | Samuel Cunningham, St. Albert. |
| William J. French, York Colony. | Edward McGillivray, Victoria. |
| Joel Reaman, Yorkton. | Harrison L. Young, Lac la Biche. |
| James Sharp do | Maj.-Gen. Sir Fred. D. Middleton, K.C.M.G., Ottawa, Ont. |
| William Eakin, Crescent City. | Rufus Stephenson, Winnipeg, Man. |
| Benjamin Fisher, Kinbrea. | Roger Goulet, St. Boniface. |
| Herbert Manley-Power, Whitewood. | |
| Charles Marshallsay do | |
| John Buchanan do | |

New appointments as J. P.

| | |
|---|--|
| Frederick G. Fauquier, Maple Creek, Assa. | Francis W. Bull, Yorkton. |
| William Broley, Indian Head. | William Warner, Whitewood. |
| Jacob D. Jewett do | John J. Butler, Wapella. |
| William A. Clark, Fort Qu'Appelle. | Arthur Kaye, Redpath. |
| John Borland, Kenlis. | John A. Brown, Spy Hill. |
| James Black, Ellisboro'. | Robert W. Dulmage, Saskatoon, Sask. |
| Henry E. Skinner, Katopwe. | Elliott T. Galt, Lethbridge, Alta. |
| Henry H. Hayward, Hayward, Assa. | William Black, Macleod. |
| Finlay Campbell, Wolseley. | Richard Henry Viscount Boyle, Macleod. |
| John Fleming, Summerberry. | James D. Lafferty, M.D., Calgary. |
| Samuel Wilson, Sunnymead. | Andrew Henderson, M.D. do |
| Herbert Hill, Sumner. | Alexander Begg, Dunbow. |

William Cosgrave, Sumner.
Benjamin P. Richardson, Grenfell.
Robert E. Sherlock do
Joseph Clementson, Broadview.
David Graham do

Charles Meek, Battle River.
Matthew McCauley, Edmonton.
John A. Macdougall do
Francis Lamoureaux, Fort Saskatchewan.
John A. Mitchell, Victoria.

Appointments.

The following is a continuation of the list of territorial appointments transmitted with my report of last year, namely :—

Notaries Public.

| | |
|---|--|
| William Smith, Fort Qu'Appelle, Assa. | John Hewgill, Moosomin, Assa. |
| Hilton Keith, Touchwood Hills. | George W. Grant, Saskatoon, Sask. |
| James Sharp, Armstrong's Lake. | Hermann J. Eberts, Indian Head, Assa. |
| James D. Stevenson, M.D., Yorkton. | Charles A. Magrath, Lethbridge, Alta. |
| Charles B. Slater, Wapella. | Arthur L. Sifton, Prince Albert, Sask. |
| William F. Johnson, Katepwe. | Robert Strachan, Edmonton, Alta. |
| William G. Knight, Swift Current. | Edward P. Davis, Calgary, Alta. |
| Henry W. Newlands, Prince Albert, Sask. | John H. Knowler, Whitewood, Assa. |
| Donald McGillivray, Qu'Appelle Station, Assa. | Jacob D. Jewett, Indian Head. |

Coroners.

| | |
|----------------------------------|------------------------------------|
| William Johnson, Moosomin, Assa. | William S. Anderton, Medicine Hat. |
| Dr. James D. Stevenson, Yorkton. | Dr. John Ballenden do |

Commissioners for taking Affidavits outside the North-West Territories.

| | |
|------------------------------------|---|
| Charles Hall Adams, Boston, U.S.A. | Francis E. Kilvert, Hamilton, Ont. |
| William A. Collins, Winnipeg, Man. | Samuel B. Steele, Beaver Creek, B. C. |
| Richard T. Heneker, Montreal, Que. | James S. Mack, S.S.C., Edinburgh, Scotland. |
| Ephraim J. Parke, London, Ont. | |

Issuers of Marriage Licenses.

| | |
|---------------------------------------|------------------------------------|
| Charles Marshallsay, Whitewood, Assa. | Charles B. Slater, Wapella. |
| Hilton Keith, Touchwood Hills. | William R. Roberts, Calgary, Alta. |
| Rev. Hugh A. Tudor, Medicine Hat. | William L. Wood, Edmonton. |

Game Guardians.

| | |
|--------------------------------------|---------------------------|
| David Nixon, Armstrong's Lake, Assa. | Seymour Green, Moose Jaw. |
| | John W. Young, Regina. |

Issuers of Billiard Licenses.

| | |
|--------------------------------------|---------------------------------------|
| William Cousins, Medicine Hat, Assa. | Thomas N. E. Christie, Calgary, Alta. |
|--------------------------------------|---------------------------------------|

Veterinary Surgeons.

| | |
|-------------------------------|------------------------------------|
| James Harris, Moosomin, Assa. | John L. Poett, Fort Macleod, Alta. |
|-------------------------------|------------------------------------|

Attached to this report you will find a return of liquor permits issued by me during the year 1885, as required by sub-section 2 of section 90 of the North-West Territories Act, 1880.

I have the honor to be, Sir,

Your obedient servant,

E. DEWDNEY,

Lieutenant-Governor of the North-West Territories.

STATEMENT of Special Permissions for the Importation of Intoxicating Liquors into the North-West Territories, during the Year 1885, as required by 43 Victoria, Chapter 25, Section 90, Sub-section 2.

| No. of Permits. | Quantity in each kind of Permit. | | | | | | | Total Quantities. | | | | | | | Remarks. |
|-----------------|----------------------------------|---------|-------|-------|------|------|----------|-------------------|---------|-------|-------|------|------|----------|--------------------------|
| | Whiskey. | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol. | Whiskey. | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol. | |
| 19 | 1 | | | | | | | 19 | | | | | | | |
| 2 | 1 | | | | | | | 3 | | | | | | | |
| 861 | 2 | | | | | | | 1,722 | | | | | | | |
| 15 | 3 | | | | | | | 45 | | | | | | | |
| 43 | 4 | | | | | | | 173 | | | | | | | |
| 33 | 5 | | | | | | | 185 | | | | | | | |
| 7 | 6 | | | | | | | 42 | | | | | | | |
| 2 | 8 | | | | | | | 18 | | | | | | | |
| 7 | 10 | | | | | | | 70 | | | | | | | |
| 1 | 20 | | | | | | | 20 | | | | | | | |
| 6 | 1 | 1 | | | | | | 6 | 6 | | | | | | |
| 2 | 2 | 1 | | | | | | 4 | 2 | | | | | | |
| 1 | 3 | 1 | | | | | | 3 | 1 | | | | | | |
| 1 | 2 | 1 | | | | | | 2 | 1 | | | | | | |
| 14 | 2 | 2 | | | | | | 28 | 28 | | | | | | |
| 1 | 5 | 2 | | | | | | 5 | 2 | | | | | | |
| 2 | 2 | 4 | | | | | | 4 | 8 | | | | | | |
| 1 | 10 | 2 | | | | | | 10 | 2 | | | | | | |
| 1 | 20 | 10 | | | | | | 20 | 10 | | | | | | |
| 2 | 5 | 5 | | | | | | 10 | 10 | | | | | | |
| 1 | 4 | 1 | | | | | | 4 | 1 | | | | | | |
| 2 | 3 | 2 | | | | | | 6 | 4 | | | | | | |
| 5 | 2 | | | 1 | | | | 10 | | | 5 | | | | |
| 1 | 4 | | | 4 | | | | 4 | | | 4 | | | | |
| 1 | 2 | | | 10 | | | | 2 | | | 10 | | | | |
| 5 | 5 | | | 2 | | | | 25 | | | 10 | | | | |
| 2 | 1 | | | 2 | | | | 2 | | | 4 | | | | |
| 3 | 3 | | | 2 | | | | 9 | | | 6 | | | | |
| 2 | 5 | | | 3 | | | | 10 | | | 6 | | | | |
| 4 | 1 | | | 1 | | | | 4 | | | 4 | | | | |
| 6 | 2 | | | 4 | | | | 12 | | | 24 | | | | |
| 19 | 2 | | | 2 | | | | 38 | | | 38 | | | | |
| 1 | 5 | | | 4 | | | | 5 | | | 4 | | | | |
| 1 | 8 | | | 2 | | | | 8 | | | 2 | | | | |
| 1 | 1 | | | 4 | | | | 1 | | | 4 | | | | |
| 1 | 5 | | | 5 | | | | 5 | | | 5 | | | | |
| 1 | 2 | 3 | | 2 | 2 | 1 | | 2 | 3 | | 2 | 2 | | | Pharmaceutical purposes. |
| 2 | 1 | | | | | 1 | | 2 | | | | | 2 | | |
| 1 | 5 | | 30 | 4 | | | | 5 | | 30 | 4 | | | | |
| 1 | 1 | 1 | | 1 | | | | 1 | 1 | | 1 | | | | |
| 1 | 2 | | 32 | 10 | | | | 2 | | 32 | 10 | | | | |
| 2 | 4 | 1 | | 2 | | | | 8 | 2 | | 4 | | | | |
| 1 | 1 | | 5 | 1 | | | | 1 | | 5 | 1 | | | | |
| 1 | 1 | | 30 | 2 | | | | 1 | | 30 | 2 | | | | |
| 1 | 5 | 2 | | 2 | | | | 5 | 2 | | 2 | | | | |
| 1 | 2 | 2 | 5 | 2 | | | | 2 | 2 | 5 | 2 | | | | |
| 2 | 1 | | | | 1 | | | 2 | | | | 2 | | | |
| 1 | 2 | | | | 1 | | | 2 | | | | 1 | | | |
| 1 | 5 | | | | 2 | | | 5 | | | | 2 | | | |
| 1 | 1 | | | | | 1 | | 1 | | | | | 1 | | |
| 2 | 2 | | | | 2 | | | 4 | | | | 4 | | | |
| 4 | 2 | 2 | | 2 | | | | 8 | 8 | | 8 | | | | |
| 1 | 5 | | | | | 2 | | 5 | | | | | 2 | | |
| 1 | 2 | 2 | | | | 2 | | 2 | 2 | | | | | 2 | Pharmaceutical purposes. |
| 1 | 2 | | | | | | | 3 | | | | 2 | | | |
| 1 | 2 | | | 3 | | 3 | | 2 | | | 2 | | 2 | | |

STATEMENT of Special Permissions for the Importation of Intoxicating Liquors, &c.—
Continued.

| No. of Permits. | Quantity in each kind of Permit. | | | | | | | Total Quantities. | | | | | | | Remarks. |
|-----------------|----------------------------------|---------|-------|-------|-------|-------|----------|-------------------|---------|-------|-------|-------|-------|---------|--------------------------|
| | Whiskey. | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol. | Whiskey | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol | |
| 2 | 2 | ..... | 15 | ..... | ..... | ..... | ..... | 4 | ..... | 30 | ..... | ..... | ..... | ..... |  |
| 1 | 2 | ..... | 9 | ..... | ..... | ..... | ..... | 2 | ..... | 9 | ..... | ..... | ..... | ..... |  |
| 3 | 4 | ..... | 30 | ..... | ..... | ..... | ..... | 12 | ..... | 120 | ..... | ..... | ..... | ..... |  |
| 1 | 10 | ..... | 30 | ..... | ..... | ..... | ..... | 10 | ..... | 30 | ..... | ..... | ..... | ..... |  |
| 14 | 2 | ..... | 32 | ..... | ..... | ..... | ..... | 28 | ..... | 448 | ..... | ..... | ..... | ..... |  |
| 3 | 2 | ..... | 30 | ..... | ..... | ..... | ..... | 6 | ..... | 90 | ..... | ..... | ..... | ..... |  |
| 1 | 10 | ..... | 70 | ..... | ..... | ..... | ..... | 10 | ..... | 70 | ..... | ..... | ..... | ..... |  |
| 2 | 1 | ..... | 16 | ..... | ..... | ..... | ..... | 2 | ..... | 32 | ..... | ..... | ..... | ..... |  |
| 1 | 5 | ..... | 64 | ..... | ..... | ..... | ..... | 5 | ..... | 64 | ..... | ..... | ..... | ..... |  |
| 2 | 2 | ..... | 16 | ..... | ..... | ..... | ..... | 4 | ..... | 32 | ..... | ..... | ..... | ..... |  |
| 1 | 5 | ..... | 32 | ..... | ..... | ..... | ..... | 5 | ..... | 32 | ..... | ..... | ..... | ..... |  |
| 1 | 5 | ..... | 5 | ..... | ..... | ..... | ..... | 5 | ..... | 5 | ..... | ..... | ..... | ..... |  |
| 1 | 4 | ..... | 32 | ..... | ..... | ..... | ..... | 4 | ..... | 32 | ..... | ..... | ..... | ..... |  |
| 1 | 5 | ..... | 38 | ..... | ..... | ..... | ..... | 5 | ..... | 38 | ..... | ..... | ..... | ..... |  |
| 1 | 2½ | 2 | 3 | ..... | ..... | ..... | ..... | 2½ | 2 | 3 | ..... | ..... | ..... | ..... |  |
| 1 | 2 | 4 | 30 | 2 | ..... | ..... | ..... | 2 | 4 | 30 | 2 | ..... | ..... | ..... |  |
| 1 | 10 | 2 | 30 | 6 | ..... | ..... | ..... | 10 | 2 | 30 | 6 | ..... | ..... | ..... |  |
| 1 | ½ | ½ | ..... | ½ | ..... | ..... | ..... | ½ | ½ | ..... | ½ | ..... | ..... | ..... | Pharmaceutical purposes. |
| 1 | 2 | ..... | 192 | 10 | ..... | ..... | ..... | 2 | ..... | 192 | 10 | ..... | ..... | ..... |  |
| 1 | 5 | 2 | 32 | ..... | ..... | ..... | ..... | 5 | 2 | 32 | ..... | ..... | ..... | ..... |  |
| 1 | 10 | ..... | 192 | 4 | ..... | ..... | ..... | 10 | ..... | 192 | 4 | ..... | ..... | ..... |  |
| 1 | 10 | 5 | 48 | 5 | ..... | ..... | ..... | 10 | 5 | 48 | 5 | ..... | ..... | ..... |  |
| 1 | 6 | 2 | 32 | 4 | ..... | ..... | ..... | 6 | 2 | 32 | 4 | ..... | ..... | ..... |  |
| 1 | 10 | 2 | 32 | ..... | 2 | ..... | ..... | 10 | 2 | 32 | ..... | 2 | ..... | ..... |  |
| 1 | 3 | 2 | ..... | ..... | ..... | ..... | 5 | 3 | 2 | ..... | ..... | ..... | 5 | ..... | Pharmaceutical purposes. |
| 1 | 2 | 1 | ..... | 1 | ..... | ..... | ..... | 2 | 1 | ..... | 1 | ..... | ..... | ..... |  |
| 12 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 12 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 197 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 394 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | 9 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 3 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 12 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 4 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | 20 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 6 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 6 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 10 | ..... | ..... | ..... | ..... | ..... | ..... | 10 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | 8 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 1½ | ..... | ..... | ..... | ..... | ..... | ..... | 1½ | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 2 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 29 | 2 | ..... | 2 | ..... | ..... | ..... | ..... | 58 | ..... | 58 | ..... | ..... | ..... | ..... |  |
| 1 | 3 | ..... | 6 | ..... | ..... | ..... | ..... | 3 | ..... | 6 | ..... | ..... | ..... | ..... |  |
| 3 | 2 | ..... | 1 | ..... | ..... | ..... | ..... | 6 | ..... | 3 | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | 2 | ..... | ..... | ..... | ..... | 1 | ..... | 2 | ..... | ..... | ..... | ..... |  |
| 1 | 2 | ..... | 4 | ..... | ..... | ..... | ..... | 2 | ..... | 4 | ..... | ..... | ..... | ..... |  |
| 1 | 8 | ..... | 2 | ..... | ..... | ..... | ..... | 8 | ..... | 2 | ..... | ..... | ..... | ..... |  |
| 2 | 3 | ..... | 2 | ..... | ..... | ..... | ..... | 6 | ..... | 4 | ..... | ..... | ..... | ..... |  |
| 11 | 1 | ..... | 1 | ..... | ..... | ..... | ..... | 11 | ..... | 11 | ..... | ..... | ..... | ..... |  |
| 1 | 5 | ..... | 2 | ..... | ..... | ..... | ..... | 5 | ..... | 2 | ..... | ..... | ..... | ..... |  |
| 1 | 1½ | ..... | ..... | ..... | ..... | ..... | ..... | 1½ | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 4 | ..... | 2 | ..... | ..... | ..... | ..... | 4 | ..... | 2 | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | 16 | ..... | ..... | ..... | ..... | 1 | ..... | 16 | ..... | ..... | ..... | ..... |  |
| 1 | 1 | ..... | 5 | ..... | ..... | ..... | ..... | 1 | ..... | 5 | ..... | ..... | ..... | ..... |  |
| 3 | 2 | ..... | 10 | ..... | ..... | ..... | ..... | 6 | ..... | 30 | ..... | ..... | ..... | ..... |  |
| 1 | 2 | ..... | 30 | ..... | ..... | ..... | ..... | 2 | ..... | 30 | ..... | ..... | ..... | ..... |  |
| 1 | 3 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 1 | 2 | ..... | 1 | ..... | 2 | ..... | ..... | 2 | ..... | 1 | ..... | 2 | ..... | ..... |  |
| 1 | 3 | ..... | ..... | ..... | 2 | ..... | ..... | 2 | ..... | ..... | ..... | 2 | ..... | ..... |  |
| 1 | 3 | ..... | ..... | ..... | ..... | ..... | 1 | 3 | ..... | ..... | ..... | ..... | ..... | 1 | Pharmaceutical purposes. |

STATEMENT of Special Permissions for the Importation of Intoxicating Liquors, &c.—
Concluded.

| No. of Permits. | Quantity in each kind of Permit | | | | | | | Total Quantities. | | | | | | | Remarks. |
|-----------------|---------------------------------|---------|-------|-------|------|------|----------|-------------------|---------|-------|-------|------|------|----------|--------------------------------|
| | Whiskey. | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol. | Whiskey. | Brandy. | Beer. | Wine. | Gin. | Rum. | Alcohol. | |
| 1 | | 2 | | | | | 2 | | 2 | | | | | 2 | Pharmaceutical purposes. do |
| 1 | | 1 | | 1 | | | 1 | | 1 | | 1 | | | 1 | |
| 7 | | | 5 | | | | | | | 35 | | | | | |
| 2 | | | 2 | | | | | | | 4 | | | | | |
| 1 | | | 4 | | | | | | | 4 | | | | | |
| 6 | | | 8 | | | | | | | 48 | | | | | |
| 1 | | | 9 | | | | | | | 9 | | | | | |
| 18 | | | 10 | | | | | | | 180 | | | | | |
| 8 | | | 15 | | | | | | | 120 | | | | | |
| 13 | | | 16 | | | | | | | 208 | | | | | |
| 2 | | | 12 | | | | | | | 24 | | | | | |
| 4 | | | 18 | | | | | | | 72 | | | | | |
| 6 | | | 20 | | | | | | | 120 | | | | | |
| 32 | | | 30 | | | | | | | 960 | | | | | |
| 1 | | | 35 | | | | | | | 35 | | | | | |
| 2 | | | 36 | | | | | | | 72 | | | | | |
| 25 | | | 32 | | | | | | | 1,120 | | | | | |
| 2 | | | 40 | | | | | | | 80 | | | | | |
| 2 | | | 60 | | | | | | | 120 | | | | | |
| 1 | | | 96 | | | | | | | 96 | | | | | |
| 1 | | | 30 | 2 | | | | | | 30 | 2 | | | | |
| 2 | | | 32 | 4 | | | | | | 64 | 4 | | | | |
| 2 | | | 32 | 4 | | | | | | 64 | 8 | | | | |
| 1 | | | 20 | 2 | | | | | | 20 | 2 | | | | |
| 1 | | | 32 | | 2 | | | | | 32 | | 2 | | | |
| 7 | | | | 1 | | | | | | | 7 | | | | |
| 36 | | | | 2 | | | | | | | 72 | | | | |
| 3 | | | | 3 | | | | | | | 9 | | | | |
| 8 | | | | 4 | | | | | | | 32 | | | | |
| 3 | | | | 5 | | | | | | | 15 | | | | |
| 3 | | | | 6 | | | | | | | 18 | | | | |
| 1 | | | | 8 | | | | | | | 8 | | | | |
| 1 | | | | 30 | | | | | | | 30 | | | | |
| 4 | | | | | 1 | | | | | | | 1 | | | |
| 19 | | | | | 2 | | | | | | | 38 | | | |
| 2 | | | | | | 1 | | | | | | | 2 | | |
| 21 | | | | | | 2 | | | | | | | 62 | | |
| 1 | | | | | | 3 | | | | | | | 3 | | |
| 2 | | | | | | 5 | | | | | | | 10 | | |
| 6 | | | | | | | 2 | | | | | | | 12 | |
| 1 | | | | | | | 4 | | | | | | | 4 | |
| 3 | | | | | | | 5 | | | | | | | 15 | |
| 4 | | | | | | | 10 | | | | | | | 40 | |
| 1 | | | | | | | | | | | | | | | |
| 6 | | | | 1 | | | | | | | 6 | | | | Sacramental purposes. |
| 14 | | | | 2 | | | | | | | 28 | | | | do |
| 1 | | | | 3 | | | | | | | 3 | | | | do |
| 1 | | | | 5 | | | | | | | 5 | | | | do |
| 7 | | | | 11 | | | | | | | 77 | | | | do |
| 1 | | | | 33 | | | | | | | 33 | | | | do |
| 1 | | | | 100 | | | | | | | 100 | | | | do |
| 1,761 | | | | | | | | 2,739 | 718 | 5,322 | 756½ | 60½ | 84½ | 8½ | |

PART V.

NORTH-WEST HALF-BREED COMMISSION.

PART V.

LONDON, ONT., 15th October, 1885.

SIR,—I have the honor to enclose the report of the North-West Half-Breed Commission of the work done by them during the past summer.

I have the honor to be, Sir,

Your obedient servant,

W. P. R. STREET,

Chairman.

The Honorable
The Minister of the Interior,
Ottawa.

LONDON, ONT., 26th September, 1885.

SIR,—We have the honor to report that, in obedience to the commission to us issued on the 30th March last, and the instructions accompanying it, and the subsequent instructions from time to time given to us, we have held sittings at the following places in the North-West Territories, that is to say:—Fort Qu'Appelle, Touchwood Hills, the Qu'Appelle Valley, Regina, Maple Creek, Calgary, Fort Macleod, Pincher Creek, Edmonton, St. Albert, Fort Saskatchewan, Victoria, Fort Pitt, Battleford, Prince Albert, Batoche, Duck Lake, the forks of the River Saskatchewan, Fort à la Corne, Cumberland House, Moose Jaw, and Willow Bunch; also at Grand Rapids in Keewatin, and at Winnipeg and Griswold in Manitoba.

In addition to the claims brought before us at these regular sittings, we have received and disposed of the claims of many Half-Breeds whom we met at various points upon the trails, as we travelled through the country.

We have received, registered and dealt with 1,694 distinct written applications, representing claims by or by the representatives of 1,815 Half-Breeds living in the North-West Territories on the 15th July, 1870.

The nature of each of these claims and the decision arrived at, as well as the action, if any, taken with regard to it, will be found fully set forth in the three books marked respectively A, B, and C, which accompany this report. From these books it will be found that the number of persons entitled to receive from us certificates for scrip was much greater than the number of persons entitled on 15th July, 1870, owing to the sub-division of the shares of persons who have died since that date.

The book marked D contains a list alphabetically arranged of all the persons whose claims are registered in the books A, B and C, whether the claimants were entitled on 15th July, 1870, or have derived their rights by succession to those of deceased persons.

The book E contains in alphabetical order the names of the persons alleged to have been Half-Breeds residing in the North West Territories on 15th July, 1870, by whom or by whose representatives claims were made before us, together with such information with regard to each claimant as is requisite for the identification of the claim.

Certificates have been issued by the chairman of the commission upon the forms supplied us for the purpose as follows:—

For Money Scrip.

| | | | |
|-----------------------------------|--|------------------|-----------|
| Form G, 986 certificates for..... | | \$188,419 | 35 |
| do G,* 153 do | | 26,541 | 92 |
| do O, 245 do | | 19,392 | 32 |
| do R, 246 do | | 28,735 | 16 |
| do L, 70 do | | 15,430 | 00 |
| do F, 10 do | | 682 | 19 |
| Totals 1,710 do | | \$279,200 | 94 |

For Land Scrip.

| | | | |
|-------------------------------------|--|---------------|-----------|
| Form L L, 231 certificates for..... | | 55,120 | acres. |
| do O,* 1 do | | 240 | do |
| Totals 232 do | | 55,260 | do |

In addition to the claims which are registered in the books A, B and C, we have rejected those of many persons who appeared before us, but who, upon a preliminary enquiry, were found to have no claims which we could recognize or deal with.

We have endeavored, at each place at which we have held sittings, to dispose, so far as was possible, of the claims of all the Half-Breeds in the neighborhood; and in order to do this we have, in many instances, visited the houses of persons who were unable to attend our sittings—but it has unavoidably happened that in every locality persons remain who were unable, from illness, or absence, or other cause, to bring claims to our notice. There are also many Half-Breeds taking the Indian treaties, who have expressed to us their desire to withdraw from the treaty and obtain certificates for scrip, but who have been unable, at the time, to obtain their discharge. In addition to these claimants who have not been dealt with, there remains the large settlement of Half-Breeds at Lac la Biche, which place we were unable to approach, owing to the disturbed state of that part of the country while we were in the neighborhood.

We respectfully recommend that some means should be taken early next spring of giving an opportunity of proving their claims to all those Half-Breeds who have not already done so. The number at Lac la Biche is so large that it will, in our opinion, be advisable to receive and dispose of the claims there upon the spot; and this course being much more satisfactory to the claimants than a distant reference of their claims, might be advantageously followed in some of the most important of the other settlements, where many of the scattered claimants could readily be assembled.

We desire to acknowledge having received most valuable assistance in the performance of our duties from Mr. N. O. Côté, the Secretary of the Commission.

We have the honor to be, Sir,

Your obedient servants.

WM. P. R. STREET,

R. GOULET,

A. E. FORGET.

The Honorable
The Minister of the Interior,
Ottawa.

REPORT

OF THE

COMMISSIONER

OF THE

NORTH-WEST MOUNTED POLICE FORCE

1885.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

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

1886

*To His Excellency the Most Honourable the Marquess of Lansdowne, Governor
General of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honor to lay before Your Excellency the Annual Report of the Commissioner of the North-West Mounted Police Force.

Respectfully submitted,

JOHN A. MACDONALD,

Superintendent-General of Indian Affairs.

TABLE OF CONTENTS.

| | Page. |
|------------------------------------|-------|
| Commissioner's Report, Part I..... | 1 |
| do do II..... | 20 |

APPENDICES TO THE ABOVE.

| | |
|---|----|
| A. Report of Assistant Commissioner, and correspondence respecting the engagement at Duck Lake, &c.... | 34 |
| B. do Superintendent Herchmer..... | 50 |
| C. do do Cotton..... | 57 |
| D. do do Deane..... | 62 |
| E. do do Steele..... | 66 |
| F. do do Perry..... | 67 |
| G. do do Griesbach..... | 74 |
| H. do Inspector Dickens..... | 78 |
| I. do do Morris..... | 81 |
| J. do Senior Surgeon Jukes..... | 83 |
| K. do Asst. do Miller..... | 90 |
| L. do do do Kennedy..... | 91 |
| M. do do do Rolph..... | 93 |
| N. List of Mounted Police and Prince Albert Volunteers killed and wounded..... | 96 |
| O. Return of Criminal and other Cases tried during the year... | 98 |

N. W. MOUNTED POLICE,
HEAD QUARTERS,
REGINA, 31st December 1885.

To the Right Honorable
Sir JOHN A. MACDONALD, G.C.B.,
Superintendent-General of Indian Affairs.
Ottawa.

SIR,—I have the honor to hand you my report for the year 1885.

It will probably be convenient, in treating of events, as far as possible in their chronological order, if I distinguish between reports connected with the ordinary police work and those descriptive of operations during the Rebellion. The latter, therefore will be found complete in Part II of this report.

PART I.

The periodical reports forwarded each month will have furnished the details of the police work performed from day to day, and it is unnecessary for me to further allude to them, except in some few special instances.

The following is a recapitulation of the cases tried in the North-West Territories during the past year. The rebellion is, of course, responsible, to a great extent, for the abnormal proportions of several portions of the calendar, while on the other hand the withdrawal of every available man and horse for duty in the north left the large districts in the south with very inadequate Police protection for a period of some months.

RECAPITULATION of cases tried and disposed of in the North West Territories during the past year :—

| | |
|--|----|
| High treason | 7 |
| Treason felony | 92 |
| Felony | 12 |
| Murder | 17 |
| Accessory to murder | 4 |
| Arson | 4 |
| Shooting with intent | 2 |
| Horse stealing | 48 |
| Bringing stolen property into Canada | 1 |
| Cattle stealing | 9 |
| Larceny | 56 |
| Embezzlement | 2 |
| Non-payment of wages | 4 |
| Selling intoxicants | 29 |
| Giving intoxicants to Indians | 10 |
| Intoxicants in possession | 76 |
| Manufacturing intoxicants | 3 |
| Refusing to give information concerning liquor | 1 |
| Gambling | 17 |
| Assault | 42 |
| Assault and battery | 7 |
| Indecent assault | 2 |
| Drunk | 19 |

| | | | | | | | | |
|---------------------------------------|---|---|---|---|---|---|---|----|
| Drunk and disorderly | - | - | - | - | - | - | - | 31 |
| Insanity | - | - | - | - | - | - | - | 8 |
| Vagrancy | - | - | - | - | - | - | - | 6 |
| Receiving money under false pretences | - | - | - | - | - | - | - | 4 |
| Assaulting police | - | - | - | - | - | - | - | 4 |
| Threatening to kill | - | - | - | - | - | - | - | 1 |
| Attempted seduction | - | - | - | - | - | - | - | 1 |
| Fraud | - | - | - | - | - | - | - | 3 |
| Malicious injury to property | - | - | - | - | - | - | - | 4 |
| Setting fire to prairie | - | - | - | - | - | - | - | 2 |
| House breaking | - | - | - | - | - | - | - | 2 |
| Illegal possession of property | - | - | - | - | - | - | - | 13 |
| Receiving stolen property | - | - | - | - | - | - | - | 1 |
| Perjury | - | - | - | - | - | - | - | 1 |
| Wife desertion | - | - | - | - | - | - | - | 1 |
| Obtaining goods under false pretences | - | - | - | - | - | - | - | 1 |
| Suicide | - | - | - | - | - | - | - | 1 |
| Military prisoners | - | - | - | - | - | - | - | 2 |
| Miscellaneous | - | - | - | - | - | - | - | 41 |

INDIANS.

From the foregoing statement you will observe that the offence of giving or selling intoxicating liquor to Indians is on the increase, and I would very strongly urge the adoption of measures to prevent its further development.

These offences have principally occurred in the McLeod district, where whiskey peddlers from the other side of the line traffic amongst the Indians of that section. The maximum punishment which at present can be awarded for that offence is not sufficient to act as a deterrent with the lawless class of men who are concerned in the traffic, and I would recommend that it be made a penitentiary offence, without the option of a fine—at all events, within the limits of treaty No. 7.

The Indians themselves are very much averse to liquor being brought amongst them, and not infrequently give information on the subject.

On the 6th March, at Fort McLeod, an Indian named "Iron Shirt" was arrested on a charge of horse stealing, on complaint by another Indian named "Black Horse." The former, who was committed for trial, attempted, a few days later, to commit suicide in his cell by means of his moccasin strings, which he tied round his neck and to his bed. He was discovered in time to prevent any serious results.

On the 12th of the same month, at the same place, Constable Hilliard, from Stand Off reported to Superintendent Cotton that he had endeavored to arrest some Indians, but had been unable to do so. A mounted party was at once ordered to the reserve, but their services were not required, as the four Indians wanted came into the post and gave themselves up, saying that they did not intend to defy the police, but had no horses to come in on. They were allowed to go with a caution.

On the 31st March, in consequence of representations which had been made to the Lieutenant-Governor, Sergeant Paterson, with two scouts, proceeded from Maple Creek to Pie-a-pot Creek, Cypress Hills, to enquire into the occupation of sundry Indians said to be located there. He reported: "I found Front Man's camp of Crees, numbering twenty-five families, some being in houses they had built, the others in lodges. As far as I could see they were occupying themselves in trying to put in a crop of potatoes, but as they had no implements, except one spade, the others using sharpened stakes and hatchets, the headway they made was small. A few were fishing with dip-nets and catching suckers enough to feed themselves. As it had

been rumored that these Indians were making bows and arrows to arm themselves, the sale of ammunition being stopped, I went into every lodge and house and carefully looked for any sign of such work. I also went through the bush in the vicinity, thinking this might be done outside. (These Indians are not receiving Government aid, as they have refused to go to their reserve.)

"I could see nothing to lead any one to suppose any had been made, and think the rumor was without any foundation—not that it would have been of any consequence, as no wood can be obtained here to make bows of any strength."

Two of the File Hill Indians, named "Star Blanket" and "Pee-pee-kis-is" were, on the 16th June, brought to Regina from Fort Qu'Appelle, charged with leaving their reserve, and with firearms &c., proceeding in the direction of Fort Qu'Appelle, whereby there was imminent risk of provoking a breach of the peace. "Star Blanket" had been warned by the Indian agent that if Indians left their reserves there would probably be trouble, as there was a number of soldiers at Fort Qu'Appelle; but on the 14th June the agent found the whole camp (composed of about 300) four or five miles to the west of the reserve limits—that is, in the direction of Fort Qu'Appelle; and as the Indians were armed with guns, bows and arrows, clubs &c., a collision was more than probable, in the event of their coming in contact with the troops. Indian Agent Macdonald took with him a police constable, who brought "Star Blanket" out of a lodge in the camp, and took him into custody, he being a chief of his tribe, and so responsible, in a measure, for the acts thereof. "Pee-pee-kis-is" was not in the camp, having gone to Fort Qu'Appelle, contrary to instructions, and was arrested on return therefrom.

About this time a number of prisoners captured at Batoche were hourly expected on their way to Regina, and the necessity for these Indians being confined to their reserves was exceptionally great.

At the preliminary examination the prosecutor on behalf of the Indian Department withdrew the charge, and the prisoners having been cautioned, were allowed to go.

On the 25th July Superintendent McIllree reported by telegraph that a man named McIvor had been shot on the 23rd by Indians, at a spot about eight miles above the Saskatchewan Landing, and that a party had left for that place. The wounded man was removed from Swift Current to the police hospital at Maple Creek, where he died on the 29th idem. From his deposition taken on the 25th, it appeared that he came from British Columbia, and having taken boat at Calgary, was on his way to Prince Albert to join his two brothers. Having left Calgary on the 8th, and passed Medicine Hat he said: "I came to camp Thursday about noon, and in leaning over camp fire a bullet whistled between my arm, which was stretched out, and my body; cut my shirt. I ran towards my boat and shoved off; only got a short distance; ran on sand bar. Indians fired seven or eight shots, and one old buck waded out (I was lying at bottom of boat, which I canted up on off side, so as to try and get some protection from bullets), and put his gun to my body and fired. I jumped up and out of the boat, after the old buck, who was retracting toward shore, and as he was reloading his gun (old muzzle loader). I ran for my axe, which was in a log near camp fire, rushed at Indian, grabbed his gun, and brought my axe on his head, knocking out his brains, I think. Left him for a dead man, and got back to my boat quickly as possible, and shoved off sand bar and drifted down stream. Think I was about forty miles west of Saskatchewan ferry, and when passing there men in charge noticed boat coming down, and men from steamer "Minnow" which was lying at ferry, put off in their boat and towed me in.

Constable Partridge, who was in charge of the party detached to follow up the matter, started from Swift Current early on the morning of the 25th; crossed the Saskatchewan and went about twenty miles up the river on the north side that day. Another twenty-three miles the following morning brought them to some bush, where they found the head and tail of a grey horse very recently killed; further on in the

bush they found three brush teepees, and a place where it seemed as if the horse's skin had been tanned and a canoe made of it. A mile further on they came upon tracks of bare-footed Indians opposite a sand bar in the river. There were traces of a recent camp fire, and an axe hidden in the bush hard by. This was doubtless the spot. The constable reported: "I am afraid McIvor did not kill an Indian, as he claims he did, as we could not find any trace, and could see every foot print in the sand."

Three of the party then examined the water's edge for about twenty miles, and three others searched the sand hills, but neither party found any indications of the route the Indians had taken. Constable Partridge was of opinion that they had crossed the river and returned to the landing, to take up, if possible, the trail on the south side, but arrived to find that Sergeant Major Douglas and a party had gone a head of him. On the 4th August Superintendent McIllree reported that the country had been thoroughly scouted between Maple Creek and Medicine Hat on the one side, and as far as the mouth of Swift Current Creek on the other, but no traces of the Indians in question could be found. He added: "I do not think the Indians who killed McIvor crossed the river, as some men coming down river in boat picked up the skin boat made by Indians, and saw them on the north bank."

Late on the evening of the 29th July Superintendent McIllree received indirect intelligence that there had been trouble with Indians at Sand's Mill, at the head of the Cypress Hills, about forty-five miles from Maple Creek.

Being unable to obtain any specific information, he telegraphed to Sergeant Duchesnay, at Medicine Hat, to start for the mill at day light next morning, sending a non-commissioner officer and party from Maple Creek at the same time. It appeared that about dinner time on the 29th seven Indians rode up to the mill and asked for dinner, which was given them; they stayed but a short time, and subsequently went up the mountain to the camp of an Indian named "Wild Cat," cut up his lodge, destroyed his property, stole his horse and took away his squaw. They then returned to the logging camp, turned their horses into an oat field, took what provisions they wanted, lighted a fire near the buildings, and danced and sang all night. The mill hands had betaken themselves to the mill. When Sergeant Duchesnay arrived, about noon on the 30th, the Indians had gone. Their trail was not readily found, but was eventually found leading south. "Wild Cat's" horse was found tied up in the brush, and the squaw returned on the second day.

The Indians were Blackfeet, who promised to come back and burn the mill, as the foreman said; so a small detachment was left there temporarily. The Indian agent at the Blackfoot Crossing reported that there were only seven young men off the reserve, and as he knew their names he was requested to inform Superintendent Herchmer of their return to the reserve. On the 11th inst. that officer started for the reserve with thirty-two men, telegraphing to Mr. Begg to meet him on the prairie that night, and give him the names of the marauders. Through some misunderstanding, Mr. Begg did not meet Superintendent Herchmer until the latter was within a mile of the reserve, when, in giving the names, he said that he had told "Crowfoot" what the police were coming for. Superintendent Herchmer then thought it advisable to see "Crowfoot" before searching the camps. "I did so," he says, "but he was unwilling to interfere, and struck me as being in a sulky state. I then proceeded to the portion of the camp where the required men lived, which was alongside 'Running Rabbit's,' a minor chief, but none of them were to be found. I am positive that they were warned, and had not slept in camp the night previous, as all their kits were away and tents empty.

"I then explained to the assembled Indians what I wanted, and advised them to produce the Indians, but with no avail. There was apparently great excitement in the camp, and I am confident that if the accused men had been found we should have had to fight for their capture, which I was prepared to do, but which I am thankful to say did not happen.

"The Indians produced four horses. As one was a police horse, I was confident their statement was true, and that they had found the horses on the prairie, and that they had been lost by other Indians or half-breeds escaping from the north.

"I returned to Gleichen and camped for the night, several Indians following my party. I had a long consultation with them, and arrived at a better feeling. They promised to produce the accused men, and I have no doubt will do so before long. Among other things, the Indians told me they did not know who we were, being in brown suits; that they thought we were some of General Strange's scouts, or might be a party arriving to disarm them."

On the 31st July, in consequence of representations having been made to the Lieutenant-Governor that raids had been committed by Indians on divers settlers in the Crescent Lake and York Colony neighborhood, Sergeant Hooper, with fifteen men, and Interpreter Leveillé, proceeded to Broadview to trace and arrest the perpetrators.

Out of O-Kan-ese's band, at the east end of Crooked Lakes, he arrested four of the Indians wanted and sent them to headquarters. Going then to Fort Pelly he secured Thomas Brass, and calling at Mus-co-pe-tung's reserve, picked up Pa-sung, sending these two under escort to Regina. His next objective point was the Fishing Lakes, near Touchwood, to apprehend Too-too-nee-gan and John Fox, but on arriving there found Too-too-nee-gan had been recently seen on the Crooked Lakes reserve, so apprehending John Fox he returned thither, but did not succeed in finding his man.

Of the foregoing, Brass and Fox were subsequently discharged. Of the remainder four were awarded three years, and the fifth two years in the penitentiary.

In a report of the 26th October last, Superintendent Cotton desired to bring to my "notice and that of the Honorable the Minister the objectionable changes that have come about in the general bearing and feeling of the Indians in this southern section of the Territories. I now express it as my positive opinion that the feeling of the Blood Indians towards the Government and white men generally is at this present moment very far from one of a friendly character. In this respect the past year has brought a marked change, particularly among the young men, who plainly show that a spirit of unrest and disquiet is not dormant within them." Alluding to the Rebellion and its suppression, he says: "It must be remembered that the accounts of the various scenes enacted in the north are received by the Indians more from an Indian point of view than from actual facts. * * * The loss of the troops was magnified and that of the Indians minimized. This is what they still believe, and I think it shows them an Indian can be influenced and his sympathy aroused by another Indian much more thoroughly and forcibly than by any white man. The chiefs and old men having greater and more varied experience, are much more prone to form correct and logical conclusions; and they, though certainly not without their aboriginal prejudices, are, for the most part, aware of and ready to admit the universally honorable, humane, and even markedly generous treatment they have at all times had at the hands of the Government. Still, their influence does not appear strong enough to successfully inoculate the younger men with such a train of thought, and it must not be forgotten that the younger men played the most important part in this rebellion. * * *"

"It should, I think, be borne in mind that our experience during the past summer has furnished us with what I may term data, from which we may with safety assume that had any serious reverse happened to the troops serving in the north an almost simultaneous outbreak would have occurred in the south. Even as I write I cannot but call to mind the far from peaceable effect produced here when the news of the fight at Fish Creek became known."

After adverting to the hereditary enmity between the Blackfeet and Crees, and expressing his belief that these tribes would, notwithstanding, make common cause

against the white man, Superintendent Cotton continues, with reference to the despatch of some war parties on horse stealing expeditions:—

“This horse stealing on the part of the younger men is doing an incalculable amount of harm throughout the camp. Setting aside the complications it may, at any time, give rise to with the United States Government, it unsettles them greatly. If one man succeeds in evading arrest, the others are thus prompted to copy him and so doing is considered a signal sign of personal bravery that invariably meets with universal approbation.

“Thus, a large number of our Blood Indians are becoming professional horse-thieves, and though their operations are carried on, for the greater part, south of the international boundary line, it cannot be said to be universally the case, and war parties often visit distant portions of our Territories, solely for the purpose of horse stealing.

“That our Indians can, with the utmost ease, procure strong alcoholic drink in the United States, is unquestionably the fact. This proves a powerful incentive towards the continuance of these southern migrations, as does also the fact that they receive aid, most willingly proffered, in their criminal practises from their blood relations, the South Piegans (also of the Blackfoot Nation). The last mentioned Indians dare not themselves steal American horses, but they gladly accept horses from our Indians in payment for help and information afforded. In addition to this, our Indians go over to the United States to purchase ammunition. They can and do get any quantity of it from American traders, who appear to be specially equipped for the purpose of making such sales.”

Superintendent Cotton then alludes to the discontent of the Indians, with regard to the Canadian law which prohibits stolen property being brought into Canada. They can understand being punished if they are found with horses, &c., stolen in this country, but they cannot comprehend the justice of punishing them for stealing across the line—the more so, as there is no reciprocal provision on the other side.

While on this subject, I may mention a proposition which has been under discussion by the stockmen of the west, which I think deserves consideration. It is that each tribe of Indians in Treaty No. 7 be allotted a duly registered horse brand, with which all *bona fide* horses of Indians may be marked, and the brands defaced in case of sale, in presence of an Indian Department official.

I desire hereto, express my appreciation of the courtesy shown by Mr. James W. Taylor, the United States Consul at Winnipeg, in connection with whiskey traffic on St. Mary's River, and of the prompt action of his Government in the matter.

Superintendent Cotton telegraphed, in October last, that a whiskey trader had established himself at St. Mary's River, a few miles south of the boundary line, and was doing much harm. I immediately wrote to Mr. Taylor, soliciting his kind offices. He represented the matter to Washington, and the United States authorities promptly displaced the offender.

I have for some time past advocated an increase of police force at McLeod, and in my report of last year recorded my opinion that the division there would ere long require to be doubled.

In December last I detached “H” division thither, with the happiest results.

Since the arrival of the additional 100 men the demeanour of the Indians has undergone a marked change for the better, as I had ample opportunity of observing during my recent visit to that neighborhood. I am of opinion however, that the strength of Fort McLeod should consist of 200 non-commissioned officers and men irrespective of outposts. These will require about fifty men, and I would recommend, therefore, that the present force be increased by that number.

On the 2nd November, at McLeod, a Blood Indian, named “Wind Bellows” murdered his wife at the reserve. Superintendent Cotton went to the reserve with

a large party to make the arrest, but the murderer could not be found. He had, it subsequently appeared, made straight for the South Piegan camp on the other side of the line, and has remained there since.

With regard to the northern district of which Battleford is the central headquarters, exhaustive reports have been previously forwarded to your Department, and it is unnecessary for me to repeat them at length here. I would, however, quote a few short extracts from reports made by the Assistant Commissioner, who had been instructed to obtain and transmit as much information as possible. Under date of the 26th October last he says:—

“The truth is, the reports about the Indians and their doings are numerous and conflicting, and having considered the matter with the information I have, I have come to the conclusion that the Indians are somewhat discontented, owing to the fact that certain ill-advised reports seem to have been circulated among them as to their future treatment.”

The substance, shortly, of some of these rumours is, that they will not be permitted to beat their drums and dance, nor to paint their faces, &c. That which seems to have frightened them most is a report that all those who were concerned in the recent troubles would be arrested.

The serious possible results of these and like mischievous reports can hardly be over-estimated. Even if it is the intention of the Indian Department to carry out such reforms, there is no necessity for talking about them until the time comes for bringing them into force. It goes without saying that in the case of the northern Indians, at least, our true policy lies in teaching the Indians that we are content to let bygones be bygones, and that we bear no malice.

Major Crozier says: “I see no necessity for any serious trouble with the Indians. It is only necessary that they be managed fairly and justly. From what I hear, I believe the Indians fully appreciate and feel the power of the Government. In fact, in that respect, this section of the country is in a better condition than ever, yet, as I have before said, I think we should so act towards them that they will at least feel that they are not to be deprived of all the privileges and pleasures which exist for them, for if they do not so feel, their discontent is very apt to lead them to acts of recklessness which, if not leading to a general Indian outbreak, will at least cause a most unsatisfactory and unsettled state of affairs in the country. Altogether, I am of opinion that Indian matters in this section of the country are in a satisfactory condition, because any uneasiness or discontent that exists, can, I believe, be allayed by judicious and careful management on the part of those who come directly in contact with them from day to day.”

A report having been made during October that about twenty Indians belonging to “Grizzly Bear’s Head’s” band, of twenty-five of “Little Pinés” band, with three belonging to “Sweet Grass” reserve, had left for the south, Superintendent McIlree, whom I instructed to intercept them, if possible, and if unsuccessful to ascertain their ultimate destination, reported, on the 4th November that “Grizzly Bear’s Head” and some of his people were in the Little Rockies, south of the line. He said:

“There are about sixty of our Indians camped together there, having been put off the U.S. reserve at Belknap. I have not been able to ascertain what route they took from the north to Belknap, but have written to Major Lincoln, asking him if he can find out for me, and also if he is at liberty to tell me what disposition is going to be made of our refugee Indians.”

Major Lincoln, Indian agent on the Belknap reserve, in replying to Superintendent McIlree’s letter, on the 27th November, said:

“In regard to the Crees who have fled to this side of the line, I have to inform you that I, upon their arrival, notified the head of the Indian Department of the situation, and received orders to remove them from the reservation; but a few days before

receiving said instructions they had all got up and moved to the neighborhood of Fort Assiniboine, out of our jurisdiction. Had they remained I should certainly have placed them on the British side of the line. We desire to be rid of them, but unless they come back within my jurisdiction it is not probable that anything will be done with them, unless you make application under the Extradition Treaty, &c.

"The last I know of them they were near Fort Assiniboine, but I have lately heard they were going to the "Crows". I am unable to give you the route they travelled in coming here"—

In forwarding this letter, Superintendent McIllree reports that he had ascertained that "Little Poplar" and all our Indians were camped about seventy miles from Belknap, on the Missouri River.

With respect to the district of Prince Albert, Superintendent Perry reports: "The half-breed population is quiet, and the feeling amongst them, to a great extent, appears to be one of regret for the past troubles. Very few will acknowledge that they took up arms of their own free will, claiming that they were persuaded and forced into the trouble.

"They are now entirely dependent on freighting and government assistance.

"I have seen the priests of the different half-breed missions, and they all tell a piteous tale of starvation and want among their people.

"Inspector Cuthbert, who recently visited the Half-breed settlements, reports that the half-breeds are in want, and will require a great deal of assistance. No trouble need be feared from them."

"The Indians are very quiet and peaceable. Some danger has been apprehended from the Indians at Duck Lake who were engaged in the recent outbreak. These Indians were not paid their treaty money and, I believe, are not receiving much assistance, as will be seen in Inspector Cuthbert's report. This officer says, under date the 17th November: From the Indians of Beardy's reserve, who were rebels, and whom I saw, I learned that they were having very hard times. I could learn nothing from the Indians themselves or from settlers in the vicinity in confirmation of current reports of brewing trouble. No alarm is felt as to their raiding on freighters or settlers, and no communication is held by them with Indians in the Battleford district.

"At present none are off the reserve, except the few that are hunting in the bush, and no strange Indians are among them. They complain of not getting enough rations, and not having suitable fire-arms for killing game, but in other respects are quiet and peaceable.

"The opinion appeared general among the half-breeds that their late leader Riel deserved the sentence of death passed upon him, as they attribute all their troubles to him, the majority of them having been forced or persuaded into open revolt by Riel and Damont. The exceptions are rare where the half-breed admit that he took up arms of his own free will."

BUILDINGS—BARRACKS, &c.

Notwithstanding the accession of 500 additional men to the force, no provision has, as yet, been made for their accommodation, with the exception of one large room built at Regina for prison purposes, which was subsequently converted into a barrack room.

At Regina the barrack rooms have been crowded—so much so as to effect the men's health—and it has been necessary to send recruits away to outposts before they were properly trained. Half of the Quartermaster's store is now full of men, to the great inconvenience and prejudice of the Quartermaster's department.

At Fort McLeod twenty-seven of "H" division are quartered in the building of the old post (already condemned), and at other points, such as Edmonton, Battleford and Prince Albert, temporary provision has been made for the winter, but I would

urgently impress upon your notice the advisability of making adequate provision for the present strength of the force, in both men and horses as soon as the weather opens.

I would also remark that police posts near large Indian reserves, such as that at Fort McLeod, should be protected by earthworks and a stockade.

The post at Wood Mountain, when erected, should be similarly strengthened.

All police posts, no matter where situated, should be surrounded by a fence of some kind.

The riding school at Regina has been commenced, but work is discontinued during the severe weather. It is not probable that it will be ready for use before June next.

In my report of 1881 I recommended that our post should be moved to Edmonton from Fort Saskatchewan, which is eighteen miles distant. I suggested "that an entirely new post be built at Edmonton," and quoted a report from Superintendent Herchmer, in which he said: "There is no doubt that our detachment should be at Edmonton instead of Fort Saskatchewan, every day shows me more clearly the mistake. The work of that detachment is at Edmonton, &c."

The same arguments apply more forcibly to-day.

CLOTHING.

The suitability of the present dress of the police has long been a moot point.

On the one hand, the red coat, from long association, has the confidence of the Indians, and conduces to the smartness and soldierly appearance of the men. On the other hand, a red coat soon loses its colour amid the dust and dirt of prairie travel.

I see no necessity for an alteration in the tunic, which is used on full dress parades, &c., but consider that a working suit of some stout material is very desirable.

There could hardly be a better pattern both as regards material and cut, than the suit worn recently by Methuen's horse in South Africa.

I forwarded, in July 1884, a pattern of a cap which I considered suitable for prairie work, in that it shades the eyes and back of the neck, is light to wear, serviceable in color, easy to carry when not in wear, and of little cost.

HELMETS AND GAUNTLETS.

It is an object to do away with pipeclay as much as possible. It was for this reason that I recommended, last year, the adoption of brown leather gauntlets, such as are worn by the mounted infantry of the Imperial service, in place of the white ones with which we are now equipped.

The same remark applies to the helmet, future issues of which should be of buff or brown leather. It would be better, also, if they were not so tall as the present pattern, which presents an unnecessary surface to the wind on the prairie, and is thereby rendered very uncomfortable to the wearer.

BARRACK FURNITURE, BEDS, &c.

In my reports of 1882 and 1884 I alluded to the desirability of providing barrack furniture for the men, more especially bedsteads. The comfort of the men, far more than the appearance of their rooms, is involved in this matter.

GOVERNOR GENERAL'S VISIT.

On the arrival of His Excellency the Governor General at Indian Head, on the 21st September, he was received by a strong escort of 100 men. A small mounted escort, by his desire, accompanied him from Indian Head *via* Katepwa to Fort Qu'Appelle, thence to Qu'Appelle station where he embarked for Regina, a train escort of one officer and twenty-four men accompanying him thither. The usual guard of honour received him at the Capital. On the evening of the 23rd September, with the

same escort, His Excellency left Regina for Dunmore, thence proceeding to Lethbridge, where he arrived on the afternoon of the 24th, and was received by a guard of honour from Fort McLeod. On the 25th a mounted escort accompanied His Excellency from Lethbridge *via* Fort Kipp to the Blood Reserve, about eight miles from which he was met by the Indian agent and a party of Indians on horseback. His Excellency had a long interview with the Bloods, and camped for the night on the opposite side of the Belly River. On the 26th His Excellency visited the Cochrane ranche, and Fort McLeod on the following day, remaining for the night in the police barracks. On the 28th, failing an appearance of the Piegan Indians, who were to have come in early, His Excellency started for Calgary, camping for the night at Mosquito Creek, 50 miles north of Fort Macleod, and reaching Calgary about 6 p.m. next day.

A guard of honour at the railway station was there furnished from "E" division, and the 29th was spent in visiting the Indians at the Blackfoot crossing, the vice-regal party and escort taking train from Calgary to Cluny where His Honor the Lieutenant-Governor was in waiting. Arrived at the agency at the Blackfoot crossing, His Excellency had a long interview with the Blackfeet, and subsequently returned to Calgary, whence a small train escort accompanied him to Donald.

His Excellency was pleased to express his approbation of the smartness of the men and horses composing the various escorts, and of the state of their Barracks.

HORSE STEALING.

There has been a considerable falling off during the past year in the crime of horse stealing.

Many horses have undoubtedly changed hands without the customary transfer of the circulating medium, but the professional horse thief has not been so conspicuous on this side of the line as might have been expected. The scouts along the southern frontier prevented free ingress from the United States during the outbreak, and an outpost, varying in strength from 10 to 35 men has been stationed at Wood Mountain throughout the summer, with parties watching the Turtle Mountains, Moose Mountain and Wood Mountain trails, the south-east and south has been well provided for.

On the 17th August, in consequence of a report that horse thieves were lying hidden in the Moose Mountain, Sergeant Kempster, with Interpreters Léveillé and LeQueene, and twenty mounted constables, left for that place to arrest them. A few days previously Constable Sayer, who was on leave near Moose Mountain, had reported that he received a bullet wound in the thigh from a supposed horse thief named Wilson, whom he intended to arrest. Having ascertained particulars from Sayer, Sergeant Kempster obtained a warrant for the apprehension of Frank Wilson *alias* Williams. He then visited White Bear's reserve and engaged six of his men to assist searching the east end of the mountain.

On the 20th and 21st the whole party thoroughly scoured the east and north sides of the mountain, but saw no recent traces or trails of men or horses. On the 23rd nine reliable Indians were selected from Pheasant Tail's reserve, and on the two following days the west side of the mountain was completely searched.

Pheasant Tail said that they had not seen any white men in or near the mountain this year. Captain Pierce, J.P., had been told that the horse thieves had left the mountain and gone to the Pipe Stone Valley. Thither Sergeant Kempster proceeded, and satisfied himself that not only were there no men or horses therein, but that there were no traces of any having been there.

Sergeant Kempster, on his return to Head quarters on the 29th, reported: "During the time I was searching for horse thieves I enquired of every settler I came to whether he had seen or heard of any persons being about answering the description of Frank Wilson or Budd, and no one had seen any such person." On the withdrawal of Sergeant Kempster Corporal Sinclair and four men were left to do duty in the Moose Mountain and neighborhood, in addition to three constables who had remained there since last year.

At Maple Creek Superintendent McIlree reported, on the 6th October, that several attempts had been made by Indians to steal the horses of the detachment stationed near Sand's mill, at the head of the Cypress Mountain.

"On one occasion, when some men from the Walsh detachment were there, their horses were put in an addition at the back of the stable, and when the picquet discovered that something was wrong, one horse had been taken out of the stable, the halter shank having been cut. The thief ran for the bush on the appearance of the picquet, leaving the horse behind him. On the night of the 1st June another attempt was made. Constable Harstone, on picquet, saw a man at the stable door, and on challenging him the man dropped and ran. Harstone fired twice at him, and the Indian returned the fire and escaped into the bush. The same night a horse was stolen from the north stable. The thieves always choose a dark, stormy night for their attempts, and in the thick woods at the head of the mountains it is almost an impossibility to find an Indian."

During the outbreak Superintendent McIlree reports the Maple Creek district "was almost entirely free from horse stealing; but on the 18th July four horses were stolen from Hay Creek, the property of the Leveillé family. The loss was not reported for many hours. From what I have been able to learn, the horses were stolen by Indians from the United States.

"On the night of the 15th October the wire fence surrounding Abbott's field at Maple Creek was cut, and nine horses taken out. About 11 a.m., next day six of them came back, one with a lariat around his neck. Abbott did not report until 1 p.m., when it was too late to do any good. The trail was followed past Davis' Lake, apparently heading for Belknap, U.S. On the night of the 27th another raid was successfully made, by which Front Man lost all his horses, as did a settler named Sinclair. Sergeant Paterson and a party started immediately in pursuit, but without result, and in connection therewith Superintendent McIlree says: "Before the prairie fires I had different detachments out camped in the best position to intercept horse thieves. Since the prairie was all burnt up I was compelled to bring them in, but have constantly been sending out scouting parties. They have tried every method of catching the thieves, stopping up all night, and have not hesitated to follow the trail through the thickest timber, or wherever it led. I have some of the best scouts in the country, and they have worked well. These Indians mostly come on foot, and lie round in thick timber during the day, taking the horses at night. Getting a long start and knowing the country so well, they pass over the most difficult ground to track on."

On the 3rd November Superintendent McIlree reported. "Settlers on Hay Creek complained of being annoyed by Indians, and having to sleep with their horses every night. I have sent a party out there to watch at night. As soon as I received your telegram about the Bloods having left their reserve, I sent and warned every one who had stock to take extra precautions. Some took no notice, and some turned their horses out without a guard. On Fish Creek, where a large number of horses are owned, and where proper precautions have been taken, not a horse has been lost this summer, but one which was left tied out by itself."

In consequence of the foregoing raids I detached Sergeant Paterson to Montana to endeavor to trace the horses which had been stolen during the autumn and to endeavor to obtain the assistance of the United States officials in recovering them. Having arrived at Fort Assiniboine on the 1st December he was told by Captain Hunter, 1st U. S. Cavalry, "that he had been lately at the Piegan agency with a large detachment and had found no horses and had met with decided opposition from the Piegans, but as he had a large number of "Crows" with him it was doubtless directed principally against them."

Following up the Marias River to the agency he presented the letter with which he was furnished to Major Allen, the agent, who promised him "every assistance that lay in his power which he himself described as 'not much,' as he was forced to rely on his twenty Indian police for all information." With Major Allen's permission, having begged him to keep secret the purport of his visit, Sergeant Paterson having the agency interpreter at his disposal, rode for four days through

all the horses he could find, examined each one closely, without discovering any that he was in search of. He then sent two of the men who were with him to Depuyer Creek, twenty miles to the south of the agency, and off the reservation, where he had heard that whiskey was being traded to Indians for horses. They found a sorrel, very closely resembling the description of a horse stolen from Medicine Hat, in the possession of a man who would not give it up, although he acknowledged having bought the horse from an Indian for \$12, the animal being worth at least \$100. A large fresh brand on the neck was sufficient to cover up any other marks. In this case the agent said he could do nothing, a replevin suit being the only course open to Sergeant Paterson. On the 14th he assembled his Indian police and desired them to find out where any stolen horses were hidden, and bring them in. As the only result, one horse, belonging to Louis Leveillé, was found. No Indian put in a claim to the animal, so Sergeant Paterson was allowed to take him.

With reference to the whiskey trading to Indians on Birch and Depuyer Creeks, Major Allen informed Sergeant Paterson that he was now taking strong measures to have the parties punished and removed. He said he was also making a complaint to his Department at Washington about the Bloods coming over there and killing cattle.

HORSES.

I am of opinion that the establishment of horses for each division should be 100. Including the chargers of three officers, this admits of mounting only fifty-seven non-commissioned officers and men, leaving forty horses, viz., ten four—horse teams.

Ten waggons, at least, are required to carry baggage, rations, &c., of 100 men and forty-three dismounted men, in case of an entire division taking the field. The waggons, to carry this weight, must be strong, and therefore heavy, and less than four horses to each would not suffice when speed is an object.

The ten waggons, so horsed, will carry the weight which it would require twenty pair horse waggons of lighter make to transport, and there is this objection to pair horse waggons, that if one or more horses "play out" there are no others to fall back upon. With four horses it is possible to allow one to drop out for temporary relief, in case of necessity, without crippling the mobility of the whole party, or having to leave a wagon on the trail.

The horses that have been sent hither from the east during the past year have stood the work as well as could be expected. It is well known that eastern horses are not available for much work during the first year of their arrival in this country. Experience has shown that they require a year or thereabouts to become acclimatized, and that during that time they should be put to moderate work only. After that time they are capable of standing a great deal of work.

Team horses should, in almost all cases, be eastern horses. The Fort McLeod and Calgary division have good native horses, but they are, as a rule, the picked horses of the western country, and their equals are not to be had in sufficient numbers to completely equip even those two divisions.

The usefulness of this force depends upon its mobility, and mobility depends upon the quality and sufficiency of horses and the suitability of the waggons, &c., used in transport.

INCREASE OF FORCE.

On the 1st October and November, respectively, in consequence of the accession of strength, I created five more divisions, making ten in all, each having an establishment of 100 non-commissioned officers and men, the former numbering fifteen. These divisions are numbered A, B, C, D, E, F, G, H, K, and the Depot division. This last will be permanently stationed at headquarters, and to it all recruits on joining will be attached, being drafted therefrom as vacancies occur in the other divisions.

The headquarters staff are deducted from the Depôt division. The distribution of the force and the strength of the several divisions are as shown in the general "Distribution State," in the appendix.

Between the 1st January and 31st December, 1885, 608 recruits have joined the force, and have undergone such training as circumstances have permitted from time to time.

The *physique* of the new men, as a rule, is much above the average. Too large a proportion, however, are unable to ride, and are unaccustomed to horses

DISTRIBUTION STATE of the Force, compiled from latest Returns.

| Division. | Station. | Commandant. | Assistant Commandant. | Superintendents. | Inspectors. | Surgeon. | Assistant Surgeon. | Staff-Sergeants. | Sergeants. | Corporals. | Constables. | Total. | Total Strength of Division. |
|-----------|------------------------|-------------|-----------------------|------------------|-------------|----------|--------------------|------------------|------------|------------|-------------|--------|-----------------------------|
| Depôt... | Regina..... | 1 | | 1 | 4 | | 1 | 5 | 5 | 2 | 100 | 119 | 121 |
| do ... | On leave..... | | | | | 1 | | | | | 1 | 2 | |
| " A " ... | Maple Creek..... | | | 1 | 1 | | | 3 | 4 | 2 | 40 | 51 | 102 |
| do ... | Medicine Hat..... | | | | 1 | | | | 2 | 2 | 43 | 48 | |
| do ... | Swift Current..... | | | | | | | | | | 2 | 2 | |
| do ... | On leave..... | | | | | | | | | | 1 | 1 | |
| " B " ... | Regina..... | | | 1 | 2 | | | 2 | 3 | 4 | 66 | 78 | 103 |
| do ... | Fort Qu'Appelle..... | | | | | | | 1 | | | 4 | 5 | |
| do ... | Broadview..... | | | | | | | | | | 2 | 2 | |
| do ... | Moose Jaw..... | | | | | | | | 1 | | 2 | 3 | |
| do ... | Moosomin..... | | | | | | | | | | 1 | 1 | |
| do ... | Moose Mountain..... | | | | | | | | | 1 | 7 | 8 | |
| do ... | Mail service..... | | | | | | | | | | 3 | 3 | |
| do ... | Shoal Lake..... | | | | | | | 1 | | | | 1 | |
| do ... | Whitewood..... | | | | | | | | | | 2 | 2 | |
| " C " ... | Fort McLeod..... | | | 1 | 3 | | 1 | 7 | 5 | 3 | 70 | 90 | 112 |
| do ... | Stand Off..... | | | | | | | | | 1 | 2 | 3 | |
| do ... | St Mary's..... | | | | | | | | | | 3 | 3 | |
| do ... | Pincher Creek..... | | | | | | | | | 1 | 4 | 5 | |
| do ... | Lethbridge..... | | | | | | | | | 1 | 6 | 7 | |
| do ... | On leave..... | | | | | | | | | | 2 | 2 | |
| do ... | Piegan Reserve..... | | | | | | | | | | 2 | 2 | |
| " D " ... | Battleford..... | | | 1 | 2 | | 1 | 4 | 4 | 6 | 72 | 90 | 94 |
| do ... | On command..... | | | | | | | 1 | | | 3 | 4 | |
| " E " ... | Calgary..... | | | 1 | 2 | | | 4 | 5 | 5 | 83 | 100 | 101 |
| do ... | Mail service..... | | | | | | | | | | 1 | 1 | |
| " F " ... | Prince Albert..... | | 1 | 1 | 1 | | 1 | 2 | 4 | 6 | 78 | 94 | 96 |
| do ... | On leave..... | | | | 1 | | | | | | 1 | 2 | |
| " G " ... | Edmonton..... | | | 1 | 1 | | | 2 | 3 | 3 | 70 | 80 | 99 |
| do ... | Fort Saskatchewan..... | | | | 1 | | | 1 | 1 | 1 | 16 | 19 | |
| " H " ... | Fort McLeod..... | | | 1 | 3 | | | 3 | 2 | 6 | 56 | 71 | 104 |
| do ... | Chief Mountain..... | | | | | | | | | | 1 | 1 | |
| do ... | Lethbridge..... | | | | | | | | 1 | | 3 | 4 | |
| do ... | Old Fort McLeod..... | | | | | | | | 1 | 1 | 25 | 27 | |
| do ... | On command..... | | | | | | | | | | 1 | 1 | |
| " K " ... | Battleford..... | | | 1 | 2 | | | | 4 | 6 | 94 | 107 | 107 |
| | Total..... | 1 | 1 | 10 | 24 | 1 | 4 | 32 | 48 | 51 | 867 | | 1,039 |

INDIAN PAYMENTS.

The usual assistance has been rendered to the Indian Department at annual treaty payments.

Strong escorts were placed at the disposal of the several agents, and the payments passed off without any noteworthy occurrence.

LIQUOR TRAFFIC.

The traffic in illicit liquor cannot, I regret to say, be said to be on the decline. The ingenuity which is devoted to encompass the transgression of the prohibitory law is worthy of a better cause. Books (that is, zinc cases made up in the shape of books), sardine tins, oyster cans, coal oil cans and barrels, and many other receptacles, including trunks, are used to import liquor. The last mentioned, checked through as passenger's baggage, were much in vogue during the early part of the year, and in connection therewith a very plausible complaint was made to Ottawa of the high handed action of the police, which, however, the complainants, did not substantiate by avowing themselves the owners of the checks in question. Details of the several seizures made have been already reported periodically.

I may safely say that the majority of the people living in the North-West do not respect and do not hesitate to break the prohibitory liquor law. It is the unceasing and faithful endeavor to enforce the provisions of this law, in the face of a rapidly increasing population, and much greater facilities for evading it, to which the Police owe most of the adverse criticism to which they have been subjected. Men who were law abiding citizens in the old provinces think it no crime to evade the liquor law and do so on every opportunity. If such men are not caught, then the Police come in for abuse from temperance quarters. If on the other hand conviction follows, so much the worse for the Police, for, in nine cases out of ten, the conviction becomes a conception, which eventually gives birth to most unsparing abuse, not of the law, but of those whose duty it is to enforce it.

LUNATICS.

The following is the number and disposition of lunatics who have been confined here during the past year:—

| Date of confinement in Regina Guard Room. | Name. | Where from. | Date of removal from Regina Guard Room. | Remarks showing Disposal, &c. |
|---|-----------------------|---------------------|---|---|
| 1885. | | | 1885. | |
| June 18... | Wm. Jackson | Prince Albert | Aug. 10... | Transferred to Selkirk Asylum, by Order of His Honor the Lieut.-Governor. |
| July 17... | Frank Lawton | do | Sept. 30... | do do |
| Sept. 25... | Isabella Stocks | Moosomin | Oct. 7... | do do |
| Oct. 20... | George Aubrey | Broadview | Dec. 1... | do do |
| Nov. 21... | John McIntyre | Qu' Appelle ..... | ..... | Held, pending instructions from His Honor the Lieut.-Governor. |

MAIL SERVICE.

As heretofore, police constables have performed the duties of mail clerks along the line of the Canadian Pacific Railway, from Moose Jaw westward.

Three men have been employed between Moose Jaw and Medicine Hat, three between Medicine Hat and Calgary, and beyond that place one or more, as the train service required from time to time.

TRANSPORT.

The transport necessary for the requirements of this force is of four kinds:—

- 1st. A heavy spring waggon for four horses.
- 2nd. A light spring waggon for two horses.
- 3rd. A heavy buckboard for two horses.
- 4th. A light buckboard for a single horse.

Of the first mentioned, there can be no better waggon than the large spring waggon in use at Fort McLeod. It has been in the force in constant use for years, is capable of carrying a weight of one and a-half tons, is very easy in running, and the body being high it is suitable for crossing rivers. It would advantageously supersede the lumber waggon of late years.

Failing a waggon of this design, I would recommend the "White Water" waggon, which is now nearly extinct in the force. These waggons came into the country with the Boundary Commission in 1871. After three years, service therewith, they were handed over to the police in 1874, and stood our heavy work for many years.

Their special excellence may, to a very great extent, be accounted for by the fact that they were constructed under the supervision of the men who were going to use them, viz., the Royal Engineers.

2nd. For a light spring waggon, two horses, I would recommend a platform spring.

3rd. A heavy buckboard for two horses, suitable for a long trip for a small party who have to carry bedding, rations and forage.

The body of the buckboard should be high, and should rest on the cross-pieces attached to the axles, without any springs whatever. The seat should have a three leaved spring, and there should be a box under the seat.

4th. A pattern of light buckboard for a single horse suitable for work round a post is built in Canada.

With all waggons and buckboards, of whatever pattern or description, it is indispensable that the quality of the material used be of the best.

Screws may be said to be useless for vehicles designed for police work. All attachments should be bolted, the nuts being rivetted. The iron work, spring and axles should be of particularly good material.

If patterns are adopted for police waggons, &c., specifications should be laid down for the guidance of manufacturers, and the work should be inspected by an expert before being painted.

TELEGRAPHIC COMMUNICATION.

A telegraph line has during the year, been constructed from Dunmore to Fort McLeod, and a railway from Dunmore, on the Canadian Pacific Railway, to Lethbridge, a point about twenty-eight miles from Fort McLeod. In case of necessity it is, therefore, possible to throw a force into Lethbridge from headquarters within twenty-four hours, and this rapid communication is an important factor in the Indian question.

A telegraph line has also been constructed from Moose Jaw to Wood Mountain. It is of some importance that this should be a Government line throughout, which at present it is not. Moose Jaw being about forty miles to the west of Regina, a message travels thither upon the railway wires, and is there transmitted to the Wood Mountain wire.

If the Canadian Pacific Railway authorities would allow their poles to be used from here to Moose Jaw, a separate wire might there connect directly with the Wood Mountain wire, and the Wood Mountain post would be in immediate communication with headquarters, presuming, of course, that the Regina end of the wire branches directly into and terminates in my office.

The same may be said of the telegraphic communication with the north. From Qu'Appelle northward the line is a Government line, and messages are transmitted from the railway line to the Government line; the delay in transmission, from one cause or another, having often proved not only troublesome but prejudicial to the country's interest. I submit that a separate line should run from my office along the railway poles to Qu'Appelle station, and there connect with the Government line. Our northern posts would then be in direct communication with headquarters, and official telegraphic correspondence would not be published in a garbled and objectionable form.

I have above alluded to communication with Wood Mountain post, but the line is of little value until the post is established. I beg to repeat my recommendations of former years, as to the advisability of establishing a permanent post at that point. The reason for those recommendations do not now need further repetition.

POLICE ACT.

I submitted, in a special report dated 27th November, 1884, some alterations which I considered advisable in the Police Act, and would now add thereto a provision that an offender convicted under the penal clauses of the Police Act for an offence against police discipline shall not be subject to any writ of *habeas corpus*. Failing this provision, the interests of discipline will assuredly suffer.

I have already had occasion to insist that a police prisoner has an appeal from a sentence inflicted by his commanding officer to myself, and through myself, if necessary, to the "Minister charged with the control and management of the Force," but that no other appeal is intended, or can be allowed. Further, that no legal counsel can be permitted to interfere in a question of police discipline.

CANADIAN PACIFIC RAILWAY IN MOUNTAINS.

The following is an account of the work performed by a detachment of the force under my command, who, under Inspector Steele, have been employed in the maintenance of law and order on that part of the Canadian Pacific Railway under construction in the mountains.

Until the 10th June last, the distribution of this detachment was as follows:—

| | Men. | Horses. |
|-------------------------|------|---------|
| Laggan | 3 | .. |
| 3rd Siding..... | 2 | .. |
| Golden City..... | 8 | 7 |
| 1st Crossing..... | 4 | 2 |
| Beaver Creek..... | 2 | 1 |
| Summit of Selkirks..... | 2 | 1 |
| 2nd Crossing..... | 4 | 2 |

A little later, as construction proceeded, Golden City was left with three men and one horse, the balance being moved on to Beaver Creek.

In the absence of gaol accommodation for the district of Kootenai, cells were constructed at the 3rd Siding, Golden City, 1st Crossing, Beaver Creek, Summit of Selkirks and 2nd Crossing. A mounted escort of four constables was detailed to escort the Canadian Pacific Railway paymaster whenever he required it.

Inspector Steele reports:—

"About the first day of April, owing to their wages being in arrears, 1,200 of the workmen employed on the line struck, where the end of the track then was, and informed the manager of construction that unless paid up in full at once, and more regularly in future, they would do no more work. They also openly stated their intention of committing acts of violence upon the staff of the road, and to destroy property. I received a deputation of the ringleaders, and assured them that if they committed any act of violence, and were not orderly, in the strictest sense of the

word, I would inflict upon the offenders the severest punishment the law would allow me. They saw the manager of construction, who promised to accede to their demands, as far as lay in his power, if they would return to their camps, their board not to cost them anything in the meantime. Some were satisfied with this, and several hundred returned to their camps. The remainder stayed at the Beaver (where there was a population of 700 loose characters), ostensibly waiting for their money. They were apparently very quiet, but one morning word was brought to me that some of them were ordering the bricklayers to quit work, teamsters freighting supplies to leave their teams, and bridgemen to leave their work. I sent detachments of police to the points threatened, leaving only two men to take charge of the prisoners at my post. I instructed the men in charge of the detachments to use the very severest measures to prevent a cessation of the work of construction.

"On the same afternoon Constable Kerr, having occasion to go to the town, saw a contractor named Behan, a well known desperado (supposed to be in sympathy with the strike), drunk and disorderly, and attempted to arrest him. The constable was immediately attacked by a large crowd of strikers and roughs, thrown down and ultimately driven off. He returned to barracks, and on the return of Sergeant Fury, with a party of three men from the end of the track, that non-commissioned officer went with two men to arrest the offending contractor, whom they found in a saloon in the midst of a gang of drunken companions. The two constables took hold of him and brought him out, but a crowd of men, about 200 strong, and all armed, rescued him, in spite of the most resolute conduct on the part of the police. The congregated strikers aided in the rescue, and threatened the constables if they persisted in their efforts."

"As the sergeant did not desire to use his pistol, except in the most dire necessity, he came to me (I was on a sick bed at the time) and asked for orders. I directed him to go and seize the offender, and shoot any of the crowd who would interfere. He returned, arrested the man, but had to shoot one of the rioters through the shoulder before the crowd would stand back. I then requested Mr. Johnston, J.P., to explain the Riot Act to the mob, and inform them that I would use the strongest measures to prevent any recurrence of the trouble. I had all the men who resisted the police, or aided Behan, arrested next morning, and fined them, together with him, \$100 each, or six months hard labor."

"The strike collapsed next day. The roughs having had a severe lesson, were quiet. The conduct of the police during this trying occasion was all that could be desired. There were only five at the Beaver at the time, and they faced the powerful mob of armed men with as much resolution as if backed by hundreds."

"While the strike was in progress I received a telegram from His Honor the Lieutenant-Governor of the North-West Territories, directing me to proceed to Calgary at once with all the men, but in the interests of the public service I was obliged to reply, stating that to obey was impossible until the strike was settled.

"On the 7th day of April the laborers had been all paid, and I forthwith proceeded to Calgary, leaving the men in charge of Sergeant Fury until everything was perfectly satisfactory."

On the 7th April a constable found in the Moose Jaw Creek the dead body of a man named Malaski, with a heavy chain attached. The same night Sergeant Fyffe arrested one John Connor on suspicion of being the murderer. An examination of Connor's house showed traces of blood on the walls and floor, an attempt having been made to chip the stains off the latter with an axe, and further examination revealed the track of the body, which had been dragged from the house to the creek. The murder had evidently been committed with an axe, while the murdered man was lying on the bed, probably asleep, there being three deep wounds on the side of the head.

Connor was convicted of the murder before Colonel Richardson, Stipendiary Magistrate, and a jury, on the 2nd May, and was executed here on the 17th July. The prisoner made no statement of any kind with respect to his guilt.

At Regina, on the 2nd June, a man named Kennedy was, about midnight, found near the guard room by the sentry on that post. Being unable to give a satisfactory account of himself, he was taken into custody. He had in his pocket a number of lucifer matches, with other odds and ends, and told a confused story of having been directed to the barracks for a night's lodging. He was charged with vagrancy, and was next day discharged with a caution.

On the following Sunday, the 7th, he was arrested for having, on the night previous, set fire to a railway bridge on the Canadian Pacific Railway, about six miles east of Regina, and on conviction thereof was sentenced to three years in the penitentiary.

About 1 o'clock, a.m. on the 7th, a sentry apprehended another man whom he found lurking in the neighborhood of his post, and who was unable to give a satisfactory account of himself. This man received three months imprisonment with hard labor, as a vagrant.

This being the second case of the kind within a few days, Superintendent Deane informs me that he reported the matter to the Department at the time, in order that, if expedient, some provision might be made in the Vagrant Act to include more specifically offences of this nature.

On the 9th July at Medicine Hat, Robert Casey was shot by one Ben Hale, about 9 p.m., at the Four Mile Lake. This having been reported to Maple Creek at about 10.30 p.m., a party was at once despatched to the scene of the occurrence, when it was found that the murderer had gone across country, in the direction of the boundary line, with a saddle and pack horse. The night being very dark it was impossible to follow him. The wounded man was carried to Medicine Hat, where he died on the morning of the 10th.

The United States posts along the boundary line were notified by telegram of the route taken by the murderer.

The murder was the outcome of a drunken argument about a horse race, as apparent from evidence taken at the coroner's inquest. Sergeant Jones was despatched to Benton, in Montana Territory, to get the murderer arrested by the United States officials, but telegraphed to Superintendent McIllree that although Sheriff Healy knew where to find Hale, he would not interfere, unless a reward were offered. Ben Hale is therefore still at large.

SOUTHERN MANITOBA.

On the 28th July Inspector Sanders, one non-commissioner officer and twenty-four constables, with twenty-six horses, proceeded to Southern Manitoba for the prevention of horse stealing in a district stretching along the frontier from the eastern boundary of the municipality of Louise to the western boundary of the Province. A request for this protection had been made, on behalf of the settlers, by the Attorney-General at Winnipeg, and the Right Honorable the President of the Privy Council, in sanctioning "for the present and until a local force is formed" the employment of a small detachment of police, reminded the Attorney-General "that it is not the duty of the Mounted Police to enforce the laws in Manitoba."

Inspector Sanders distributed his men between Manitou, Clearwater, Wakopa, Deloraine and Sourisford, and thoroughly patrolled the country within the limits laid down.

He reported on the 4th August: "The country west of Deloraine is very poorly settled, but from Deloraine east the settlements are thick. A railway is being built from Manitou to within ten miles of Wakopa this autumn, and the number of horses which will be necessarily used in the construction will be a great temptation to horse thieves.

"I enclose a map, on which I have shown, by an arrow on each side of the Turtle Mountain, the direction in which thieves go in and out of the country. They

cannot go through the mountains with stock, as they are thickly wooded, and they skirt round, using the timber as a hiding place for their camps." On the 15th August he reported: "Some ponies have been run off at Moosomin, and so far this is the only case of horse stealing I have heard of."

On the 11th August it was reported by Constable Garnham, in charge of the Clearwater detachment, that a horse had been stolen from Morden on the 1st, and had been since seen south of Manitou. About the 25th he succeeded in tracing the animal to a farm near the boundary, whither it had evidently strayed.

On the 20th August some railway navvies created a disturbance in Manitou, and amused themselves by breaking windows, &c. The townspeople requested the police to quell the disturbance, and this they did, as Mr. Clark, J.P., informed Inspector Sanders, "in a very prompt and efficient manner."

On the 20th September Inspector Sanders reported:

"On Friday, the 15th, whilst I was at Manitou, the sheriff of Cavalier County, Dakota, U.S.A., arrived and reported having traced a murderer to within eight miles of Manitou. On receiving a description of the man, I sent some men through the railway camps in the vicinity, to see whether he had got among the navvies, and went myself with one man to the point where the sheriff had lost the scent. We traced the man from there into Manitou, and found he did not fully answer the description, and was evidently not the man.

"They had, it seems, followed the wrong man from the beginning, and it is not likely that he is on this side of the line at all.

"On Friday, the 18th, His Excellency the Governor General arrived in Manitou. I increased the number of the detachment by three men from Cartwright, and formed a sort of escort when he drove through the country."

"On the 25th September," a later report says, "I heard of some ponies belonging to Mr. Dunn, of Moosomin, N.W.T., being on the other side. I started out with two constables, and traced them to Devil's Lake, about 100 miles south of the boundary, but could not follow them any further."

On the 18th November Inspector Sanders returned to headquarters with his detachment, and reported that during the whole time the detachment was in Southern Manitoba there was not one case of horse stealing.

On the 16th November last Louis Riel was executed within the precincts of the gaol here.

The body was subsequently handed over to Mr. Bonneau, by order of the sheriff.

Unfounded and malicious reports were circulated, after the execution, that the body had been mutilated, and to disprove this rumour, the coffin was opened and the body examined in presence of myself, Mr. Bonneau and other persons, before it was allowed to leave the barracks.

PART II.

In recording the connection of the police with the recent outbreak, it may perhaps be advisable to briefly review the situation from the time that Louis Riel came into the country, at the request of the half-breeds, to act as their leader and representative.

The first report on this subject, bearing date 13th July, 1884, was rendered by Superintendent Crozier, who was in command at Battleford, in which he stated that the half-breeds claimed to have grievances of various kinds (none specified, A. G. I.) and that the Indians were becoming excited on account of the action of the half-breeds.

On the 27th July the same officer reported that Louis Riel had held meetings at Prince Albert and Duck Lake. At the latter place the audience was composed chiefly of French half-breeds and Indians, and Riel was reported to have told the Indians that they had "rights" as well as the half-breeds, and that he wished to be the means of having them redressed. In this report, Superintendent Crozier remarked:—

"I have already reported that I believe the Indians sympathize with the half-breeds, nor could anything else be expected, being close blood relations and speaking the same language. What may be the result of this half-breed agitation, or what effect it may have upon the Indians, of course I cannot foretell.

On the 8th August Sergeant Brooks, at Prince Albert, reported by telegram to Battleford: "Returned from Duck Lake last night, Big Bear in council with ten other chiefs. Riel has held several private meetings at the South Branch, attended by leading half-breeds. He has not seen Big Bear."

On the 5th August a non-commissioned officer, who had been instructed to ascertain the state of feeling at Prince Albert reported:

"There is very little talk about Riel. The principal part of the people who seem to agree with him are people who are 'hard up' and think they must do something to cause a little excitement. I have heard very few who are in any way well-to-do speak favorably of him. There is no doubt but that all the breeds swear by him, and whatever he says is law with them."

On the 10th August Sergeant Brooks, at Prince Albert, reported that Riel had held a meeting that day as the people were coming from church at Batoche, at which he said "the Indian's rights should be protected as well as their own."

He reported, also, that Jackson, brother of the druggist, at Prince Albert, seemed to be "a right hand man of Riel's. He has a great deal to say, and I believe he does more harm than any breed among them."

On the 18th August I received your order to increase the Prince Albert detachment to an Inspector and twenty men, and did so accordingly.

On the 7th September Sergeant Keenan, at Duck Lake, reported that a meeting of Riel's supporters had been held at St. Laurent on the 1st, at which a number of half-breeds and white men from Prince Albert were present, "including Jackson, Scott and Isbister, three of Riel's strongest supporters in that district. Speeches were made condemning the Government, and Mr. Jackson stated that the country belonged to the Indians and not to the Dominion of Canada." Sergeant Keenan concludes: "I met Riel a few days ago, and during our conversation he told me that the Government, through Bishop Grandin, had offered him a seat in the Council or in the Dominion Senate."

By letter dated 25th September, Sergeant Keenan reported that at all public meetings Riel and his supporters had been very moderate, or rather cautious in their utterances, but he thought they appeared in disguise at these open meetings.

It will be in your recollection that in October, pursuant to your order, a police post was formed at Carlton, and the strength of the northern division was increased to 200, of all ranks, this number being distributed between Battleford, Carlton, Prince Albert and Port Pitt.

On the 23rd December Superintendent Gagnon reported that the half-breeds of St. Laurent and Batoche had held a public meeting to adopt a petition which had been duly forwarded to Ottawa, that the half-breeds were pressing Riel to settle amongst them, and had presented him with a house, well furnished, and intended the next month to add thereto a purse.

He continued: "As far as I can see, the chief grievance of the half-breeds in that they are afraid the Government will not sanction the way they, amongst themselves, have agreed to take their homesteads—10 chains frontage on the river by two miles back."

On the 14th January, 1885, Superintendent Crozier reported that invitations to a large gathering in the spring, at Duck Lake, were being circulated amongst the Indians, and he was informed that an effort would be made to get the Qu'Appelle Valley Indians to attend.

It appeared, too, that "Little Pine" had tried to induce a number of the Blackfeet to move northwards in the spring, and "Poundmaker" said that "Little Pine" had told his young men not to dispose of their guns. Superintendent Crozier expected to hear later from "Poundmaker" the particulars of "Little Pine's" negotiations with the Blackfeet as soon as he should have obtained them from "Little Pine." Superintendent Crozier expressed great faith in "Poundmaker's" reliability and fidelity.

On the 12th January Inspector Dickens reported from Fort Pitt that "Big Bear's" band were at work drawing logs, cutting wood, &c., "all quiet."

On the 26th January Superintendent Gagnon, commanding at Carlton, reported that nothing of importance had occurred during the month among the half-breeds in that district. "They had, after New Year a social meeting, at which they presented their chief, Riel, with \$60 as a token of their good will. The meeting was very orderly and loyal, and no allusion was made to the actual troubles."

Riel appears to have been in financial difficulties just then, and to have obtained assistance from the Roman Catholic missionary at St. Laurent.

Superintendent Gagnon was now informed that the previously mentioned petition had not been sent to Ottawa, as stated, but was then in process of being signed, with a view to its being forwarded the following month. It appeared that a letter only, as a sort of *avant courier* to the petition had been sent on the before-mentioned occasion.

There was now a period of about three weeks during which the former excitement appeared to have died a natural death, the next feature being a rumor (reported by telegram from Battleford on the 21st February) that Riel was talking of leaving the country soon, as he was not recognized by the Government as a British subject. Apparently, something of this sort was necessary to fan the dying embers into flame again. It succeeded so far that on the 24th February a meeting got up by himself was held, to beg Riel to stay in the country, to which he was pleased to consent.

On the 10th March Superintendent Gagnon telegraphed that the half-breeds were excited, and were moving about more than usual. Further, that they proposed to prevent supplies going in after the 16th.

On the 11th a telegram to much the same effect was received from Superintendent Crozier, at Carlton, who ordered twenty-five men and one 7-pound gun to that place from Battleford.

On the 13th the same officer telegraphed: "Half-breed rebellion liable to break out any moment. Troops must be largely reinforced. If half-breeds rise Indians will join them." In transmitting this message to Ottawa I recommended that at least 100 men be sent at once. On the 15th I telegraphed to Ottawa: "Lieutenant-Governor thinks I had better go north with men at once; roads and rivers will soon break up." In reply I received, on the 16th, orders to start for the north with all available men as quickly as possible, and having previously withdrawn twenty-five non-commissioned officers and men, with twenty horses, from Calgary, in readiness for an emergency, I left Regina early on the morning of the 18th.

On the 17th a telegram was received from Superintendent Crozier to the effect that: "Present movements and preparations have quieted matters. No cause for alarm now."

There was no guarantee, however, that this apparent security would continue, and existing arrangements were carried out, fortunately, as it appeared, for on the 18th two urgent appeals for more men came over the wires from Superintendent Crozier, followed, on the 19th, by a report that the half-breeds had seized the stores at the South Branch, and made Mr. Lash, Indian agent, prisoner, besides committing other depredations.

The foregoing is a brief *resumé* of the several official reports, by letter and wire, copies of which were duly forwarded to your Department as soon as received.

On the 18th of March I left Regina with a detachment of the following strength, viz.: four officers, eighty-six non-commissioned officers and men, and sixty-six horses.

The start was made from Regina barracks at 6 a.m. I proceeded as far as Pie-a-pot's reserve, twenty-eight miles, and halted for dinner. I afterwards proceeded along the Qu'Appelle valley, and camped for the night at Misquopetong's place. All the rivers were at this time frozen solid, and no water could be obtained for the horses.

The distance travelled during the day was forty-three miles.

On the 19th *reveille* sounded at 3:30 a.m. Broke camp and left Misquopetong's place a 5 a.m., and drove into Fort Qu'Appelle, which I reached at 9:45 a.m. I was here busily employed for some time purchasing additional teams and sleighs required for transport.

At 4 p.m. I left Fort Qu'Appelle, and travelled on towards O'Brien's, which is situated eight miles north of Qu'Appelle. I here camped for the night. The distance travelled during the day was twenty-seven miles.

On the 20th *reveille* sounded at 3:30 a.m.; broke camp and started at 5 a.m.; proceeded to "Houses" and camped for dinner. Afterwards I made Touchwood Hills, and camped for the night about a mile from Hudson Bay Company's post. Distance travelled during the day was forty miles.

On the 21st *reveille* sounded at 3:30 a.m.; broke camp and started at 5:30 a.m., travelling through the Touchwood Hills; camped for dinner a short distance from the Great Salt Plain, and camped for night at mail station.

It was at this point that I received the following communication from Superintendent Crozier, commanding the North-West Mounted Police at Carlton:—

"CARLTON, 19th March, 1885.

"SIR,—I have the honor to inform you that the half-breeds seized the stores at South Branch to-day.

"Mr. Lash, Indian agent, Walters, merchant, two telegraph operators, and Mr. Mitchell, of Duck Lake, are prisoners.

"Beardy's Indians joined the rebels this afternoon. The wire is cut. The rebels are assembled on south side of river. Prisoners are held in Roman Catholic church, about a quarter of a mile up stream from crossing. All One Arrow's band of Crees joined them this afternoon. Many of Beardy's also joined them. The remainder of Beardy's will probably follow to-morrow.

"The number of rebels assembled this afternoon is estimated at from 200 to 400 men. They will rapidly increase in numbers.

"My impression is that many of the Indian bands will rise. The plan at present is to seize any troops coming into the country at the South Branch, then march on Carlton, then on Prince Albert. The instructor led One Arrow's band. He is a half-breed.

"L. N. F. CROZIER.

"To Colonel IRVINE, Commissioner."

The distance travelled during the day was forty miles.

On the 22nd broke camp at 5 a.m., and proceeded across Salt Plain. The weather was bitterly cold. One man had his feet badly frozen.

Halted for dinner after having crossed Salt Plain. In the afternoon reached Humboldt, and camped there. Mr. Hayter Reed, Assistant Indian Commissioner, joined me here, and remained with me throughout. Distance travelled, forty-three miles.

It was at this point that I ascertained that some 400 half-breeds had congregated at Batoche, for the express purpose of preventing my command joining Superintendent Crozier.

I here sent the following telegram to the comptroller:—

“Arrived here 4.30 this afternoon. Camp to-night at Stage Station, six miles further on. About 400 half-breeds and Indians at South Branch, ‘Batoche’s,’ prepared to stop me crossing river. Have decided to go to Carlton by direct trail, east of ‘Batoche’s’ *via* Prince Albert. Expect to reach Carlton 25th.”

On the 23rd broke camp at 5:30 a.m.; weather still continued bitterly cold. Soon after starting I received intelligence of the mail station at Hoodoo having been sacked by a party of rebels. On reaching Hoodoo I found that the intelligence received was perfectly true. All provisions and grain stored there had been carried off by the rebels, who had also taken the stage driver prisoner, and carried off the stage horses.

I subsequently overtook a freighter loaded with oats. The oats the rebels had ordered the freighter to carry on to Batoche. The train containing these oats I ordered to move on with us, which was done at as rapid a rate as the freighter was able to travel. I afterwards used these oats in feeding our horses. Distance travelled, thirty-three miles.

On the 24th broke camp at 6 a.m., and travelled along the trail leading to Batoche, a distance of six or seven miles. I then left the trail and proceeded in a north-easterly direction towards Agnew’s Crossing on the South Saskatchewan, which point I reached about 2 p.m. Having crossed the river I halted for dinner.

Before making the start for Prince Albert news was received to the effect that the half-breeds were bitterly disappointed and furiously enraged at my having succeeded in crossing the river, and in so doing completely out-flanking and out-manceuvring them.

I reached Prince Albert at about 8 p.m.

As upon reaching Prince Albert I and my command were within what seemed, comparatively speaking, a stone’s throw of Fort Carlton, I may be permitted to call your attention to the very rapid and successful march made. The distance travelled was 291 miles, and this in seven days, the average daily travel thus being forty-two miles. The hardships experienced on such a march can only be understood, and the nature of such service thoroughly appreciated by those who have resided in the northern portion of the Territories, and so become familiar with the severity of the North-West winter.

It must be remembered that my little command—ninety men all told—had, in reaching Prince Albert, gone right through a section of the country then in possession of the rebels.

On finding myself in Prince Albert I felt that the most difficult and arduous portion of the object then in view, *viz.*, affecting a junction with Superintendent Crozier, had been effected, and this, as I have previously intimated, in a markedly successful manner, the avowed plans of the rebels being to prevent any augmentation of the force at Carlton, by offering a continued resistance at the crossing of the South Branch of the Saskatchewan.

Soon after my arrival at Prince Albert I had an interview with Mr. Thomas McKay, from whom I gleaned much valuable information, thus affording me a correct insight into the true state of affairs.

As expressed in my telegram of the 22nd to the Comptroller, my original intention was to have reached Carlton on the 25th March. This might have been done had it appeared to me imperative, but upon that very morning I had the assurance of Mr. Thomas McKay, who had just returned from Fort Carlton, that all was quiet there. To add to this, the travelling over ice and frozen roads had, as was to be

expected, made it necessary to have the horses' shoeing carefully looked to. Taking into consideration that upon our arrival at Prince Albert (at 8 p.m. on the 24th) we had completed a winter march of 291 miles, a thorough inspection of men, arms and horses was, of course, advisable. Besides all this, the organization of the Prince Albert volunteers took up time, as did also the procuring of transport for these additional men.

I was naturally anxiously to have both men and horses reach Carlton, the acknowledged scene of operations, in a thoroughly efficient and serviceable condition.

Bearing in mind that upon the following morning at 2:30 a.m. I and my command were *en route*, it will be seen with what exceptional promptitude the necessary preparations were carried out. On this date (the 25th) I wrote to Superintendent Crozier, informing him of the exact strength of my command, and at the same time imparting to him the information of my intended departure.

On the morning of the 26th March I left Prince Albert at 2:30 a.m., taking with me, besides eighty-three of our non-commissioned officers and men from Regina, twenty-five volunteers from Prince Albert.

The services of these brave volunteers were offered with a perfect knowledge of the dangers they might be called upon to face. Like the loyal and gallant citizens they proved themselves to be, they were ready for any service—in fact, all were anxious to be employed. I might tell you that I accepted the services of these men with what I considered a most important object in view, and that was my desire, on arrival at Carlton, to be in a position to increase to a maximum the number of police available for service outside the post. I hoped in this way, by a prompt and decided move, to quash the rebellion ere it had assumed more formidable proportions.

I never intended these volunteers to remain away from Prince Albert for any extended period. The importance attaching to the position of that place I was thoroughly alive to from the outset. This I made publicly known before I started for Carlton. During the afternoon march, (on the 26th), and when within nine miles of Fort Carlton, I received the following despatch from Superintendent Gagnon:—

“CARLTON, 26th March.

“*To the Commissioner North-West Mounted Police.*

“Superintendent Crozier, with 100 men, started out on Duck Lake road to help one of our sergeants and small party in difficulty at Mitchell's store. I have seventy men, and can hold fort against odds. Do not expect Crozier to push on further than Duck Lake. Everything quiet here.

“S. GAGNON,

“*Superintendent.*”

Subsequently, when a short distance from the top of the hill which immediately overlooks Carlton, I received a second despatch from Superintendent Gagnon. It read as follows:—

CARLTON, 26th March, 2:30 p.m.

To the Commissioner North-West Mounted Police.

“Crozier exchanged shots with rebels at Duck Lake; six men reported shot; Crozier retreating on Carlton; everything quiet here, but ready for emergency.

“S. GAGNON,

“*Superintendent.*

I reached Fort Carlton about 3 o'clock in the afternoon of the 26th, and found that Superintendent Crozier had then just returned from Duck Lake with the party of North-West Mounted Police and Prince Albert volunteers. I learnt from Superintendent Crozier that he had, early that morning, sent a party, consisting of Sergeant Stewart, N.-W.M.P., and seventeen constables, with eight sleighs, and accompanied by and under the direction of Mr. Thos. McKay, J.P. of Prince Albert, to secure a quantity of provisions and ammunition which was in the store of a trader named Mitchell, of Duck Lake. When within three miles of Duck Lake, Mr. McKay, who was riding in front, saw four of the North-West Mounted Police scouts who had been sent out in advance, riding towards him, closely followed by a large number of half-breeds and Indians. On perceiving this Mr. McKay turned and rode back to the sleighs, halted them, and told the men to load their rifles and get ready. He then went forward and met the rebels, who were all armed and mounted, in large numbers, which were being rapidly increased from the rear.

The rebels behaved in a very overbearing and excited manner, and demanded a surrender of the party or they would fire. I am now, being perfectly familiar with all the circumstances, satisfied that the rebels would have immediately fired upon Mr. McKay and party but for the fact that they (the rebels) were themselves on the open plain, where they could make no use of cover to protect themselves from the fire which McKay would most certainly have ordered.

The rebels' demand of surrender was refused, and a reply given by Mr. McKay in their own language (Cree), that if firing was commenced by the rebels they would find that two could play that game.

One Gabriel Dumont and others kept prodding loaded and cocked rifles into Mr. McKay's ribs, and declaring they would blow out his brains.

Two of the rebels jumped into a sleigh belonging to Mr. McKay's party, and endeavored to take possession of the team; but Mr. McKay told the driver not to give it up, but to hold on to it, which he did. The Indians kept jeering at Mr. McKay's small party, and calling out: "If you are men, now come on." The party then returned in the direction of Carlton, Mr. McKay cautioning the rebels not to follow, as he would not be responsible for what his men might do.

During the parleying Dumont fired a rifle between Mr. McKay and the teamster before referred to, which it was feared was intended as a signal for the large number of Indians assembled in the rear.

A scout was ordered in advance to report the circumstance to Superintendent Crozier, and on Mr. McKay's arrival at the fort another party, under command of Superintendent Crozier, started for Duck Lake, for the purpose of securing the stores Mr. McKay's men failed in getting.

The command was of the following strength, viz. :—

Superintendent Crozier, Inspector Howe (with 7-pr. mountain gun), Surgeon Miller, and fifty-three non-commissioned officers and men of the North-West Mounted Police, and Captains Moore and Morton, and forty-one men of the Prince Albert volunteers, making a total of ninety-nine.

Crozier was met by the rebels at nearly the same point from which Mr. McKay's party was forced to retire. In this last case, however, the rebels were able to make use of strong natural cover.

In regard to the engagement which took place at Duck Lake, and the subsequent evacuation of Carlton, I cannot, I think, do better than transmit in an appendix (A) hereto, the reports made to me on the subject by Superintendent Crozier. My own reports made to you at the time, also a report of my action in organizing volunteer companies at Prince Albert are contained in the same appendix.

As you will doubtless notice from the substance of my previous remarks, I cannot but consider it a matter of regret that with the knowledge that both myself and command were within a few miles of and *en route* to Carlton Superintendent Crozier should have marched out as he did, particularly in the face of what had transpired earlier in the day. I am led to the belief that this officer's better judgment was overruled by the impetuosity displayed by both the police and volunteers.

However, once this action had been taken, much confidence, power and prestige was established throughout the rebel ranks, and thus Reil found his hands very materially strengthened.

In saying this, let me beg of you to understand that I do not for a moment lose sight of the steady conduct and most gallant bearing of our officers, non-commissioned officers and men, and the Prince Albert volunteers, under the most severe fire experienced during the whole campaign.

Even before my arrival at Fort Carlton I felt assured of the preconceived and determined opposition which the loyal forces would receive at the hands of men who had set the laws of the country at defiance, and who, in so doing, were relying upon the consanguineous influence they possessed over the Indians to bring the latter over to them as allies.

The total strength of the force, police and volunteers, at Carlton after Crozier's retreat and my arrival, was 225 non-commissioned Officers and men. Of these eleven were wounded.

At this stage of affairs it became incumbent on me to decide which of the following places, Fort Carlton or Prince Albert, was to be made the base of operations.

I was perfectly well aware of the vital importance attaching to the result of my decision, embracing as it did, the lives and property of the settlers, in addition to what, from a strategic point of view, we might assume would place us in the strongest possible position we might hope to occupy. Although my own opinion on this point was strongly in favor of evacuation, I nevertheless decided to hold a council, for the purpose of ascertaining the views of the many leading men from Prince Albert, temporarily performing military duty at Carlton. The result of this council was the unanimous opinion that the safety of the country lay in ensuring Prince Albert being placed in a tenable position.

It was agreed that Prince Albert and the country immediately adjoining it represented, what might be termed, the whole white settlement, where the lives and interests of the loyal people lay.

The section of the country to the southward, already in the possession of the rebels, was composed of their own (half-breed) settlements and farms.

I should have said that prior to the holding of the council, (before it was known what the movements of the police force were to be) it was represented to me by the Prince Albert volunteers that they must at once return to Prince Albert to guard their houses, property and families.

This they considered their sacred duty (I quite agreed with them), in order to prevent an attack by the rebels, the success of which could have had no other meaning than a pillage of the town and settlement, and doubtless a massacre of some of its people.

As you are aware, I did evacuate Carlton. Had I refused to do so, it could only have been by showing an utter disregard of the grave responsibility attaching to me, by deliberately setting aside the safety of the country, the lives and property of the loyal and almost defenceless people.

I can, and do state, positively, that the presence of the police force saved Prince Albert from falling into the hands of the rebels. Had such a catastrophe come about, the rebellion would have assumed proportions of much greater magnitude. Unless I am utterly at fault in this, and I cannot think I am, Prince Albert was the key of the whole position, and the falling of it into the hands of the rebels would have been disastrous to the Dominion, and involved great loss, in lives and property.

A large number of the Sioux Indians did move, with the intention of making a raid on Prince Albert, and my impression, in which I am borne out by the residents in the country, is, that these rebel Indians only abandoned their raid when, in close proximity to Prince Albert they saw our trail leading to that place.

The strength and efficiency of the volunteer force under my command appears to have been much overrated. I think I am right in saying that it is generally believed that all the people, white, half-breed and Indian, about

Prince Albert and surrounding country, were in all cases loyal, and were utterly without sympathy for the rebels. If such belief existed, there is no ground for it. The loyalty of a large number was of a questionable nature, they had, therefore, to be carefully watched. Of course, every effort was made towards keeping doubtful Indians and half-breeds loyal. Such efforts were with a view of preventing powerful drafts going over to the enemy, and although on the whole we were successful, we had clear and unquestionable proof, at times, how nearly equal were the balances. Our practical efforts being on the one side and sympathy for the rebels on the other. Without the powerful influences created by the presence of a force in Prince Albert, the loyal citizens of the place would have had every cause of complaint, to the effect that they had been abandoned.

Upon the news being received of the delay which occurred after the decided check sustained by General Middleton and his troops at Fish Creek, its effect was felt in and out of Prince Albert by the bearing of the rebel sympathizers, or, more correctly speaking, they should be described as rebels, who had so far not had the courage to espouse the cause they favored.

Outside of Prince Albert a number of half-breeds and Indians, who had previously expressed loyalty, took part in the subsequent battle at Batoche. Among these were the Muskeg Lake Indians (under the command of their recognized chief) who became rebels, and commenced by plundering the other reserves. This was before taking part against the troops at Batoche.

On the 24th March the Comptroller sent me the following telegram:—

“Major-General Commanding Militia proceeds forthwith to Red River. On his arrival, in military operations when acting with militia, take orders from him.”

At a somewhat later date I received a message from General Middleton, saying that I was then under his orders and should report to him, this message also informed me that General Middleton had intercepted a telegram of mine to the Lieutenant-Governor, to whom up to this date, I had been reporting, as well as to our own Department at Ottawa. After this unmistakable hint that I was to report solely to General Middleton, the Police Department must hold me blameless for not keeping it informed of my subsequent movements.

In some unaccountable manner it has been accepted throughout Canada as the opinion of General Middleton that I should have attacked the rebels on the north side of Batoche simultaneously with the attack which took place on the opposite side of the river. I presume this cannot be that officer's opinion, as he distinctly ordered me not to make such an attack.

As I previously forwarded you copies of telegrams, &c., received and sent by me at Prince Albert, you will doubtless have noticed how circumstances, presumably unforeseen, in all cases delayed the contemplated operations under General Middleton.

Had I considered myself justified in taking responsibilities which, to my mind, could have had no other meaning than disobedience of orders, it will be seen how utterly at fault I should have been as regards dates. By the first intimation I received from General Middleton I was led to believe that the fight at Batoche would take place about the 18th April. The fight ultimately took place on the 11th May. During the interim of these dates you will doubtless have noticed, from the correspondence which passed between General Middleton and myself, how often and how materially his plans were changed—how orders and counter orders followed each other in rapid succession.

At the time I suggested to General Middleton the advisability of our forces combining, either by my going out to him or his joining me at Prince Albert, I was under the impression that the total strength of the force acting under his immediate orders was 350, all told, with 1,000 more troops following.

My suggesting to General Middleton that our forces should combine was, when I thought from the nature of his messages to me, that the attack at Batoche would take place before the 350 men were joined by the 1,000 following.

It appears to have been forgotten, on all sides, that the position I was in at Prince Albert prevented me from knowing what steps had been taken in the east in.

regard to the sending of troops into the Territories. The sole information I received came from General Middleton, and with the result of conveying such impressions as I have shown above. It was not until the 16th April, when Messrs. McDowall and Bedson, who were acting in the capacity of staff officers, reached Prince Albert (having come by Carrot River), that I was aware of the strong augmentation of General Middleton's force, and that, at that time, he had over 1,200 men in one body under his direct command.

The message presented to me by Messrs. McDowall and Bedson informed me, under General Middleton's own signature, that these gentlemen had been sent from his camp to communicate with me. In this same message General Middleton stated that he contemplated attacking at Batoche on the 18th April. He further added, that circumstances might delay attacking till Sunday, the 19th, with still another proviso that it was possible the attack might take place earlier. Mr. McDowall stated clearly and positively that General Middleton's orders to me were not to attack, but to look out for flying half-breeds. At this time General Middleton appeared to have come to the conclusion that the rebels intended to offer no resistance. He "feared it was not unlikely" they would make away on the approach of his column. After full consultation, these gentlemen saw clearly the importance of the main body of the force under my command remaining at Prince Albert, and it was understood that they would inform General Middleton accordingly.

Messrs. McDowall and Bedson left Prince Albert on the 17th April, with the intention of making for Humboldt and joining General Middleton's column, which they thought would be marching in a direct line for Batoche.

On Sunday, 19th April, I moved out of Prince Albert with a force of 200 mounted police, travelling on towards Batoche for a distance of twelve miles. Simultaneously with this move I pressed forward my scouts. I got no information whatever as to any troops under General Middleton being near Batoche. Circumstances have since shown clearly that I was right in presuming that no such information being forthcoming meant a delay in the previously contemplated advance of the troops. The position I now found myself in was a strange one; the only information I could get from General Middleton or any other source was *vid* Prince Albert, from my scouts, who were acting in the dual capacity of scouts and couriers. Ascertaining that none of our troops were attacking at Batoche, and receiving, on the same night (19th April), a letter from Prince Albert, which made it appear not unlikely that an attack was contemplated on that place, I decided to return, a step that subsequent events showed I was perfectly right in taking.

Soon after Messrs. McDowall and Bedson had left Prince Albert, and when I and my command had returned to that place, I learnt, from information brought me by my own scouts, that General Middleton was marching on to Clarke's Crossing.

On the 30th April, Linklater, one of my scouts, whom I had previously sent out reached Prince Albert, bringing me the following from General Middleton.

FISH CREEK, Sec. 24, R. 7, T. 41, W. of 2nd P. M.,

26th April, 1885.

To Lieut.-Colonel Irvine, Prince Albert.

"Attacked here on the 24th, and after a smart fight drove the enemy back, but lost too many to repeat, so shall make for the Hudson Bay ferry, where your barges are. Our loss was six killed; four died since, and forty-three wounded. Hear that whole force was opposed to us, and believe we have inflicted heavy loss, and have captured a lot of cattle and horses. Our men are in good heart. Cannot move at once as the wounded must be sent to the rear. I have ordered Otter to send a regiment to you, if he can spare it, from Battlford, where all is quiet. You may expect me at the ferry about Thursday or one of the following days. Have the steamers there with a guard to protect ferry.

"FRED. MIDDLETON,

Major-General, Commanding North-West Field Force."

From the nature of the above despatch it will be seen that I was, at this time, under the impression that General Middleton's intention then was to cross the river at the Hudson Bay ferry. On my own responsibility I had previously made scows, and posted a guard at this ferry, and on receipt of General Middleton's orders the guard was increased to two officers and thirty men.

On the 3rd May I sent the following despatch to General Middleton:—

“Steamer left here Friday (1st May) for Hudson Bay ferry, South Branch. Four scows and four life-boats are at the ferry, in charge of two officers and thirty-one men.

“A. G. IRVINE.”

In a message which I received on the 7th May, dated 5th May, from General Middleton, I learnt that another change of plans had been made, and that the other troops would march on to Batoche *via* Gabriel's Crossing, and then on to Hudson Bay ferry. This message was brought me by one of my own scouts.

At this time it must be remembered that the efficient force under my command was limited, owing to the strength of the guards imperatively employed outside; but this, however, was of little moment, compared to other considerations. In a word, I consider the period I am now alluding to as the most critical, as far as Prince Albert was concerned. It is a straggling settlement, five and a-half miles in length, the normal population is about 700, but the settlers from the surrounding district were there for protection, making a total population of about 1,500, exclusive of the police. All the provisions in the country had been collected there. The settlement contains many valuable buildings—saw-mills, grist mills, &c., and three steamers were laid up there for the winter.

Had the General received a check, causing delay such as that which followed Fish Creek, an attempt would, I think, beyond doubt, have been made to seize the town. Strong aid would have been forthcoming from rebel sympathizers in the place, whom our efforts, so far, had kept neutral, but who, nevertheless, were in secret communication with the rebels.

The importance of the work performed by my scouts could not, I think, have been surpassed. These men, all perfectly familiar with the country, were kept constantly employed from the outset, under the direction of a man (Mr. Thomas McKay) well qualified for such work. My scouts at all times labored incessantly, cheerfully and efficiently. By the employment of these scouts I was enabled not only to keep myself posted as to the movements of General Middleton's column, but also by holding scouts well to front in close proximity to the rebel camp, to force the enemy to keep a strong portion of their force on the west side of the river. Perhaps the most important part of the work done by my scouts was the driving back of the men employed on similar duty by Riel, who on various occasions tried to scout right into Prince Albert. Diehl and Armstrong, two of the three men who captured Louis Riel, were police scouts, who had been sent by me with despatches to General Middleton.

The entrenchments made by the rebels on the west side of the river at Batoche, quite as strong as those on the opposite side, were thrown up owing to the fact that the constant presence of my scouts was known to Riel. The whole country round Prince Albert was thoroughly scouted, and I feel satisfied that it cannot but be clearly and perfectly understood that the nature of the service performed by my force, in and out of Prince Albert, was as important as it was successful. Prince Albert and the settlements around it were not pillaged. There is no Indian massacre to record. In saying this I consider that there can be no prouder testimony in support of my statement, unless, indeed, it is considered that it was my duty to have disobeyed the orders of the general officer under whom I was ordered to serve, by attacking with less than 200 men and endeavoring to defeat the rebels in entrenched positions at Batoche, where the resistance made against something like 1,200 men, with four 9-pr. M.L.R. and one Gatling gun is a matter of history.

I presume I can safely assert that no campaign, significant or insignificant, was ever concluded, successfully or unsuccessfully, without officers who had held important commands, having, in reviewing the history of such campaign, more or less to regret, as regards decisions arrived at by themselves, which, in nine cases out of ten, affected the employment of troops under their command.

Bearing all this in mind, I review carefully the weighty considerations which at times came before me while at Prince Albert, and as regards the most important decisions I arrived at, I see nothing whatever to regret. Were it possible that I should again be placed in exactly a similar position, my course would be unaltered.

I make this statement calmly, and after mature consideration, not for a moment losing sight of the most unjust reflections cast upon myself personally, and the fine force I have the honor to command, by a great portion of the press of the country. It must be remembered that these reflections were put in print long before any one (in the position the correspondents were in) was in possession of such knowledge as might be accepted as reliable data upon which to form a fair judgment as to the position in which I was placed at Prince Albert.

Under the circumstances, it is indeed fortunate for us (I speak of the North-West Mounted Police) that the development of these great Territories is so closely and honorably interwoven with the history of the corps.

I have already furnished you with a report on the subject of volunteer companies formed in Prince Albert. These companies, as you are aware, were composed of settlers (who were sworn in as special constables) residing in and about that place.

On the 17th May the volunteers were disbanded, there being no further necessity for retaining their services. The personnel of these companies was made up of half-breeds as well as white men. As spring advanced I saw the importance which, even during the then unsettled state of the country, attached to many of these men, who were farmers, visiting their farms outside of Prince Albert, with a view of making preparations for seeding. I offered to grant passes for a limited number of men per company—from twelve to fifteen, or even twenty—so that the farms might be visited. This offer, however, was not accepted, and the farmers stated to me that unless all went in one body none of them would leave Prince Albert. The result was that none went. The position I was in was certainly not one in which I should have been warranted in allowing 200 men to leave Prince Albert *en masse*. My decision on this point was, I will ask you to remember, arrived at between the date of the fight at Fish Creek on 24th April, and the subsequent one which occurred at Batoche on the 11th May.

I feel at a loss to know how I can adequately give expression to the appreciation which should be attached to the gallant service rendered to the country by the Prince Albert volunteers. Certainly no body of men ever earned more honorable mention than in their case is deserving.

I shall attempt to do nothing more than to place their service on record, by once more reminding you of the praiseworthy alacrity with which one and all took up arms when occasion required it.

In the ranks of these volunteers were many of the leading men in that section of the Territories.

The exceptionally severe loss sustained will be seen by reference to the following return of killed and wounded at the Duck Lake fight :—

Killed.

| | | |
|-----------------------------|----|---------------------|
| Morton, Captain John, | | |
| Napier, Corporal William, | | |
| Anderson, Constable Joseph, | | |
| Bakie, | do | James, |
| Elliott, | do | Skeffington Connor, |
| Fisher, | do | Alexander, |

Middleton, Constable Robert,
 McKenzie, do Daniel,
 McPhail, do Daniel.

Wounded.

Moore, Captain Henry Stewart,
 McNabb, Sergeant Alexander,
 Markley, Constable A.
 Stewart, Scout Alexander.
 Newett, C.

The rebels were defeated at Batoche on the 11th May, and on the 14th of that month I received a despatch from General Middleton, dated the day previous, informing me that it was his intention to march to Lepine's Crossing on the 14th, and to Prince Albert on the following day. It was, however, 11:30 a.m. on the 19th May that he reached Prince Albert with his command, which was composed of some 1,200 men—scouts, artillery and infantry.

On General Middleton's arrival I reported to him that I could take out into the field an efficient force of 175 mounted men, fully equipped, with our own transport in perfect working order. I said, at the same time, that I could carry, and travel fast, seven days' rations and forage.

When I made this report I expected that I would be consulted by General Middleton with regard to the operations then in contemplation against "Big Bear" and other hostile Indians and their followers. I had even gone so far as to assume, as beyond possibility of doubt, that the force under my command would be given active employment, such as we were eminently qualified to perform. It must be remembered that at that time the rebel half-breeds had been defeated, and that the acknowledged task then to be accomplished by the troops was the release of white prisoners held in Indian camps, and the arrest of all turbulent chiefs, such as "Big Bear" and others.

My desire was to aid the General in as far as possible preventing any protraction of the troubles. You can readily, therefore, picture to yourself my amazement on being informed by General Middleton that he considered it more important that the police force under my command should remain at Prince Albert. Like myself, every member of the police force was most anxious to secure active employment, and here was work to be done, the nature of which was familiar to us in every detail—such work, in fact, as we had been successfully performing for years. We were able to travel twice as fast as the militia troops General Middleton had with him. In addition to this, we not only knew the country, and the habits of the Indians, but even the men in the ranks knew, and could recognize at a glance, the chief, head men and others against whom operations were being conducted.

This, then, was the position in which I found myself placed, when, on the 22nd May, General Middleton, with a force of artillery and infantry, left by steamer for Battleford.

I then remained at Prince Albert until the 24th of the same month. On this date Lieut.-Colonel Straubensee, with the remainder of the militia, started overland for Battleford *via* Carlton. Before doing so, this last named officer informed me that he wanted a guard placed on the ferry at Carlton, where his command was to cross the Saskatchewan. I left Prince Albert on the afternoon of the same day (the 24th) with thirty men, and reached Carlton that night, having travelled fifty miles in so doing. In taking command of this small guard myself I was in hopes that circumstances might transpire which would have enabled me to go on to Battleford and Fort Pitt.

During the time our camp was established at Carlton I took a small number of men with me and rode to the south side of Duck Lake, for the purpose of disarming a band of Indians encamped there, which task was quickly and successfully accomplished.

On the 27th I returned to Prince Albert, having left Inspector Drayner in command of the detachment at Carlton. This officer afterwards patrolled the Duck Lake country. He recovered a considerable amount of property stolen by the rebels from Carlton, and arrested six Indians who had been concerned in the uprising. Inspector Drayner and his party subsequently returned to Prince Albert on the 30th May, having his Indian prisoners with him.

In accordance with instructions received from the Minister of Militia, I, on the 8th of June, started from Prince Albert forty rebel prisoners under suitable escort for Regina. About noon of the same day I received a telegram from General Middleton ordering me to send out as many mounted men as possible to cross the river at Carlton and patrol towards Green Lake, as "Big Bear" and his band were supposed to be making in that direction.

To carry out this order I decided to recall the prisoners and escort whom I had started out in the morning (as I have previously stated) for Regina, under command of Inspector Sanders. That officer and his party returned to Prince Albert the same night. I had, in the meantime, sent a small party to Carlton, under Inspector Drayner, for the purpose of repairing the ferry upon which we were to cross at that point. By dint of hard work performed during the night, Inspector Drayner had the ferry in serviceable condition for us upon the following day, upon which, at 6 o'clock a. m., I left Prince Albert myself, with a party of the following strength: Assistant Commissioner Crozier, Inspector Howe and Assistant Surgeon Millar, and 136 non-commissioned officers and men, 127 horses and nineteen waggons. Captain Wise, A. D. C., accompanied me. We reached Carlton the evening of the same day and crossed the river upon the following morning, our crossing being very considerably facilitated by the arrival of steamer "Baroness." At Fort Carlton I left a detachment of ten men, in charge of Sergeant Smart. We then proceeded on towards Green Lake, reaching the south end of this Lake on the 14th June. In this journey we travelled over a somewhat rough country, repairing the bridges and corduroy roads as we went along. At the south end of the lake I was forced to leave my waggons. In doing this I established a small camp near the Hudson Bay Company's Depot, which had been pillaged by Indians in a most wholesale manner. We then proceeded to the north end of the lake, a distance of sixteen miles, along a bridle path, constantly leading our horses over fallen timber and bad swamps, crossing a creek near the north end, where we had to swim our horses and build a raft to cross men, saddles, &c.

From the north end of Green Lake I sent out scouts to Loon Lake, in order to ascertain if any news of "Big Bear" was forthcoming from that direction.

On the 17th I returned to the south end of the lake, where my waggons were. From this point I went back southward on the Carlton trail, to the forks of the road leading towards Pelican Lake. From here I had scouts out in every direction, moving about myself to watch trails, picking up food for the horses wherever it was obtainable, as at this time we were without oats. This section of the country was covered with morasses, and the moving of waggons, or even saddle horses, was extremely trying and difficult.

On the 23rd June one of the Wood Crees, who had been in "Big Bear's" camp, came in to us. He stated that he could take a scout to where he (the Indian) had left "Big Bear," in the direction of Loon Lake, and from that the trail could be followed. I then sent scout Léveillie out with this Indian. The point indicated was found, and "Big Bear's" trail followed southward. It was subsequently ascertained that the trail continued on towards Carlton. It was while camped at Pelican Lake that I received a message from Léveillie, to this effect. I therefore moved back on Carlton myself. While travelling I came upon a camp of Indians; among them I found one of "Big Bear's" Indians, whom I arrested. In this camp I also recovered one of our horses, evidently stolen by the Indians from Fort Pitt. From these Indians I ascertained that "Big Bear" was travelling in a direction parallel to the trail I was on, and making for the Saskatchewan River. I pushed on, therefore, knowing that if the capture was to be made, it must be somewhere in the vicinity of Carlton.

On the 2nd July I was met by Inspector Drayner (whom I had previously sent into Carlton for provisions). He informed me that "Big Bear" had been captured near Carlton by Sergeant Smart and the detachment of police I had left at that place.

On the 4th July I reached Carlton, having crossed the river on a small scow. At Carlton I found some of "Big Bear's" followers encamped. I arrested them, and took them on to Prince Albert, where I arrived on the night of the 5th July. On the 11th July I sent Inspector Drayner, with "Big Bear" and other Indian prisoners, on to Regina. I left Prince Albert myself at noon of the same day, and reached Regina on the 17th.

Officers.

Superintendent Crozier, who commanded the police who took part in the Duck Lake fight showed marked gallantry and coolness under a most severe fire.

Superintendents Herchmer and Neale served with the column sent from Swift Current to the relief of Battleford. Superintendent Herchmer acted as chief of staff and second in command to Lieut. Colonel Otter. Superintendent Neale commanded a division of police. The efficient services of both officers were fully recognized and recorded by Lieut. Colonel Otter, who brought their names forward as deserving of special notice in his official account of the fight at "Cut Knife."

Superintendent Herchmer had, for an extended period, commanded the division of police serving in the north, and had thus become familiar with the Indians and the country in which their camps were located. I can quite understand that his experience and ability must have been of much service to Colonel Otter.

Superintendent Neale's experience as transport and supply officer must also have been beneficial.

Superintendent Cotton's command (the South-Western District) during the Rebellion was one of the most important in the country.

In the control and management of the Blackfeet, as well as in the general command of his district, he showed marked ability and tact. The discharge of the important duties devolving upon him were performed to my entire satisfaction. The people of the country have every confidence in this officer, and consider that the satisfactory condition of affairs in the south is in no small degree attributable to his action. This has been borne testimony to by cattle owners, settlers and railway authorities alike. Since the outbreak this officer efficiently performed much valuable service among the southern Indians, all of which merits special and favorable mention.

Superintendents Steele and Perry held important commands while serving with the Alberta field force under Major-General Strange. In both cases General Strange has placed on record his high appreciation of the ability, energy and zeal these officers possess.

Superintendent McIlree efficiently commanded the division serving at Maple Creek and Medicine Hat. The duty of scouting the Cypress Hills and adjoining country to the south and west was very thoroughly done, and with good results.

From the officers who served with me on the march from Regina to Carlton, at Prince Albert and on the Green Lake expedition—Inspectors Howe, White-Fraser, Sanders and Drayner—I received every support and assistance.

During my protracted absence from headquarters the command devolved upon Superintendent and Adjutant Deane. The increase in the force was the means of bringing large numbers of men under this officer's command, for purposes of organization and drill. All such duties demanded a vast amount of labor, and were performed in a most satisfactory manner.

I cannot speak too highly of the conduct, through the whole campaign, of the non-commissioned officers and constables.

I append hereto reports from the several police officers who held police commands during the outbreak; also the reports of the medical officers of the force.

I have the honor to be, Sir,

Your obedient servant,

A. G. IRVINE,

Commander.

APPENDIX A.

(Telegram from Lieut.-Col. Irvine to Right Hon. Sir John A. Macdonald, dated at Fort Carlton via Winnipeg, 27th March, 1885.)

Party under my command just arrived; when near Fort Carlton found that Crozier, with a party of 100, went to Duck Lake to secure a large quantity of supplies there stored; was met by 200 rebels, who held an advantageous position at Beardy's Reserve, and endeavored to surround police and civilians.

Rebels fired first, when it became general. Crozier, owing to the disadvantage at which he was taken, retreated orderly, arriving at fort same time as my party. Ten civilians of Prince Albert and two policemen killed, and four civilians and seven constables wounded.

Number of rebels killed not known.

The Police and civilians acted with the greatest bravery under a heavy fire.

Killed.

| | |
|--------------------------|-------------------------|
| Regimental No. 1008..... | Constable T. J. Gibson. |
| do 1065..... | do G. P. Arnold. |

Civilians.—Captain John Morton, W. Napier, James Bakie, S. Elliott, Robert Middleton, D. Mackenzie, D. MacPhail, Charles Newitt, Joseph Anderson, Alex. Fisher.

Wounded.

Captain Moore, leg broken; A. MacNabb, W. R. Markley, Alex. Stewart, of volunteers.

The North-West Mounted Police wounded are Inspector J. Howe, Corporal Gilchrist.

| | |
|--------------------------|--------------------|
| Regimental No. 852 | Constable Garratt. |
| do 1117..... | do S. F. Gordon. |
| do 1045 | do A. M. Smith. |
| do 1048..... | do J. J. Moore. |
| do 935..... | do A. Miller. |

CARLTON, 26th March 1885.

SIR,—I have the honor to inform you that I proceeded this morning with an escort of 100 men to get possession of a large quantity of provisions and ammunition at Duck Lake, in the store of Hillyard Mitchell. When within about a mile and a-half of Duck Lake I was attacked by over 200 half-breed rebels.

I threw a line of skirmishers to the right of the road, under cover of a wood, to prevent the rebels surrounding us, which they were attempting to do, the remainder, excepting men in charge of horses, formed under cover of the sleighs, extended to the left, at right angles to the road.

We prevented the rebels surrounding us, and then quietly returned to Carlton. The police and noble volunteers from Prince Albert behaved superbly. Our loss is 11 killed and 11 wounded.

I have the honor to be, Sir,

Colonel IRVINE,

Commissioner N.-W.M.P.,
Carlton.

Your obedient servant,

L. N. F. CROZIER,

Superintendent.

Forwarded

A. G. IRVINE,
Commissioner.

This report was delayed in transmission and did not reach Ottawa until 29th May.

PRINCE ALBERT, 1st April, 1885.

SIR,—Referring to my telegram of the 26th ult., I have the honor to report that I arrived at Prince Albert on the evening of the 24th, and intended starting the next day for Carlton, but found, owing to the forced march which I had made between Regina and this point, it was actually necessary that both men and horses should have a rest, in order to be in a better state for action on my arrival at Carlton. I left Prince Albert at 2:30 a.m. of the 26th, taking with me, besides eighty-three non-commissioned officers and men of the North-West Mounted Police brought from Regina, twenty-five volunteers from this point.

On reaching Fort Carlton about three o'clock in the afternoon of the 26th I found that Superintendent Crozier had early that morning despatched a party, consisting of Sergeant Stewart and seventeen constables with eight sleighs, and accompanied by and under the direction of Mr. Thomas McKay, of Prince Albert, to secure a quantity of provisions and ammunition, which were in the store of a trader named Mitchell, at Duck Lake. When within three miles of Duck Lake Mr. McKay, who was riding in front, saw four of the North-West Mounted Police scouts, who had been sent in advance, riding towards him, being closely pursued by a large number of half-breeds and Indians. On perceiving this, Mr. McKay turned and rode back to the sleighs, halted them, and told the men to load their rifles and get ready. He then went forward and met the rebels, who were all armed and mounted, in large numbers, which were being rapidly increased from the rear.

The rebels behaved in a very overbearing and excited manner, and demanded a surrender of the party or they would fire. This was refused, and a reply given by Mr. McKay in their own language (the Cree) that two could play at that game. One Gabriel Dumont and others kept prodding loaded and cocked rifles in Mr. McKay's ribs, and declaring they would blow out his brains. Two of the rebels jumped into a sleigh belonging to Mr. McKay's party and endeavored to take possession of the team, but Mr. McKay told the driver not to give it up, but hold on to it, which was done. The Indians kept jeering at Mr. McKay's small party, and calling out: "If you are men, now come on." The party then returned in the direction of Carlton and Mr. McKay told the rebels not to follow, as he would not be responsible for what his men might do.

During the parleying Dumont fired a rifle between Mr. McKay and the teamster above referred to, which Mr. McKay feared was intended as a signal for the large number of Indians assembled in the rear.

A scout was ordered in advance to report the circumstances to Superintendent Crozier, and on Mr. McKay's arrival at the fort another party, under command of Superintendent Crozier, started for Duck Lake, for the purpose of securing the stores Mr. McKay's men failed in getting.

The command consisted of the following:—Superintendent Crozier, Inspector Howe, Surgeon Miller, 53 non-commissioned officers and men (N.-W.M.P.) with

one 7-pr. gun, Captains Moore and Morton and 41 Prince Albert volunteers. Total 99. We were met by the rebels at the same place from which Mr. McKay's party was to retire.

The rebels were hidden in extended order, awaiting Superintendent Crozier's approach behind a rise of ground, which crossed the road much in the form of a distended horse shoe, flanked on either side by small bush.

Superintendent Crozier reports to me that on being confronted by this party of rebels he immediately ordered his sleighs to extend at right angles across the road, unbitched his horses and sent them to the rear. The rebels appeared to desire a parley, as several of them advanced a short distance to the front with a white flag, which he took to be one of truce. During the parleying the Indians rapidly extended out, and shortly after this the firing began—Superintendent Crozier stating that the first shot was from the rebel side, when the firing became general, with the result of ten killed and thirteen wounded on our side. The number of rebels killed is not known.

Owing to the disadvantage at which Superintendent Crozier's command was taken, both as regards numbers and position, he considered it prudent to retire back to Carlton, and it was just after his force had returned that I marched in.

It appears to me a matter of regret that with the knowledge that both myself and command were within a few miles of and *en route* to Carlton, Superintendent Crozier should have marched out as he did, in face of what had transpired earlier in the day; but I am led to the belief that this officer's better judgment was overruled by the impetuosity displayed both by the police and volunteers to go and take the stores and, if necessary, fight for them.

On learning the intent and demeanor of the rebels, as well as being advised of the number of Indians who had joined them, I deemed it expedient to abandon Fort Carlton. I was influenced in this direction by the fact that most of the armed men of Prince Albert were aiding in the defence of the fort while they should be protecting their own homes; of the untenable position of the fort and the inutility of holding it as a means of protecting the settlers of the country, and above all, that owing to the check received by the police and volunteers near Duck Lake the rebels, and especially the Indian portion of them, would, if it were left in its defenceless position, make a raid upon Prince Albert, the consequences of which would have been hard to tell. In this decision I was endorsed by all the prominent officials and gentlemen of the fort.

The intention was to have loaded up all the provisions and taken them to Prince Albert, and any which could not have been taken to have destroyed; but about 2 a.m. of the 28th, before the loading was completed, the fort, through the ignition of some hay which was being used in filling mattresses for the wounded, accidentally caught fire. The fire occurring over the main gateway, at that time the only exit, teams had to be hurriedly hitched up, and other places of exit made in the temporary stockade built of cordwood.

As the bright flame, which rapidly increased, shone far and wide, I had the rampart strongly manned, until every person was out of the fort, when a strong line of skirmishers and mounted men were thrown out in most commanding positions to protect the long train of police and civilian teams in their tedious efforts up the long and steep hill before reaching the upper plain. It took some two and a-half hours before the last sleigh reached the top of the hill, when immediately the march to Prince Albert was commenced, which place was reached about 4 p.m.

In the afternoon of the 27th, before leaving Carlton, Constable Gibson, who was killed in the fight, and two members of the North-West Mounted Police, Constables Arnold and Garrett, who had been wounded and died, were buried with military honors in one grave, about 200 yards to the north-west of the gate at Fort Carlton. The balance of the wounded we brought to Prince Albert.

I would beg to bring to your notice the reports that have reached me of the plucky manner in which Superintendent Crozier and all under his command behaved under the most trying circumstances. The fire from the rebels was very heavy, and the

coolness displayed, when attaching the horses to the sleighs, preparatory to retiring, was apparently remarkable.

In the ranks of the Prince Albert volunteer company, under the command of Captain Moore, were some of the best and many of the leading men of this section of the country. The alacrity with which one and all came to the assistance of the police is particularly praiseworthy, especially when it is remembered that they left their families and homes to do so.

Some of these brave men lost their lives in the engagement, whilst others received serious wounds, among the number being Captain Moore, who had his leg broken by two shots.

Attached hereto will be found a report from Superintendent Crozier, also rolls giving the names of the North-West Mounted Police and Prince Albert volunteers who took part in the engagement, together with lists of the killed and wounded of the respective corps.

I have the honor to be, Sir,

Your obedient servant,

A. G. IRVINE,

Commissioner.

The Right Hon.

Sir JOHN A. MACDONALD, G.C.B., &c., &c.

—
(*Telegram.*)

OTTAWA, 10th April, 1885.

To Lt.-Col. IRVINE, Prince Albert.

Send by first messenger particulars of attack at Beardy's reserve, nature of wounds received by police and civilians, and present condition of wounded.

FRED. WHITE.

—
PRINCE ALBERT, 26th April, 1885, 6:30 a. m.

MY DEAR WHITE,—Your telegram from Ottawa, dated 10th, this morning received. The General telegraphed me to report direct to him. This accounts for your not having received any information from me lately. I telegraphed Mr. Dewdney from here, telling him I had evacuated Carlton, which accidentally caught fire and burnt while leaving. A man is just starting off for Humboldt, so I send you a report of the condition of the wounded, list of killed on the 26th March last, a report from Crozier and proceedings of a board of officers on the cause of the fire at Carlton. It is too great a risk to send you a report of what we are doing here, as several of our messengers have already been caught by the rebels. I hope, however, in a few days the road will be open. We are all well and in great spirits, and you may be sure will give a good account of ourselves when the time comes. Reed is with me, and has been of great assistance to me.

Yours faithfully,

A. G. IRVINE.

LIST of Killed and Wounded, Prince Albert Volunteers, near Duck Lake, 26th March, 1885.

| | |
|-----------------------------|---------|
| Captain Morton, | killed. |
| Corporal Napier | do |
| Constable, Anderson, Joseph | do |
| do Bakie, Jas. | do |
| do Elliott, S. C. | do |
| do Fisher, Alex. | do |
| do Middleton, R. | do |
| do McKenzie, D. | do |
| do McPhail, D. | do |

Captain Moore H. S., shot below the knee; doing well.

Sergeant McNab, A., flesh wound of arm; progressing favorably.

Constable Markley, A., insignificant wound; progressing favorably.

Scout Stewart A., slight abrasion; progressing favorably.

Constable, Newitt, C., wounded in leg.

Forwarded,

A. G. IRVINE,
Commissioner.

NORTH-WEST MOUNTED POLICE.

LIST of Officers, Non-Commissioned Officers and Constables killed and wounded on 26th March, 1885, near Duck Lake.

| Reg. No. | Rank and Name. | Nature of Wounds. | Surgeons Remarks. |
|----------|----------------------------|-------------------------------------|--|
| ..... | Inspector Howe..... | Flesh wound..... | Progressing favorably. |
| 532 | Corporal Gilchrist..... | Broken thigh..... | do do |
| 1065 | Constable Arnold, G.P..... | Shot through lungs and neck..... | Died at 1:45 a.m. 27th March, 1885. |
| 852 | do Garrett, G. K.... | Shot in the lungs..... | Seriously wounded (died 3 p.m. 27th March, '85. |
| 1117 | do Gordon, S. F.... | Flesh wound. | Not serious. |
| 1045 | do Manners Smith.. | Shot through lungs.. | Seriously wounded, but doing well. |
| 935 | do Miller, A..... | Slight scalp wound... | Doing well. |
| 1003 | do Gibson, W..... | Shot through heart... | Died on field. |
| 1048 | do Wood, J. J..... | Flesh wound of arm.. | Progressing favorably. |

Constable Arnold }
do Garrett } Buried at Fort Carlton, 27th March, 1885.
do Gibson }

Forwarded

A. G. IRVINE,
Commissioner.

PRINCE ALBERT, 22nd April, 1885.

SIR,—In reply to your memorandum of this date, I have the honor to inform you that on the morning of the 26th March I sent a party to Duck Lake to procure

a quantity of provisions and ammunition that were in the store of a trader named Mitchell. They left Carlton shortly after daylight. About ten o'clock it was reported to me that Sergeant Stewart had been prevented by half-breeds from taking the stores after which he had gone, and that he was "in trouble."

I immediately got ready a party 100 strong to proceed to the relief of Stewart. As I was moving off Stewart's party came down the hill at the fort. I was informed that there were about 100 marauding half-breeds at Duck Lake, the rebel headquarters and force, according to my latest information received through scouts, being at Batoche's Crossing, south side of river. I therefore, concluded to go to Duck Lake and get the provisions and ammunition.

When within a mile and a-half of Mitchell's store I was attacked by a force of half-breeds estimated at the time at over 200 in number, but I have since been informed through rebel sources that there were at least 350 of them.

I threw a line of skirmishers to the right of the road, under cover of a wood, to prevent the rebels surrounding us, which they were attempting to do. The remainder of my force, excepting the men in charge of horses, formed under cover of the sleighs extended to the left at right angles to the road.

On my escort halting a man advanced from the enemy bearing a flag of truce. I ran forward to meet him and called back for the interpreter, Joseph McKay.

The enemy, notwithstanding the flag of truce, continued to get rapidly into position. The movement that threatened to be most serious to us was that of a large body moving towards our right flank.

I said several times to the man with the flag: "Call those people back," referring to those moving to the right. To what I said he paid not the slightest attention. It was evident that the sending out of the flag of truce was but a piece of treachery and to gain time, in order to outflank us on the right and get into position.

Had they accomplished their purpose we must have been annihilated. I consider that the line extended to our right prevented the rebels surrounding us. There we sustained the heaviest loss, because concealed from view, to the right of the trail on which we approached, were two houses, in which were posted a large number of rebels, and from whence they poured upon us a fierce fire. From this point they tried to gain, and were working upon our right rear. The deep crusted snow, however, impeded their movements, thereby preventing them accomplishing their purpose before the termination of the engagement.

The deep crusted snow caused any movement to be most difficult. If off the beaten track my men, in extending, found it slow and hard work.

The engagement lasted about thirty minutes, and though the rebels were upon their own ground, entrenched in ambush, with the advantage of a commanding position, ready and waiting for us, we drove back their right, and had we been opposed by them on our right on anything like an equality, we could have done the same to their left, but there we had to contend against the enemy in houses and in ambush. The right of my line did prevent the rebels gaining our rear. They did it at the cost of their lives—men could do no more.

Both the police and volunteers who composed my little escort behaved superbly; their bravery and coolness under a murderous fire was simply astonishing.

The enemy were in ambush behind splendid cover; we were exposed, yet not a man shirked, or even faltered, until the order was given to retire, and then they moved off quietly.

I have the honor to be, Sir,

Your obedient servant,

L. N. F. CROZIER,

Superintendent.

Lieut.-Col. IRVINE,
Commissioner North-West Mounted Police,
Prince Albert.

PROCEEDINGS of an Investigation to enquire into the cause of the Fire at Carlton on the evening of the 27th March, by Order of the Commissioner, before a Board of Officers, composed of Superintendent Crozier, Gagnon, and Inspector White-Fraser, at Prince Albert, in the North-West Territory, on Thursday, the 9th of April, 1885.

Sergeant Major Dann, being examined, states as follows :—

I was ordered to send a certain number of teams to convey the wounded and sick men to Prince Albert. I had a mattress that I was getting filled with hay to put in the bottom of a sleigh for wounded men to rest on. I was filling the mattress in my own room; the loose hay, or rather there might have been some loose hay scattered about the floor of the room; a stovepipe from a stove in the room under mine ran through the floor of my room; there was no fire in the stove below when I was having the mattress filled, or at least I was not aware of a fire being in the stove. After the bed was filled with hay I had been away about an hour when I heard the alarm of fire given. I learned at once that the fire was in my quarters. I at once rushed to the room adjoining mine to see if the wounded were being taken out. I found my own and the room in which the wounded men were in flames. Corporal Gilchrist, one of the wounded, was still in bed in the room adjoining mine. I went to this room, and with the assistance of another man, took Corporal Gilchrist out. I was nearly stifled by the smoke in getting the corporal out of the room. I returned to see if the wounded were all out, and found they were. Several buckets of water were used to endeavor to extinguish the fire, but the fire had made too much headway. My first impression was that a lamp had exploded, but I found from Constable Baugh that the fire had started from the loose hay lying about the stovepipe, a fire having been made in the stove below my room.

F. G. DANN,

Sergeant Major, N.W.M.P.

Constable Baugh, being examined, states as follows :—

I was in charge of two wounded men, Corporal Gilchrist and Manners Smith. I had just removed the lamp and given them beef tea—that they might have a sleep before finally moving them. I had gone outside the room when I smelt the fire; on looking I found the fire in the Sergeant Major's room. I gave the alarm and endeavored three different times to extinguish the flames with blankets, and also threw water upon the flames. On coming out of the burning room for the fourth time I noticed some one carrying Corporal Gilchrist out of his room. I was nearly suffocated, and burned my face very much while trying with the blankets to put the fire out. A small fire had been kept on during the day in the stove in the room beneath the Sergeant Major's, but I imagine some one had put on a much greater fire in the evening, not being aware that the loose hay was in the room above. I assisted taking Corporal Gilchrist and other wounded men to their sleighs, and did not again enter the burning building, as the fire was quite beyond control. The fire originated in the loose hay lying about the floor in the room occupied as a bedroom by the Sergeant Major.

R. D. BAUGH.

Sergeant Major Dann recalled: There were several families of civilians, who had come into the fort for protection, living in the room where the stove was, and they must have set on the fire in the stove, not being aware, I imagine, that there was loose hay in the room above,

F. G. DANN,

Sergeant Major, N.W.M.P.

OPINION.

Having considered the above statements, the Board is of opinion that the fire originated through loose hay lying about a stovepipe in the room that was occupied by Sergeant Major Dann as a bedroom, and that the fire originated entirely as an accident,

L. N. F. CROZIER, *Superintendent.*
 SEV. GAGNON, *Superintendent.*
 W. H. WHITE-FRASER, *Inspector.* } Members.

Forwarded

A. G. IRVINE,
Commissioner.

Prince Albert, 10th April 1885.

PRINCE ALBERT, N. W. T., 16th May, 1885.

SIR,—My last report mentioned the arrival here of my command from Carlton on the 28th March.

Immediately on my arrival I applied myself to completing, as far as possible, the organization already begun for the defence of the place, and caused to be enrolled all the able-bodied men as special constables who offered their services and who were not at the time bearing arms. Some 309 men became enrolled, but only 116 Snider rifles were available, and these were distributed between two companies at Prince Albert proper and a detachment of eighteen men at Goschen. There were four companies under the command of the following officers, namely: Captain Young (who took charge on Captain Moore being wounded), with Lieutenants Campbell and Wilson as subalterns; Captain Hoey, with Lieutenants Brewster and Agnew as subalterns; Captain Craig, with Lieutenants Tait and Dunlop as subalterns, and Captain Brewster, with Lieutenants Sutherland and Spencer as subalterns. The staff duties were performed by Lieut.-Colonel Sproat, with Hon. Lawrence Clarke as Supply Officer and Mr. Hayter Reed as Brigade Major. Besides the above, a company of scouts, forty-seven in all, was organized under the command of Mr. Thomas McKay. These men guarded the outlying settlements, acted as couriers and gave most valuable and general aid. One of these men had a telegraphic instrument, and was thereby enabled to forward information from the front when the line was in working order. The fact of the scouts being held well to the front, and at times in close proximity to the rebel camp, caused the enemy to keep a goodly portion of their force on the west side of the river, fearing an attack from this quarter.

All the shot-guns throughout the country were gathered in, and these were issued to the balance of the men, and handed from one to the other as occasion required.

As reliable information was received that the rebels contemplated an attack upon Prince Albert, so soon as possible I had a strong chain of patrols and picquets nightly surrounding the main part of the town.

Owing to the place being so spread over a large area, the force under my command was not a little weakened in its desire to make a forward movement, as most valuable interests lay in scattered parts requiring protection.

On the 19th April last I made a reconnaissance in force and found that the rebels were in numbers on the west side of the river at Batoche, and had parties at most commanding points and scattered through the woods along the route to that crossing. I deemed it proper, therefore, to retrace my steps, in order to avoid the possibility of a raid being suddenly made by other routes upon Prince Albert.

Nearly the whole population of the surrounding country took refuge in Prince Albert, and owing mainly to the bad harvest reaped last fall it was found that it was

absolutely necessary to feed the greater portion of them. The number now on the ration list, apart from enrolled men, is 1,165 souls.

As the time for seeding wheat was rapidly passing by, and owing to the uncertain and possibly critical position in which the inhabitants found themselves, by having, besides rebels, Indians about them on all sides, who, although professing friendship, had, under the circumstances, to be treated with more or less suspicion, I deemed it advisable to retain the services of all enrolled farmers, which, of course, to a very great extent, prevented wheat crops being sown by them.

Before concluding I must not fail to draw to your notice the loyal and hearty support given me by one all, and although it might appear invidious to mention any names, still I must beg to be allowed to bring before you those of the Hon. Lawrence Clarke, who, besides the arduous duties of supplying food for the garrison and inhabitants generally, provided shelter for them on their arrival from the country, and that of Mr. Thomas McKay, chief of the scouts, whose unremitting efforts tended greatly to my aid.

I have the honor to be, Sir,

Your obedient servant,

A. G. IRVINE,

Commissioner.

The Right Hon.

Sir JOHN A. MACDONALD, G.C.B., &c., &c.

(Telegram.)

OTTAWA, 23rd May, 1885.

To Lt.-Col. IRVINE, Prince Albert.

Minister considers Crozier's report of engagement at Duck Lake very incomplete, and wishes detailed particulars; also explanation why he went to Duck Lake, knowing you were about to join him.

From yourself he wishes full report from time you left Regina till arrival of General Middleton at Prince Albert.

Why you abandoned Carlton and why you did not go to Duck Lake; why you did not scour the country around Prince Albert, and why you did not join General Middleton; also any further particulars you can furnish.

FRED. WHITE.

NOTE.—The substance of Col. Irvine's report, sent by mail, in reply to this telegram is contained in his annual report.

(Telegram.)

PRINCE ALBERT, 5th June, 1885.

To F. WHITE, Ottawa.

Will send another and full report from the time I left Regina till arrival of General Middleton at Prince Albert.

The country around Prince Albert was thoroughly scoured; result, no houses pillaged or burnt.

Received no order to join General Middleton, which rather surprised me, as I am sure, from my long service in the country, and my knowledge of Indian and half-breed ways, would have been of great service to him.

Full report from Crozier forwarded by last mail.

A. G. IRVINE.

PRINCE ALBERT, 29th May, 1885.

SIR,—I am asked to make a further report as to the affair at Duck Lake on the 26th March last. In addition to what I have already said in former reports, I may further state as follows:

Between the 19th and 26th March Riel and his followers had robbed, plundered, pillaged and terrorized the settlers and country; they had sacked stores, seized and held as prisoners officers of the Government, merchants, settlers and others; they had risen in armed rebellion or insurrection, they patrolled the country with armed parties, who seized, with the muzzles of rifles at their heads, loyal subjects, or any one else they chose, declaring that they had the choice of submitting to be made prisoners or of being shot; their orders were to massacre all those who would not allow themselves to be made prisoners; they had incited the Indians to take up arms and rebel against authority, a condition of affairs which must lead to murders, massacres and the most frightful atrocities; they had cut the telegraph wires and cut down the telegraph poles, and stopped all mail and other communication and traffic; had committed highway robbery, seized and plundered freighters and freight, and had fired upon and driven into the fort I was commanding, my patrols; they had denounced and repudiated the authority of the Queen, and had plunged the country into a state of war, terror and anarchy; they had paralyzed all trade and business, and the legitimate and peaceful occupations and callings of the people.

Riel, the leader of the rebels, had sent word to me, demanding the unconditional surrender of Carlton, and on my failing to comply with his request, the alternative was to be, he said, "a war of extermination." Upon one occasion he sent word that he wished to see me, in order to negotiate. I replied that I would meet him at a certain place named, half way between Duck Lake and Carlton, and that I would go without an escort, and promised that he might have a chance of saying whatever he wished; and further, that upon that occasion I would not arrest him. I said to the messenger: "Give the man my word of honor that I will not arrest him this time." He replied that he would not meet me, but would send emissaries. I therefore, instead of going myself, sent two gentlemen to represent me. They were told, on meeting Riel's men, that they had nothing more to say than that Fort Carlton must be surrendered unconditionally. The gentlemen I sent out were Captain Moore and Captain Thomas McKay, of Prince Albert. I had told them to tell Riel's men that the gravest offences had been committed against the law, and that the leaders and instigators of the rebellion would have to be delivered up to the authorities, to be dealt with according to law; and as to the others, I said, tell them that I think many have been led astray or forced into rebellion. I believed that they would be pardoned at any rate, that I would do all in my power to get for them an amnesty. Through these gentlemen I advised the rebels to disperse, lay down their arms and go to their homes. Upon another occasion Captain Thomas McKay, a gentleman well known to the French half-breeds, had gone to their headquarters at Batoche, and then entreated them to go to their homes, and used every conceivable argument to induce them to see how foolishly they were acting. I published also, written and printed notices in French and English, offering any and all those who had been forced into rebellion, or were held against their will, protection, on presenting themselves to the officers commanding at Carlton or Prince Albert; but all this was of no avail. Riel said, among other violent utterances, to one of the messengers I had sent out to try and induce the rebels to go to their homes: "We want blood! blood! If Carlton is not surrendered it will be a war of extermination! I must have an answer by 12 o'clock or we will attack and take the fort."

Such was the condition of affairs when, on the morning of the 26th March last, Sergeant Stewart's party was prevented from going on to Duck Lake (to get the stores which I desired to fetch from Mitchell's store) by an armed party of rebels. Their number was reported to me as being about 100. From the latest information brought in by my scouts I believed the rebel headquarters and main body of insurgents were at Batoche's, on the south side of the river, and therefore I was led

to believe that the party north of Duck Lake was but a detachment from the main body engaged in a marauding expedition, and I considered that with the 100 men I had with me I would be able to overcome their resistance, if any, and get the stores in spite of them. I also took with me the 7-pr. gun in charge of Mr. Howe (who was wounded in the subsequent engagement). It was not until after the action had been in progress for some time that I discovered that the numbers of rebels opposed to me was greatly in excess of what I had been informed were within striking distance of me. I found then that I was outnumbered at every point, and in imminent danger of being surrounded. The snow was, as I have before reported, very deep and badly crusted, and my men found the greatest difficulty in moving about at all. The deep snow also badly interfered with the use of the 7-pr. gun in action. Four shots, at least, were fired from the gun—two shrapnel, one case and one common shell.

When I found that the enemy were more numerous by far than we were, that they were ambushed almost all round me, and had every advantage of ground and cover on their side, while we had every disadvantage of position to contend against, I deemed it prudent to abandon my attempt to push on to Duck Lake, and to withdraw my force from the action, which was done, as before reported, in perfect order by the men under my command. Five of my horses having been killed or disabled by gun shot wounds, I was obliged to abandon two of my sleighs and one jumper, in which there were a few rounds of ammunition for the 7-pr. gun, and which fell into the hands of the rebels. The rest of my command—horses, sleighs and all the wounded—as was reported to me, were brought safely off the field. Such of the dead as I could gather I also brought with me. Most of the killed, however, were off to the extreme right, in situations most exposed to the rebel fire from shelter, and could not have been collected without incurring the gravest risk of putting my entire command into the greatest possible jeopardy, with an absolute certainty of losing many more lives from the terrible and continuous fire from the enemy ambushed on the right. Three different times I gave the order to put the killed and wounded on the sleighs and I held the column until it was reported to me that all were on; but even to have endeavored to get the bodies from the extreme right would have been, in the situation we were in, impossible. Besides, if I had delayed leaving the field but a few minutes my party would have met total destruction. Reference to the diagram attached will show the position of the rebel forces, the trap in which we were, and from which they intended we should never escape. I contend that no man desirous of taking action necessary to the performance of his duty could have foreseen, or escaped under the circumstances, getting into the affair on the 26th March, as I did, and having got into it, our getting out was most fortunate. Had the rebel plan succeeded and a few minutes more would have made it successful—there would not have been one of us left. With our gun in their possession, and flushed with victory, and following it up, Carlton must have fallen, and if Colonel Irvine's party, then coming through a difficult country, had suffered a reverse, it would have exposed the whole of the eastern part of the territory to the rebel attack and occupation, which would have been most probable, for it must be remembered that many of the men of Prince Albert were with Colonel Irvine and myself at Carlton.

I have stated already that I was going out for provisions and ammunition, not expecting or intending to meet the rebels in full force. The force with me was ample for what I intended it. Had I delayed, I considered I would have no chance to secure what I wanted, but with prompt action I certainly expected to succeed. Therefore, I acted promptly. I thought at the time and still think that the securing of the provisions and ammunition at that stage of the rebellion was a matter of the very greatest importance, for though the rebels had already secured a large quantity of supplies by plunder, they must, from their numbers, and what they had given to the Indians, in endeavoring to secure and retain their allegiance, have greatly reduced their store. Again, I argued if the Indians see that a party of half-breeds can contemptuously drive back and prevent officers of the Government from doing their duty, thus defiantly seizing property with impunity, they would be able to gain

the firm allegiance of the wavering Indian tribes by what is stronger to them than any argument—namely, giving them plenty to eat.

A person understanding the nature of Indians as well as you do, and the situation as it was on the 26th March last, will readily understand what a gain to us it would be, and how the prestige of the rebel half-breeds would have suffered and ours gained, among the Indians, had I succeeded in carrying out the object of my expedition, more especially after we had made an attempt and being unsuccessful in the morning; and further, you will see that had I waited for you the chance and time in which it would be possible to get the stores would have passed; therefore, a day or even a few hours was of vital importance. But withall, had I known or even suspected that the rebels were in full force, or had I expected that I should be attacked by them as I was, I certainly would not have taken the matter in hand. With the number of available men at my disposal the risk would have been too great—even to secure the great advantage that would in all probability, have been a consequence of the securing the provisions and ammunition.

My former reports show how I met the rebels. I admit I was deceived as to their strength. When I left Carlton I considered I would probably meet, if they did not run away, not to exceed 100 of them. From the numbers I first saw in the field I was justified in thinking that there were no more than that number.

The Prince Albert volunteers lost more heavily than the police, because several of them happened to be extended on the right of our line, where they were more exposed to the fire of the enemy in ambush and in houses. When I felt the fire pouring in on us from that quarter, I said to Mr. Howe, commanding the gun Detachment: "Shell those fellows," pointing in the direction from which the fire was coming. He replied: "Our own men are extended there, and I may fire into them." I then said, pointing to the coulée opposite our left front, from whence a very heavy fire was coming on us: "Throw a shell over there," which was done. The gun did good service, and no men could have worked better than the gunners did that day, under conditions that would have tried soldiers, no matter how well disciplined. I did not know, when the line extended, that there was a house on our right, and that the enemy were ambushed about it in large numbers, so that I did not purposely expose one part of the line to fire more than another. The sleighs I threw out for no other purpose than for cover, and they were taken advantage of as such by the volunteers and police indiscriminately; and if unkind and unfeeling remarks have been made, it was not by any of those who fought so gallantly together, and received, without flinching, as hot a fire as men ever were exposed to. The strongest feeling of friendship exists between the Prince Albert volunteers and the Mounted Police, because all who were present on that day know that no man shirked from his duty, or from danger, but that each unflinchingly and bravely took his chances and did his work.

Though unsuccessful in getting possession of the stores I strove to bring in, and enforcing the rebels to withdraw, I considered that one consequence of my action was to force the rebels to give up, for the time, the attack on Fort Carlton, which they had mediated and would otherwise have made on the night of the 26th March, and prevented the bloodshed which must have occurred there, and the by no means impossible disaster to our arms, which, owing to the position of the fort, might have occurred there.

It is to be regretted that I was not made aware of the fact that the rebels were in force at Duck Lake at the time I engaged with them, but my scouts did not learn that such was the case in time to apprise me of it. The movement of the main body of the rebels to Duck Lake was sudden and unexpected, and was, so far, a surprise to me.

Before concluding this supplementary report, I may repeat that it was the rebels who attacked me and began the action. They had their dispositions most skillfully made, and nearly succeeded in cutting off my command, which they would have done but for the steady valor and good discipline of the men under me, on which I justly relied before setting out on the 26th March last.

I attach a rough sketch of the ground upon which the action at Duck Lake was fought. It will give a fairly good idea of the disposition of the opposing forces on the 26th March last, and show their numbers to have been between 300 and 400 fighting men.

I have the honor to be, Sir,

Your obedient servant,

L. N. F. CROZIER,

Assistant Commissioner, N.W.M.P.

Lt.-Col. IRVINE,

Commissioner, N.W.M.P., Prince Albert.

Forwarded,

A. G. IRVINE,

Commissioner.

CANADA. }
North-West Territories, }
To Wit :

I, Harold D. Ross, of the town of Prince Albert, in the Saskatchewan district, in the North-West Territories of Canada, Deputy Sheriff, do solemnly declare :

1. I was a prisoner in the custody of Riel and the rebels on the twenty-sixth day of March last past, and personally visited the scene of the battle on Saturday, the twenty-eighth day of March past. The said Riel, the leader of the rebels, was then with me on said battlefield.

2. I have examined the plan and perused the statement hereunto annexed, and marked "A," made by John Astley, who was a fellow prisoner with me on both the above mentioned dates, and I solemnly declare that the same are exact, and in strict accordance with what I saw and observed myself.

3. And I further declare that I counted the number of men going out to take part in the said battle, and that there were over three hundred half-breeds and Indians engaged in the said battle.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of an Act passed in the thirty-seventh year of Her Majesty's reign, entitled: An Act for the suppression of Voluntary and Extrajudicial Oaths.

HAROLD E. ROSS.

Declared before me at Prince Albert, in the North- }
West Territories of Canada, this twenty-eighth }
day of May, A. D. 1885.

STEPHEN BREWSTER,
Notary Public.

CANADA. }
North-West Territories, }
To Wit :

I, John B. Lash, of the town of Prince Albert, in the district of Saskatchewan, in the North-West Territories of Canada, Indian Agent for the Carlton district, do solemnly declare :

1. I was a prisoner in the hands of the rebels under Louis Riel, at Duck Lake on the twenty-sixth day of March last past.

2. I have examined the sketch map or plan prepared by John W. Astley, referred to in his declaration of this date and made before Stephen Brewster, Notary

Public, and from my knowledge of the locality, both previously and from actual observation since, I declare that said plan accurately shows details of the locality.

3. I saw the rebels going to and returning from the engagement at Duck Lake on the twenty-sixth day of March last past, and I say that the number returning from the fight was between three and four hundred rebels—half-breeds and Indians.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of an Act passed in the thirty-seventh year of Her Majesty's reign, entitled: An Act for the suppression of Voluntary and Extrajudicial oaths.

J. B. LASH.

Declared before me at Prince Albert, in the District }
of Saskatchewan, this twenty-eighth day of }
May, A.D. 1885.

STEPHEN BREWSTER,
Notary Public.

CANADA,
North-West Territories, }
To Wit:

I, John W. Astley, of the town of Prince Albert, in the district of Saskatchewan, in the North-West Territories of Canada, Civil Engineer, do solemnly declare:

1. That I was a prisoner in the hands of the rebels under Louis Riel, at Duck Lake, on the twenty-sixth day March last past.

2. That the sketch, map or plan hereto annexed and marked "A" is accurately drawn from my own personal observation of the locality where the fight took place, and truly exhibits the features of the locality.

3. Of my own knowledge I declare that there were between three and four hundred half-breeds and Indians engaged in the fight at Duck Lake, on the said twenty-sixth day of March last past.

And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of an Act passed in the thirty-seventh year of Her Majesty's reign and entitled: An Act for the suppression of Voluntary and Extrajudicial oaths.

JNO. W. ASTLEY.

Declared before me at Prince Albert, }
in the District of Saskatchewan, this }
twenty-eighth day of May, A.D. 1885. }

STEPHEN BREWSTER,
Notary Public.

PRINCE ALBERT VOLUNTEER COMPANY

RETURN showing Men who were in the Engagement at Duck Lake, 26th March, 1885.

| No. | Rank and Name. | Remarks. |
|-----|---------------------------------|----------|
| 1 | Capt. Moore, H. Stewart | Wounded. |
| 2 | do Morton, John | Killed. |
| 3 | Sergt. Powers, Thomas | |
| 4 | do Campbell, Thos. Nelson | |
| 5 | do Wilson, Justus | |
| 6 | do McNab, Alex | Wounded. |
| 7 | Corp. Ramsay, W. O. | |
| 8 | do Dixon, W. | |
| 9 | do Napier, William | Killed. |
| 10 | Pvte. Anderson, Joseph | do |
| 11 | do Bakie, James | do |
| 12 | do Brown, James | |
| 13 | do Burns, Robert | |
| 14 | do Byrne, Charles | |
| 15 | do Drain, William | |
| 16 | do Duck, Geo. | |
| 17 | do Elliott, Skeff Connor | do |
| 18 | do Fisher, Alexander | do |
| 19 | do Flett, James | |
| 20 | do Hamilton, Charles | |
| 21 | do Markley, Arthur W. R. | Wounded. |
| 22 | do McGinn, Richard | |
| 23 | do McKenzie, Daniel | Killed. |
| 24 | do McPhail, Daniel | do |
| 25 | do Nelson, George | |
| 26 | do Nelson, Henry | |
| 27 | do Newett, Charles | Wounded. |
| 28 | do Sutherland, George | |
| 29 | do Tait, William | |
| 30 | do Kelly, Henry | |
| 31 | do Laurie, William | |
| 32 | do Thibault, M. | |
| 33 | do Wymerskirch, John | |
| 34 | do Paul, John | |
| 35 | do Middleton, Robert | Killed. |
| 36 | do Stewart, Alexander | Wounded. |
| 37 | do Barker, William | |
| 38 | do McKay, Donald | |
| 39 | do Haslam, William | |
| 40 | do Given, Charles | |
| 41 | do Clarke, Lawrence | |
| 42 | do McKay, Thomas | |
| 43 | do Mitchell, Hillyard | |

LIST of Officers, Non-Commissioned Officers and Men of "D" Division, North-West Mounted Police, present at the Engagement at Duck Lake, on Thursday, 26th March, 1885.

| Reg. No. | Rank and Name. | No. | Remarks. |
|----------|--------------------------|-----|----------------------------------|
| | Supt. Crozier, L. N. F. | 1 | Wounded. |
| | Surgeon Miller, R. | 2 | |
| | Insp. Howe, J. | 3 | do |
| 649 | Sergt.-Major Dann, F. G. | 1 | |
| 318 | Sergt. Brooks, W. A. | 2 | |
| 773 | do Smart, W. C. | 3 | |
| 400 | do Stewart, A. | 4 | |
| 701 | do Pringle, J. C. | 5 | |
| 947 | Corp. Davidson, H. J. H. | 6 | |
| 264 | do Chassie, C. | 7 | |
| 467 | do Fowler, F. | 8 | |
| 521 | do Collins, J. | 9 | |
| 532 | do Gilchrist, J. H. | 10 | do |
| 518 | Const. Carter, R. | 11 | |
| 897 | do Cochrane, J. | 12 | |
| 611 | do Craigie, J. C. | 13 | |
| 642 | do Cole, A. | 14 | |
| 1,031 | do Des Barres, H. | 15 | |
| 525 | do Dowsley, R. | 16 | |
| 1,082 | do Edwards, J. | 17 | |
| 850 | do Fleming, J. O. | 18 | |
| 454 | do Fontaine, L. | 19 | |
| 672 | do Garton, W. | 20 | |
| 1,117 | do Gordon, S. F. | 21 | do |
| 462 | do Gribble, P. J. | 22 | |
| 682 | do Halbhous, W. | 23 | |
| 1,099 | do Hammond, H. B. | 24 | |
| 981 | do Hoyland, J. H. | 25 | |
| 1,076 | do Hetherington, H. A. | 26 | |
| 1,079 | do Jackson, W. | 27 | |
| 1,015 | do Jamieson, R. W. | 28 | |
| 771 | do Lunnin, W. | 30 | |
| 1,046 | do Manners-Smith, W. A. | 31 | do |
| 935 | do Miller, A. | 32 | do |
| 1,009 | do Mountain, A. G. | 33 | |
| 487 | do Montgomery, A. E. G. | 34 | |
| 993 | do Morrow, W. | 35 | |
| 425 | do Murray, A. | 36 | |
| 495 | do McDonald, A. | 37 | |
| 730 | do McMillan, A. | 38 | |
| 430 | do McPherson, D. H. | 39 | |
| 1,102 | do Nunn, W. C. | 40 | |
| 854 | do Perkins, W. | 41 | |
| 1,004 | do Redmond, J. J. | 42 | |
| 763 | do Rummerfeld, J. | 43 | |
| 764 | do Scott, D. | 44 | |
| 596 | do Street, J. | 45 | |
| 1,021 | do Todd, E. W. | 46 | |
| 788 | do Worthington, J. | 47 | |
| 916 | do Woodman, A. H. | 48 | |
| 1,048 | do Wood, J. J. | 49 | do |
| 1,087 | do Smith, W. | 50 | |
| 1,065 | do Arnold, G. P. | 51 | Wounded. Died March 27, 1885. |
| 852 | do Garrett, G. K. | 52 | Killed. |
| 1,003 | do Gibson, T. J. | 53 | |

L. F. N. CROZIER,
Superintendent.

APPENDIX B.

REPORT OF SUPERINTENDENT HERCHMER, NORTH-WEST MOUNTED POLICE.

CALGARY, 27th July, 1885.

Lieut.-Col. A. G. IRVINE,
Commissioner North-West Mounted Police.

SIR,—I have the honor to report that in obedience to an order contained in a telegram from the adjutant, dated 23rd March last, I left Calgary for Regina on the 24th with thirty non-commissioned officers and men, twenty-four horses and four waggons. On my way down one sergeant and four constables, with one horse from "A" division, and two constables of "D" division, joined my command.

On my arrival at Regina I received a telegram, directing me to proceed with Superintendent Neale, seven men of "B" division and one 7-pr. gun, to Fort Qu'Appelle. I therefore proceeded to Qu'Appelle by rail, and on arrival at that place met His Honor the Lieutenant-Governor, who requested me to return to Regina until Major-General Middleton reached Qu'Appelle.

On the 27th March I returned to Qu'Appelle with Mr. Dewdney, and then met Major-General Middleton, who ordered me to join him with all available men and two 7-pr. guns at Fort Qu'Appelle.

On the 29th March I received a telegram from the General to at once proceed to Battleford *via* Swift Current, and left by rail at 2:30 p.m. on the 30th, arriving at Swift Current at 10 p.m. I found that the river at Saskatchewan was impassable, the ice having given way on each side, leaving a ridge in the centre, over which it was impossible to convey the horses or waggons. I at once communicated this fact to the General.

While waiting instructions I ascertained that the steamer "Northcote" was being prepared at Medicine Hat to come down the river, for the purpose of conveying troops to the north, and that this vessel, together with three others, was in some danger from a large party of Crees, reported to be camped close to Medicine Hat. I at once advised the General, and suggested that I should take my command on at once to Medicine Hat and protect the steamer down the river. General Middleton wired me to do exactly as I proposed.

Leaving Swift Current at 2 a.m., on the 31st, I arrived at Medicine Hat at 9 a.m., and camped near the steamer, the Indians, who were on the north bank, hastily decamping as we unloaded.

Captain Sheet, of the "Northcote", having requested assistance in getting the steamer into the water, I placed all my teams and thirty-five men at his disposal, from the 1st to the 3rd April.

At 8 a.m. on the 4th I received a telegram from His Honor the Lieutenant-Governor that a lot of armed and mounted Indians had arrived at Swift Current, and suggesting that I move back at once; and receiving an order to that effect from the General, I returned to that place, leaving Medicine Hat by special train at 8:30 p.m., arriving at Swift Current at 5:40 a.m. on the 5th.

On the morning of the 6th Constable Storer, accompanied by James Bird, a half-breed, arrived from Battleford with a letter from Inspector Morris, which I attach hereto (Enclosure No. 1). From Constable Storer I ascertained that although there were 500 persons within the barracks at Battleford they had provisions for three months.

In accordance with the General's instructions, I was now patrolling between the railway station and the river, keeping a party at the river to protect the ferry.

On the 12th instant Lieut.-Colonel Otter arrived, and I was informed that the police were to join the column under his command, and that it was the General's wish that he should consult with me on all points. Colonel Otter appointed me chief of his staff. I therefore handed over the command of the police to Superintendent Neale, who, at 1 p. m., moved out to the South Saskatchewan, with orders to camp there until the arrival of the troops, and patrol both sides of the river.

I reached the river with the remainder of the column on the 14th. I crossed on the 16th, and started for Battleford at noon on the 18th.

The police acted throughout the march to Battleford as an advanced guard for the column, and worked so admirably that they were universally praised by the officers of the brigade.

About 4 p. m. on the 22nd five civilian scouts, who had been ordered to feel the woods to our front, were fired on by a small party of Indians, who appeared to be making in the direction of Clark's Crossing. Being re-inforced by two or three of the advance guard, a cart containing some worthless articles was captured, but the Indians succeeded in making their escape.

On the 23rd we arrived at the Stony reserve, where Superintendent Neale endeavoured to find the body of Farm Instructor Payne, stated to have been murdered, but without success. Superintendent Neale, however, found in the storehouse 101 bags of flour and 600 pounds of bacon, which he brought away and handed over to the brigade quartermaster. We camped three miles south of Battleford at 5 p. m., and shortly afterwards a house, lately occupied by Mr. Rouleau, S. M., was found to be on fire. The civilian scouts were sent forward under Constable C. Ross, with orders to creep cautiously through the bush, and endeavor to ascertain how many, if any, Indians were in the vicinity of the burning house; and shots being heard shortly afterwards, I obtained permission to go down with Superintendent Neale and thirty of the police, and scour the valley, Major Short, "B" Battery, R. C. A., and Dr. Leslie, of the Queen's Own Rifles, volunteering to accompany us. Extending a party in skirmishing order, we moved right through the settlement on the south side of the river, and although every place was thoroughly searched, not an Indian could be seen. Constable Ross, in the meantime, had returned to camp, reporting that he had been fired on from the bush, in the rear of Mr. Scott's house, and that he felt sure he had wounded an Indian, who was afterwards found buried on the reserve, having been shot through the body.

Of the houses in the old settlement, Messrs. Mahaffy and Clinkskill's, the Hudson Bay store and Mr. Rouleau's house, were found to have been destroyed by fire, while every house had been raided and such articles as were not deemed valuable by the Indians wantonly destroyed, while to the west nearly every farm house had been burnt and the farm implements broken to pieces.

On the 24th we camped in front of Old Government House remaining there until the 29th, the police and scouts attached thereto patrolling the country in every direction, and making several trips to the Stony reserve, escorting Farm Instructor Applegarth, who was endeavoring to reclaim as much Government property as possible.

On arrival at Battleford I found Inspector Morris still in command, although Inspector Dickens, who had recently arrived from Pitt, was the senior. I ordered Inspector Dickens to assume command. I presume both these officers have furnished you with a report, I having conveyed your telegraphic instructions to them.

On the 27th I reinforced my command by thirty-one non-commissioned officers and men and twenty horses from "D" division. This was done with a view of having a troop of fifty mounted men. It was also necessary to purchase in Battleford thirteen horses, which has already been reported. The same day Sergeant Ward, who was in charge of police patrol, discovered the body of the late Farm Instructor Payne, and had it buried.

On the morning of the 30th a half-breed named Denison was brought into camp by Major Short, "B" Battery R. C. A. Denison stated that he had that morning escaped from Poundmaker's camp. He also stated that about twenty families of half-breeds had been captured by Poundmaker at the "Bresaylor" settlement, and were held as prisoners.

On 1st May Colonel Otter decided to proceed to Poundmaker's reserve, and a flying column consisting of—

| | |
|---|-----------------------------|
| 75 North-West Mounted Police..... | Superintendent Neale, |
| 80 "B" Battery, R.C.A..... | } Major Short, "B" Battery, |
| 2 7-pr. guns | |
| 1 Gattling gun | |
| 45 "C" Company, I.S.C..... | Lieutenant Wadmore, |
| 20 Governor General's Foot Guards | Lieutenant Gray, |
| 50 Queen's Own Rifles..... | Captain Brown, |
| 50 Battleford Rifles | Captain Nash, |

was organized, and left Battleford with forty-eight waggons at 4:30 p.m. About 9 p.m., halted for supper; proceeded again about 11 p.m. The Mounted Police formed the advance guard, and were in this position when we reached Cut Knife Hill, about 5 a.m. on the 2nd. Our scouts, on ascending the slope, signalled "Enemy in sight," and closed in. Fire was almost immediately opened on us, and a number of armed men were seen coming over the hill and descending from the camp. Before returning the fire our men were ordered to dismount and extend. Our dismounted party also came up on the double and extended, driving the Indians over the hill. The guns, manned by "B" Battery, R.C.A., got into action about the same time. Owing to a bad creek at the foot of the hill, some little delay was caused before the whole column came up. Throughout the action, which lasted seven hours, our men behaved admirably. The sense of duty shown by them, in always keeping themselves so well to the front, and occupying the most forward positions, explains our loss.

On our return to Battleford, where we arrived about 11 p.m., the police formed the advance and rear guards.

As to the engagement at Cut Knife, I find it difficult to individualize our men, but I must specially mention, as deserving of recognition for their bravery and dash, Regimental No. 594, Sergeant-Major T. Wattam; 36, Sergeant J. H. Ward, who was wounded early in the engagement; 606, Sergeant G. Macleod; 900, Sergeant I. Richards; 633, Corporal S. M. Blake; 932, Constable W. H. Routledge; 962, Constable Taylor; 886, Constable T. McLeod, of "B" division; 921, Constable I. C. Harstone, of "A" Division; 969, Constable E. Rally; and 931, Constable W. Gilpin, of "B" Division; 1,064, Constable C. Ross; 835, Constable W. C. Swinton; 776, Constable H. Storer; 762, Constable R. Rutledge; 748, Constable C. Phillips; 983, Constable W. I. Spencer, and Constable G. Harper, of "D" Division.

Of course, Superintendent Neale did his duty thoroughly and well, and handled his men as he should do. I am certain Colonel Otter's report to General Middleton embraces this fact.

Early in the engagement, and the first man to fall, Regimental No. 565, Corporal B. B. Sleigh, shot through the mouth; then shortly after Regimental No. 907, Corporal W. H. T. Lowry, mortally wounded; Regimental No. 36, Sergeant J. H. Ward, seriously, and Regimental No. 402, Trumpeter P. Burke, mortally wounded. Every attention was shown them by Brigade Surgeon Strange, and the ambulance corps of the Queen's Own Rifles being always ready and willing to assist.

Sergeant Ward, Corporal Lowry and Trumpeter Burke were brought into Battleford and placed in hospital. Both Lowry and Burke died the next day; Ward has recovered, and is now convalescent in Winnipeg. Our dead were also brought in.

Before going further, I must note the determined attitudes of Sleigh, Lowry and Burke. The poor fellows deserved a better fate, and are one and all a great loss to Canada.

Trumpeter Burke has left a wife and large family, who were entirely dependent on his earnings. On the 4th our dead were buried with military honors, the services being performed by the ministers of their respective churches.

On the 5th we moved across to the north side of the Battle River, and camped near the barracks; and from time to time, until the arrival of General Middleton on the 24th, twenty to thirty of our men were constantly patrolling the country on each side of the river.

On the 14th one of our usual patrols, in charge of Sergeant Gordon, was suddenly attacked by an armed party of half-breeds and Indians, when about seven miles from Battleford. The enemy, about thirty in number, firing into them at short range, caused our horses to swerve around, when a large party of Indians were observed approaching over a hill on the right, apparently with the intention of surrounding our men, so it was impossible to make any stand. After retiring a short distance, Constable Spencer, W. I., reported himself wounded, but stuck to his horse and rode on, and from a horse dashing by riderless it was discovered that Constable Elliott was missing. The party returned to Battleford and reported. The same day, and about the same time, a number of teamsters and waggons belonging to the transport were captured close by. It has since transpired that Constable Elliott was merely thrown, got into the bush and lost his way, and when again discovered by the Indians fought to the last, and after exhausting his ammunition was shot. From the wounds, he must have been killed outright, one being through the spine and one through the back of the head. He was temporarily buried on the ground where he fell, by a Roman Catholic priest, who was a prisoner with the Indians. The next day a party went out under Sergeant-Major Wattam, and discovered the body, but from the nature of the wounds, and having no conveyance, it was impossible to bring it in. This was done the next day, and the day following he was buried with military honors.

On the 20th a priest, accompanied by the captured teamsters, arrived with a letter from Poundmaker, asking for terms. Colonel Otter, however, refused to treat with him, and referred him to the General, who was known to be on the way up.

General Middleton arrived on the evening of the 24th. Poundmaker surrendered at noon the next day, handing over 215 stand of arms.

On the 26th the Comptroller having requested that Superintendent Neale be returned to Regina as soon as possible, that officer left for Swift Current, carrying despatches from the General.

On the 30th I was ordered to proceed to Fort Pitt, taking with me fifty mounted men. At the same time Boulton's scouts and Denison's Intelligence corps received the route. I was placed in command of this column. We left for Fort Pitt on the 31st with light kits, expecting to return to Battleford in seven days at the outside. From Fort Pitt we went on under General Middleton to Loon Lake. Between Pitt and Loon Lake we found Inspector Steele and his command, and at his request he was ordered to join our column, but was relieved on our again coming up with General Strange at the Beaver River. From Loon Lake we returned to Pitt, then to the Beaver River *via* Frog Lake, and returned to Fort Pitt, on the 20th June, at which place we remained in camp till the 28th. This march was particularly trying to men and horses, as the men had no change of clothing, and for several days were without tents, and had only what provisions they could carry on their saddles, but I heard no complaints, the work being done cheerfully and well.

On the 28th I was ordered to proceed to Battleford and to take with me the men, horses and 9-pr. gun of "C" division, with instructions to take on from Battleford to Regina all prisoners at that place. On arrival at Battleford on 1st July I received instructions to proceed to Poundmaker's and adjacent reserves to arrest certain Indians pointed out by the Indian agent. On the 2nd I proceeded to the reserves with forty police and one Gatling, in charge of Major Short, R.C.A., but could find no trace of the men wanted, so returned to Battleford the next day, sending men and horses of "D" division into barracks, also all the horses purchased, with the exception of three.

When passing through the reserves we discovered a number of newly made graves and several tepees filled with the bodies of Indians recently dead, which would prove that they suffered much greater loss at Cut Knife than was admitted by them.

On the 4th I started for Swift Current, and arrived at that place on the 9th. The next day I took the prisoners, with a sufficient escort, on to Regina, leaving the balance of my men, those of "C" division and all the horses camped at Swift Current, from which place we returned here, leaving men of other divisions at their respective stations.

I must draw attention to the carriages of the 7-pr. guns giving way at Cut Knife. New carriages must be furnished.

My horses, without one exception, stood the work well, not being obliged to leave a single one behind. They were nearly all young horses I had purchased here last year, and fully carry out all my arguments in favor of western horses for our service.

The behavior of all ranks was excellent, and every praise is due to them.

Before leaving General Middleton's Column at Fort Pitt, he, in a General Order, expressed his entire satisfaction with the conduct and soldier like bearing of my men.

I have the honor to be, Sir,

Your obedient servant,

W. M. HERCHMER,

Superintendent, Commanding Post.

ENCLOSURE No. 1.

BATTLEFORD, 1st April, 1885.

Supt. W. M. HERCHMER.

SIR,—I have the honor to inform you that the Indians, so far as I can learn, are concentrating on Poundmaker's reserve, and that you have nothing to fear on the trail, without it is that you may fall in with stragglers. I would advise you, however, to be most cautious, as the Stoneys are up, and have joined Poundmaker.

They killed two white men, Mr. Payne and Mr. Applegarth, on the reserve starting out; also one Mr. Freemont, a rancher. I have made everything as secure as possible.

I have the honor to be, Sir,

Your obedient servant,

W. S. MORRIS.

Every body is in barracks—200 men all told, and 300 women and children.

ENCLOSURE No. 2.

List of Officers, Non-Commissioned Officers and Constables of the N.W.M. Police who took part in the engagement at Cut Knife Hill on 2nd May, 1885.

| Regt. No. | Name. | Rank. | Remarks. |
|-----------|----------------------|--------------------|---------------------------------------|
| | W. M. Herchmer..... | Superintendent.. | |
| | P. R. Neale..... | do | |
| 594 | T. Wattman..... | Sergt.-Major..... | |
| 560 | R. Riddell..... | Vet. Staff Sergt.. | |
| 36 | J. N. Ward..... | Sergeant..... | Wounded. |
| 760 | J. C. Gordon..... | do | |
| 606 | G. Macleod..... | do | |
| 900 | J. Richards..... | do | |
| 907 | W. H. T. Lowry..... | Corporal..... | Mortally wounded; died 3rd May, 1885. |
| 633 | S. M. Blake..... | do | |
| 467 | T. Bond..... | Constable..... | |
| 528 | W. H. Forde..... | do | |
| 671 | E. S. Glasford..... | do | |
| 347 | S. M. Jarvis..... | do | |
| 999 | O. Knight..... | do | |
| 355 | W. Latimer..... | do | " E " Division. |
| 713 | W. Lewis..... | do | |
| 706 | R. W. Llcyd..... | do | |
| 886 | T. McLeod..... | do | |
| 431 | A. Moody..... | do | |
| 554 | W. Morgan..... | do | |
| 496 | S. Percival..... | do | |
| 1,036 | G. Pinches..... | do | |
| 756 | W. Ritchie..... | do | |
| 800 | J. Ross..... | do | |
| 932 | W. H. Routledge..... | do | |
| 754 | A. H. Rumball..... | do | |
| 964 | H. Spencer..... | do | |
| 836 | W. Sunderland..... | do | |
| 962 | A. Taylor..... | do | |
| 579 | J. Wright..... | do | |
| 56 | W. Percy..... | Sergeant..... | |
| 973 | F. O. Elliot..... | Constable..... | Killed by Indians on 14th May, 1885. |
| 921 | J. C. Harstone..... | do | " A " Division. |
| 995 | J. Hallenbach..... | do | |
| 561 | J. R. Royer..... | do | |
| 1,102 | F. M. Brooke..... | Constable..... | |
| 931 | W. Gilpin..... | do | |
| 958 | F. Goodwin..... | do | |
| 988 | F. Hyles..... | do | " B " Division. |
| 917 | L. Lauder..... | do | |
| 934 | F. Miller..... | do | |
| 969 | E. Racey..... | do | |
| 966 | G. Fraser..... | Vet. Staff Sergt.. | |
| 585 | R. B. Sleigh..... | Corporal..... | Killed. |
| 545 | W. P. McConnell..... | do | |
| 619 | C. Allen..... | do | |
| 615 | W. Anderson..... | do | |
| 858 | H. T. Ayre..... | do | |
| 402 | P. Bourke..... | do | Mortally wounded; died 3rd May, 1885. |
| 813 | J. C. Degear..... | do | " D " Division. |
| 657 | O. Dufresne..... | do | |
| 1,074 | C. Eales..... | do | |
| 658 | J. Dawson..... | Constable..... | |
| | G. Harpur..... | do | |
| 995 | J. Hynes..... | do | |
| | P. Hawkins..... | do | |
| 695 | R. Ince..... | do | |

ENCLOSURE No. 2—*Concluded.*

LIST of Officers, Non-Commissioned Officers and Constables of the N.W.M. Police who took part in the engagement at Cut Knife Hill on 2nd May, 1885.

| Regt. No. | Name. | Rank. | Remarks. |
|-----------|-----------------------|------------------|---|
| 350 | J. Kerr..... | Constable..... | "D" Division. |
| 992 | W. Perrin..... | do | |
| 748 | C. Phillips..... | do | |
| 747 | W. H. Potter..... | do | |
| 863 | F. E. Prior..... | do | |
| 751 | J. Quigley..... | do | |
| 381 | F. Roby | do | |
| 865 | B. H. Robertson..... | do | |
| 762 | B. Rutledge..... | do | |
| 1,064 | C. Ross | do | |
| 1,077 | W. Shaw..... | do | |
| 769 | P. W. Simoiss..... | do | |
| 776 | H. Storer..... | do | |
| 835 | W. C. Swinton..... | do | |
| 983 | W. J. Spencer..... | do | |
| 942 | F. F. Warren..... | do | |
| | Joseph Alexander..... | Interpreter..... | T. F. Burnet, a sergeant in 35 Batt., lately discharged from N.W.M. Police, having volunteered for service with the Police, was attached to my command, and remained with us until our arrival at Swift Current, on 9th July. |

W. M. HERCHMER,
Superintendent, Commanding.

APPENDIX C.

EXTRACT from *Superintendent Cotton's Annual Report, bearing on service of Police in McLeod District during the Rebellion.*

* * * * *

The opening of the present year found my district in a very quiet and settled state, a strange preface to the period of rebellion and excitement which was promptly to follow, and which came upon this southern portion of the Territories as a very unexpected sequel. During the winter months our time was taken up with ordinary magisterial and police work. The southern Indians appeared to be contentedly living upon their reserves, and it was not until the cold weather had subsided that the slightest feeling of uneasiness among Indians made itself manifest. I say this, because I am satisfied that attempts were made by rebel half-breeds and Indians in the north to induce the Blackfoot Nation to take up arms against the Government. Following the actual outbreak of the rebellion in the north came an exceedingly precarious condition of things in the southern district, and which, for a time, might at any moment have led to an Indian outbreak. Fortunately, no outbreak occurred, and such is indeed a matter of national congratulation. As I hastily review the chain of events which seemed so rapidly to transpire, I cannot but regard it as an undeniable fact that the influence of the police and Indian Departments among the southern Indians (to whom but a few years ago white men were unknown) was a most powerful one, as demonstrated by results of the most practical character. In saying this I trust there is no possibility of my being in any way misunderstood. I do not for a moment mean to imply that an Indian war can be carried on in any portion of the Territories without seriously unsettling a savage nation such as the Blackfeet. But as the question of unsettling these Indians deals more with the results arising from the effects of the recent rebellion, I shall deal with it hereafter by making such extracts, as may appear to me necessary, from an official report furnished you some little time ago.

To return to the period when the actual outbreak took place in the north. The news of the fight at Duck Lake naturally created here more or less uneasiness and alarm.

It must be remembered at that time there was no telegraphic communication with this post, and but one weekly mail from Calgary. Finding that all sorts of exciting stories were constantly in circulation, I promptly established, under the approval of Major-General Strange, a line of couriers between this place and Calgary. Experience has shown that this step was a most judicious one, and that in a very great measure it aided to maintain quiet. There is no possible doubt but that without this line of couriers white people as well as Indians would have become greatly excited, as alarming and invariably unfavorable reports as regards movements in the north would otherwise have been in constant circulation.

In a report of this nature it would not be practicable for me to recapitulate at any length the various interviews I held with the Blood and Piegan Indians. I shall merely say that the favorable results arising therefrom speak for themselves in the strongest possible manner.

Upon Major-General Strange being placed in command of the field force on active service in the Alberta district, I reported to that officer at Calgary, bringing to his notice the various matters of importance, such as I thought merited consideration in the interests of the McLeod district. The disposition I made of the force under my command General Strange considered satisfactory. On a column

being ordered to proceed northward from Calgary I was instructed by General Strange to detail a party, consisting of one officer and twenty non-commissioners officers and men, with one 9-pr. M. L. R. gun, for this northern service. This party, under command of Inspector Perry, left here on the 18th April.

The strength of this post was subsequently increased by one company of militia (Winnipeg Light Infantry). This company remained in barracks here, performing garrison duty until the 7th May, upon which date they were relieved by two companies of the 9th (Quebec) Battalion. These two companies of the 9th Battalion served here until the regiment was recalled to the eastern Provinces in the month of June. The services rendered by the detachment under Inspector Perry's command were of so creditable a nature that I here insert the names of the non-commissioned officers and men comprising it, viz:—

| | | |
|----------------|----------|----------------------|
| Regimental No. | 6..... | Staff. Sergt. Horner |
| do | 352..... | Sergt. W. H. Irwin. |
| do | 871..... | Sergt. O'Connor. |
| do | 946..... | Corpl. A. S. Harper. |
| do | 590..... | Corpl. E. Hodder. |
| do | 618..... | Const. H. Alexander. |
| do | 721..... | do H. Moyers. |
| do | 780..... | do E. Taylor. |
| do | 794..... | do W. Taché. |
| do | 622..... | do G. G. Blake. |
| do | 404..... | do H. Brown. |
| do | 910..... | do — Diamond. |
| do | 534..... | do J. Green. |
| do | 505..... | do H. Walsh. |
| do | 631..... | do J. Blake. |
| do | 933..... | do — Dodsworth. |
| do | 547..... | do — McCarthy. |
| do | 742..... | do C. Parker. |
| do | 575..... | do G. Ward. |

Some promotions have since taken place.

The following is a copy of a General Order issued by Major-General Strange upon relinquishing command of this detachment:—

The detachment of North-West Mounted Police under command of Major Perry with 9-pr. gun will join Colonel Herchmer's force to-morrow morning and proceed by route march to Battleford. Major General Strange in relinquishing the command of the detachment of "C" Division, under command of Major Perry, has to thank them for their valuable services and invariably excellent conduct. He has never commanded better soldiers. Their double duties as horse artillery and, when required, scout cavalry, have been performed to his entire satisfaction.

In bringing a 9-pr. gun from Fort McLeod to Beaver River, through a most difficult country, including the passage of Red Deer, a march of some 800 miles, accomplished with every horse and man in his place, reflects great credit, not only on Major Perry, but on every non-commissioner officer and man.

That gun was mainly instrumental in demoralizing the band of "Big Bear" on the 28th at Frenchman's Butte. The opening of communication from Fort Pitt to Battleford by this small detachment entailed hardships cheerfully endured.

Major General Strange specially recognizes the ably conducted march of the left wing 65th Regiment, under Major Perry's command, which he has brought to the notice of the Comptroller of the Police, as also the names of Sergeant Major Irwin, Staff Sergeant Horner and Sergeant O'Connor.

Major-General Strange wishes his thanks to be conveyed to Major Cotton, North West Mounted Police, for the selection he made of men, of whom he may feel proud.

In parting with the detachment he wishes them success and happiness.

By order. C. H. DALE,
Major of Brigade.

I should previously have mentioned that an auxiliary corps of militia was organized and equipped here by Major John Stewart, acting under authority received from the Militia Department. This corps, as well as the companies of militia previously alluded to, were placed under my command by Major-General Strange. Major Stewart reported to me for duty, and the organization of his corps was completed in this post, where he and his men were for a time stationed. In accordance with General Strange's instructions I utilized Major Stewart's command, acting in consort with my own division, for special service along the frontier, extending from Fort McLeod to Medicine Hat. In addition to patrolling and outpost duty, special provision was made to furnish protection alike to working parties of telegraph and railway construction lines then in course of construction—the former from Dunmore to Fort McLeod, the railway line from Dunmore to Lethbridge. Major Stewart made Medicine Hat his head-quarters, his outposts extending westward along railway and telegraph lines and northward towards Red Deer River. My outposts (police) extended from this place eastward along railway and telegraph line, and in this way connecting with Major Stewart's most westerly detachments, thus keeping up a complete chain of patrol and daily communication along the important frontier line extending from Fort McLeod to Medicine Hat.

On the night of the 31st May I received a telegram (the telegraph line had at this time been completed) from Major Stewart, to the effect that one of his scouts had been fired on by Indians, which fire was promptly returned, at a point some thirty miles west of Medicine Hat. My own scouts almost simultaneously reported presence of Indians east of Lethbridge. Fearing an Indian raid upon railway working parties, which could have led to no other than most disastrous results, I decided to move with a mounted party along railway line east of Lethbridge. On the following morning I left this post, with every available non-commissioned officer and man of my division, all well mounted and thoroughly equipped. I reached Lethbridge the same night, after having experienced considerable difficulty in crossing the Old Man's River at Kipp. Next morning I proceeded eastward along Medicine Hat trail, scouting the country towards the head of Chin Coulée. I saw no Indians, though some had been seen the previous day by the scouts I had ordered out from Lethbridge. I then moved on towards Foley's camp, and the railway working parties extended eastward and westward from that camp. I subsequently travelled still farther eastward towards Rocky Lake, camping there while I established communication with Major Stewart. This officer had, at the same time, moved the main portion of his command westward and southward from Medicine Hat, in so doing scouting a very extended portion of the country. I am of opinion that the Indians who exchanged shots with Stewart's scouts were either Assiniboines or Gros Ventres from the United States. In returning, I passed by Woodpecker Island before reaching Lethbridge, at which last named place I camped for some time, scouting the country southward along the old Benton trail. Although no Indians were seen, there is no doubt that the section of the country I am now alluding to contained several war parties on marauding expeditions.

These war parties evidently *cached* themselves during the daytime. At night, signal fires, lighted for the purpose, were answered by Indians at long distances. Had it not been for the prompt movement made, a stampede of railway working parties would most certainly have taken place, and I have little doubt Indian raids would have been made on the large railway camps, either of which would have resulted in most serious loss to the company carrying on railway construction in the Territories.

The following is a copy of a letter I received from Mr. E. T. Galt, Manager of the North-West Coal and Navigation Company, bearing on the subject of the protection I was enabled to furnish the company's railway line.

"THE NORTH-WEST COAL AND NAVIGATION COMPANY.

"LETHBRIDGE, N.W.T., 17th August, 1885.

"Major JOHN COTTON,
"Commanding N.W.M.P., Fort MacLeod.

"MY DEAR SIR,—As this company's railway is now approaching completion, I wish to bear testimony to the assistance rendered by yourself and your command during its construction. The presence of your men among our workmen along the line during the late Rebellion inspired them with confidence without which it might have been a difficult matter to have kept them at their work.

"I have also to thank you for your prompt action in sending men when required to this neighborhood, their presence being a guarantee that good order will be preserved, and that horse stealing will not be tolerated.

"I am, my dear Sir,

"Yours faithfully,

"E. T. GALT,

"*Manager.*"

In connection with the recent Rebellion, I cannot speak too highly of the cool and courageous deportment of the people residing in the McLeod district. More particularly is this so credibly apparent when one considers the enormous amount of capital invested in cattle which graze indiscriminately over the prairie.

The South-Western Stock Association took occasion, during the very heat of the Rebellion, and when the force at this place was not a large one, to express the confidence they entertained in the North-West Mounted Police.

The following letter was addressed to me by the secretary of that Association, together with a copy of a resolution passed at an annual meeting:—

"FORT McLEOD, 7th May, 1885.

"Major COTTON,
"Commanding, Fort McLeod.

"DEAR SIR,—In accordance with the instructions of the South-Western Stock Association, I have very great pleasure in forwarding herewith a copy of a resolution expressive of their appreciation of the efforts of yourself and your command in the interests of stockmen, which was unanimously adopted at the annual general meeting held here on the 29th ultimo.

"Your very truly,

"WILLIAM BLACK,

"*Secretary Treasury, South-Western Stock Association.*"

"At the annual general meeting of the South-western Stock Association of the North-West Territories held at Fort Macleod, 29th April, 1885.

"It was moved by Mr. F. C. Inderwick, seconded by Mr. John Garnett, and carried unanimously—

"That this Association desires to express their high appreciation of the efficient manner in which Major Cotton and his command have performed their duty in helping the cattle ranches, and the prompt steps taken during the present troubles to keep the Indians quiet meet our fullest confidence, and approval, and that the secretary be instructed to forward a copy of the same.

"WM. BLACK,

"*Secretary South-Western Stock Association.*"

In this report I have dealt generally, and bearing in mind its importance, I fear somewhat hastily, with the work and duty my division was called upon to perform, owing to the disturbed state of the Territories. Without going into this subject at too great length, I could not have hoped to give a complete idea of the hard, incessant and, at times, arduous duties which came to us as our share of the service to be performed. But I can at least bear testimony—and I do so with no small degree of pride—to the intelligent, efficient and cheerful support I received from all ranks. In Inspector Antrobus I have had a valuable and experienced assistant. He has proved himself a very capable and hard working officer, and I would respectfully bring his name to your favorable consideration.

Assistant Surgeon Kennedy, in addition to his professional services, at all times most satisfactorily performed, has again and again volunteered for combatant duty, and invariably performed such duty with judgment and ability. I make no mention of Inspector Perry, who, until lately, was in this division. His services have been borne testimony to by so high a professional authority as Major-General Strange.

APPENDIX D.

REPORT OF SUPERINTENDENT DEANE.

NORTH-WEST MOUNTED POLICE,
HEADQUARTERS, REGINA, 31st December, 1885.

Lieut.-Col. A. G. IRVINE,
Commissioner N.W.M.P., Regina.

SIR,—I have the honor to submit my report of events at headquarters during your absence in the north, and on duty, from the 18th March until the 17th July.

Your departure for Prince Albert, on the 18th March last, with a detachment of every available man and horse, left this post denuded of all but a small staff of non-commissioned officers and a few necessarily employed and sick men.

In consequence of the notification from the north that arms and ammunition were expected from the railway by the half-breeds, who intended to intercept and seize them, instructions were issued to all outposts in this district to seize any such articles that might be consigned to traders in the north, and to hold them, pending further orders. One thousand four hundred and thirty-five pounds in all were temporarily detained.

Superintendent Neale returned on the 22nd March from Calgary with two 7-pr. guns, which he had been despatched to bring hither.

On the 23rd March I transmitted to Calgary your telegraphic message ordering Superintendent Herchmer to leave Inspector Dowling and six men at Calgary, and to come to Regina with the remainder of his division, fully equipped, withdrawing, at the same time, five men from Maple Creek, and Sergeant Piorcy from Medicine Hat, to increase Superintendent Herchmer's command.

On the 23rd a telegram was received by Mr. Forget, Clerk of the North-West Council, from two magistrates at Broadview, stating that that place was in imminent danger from the Indians; and this was followed by a message from Corporal Macleod, at Fort Qu'Appelle, to the effect that the Indians there were getting uneasy, and that runners from the north had visited all the different reserves with presents, &c.

The Lieutenant-Governor being in Winnipeg, I telegraphed to him the alleged state of affairs at Broadview, and suggested that Superintendent Herchmer's detachment, which was then *en route*, should go on to Broadview, and go through the Crooked Lakes reserve to Fort Qu'Appelle, where he could await General Middleton's orders. His Honor replied, however, that he was leaving Winnipeg with 100 men, in consequence of my report. On his way westward he had an interview with the Indian chiefs and head men who had been summoned to meet him at Broadview station, when it appeared that there had been no sufficient grounds for the alarming reports which had been spread.

The Indian agent at Touchwood telegraphed, on the 24th, for three men to protect stores there, and these were sent from Fort Qu'Appelle same day, being replaced there from other sources.

In compliance with a demand from Humboldt, I sent, on the 27th March, three constables from Touchwood, and replaced those by others from headquarters and Moose Jaw.

At this time the demand for men from all sides was so great that I sought and obtained authority from Ottawa to engage special constables, with pay and rations, but with the prospect of freighting before them, men, as a rule, were unwilling to engage except upon untenable conditions.

On the 30th March Superintendent Herchmer and his detachment, with Superintendent Neale, with one gun, from here, left for Swift Current *en route* to Battleford, by order of General Middleton, to whom Superintendent Herchmer had reported himself at Qu'Appelle.

I now opened negotiations with some Sioux who had been for some time encamped in the neighborhood of Moose Jaw, with a view to engaging them as scouts. I employed, for this purpose, ex-policemen Le Quesne, who is a Sioux interpreter, and had engaged for temporary service as a special constable. These Sioux were adapted for the work, in that they were not in sympathy with the rebels, were very anxious to remain on this side of the line, and were in hopes of inducing the Canadian Government to grant them a reserve. One of the conditions I imposed was, that each scout should mount himself, and herein lay the difficulty. It appeared that their ponies had been acquired by the work of the women, whose property they consequently were, and the women objected to the men embarking in any undertaking which might expose them and their families to the vengeance of the other Indian tribes.

Ultimately, I obtained five Sioux Scouts who kept me informed of what was passing in all the Indian camps in this district, and I was more than satisfied with the work they did, and with the veracity of their reports, confirmation of some of which I afterwards obtained.

Runners were constantly on the move between the different camps, inciting their occupants to join the rebels, but it was not possible to arrest them, for want of timely information, the difficulty being greater because I could not run the risk of exposing my scouts to suspicion.

A half-breed runner tried to persuade the Sioux to rise, with a promise that they should have a share of the country when the Indians should have regained their own, and bribed them to give them information as to police movements, &c., on his return from the south, but he failed to keep his appointment.

At the beginning of April, in consequence of the dearth of police along the line of railway, the Lieutenant-Governor approved of half (fourteen) of the police employed in the mountains being withdrawn therefrom, and held at Calgary for service wherever they might be required; but Superintendent Steele reported that he apprehended a strike of railway employees on the 10th of the month, and could not obtain reliable special constables. His Honor therefore rescinded the order.

About this time information was received which showed the necessity of watching the southern frontier, and Mr. Legaré, of Wood Mountain, arrived here to represent to the Lieutenant-Governor that a large number of half-breeds at Wood Mountain and Willow Bunch were in a starving condition that they wished to remain there, so as not to be implicated in any way with the rebellion, and that they would be glad of any employment. Mr. Legaré, having great influence with these half-breeds, and scouts being urgently required, it was proposed that a given number of them should accept service as scouts under Mr. Legaré's direction. The latter undertook to see that the work was properly done, and to vouch for the good faith of the men whom he would employ—the selection, of course, was left to him—this arrangement having been sanctioned in Ottawa.

Inspector Macdonell was ordered from Medicine Hat to Wood Mountain to take command, and thither he proceeded with four men and ten horses on the 15th April. Thirty half-breed scouts were at first employed (this number afterwards increased to forty), and covered a long stretch of country, from Moose Mountain to the south-west of Old Wives, Lake. Others of the community were employed in freighting provisions, &c., between the different outposts between Wood Mountain and Moose Jaw, &c., &c., and thus was fulfilled the double purpose of finding work for "idle hands to do," and having the country thoroughly watched.

The police are indebted to Father St. Germain for his good offices in connection herewith

On the 21st April nineteen recruits and eighty-two horses arrived from the east, and a few days later fourteen horses were received from Fort McLeod.

It was reported to me at the end of the month that a party of half-breeds, well armed, coming from the north, were making for the south, and would probably cross the railway somewhere between Pense and Pasqua. I sent out a party to intercept them, but Sergeant Baker, on his return, after some days absence, reported that he had ranged the country between those stations for some miles north and south of the railway and found no trace, and could gather no information of the party sought for. From Pasqua he went on to Moose Jaw, and thence to the south end of the Buffalo Lake, returning *via* the Qu'Appelle valley to Long Lake, calling at every house within reasonable distance of the line of travel, seeking for information of any parties of Indians or half-breeds that might have been seen in their neighborhood. At Riddell's ranche he learned that the said party had not crossed the Qu'Appelle, but had followed the north bank of the river, going eastward, and that the party in question was probably one which had passed Craven on the 28th April, consisting chiefly of squaws and children, heading for Fort Qu'Appelle. On the authority of a boy who was said to have seen an Indian camp in the neighborhood of Craven, the country there was searched within a radius of ten miles, but no trace of any such camp could be found.

About midnight on the 3rd May 130 recruits arrived from the east, and were principally housed in large tents. It may be supposed that the energies of the small staff of non-commissioned officers at my disposal were taxed to the utmost, but they were equal to the occasion, and to the credit of the recruits be it said they shook down into their places in a very short time. Where all did so well, it would, perhaps, be invidious to mention other names, but it is my duty to bring to your notice the invaluable services of Sergeant-Major Belcher and Quartermaster-Sergeant Simpson.

The recruits themselves subsequently furnished valuable non-commissioned officers; and of the recruits, as a body, which have joined the force this summer, it is only fair to say that they would be an acquisition to any force. Their ready submission to discipline and the cheerful manner in which they put their shoulders to the wheel augur well for their future conduct.

On the 7th of May I received a message from Pie-a-pot, to the effect that he would like to see me, and hear a correct version of the news of the day. He said so many lies were in circulation that he and his young men did not know what to believe. Two days later I paid him a visit, and assured him of the safety of himself and his band, provided they remained on their reserve. I pointed out to him that the soldiers who were in the country were strangers, who would not know good Indians from bad Indians, and, if they found Indians running about the country contrary to the orders of the Government, they would probably treat them as bad Indians, and the Indians would have themselves to blame for any trouble they might get into.

On their reserves they would be free from molestation. As a fact, with a few exceptions, the Indians composing Pie-a-pot's and the neighboring bands remained on their reserves throughout the troubles.

On the 13th May I was enabled to detach fifteen constables to Maple Creek, "A" division being very much pressed for men, and on the 16th to send twenty mounted men to strengthen Inspector Macdonell's hands at Wood Mountain, the idea being that we should form an inner line of outposts to act on any information that might be received from the line of half-breed scouts.

On the 1st May thirty-one recruits arrived from Ottawa.

On the 23rd May Louis Riel arrived here by special train, in charge of Captain Young, of the Winnipeg Field Battery, and was taken into custody by the police. He was, from the first, strictly guarded and secluded, although allowed as much latitude as possible, in the way of exercise and other indulgences, which were not incompatible with the object in view. During the time I was in command no person was permitted to hold any communication with him, unless furnished with proper authority.

In view of the expected advent of a number of rebel prisoners from Prince Albert, I received instructions to enlarge the prison accommodation, and thus added to the then guard room a building containing twenty-four cells, following the specifi-

ocation of the old building as to construction, and superadding a wash-house and latrine in the prison yard.

The notice received was too short to admit of my advertising for tenders in the usual manner, and I therefore entrusted the building to a Mr. John Ross, who had been employed by the sureties to complete sundry buildings in the barracks, in the autumn of 1883, in fulfilment of the contract of an absconded contractor. The manner in which he carried out the work then was a guarantee of his ability, and the buildings which he has erected here this year are evidence that the interests of the Government have not suffered at his hands.

On the 27th the Montreal Garrison Artillery arrived at Regina, and camped on the south side of the railway, to the west of the creek.

On the 18th June forty rebel prisoners from Prince Albert were brought in under a strong escort, by Inspectors White-Fraser and Sanders.

After a thorough cleansing of their persons and clothing, under medical supervision, the prisoners were all lodged in the new extension to the guard room.

On the 8th July I detached a non-commissioned officer and fifteen additional men with sixteen horses, to Wood Mountain, for duty with Inspector Maconell.

On Friday, 10th July, Superintendent Herchmer arrived from Battleford with twenty-two prisoners, eight of whom were under sentence and *en route* to the penitentiary, whither they proceeded on the 12th idem.

A day or two previously I had been warned to prepare for about fifty additional prisoners, and received authority from the Comptroller to erect more prison accommodation, our present guard room, as enlarged, being overcrowded.

I therefore called upon Mr. Ross to erect at once a room 108 feet by 24 feet, with 14 feet ceiling, which would be useful afterwards as a barrack room. In order to avoid expense, as much as possible, I set up temporary partitions to furnish eighteen cells, each measuring 6 feet, by 8 feet and capable of holding three prisoners. The cells were placed back to back down the centre of the building, with a passage on each side, closed at each end by barred doors. The cell compartments were 8 feet 6 inches high, and a raised platform at the north end enabled the sentry to overlook them all. A division at the south end, 12 feet by 24 feet, provided a room for the men of the guard.

The whole of the interior fittings were designed so as to be easily removed without defacing or injuring the building itself.

The building was rapidly and well built, and is now, as a barrack room, capable of containing forty-five men. The specifications of the building are as follows:—

The studding throughout is of 2 inches by 6 inches lumber, the corner posts and frames of all windows and doors being 4 inches by 6 inches. The ground joists are 2 inches by 10 inches, ceiling joists 2 inches by 8 inches, rafters 2 inches by 6 inches, with collar ties. The walls are composed of inch lumber, with felting and tar paper, clapboarded on the outside and ceiled within. The floor is double, with tar paper between the boards, as is the ceiling. The shingles are laid 4½ inches to the weather.

While on this subject, I would beg to bring to your notice the services rendered by Sergeant Pigott as provost non-commissioned officer. Since the 18th June last as many as eighty-one prisoners, including lunatics (one of whom was a female) have been confined here at one time.

The daily average number from June to September, inclusive, is as follows:—

| | |
|----------------|----|
| June..... | 26 |
| July..... | 63 |
| August. | 69 |
| September..... | 46 |

The responsibility thus devolving upon Sergeant Pigott was very great, and I cannot speak too highly of the manner in which he performed his harassing duties.

On the 17th July "Big Bear" and fourteen other prisoners arrived from Prince Albert, under Inspector Drayner, shortly after your own return.

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

R. BURTON DEANE,

Superintendent and Adjutant.

APPENDIX E.

REPORT OF INSPECTOR STEELE, NORTH-WEST MOUNTED POLICE.

CALGARY, 14th August, 1885.

SIR,—In accordance with your order to report upon my services with the militia during the recent troubles, I have the honor to submit the following:

I left the Rocky Mountains on the 10th of April, by order of His Honor Lieutenant Governor Dewdney, and came here to await his further instructions. On the 13th Major-General Strange, who had his headquarters in the police barracks here, obtained permission to take me north with the Alberta field force. I raised one troop of scouts and, in addition, had under my command the twenty-five men of the force who had been stationed in the mountains during the whole of the previous year, and sixty of the Alberta mounted rifles. I took part in all the operations of the column, and when it was broken up marched back to Calgary to disband the scouts.

General Middleton gave orders that the police were to be left at Fort Pitt in charge of Sergeant McDonnell.

I arrived here on the 18th of July, paid off the scouts, and paid for all their horses and equipment. I am at present waiting for replies to correspondence with the Militia Department in reference to some claims which the teamsters and scouts have against the Government.

During the whole of the operations of the Alberta field force the Mounted Police with it behaved in the most exemplary manner, and elicited the admiration of General Strange and all the militia officers.

I beg most respectfully to recommend to your favorable notice Regimental No. 333, Sergeant Fury; 543, Constable McDonnell; 716, Constable McRae; 523, Constable Davidson, A. L.; 590, Constable Bell, R. G.; 549, Constable McMinn, W. R.; and 704, Constable Kerr, P. All but the last of the constables above-mentioned performed the duties of non-commissioned officers to the scouts satisfactorily, and are able to do the work of either corporal or sergeant. They have, owing to their experience on the Canadian Pacific Railway, become thoroughly acquainted with the proper way of doing their duty as constables. I have no hesitation in saying they are collectively the best body of men I have ever had anything to do with.

Sergeant Fury and Constable McRae were wounded, the former at Loon Lake and the other at Frenchman's Butte. They are unable to do duty.

I have the honor to be, Sir,

Your obedient servant,

S. B. STEELE,

Superintendent.

APPENDIX F.

REPORT OF INSPECTOR PERRY, NORTH-WEST MOUNTED POLICE.

19th August, 1885.

Lieut.-Colonel A. G. IRVINE,
Commissioner North-West Mounted Police,
Regina.

SIR,—I have the honor to submit to you the following report, on the work performed during the recent troubles in the North-West by the detachment of "C" division, North-West Mounted Police, under my command.

On the morning of the 17th of April I was ordered by Superintendent Cotton to proceed with a detachment of "C" division and a 9-pr. M. L. R. gun to Calgary, and report, for duty, to Major General Strange, commanding Alberta field force.

The "marching out" was as follows:—

| | | Horses. |
|---|----|---------------------------|
| Officers..... | 1 | Officers' chargers..... 2 |
| Non-com. officers and con- stable..... | 20 | Troop..... 17 |
| Teamsters (civil)..... | 3 | Artillery..... 12 |
| | | Transport.... 12 |
| Total..... | 24 | Total..... 43 |

The following quantities of ammunition were taken:—

150 rounds gun ammunition.
5,000 do Winchester ammunition.
1,000 do revolver do

Baggage and camp equipment were limited to 75 lbs. per man.

The detachment marched on the 18th April, and arrived at Calgary on the 21st, a distance of 105 miles in three and a-half days.

I found, on my arrival, that General Strange had marched on Edmonton. Written orders were left, directing me to join the second column, which was ordered to leave in a few days. By General Orders I was created a major in the Canadian militia, and placed in command of this column.

It was composed as follows:—

| | Men. | Horses. |
|---|------|---------|
| North-West Mounted Police and one 9-pr..... | 24 | 49 |
| 65th Battalion, Canadian militia..... | 150 | 1 |
| Transport..... | 68 | 175 |
| Total..... | 242 | 225 |

The column marched from Calgary on 23rd April *en route* for Edmonton. Red Deer River, 103 miles from Calgary, was reached on 28th April. The march had been delayed by severe storms of rain and snow. The trail, heavy at all times, and cut up by the transport which preceded us, was most difficult.

I found the Red Deer River impassable. The column under General Strange had forded it twenty-four hours before with ease. Owing to the very heavy rains it had risen rapidly, and was now at high water.

It was fully 250 yards wide, with a current of five and a-half miles per hour.

The only means of crossing was a small skiff carrying about six persons. A ferry boat, which was in use the previous year, had been carried away and broken up by the ice during the spring freshets.

I determined to effect the crossing by a swinging raft.

By means of the small skiff I threw over a strong advance guard, also a working party. Knowing the uncertainty of successfully crossing with a raft in the very swift current, I arranged to build a new ferry. The owner represented that he had all the necessary material. Teams were despatched down the river to recover any portions of the old boat which could be found; also, to haul up the new material required. This lumber was at a saw mill owned by a half-breed, and was some eight miles below the ford. Fatigue parties were employed to build the raft.

Heavy square timbers were lying close at hand. These were utilized, and in two hours a very strong raft, capable of carrying six tons, was constructed. On this, gun, gun-carriage, ammunition and harness were placed. In the meantime, a rope, some 1,200 feet long, was carried across. This rope was made by tying the picketing ropes for the horses, no others being obtainable.

The raft, with myself, Lieutenant Normandeau, 65th Regiment, and the gun detachment on board, was swung into the stream. It crossed over rapidly towards the north bank, but when nearing it the rope was broken by binding round the tree from which it was being paid off. We rapidly drifted down the stream, running away from the shore to the south bank. Aided by Constable Diamond, N.W.M.P., I succeeded in landing a rope and attaching it to a tree. But the raft was going too quickly to be checked, and the rope broke. About three miles down it was driven into the bank by the current, and striking an eddy, opportunity was afforded for landing a strong 2-inch rope, which firmly secured it. The landing was under a "cut bank" 30 feet high. Up this, gun, carriage and ammunition were hauled, with great labor, by the men of the detachment on board.

To bring them back to the "crossing," a detour of about six miles had to be made, around a large swamp, and a new road over a mile in length was cut through a heavy wood.

Waggons and carts were taken to pieces and ferried over in part to carry ammunition back. The horses were crossed by swimming.

In consequence of a communication from General Strange, received that evening, in which I was warned of war parties lurking about watching our movements, I determined to cross over the 65th Regiment to furnish a strong covering party. With the small skiff alone the regiment, together with its baggage, camp equipment and supplies, was crossed over during the night. This, owing to the darkness, was very dangerous, but was accomplished without a single accident.

Late in the evening the teams which had been despatched for lumber returned empty. The teamsters informed me that the owner refused to let his lumber be taken. I despatched Corporal Harper with an escort of North-West Mounted Police to inform this man that I would be compelled to take his lumber by force. Corporal Harper returned towards daylight with a message that the lumber could be obtained. It had been refused, owing to a dispute between the ferryman and the owner of the lumber. Teams were again sent without delay. They returned late in the afternoon on Wednesday the same day. The construction of the ferry boat was at once undertaken.

Soldiers and teamsters worked willingly. Construction went on all night, and the boat was ready to launch the next afternoon. In the meantime, the cable which was lying along the north bank was crossed over, anchored and stretched. A trial trip was made twenty-four hours after commencement of the boat.

The construction of this ferry-boat was one of the utmost importance. It completed the line of communication between Calgary and Edmonton, and obviated any delay to the column following.

A rapid march was made on to Edmonton, which was reached in three and a-half days, a distance of 105 miles from the Red Deer River.

Thirteen days were occupied in marching from Calgary to Edmonton, four and a-half days were lost in crossing the Red Deer River, so that the marching days were eight and a-half, an average of twenty-four miles per day.

The greater part of the distance was done by the 65th Regiment on foot. Roads were difficult in the extreme, and weather very wet and cold. Considering the state of the roads, the bad weather, and the difficulty in crossing the Red Deer River, the time made was very good.

The duties performed by the North-West Mounted Police were very onerous. Being the only mounted men, on them fell the scouting and courier work, also night guards to the herd of transport horses. From the Red Deer to Edmonton an attempt to cut off the column was expected by General Strange, so that the scouting and advance duties became dangerous. Their experience in the country enabled them to perform their duties most satisfactorily, as the success of the march amply proves.

On arrival at Edmonton I handed over the column to General Strange, who was good enough to compliment me on the march made.

My detachment of North-West Mounted Police was posted in order to take up the duties of horse artillery, the mounted men to form the cavalry escort. Six men from the Winnipeg Light Infantry Battalion were attached as part of the gun detachment. These men were untrained. During the delay which occurred at Edmonton their training was gone on with.

The opportunity was also taken of testing the gun ammunition which had been brought up with the first North-West Mounted Police expedition in 1874. It was found to be in excellent condition.

The advance on Fort Pitt was commenced on 14th May. Part of the force proceeding by trail and the remainder by barge down the North Saskatchewan River.

The detachment under my command was divided up. Sergeant Irwin, with eleven men, was sent in charge of the troop and headquarter staff horses as far as Victoria. The remainder, with the gun, was placed on board a scow.

At Fort Saskatchewan an old ferry scow was obtained, on which six gun horses, which had been taken down by land, were placed.

When twenty miles from Victoria this scow sank, owing to the leaks and ineffective pump. Without assistance, my men succeeded in rescuing the horses and floating the scow.

It was not considered safe to again place the horses on board, so they were ridden in to Victoria.

At Victoria the whole detachment joined. Some three days delay occurred here.

From here on to Fort Pitt the advance was made by land, part of the infantry, only, going by barge down the river.

As far as Saddle Lake, thirty-five miles, my detachment, being the only mounted men, formed the advance guard. From this point on to Frog Lake and Fort Pitt the advance was made by forced marches, as information of the enemy had been brought. From Frog Lake in to Fort Pitt, thirty-five miles, was made in one day.

Shortly after our arrival the body of Constable Cowan, N. W. M. P. who had been killed during the siege of Fort Pitt by Big Bear's band, was discovered. It was lying in the open prairie, on the rising ground to the north west of the fort. The body of his horse was close at hand.

Constable Cowan's body had suffered several indignities. It was taken charge of and buried the following day with military honors. The Mounted Police and Cavalry attended, under command of Superintendent Steele. Service was read by the Rev. Canon McKay.

A neat willow fence was erected around the poor fellow's grave by his comrades.

On Tuesday evening, 26th May, General Strange determined to discover the whereabouts of Big Bear by reconnaissances in force.

Superintendent Steele, with the force under his command, was despatched to search the country on the north side of the river, and I was ordered to proceed on the south side. My instructions were to travel directly south as far as Battle River, then to circle around to the east and return to Fort Pitt. I was also to establish

communication with Battleford, if I found it possible. This was considered doubtful, as no information relative to the position of Poundmaker and his Indians had been received, and it was supposed he and Big Bear would attempt, if they had not already done so, to form a junction.

My force consisted of seventeen from my detachment and five scouts, two of whom were volunteers, the Rev. John MacDougall and Canon McKay. The Rev. W. P. McKenzie acting chaplain, also accompanied me as a volunteer.

The river, which is 400 yards wide, and very rapid, was crossed at dark.

Horses were loaded on barges and rowed across.

The south bank was reached without mishap.

Nothing was carried on the horses, except four days' light rations and 100 rounds Winchester ammunition and great coats. A heavy rain fell the whole night. No halt was made till near daylight. Battle River was reached about noon, without any trace of the enemy being seen.

Following the general direction of that river, I proceeded eastwards. The scouts being thrown out covered a wide extent of country. Only short halts were made that day and following night. I travelled with extreme caution as I was a long distance from Pitt, uncertain as to communication with Battleford, and expecting any moment to fall in with the enemy. After a very trying and severe night's ride a point twenty miles from Battleford was reached on Thursday at daybreak. I here halted to rest my horses, having determined to communicate with Battleford.

Shortly afterwards an Indian appeared, whom we found to be the bearer of a message from General Middleton to Big Bear, informing him that Poundmaker and Riel had surrendered. I immediately proceeded to Battleford and reported my arrival to General Middleton. I informed him of my reconnaissance, which showed that Big Bear was on the north side of the Saskatchewan.

The ride from Port Pitt to Battleford, distant 130 miles (the way travelled), was accomplished in thirty-six hours, and without a single horse giving out.

On my representations, supplies for General Strange's column were sent up by steamer "North-West," and I returned with my force on this steamer, where, within fifty miles of Fort Pitt, a messenger was met in a small boat, who informed me of the engagement with Big Bear on 28th May. I at once landed my force on south bank and proceeded to Fort Pitt by land. The steamer "North-West" returned to Battleford for reinforcements.

The start was made at 4:30 p.m. Saturday, and Fort Pitt reached next morning at 5. This ride was a trying one; men and horses were fatigued with the heavy ride they had already undergone, the movements of the Indians were uncertain and with the small force I had no attack in force could be withstood, nor retreat made, as horses were too tired. Add to this the heavy, cold rain which fell all night, and the passage of a swampy lake, over 200 yards wide, through which the men had to wade waist deep, leading their horses, and it will be seen that the ride was a very harassing one. A halt was made at Fort Pitt for several hours, and I then marched on and joined General Strange, who was encamped six miles down the river. He expressed himself as well satisfied with the reconnaissance, and fully appreciated the hardships the men had endured. He informed me that in his engagement of the 28th May, at Frenchman's butte, the gun had been of the greatest service. He praised in the highest terms the manner in which the gun was served by Sergeant O'Connor, N.W.M.P. and the detachment, and admired their coolness and steadiness under fire. Excellent practice was made. This was most gratifying, as part of the gun detachment had been but a short time under training.

Twenty-two rounds of common and shrapnel shell were fired in that engagement, and in the skirmish of the previous day.

On Monday, 3rd June, the whole force moved forward, and occupied the position which had been defended by Big Bear, who was now in full retreat.

From this Point the force moved to Beaver River, eighty miles distant, in three and a-half days. The trail was most difficult, the gun sinking frequently to the axles, and was only extricated by exhausting efforts on part of horses and men. The

last twelve miles into the Hudson Bay post, at Beaver River, was covered at night. The trail led over an almost continuous muskeg, and gave scope for the splendid driving of the artillery drivers, and the magnificent strength of the gun horses. In one place the trail passed over the end of a marshy lake, about quarter of a mile wide. The gun was dismounted and it and the ammunition hauled over in turn in waggons, by our men and the whole of the 65th Battalion, the officers and men of which were always ready to assist "C" troop.

The force encamped at Beaver River till 25th June, when the return march was commenced. Fort Pitt was reached in three days—distance, ninety-two miles, *via* Saskatchewan Landing.

On 29th June the detachment was ordered to return to Fort McLeod, and was struck off the strength of the Alberta field force, which was about to be disbanded.

The following order was published :—

Divisional Orders by Major-General Strange, Commanding Alberta Field Force.

FORT PITT, 28th June, 1885.

The detachment of North-West Mounted Police under the command of Major Perry, with the 9-pr. gun, will join Colonel Herchmer's force to-morrow morning, and proceed by route march to Battleford.

Major-General Strange, in relinquishing the command of the detachment of "C" division, North-West Mounted Police, under command of Major Perry, has to thank them for their valuable services and invariably excellent conduct. He has never commanded better soldiers. Their double duties as horse artillery and, when required, scout cavalry, have been performed to his entire satisfaction. In bringing a 9 pr. gun from Fort McLeod to Beaver River, through most difficult country, including the passage of the Red Deer River, the march of some 800 miles, with every horse and man in his place, reflects great credit, not only on Major Perry, but on every non-commissioned officer and man. That gun was mainly instrumental in demoralizing the band of Big Bear on 28th May, at Frenchman's Butte. The opening of communication from Fort Pitt to Battleford by this small detachment entailed hardships cheerfully endured.

Major-General Strange especially recognized the ably conducted march of the left wing of the 65th Regiment, under Major Perry's command, which he has brought to the notice of the Comptroller of Police; as also the names of Sergeant-Major Irwin, Staff Sergeant Horner, and Sergeant O'Connor.

Major-General Strange wishes his thanks to be conveyed to Major Cotton, N. W. M. P., for the selection he made of an officer and men of whom he may feel proud. In parting with this detachment of North-West Mounted Police, he wishes them every success and happiness.

By order.

C. H. DALE, Major,
Brigade Major.

I attach herewith to this report a nominal roll of the non-commissioned officers and constables of the detachment; also an itinerary of the March.

The total distance marched from Fort McLeod to Edmonton, Fort Pitt and back to Fort McLeod, was 1,328 miles. The distance marched, until dismissal from the Alberta field force on the 28th June, was 928 miles in thirty-eight marching days, an average per day of twenty-four miles. This accomplished, hauling a gun weighing 38 cwt., over roads sometimes nearly impassable, without the loss of a horse, shows great care and attention on the part of the men. Frequently the gun was dismounted from its carriage and carried out of sloughs in which horses were mired.

Add to this the constant duties of guards, picquets, patrols, &c., which fell especially heavy on such a small independent command as mine, it will be found that the detachment of North-West Mounted Police under my command has borne out the reputation for energy, pluck and endurance which has been carried by the North-West Mounted Police force during many years of long and trying service in the North-West Territories.

I would especially bring to your favorable notice the names of Sergeant Irwin, Staff-Sergeant Horner, Sergeant O'Conner, Constable Diamond, whom I have mentioned as having swam ashore from the raft in the crossing of the Red Deer River.

Constable Parker and Constable Ward, who were the artillery drivers. These men frequently elicited praise from General Strange for their splendid driving.

In concluding my report, I would refer briefly to the work accomplished by the Alberta field force, of which the detachment under my command formed a part.

Previous to its advance all the settlements between Calgary and Edmonton, and Edmonton and Fort Pitt, had been raided. Edmonton alone had escaped. The people of that place justly feared an uprising of all the Indians of the district. A horrible massacre of white people had been committed by Indians at Frog Lake, and some thirty white prisoners were in their hands.

The advance of the Alberta field force overawed the Indians of the Edmonton district, and prevented them from joining the enemy, which would have greatly augmented the number and rendered the troubles more serious.

Confidence was restored in the district, and settlers returned to their homes, which they had abandoned.

The force engaged Big Bear and his band in a strongly entrenched position at Frenchman's Butte. In consequence of this engagement, the Indians scattered and eleven prisoners were released.

Subsequently, Big Bear and the Indians remaining with him were attacked by the scout cavalry under Superintendent Steele, at Loon Lake, on the 3rd June. The Indians were thoroughly demoralized and broken up; many of them surrendered and all the white prisoners were released.

This work was accomplished without the loss of a man, and but six wounded.

I have the honor to be, Sir,

Your obedient servant,

A. BOWEN PERRY,

Superintendent North West Mounted Police.

NOMINAL ROLL of Non-Commissioned Officers and Men of "C" Division, under command of Inspector A. Bowen Perry, attached to Alberta Field Force.

| Rank. | Name. | Remarks. |
|----------------------|--------------------|---|
| Staff-Sergeant | Horner, H | |
| Sergeant | Irwin, W. H. | Appointed Acting Sergeant-Major during campaign. |
| do | O'Connor, W. | In engagement at Little Red Deer River, 28th May. |
| Corporal..... | Harper, A. E | Appointed Acting Sergeant during campaign. |
| do | Hodder, E | |
| Acting Corporal..... | Green | |
| Constable | Alexander | |
| do | Blake, G. A | |
| do | Blake, G. G | |
| do | Brown | In engagement at Little Red Deer River, 28th May. |
| do | Diamond | |
| do | Dodsworth | do do do |
| do | McCarthy | |
| do | Mayers | |
| do | Parker | do do do |
| do | Pickard | |
| do | Sache | |
| do | Taylor | |
| do | Walsn | |
| do | Ward | do do do |

A. BOWEN PERRY.

Superintendent N.-W. M. P.

19th August, 1885.

ITINERARY of March made by detachment of "C" Division, under command of Inspector A. Bowen Perry, during the recent troubles in the North-West.

| Date. | Locality. | Miles per Day. | Total. |
|-------------|---|----------------|--------|
| April 18... | Left Fort McLeod to Calgary | 32 | |
| do 19... | <i>En route</i> | 20 | |
| do 20... | do | 30 | |
| do 21... | Arrived at Calgary | 26 | |
| do 22... | Delayed at Calgary. | | 108 |
| do 23... | Left Calgary <i>en route</i> to Edmonton | 9 | |
| do 24... | <i>En route</i> | 20 | |
| do 25... | do | 22 | |
| do 26... | do | 16 | |
| do 27... | do | 26 | |
| do 28... | Arrived at Red Deer River..... | 10 | |
| | Delayed 4½ days effecting a crossing of the river. | | 103 |
| May 2... | <i>En route</i> to Edmonton | 6 | |
| do 3... | do | 28 | |
| do 4... | do | 30 | |
| do 5... | do | 30 | |
| do 6... | Arrived at Edmonton..... | 10 | |
| | Delayed at Edmonton 7 days. | | 104 |
| do 13... | Left Edmonton <i>en route</i> to Fort Pitt..... | 4 | |
| do 14... | <i>En route</i> | 25 | |
| do 15... | do | 27 | |
| do 16... | Arrived at Victoria..... | 22 | |
| | Delayed at Victoria 3 days. | | 78 |
| do 19... | Left Victoria <i>en route</i> to Fort Pitt..... | 13 | |
| do 20... | Arrived at Saddle Lake..... | 22 | |
| | | | 36 |
| do 21... | <i>En route</i> | 15 | |
| do 22... | do | 25 | |
| do 23... | do | 21 | |
| do 24... | Arrived at Frog Lake..... | 20 | |
| | | | 81 |
| do 25... | do Fort Pitt..... | 35 | |
| do 26... | Left Fort Pitt on reconnaissance to Battleford. | | 35 |
| do 28... | Arrived at Battleford..... | 130 | |
| | Delayed in Battleford 1 day. | | 190 |
| do 30... | Left Battleford by steamer and landed 50 miles from Fort Pitt at 4:30 p.m. | | |
| do 31... | Arrived at Fort Pitt 4 a.m. | 50 | |
| June 1... | After Big Bear's band..... | 7 | |
| do 2... | In camp | | 7 |
| do 3... | Left <i>en route</i> to Beaver River. | | |
| do 4... | <i>En route</i> | 25 | |
| do 5... | do | 20 | |
| do 6... | Marched to Beaver River, arriving at 6 a.m. 7th June..... | 30 | |
| do 8... | To camp on river..... | 10 | |
| | | | 85 |
| | Encamped on Beaver River till 25th June. | | |
| do 25... | ..... | 35 | |
| do 26... | <i>En route</i> to Saskatchewan Landing | 22 | |
| do 27... | do Fort Pitt | 35 | |
| | | | 92 |
| | On 29th June detachment was ordered to return to Fort McLeod. | | |
| | Total distance marched to June 29, 1885—38 marching days..... | | 908 |
| | Average march per day, 24 miles. | | |
| | Distance from Fort Pitt to Fort McLeod <i>via</i> Battleford to Swift Current and Calgary to McLeod | | 400 |
| | Total march made..... | | 1,308 |

A. BOWEN PERRY,

19th August, 1885.

Superintendent N.-W. M. P.

APPENDIX G.

REPORT OF INSPECTOR GRIESBACH, NORTH-WEST MOUNTED POLICE.

FORT SASKATCHEWAN, 10th August, 1885.

SIR,—In accordance with a telegram received this day from Superintendent Herchmer, directing me to report on the services rendered by the detachment under my command during the recent troubles, I have the honor to report as follows:—

On the 18th March I received news that the half-breeds either had or were about to take up arms, and also that the Indians were very uneasy and saucy. Immediately a very anxious feeling became prevalent through the settlement, and I took steps to find out what arms were available and what amount of ammunition was in the settlement. I also swore in some specials, employed and sent out in various directions scouts to observe the Indians and bring in information as to what they were likely to do.

In the meantime the telegraph line was cut and all communication ceased; but on the 7th April a courier arrived with new information that the Indians at Frog Lake had risen and had murdered several whites.

I immediately took steps to have Fort Saskatchewan placed in a state of defence. Directed four bastions to be built and a well to be dug; collected in all available men to work on the defences and assist in defending the post if necessary, telling them at the same time that they could bring in their wives and families, and such of their valuables as would not interfere with the defence.

My detachment and these men went to work with a will, and on the night of the 12th the fort was in a condition to be defended. I also made arrangements to obtain provisions to sustain a large number of people, and also purchased ammunition and had cartridges prepared for the various kind of arms in possession of the settlers. As the news brought in by scouts and others became more alarming, the settlers, with their families, from long distances, fled to the fort and received protection, and as they were mostly all destitute, also food. On the night of the 12th of April I had in my fort seventy-nine women and children and about thirty men armed with guns of various descriptions. Most of these people remained in the fort until the arrival of the troops.

This is a short statement of what was done at Fort Saskatchewan. The same night the news arrived (after taking the above steps) I proceeded to Edmonton, where I found the citizens assembled at a meeting, and much excited. They asked me what should be done, and I answered them shortly to the effect—

1st. That there was but one defendable point, and that was the Hudson Bay fort, in which they and their families could take refuge.

2nd. That there were in the Hudson Bay fort thirty-five stand of Enfield rifles, with 500 rounds of ball cartridges, and also caps, all of which the officer in charge would lend me.

3rd. That as they had a company of volunteers, with elected officers, already enrolled, but not accepted by the Militia Department, I would take upon myself the responsibility of arming and quartering the company in the fort. This being done, they would then have a place where they could, with their wives and families, come for safety. This plan of mine met with some opposition, but the next day the company was armed, quartered, rationed and placed on duty, under the command of an ex-major of the militia as captain. On the night of the 7th I dispatched a

courier to Calgary, asking for troops and arms to be sent forward as soon as possible. After getting the company in barracks I directed the captain to have the stockade repaired and rebuilt along the front of the Fort, the bastions looked to and the fort generally placed in as good a state of defence as possible. I also directed him to collect all the ammunition of all descriptions then in the stores, and place the same under guard in the magazine, giving receipts for it.

There was in the fort two brass 4-pr. guns. I had these remounted on strong trucks, and cartridges made; also case shot, which I improvised by having tin cases made to fit the bore, and then filled them with about ninety trade balls, which on trying, I found to answer well, and these guns would, in my opinion, have rendered good service up to 200 yards. All these steps being taken, I notified the settlers and citizens of Edmonton that they could take shelter in the fort when danger approached. Several immediately took advantage of this and came into the fort.

Having thus done for Edmonton, I returned to Fort Saskatchewan, to look after matters there.

I received a requisition from the citizens of Edmonton, and also a deputation, asking me to abandon Fort Saskatchewan and come with all my force to Edmonton to protect them.

This, of course, I declined to do, giving them the following reasons:—

1. That I had now in my fort seventy-nine women and children, whom I would not abandon.
2. That they had actually a larger force and more arms than I had, as well as a stronger fort.

3. That I, as a soldier, would never abandon my fort unless I received instructions from my superior officer to do so, or I was driven or burnt out.

This answer ended the matter, as far as I was concerned, although I received a large amount of abuse for not complying with their wishes.

Having done all in my power for the defence of Fort Saskatchewan and Edmonton, I scoured the country for many miles around with scouts and patrols, so as early as possible to have news of any movements of the enemy.

The total strength of my detachment was, at the time, nineteen all told, of whom one man was unfit for duty.

On the arrival of Major-General Strange I reported to him. He, so far as I know, was will satisfied with all I had done and the steps I had taken for the defence of the settlement.

General Strange then informed me I was appointed Major of Militia, and that he was sending a company of infantry to assist in garrisoning Fort Saskatchewan, that I should remain in command of the district after he left, that I was to raise as many scouts as I could arm, and have charge of courier service, from Red Deer River to the front to be kept open, and also to provide a certain amount of transport, but as I was weak in men he did not think it advisable to take any from me. He saw plainly that there would in all probability be plenty of work for mounted men to do. He therefore ordered me to write to the Department, and he also wrote and telegraphed himself, asking that I should receive reinforcements of police, and if that could not be done to send me 100 stand of arms (carbines) and saddlery.

On the night of the 11th of May I received orders to take command of forty men of the Alberta Rifles, under Major Hatton, taking with me as many of my own men as could be spared, and to proceed to the Selvais settlement, on Battle River, and there to arrest certain parties whom he named. I reported to General Strange at 4 o'clock the next morning, when he explained what I was to endeavor to do, but was unable to give me a man able to point out the men required. He further impressed on me the necessity of not delaying the cavalry, as he required them at the front. I was unable to obtain a man able to point out the men I wanted, until I arrived at Peace Hills farm. There I found a man who could do what I required, but being a half-breed, he was so afraid that he refused to go, but I compelled him. From what I saw and learned on the way I plainly discovered that I should not succeed in carrying out my instructions, especially as I was in receipt of

a despatch from the General, ordering me to return at once. I arrived at Battle River, which, at this point, runs between high banks, similar to the Qu'Appelle valley. We found an unfordable river, but discovering a boat I left the cavalry on the bank of the river and crossed with ten men, and searched the village for the parties required. Although quite a large settlement we only saw three men, but numbers of women and children. The rest of the men were lying in the bush, with their rifles ready to open fire if we had succeeded in making an arrest. Notfinding the parties required, I re-crossed the river, taking with me three men, who expressed themselves as being most loyal. I told them what I had come to do, and that if they wished to be loyal it was their duty to give information to the authorities of the disloyal doings of others, so that the guilty should be punished. They, of course, stated that they would do so, but they were evidently afraid both of me and their own people. I immediately left for Edmonton, having remained about six hours. Before leaving for Edmonton on this expedition the General informed me that I was to have command of the district and all it contained as soon as he left, and he gave me full instructions about the principal matters he wished attended to. On my return from Battle River I found General Strange gone and Colonel Ouimet in command. I also found a letter from the General, in which he informed me that he regretted to have to cancel the order appointing me to the command, but I was still to carry out, as far as possible, the different duties he wished performed. I therefore, from that date until the present time, have had my hands full of militia work. At the present time I am signing and countersigning vouchers for the General, and, in fact, settling up matters as far as possible at this place.

On the evening of the 29th May I received instructions from Col. Ouimette that four horses had been stolen from Papastayo's reserve, and several Indians had left their reserve, contrary to the order of the agent. He wished me to proceed in pursuit of these horse thieves and Indians with as many men of my own as I could take, and he would send me a certain number of the St. Albert Mounted Rifles, newly armed and equipped by him. These men were to meet me at such a point as I should name.

The party to whom two of the stolen horses belonged, instead of coming and giving information to the police, went to the fort at Edmonton, and laid his complaint before the officer in command of the company of the 65th Battalion stationed there. This officer, Captain De Troismaison, took no steps in the matter until the return of his superior officer, Colonel Ouimet, who, also considering the matter, proposed, so I have been told, to send some of the St. Albert Mounted Infantry but ultimately, remembering the police, he wrote me, as above stated. I replied that I would be at a certain named point early next morning, where his St. Albert men might meet me. I started at daylight next morning, taking eight men and one pack horse. On my arrival at the place of meeting, my coming to which had been delayed by one of my horses falling into a bad creek, I found no one had yet turned up. I therefore unsaddled and rested the men and horses, and waited for the St. Albert men. About two hours afterwards the farm instructor on the Indian reserve arrived. I inquired whether he had seen anything of the St. Albert men. He said no. I then said; "We have wasted valuable time, and I will wait no longer. As it is, our chance of recovering the stolen horses is small; they have had too long a start. I then took up the trail, which led through the Beaver Hills. We made the best of our way through a dense wooded country full of muskeg, in which the horses sank to the belly every step. I followed the trail for two days, until I came to the open prairie, covered with short buffalo grass. Near the Bald Hill we lost the trail and could not find it again. Before losing it my guide told me that the horses were fully twelve hours ahead, if not more; so this being the case, and my horses being very tired, I did not consider it necessary to go further. I then turned my attention to the Indians who had left the reserve, and on my returning found their trail, arrested and brought in two headmen, and ordered the rest back to the reserve. On my return Colonel Ouimet directed me to deal with the Indians. I did so, reprimanding them, &c.; told them that they would be severely punished if they left the reserve again without permission. I have no hesitation in saying that

had the information been given to me in the first instance, the result would have been different.

The conduct of the detachment, with one or two exceptions, was all that could be wished. They worked hard at the fortifications, and would, no doubt, have fought as well, had it come to that.

I think General Strange and others will bear me out, that it was owing to the fact that preparations for defence were made, that Fort Saskatchewan was held, and to a firm front shown by the few police at this point, that a general rising of Indians and others did not take place (accompanied, as it would have been, in the neighborhood, having so many women and children, by horrors unmentionable).

Trusting that you will consider that the small detachment of the Mounted Police stationed here did not fail in their duty,

I have the honor to be, Sir,

Your obedient servant,

A. H. GRIESBACH,

Inspector, Commanding Post.

APPENDIX H.

REPORT OF INSPECTOR DICKENS, NORTH-WEST MOUNTED POLICE.

BATTLEFORD, 8th June, 1885.

To the Commissioner North-West Mounted Police,
Regina.

SIR,—I have the honor to submit a report of events that occurred at Pitt during the troubles at and near that place.

On the 30th March I received a letter from the Indian agent at Battleford, Mr. Rae, informing me that the country was in a state of rebellion, and that the Battleford Indians were in an excited state, and requesting the Sub-Indian agent at Frog Lake, the late Mr. L. Quinn and myself, to endeavor to keep Big Bear and his people from starting for Battleford. I sent a letter to Mr. Quinn at once, advising him to come in if he considered that there was serious danger, and offering to re-inforce him if he could not come in. Mr. Quinn replied that the Indians were perfectly quiet, and that he felt perfectly confident that he could keep them at Frog Lake by feeding them well and treating them kindly. He said, however, that he was sending in Corporal Sleigh and his detachment, as their presence excited the Indians.

The next day Corporal Sleigh and detachment arrived at Pitt. From the corporal's report it appeared that the white people at Frog Lake held a meeting, at which it was at first resolved to go into Pitt, but finally Mr. Quinn said that he would remain at his post. The farm instructor, Mr. Delaney, said the same. Mrs. Delaney then said she would stay with her husband. All the others then said they would stop, but insisted that the police should leave, as their presence only tended to exasperate the Indians. Corporal Sleigh refused to leave without the ladies, but Mr. Quinn ordered him to go, and said that he would give him a letter to me, explaining the reason why the police returned. In this letter Mr. Quinn again stated that all was quiet, and that he did not fear any disturbance. He asked me, however, to send to Mrs. Mann, wife of the farm instructor at Onion Lake, to see if she wished to come. On the 1st April Sergeant Martin went to Onion Lake. The Indians were in a very excited state, and came up to the house, firing their guns and yelling. They told the sergeant that they had heard that 2,000 soldiers were coming into the country to kill them all. The sergeant told them to keep quiet and no one would hurt them, and they went away, apparently pacified.

Next day Constable Roby, who had been for a load of lumber, reported that the Indians had been talking vaguely about something having happened at Frog Lake, and that Mr. "Jim" Simpson, of the Hudson Bay Company, who was taking freight to Frog Lake, had started off rapidly for Frog Lake, hoping that he would arrive in time to prevent mischief. The massacre, however, had already taken place, and Mr. Simpson arrived too late.

The sentries had been doubled as soon as Mr. Rae's letter was received.

Mr. Quinn had requested me not to send out police along the road, so as not to exasperate the Indians. He had also promised to send in a trusty messenger, in case of anything unusual happening, so that little credit was given to these rumors; but at 1 a.m. Mr. and Mrs. Mann, with their three children, drove into the post and said that some of the Onion Lake Indians had told them that all the white people at Frog Lake had been killed, and told them to fly for their lives; that all the Indians were up, and more were coming in, and that they were going to kill all the

whites in the country. The men immediately turned out, and preparations were made in case of a sudden attack. The windows and doors of the dwelling houses and storehouses were barricaded with flour bags; loops holes were cut in the walls, where they could be used with effect, and by daylight we were in a position to repulse an open attack, but our danger was always fire.

On the afternoon of the 4th Mr. Henry Quinn, nephew of J. Quinn, came in and reported that the Indians had captured the white people at Frog Lake, and were taking them to the camp. He was ahead, and heard the Indians say that the white men were to be killed; he heard the sounds of shots behind him, and broke away. Although hotly pursued, he escaped into the bush, and after travelling for twenty-four hours without food, arrived at Pitt.

Mr. and Mrs. Quinny also arrived, having been brought in by four Onion Lake Indians.

On Sunday a messenger, named Johnny Saskatchewan, arrived from Battleford with a letter advising us to come in to Battleford by the north road, as the Indians had risen all over the country. To this I answered that I was unable to move, owing to want of transport, the Hudson Bay Company's waggons having been seized at Frog Lake; that if we travelled on foot, or very slowly, as we should have to do, the Indians could easily overtake us, and if attacked in the open, with a number of women and children, we would be worse off than in the Hudson Bay Company's post. This was also the opinion of all the civilians. I had heard that reinforcements were expected at Battleford in a day or two, and I begged Inspector Morris, for the sake of the women and children, to send me fifty men. I told him, also, that if I had nobody but police with me we could make our way through with our own horses and waggons. No reply was received to this letter, as the messenger who was bringing a reply from Inspector Morris was intercepted, and the dispatch taken from him.

I have since heard that fifty, and afterwards twenty-five, settlers offered to go out to relieve us. Their offer was not accepted. A similar offer was made by settlers at Fort McLeod, but the authorities would not let them go. They may have had good reasons for so doing, but I simply mention the fact, so that the white people in the country cannot be justly accused of having been wanting in sympathy with their countrywomen in distress.

(NOTE.—In this I think Inspector Dickens has been, to some extent, misinformed. If I mistake not, the offer to make a prompt move on Edmonton and Pitt, before troops were ready to proceed there, was made by the officer commanding at Fort McLeod, Superintendent Cotton.

In reply to this offer Major-General Strange wrote Superintendent Cotton: "I cannot consent to your denuding the southern frontier and McLeod district of police. Your valuable services, knowledge of the district and influence with Indians, render it important that you should remain where you are. I must therefore order you to do so. I can understand your desire to go to what you now consider the front, but the front may at any time become the rear, and *vice versa*.—A. G. I.")

We continued to fortify the post as well as we could with the material at hand, all the men working hard and most cheerfully.

The Hudson Bay Company's carpenters also commenced to build a scow. Little Pine arrived on the other side of the river on the 7th, and was ordered not to cross or he would be fired upon. Little Poplar's brother, Na-coo-tan, who had been round the fort working for the company, had previously come in with his wife and family, stating that the Indians had threatened to kill him.

Fire signals were seen at night during the week, and smoke was seen in the direction of Onion Lake. Our scouts reported that the buildings had been set on fire on the 13th, at about 2 p. m.

About 2 p. m. a large body of Indians appeared behind the post. They had with them, as prisoners, Cameron, Halpin of the Hudson Bay Company, and old Dufresne, an old Hudson Bay Company's servant, who afterwards was cook for Mr. Quinn. A flag of truce was sent down, and Dufresne brought letters, written by Halpin, in

which Big Bear called upon us to surrender arms and ammunition. This offer was refused. The number of the Indians was said to be 250. Mr. Maclean, believing that there was a large peace party, went out to parley with them. The Indians agreed to keep quiet that night. Next morning they required the police to leave at once. I sent my final answer, refusing to give up our arms, &c., and told them that if they would go away we would leave. They insisted on our leaving at once, and we all went to our posts, expecting an attack. Mr. Maclean, without telling me of his intention, and in spite of the warning of his interpreter and friends, went out again, and was taken prisoner. Shortly afterwards Constables Cowan, Loasby and Special Constable H. Quinn, who had been out scouting, came back and rode right on to the Indian scouts, who fired. Constable Loasby's horse was shot under him; Constable Cowan was killed. Loasby ran down the hill, pursued by a party of Indians, who fired at and wounded him. He ran some 500 yards, badly wounded in the back. The men at the windows nearest to the Indians opened fire. Four Indians dropped as if killed, and two or three others were evidently hit. The Indians retired into the bush and Loasby reached the fort.

Mr. Maclean wrote down to his family to join him. I went over to their house and found them preparing to leave. All the company's servants and other civilians prepared to join them. As their minds were made up to leave, I considered that I was entitled to look to the safety of my own men, who had remained at Pitt solely for the sake of the civilians. We destroyed the arms we could not take away, collected the ammunition and some provisions, and put the scow into the water. She filled, and appeared to be quite useless. Regimental No. 762, Constable Rutledge, jumped on board and volunteered to pilot her across. Under his skilful management and by dint of hard baling we got across, although I thought she would sink under us. A heavy snow storm had now set in, and we camped about a mile down the river, on the opposite bank. The river was full of ice, and the Indians could not have followed us had they wished to do so. Big Bear had sent word to say that he would not fire, on us as we crossed. The night was bitterly cold, the blankets were wet through and some had been lost while crossing. At dawn we resumed our voyage. The weather was bitterly cold, and the river being full of ice the navigation was very difficult, but the men worked most cheerfully and with great spirit. We arrived at Battleford on the 21st.

The wounded man bore his sufferings with the greatest fortitude, and was carefully tended by Staff-Sergeant Rolph (now acting Assistant Surgeon) and his comrades.

The conduct of Sergeant Martin and men was admirable from first to last.

The surrender of the civilians was entirely owing to the pusillanimity of Mr. Maclean, of the Hudson Bay Company.

I have the honor to be, Sir,

Your obedient servant,

FRANCIS J. DICKENS,

Inspector.

APPENDIX I.

REPORT OF INSPECTOR MORRIS, NORTH-WEST MOUNTED POLICE.

NORTH-WEST MOUNTED POLICE,
BATTLEFORD, 30th May, 1885.The Commissioner,
Commanding North-West Mounted Police,
Regina.

SIR,—I have the honor to submit this, my report, as commanding officer during the siege.

In accordance with your instructions, under date of 26th March last, I organized a volunteer company made up of those who might be called permanent citizens, and assigned to them No. 4 Barrack room, that they might be within easy reach, in case of an emergency, to act in conjunction with the police in the protection of the fort.

Later on I organized a company, composed of citizens and those from the settlement who had, with their families, sought the protection of the fort. This company was styled the Home Guards. They were served out with arms, which had previously been used by a disbanded volunteer company. It was fortunate that these arms were at hand, for without them our power of resistance would have been very much less.

As you will be aware, the stockade was in a more or less dilapidated condition, and my first care was to make it as strong as possible. I caused boards to be nailed all round the top, and threw up a four-post embankment against it on the inside. Through this breastwork I pierced portholes at suitable distances, and so arranged them with sand bags as to secure the greatest possible protection for my men, while at the same time, affording them every facility for pouring a destructive fire on any hostile body approaching to attack. At the south-east and north-west corners I built bastions for the accommodation of the one 7 pr. at my disposal, and around each trenches were dug sufficiently wide and deep to effectually stop any sudden rush of the enemy in that quarter. These precautions taken, I set to work to secure all the forage for the horses possible, and whenever I could spare teams I sent them to the river, and brought up within the stockade whatever provisions I could secure that had not been looted and carried off during the first raid. (At that time the river was impassable, owing to running ice). But even had it been measurably passable, I should have deemed it unwise to risk the sending across of any considerable part of my available force. The enemy was vigilant and numerous, and I felt that my first duty was to ensure the safety of the fort and the nearly 400 women and children who had sought its protection. When this was seen to there was not a man to be spared for offensive operations on the enemy. When the enemy had moved away after the first raid, and when the ice had run out of the river, I sent a party across and brought in all the goods from the Hudson Bay and other stores that could be found.

With no brother officer to afford me assistance or relief, I found the duty of the hour exceedingly trying. There were those in the fort of whose loyalty I had the greatest suspicion, and I felt that only by the utmost personal vigilance could a great danger be averted. To trust this work to a subordinate was, to my mind, impossible, and although twenty hours out of every twenty-four were needed to make me quite sure that the enemy within was not active, and that no lack of duty on the part of my own men gave the enemy without an advantage, the service was cheerfully and gladly given. The reward is that it has been successful.

In order to prevent any surprise by night, I had a guard of nearly sixty men, besides six mounts to do patrol outside the sentries. One shot being fired was a signal of the approach of the enemy. Each man of the force of the nearly 200 knew his duty when an alarm was sounded, and within three minutes each man would be in his position at his assigned porthole or in the bastions.

With these arrangements perfected I felt quite capable of coping with an enemy as strong as that I thought likely to attack.

Before closing, I desire to express my hearty satisfaction at the manner in which the Home Guard, Battleford Rifles and police performed their duty—ever ready, even anxious to be of service; no order needed to be uttered twice. The commands of officers were obeyed with the utmost cheerfulness and alacrity; no service could have been more thorough. Among the many individuals whose services during the siege deserve a special word of praise are Sergeant-Major Kirk, who proved himself an invaluable non-commissioned officer Mr. Macrae, of the Indian Department, who kindly placed his services at my disposal, assisting me in doing patrol duty on dark nights; and Mr. Harry Nash and Mr. Frank A. Smart, the latter of whom met so lamentable a death at the hand of the treacherous Indian immediately that he moved beyond the limits of our immediate protection.

Telegraph communication being stopped, I had to despatch couriers to Prince Albert, Carlton, Clark's Crossing, Swift Current and Fort Pitt. In one instance, when an important message was to be forwarded, I could not secure a man on any terms.

Calling for volunteers, Constable Stores alone responded. The journey to Swift Current was begun in the face of great danger, and successfully finished after the plucky constable had been chased sixty miles by the foe. The act deserves recognition.

Lieut.-Colonel Otter arrived here on the 24th April, when my duties ceased as commanding officer.

I have the honor to be, Sir,

Your obedient servant,

W. S. MORRIS.

Inspector.

APPENDIX J.

HEADQUARTERS, REGINA, 5th December, 1885.

SIR,—I have the honor to place in your hands, to-day, my Annual Report as Principal Medical Officer of the North-West Mounted Police, for the twelve months terminating with the 30th of November, 1885.

The year now rapidly drawing to a close, will long be remembered as one of the most eventful in the history not only of the North West Territories, but in that of the North-West Mounted Police, which, in addition to those who have passed from its ranks in the ordinary course of events by accident and disease from which no portion of the community is altogether exempted, has now to mourn the loss of no less than eight brave and devoted members, "killed in action" during the late insurrection, with a full proportion of wounded; some dangerously, others seriously, and one at least, who maimed for life, will never be capable of performing mounted service again.

While I must leave to those whose duty as combatant officers it more especially becomes to record with sorrow not unmingled with pride the names and services of the gallant men, who have fallen unflinchingly in the path of duty, I cannot withhold my humble tribute to the courage and fortitude of the mere handful of Mounted Police, who, fewer in numbers than any battalion engaged in active operations, and generally far over-matched by enemies wherever it was their privilege to meet them have left beneath the bosom of the prairie, of their dead "killed in action," a number greater than that of any battalion in the field, save one, whose record, at least, they have equalled.

I should have been well pleased if, as Senior Surgeon, I had been permitted to share, with those who went to the front, the active operations of the short campaign, and have lent my aid, if not in fighting, at least in standing by and assisting those who were privileged to fight and fall; but it was considered that duty as necessary and arduous, if not as honorable and inspiring, demanded my remaining in medical charge of the headquarters post, and with less opportunity for emulation and distinction, contenting myself with doing efficiently the hardly less onerous duties confided to me. I must, therefore, leave to those of my more fortunate assistants, who were permitted to take part in the operations at the front, the duty of recording the casualties and diseases, incident to service in the field, which fell beneath their notice, several of which came ultimately under my own care at the headquarters hospital, whose names, injuries and diseases, with the results of treatment, will be found in the accompanying annual report of sick, &c., treated at Regina during the year just closed.

During the latter part of November I received instructions to proceed to Ottawa, as soon as I could conveniently do so, to constitute one of a board of medical officers to assemble on my arrival there, to take cognizance and report upon the condition of certain members of the force who have advanced claims for compensation on account of wounds, diseases or disabilities contracted on active service; also on matters relating to the annual supply of medical stores for 1885-86 (July to July), which, owing to the recent increase of the force and some alterations in its disposition, will render a modification of the estimates necessary. I, therefore, propose to leave for Ottawa as soon as this, my annual report, is completed, leaving an examination of the annual reports of assistant surgeons at the various outposts, until they arrive at Ottawa, when an opportunity can be afforded of doing so, and making such additions to this report as may be found necessary (as the reports referred to have not yet been

received), the annual supply of drugs being much needed, and some time being required to effect the necessary changes in the estimates.

The medical duties at headquarters during the last twelve months have been more than ordinarily severe and have taxed my powers to the utmost. for, notwithstanding, the detachment of large bodies of the force in the early months of 1885, to reinforce the posts along the North Saskatchewan, and to guard the southern frontier during the recent insurrection, whereby the headquarter's post was for a time almost denuded of men, the strength of the force at Regina has averaged for the entire year, something over 200 a month. To these must be added, in computing the whole number of men under my charge, the prisoners, Indians, half-breeds and others, who, during the same period, reached the large number of 137.

During seven months of the current year, namely, from May to November, inclusive, the number of all ranks present at Regina, exclusive of prisoners, who, during these months, were specially numerous, exceeded the monthly average for the whole year largely, the number for three successive months averaging 287, and rising during June and July to an average of no less than 340 men and officers, which, added to the unusually large number of prisoners and the unfavorable hygienic condition to which they were subjected, involved a great increase of duty and responsibility. The barrack accommodation, owing to the sudden increase of the force, was, for the time, inadequate, and an additional guard-room had to be erected, in order to accommodate the unusual influx of prisoners. These latter suffered little from endemic forms of disease to which they were acclimated, but a good deal of sickness, as my annual return of sick shows, occurred among the men, and more especially, as I had anticipated, among the new recruits, but after all my anxieties and labors, the most severe and continuous ever undertaken and completed by me during the same period, I have this great source of satisfaction that no single individual of those entrusted to my medical care has died from disease or injury at headquarters during the year 1885, the few still lingering in hospital being now happily convalescent.

During this period some of the prisoners, most of whom arrived under depressing influences, suffered from milder forms of malarial disease, and all ultimately recovered without difficulty, but a good deal of care and watchful attention was demanded by other prisoners, among whom I may mention Riel, Jackson and Parenteau, the two latter of whom were actually insane, and the former, owing to certain peculiar mental characteristics, very imperfectly comprehended by the public at large, was, by some, reputed to be so. Much attention was also demanded by Connors, a condemned murderer, who, for some weeks persistently feigned insanity. Two of these men were after a time placed in an asylum for the treatment of the insane; the other two suffered the death penalty to which the court condemned them. Respecting the first of these, whatever differences of opinion may now appear to exist—opinions based by those who express them—upon a more or less intimate knowledge of his mental peculiarities and temperament, the calm verdict of posterity will surely be that Riel died a perfectly accountable man.

In the care of the sick during the latter part of the period referred to, I was assisted by Hospital Sergt. Braithwaite, and by several constables, who volunteered to perform, turn and turn about, both night and day, for many weeks, the onerous duties of nurses, of which those only who are familiar with the disease with which in so many cases we had to contend, can form an adequate conception, and I beg to recommend most strongly that some small additional pay may be given to each of those men for the time they were engaged in these duties, services, without which, the success, now so happily achieved, would have been impossible.

Of the 570 recruits arriving during the year now expired, by far the greater number have been stripped and carefully re-examined by me, a duty of the greatest importance to the Department, owing to the unsatisfactory manner in which some of the examining surgeons have performed their duty; that all have not been so re-examined is to be regretted, but this has been unavoidable; many having been necessarily sent away on detachments before it was possible to re-examine them,

and some after even longer delay, because no moment of my time could be spared for many days together from duties of even more immediate importance.

The sudden augmentation of the Force rendered the local purchase of some drugs necessary, principally for veterinary service, but some also for hospital use, and, in compliance with instructions, a full supply of drugs for Battleford, until the arrival of the supplies for 1886, were purchased and forwarded to that post several weeks ago.

In consequence of the destruction of Forts Carlton and Pitt, and the confusion caused by the late insurrection, and the arrival of considerable bodies of militia, more or less unprovided with the requisite medical supplies, the returns of drugs expended, at least as regards the posts along the North Saskatchewan, will be less perfect than is described. I do not, however, despair of showing a more satisfactory statement of this important branch of public expenditure than hitherto, or of improving upon it in the time to come.

Although no case of injury or disease has terminated fatally at the Regina hospital during the year just expired, two members of the force have met instantaneous death: one, Constable Griffin, by his own hand, probably while laboring under temporary insanity, the other, Constable Coulson, my own servant ever since I entered the force, a most trustworthy and invaluable man, by the accidental discharge of a gun in the hands of a comrade, when on leave of absence, duck-shooting at Long Lake. As the details of these distressing casualties have long since been forwarded to Ottawa, I need say no more respecting them.

The number of men invalided from Regina, for the year now ended, is sixteen, but of these, seven were sent down from Battleford, Calgary and Prince Albert for that purpose. Of the nine remaining who were invalided from Regina, it is instructive to notice that five were unfit for service when enlisted, and never should have been accepted by the examining surgeons; that a sixth was probably so, this cannot be definitely proved, that the seventh and eighth were invalided for forms of insanity which had existed long before they entered the force, which facts they concealed, and having temporarily recovered their reason, were admitted without suspicion; and that the ninth, Constable Hart, who was shot accidentally, was the only one out of the nine clearly invalided in consequence of injury or disease originating after admission to the force. The tenth man on the list "Levin," having come up unfit for service, but fortunately his examination papers were not signed, and he was discharged.

My attention has been drawn to a statement made some months ago, that an examination of the annual sick reports of the North-West Mounted Police, for 1884, shows that a large majority of the men of that force had suffered during that period from various forms of preventible disease. The number given was evidently obtained by adding together all cases of both primary and secondary affections of preventible disease, as shown in the sick returns. I wish to say that this basis is not a correct one, and, therefore, the conclusion arrived at is an error, and for the following reasons:—

1st. The annual reports are made up from the monthly and daily sick returns, so that a large proportion of these cases, the great majority of which constitute various sequels of primary diseases, are really only repetitions of the same case re-appearing under successive forms.

2nd. A considerable number of recruits, re-examined by me on their arrival at Regina, have been found suffering from primary forms of disease, contracted in eastern cities, but not fully developed before their primary examination.

3rd. That many others who had apparently recovered from primary disease contracted long before their admission to the force, have developed secondary symptoms at various periods after their admission.

4th. In some of the returns of sick no discrimination is made between primary and secondary affections or sequeta, acute and chronic cases all appearing under one head; and

5th. That some few incorrigible individuals no sooner are cured of one attack than they contract disease again and again—some of them many times in a year. These explanations will be regarded as valid by any competent medical authority.

The total obtained by adding together all forms and reappearances of primary and secondary diseases in these reports for the entire force in 1884 numbers 255. I am certain that one-fourth of that number, that is 12 per cent. of the whole force, would constitute an excessive annual average of such cases of primary disease. A very large proportion of the men have never suffered from any form of preventible disease, and no troops in the world could remain entirely free from them under the conditions to which these men are exposed.

The explanation stated above will apply equally to the sick returns made for 1885. Hereafter an effort will be made to show the exact number of cases of primary disease occurring during the year, which I feel confident will not exceed the average above stated, an average which is probably quite equalled among young men in all great cities.

Before closing this report I wish to offer some recommendations, compliance with which will I think increase the efficiency of the Department over which I have the honor to preside:—

1st. That Dr. Baldwin, now relieving me at Regina, be retained permanently at headquarters as Assistant Surgeon, to take charge of the proper duties of the depot and hospital, and to assist generally in the duties of the post—thus affording me time and opportunity to attend to the duties of Superintendent Surgeon; the double duty hitherto devolving solely upon me being greater than one man can satisfactorily perform.

2nd. That a competent hospital steward with the rank of staff sergeant be appointed to the depot troop at Regina, whose duty it shall be to remain permanently at the hospital and perform the duties of hospital seageant there, without, as has hitherto been the rule, being removed at a moment's notice to accompany detachments on outpost duty.

3rd. That Staff Sergeant Richards be retained permanently at Regina attached to the depot, to continue his charge of the books and stores connected with the medical supply store, and that he be released from Troop "B" to which he has recently been attached. This is the special duty Sergeant Richards was sent up to perform, and which he has hitherto done in a very satisfactory manner. He is an excellent man for the position and should be retained there.

4th. That in future no man be invalided from the force until he has appeared for final examination before the Senior Surgeon, who will then recommend that he be invalided if necessary. The history of every recruit is better known at headquarters than elsewhere, and there his final examination should take place.

5th. That a competent hospital building be provided at head quarters, with room for not less than twenty-five beds; the proportion required for a force of 250 men; with all necessary conveniences; the present building being wholly inadequate as to size and almost uninhabitable in winter.

6th. That some building be erected in the neighbourhood of the new hospital to be used as a store-house for drugs and for filling and packing the requisitions made upon them; with a properly arranged office for keeping the books and papers connected therewith, so that the small building now occupied for that purpose, in the barrack square, may return to the use for which it was designed.

7th. That three additional hospital stewards, members by examination of the Pharmaceutical College of Ontario, be enlisted at once, on the terms already granted to those obtained in 1884; the large addition recently made to the force and the increased importance of some outposts rendering the presence of thoroughly competent and trustworthy men necessary.

8th. I would also suggest that some arrangement be entered into with one of the medical practitioners at Edmonton, one of whom has a drug store there, to take medical charge of the detachment at that post and at Fort Saskatchewan, and to furnish the medicines required. I may add that until I am informed what arrange-

ments are intended, I have ordered no medical stores—except veterinary drugs for those outposts.

It is very desirable that the medical supplies should be forwarded at a time of the year when they will not suffer from exposure to frost, and this should be not earlier than the 15th of March nor later than the 15th of September.

I trust the Department will take all these recommendations into favorable consideration, as they are made solely in the interests of that branch of it in the North-West Territories, over which they have considered me competent to preside.

I have the honor to be, Sir,

Your obedient servant,

A. JUKES, M.B.L.C.,

Senior Surgeon.

SCHEDULE No. 1.

NORTH-WEST MOUNTED POLICE.

ANNUAL Sick Report from 1st December, 1884, to 1st December, 1885.

| Disease. | No. of Cases. | No. of Days. | Average Duration. | Surgeon's Remarks. |
|--------------------------------|---------------|--------------|-------------------|--|
| Fever, Typho-Malarial | 12 | 563 | 46 $\frac{1}{2}$ | Recovered; returned to duty. |
| do Malarial remittent | 30 | 626 | 20 $\frac{1}{2}$ | do do |
| do Intermittent | 8 | 35 | 4 $\frac{1}{2}$ | do do |
| Dysentery | 6 | 48 | 8 | do do |
| Dysenteric-diarrhoea | 20 | 110 | 5 $\frac{1}{2}$ | do do |
| Diarrhoea | 105 | 246 | 2 $\frac{1}{2}$ | do do |
| Scarlatina | 2 | 5 | 2 $\frac{1}{2}$ | Both still in hospital. |
| Tonsillitis | 32 | 123 | 3 $\frac{3}{4}$ | Recovered; returned to duty. |
| Pharyngitis | 14 | 52 | 3 $\frac{1}{4}$ | do do |
| Parotitis | 4 | 60 | 15 | do do |
| Dyspepsia | 15 | 81 | 5 $\frac{1}{2}$ | do do |
| Debility | 18 | 134 | 7 $\frac{1}{2}$ | do do |
| Coughs and colds | 95 | 264 | 2 $\frac{7}{10}$ | do do |
| Anæmia | 2 | 17 | 8 $\frac{1}{2}$ | do do |
| Erythema | 1 | 2 | 2 | do do |
| Bilious derangements | 33 | 83 | 2 $\frac{1}{2}$ | do do |
| Cephalalgia | 10 | 30 | 3 | do do |
| Neuralgia | 11 | 20 | 1 $\frac{1}{2}$ | do do |
| Otalgia | 5 | 7 | 1 $\frac{1}{2}$ | do do |
| Odontalgia | 17 | 24 | 1 $\frac{1}{7}$ | do do |
| Palpitation | 2 | 9 | 4 $\frac{1}{2}$ | do do |
| Insomnia | 2 | 15 | 7 $\frac{1}{2}$ | do do |
| Conjunctivitis | 24 | 66 | 2 $\frac{1}{2}$ | do do |
| Eczema | 1 | 7 | 7 | do do |
| Ulceration of arm from wound. | 1 | 3 | 3 | do do |
| Abrasions | 5 | 33 | 6 $\frac{1}{2}$ | do do |
| Insanity | 2 | 90 | 45 | Invalided; one to asylum. |
| Blistered feet | 16 | 34 | 2 $\frac{1}{2}$ | Recovered; returned to duty. |
| Eczema solare | 2 | 6 | 3 | do do |
| Strains from riding, &c | 46 | 92 | 2 $\frac{1}{2}$ | do do |
| Paralysis of hand | 2 | 20 | 40 | One came up unfit for duty; invalided at once; the other recovered; under treatment. |
| Paralysis of bladder | 1 | 40 | 40 | Still in hospital, must be invalided. |
| Urticaria | 1 | 2 | 2 | Recovered; returned to duty. |
| Diphtheritic sore throat | 7 | 29 | 4 $\frac{1}{2}$ | do do |
| Chafes from riding | 23 | 39 | 1 $\frac{1}{2}$ | do do |
| Constipation | 77 | 149 | 2 | do do |
| Obstipation | 7 | 13 | 2 | do do |
| Colic | 7 | 16 | 2 $\frac{1}{2}$ | do do |
| Varicocele | 2 | 29 | 14 $\frac{1}{2}$ | Relieved only. |
| Scabies | 11 | 63 | 5 $\frac{1}{2}$ | Recovered do |
| Asthma | 2 | 7 | 3 $\frac{1}{2}$ | do do |
| Lumbago | 2 | 7 | 3 $\frac{1}{2}$ | do do |
| Rheumatism acute & /sub-acute | 11 | 176 | 16 | Three still in hospital, the rest returned to duty. |
| Sciatica | 1 | 11 | 11 | Recovered; returned to duty. |
| Gonorrhœa and gleet | 33 | 340 | 10 $\frac{1}{2}$ | Many of these are recurrences or re-appearances of the same cases. |
| Orchitis | 7 | 134 | 19 $\frac{1}{2}$ | do do |
| Hæmorrhoids | 7 | 24 | 3 $\frac{1}{2}$ | Recovered; returned to duty. |
| Neurosis | 5 | 37 | 7 $\frac{1}{2}$ | do do |
| Cellulitis | 1 | 5 | 5 | |
| Chillblains | 1 | 1 | 1 | |
| Excoriations | 3 | 4 | 1 $\frac{1}{2}$ | |
| Herpes circinnatus | 2 | 4 | 2 | |
| Erysipelas of head | 2 | 29 | 14 $\frac{1}{2}$ | |

SCHEDULE No. 1.—Annual Sick Report, &c.—Continued.

SURGERY AND MINOR SURGERY.

| Disease. | No. of Cases. | No. of Days. | Average Duration. | Surgeon's Remarks. |
|---|---------------|--------------|-------------------|--|
| Compound comminuted fracture of tibia and fibula (kick from horse). | 1 | 105 | 105 | This was a very serious injury. The man (Boyd) sickened with typho-malarial on the 25th day; provisional callus was re-absorbed as he emaciated; splints had to be removed, and union was not firm until the 70th day; he has a good leg, 1 inch shortened, and is going about with a crutch; still in hospital. |
| Fracture of fibula and dislocation, outward, of foot at ankle joint. | 1 | 63 | 63 | Recovered; left hospital; will soon return to duty; a first-rate leg. |
| Fracture of clavicle..... | 1 | 24 | 24 | Recovered. |
| Dislocation of humerus (severe) | 1 | 40 | 40 | do returned to duty. |
| Gun-shot wounds (2 from the north). | 3 | 111 | 37 | do |
| Syphilis, acute..... | 5 | 134 | 26½ | Returned to duty. |
| do chronic..... | 16 | 315 | 11½ | Many of these entered the force with chronic disease; others are old cases sent down from western posts to be treated at headquarters, and probably appear also on the sick reports of the posts from which they were sent; relieved; but some will have to be ultimately invalided. |
| Bubo, syphilitic..... | 6 | 102 | 17 | Recovered; returned to duty. |
| Frost-bite..... | 5 | 66 | 13½ | do do |
| Gum-boil..... | 4 | 19 | 4½ | do do |
| Paronychia..... | 7 | 58 | 4½ | do do |
| Sloughing ulcer of palm of hand (a very serious one). | 1 | 35 | 35 | This man was admitted with this disease, having never been properly examined, and he concealing it, being otherwise a good man; I retained him until cured. |
| Abscess..... | 6 | 89 | 14½ | Recovered; returned to duty. |
| Hydrocele..... | 1 | 13 | 13 | Operated on, and greatly improved. |
| Hernia (McMurchy)..... | 1 | ..... | ..... | On and off for long; ultimately invalided. |
| Extraction of teeth..... | 7 | 7 | 1 | Recovered; returned to duty. |
| Contusions (kicks from horses, some attended with fracture, and very severe and dangerous). | 7 | 88 | 12½ | do do |
| Contusions (less severe)..... | 55 | 156 | 2¾ | do do |
| Burns..... | 1 | 12 | 12 | do do |
| Scalds..... | 2 | 24 | 12 | do do |
| Ingrowing toe nail..... | 1 | 4 | 4 | do do |
| Injury to testicle in riding..... | 3 | 19 | 6½ | do do |
| Old stricture of urethra..... | 1 | 11 | 11 | |
| Anthrax..... | 2 | 14 | 7 | |
| Balanitis..... | 6 | 21 | 3½ | |
| Incised wounds (some severe)..... | 15 | 72 | 4½ | |
| Synovitis (knee)..... | 1 | 21 | 21 | |
| Sprains..... | 13 | 49 | 3¾ | |
| Bite from horse..... | 1 | 2 | 2 | |
| do dog..... | 1 | 3 | 3 | |
| do man..... | 1 | 13 | 13 | |
| Turunculus..... | 34 | 116 | 3¼ | |
| | | | | Not one death from disease or injury. |

A. JUKEJ, M.B., F.C.S.L.,

Senior Surgeon.

REGINA, 1st December, 1885.

APPENDIX K.

PRINCE ALBERT, N.W.T., 17th November, 1885.

SIR.—I have the honor to report for your information the following:—

During the past year the health of the men under my care has been very good. There has been a number of cases of typhoid, malaria (mountain fever) lately, but all have made good recoveries.

Veneral affections have prevailed in a much smaller proportion than in other years.

During the ten years that I have been in the force no deaths have occurred amongst the men under my care, with the exception of the three who were killed from the result of the Duck Lake engagement on the 26th March last.

Of those who were wounded during that affair all have made good recoveries.

Constable Pocock's toes were amputated on the 10th of April last (from the right foot) the result of severe freezing of that foot rendering the operation necessary. The healing process has since progressed so favorably that I anticipate his soon being able to walk without crutches.

The names of those killed at Duck Lake:—

Constable Gibson, shot through the heart, died on the field.

Constable Arnold, shot through left lung and neck and died next morning.

Constable Garrett, shot through the left lung, died next morning.

The names of those wounded at Duck Lake:—

Assistant Commissioner Crozier, flesh wound of right cheek, bullet.

Inspector Howe, flesh wound of calf of right leg, bullet.

Corporal Gilchrist, left thigh fractured by bullet.

Constable Miller, scalp wound, bullet.

Constable Gordon, flesh wound upper part of left leg, bullet.

Constable Wood, flesh wound of left arm, bullet.

Constable Manners Smith, struck on upper part of chest (left) by bullet which passed upwards, backwards, and downwards, making its exit at lower angle of shoulder blade, leaving the lung intact.

I have the honor to be, Sir,

Your obedient servant,

ROBERT MILLER, M. D.

Asst. Surgeon, N.W.M.P.

Lieut.-Col. A. G. IRVINE,

Commissioner North-West Mounted Police.

Regina.

APPENDIX L.

FORT McLEOD, 30th November, 1885.

SIR,—In accordance with your instructions I have the honor to present you with my annual report for 1885.

A review of the monthly sick report shows that the general health of the post, has been on the whole fairly good.

The winter months were, as usual, marked with a preponderance of colds and affections of the throat and bronchial tubes.

During the month's of March, May, June, July and August the sick report was unusually light; but this may be, in part, accounted for by the fact that a large number of the men of the division were absent from the post on General Strange's expedition to the north.

In September the sick report assumed large proportions, the increase being mainly due to the eight cases of fever. This fever continued during October and November, fresh cases occurring at intervals until the total amounted to sixteen.

Now, I am happy to say that the fever shows signs of abatement, no new cases occurring lately, and those already reported convalescing. As this fever is almost a new feature in this part of the country, I am tempted to say a few words about it.

It is characterized at its inception by all the appearances of a heavy cold, and in its course, symptoms and treatment is very similar to the fever which prevailed at Fort Walsh during the years 1879, 1880, 1881 and 1882.

The difference between them is a difference in degree; the fever at Fort Walsh being much more severe, and long continued.

The cause of the fever is to be found in the climatic conditions of the country. I think there can be no doubt that the immediate or exciting cause is chill, which is occasioned by the difference in the day and night temperature of this altitude.

Why it has been so prevalent this year, while in former years there have been few or no cases, may be explained by the fact, that this autumn has been an unusually warm and open one; the days being sometimes positively hot and the nights very cool. For this reason, I am inclined to believe, that as the health of the men at this post has not been seriously affected by it in former years, neither will it be in the future.

Only two men have been invalided during the past year, one for recurring epididymitis, and the other for phthisis. The sanitary condition of the post is good. The barrack rooms, hospital and other quarters, should be provided with double windows, as there has been a good deal of shrinking in the sills and draughts are the consequences. For the same reasons something should be done about the wainscoting in the barrack rooms. The hospital has been improved externally by the addition of a coal shed and latrine, and, internally, the comfort of the patients has been greatly added to by easy chairs, tables, &c.

I think the time has arrived when iron cots should be substituted for the boards and trestles on which the men sleep. The latter are unsightly and uncomfortable, and could be replaced by cots at a very reasonable expense.

I have the honor to be, Sir,

Your obedient servant,

G. A. KENNEDY,

Assistant Surgeon, N.W.M.P.

LT.-COL. IRWINE,
Commissioner North-West Mounted Police,
Regina.

NORTH-WEST MOUNTED POLICE.

RETURNS showing Diseases Treated at Hospital, Fort McLeod, from 30th November, 1884, to 30th November, 1885.

| Diseases. | Number of Cases. | Number of Days. | Average. |
|---------------------------|------------------|-----------------|-----------------|
| Strains..... | 8 | 182 | 23 |
| Chafes..... | 7 | 22 | 3 |
| Contusions..... | 12 | 164 | 13 |
| Ingrowing toenail..... | 1 | 1 | 1 |
| Ophthalmia..... | 3 | 8 | 3 |
| Varicose veins..... | 2 | 32 | 16 |
| Incisic wounds..... | 2 | 13 | 6 |
| Fractures..... | 1 | 45 | 45 |
| Frost bites..... | 4 | 32 | 8 |
| Burns..... | 1 | 6 | 6 |
| Fever..... | 16 | 266 | 17 |
| Rheumatism..... | 9 | 42 | 5 |
| Debility..... | 3 | 45 | 15 |
| Cough and colds..... | 65 | 215 | 3 $\frac{1}{2}$ |
| Phthisis..... | 1 | 30 | 30 |
| Bubo (Sympathetic)..... | 11 | 201 | 18 |
| Epidynitis..... | 1 | 107 | 107 |
| Syphilis..... | 2 | 13 | 6 |
| Chancroid..... | 10 | 95 | 9 |
| Gonorrhœa..... | 15 | 180 | 12 |
| Inability of bladder..... | 1 | 5 | 5 |
| Enlarged glands..... | 1 | 14 | 14 |
| Bolls..... | 9 | 51 | 5 |
| Indigestion..... | 1 | 1 | 1 |
| Vertigo..... | 3 | 5 | 2 |
| Colic..... | 1 | 2 | 2 |
| Constipation..... | 6 | 7 | 1 |
| Diarrhœa..... | 36 | 87 | 2 |
| Neuralgia..... | 6 | 21 | 3 |
| Pain in chest..... | 1 | 1 | 1 |
| Toothache..... | 7 | 8 | 1 |
| Headache..... | 3 | 3 | 1 |
| Earache..... | 2 | 3 | 1 |
| Deafness..... | 2 | 4 | 2 |

G. A. KENNEDY,
Assistant Surgeon.

APPENDIX M.

BATTLEFORD, N.W.T., December, 1885.

To the Officer Commanding
North-West Mounted Police.

SIR,—In making my annual report for the past year I would beg leave to refer briefly to the first half of it, when holding the rank of Staff Sergeant, and in medical charge at Fort Pitt. The health of the small detachment stationed there was excellent, and the supply of medicines sent us last February was ample. The journey down on the scow when the post was abandoned, made in very trying weather, and in many cases with insufficient clothing and blankets, was very well borne by the men. Constable Loasby, suffering from two severe flesh wounds received the day we started, bore the journey well, showing how large a factor pure fresh air is in the treatment of wounds. It was impossible to dress his wounds properly, he had to be carried on and off the scow, whenever we landed, often up steep banks, and on an impromptu stretcher, and yet after six days of such usage his recovery was as rapid as any cases of similar severity which came under my notice.

On assuming medical charge of the North-West Mounted Police at Battleford, in the month of May last, I found myself, as we were brigaded with the militia, under the orders of Brigade Surgeon Strange, whose courtesy to the medical staff of the police, of all ranks, as well as the skill and kindness he exhibited to their wounded under his care, have earned for him the gratitude and good wishes of all who came in contact with him.

Owing to the confusion arising from the number of refugees in the barracks at the time of the outbreak, which necessitated the occupation of the hospital by half-breed families, and shortly afterwards as a barrack-room, it was impossible for some time to keep any record of our prescriptions, and later on the use of one hospital for the sick of the brigade, and the necessity for a constant interchange of drugs from one having what the other was deficient in, made it impossible to show accurately the relative expenditure.

There was during the month of May a brigade hospital tent for the wounded, in which both police and militia were treated by the brigade medical staff, and my duties consisted in the medical treatment of the police, the Battleford Rifles, and two companies of Home Guards. During the month of June I accompanied General Middleton's column in pursuit of Big Bear. We left Battleford on a few hours' notice, and obtained our supply of medicines from the Brigade Surgeon of the column we then joined. Owing to the military necessity of sub-dividing the column, we were not always as well supplied as was desirable, but this was unavoidable, a very few of the men, not of very strong constitutions, suffered from the hardships of the trip, but it was only necessary to send one man back. He was afterwards invalided.

Early in July, a few days after my return to Battleford, I was placed in medical charge of Col. Otter's Brigade, and this continued until his departure in October last. The health of our men was good during the summer, but in September last typhoid or enteric fever broke out, of which there were five severe, well marked cases, and several other lighter ones, of a more or less doubtful type. Two cases proved fatal. One (Constable Routledge) was of a very malignant type, and he died a few days after reporting himself sick. The other case (Constable Dyer) proved fatal from a complication of inflammation of internal organs.

As I have been directed to make a special report upon the subject of the hospital building, it will be unnecessary to enter upon the subject now. Every effort has been made to meet my wishes in this, as well as of all matters connected with the health of the men, yet nothing short of a building erected for the purpose of a hospital, with the conveniences required for such, will meet the requirements of a large body of men.

Considering the large number of recruits, the physique of the men is excellent. There are, however, always a few who are scarcely fitted for the onerous duties our men are at times called upon to perform without being actually ill; they are unequal to any extra strain, thus throwing their duty upon their comrades. This cannot be readily detected by the examining surgeon on their entering the force, but only by testing them at the work. In my opinion, it would be more economical to discharge such men at once.

I have the honor to be, Sir,

Your obedient servant,

J. WIDMER ROLPH, M.D., L.R.C. Phys. Lond.

Assistant Surgeon.

NORTH-WEST MOUNTED POLICE.

SHOWING the Number of Cases and Average Duration of Diseases treated, from 1st January to 31st October, 1885.

| Disease. | Number of Cases. | Number of Days. | Average Duration. | Surgeon's Remarks. |
|----------------------------|------------------|-----------------|-------------------|--------------------|
| Constipation..... | 5 | 6 | 1 $\frac{1}{2}$ | Returned to duty. |
| Influenza..... | 2 | 6 | 3 | do |
| Splenitis..... | 1 | 11 | 11 | do |
| Headache..... | 2 | 4 | 2 | do |
| Indigestion..... | 6 | 10 | 1 $\frac{2}{3}$ | do |
| Hydrocele..... | 2 | 4 | 2 | do |
| Elongated uvula..... | 1 | 1 | 1 | Med. and duty. |
| Swelled thumb..... | 2 | 6 | 3 | Returned to duty. |
| Progressive paralysis..... | 1 | 2 | 2 | do |
| Lacerated wound..... | 2 | 55 | 27 $\frac{1}{2}$ | do |
| Tonsillitis..... | 8 | 34 | 4 $\frac{1}{2}$ | do |
| Mucous patches..... | 3 | 22 | 7 $\frac{1}{3}$ | do |
| Bronchitis..... | 3 | 15 | 5 | do |
| Scrofula..... | 1 | 5 | 5 | do |
| Cramps..... | 1 | 1 | 1 | Med. and duty. |
| Fistula in ano..... | 1 | 8 | 8 | Returned to duty. |
| Ulcerated mouth..... | 1 | 1 | 1 | Med. and duty. |
| Festered finger..... | 3 | 16 | 5 $\frac{1}{3}$ | Returned to duty. |
| Sprained hand..... | 1 | 3 | 3 | do |
| Colic..... | 1 | 1 | 1 | Med. and duty. |
| Vomiting..... | 1 | 2 | 2 | Returned to duty. |
| Sprained shoulder..... | 1 | 9 | 9 | do |
| Amygdalitis..... | 1 | 9 | 9 | do |
| Gustialgia..... | 1 | 2 | 2 | do |
| Acne..... | 3 | 3 | 1 | Med. and duty. |
| Chills and fever..... | 1 | 5 | 5 | Returned to duty. |
| Bubo..... | 11 | 164 | 14 $\frac{1}{2}$ | do |
| Chancre..... | 5 | 27 | 5 $\frac{1}{2}$ | do |
| Ulcerated leg..... | 2 | 24 | 12 | do |
| Rheumatism..... | 20 | 144 | 7 $\frac{1}{2}$ | do |
| Furuncle..... | 5 | 25 | 5 | do |
| Bruise..... | 14 | 100 | 7 $\frac{1}{2}$ | do |
| Chafe..... | 2 | 3 | 1 $\frac{1}{2}$ | do |
| Varicose veins..... | 1 | 13 | 13 | do |
| Billousness..... | 29 | 59 | 2 $\frac{1}{3}$ | do |
| Lumbago..... | 6 | 12 | 2 | do |
| Odontalgia..... | 5 | 7 | 1 $\frac{1}{2}$ | do |

SHOWING the Number of Cases and Average Duration of Diseases treated, from 1st January to 31st October, 1885—*Concluded.*

| Disease. | No. of Cases. | No. of Days | Average Duration. | Surgeon's Remarks. |
|----------------------------|---------------|-------------|-------------------|----------------------------|
| Sprained ankle..... | 4 | 86 | 21½ | One still under treatment. |
| Orchitis..... | 4 | 72 | 18 | Returned to duty. |
| Diarrhoea..... | 40 | 62 | 1½ | do |
| Neuralgia..... | 10 | 24 | 2½ | do |
| Excoriation..... | 3 | 7 | 2½ | do |
| Sprained wrist..... | 1 | 3 | 3 | do |
| Coryza..... | 2 | 2 | 1 | Med. and duty. |
| Cough and colds..... | 48 | 119 | 2½ | Returned to duty. |
| Gonorrhoea..... | 24 | 109 | 4½ | do |
| Frost bite..... | 1 | 7 | 7 | do |
| Urticaria..... | 4 | 4 | 1 | Med. and duty. |
| Nervousness..... | 1 | 1 | 1 | do |
| Chilblain..... | 1 | 1 | 1 | do |
| Phymosis and chancre..... | 1 | 7 | 7 | Returned to duty. |
| Incised wound..... | 5 | 34 | 6½ | do |
| Gunshot wound..... | 13 | 243 | 18½ | Returned to duty. |
| Abrasion..... | 1 | 1 | 1 | Med. and duty. |
| Syphilis..... | 3 | 28 | 9½ | Returned to duty. |
| Cut toe..... | 2 | 2 | 1 | Med. and duty. |
| Contusion..... | 8 | 74 | 9½ | Returned to duty. |
| Sore heel..... | 1 | 1 | 1 | Med. and duty. |
| Vertigo..... | 3 | 49 | 16½ | Returned to duty. |
| Hæmorrhoids..... | 8 | 26 | 3½ | do |
| Sprain..... | 3 | 20 | 6½ | do |
| Irritable bladder..... | 6 | 77 | 12½ | do |
| Contusion of testicle..... | 2 | 30 | 15 | do |
| Debility..... | 8 | 22 | 2¾ | do |
| Sore hand..... | 1 | 3 | 3 | do |
| Sore throat..... | 1 | 1 | 1 | Med. and duty. |
| Deafness..... | 1 | 1 | 1 | do |
| Pleurisy..... | 3 | 44 | 14¾ | Returned to duty. |
| Ophthalmia..... | 6 | 8 | 1½ | do |
| Stye..... | 2 | 2 | 1 | Med. and duty. |
| Sun stroke..... | 2 | 27 | 13½ | Returned to duty. |
| Punctured wound..... | 1 | 10 | 10 | do |
| Cut finger..... | 1 | 10 | 10 | do |
| Malarial fever..... | 10 | 117 | 11¾ | do |
| Pain in back..... | 2 | 52 | 26 | do |
| Pain in leg..... | 1 | 1 | 1 | Med. and duty. |
| Pain in groin..... | 4 | 26 | 6½ | Returned to duty. |
| Blistered heels..... | 1 | 2 | 2 | do |
| Weak eyes..... | 1 | 1 | 1 | Med. and duty. |
| Strain..... | 5 | 57 | 11½ | 1 still under treatment. |
| Swelled testicle..... | 1 | 2 | 2 | Returned to duty. |
| Swollen gland..... | 2 | 3 | 1½ | do |
| Injured hand..... | 1 | 2 | 2 | do |
| Typhoid fever..... | 5 | 122 | 24½ | 4 still under treatment. |
| Burned feet..... | 1 | 5 | 5 | Returned to duty. |
| Cold and sore throat..... | 3 | 3 | 1 | Med. and duty. |
| Pain in side..... | 1 | 1 | 1 | do |
| Ulcerated mouth..... | 2 | 2 | 1 | do |
| Kruised side..... | 1 | 27 | 27 | Still under treatment. |
| Catarrh..... | 1 | 1 | 1 | Med. and duty. |
| Otalgia..... | 2 | 2 | 1 | do |
| Strained back..... | 2 | 9 | 4½ | Returned to duty. |
| Cut lip..... | 1 | 5 | 5 | do |
| Sore toe..... | 1 | 5 | 5 | do |
| Psoriasis..... | 2 | 2 | 1 | Med. and duty. |

J. WIDMER ROLPH.

Assistant Surgeon.

BATTLEFORD, 7th December, 1885.

APPENDIX N.

LIST of the Non-Commissioned Officers and Men of the North-West Mounted Police
Killed in the suppression of the late Insurrection.

| Reg. No. | Rank and Name. | Engagement. | Date. | Remarks. |
|----------|------------------------------|----------------------|-------------|---|
| | | | 1885. | |
| 1003 | Constable Gibson, T. J. | Duck Lake..... | March 26 .. | Killed in action. |
| 1065 | do Arnold, G. P. | do | do 26... | Died 27th March, 1885. |
| 852 | do Garrett, G. K. | do | do 26... | do do |
| 635 | do Cowan, D. L. | Fort Pitt | April 13... | Killed by Indians. |
| 565 | Corporal Sleigh, R. B. | Cut Knife Hill | May 2... | do in action. |
| 907 | do Lowry, W. H. T. ... | do | do 2... | Died 3rd May, 1885. |
| 402 | Constable Burke, P. | do | do 2... | do do |
| 973 | do Elliott, F. O. .... | ..... | do 14... | Killed by Indians at Battleford, while scouting. |

LIST of Officers, Non-Commissioned Officers and Men of the North-West Mounted
Police Wounded in the suppression of the late Insurrection.

| Reg. No. | Rank and Name. | Engagement. | Date. | Nature of Wound. |
|----------|------------------------------|-----------------------|----------|---|
| | | | 1885. | |
| ..... | Supt. Crozier, L. N. F. | Duck Lake.. | March 26 | Flesh wound, right cheek ; bullet. |
| ..... | Insp. Howe, J. | do | do 26 | do calf right leg do |
| 532 | Corp. Gilchrist, T. H. | do | do 26 | Left thigh fractured ; bullet. |
| 935 | Const. Millar, A. | do | do 26 | Scalp wound ; bullet. |
| 1117 | do Gordon, S. F. | do | do 26 | Flesh wound, upper part left leg ; bullet. |
| 1048 | do Wood, J. J. | do | do 26 | do left arm ; bullet. |
| 1045 | do Manners-Smith, A. | do | do 26 | Struck on upper part of chest (left) by bullet, which passed upwards, back- wards and downwards, making exit at lower angle of shoulder blade, leaving the lung intact. |
| 925 | do Loasby, C. | Fort Pitt | April 13 | Wounded both thighs ; bullet. |
| 36 | Sergt. Ward, J. H. | Cut Knife Hill... | May 2 | do abdomen do |
| 333 | do Fury, W. | Loon Lake | do 28 | Shot through body do |
| 716 | Const. McRae, D. | Frenchman's Butte. | do 28 | Wounded in leg do |

LIST of Prince Albert Volunteers Wounded in the suppression of the late Insurrection.

| Rank and Name. | Engagement. | Date. | Remarks. |
|--------------------------|----------------|----------|---|
| 1885. | | | |
| Capt. Moore, H. S..... | Duck Lake..... | March 26 | Shot below the right knee, causing fracture and much comminution of tibia, and probably of fibula..... |
| Sergt. McNab, A..... | do | do 26 | Flesh wound of upper third of left arm slight wound of thumb and first finger of left hand. |
| Const. Newett, Chas..... | do | do 26 | Flesh wound of lower third of thighe fracture of ring finger, and flesh wound of middle finger of left hand ; slight scalp wound. |
| do Markley, A..... | do | do 26 | Superficial wound of skin over abdomen. |
| Scout Stewart | do | do 26 | Slight wound of skin over chest. |

LIST of Prince Albert Volunteers Killed in the suppression of the late Insurrection.

| Rank and Name. | Engagement. | Date. | Remarks. |
|----------------------------|-----------------|----------|--|
| 1885. | | | |
| Capt. Morton, John..... | Duck Lake | March 26 | Killed by bullet wound through the left chest, passing through body. |
| Corp. Napier, Wm..... | do | do 26 | Two shots through the chest and one through leg. |
| Const. Anderson, Jos..... | do | do 26 | Shot through left cheek, ball passing through head. |
| do Bakie, James | do | do 26 | Shot through breast. |
| do Elliott, S. O..... | do | do 26 | Shot through chest and leg. |
| do Fisher, Alex..... | do | do 26 | First shot through leg, and afterwards, when crawling off ground, through the head. |
| do Middleton, Robert | do | do 26 | Shot through the breast, ball entering under right arm and passing through chest and out under left arm. |
| do McKenzie, Daniel A..... | do | do 26 | Shot through the breast. |
| do McPhall, Dan..... | do | do 26 | Shot through the head. |

APPENDIX O.

RETURN of Criminal and other Cases Tried in the North-West Territories.

| Date of Arrest or Commitment. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | If Tried by Jury. | Where Tried. | By whom Tried. |
|-------------------------------|-----------------|---|---------------------------------------|----------------------------------|--|----------------------|-------------------|--------------|------------------------|
| 1884. | | | | 1884. | | | | | |
| Dec. 10 | Regina | J. Polletier..... | Setting out poison without a license. | Dec. 10 | Fined \$25, or one month's imprisonment. | Fine paid..... | No.. | Maple Creek | Supt. McIlree, J.P. |
| 1885. | | | | 1885. | | | | | |
| Jan 4 | do | The Man that stands in the Tree (Cree). | Burning down an Indian Lodge. | Jan. 5 | ..... | Case dismissed..... | do | Medicine Hat | Insp. Macdonnell, J.P. |
| do 5 | do | Geo. McKnight.. | Giving liquor to squaw... | do 6 | ..... | do | do | do | do |
| do 9 | do | W. Watson..... | Assault..... | do 10 | Fined \$ 1 & costs | do | do | do | do |
| do 22 | do | Thos. Ireland... | Selling liquor..... | do 21 | do 100 do | Case dismissed..... | do | do | do |
| do 23 | Mary Smith..... | Jess Smith..... | Assault..... | do 23 | do 5 do | ..... | do | do | do |
| do 23 | T. Higginson... | O.P.R. Co..... | Non-payment of wages... | do 23 | Order for wages given. | ..... | do | do | do |
| do 30 | Regina | E. Smerney..... | Drunk and disorderly ... | do 31 | ..... | Case dismissed..... | do | do | do |
| do 30 | do | P. Moriarty..... | do | do 31 | ..... | do | do | do | do |
| Feb. 1 | do | Th's Ireland..... | Selling liquor..... | Feb. 2 | Fined \$200 & costs | ..... | do | do | do |
| do 4 | G. Ashworth... | C.P.R. Co..... | Non-payment of wages... | do 5 | Order for wages given. | ..... | do | do | do |
| do 6 | Regina | The "Cree"..... | Assault..... | do 7 | 10 days in guard room. | ..... | do | do | do |
| Mar. 23 | do | D. Caloer..... | Liquor illegally in his possession. | Mar. 24 | Fined \$50 & costs. | ..... | do | do | do |
| April 6 | do | Little Bird (Cree) | Assaulting his wife..... | April 7 | ..... | Case dismissed..... | do | do | do |
| do 19 | do | Jas. Dolan..... | Keeping saloon open after hours. | do 19 | Fined \$25 & costs. | ..... | do | do | Wm. Anderton, J.P. |
| do 21 | do | { Hy. Phelps... } { J. McIntosh... } | Making arrangements to fight. | do 21 | Bound over to keep the peace. | ..... | do | do | do |
| do 22 | do | J. Gardner..... | Giving liquor to Indians. | do 23 | ..... | Case dismissed..... | do | do | do |
| do 27 | do | M. Gavin..... | Larceny..... | do 27 | ..... | Committed for trial. | do | Maple Creek | Supt. McIlree, J.P. |
| do 28 | do | J. Clanastre..... | Liquor illegally in his possession. | do 29 | Fined \$200 & costs | ..... | do | do | do |

APPENDIX O.—Return of Criminal and other Cases tried in the North-West Territories—Continued.

| Date of Arrest or Committal | Prosecutor | Defendant | Nature of Offence | Date of Conviction or Acquittal | Penalty | Remarks | If tried by Jury | When Tried | By whom Tried |
|-----------------------------|-------------------|---------------------------------|---------------------------------------|---------------------------------|--|---|------------------|---------------|--|
| 1885. | | | | | | | | | |
| June 8 | Regina | A. Cameron | Having and selling liquor | Sept. 10 1885. | Dismissed with costs. | No evidence to convict in liquor case but paid cost of arrest in and transport from Winnipeg for evading summons. | No | Medicine Hat | Wm. Anderton, J.P. |
| do | do | { Squint Eye..... | { Horse stealing | do | 8 Squint Eye released | No evidence to convict. | do | do | Col. Richardson, S.M. |
| do | do | { Yellow Tail... (Cree Indians) | { | do | 8 Yellow Tail committed for trial. | ..... | do | do | Supt. Mellree, J.P. |
| Sept. 12 | J. Nahot | { G. Anderson | { Assault | do | 12 Dismissed | Costs on Plaintiff | do | do | Wm. Anderton, J.P. |
| do | 19 Regina | { J. Ferguson | { Drunk and disorderly | do | 20 Cautioned; given 24 hours to leave town. | ..... | No | do | W. Anderton and Thos. Tweed, J.P.'s. |
| do | do | { R. Phillips | { Gambling | do | 22 Fined \$50 & costs. | Fine paid | do | do | Wm. Anderton, J.P. |
| do | do | { Hy. Mouner | { Drunk and disorderly | do | 22 Cautioned and dismissed. | ..... | do | do | do |
| do | do | { Wm. Adams | { Threatening to kill his wife. | Oct. 1 | Fined \$10 & costs, and bound over 6 months to keep the peace. | Fine paid | do | do | Wm. Anderton and Thos. Tweed, J.P.'s. |
| Oct. 2 | do | J. Delorme | Bringing stolen property into Canada. | do | 3 Given 24 hours to leave the country. | ..... | do | Maple Creek | Supt. Mellree, J.P. |
| do | do | L. Haggerty | Drunk | do | 31 Cautioned and dismissed. | ..... | do | do | do |
| do | do | do | do | do | 31 ..... | ..... | do | do | do |
| Nov. 10 | S. Hay | Wm. Sinclair | Assault and using abusive language. | Nov. 10 | Dixon fined \$5 and costs. | Fine paid | do | do | do |
| do | do | Wm. Lawrence | do | do | 10 Fined \$5 & costs. | do | do | do | do |
| do | do | S. Hay | do | do | 10 | Dismissed | do | do | do |
| do | J. Dixon | do | do | do | 10 | Brought to Maple Creek. | do | do | do |
| June 10 | W. Lawrence | do | Larceny | June 10 | 14 days' imprisonment. | ..... | do | Swift Current | F. Fraser Tims. |
| June 10 | Regina | Wm. Fraser | do | do | do ..... | ..... | do | do | do |
| Aug. 22 | do | Jas. Connolly | do | Aug. 22 | 3 months' do .. | do | do | do | F. Fraser Tims and Col. Richardson, S.M. |

| | | | | | | | | |
|-------------------|----|-------------------|--|-------------------|---|------|-------------|-------------------------------------|
| Sept. 27 1884. | do | Wm. Pelletier... | Liquor illegally in his possession. | Sept. 27 1884. | Fined \$50 & costs. | do | do | F. Fraser Tims, J.P. |
| Dec. 27 1885. | do | John Shera..... | Having intoxicated liquor illegally in his possession on 1st Nov., 1884. | Dec. 27 1885. | Fined \$100 or 6 months' hard labour. | do | Regina..... | Col. Irvine, S.M. |
| Jan. 26 | do | John Lithgow... | Drinking intoxicated liquor while employed on an engine on the C.P. Railway. | Jan. 23 | Case dismissed..... | do | do | Supt. Deane, J.P. |
| do 26 | do | Dunc. Cummings | do | do 28 | do | do | do | do |
| do 26 | do | John Lithgow... | Was intoxicated while employed on a C.P. Railway locomotive engine, on the 21st Jan., 1885, near Qu'Appelle Station. | Mar. 4 | Acquitted..... | Yes | do | Col. Richardson, S.M. |
| do 26 | do | Dunc. Cummings | Did make use of intoxicating liquor while employed on a C.P. Railway locomotive engine on the 21st January, 1885, near Qu'Appelle Station. | do 6 | do | do | do | do |
| Jan. 11 | do | Bear Bird Man... | Stealing cordwood..... | do 11 | do | No. | do | Supt. Deane, J.P. |
| do 6 | do | Charles Sinn... | Assault..... | do 12 | Fined \$10 & costs or 6 weeks' imprisonment. | do | do | do |
| do 18 | do | Roderick Smith. | Having intoxicated liquor illegally in his possession. | do 19 | Fined \$50 & costs, or 2 months' hard labour. | do | do | do |
| April 7 | do | John Connors ... | Murder..... | May 2 | To be hanged on 12th June, 1885. | Yes. | do | Col. Richardson, S.M. |
| do 28 | do | Francis Fair..... | Attempted seduction..... | do 6 | do | No. | do | do |
| May 21 | do | Frank Purviance | Horse stealing..... | June 5 | Case dismissed..... | do | do | Supt. Deane, J.P. |
| do 21 | do | Ham. Moorhead. | do | do 5 | do | do | do | do |
| do 16 | do | W. D. Parkins... | Using abusive and threatening language. | May 26 | do | do | do | Col. Richardson, S.M. |
| do 6 | do | C. L. Walsh..... | Having intoxicated liquor illegally in his possession. | do 6 | Fined \$20, or 14 days' imprisonment. | do | do | do |
| do 25 | do | Ernest Morton... | Horse stealing..... | June 3 | do | do | do | Supt. Deane, J.P. |
| do 23 | do | Jas. Henderson. | Illegal possession of stolen horses. | do 4 | Case dismissed..... | do | do | Col. Richardson, S.M. |
| June 2 | do | James Kenneth. | Vagrancy..... | do 5 | Dismissed with a caution. | do | do | Supt. Deane and Supt. Neale, J.P.s. |
| do 7 | do | Alfred Smith ... | do | do 8 | 3 months' hard labour. | do | do | do |

APPENDIX O.—Return of Criminal and other cases tried in the North West Territories—Continued.

| Date of Arrest or Commitment. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | If tried by Jury. | Where Tried. | By whom Tried. |
|-------------------------------|-------------|-------------------|---|----------------------------------|-----------------------------------|---|-------------------|--------------|-----------------------|
| 1885. | | | | 1885. | | | | | |
| June 6 | Regina. | James Kenneth. | Setting fire to a O.P.R. bridge. | June 23 | 3 years' imprisonment. | | No. | Regina. | Col. Richardson, S.M. |
| do 17 | do | Jas. Goldstraw. | Larceny. | July 2 | One week's hard labour. | | do | do | do |
| do 18 | do | James Kearns. | do | June 19 | do | Case dismissed. | do | do | do |
| do 15 | do | Star Blanket. | Leaving his reserve without authority. | July 2 | do | do | do | do | Supt. Deane, J.P. |
| do 16 | do | Pee-pee-kesis. | do | do 2 | do | do | do | do | do |
| do 23 | do | Alfred Smith. | Larceny. | do 2 | 24 years' imprisonment. | | do | do | Col. Richardson, S.M. |
| July 7 | do | Geo. Robinson. | Assault. | do 13 | 6 months' hard labour. | | do | do | do |
| do 9 | do | Arthur Desbarres | Assaulting a constable in the execution of his duty | do 13 | do | To come up for sentence when called upon. | do | do | do |
| do 13 | do | William Lockey. | Selling intoxicating liquor | do 18 | do | Case dismissed. | do | do | do |
| May 15 | do | Louis Riel. | High treason. | Aug. 1 | To be hanged on 18th Sept., 1885. | | Yes. | do | do |
| Aug. 6 | do | A. Van Lundten | Indecent assault | do 6 | do | Case dismissed. | No. | do | Supt. Deane, J.P. |
| May 19 | do | Pierre Perantean | Treason felony. | do 14 | 7 years' imprisonment. | | do | do | Col. Richardson, S.M. |
| June 1 | do | Pierre Gariepey. | do | do 14 | 3 do | | do | do | do |
| May 19 | do | Pierre Henry. | do | do 14 | 7 do | | do | do | do |
| do 19 | do | Emil Champagne | do | do 14 | do | Discharged. | do | do | do |
| do 19 | do | Maxime Lepine. | do | do 14 | 7 years' imprisonment. | | do | do | do |
| do 19 | do | Albert Monkman | do | do 14 | 7 do | | do | do | do |
| June 1 | do | Alex. Cayen. | do | do 14 | 7 do | | do | do | do |
| July 20 | do | Joseph Delorme. | do | do 14 | do | Discharged. | do | do | do |
| June 1 | do | Phillipe Gariepey | do | do 14 | 7 years' imprisonment. | | do | do | do |
| May 19 | do | Joseph Arcand. | do | do 14 | 1 year's hard labour | | do | do | do |
| do 19 | do | Frs. Tourond. | do | do 14 | do | Discharged. | do | do | do |
| do 19 | do | Patrice Tourond | do | do 14 | do | do | do | do | do |

APPENDIX O.—Criminal and other Cases in the North-West Territories, &c.—Continued.

| Date of Arrest or Commital. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | It tried by Jury. | Where Tried. | By whom Tried. |
|-----------------------------|--------------|--------------------------|--------------------------|----------------------------------|----------------------------------|---|-------------------|--------------|----------------------|
| 1885. | | | | 1885. | | | | | Col Richardson, S.M. |
| July 2 | Regina | Big Bear | Treason felony | Sept. 10 | 3 years' imprisonment. | ..... | Yes. | Regina | do |
| Aug. 7 | do | White Cap | do | do 16 | do | Discharged | do | do | do |
| July 2 | do | Oyott | do | do 16 | 2 years' imprisonment. | ..... | do | do | do |
| do 2 | do | The man they whooped at. | do | do 16 | do ..... | ..... | do | do | do |
| do 2 | do | The Trotter | do | do 16 | do ..... | ..... | do | do | do |
| July 2 | do | The Storm | Treason felony | do 16 | 4 years' imprisonment. | ..... | Yes. | do | do |
| do 2 | do | The Twin | do | do 16 | do ..... | ..... | do | do | do |
| do 2 | do | Little Man | do | do 16 | do ..... | ..... | do | do | do |
| do 2 | do | The Carrot | do | do 16 | do ..... | ..... | do | do | do |
| do 2 | do | Dog Tail | do | do 16 | do ..... | ..... | do | do | do |
| do 2 | do | Underground Child | do | do 16 | do ..... | ..... | do | do | do |
| May 19 | do | Red Bear | do | do 17 | 3 do ..... | ..... | do | do | do |
| June 1 | do | The Lame Man | do | do 17 | 3 do ..... | ..... | do | do | do |
| do 1 | do | Little Crow | do | do 17 | 3 do ..... | ..... | do | do | do |
| do 1 | do | White Dog | do | do 17 | 3 do ..... | ..... | do | do | do |
| May 19 | do | Red Eagle | do | do 17 | 6 months' hard labour. | ..... | do | do | do |
| Sept. 6 | do | John Golden | Assault | do 25 | 1 month hard labour. | ..... | No. | do | do |
| do 6 | do | John Russell | Aggravated assault | do 26 | 2 months' hard labour. | ..... | do | do | do |
| Aug. 10 | do | Euganna | Murder | do 29 | To be hanged on 14th Nov., 1885. | ..... | Yes. | do | do |
| June 1 | do | Red Blanket | Treason felony | do 14 | ..... | Reprived and sent to Manitoba Penitentiary. | Yes. | do | do |
| do 1 | do | Iron Stone | do | do 14 | ..... | Discharged | No. | do | do |
| do 1 | do | Earth | do | do 14 | ..... | do | do | do | do |
| do 1 | do | Biting Eagle | do | do 14 | ..... | do | do | do | do |
| do 1 | do | Measure | do | do 14 | ..... | do | do | do | do |

APPENDIX O.—Criminal and other Cases in the North-West Territories, &c.—Continued.

| Date of Arrest or Committal. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | If Tried by Jury. | Where Tried. | By whom Tried. |
|------------------------------|------------------|--------------------------|---|----------------------------------|---------------------------|------------|-------------------|--------------|--|
| 1884. | | | | 1884. | | | | | |
| Dec. 13 | Regina. | H. Smith | Drunk and disorderly | Dec. 13 | Cautioned | | No. | Moosomin | J. J. McHugh, J.P. |
| do | Pat. Armstrong | John Wilson | Stealing firewood | Jan. 5 | Fined \$1 and costs | Fine paid | do | Qu'Appelle | Leslie Gordon, J.P. |
| 1885. | | | | 1885. | | | | | |
| Jan. 16 | James Fair | Ka-wa-pee | Having complainant's gun in his possession. | do 16 | | Discharged | do | do | do |
| do | Regina | H. Jacobson | Having intoxicating liquor illegally in his possession. | do 16 | | do | do | Moosomin | J. J. McHugh, J.P. |
| do 26 | do | F. Cosmy | Creating a disturbance | do 26 | Cautioned | | do | do | do |
| do 27 | do | E. Ewing | Larceny | do 27 | Fined \$15 and costs | | do | do | W. Johnson, J.P. |
| Feb. 7 | Buckle & Kennedy | W. H. Miller | Obtaining money under false pretences. | Feb. 7 | | Dismissed | do | Moose Jaw | E. C. K. Davis, J.P. |
| do 18 | Regina | J. S. Sullivan | Drunk | do 18 | Fined \$1 and costs | | do | do | J. C. Ross and R. Bogue, J.P's. |
| do 18 | do | do | Having intoxicating liquor in his possession. | do 18 | | Dismissed | do | do | do |
| Mar. 7 | do | V Mallette | Drunk and using abusive language. | Mar. 9 | Fined \$3 and costs. | | do | do | do |
| do 21 | W. Nelson | R. Irvine and G. Irvine. | Assault and battery | do 21 | Fined each \$5 and costs. | | do | Qu'Appelle | Carruthers and Smith, J.P's. |
| Apr. 19 | Regina | A. Kidson | Drunk | Apr. 20 | Fined \$1 and costs | | do | Moose Jaw | J. C. Ross and R. L. Alexander, J.P's. |
| do 27 | do | Alfred Smith | Vagrancy | do 27 | 1 month's imprisonment. | | do | do | J. C. Ross and R. Bogue, J.P's. |
| June 16 | A. Crowe | Michael Larocque | Maliciously injuring a dog by shooting. | June 17 | Fined \$2 and costs | Fine paid | do | Qu'Appelle | S. Cruthers, J.P. |
| do 22 | Regina | George Goldie | Drunk and disorderly | do 22 | | Dismissed | do | do | do |
| do 22 | do | Angus Kennedy | do | do 22 | | do | do | do | do |
| July 9 | R. Tapping | J. Holbrook | Larceny | July 9 | | do | do | Moose Jaw | R. Bogue, J.P. |

| | | | | | | | | | | |
|-------|----|----------------------|---|-------|----|---|----|----|----|--------------------------------------|
| do | 18 | P. O'Keefe | Using a forged pass on O. P. Railway. | do | 20 | 1 month's imprisonment. | do | do | do | R. Bogue and R. L. Alexander, J.P's. |
| do | 18 | do | do | do | 20 | do | do | do | do | do |
| do | 18 | Regina | Having intoxicating liquor illegally in his possession. | do | 18 | Fined \$75 and costs | do | do | do | do |
| do | 10 | do | Drunk and disorderly | do | 11 | Fined \$10 and costs or 7 days' imprisonment. | do | do | do | Qu'Appelle. R. R. Smith, J.P. |
| do | 10 | do | do | do | 11 | do | do | do | do | do |
| do | 10 | do | do | do | 11 | Fined \$3 and costs or 3 days' imprisonment. | do | do | do | do |
| do | 10 | do | Assault and battery. | do | 11 | do | do | do | do | do |
| do | 9 | do | Using obscene language. | do | 11 | do | do | do | do | do |
| do | 12 | do | Selling intoxicating liquor. | do | 13 | \$50 and costs or 1 month imprisonment. | do | do | do | do |
| do | 20 | do | Drunk and disorderly. | do | 21 | \$15 and costs. | do | do | do | do |
| Aug. | 4 | do | Assault and battery. | Aug. | 5 | \$10 do | do | do | do | Moose Jaw |
| do | 4 | do | do | do | 5 | \$10 do | do | do | do | do |
| do | 6 | do | do | do | 5 | \$5 do | do | do | do | do |
| do | 6 | do | Assault | do | 5 | \$5 do | do | do | do | do |
| do | 5 | do | Having intoxicating liquor illegally in his possession. | do | 5 | \$50 do | do | do | do | do |
| do | 17 | do | Drunk and using abusive language. | do | 18 | \$10 do | do | do | do | do |
| do | 24 | do | Drunk | do | 24 | \$4 do | do | do | do | do |
| do | 18 | B. Maston | Non-payment of wages. | do | 18 | do | do | do | do | do |
| do | 25 | Regina | Assault. | do | 25 | \$5 and costs | do | do | do | do |
| do | 28 | Joseph Bovill | Fraud. | do | 28 | do | do | do | do | do |
| Sept. | 16 | Walter Broley | Assault. | Sept. | 16 | \$1 and costs. | do | do | do | do |
| do | 21 | Jas. Thompson | Non-payment of wages. | do | 21 | do | do | do | do | do |
| Aug. | 19 | Regina | Having intoxicating liquor illegally in his possession. | Aug. | 19 | \$50 or 1 week's imprisonment. | do | do | do | do |
| Sept. | 3 | C. E. Miller | Assault and battery. | Sept. | 4 | \$2 and costs | do | do | do | do |
| Nov. | 7 | Wesbrook & Fairchild | Embezzlement. | Nov. | 7 | do | do | do | do | do |
| do | 19 | J. C. Richardson | Breaking the Sabbath ordinance. | do | 19 | do | do | do | do | do |
| do | 19 | do | do | do | 19 | do | do | do | do | do |
| do | 23 | Const. Baker | Larceny | do | 23 | do | do | do | do | do |
| do | 30 | George Irvine | Assault and battery | do | 30 | Fined \$10 and costs | do | do | do | do |

APPENDIX O.—Criminal and other Cases in the North-West Territories, &c.—Continued.

| Date of Arrest or Committal. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | If Tried by Jury. | Where Tried. | By whom Tried. |
|------------------------------|-------------|---------------------|--|----------------------------------|----------------------|---|-------------------|--------------|--------------------------------------|
| 1884. | | | | 1884. | | | | | |
| Dec. 2 | Regina..... | Jas. Collins..... | Drunk and disorderly..... | Dec. 3 | Fined \$10 and costs | Vag act..... | No. | McLeod..... | Supt. Cotton and Dr. Kennedy, J.P's. |
| do 2 | do | A. H. Henev..... | do | do 4 | Dismissed..... | ..... | do | do | do |
| do 2 | do | J. Johnson..... | do | do 4 | do | ..... | do | do | do |
| 1885. | | | | 1885. | | | | | |
| Jan 12 | do | E. J. Uly..... | Watch stealing..... | Jan. 20 | 15 mos. h. labour... | ..... | do | do | Col. McLeod, S.M. |
| Feb 19 | do | The Crow..... | Larceny..... | Mar. 16 | 2 mos. hard labour. | ..... | do | do | do |
| Mar. 1 | do | Piegan Indian..... | do | do 16 | do | ..... | do | do | do |
| do 2 | do | Oro Talker..... | Horse stealing..... | do 20 | Dismissed..... | ..... | do | do | Inspr. Antrobus, J. P. |
| do 5 | do | Iron Shirt..... | do | Apr. 4 | 2 mos. hard labour | ..... | do | do | Col. McLeod, S.M. |
| do 12 | do | John Munroe..... | do | do 4 | Dismissed..... | ..... | do | do | Inspr. Antrobus, J. P. |
| do 20 | do | Broken Leg..... | Larceny..... | do 4 | 2 mos. hard labour | ..... | do | do | Col. McLeod, S.M. |
| do 22 | do | Jas. Johnson..... | do | Mar. 26 | Dismissed..... | ..... | do | do | Inspr. Antrobus, J. P. |
| do 23 | do | A. B. Bald..... | Assault..... | do 31 | do | ..... | do | do | Dr. Kennedy, J. P. |
| do 28 | do | Red Leggins..... | Horse stealing..... | Apr. 4 | do | ..... | do | do | Col. McLeod, S.M. |
| do 28 | do | Orp Eared Wolf..... | do | do 4 | do | ..... | do | do | do |
| May 1 | do | Geo. Shepherd..... | Assault..... | May 1 | Fined \$5 and costs | Fine paid..... | do | do | Inspr. Antrobus, J. P. |
| June 2 | do | J. Ootville..... | Horse stealing..... | June 8 | 3 mos. hard labour | ..... | do | do | Col. McLeod, S.M. |
| do 6 | do | D. Fraser..... | Having liquor illegally in his possession. | do 6 | Fined \$100 & costs | Fined paid, half to informer; liquor destroyed. | do | do | Inspr. Antrobus, J. P. |
| do 6 | do | Chas. Bryers..... | do | do 6 | Fined \$200 & costs | do | do | do | do |
| do 12 | do | A. Lachappelle..... | do | do 6 | Dismissed..... | No evidence..... | do | do | do |
| do 26 | do | T. Foley..... | do | do 26 | Fined \$50 and costs | Fine paid; liquor destroyed. | do | do | do |
| do 26 | do | J. E. Noel..... | Selling intoxicating beer. | do 26 | Dismissed..... | ..... | do | do | do |
| do 26 | do | A. Lester..... | Gambling on premises... | do 26 | Fined \$10 and costs | Fine paid..... | do | do | do |
| do 26 | do | U. Dickinson..... | Gambling..... | do 26 | do | do | do | do | do |
| do 26 | do | G. Thessimer..... | do | do 26 | Dismissed..... | No evidence..... | do | do | do |
| do 26 | do | John Dowser..... | do | do 26 | do | do | do | do | do |
| do 26 | do | John Foy..... | do | do 26 | do | do | do | do | do |

APPENDIX O.—Criminal and other Cases in the North-West Territories, &c.—Concluded.

| Date of Arrest or Committal. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | Remarks. | If Tried by Jury. | Where Tried. | By whom Tried. |
|------------------------------|--------------|------------------------------|--|----------------------------------|---|-----------------------------|-------------------|--------------|--|
| 1885. | | | | 1884. | | | | | |
| Oct. 26 | Regina | J. Burgynne | Having liquor illegally in possession. | Sept. 26 | Dismissed | | No. | McLeod | Supt. Cotton, J.P. |
| Nov. 2 | do | Yellow Plume | Malicious injury to property. | Nov. 3 | Committed for trial | | do | do | Insp. Antrobus, J.P. |
| do 5 | do | E. Hesson | Supplying a treaty Indian with liquor. | do | 5 6 mos. with hard labour, and fined \$300 and costs. | Fine not paid | do | do | Insp. Antrobus and Dr. Kennedy, J.P.'s. |
| do 7 | do | W. Wilson | Having liquor illegally in possession. | do | 7 Fined \$100 & costs | Fine paid | do | do | Insp. Antrobus, J.P. |
| do 9 | do | A. Lester | do | do | 9 Fined \$300 & costs | do | do | do | do |
| do 14 | do | J. McCune | Supplying treaty Indians with liquor. | do | 14 6 mos. hard labour and fined \$300 and costs. | Fine | do | do | do |
| do 16 | do | Joseph Healey (Blood Indian) | Supplying liqr. to Indians | do | 18 Dismissed | Insufficient evidence | do | do | Dr. Kennedy, J.P. |
| do 18 | do | D. Gairas | Having liquor illegally in possession. | do | 19 Fined \$200 & costs | Fine paid | do | do | Insp. Antrobus, J.P. |
| do 19 | do | Mrs. Dowser | do | do | 19 Fined \$75 and costs | do | do | do | do |
| do 24 | do | A. Cyr | Giving intoxicant to an Indian. | do | 30 Fined \$300 & costs | do | do | do | Supt. Cotton and Insp. Antrobus, J.P.'s. |
| do 24 | do | A. Pelletier | Gambling | do | 30 Fined \$10 and costs | do | do | do | Insp. Antrobus, J.P. |
| do 27 | do | W. Wagner | Assaulting a squaw | do | 27 Dismissed | | do | do | Supt. Cotton, J.P. |

NORTH-WEST MOUNTED POLICE.

RETURN of Casual Cases Tried and Prisoners Confined at Battleford, N.W.T., during year ended 30th November, 1885.

| Name of Prisoners. | Date of Arrest. | Charge. | Remarks. | By whom Committed. | By whom Tried. | Result of Trial. | | |
|------------------------------|-----------------|--|---|---------------------|---------------------|-------------------------------|-------------------|--------------------|
| | | | | | | Sentence. | Date of Sentence. | Date of Discharge. |
| 1885. | | | | | | | | |
| Tom Favel..... | Jan. 17 | Fraud and wilful im- position. | Obtained money un- der false pretences from Indian Agent. | L. N. F. Crozier .. | C. B. Rouleau, S.M. | 6 months' imp hard labour. | 1885. Jan. 20 | 1885. July 20 |
| Jean Baptiste..... | Mar. 7 | Breaking into store- house. | Red Pheasant's Re- serve. | do .. | do .. | Dismissed | July 26 | do 26 |
| Joseph Ducharme. | April 3 | Suspicion of being a rebel. | Released on parole by Col. Otter. | ..... | ..... | ..... | ..... | May 13 |
| Joseph Vandal..... | do 3 | do .. | do .. | ..... | ..... | ..... | ..... | do 13 |
| Peter Sinclair..... | do 3 | do .. | do .. | ..... | ..... | ..... | ..... | do 13 |
| Joseph Nolin, jun. | do 3 | do .. | do .. | ..... | ..... | ..... | ..... | do 13 |
| Lynn Short..... | Mar. 29 | do .. | do .. | ..... | ..... | ..... | ..... | do 13 |
| Joseph Nolin, sen. | do 29 | do .. | do .. | ..... | ..... | ..... | ..... | do 14 |
| Basil Lafonde..... | do 29 | do .. | do .. | ..... | ..... | ..... | ..... | do 14 |
| Moise Sayer..... | do 29 | Petty larceny..... | ..... | ..... | ..... | ..... | ..... | do 14 |
| Goodwin Marchand | do 28 | Suspicion of being a rebel and selling ammunition to the Indians. | Released by Gen Middleton | F. J. Dickens, J.P. | Judge Rouleau..... | Dismissed | June 29 | June 29 |
| Alex. Bremner..... | April 3 | Suspicion of being a rebel. | Released on parole by Col. Otter. | ..... | ..... | ..... | ..... | May 13 |
| Alexis Dennison... | May 2 | High treason..... | do .. | ..... | ..... | ..... | ..... | ..... |
| J. M. Skelton..... | April 15 | Larceny..... | Dismissed by F. J. Dickens, J.P. | ..... | ..... | ..... | ..... | do 18 |
| Henry Sayer..... | do 26 | High treason..... | ..... | F. J. Dickens, J.P. | ..... | ..... | ..... | ..... |
| Chas. Bremner.... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | July 4 |
| James Bremner.... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Wm. Frank..... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Baptiste Sayer.... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Poundmaker..... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Yellow Mud Blanket | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Lean Man..... | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |
| Breaking Through the Ice. | do 26 | do .. | ..... | do .. | ..... | ..... | ..... | do 4 |

Return of Casual Cases Tried, &c., at Battleford, N.W.T., during year ended 30th November, 1885—Continued.

| Name of Prisoners. | Date of Arrest. | Charge. | Remarks. | By whom Committed. | By whom Tried. | Result of Trial. | | | |
|----------------------------------|-----------------|--|----------------------------------|---------------------|---------------------|-----------------------------|-------------------|--------------------|---------------------------|
| | | | | | | Sentence. | Date of Sentence. | Date of Discharge. | Remarks. |
| | 1885. | | | | | | | | |
| Ikia (crooked leg) | do 26 | Murder of Payne..... | ..... | F. J. Dickens, J.P. | Judge Rouleau ... | Death ... | Oct. 5 | Nov. 27 | Executed 27th Nov., 1885. |
| Waywahnitob (man without blood). | do 26 | do Fremont..... | ..... | do | do | do | do | do | do |
| A. Falco | do 26 | Larceny | Dismissed by F. J. Dickens, J.P. | do | ..... | ..... | ..... | ..... | ..... |
| Fred. Armonson .. | do 27 | Horse stealing ..... | ..... | do | C. B. Rouleau, S.M. | 3 months' hard labour. | June 29 | Sept. 28 | ..... |
| Basil Favel. | do 27 | do ..... | ..... | do | do | do | do | do | do |
| Edward Francis ... | do 27 | do ..... | ..... | do | do | 6 years' penitentiary. | do | do | Date sent down |
| Natoose | do 27 | do ..... | ..... | do | do | do | do | do | do |
| Wm. Favel | do 28 | Larceny | Dismissed by F. J. Dickens, J.P. | do | ..... | ..... | ..... | ..... | ..... |
| Jas. Henault | do 28 | do ..... | ..... | do | ..... | ..... | ..... | ..... | ..... |
| Louison Sayer | June 10 | Illegal possession of I. J. D. property. | ..... | do | C. B. Rouleau, S.M. | 2 months' imp hard labour. | June 27 | Aug. 27 | ..... |
| Joseph J. Homme.. | do 10 | do | Dismissed by F. J. Dickens, J.P. | do | ..... | ..... | ..... | ..... | ..... |
| G. Villebeau | do 10 | do ..... | ..... | do | C. B. Rouleau, S.M. | Dismissed ..... | ..... | do | do |
| Jacob (Indian) | do 12 | Larceny ..... | ..... | do | do | 1 months' imp hard labour | June 27 | July 27 | ..... |
| Peter Decateau.... | do 12 | Illegal possession of property. | ..... | do | do | 2 do | do | do | ..... |
| Tahatgan..... | do 12 | Larceny ..... | ..... | do | do | 2 years' penitentiary. | do | do | ..... |
| Kopyekaniskmo.. | do 12 | Horse stealing | Dismissed by F. J. Dickens, J.P. | do | ..... | ..... | ..... | do | do |
| Kopouansit | do 12 | do | do | do | ..... | ..... | ..... | do | do |
| Louis Goulet | do 12 | High treason | Sent to Regina for trial. | do | ..... | ..... | ..... | do | do |
| Cheseenus..... | do 16 | Larceny ..... | ..... | do | C. B. Rouleau, S.M. | 6 years' imp. penitentiary. | June 29 | do | do |
| Mistatumawas | do 15 | Assault and larceny | ..... | do | do | 6 do | do | do | do |

| | | | | | | | | | | | | |
|--------------------------|------|----|-------------------------------------|--|---------------------------------|-------|---------------------|---|----------|---------|--------------------------|--------------------------|
| Joseph Henault.... | do | 17 | Illegal possession of property..... | ..... | do | ... | do | ... | do | 29 | do | 4 |
| Charles Payacks.... | do | 19 | Horse stealing..... | ..... | do | ... | do | ... | do | 29 | do | 4 |
| Leon Francis..... | do | 19 | do | ..... | do | ... | do | ... | do | 29 | do | 4 |
| Wm. Latimer..... | do | 20 | Assault..... | Dismissed by F. J. Dickens, J.P., and J. Scott, J.P. | do | ... | do | ... | do | June 20 | do | 20 |
| Chas. White..... | do | 20 | do | Dismissed by F. J. Dickens, J.P. | do | ... | do | ... | do | 20 | do | 20 |
| Louis Capiette..... | do | 26 | Treason..... | ..... | do | ... | do | ... | do | July 4 | do | 4 |
| David Poitras..... | do | 26 | Illegal possession of property..... | Discharged by F. J. Dickens, J.P. | F. J. Dickens, J.P. | ... | U. B. Rouleau, S.M. | Dismissed..... | do | 22 | do | 22 |
| Kasenowaysi..... | July | 2 | Stealing cattle..... | ..... | do | ... | do | ... | do | 7 | do | 7 |
| Papquositaunce.... | do | 2 | do | ..... | F. J. Dickens, J.P. | ... | C. B. Rouleau, S.M. | 6 years' penitentiary. | July 22 | do | 23 | Sent down 23rd July, '85 |
| Seahkatamo..... | do | 2 | do | ..... | do | ... | do | do | do | 22 | do | 23 |
| Wesaakewen..... | do | 2 | do | ..... | do | ... | do | do | do | 22 | do | 23 |
| Manitoose..... | do | 3 | Murder..... | ..... | do | ... | do | Death..... | Nov. 27 | do | Executed 27th Nov, 1885. | |
| Cleophas Sayer.... | June | 27 | Horse stealing..... | ..... | do | ... | do | Remanded, tried 1st Sep, '85; dismissed | July 23 | do | do | |
| Thomas House..... | do | 27 | do | Dismissed by F. J. Dickens, J.P. | ..... | ..... | ..... | ..... | do | 15 | do | 15 |
| Joseph Nolin..... | do | 27 | Larceny..... | ..... | F. J. Dickens, J.P. | ... | ..... | ..... | June 30 | do | do | 30 |
| Four Sky Thunders | July | 4 | Treason and arson... | One of Big Bear's councillors; surrendered. | A. D. Stewart and J. P. Sharpe. | ... | U. B. Rouleau, S.M. | 14 years' penitentiary. | Sept. 24 | do | 13 | Sent down. |
| Miserable Man.... | do | 4 | Murder..... | Surrendered..... | do | ... | do | Death..... | do 24 | do 27 | do 27 | Executed 27th Nov, 1885. |
| Bright Eyes (grey eyes). | do | 4 | Treason felony..... | do | do | ... | do | Dismissed..... | ..... | do 10 | do 10 | |
| The Talker (light eyes). | do | 4 | do | do | do | ... | do | do | do | do 10 | do 10 | |
| Hawk Talking.... | do | 4 | do | do | do | ... | do | do | do | do 10 | do 10 | |
| Kahpayees..... | do | 4 | do | do | do | ... | do | do | do | do 10 | do 10 | |
| Kahpaytoosku.... | do | 4 | do | do | do | ... | do | do | do | do 10 | do 10 | |
| Big Belly, alias Louis | do | 8 | Arson..... | Burning Oliver's mill | F. J. Dickens, J.P. | ... | do | 14 years' penitentiary. | July 22 | do 23 | do 23 | Sent down. |
| Kahpachas..... | do | 8 | Treason felony..... | Brought in Lavalee's scouts. | A. D. Stewart and J. P. Shape. | ... | do | 4 do | Sept. 24 | do 13 | do 13 | |
| Old Camp..... | do | 8 | do | do | do | ... | do | Dismissed..... | ..... | do 10 | do 10 | |
| Black Star..... | do | 8 | do | do | do | ... | do | do | do | do 10 | do 10 | |
| White Face..... | do | 10 | Horse stealing..... | ..... | F. J. Dickens, J.P. | ... | C. B. Rouleau, S.M. | 6 yrs. penitentiary. | July 22 | do 23 | do 23 | Sent down 27th July, '85 |

RETURN of Casual Cases Tried, &c., at Battleford, N.W.T., during Year ended 30th November, 1885 - Continued.

| Name of Prisoners. | Date of Arrest. | Charge. | Remarks. | By whom Committed. | By whom Tried. | Result of Trial. | | |
|------------------------------------|-----------------|---|---|---------------------|---------------------------------|------------------|-------------------|---------------------------|
| | | | | | | Sentence. | Date of Sentence. | Date of Discharge. |
| | 1885. | | | | | 1885. | 1885. | |
| The Thigh | July 10 | Suspected of having been with Big Bear | Dismissed by F. J. Dickens, J.P. | Stewart & Sharpe. | C. B. Rouleau, S.M. | Oct. 21 | Oct. 10 | |
| Pah-che we | do 15 | do | do | do | do | do 30 | do 30 | Sent down 30th Sept., '85 |
| Whiteman (Wahpi-ah) | do 15 | do | do | do | do | do | do | do |
| Eaueh | do 6 | Larceny | Dismissed by F. J. Dickens. | do | do | do | July 9 | do |
| Cleophon Sayer | June 4 | Illegal possession of a tent. | do | do | do | do | June 5 | do |
| Pierre Blondin | July 5 | Larceny | do | do | C. B. Rouleau, S.M. | do | July 6 | do |
| Wm. Brunneau, Lt. Infantry. | do 5 | do | do | W. J. McLean, J.P. | do | do | do 24 | do |
| Jno. Gauthier, "A." | do 27 | do | Military prisoner. | Capt. Drury | do | do | do 31 | do |
| Batte y, R. C. A. | do 27 | do | do | do | do | do | do | do |
| I. Lemquin, "A." | do 27 | do | do | do | do | do | do | do |
| Rattery, R. C. A. | Aug. 7 | Implicated in murder of Bernard Tremont | do | Coro'r P. G. Laurie | C. B. Rouleau, S.M. | do | Aug 3 | do |
| Tetaugeeka (white ox). | do 7 | do | do | do | do | do | do 20 | do |
| Shinachap (black blanket). | do 7 | do | do | do | do | do | do 20 | do |
| Keonkeska | do 7 | do | do | do | do | do | do 20 | do |
| Niantaneah | do 7 | do | do | do | do | do | do 20 | do |
| Oapin-a-way-win (casting his hair) | do 8 | Treason felony | do | Stewart & Sharpe. | do | Oct. 8 | do 30 | Sent down 30th Sept., '85 |
| Mas-sin-ass (spotted). | do 22 | do | do | do | do | do | do 30 | do |
| Pic-ashew (taking the lives) | do 23 | do | do | do | do | do | do 30 | do |
| Cleof has Sayer | Sept. 7 | Larceny | Case dismissed by Inspector F. J. Dickens Brought from Saddle Lake; wanted at Edmonton. | do | do | do | Sept. 9 | do |
| Pus quit-ac | do 29 | do | do | do | Sent down to Fort Saskatchewan. | do | Oct. 12 | do |

RETURN of Casual Cases Tried, &c., at Battleford, N.W.T., during Year ended 30th November, 1885—Concluded.

| Name of Prisoners | Date of Arrest. | Charge. | Remarks. | By whom Committed. | By whom Tried. | Result of Trial | | |
|--|-----------------|---|--|-----------------------------------|---------------------|------------------------------|-------------------|--------------------|
| | | | | | | Sentence. | Date of Sentence. | Date of Discharge. |
| | 1885. | | | | | | | |
| Kah-cha-wah-pas (old man). | Aug. 1 | Horse stealing | | Stewart & Sharpe. | C. B. Rouleau S.M. | 6 yrs. penitentiary. | Sept. 24 | 1885. |
| Ota-mah-tah-seka-we-you (the erect man). | do | do | | do | do | 2 yrs. penitentiary. | do | do |
| Tah-sah-wah-chaw (he sings as he sails). | do | Treason felony | Discharged by C. B. Rouleau, S.M. | | | | | Oct. 10 |
| Kah-so-kah-ka-pas (stror. g blanket) | do | do | do | | | | | do |
| Ilkta (Crooked leg) | April 26 | Murder of Payne | | F. J. Dickens, J.P. | C. B. Rouleau S.M. | Death | Oct. 5 | Nov. 27 |
| Nah-pase or Pewah-bisk-wee (Iron body). | | Murder of Dill | Arrived from Regina, 1st Oct., 1885. | Stewart & Sharpe | do | do | do | do |
| Kit-ah-wah ke-ni (miserable man). | July 4 | Murder of Gouir | | do | do | do | do | do |
| Wm. Todd | Sept. 23 | Drunkennes | Discharged by C. B. Rouleau, S.M. | | | | | Sept. 25 |
| Patrick Ouellette. | do | do | do | | | | | do |
| Louis Flammand. | do | do | do | | | | | do |
| Wm. Frack. | do | do | do | | | | | do |
| Pierre. | do | do | do | | | | | do |
| Goodwin Marchand | do | Illegally in possession of intoxicants. | Pleaded guilty | C. B. Rouleau, S.M. | C. B. Rouleau, S.M. | Fined \$50 and costs. | do | do |
| Cleophas Sayer | do | Illegal possession of a stove. | Discharged by F. J. Dickens, J.P. | | | | | Sept. 25 |
| And-6 Nault | July | Treason felony | Arrived back from Regina, 20th Oct., '85 | J. P. Sharpe, J.P. | C. B. Rouleau, S.M. | Remanded 'til 25th Mar., '86 | | |
| Abraham Montour. | do | do | do | do | do | do | | |
| Calbert Haplante. | do | Larceny | Arrived from Prince Albert, 20th Oct., '85 | do | do | 4 mos. imp. hard labour. | Oct. 24 | |
| Black Bird | do | Treason felony | do | Discharged by C. B. Rouleau, S.M. | | | | Oct. 24 |

| | | | | | | | | |
|-----------------------------|-------|----------------------|----|-----|--|------------------------------|---------|-------|
| Wah-pah-hoo (white owl). | ..... | Horse stealing | do | ... | J. P. Sharpe, J.P. (C. B. Rouleau, S.M.) | 6 mos. imp., hard labour. | Oct. 24 | ..... |
| French Tom ..... | ..... | Treason felony | do | ... | Discharged by C. B. Rouleau, S.M. | ..... | Oct. 24 | ..... |
| Little Chief ..... | ..... | do | do | ... | do | ..... | do | 24 |

L. N. F. CROZIER,
Assistant Commissioner.

BATTLEFORD, N.W.T., 30th November, 1885.

RETURN of Casual Cases Tried, &c., at Calgary, N.W.T., during Year ended 30th November, 1885—Continued.

| Date of Arrest or Commital. | Prosecutor. | Defendant. | Nature of Offence. | Penalty. | Remarks. | Where Tried. | By whom Tried. | Remarks, &c., as to Trial. |
|-----------------------------|-------------|----------------------|---|--|--|--------------|------------------------------------|------------------------------|
| 1884. | | | | | | | | |
| Dec. 2 | Regina. | Fred. Butler | Drunk and disorderly | \$20 and costs or 1 month's hard labour | Fine paid | Calgary ... | W. M. Herchmer and T. Dowling. | Committed by T. Dowling. |
| do 3 | do | do | Assault | \$10 or 1 month's hard labour. | do | do ... | Col. McLeod | |
| do 5 | do | M. D. Gagnier | Liquor illegally in possession at Silver City. do ..... | ..... | Case dismissed | do ... | W. D. Antrobus | |
| do 5 | do | G. D. Lacout | do ..... | ..... | do | do ... | do | |
| do 26 | do | A. Leighton | Giving false information in reference to liquor. | \$50 and costs or 1 month's hard labour | Imprisoned | do ... | W. M. Herchmer | |
| do 30 | do | S. Cappete | Drunk and disorderly | \$20 and cos's or 1 month's hard labour | Fine paid | do ... | do and T. Dowling. | |
| do 30 | do | W. Fisk | Gambling ..... | ..... | Case dismissed | do ... | W. M. Herchmer | |
| do 30 | do | J. Sims | Illegally selling liquor .. | ..... | do | do ... | do | |
| do 30 | do | f. Beaudouin | do ..... | ..... | do | do ... | do | |
| 1885. | | | | | | | | |
| Jan. 1 | do | W. Farrington | Drunk and disorderly | \$20 and costs or 1 month's hard labour | Fine paid | do ... | do and T. Dowling. | Committed by W. M. Herchmer. |
| do 1 | do | Fred. Gieson | Liquor illegally in possession. | \$200 and costs or 6 months' hard labour | do | do * | W. M. Herchmer | |
| do 6 | do | A. Christie | Feloniously and maliciously attempting to shoot. | 12 do | Imprisoned (escaped 19th May). | do ... | Col. McLeod | |
| do 15 | do | A. C. Newsome | Assault | \$5 and costs or 7 days' hard labour. | Fine paid (bound over to keep the peace) | do ... | W. M. Herchmer | |
| do 12 | do | N. A. Kempton | Liquor illegally in possession at Laggan. | \$200 and costs or 6 months' hard labour | Fine paid | do ... | do | |
| do 1 | do | G. Scott | Assault | \$10 and costs or 1 month's hard labour | do | do ... | do | |
| do 1 | do | do | Drunk and disorderly | do | do | do ... | do and T. Dowling. | |
| do 29 | do | C. A. Campbell | do | \$10 and costs, in default levied by distress. | do | do ... | W. M. Herchmer and W. D. Antrobus. | |
| Feb. 1 | do | G. B. Elliott | Embezzlement ..... | ..... | Case dismissed | do ... | Col. McLeod | do |

| | | | | | | | | | | | |
|-------|----|----|---------------------------------|--|--|--|--|---|----|--------------------------------|---|
| do | 11 | do | The Crooked Kid | Vagrancy | | | | Admitted and discharged. | do | W. M. Herchmer and T. Dowling. | do |
| do | 11 | do | T. Fisk | Stealing and having stolen property in possession. | | | | Dismissed | do | Col. McLeod | do |
| do | 13 | do | W. Blair | Larceny | \$200 and costs or 6 months' hard labour | | | do | do | V. Dowling | do |
| do | 13 | do | A. Anderson | Illegally importing liquor into N.W.T. | | | | Fine paid | do | W. M. Herchmer | do |
| do | 13 | do | B. McCallum | do | \$50 and costs or 3 months' hard labour | | | do | do | do | do |
| do | 27 | do | Chief Child (Blackfoot Indian). | Dangerous lunatic | | | | Imprisoned | do | do | do and released after short time by Lt.-Gov. Dewdney. |
| Mar. | 7 | do | J. Fleming | Larceny | 2 months' hard labour | | | do | do | Col. McLeod | Committed by G. Murdoch. |
| do | 4 | do | P. Duchamp | Arson | | | | Case dismissed | do | T. Dowling and G. Murdoch. | |
| April | 26 | do | W. P. Walsh | Vagrancy | 4 days' imprisonment | | | Imprisoned | do | G. Murdoch. | |
| May | 1 | do | do | do | 3 do hard labour | | | do | do | do | |
| do | 18 | do | do | Dangerous lunatic | | | | do | do | do | |
| do | 16 | do | W. Compton | Illegally selling liquor | \$200 and costs or 6 months' hard labour | | | Imprisoned, but released on account of ill health by order of Governor General. | do | T. Dowling | Released by Lt.-Gov. Dewdney. |
| do | 26 | do | Jas. Goss | Liquor illegally in possession. | | | | Case dismissed | do | do | |
| do | 26 | do | J. Goddowton | Illegally selling liquor at Banff. | \$200 and costs or 6 months' hard labour | | | Imprisoned | do | do | |
| June | 1 | do | J. Sindow | Illegally selling liquor at Calgary | do | | | Fine paid | do | do | |
| do | 4 | do | C. Gilbert | Horse stealing | | | | Escaped 5th June | do | do | |
| do | 17 | do | do | Prison breaking and murder in Dakota. | | | | Remanded 8 days and handed over to Chief of Police on July 11 by order of Colonel Richardson. | do | do | |
| do | 7 | do | H. Wentworth | Firing a revolver in streets. | \$50 and costs or 2 months' hard labour | | | Imprisoned | do | G. Murdoch | |
| Aug. | 1 | do | J. Lewis | Larceny | 3 months' hard labour | | | do | do | Col. McLeod | |
| do | 4 | do | J. Dickie | Selling liquor to Indians. | | | | Case dismissed | do | W. M. Herchmer | |
| do | 4 | do | Yellow Horse | Stolen property in possession. | | | | do | do | do | |
| do | 4 | do | C. Flint | Liquor illegally in possession. | \$50 and costs or 2 months' hard labour | | | Fine paid | do | do | |
| do | 4 | do | D. McNeale | Illegally selling liquor | \$100 and costs or 6 months' hard labour | | | do | do | do | |
| do | 14 | do | A. McDonald | Shooting with intent. | | | | Case dismissed | do | S. Steele | |
| do | 17 | do | T. McLeod | Illegally selling liquor | \$75 and costs or 3 months' hard labour | | | | do | T. A. McLean | |

RETURN of Casual Cases Tried, &c., at Calgary, N.W.T., during Year ended 30th November, 1885—Continued.

| Date of Arrest, or Commitment. | Prosecutor. | Defendant. | Nature of Offence. | Penalty. | Remarks. | Where Tried. | By whom Tried. | Remarks, &c., as to Trial. |
|--------------------------------|-------------|--------------------|-----------------------------------|--|--|--------------|----------------------------------|-----------------------------|
| 1885. Aug. 25 | Regina.. | John (an Indian) | Drunk and disorderly | 7 days' hard labour.. | Imprisoned | Calgary... | W. M. Herchmer and T. Dowling. | |
| do | do | John Beaudoree. | Illegally selling liquor .. | ..... | Case withdrawn, In- former Geo. Mercier having been com- mitted for perjury by G. Murdoch, Mayor of Calgary. | do | W. M. Herchmer..... | |
| do | do | J. S. Clarke | do | ..... | do | do | do | |
| do | do | A. Goyette | do | ..... | do | do | do | |
| do | do | W. Ingram | do | ..... | do | do | do | |
| do | do | P. McNeale | Illegally selling liquor... | ..... | do | do | W. M. Herchmer..... | |
| do | do | do | do | ..... | do | do | do | |
| do | do | T. Barton..... | Drunk..... | 50c. and costs or 6 days imprisonment | do | do | G. Murdoch | |
| Sept 5 | do | do | do | ..... | do | do | do | |
| Aug 25 | do | G. Mercier..... | Illegally selling liquor .. | \$200 and costs or 6 months' hard labour | do | do | do | |
| do | do | do | Perjury ..... | ..... | do | do | do | Discharged by Judge Travis. |
| do | do | do | House-breaking ..... | ..... | do | do | Judge Travis, S.M.... | |
| Sept. 5 | do | G. T. Stump..... | Assault, &c | 6 months' hard labour | do | do | do | |
| do | do | J. Weir | do | ..... | Case withdrawn..... | do | do | |
| do | do | Wm. Brown | Liquor illegally in pos- session. | \$200 and costs or 6 months' hard labour | Imprisoned..... | do | W. H. Herchmer..... | |
| do | do | do | Drunk ..... | ..... | do | do | do | |
| do | do | J. Whitford | do | ..... | Case dismissed on giving information where he obtained the liquor. | do | do | |
| do | do | do | Selling liquor illegally... .. | ..... | Case dismissed | do | do | |
| do | do | do | do | ..... | Fine paid..... | do | do | |
| do | do | W. O'Brien | do | \$50 and costs or 1 month's hard labour | do | do | do | |
| do | do | J. Phillips..... | do | \$200 and costs or 6 months' hard labour | do | do | do | |
| Oct. 8 | do | J. Compton..... | Assault with intent..... | 12 mos. hard labour. | do | do | do | |
| do | do | J. Shea..... | do | ..... | Imprisoned | do | Judge Travis and W. M. Herchmer. | Committed by G. Murdoch. |
| do | do | do | do | ..... | do | do | do | do |
| do | do | M. McGrath | do | 12 do | do | do | Judge Travis | do |
| do | do | J. Shea..... | do | 18 do | do | do | Judge Travis | do |

Return of Casual Cases Tried, &c., at Calgary and Prince Albert, N.W.T., during Year ended 30th November, 1885—Continued.

| Date of Arrest or Committal. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | If tried by Jury. | Where Tried. | By whom Tried. | Remarks. |
|------------------------------|----------------------|---------------------|---|----------------------------------|--|-------------------|--------------------|-------------------------------------|---|
| 1885. | | | | 1885. | | | | | |
| Aug. 2 | Regina..... | A. Perchete | Obtaining goods under false pretences. | ..... | Case withdrawn ..... | ..... | do | Judge Travis. | |
| Sept. 5 | do | P. McAndrews..... | Larceny..... | ..... | Case dismissed ..... | ..... | do | do | |
| do 6 | do | J. Weir | Assault ..... | ..... | Case withdrawn ..... | ..... | do | do | |
| do 8 | do | G. B. Elliott..... | Dangerous lunatic..... | ..... | Sent to asylum..... | ..... | do | W. M. Herchmer..... | |
| do 28 | do | J. McLeod..... | Stealing timber..... | ..... | Case dismissed..... | ..... | do | Judge Travis. | do |
| Jan. 14 | do | Boss Bull..... | Trying to obtain money under false pretences. | Jan. 17 ..... | ..... | No. | Carlton..... | Supt. Gagnon, J.P. .. | Case remanded. |
| Feb. 5 | do | John Brown..... | Having intoxicating liquor in his possession. | Feb. 6 | Fined \$20 and costs | do | Prince Albert..... | J. J. Campbell, J.P. .. | Fine paid. |
| do 10 | do | Wm. C. Ramsey..... | Illicit traffic in spirituous liquors. | do 10 ..... | ..... | do | do | Capt. Young, J.P. | Case dismissed |
| do 16 | do | P. Armstrong..... | Making intoxicating liquors. | ..... | ..... | do | do | Capt. Young and Clark, J.P.'s | |
| do 18 | do | Starpith | do ..... | ..... | ..... | do | do | do | |
| do 16 | do | Andrew Agnew..... | do ..... | ..... | ..... | do | do | do | |
| do 24 | Guillaume McKay..... | Joseph Trotter..... | Larceny..... | Feb. 24 | Committed for trial. | do | Carlton..... | A. Mitchell, J.P. | Escaped 28th May, 1885. |
| do 26 | Regina..... | Joseph Tompkins.. | Theft..... | do 27 ..... | ..... | do | do | Supt. Gagnon, J.P. | Case remanded but never finished. |
| do 28 | R. Pritchard | Frank Shea..... | Maliciously wounding a dog. | do 28 | Fined \$20 and costs or 2 months' hard labour. | do | Prince Albert..... | O. V. Hughes, J.P. | 2 mos'. hard labour. |
| March 23 | Regina..... | William Slater..... | Inticing half-breeds to commit a breach of peace. | March 25 ..... | ..... | do | do | J. J. Campbell, J.P. .. | Released 25th May, 1885. |
| April 1 | do | Chas. Nolin..... | Suspected rebels | May 23 ..... | ..... | do | do | A. B. Sproat, J.P. | Surrendered himself; released 23rd May, 1885. |
| do 1 | do | Thomas Scott..... | do | do 23 ..... | ..... | do | ..... | ..... | Arrested by order of Commissioner; released 23rd May, 1885; sent to Regina. |

RETURN of Casual Cases Tried, &c., at Prince Albert and Edmonton, N.W.T., during Year ended 30th November, 1885—Continued.

| Date of Arrest or Commitment. | Prosecutor. | Defendant. | Nature of Offence. | Date of Conviction or Acquittal. | Penalty. | If Tried by Jury. | Where Tried. | By Whom Tried. | Remarks. |
|-------------------------------|--------------|-----------------------------------|------------------------------|----------------------------------|---|-------------------|--------------|------------------------------------|-------------------------------|
| 1885. | | | | 1886. | | | | | |
| July 2 | Regina | Big Bear | Rebel | | Arrested at Carlton. | | | | Sent to Regina. |
| do 2 | do | Fifteen Indians (Big Bear's band) | Rebels | | do | | | | do |
| June 3 | do | Philip Guarddepy. | Suspected rebels | | Arrested at South Branch. | | | | |
| do 5 | do | White Dog | do | | Arrested at Duck Lake. | | | | Sent to Regina. |
| July 19 | do | Frank Thomas, or Curly Hair Bear. | Stealing | | Arrested at Carrot River. | No. | | | Sent to Battleford. |
| do 19 | do | Little Chief | Treason felony | | do | do | | | do |
| do 19 | do | Kamabough | Stealing | | do | do | | | Committed suicide, |
| do 28 | do | do | Committed suicide | | Premeditated suicide | Yes | Prince Alb't | Dr. Bain, Coroner | 28th July, 1885. |
| Aug. 26 | do | Wa-ha-pa-boo | Stealing horse | | Arrested at Duck Lake. | | | | Sent to Battleford. |
| do 25 | do | Black Bird (Oree Indian). | Stealing | | do | | | | do |
| do 25 | do | Cor-but-ta-plank | do | | do | | | | do |
| Oct. 1 | do | J. Sinclair | Selling intoxicating liquor. | Oct. 1 | | No. | Prince Alb't | Capt. Young & Capt. Gagnon, J.P.s. | Case dismissed. |
| do 17 | Wm. Bartlett | Wm. Chaffee | Theft | do 17 | | do | do | Supt. Perry, J.P. | do |
| do 20 | Regina | Augustin Levesque | Unsound mind | | | | | Capt. Young, J.P. | Let in custody. |
| do 24 | do | Joseph Vignon | Drunkenness | Oct. 24 | | No. | Prince Alb't | Capt. Young, J.P. | Case dismissed. |
| do 24 | do | R. H. Brankner | do | do 24 | | do | do | Capt. Perry, J.P. | do |
| do 24 | do | J. McKenzie | do | do 24 | | do | do | do | do |
| Nov. 3 | do | J. Bte. Robillard | Horse stealing | | | | | | Awaiting trial. |
| Jan. 7 | Regina | Donald Todd | Dangerous lunatic | Jan. 7 | Warrant issued by Supt. Guesbach, J.P., sent to N.W.M.P. guard room, Fort Saskatchewan, pending pleasure of Lieut.-Governor | | | | |
| do 15 | do | Luke Keeley | Selling liquor | do 15 | Fined \$100 and costs | No. | Ft. Saskat'n | Inspr. Griesbach, J.P. | Half fine paid infor F. |
| do 16 | do | Elise Ohevigny | do | do 16 | Dismissed | do | do | do | Owing to conflicting evidence |

DETAILED REPORT

UPON

ALL CLAIMS TO LAND


AND RIGHT TO PARTICIPATE IN

THE NORTH-WEST HALF-BREED GRANT

BY SETTLERS ALONG THE

SOUTH SASKATCHEWAN AND VICINITY

WEST OF

RANGE 26, W. 2nd MERIDIAN 

BEING THE SETTLEMENTS COMMONLY KNOWN AS St. LOUIS DE
LANGEVIN, St. LAURENT OR BATOCHÉ,
AND DUCK LAKE.

OTTAWA:

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1886.

PRINCE ALBERT, N.W.T.,

14th December, 1885.

HON. THOMAS WHITE,
Minister of the Interior,
Ottawa, Ont.

SIR,—In accordance with instructions received from you during your late visit to the North-West, that I should, during my present visit to this District, collect all possible information regarding the alleged causes of the recent unfortunate outbreak in the North-West, I have the honor to report as follows. The six alleged causes are the following :—

1. That the Half-breed settlers did not receive patents for their lands, through delays, the fault solely of the Government, which rendered it impossible for them to obtain entry for the lands settled upon ;
2. That, owing to the system of surveys, these parties were unable to obtain the land they had settled on and improved prior to survey ;
3. That they were entitled to the same rights as had been accorded to the Half-breeds of Manitoba ;
4. That the lands on which they had for years resided had been sold over their heads to others, chiefly speculators ;
5. That the timber dues have proved very onerous to them, and were a grave cause of dissatisfaction ; and
6. That the dues for cutting hay on Government lands were also onerous, and a cause of great dissatisfaction.

The Half-breed outbreak has been confined wholly to those living on the south branch of the Saskatchewan River, above Range 26 west of 2nd Meridian, and those in the vicinity of and immediately west of that river, in the neighborhood of Duck Lake, as shown by the lists enclosed, prepared with great care and from the best information possible. Louis Marion, a very intelligent Half-breed, who has lived in the vicinity of Duck Lake since 1880 ; Louis Schmidt, a Half-breed, who lived from 1881 to 1884 in Township 45, Range 1, west 3rd ; Baptiste Boyer, a Half-breed, who during the past ten years has lived in the vicinity of Batoche ; and George Duck, lately Agent of Dominion Lands, Prince Albert, are my authorities for other information than that which has been obtained from the affidavits of the parties themselves, it being necessary to obtain information from other sources than the said affidavits, as many of the claimants have not come forward, although repeatedly requested to do so, and give evidence in support of their land claims. The lists include, I think, every Half-breed who is a settler on or claimant to land in that District, and who with their families constituted probably upwards of 95 per cent. of the Half-breeds who took an active part, as followers of Riel, in the late outbreak. The remainder were strangers who had no interest in the country or cause, but were attracted by the excitement and pillage incident to all such outbreaks ; some few probably took part because their hearts were in it.

During my first visit to Prince Albert, in August, 1883, I instructed Mr. Gauvreau, then Assistant Agent, a French Canadian, to visit every French settler, Half-breed or otherwise, in the District, ascertain what particular quarter-section he was on, and urge him to make entry. This he did ; but, although the Roman Catholic priest urged them in a like manner, for some reason or other they failed to do so. Some were deterred through ignorance, thinking that they would have to pay taxes ; others have stated that they feared if they did so the Government might call upon them to bear arms, but against what foe does not appear to have been very clear to them. Like all ignorant people, a few designing, mischievous men who have their ear, can work on their ignorance and prejudices for the advancement of their own selfish ends. This is particularly noticeable in the case of those who settled subsequent to survey along the South Saskatchewan River. In spite of the fact that every Dominion Lands

Act which has ever been in force has contained a provision making it an illegal proceeding to settle on land subsequent to survey without first obtaining entry thereto, the necessity of which is obvious, many of them have done so, while others have squatted on odd sections, Hudson's Bay Company and School lands, knowing that they were set apart and not open for Homestead entry. It is said that they were urged to settle in this manner by certain parties who for some reason or another thought it advisable to concentrate settlement along the banks of the river as much as possible. While on this point it might be as well to direct your attention to the fact that the contention has always been for ten chain lots, and that many have preferred and all would prefer, if the land were available, claims of twenty chains; whereas, many of the leaders in the movement have preferred claims and entered by quarter-sections, thus by their own acts protesting against the ten chain contention.

Another, and the strongest point, is that except in the cases of the claimants to those portions of Sections 1, 2, 11 and 12, lying east of the Saskatchewan in Township 45, Range 1, west 3rd, every other settler could practically obtain what he desired, by taking legal sub-divisions or portions thereof, as has since been done. I explained this to the Rev. Père André, in an interview which I had with him in the autumn of 1883, as I also did to the Rev. Père Vègréville and Mr. Charles Nolin, in an interview in January, 1884. In fact, whenever the question came up I urged these people to take their claims in this way if they insisted in settling in this manner, thus saving the expense of a re-survey and the delay incident to the same, stating also that the Government, having once surveyed the country, would not be justified in going to the expense of a re-survey merely to suit the ideas of those who settled subsequent to such survey, and further, that those who were there prior to the survey would have strong grounds for insisting on entry being given as the law and system of survey required, viz., by quarter section. If the Government in these cases made a re-survey at the public expense, every other community and settlement throughout the whole country would have as good grounds for having surveys changed to suit their convenience, whims, or caprice. Other officials of the Government have also explained this to them. In all the interviews with these people they stated that they had been promised a river-lot survey. They seem to have based this assertion on the promises made by the Minister of the Interior to the Revd. Père Leduc and Mr. Maloney of St. Albert, which was that when several had settled together prior to survey, and whose holdings could not be made to conform to the sectional system of survey, in such cases the river lot system of survey would be adopted. Attention should be particularly directed to the fact that in all the petitions and letters presented by Père Leduc and Mr. Maloney to the Minister of the Interior, not the slightest mention is made of the settlers on the South Saskatchewan desiring river lots. They represented the settlers at St. Albert, Edmonton and Fort Saskatchewan. In the petition presented by Père Leduc and Mr. Maloney the settlers ask treatment similar to that which has been granted the settlers in Manitoba, and also at Prince Albert in the North-West. This treatment had been granted to the settlers on the South Saskatchewan in the river lot survey of the Parish of St. Laurent. Some considerable delay in granting entry occurred owing to "One Arrow's" Indian Reserve coming so close to the river that many of the lots could not have their two miles, which the settlers insisted on having. To this the consent of the Indians had first to be obtained and the necessary change in the survey effected and the plans prepared, so that it was not till November, 1884, that the office was in a position to grant entry.

Along the South Saskatchewan, outside the Parish of St. Laurent, prior to the survey, there were only seventeen families settled, and they extended along 60 miles of the banks of the river (counting both banks). The contention that the expense of a survey into river lots of that area should have been made to suit that number of settlers is absurd. Further, there is yet no evidence to show that such a survey was desired, in fact the actions of the majority would indicate the contrary. Every one of them could have obtained entry by a quarter or half of a half-section, covering all their improvements, without interfering with the claims of others. The lists show who those seventeen were.

In March, 1884, I instructed Mr. George Duck (the plan of the Parish of St. Laurent having just been received, the change in the survey of the Indian Reserve, however, not being effected until the following November,) to proceed to that parish to take evidence in support of those claims there, and all others above and below the same. He engaged the services of the Rev. Père André to assist him in explaining to these people the object of his visit; he obtained applications from nearly all the claimants, from the upper part of the settlement down to the south limit of Township 45, Range 1, west 3rd. In this Township, owing to a bend in the river, there were several disputed claims, which at the time could only be arranged by making a traverse of the improvements, which is now being done. If, at the time of survey, these claimants in said portion of Township 45 had furnished the surveyors with the information necessary to adjust their claims, they could have been settled so soon as this Township was open for entry, viz., September, 1881; but, since then, through transfers and settlement by others thereon, they have become very complicated. If, at any time since then, these parties in said portion of Township 45, had united and furnished the Department, by means of survey, with the information necessary, the whole matter might have been arranged and entry granted long since. Below that point the settlers had taken up their claims in such a way that, with the information on the Township map, the river keeping across the entire lands claimed in an almost due easterly course, it was not deemed necessary to visit them on the ground to adjust the claims; these parties it was thought would be able to state, on application at the office, what lands were claimed by them. Many, although notified to make their applications for entry, refused to do so, in some cases purposely leaving their houses when visited for that purpose, and acting in this manner although urged by their priests and others to do as requested.

The information and evidence obtained by Mr. Duck having reached Winnipeg in June, shortly after I had started for Edmonton and Battleford to investigate and adjust the squatters' claims in those localities, Mr. Walsh deemed it advisable they should not be acted upon by the Land Board in my absence. On my return to Winnipeg, late in the autumn, they were taken up and the necessary recommendations made; and between the 7th February and the 6th March, 1885, all the claimants were notified to come forward and make entry; and those who were entitled to patent, having resided on their claims three years, were informed that upon their applying for patent the same would issue without delay. Only one entry has since been made, and that was by the Rev. Père Moulin, on behalf of the Corporation of the Revds. Pères Oblats.

For convenience the lists have been divided into three classes, and I trust that the information contained in such lists of claimants before referred to, and the remarks thereon, will be found sufficiently full and explicit. These three classes are as follows:—

1. Those who settled on the west bank of the Saskatchewan and in the neighborhood of Duck Lake, who since September, 1881, have had an opportunity to make entry for their lands and apply for their patents so soon as the necessary three years residence had been completed, so that the question of surveys or patents does not affect any in this list.

There are in this list 75 residents as claimants. Of these 14 had settled prior to the survey having been made on the ground, 2 of whom have not yet made entry. Prior to the land being open for entry, and subsequent to the field work being done, the records of the Prince Albert office show that four other parties had squatted on the land, none of whom have yet made entry, although for four years they could have done so any day they applied.

| | |
|--------------------------------|------------|
| In 1881 entry was made by..... | 2 persons. |
| 1882 do | 21 |
| 1883 do | 23 |
| 1884 do | 8 |
| 1885 do | 1 |

This makes a total of 55 claimants of this class who made entry, leaving 20 who have not yet made entry.

Of those who effected entry 12 were natives of England, Switzerland, the Provinces of Ontario or Quebec.

Three claimants have lands elsewhere, either entered as a homestead claimed by virtue of squatting, or having been squatted upon by others and purchased by them therefrom.

Nine have made application for patent, and to eight of them patents have issued, one application not having been approved on account of insufficient improvements.

2. List of claimants to land along both banks of the Saskatchewan River south of Township 45, Range 1, Section 11, W. 3rd.

The line is drawn south of this township, because in it the river makes a bend of nearly 90° to the east; above the bend the course of the river is very nearly due north; and below the bend nearly due east. As has been already explained, this enabled the claims to be laid out with a width of 10 chains fronting on the river and to be allotted by legal sub-divisions or fractional portions thereof without requiring a survey on the ground. This list includes the claims of 138 settlers, of whom 49 are on lots in the Parish of St. Laurent, which parish contains 71 lots, and of which the survey was completed in 1879, but owing to the dispute between the settlers and "One Arrow" Indians about the location of the Indian Reserve, as has been already mentioned, it was not till November, 1884, that entries could be granted them. When the plan was sent to the agent in March, 1884, so much time had elapsed after the survey had been done on the ground that it was feared complication might arise, and, as the result proved, disputes over certain of the claims had arisen: therefore, I, at that date, verbally instructed Mr. Duck not to grant entry until he had gone through the entire parish, and obtained the evidence necessary to adjust such disputes. So much time had been occupied in obtaining the requisite evidence, as has been explained, that the parties were not notified till late in the following February, or early in March, none later than the 6th March, to come forward and make entry. Out of the 138 only one has done so up to this date.

Of the 89 remaining claimants, 15 had settled prior to survey, 8 of whom had made entries according to sectional survey, and are as follows:—

Joseph Paranteau, entered 20th October, 1882; patent issued 10th Nov., 1884.

Isidore Dumont, jun., entered 16th February, 1883; patent issued 17th May, 1884.

Isidore Dumont, sen., entered 19th November, 1883; patent issued 9th May, 1884.

Abram Bélanger, entered 2nd June, 1884; patent issued 8th November, 1884.

Pierre Garripie, entered 23rd February, 1883.

Rev. Père Fourmond, entered 26th October, 1882.

Alex. P. Fisher, entered 22nd January, 1883.

Gabriel Dumont, entered 1st March, 1883.

Isidore Dumont, sen., was the father of Gabriel Dumont (Riel's commander-in-chief) and of Isidore Dumont, jun.

In what is known as the Tourond Settlement, near Fish Creek, 12 had made entries according to the sectional survey, as follows:—

| | |
|---|--------------------------|
| Calixtle Tourond, Township 41, Range 1, W. 3, | entered 3rd March, 1884. |
| Pierre Tourond do 41 do 1, W. 3 | do 10th March, 1884. |
| Patrice Tourond do 41 do 1, W. 3 | do 3rd March, 1884. |
| Maurice Henry do 41 do 1, W. 3 | do 12th June, 1884. |
| Napoleon Venne do 42a do 1, W. 3 | do 15th March, 1884. |
| Roger Goulet do 42a do 1, W. 3 | do 15th March, 1884. |
| William Fidler do 42a do 1, W. 3 | do 26th March, 1884. |
| Pierre Bellegarde do 42a do 1, W. 3 | do 26th March, 1884. |
| Toussaint Laplante do 41 do 2, W. 3 | do 2nd June, 1884. |
| David Tourond do 41 do 2, W. 3 | do 10th March, 1884. |
| Josephite Tourond do 41 do 2, W. 3 | do 3rd March, 1884. |
| Elzéar Tourond do 41 do 2, W. 3 | do 3rd March, 1884. |

These are not exactly on the river, but in the vicinity.

In this list 34 had resided on their lands three years.

The remaining 58 settled subsequent to survey without obtaining entry, and insisted on having the survey changed to suit their ideas.

Out of the 138 claimants, 36 failed to furnish any evidence as to the nature of their claims; 8 had made entry, which, with the addition of the 12 in the Tourond settlement, made 20 in all, any of whom when entitled to patent could have obtained it on application; leaving 74 claimants who had filed evidence of occupation in the spring of 1884, and 8 who had made application, but who had made no settlement on the land.

In this list, those who had filed evidence settled in the following years:

| | Within the Parish Survey. | Outside. |
|--------------|---------------------------|----------|
| In 1872..... | 2 | 0 |
| 1873..... | 2 | 0 |
| 1874..... | 2 | 0 |
| 1875..... | 0 | 1 |
| 1876..... | 0 | 2 |
| 1877..... | 3 | 1 |
| 1878..... | 1 | 2 |
| 1879..... | 2 | 2 |
| 1880..... | 4 | 0 |
| 1881..... | 4 | 6 |
| 1882..... | 7 | 16 |
| 1883..... | 8 | 7 |
| 1884..... | 2 | 0 |
| | — | — |
| | 37 | 37 |

It will thus be seen that in the whole list 34 had resided 3 years on the land. If there were any more it is wholly their own fault that the Department was not seized of sufficient information to know whether they were entitled to patents or not. Twenty of these were within the river lot survey, and the delay in according entry thereto has already been explained; the remaining 14 could long ere this have had entry if they wished.

3. List of claimants to land along the south bank, and in the vicinity of the South Saskatchewan River, below the south limit of Township 45, Range 1, west 3rd, known as St. Louis de Langevin, which list includes 45 claimants in all.

Of these patent has issued to one, Michael Canny.

Nine of these have had opportunity to make entry since September, 1881, but only one has done so—the said Michael Canny. Canny appeared before me in January or February, 1884, and made his application for patent, by quarter sections; his neighbours, Lepine, Nolin, Dumais and others, protested, on the ground that Canny had agreed with them that he would not make entry. They stated that they had all agreed not to make entry, thinking that, by such a course, the Government ultimately would re-survey the land along the river into river lots. Four of them have preferred claims, two through purchase, the other two through their own actions; but these come within the disputed portion in Township 45, Range 1, west 3rd, already alluded to. Entry could not be given on account of these parties not having furnished the information required to adjust their dispute. Of the remaining 32, 4 made entry in 1883, shortly after the land was open for entry; 2 made entry in 1885. The remainder have not yet applied for entry, but have furnished this month the evidence necessary to enable the Department to know what lands are claimed by them.

It might be well to mention that the part of Township 45, Range 2nd, west 2nd lying south of the Saskatchewan River, though not surveyed till 1882, had its west

limit run in 1877, and the part north of the river was surveyed in 1878, so that anyone settling in the portion south of the river since 1878, which was open for entry only in 1883, could have readily ascertained upon what lands he was situated.

Thirteen of the 55 claimants were on the land prior to survey, or at least before the land was open for entry, and could have obtained entry at any time on application; 3 settled on the land in 1872.

| | | |
|----|--------------------|---------|
| 1 | settled on land in | 1879. |
| 3 | " | " 1880. |
| 6 | " | " 1882. |
| 12 | " | " 1883. |
| 3 | " | " 1884. |
| 4 | " | " 1885. |

Thirteen have not yet begun residence but are merely claimants, 6 have made homestead entry, so that in March, 1885, there were only 7 who by length of residence were entitled to patents and who could have obtained them if they had conformed to survey, and their right not disputed by others; 4 however were thus disputed as has already been mentioned.

Out of the 258 claimants included in the 3 lists, 40 had resided on their claims 3 years, 20 could not obtain entry on account of the disputed boundary between the Parish of St. Laurent and "One Arrow" Indian reserve, as heretofore explained, 4 were the disputed claims in Township 45, Range 1 west 3rd, also explained, and the remaining 16 could have effected entry and made application if they had so desired. The 20 claimants in the Parish of St. Laurent were notified not later than the 6th March, 1885, that they could make entry and obtain patents.

But going back to, say 6th March, 1884, and assuming that the delay in granting entries in St. Laurent Parish was wholly the fault of the Government, we find that at that date only 10, or less than 4 per cent. of the 258 claimants were entitled to patents.

Out of the 258 claimants, 175 are Manitoba half-breeds; 24 are enumerated as North-West half-breeds; 18 are enumerated as doubtful whether Manitoba, North-West, American or treaty-taking half-breeds; 39 are American treaty-taking half-breeds and others who are not half-breeds.

Of the 24 enumerated as North-West half-breeds, 8 failed to appear before the Half-Breed Commission, and as neither descendants of them nor heirs thereto appeared, it may be safely argued that they were not entitled to any rights as North-West half-breeds.

Of the 18 enumerated as doubtful, 16, or any descendants or heirs of them, failed to appear before the Half-Breed Commission, leaving 4 who possibly are North-West half-breeds.

Deducting the 8 who failed to appear and adding the 4 doubtful ones who possibly are genuine, gives 20 North-West half-breeds, being less than 8 per cent. of the whole.

Taking all who are enumerated as North-West half-breeds, and assuming those considered as doubtful, if correctly placed, would leave about the same proportion, so that less than 10 per cent. are North-West half-breeds.

Taking all who are enumerated as North-West half-breeds, and doubtful, would make 44, which is but 17 per cent. of the whole.

The total number of applicants of male adults before the Half-Breed Commission at Duck Lake and Batoche were 15, women and children 52.

Now we come to Riel's councillors and leaders in the agitation, other than Riel himself.

Gabriel Dumont, councillor in chief, a North-West half-breed, had made entry for his land on the 1st March, 1883, and if entitled to patent could have obtained it.

Joseph Delorme, second in command, a Manitoba half-breed, first made improvements on his claim in 1882 and began residence the same year; the total

value of the improvements on his claim is \$450.00. As he settled subsequent to survey he could have obtained entry had he conformed to the survey as made.

Philip Garnot, a native of the Province of Quebec, first began residence on a claim purchased from Charles Nolin in 1883, the improvements were valued by him at \$900.00, and as he settled subsequent to survey he could have obtained entry had he conformed to survey.

Baptiste Boucher, a Manitoba half-breed, first came to the Saskatchewan in 1882, and has never applied for entry.

Moses Ouellette, a Manitoba half-breed, refused to appear to give evidence, so I cannot state as to his land claims, except that at the time of the outbreak he was a resident on a river lot in the Parish of St. Laurent.

Baptiste Paranteau, a Manitoba half-breed, has been living on his claim, a river lot in the Parish of St. Laurent, since 1872.

Pierre Paranteau, sen., a Manitoba half-breed, first settled on a river lot in the Parish of St. Laurent in 1882.

Emmanuel Champagne, a North-West half-breed, first settled on the land claimed by him in 1877, a river lot in the Parish of St. Laurent.

Norbert Delorme, a Manitoba half-breed, first settled on a river lot in the Parish of St. Laurent in 1880.

Eneas Poitras, sen., a Manitoba half-breed, first settled on his claim in 1875, and could have made entry and obtained patent since early in 1884 if he had so desired.

Joseph Vandalle, a Manitoba half-breed, first settled on the land claimed by him in 1882, and could have made entry had he conformed to survey as made prior to his settlement.

Pierre Henry, a Manitoba half-breed, first settled on his claim in 1882, came to the Saskatchewan in the same year, could have made entry had he conformed to the survey as made.

Francois Fiddler, a Manitoba half-breed, settled not prior to 1882, abstained from giving evidence, could have obtained entry had he conformed to survey made at the time of his settlement.

David Tourond, a Manitoba half-breed, had a homestead entry in Township 41, Range 2, West 3rd, made entry on the 10th March, 1884; first came to the Saskatchewan in 1882.

Calixte Tourond, a Manitoba half-breed, had a homestead entry in Township 41, Range 3, West 3rd, made entry 3rd March, 1884; first came to the Saskatchewan in 1882.

Maxime Lepine, a Manitoba half-breed, settled on land subsequent to survey, but it being a school section and he knowing it was such, could not obtain entry, desired that it be given as a river lot, though from sales he has made to others he originally must have claimed at least 40 chains frontage on the river.

Alexander Fisher, a Manitoba half-breed, made a homestead entry and had been told, prior to outbreak, that he could have his patent any time he applied for it.

Philip Garripie, a Manitoba half-breed, had claims on the river, one of which he sold to Hayter Reed in 1878. This claim according to the description would also cover parts of the claims of several other settlers and contained 400 acres, another claim was also sold by him to T. J. Agnew for \$2,000, in 1882, which is described as the S. $\frac{1}{2}$, Section 12, Township 45, Range 1, West 3rd; he then went and squatted on land in about Township 43, Range 27, West 2nd, but neither himself nor family have ever preferred any evidence in support of same though knowing it was surveyed.

Charles Nolin, a Manitoba half-breed, at one time Minister of Agriculture for Manitoba. He left Manitoba in 1878 or 1879 and settled at Touchwood Hills; after residing there for some time he sold the claim upon which he had been living and, in 1882, moved on to a claim in Township 42, Range 1, West 3rd, then surveyed. He lived a year on this land and then sold his claim to Philip Garnot, the Secretary of Riel's council, and in 1883 squatted on Section 11, Township 45, Range 28, West 2nd, a school section, and then surveyed.

Michel Damas, a Manitoba half-breed, first came to the country in 1880, settled on Section 11, Township 45, Range 28, West 2nd, and sold his claim to Thomas McKay in 1882; never applied for entry.

Napoléon Nault, a Manitoba half-breed, a cousin of Riel, and who, with Lepine, is said to have, on the suggestion of Riel himself during his visit to Manitoba in 1883, started the agitation and so shaped matters that a delegation was appointed to proceed to Montana and invite him to come and head the movement on the Saskatchewan, first came to the district in 1878, had two claims, one lot 26, St. Laurent Parish, and the other on the westside of the river, nearly opposite. He might have made entry for the land on the west side of the river which has been opened for entry since September, 1881, he lived on this claim for some time and in 1882 removed to lot 26, St. Laurent, upon which he continued to reside up to the time of the outbreak.

Of the 21 enumerated, which includes all those prominent in the movement and instigators of the outbreak:—

One was a native of the Province of Quebec.

One was a North-West half-breed, and 19 were Manitoba half-breeds who had received their lands and scrip under the Manitoba Act in Manitoba, as either heads of families or as minors.

Four had obtained entry and could have obtained patents if entitled thereto.

Eleven settled subsequent to survey, and could have obtained entry at the date of settlement had they conformed to the survey as then made.

Five were settled on river lots in St. Laurent Parish, and early in March, 1885, they were notified to come forward and make entry and obtain patents if entitled thereto. They were assured in May, 1884, by Mr. George Duck, and by myself in January and February preceding, that entry would be granted them shortly.

One (Philip Garripie) had already disposed of two land claims, one for the consideration of \$2,000, and had afterwards squatted on surveyed lands without applying for entry.

It has been stated that the location of the Land Office at Prince Albert was inconvenient to these people. It has also been stated that objection to making entry was, to some considerable extent, caused by certain parties who thought that ultimately the Government would by such a course be compelled to establish a land agency at Batoche, and one of themselves constituted agent. All the half-breeds in the Prince Albert district freight more or less. The headquarters for freighting is at Prince Albert, where they deliver the freight and are paid, and there is scarcely a half-breed male adult in the district who does not at least once, and many of them several times in every year, visit Prince Albert.

These people are frequently buying and selling their claims prior to survey or entry, or previous to obtaining a recommendation for patent, and no amount of explanation seems to make them understand that such transfers are illegal.

FUEL QUESTION.

The total amount collected as timber dues, from all the settlers embraced in these three lists since the establishment of a Crown Timber Office, amounts to \$80.25, which, divided by 258 the number of claimants, amounts to 31 cents each for two years, or at the rate of 15½ cents each year for each settler. Of that amount \$55.25 was paid by four settlers for timber dues for erection of stores and shops, leaving \$25 which has been paid by the remaining 254 settlers as office fees on homestead permits, known as free permits—10 cents for each settler for two years, or at the rate of 5 cents per settler per annum.

HAY PERMITS.

As you are aware the object of hay permits was to protect the small settler against the large stockman or speculator, and it has always been optional with settlers whether they took out permits or not. If they chose they could continue

the practice of the past by cutting hay anywhere. This has been explained to these people. They have never been asked to take out any permits or pay any dues, the hay being plenty and no large stockmen or speculators to interfere with them. The hay for the town of Prince Albert, or any large stockmen in that district, has been obtained elsewhere than in the neighborhood of these settlers.

1st. This report shows that of all the 258 settlers at the time of the outbreak, not one was unable to obtain patent for his land through the action or rather non-action of the Government, and even in March, 1884, there were only 10 cases of delay, which delay was caused by the conflicting surveys of One Arrow's Reserve and the St. Laurent Parish.

2nd. That not one man of the 258, or any one else who ever resided in the district, ever lost one inch of land through the system of survey, when such survey was made subsequent to his settlement thereon.

3rd. That 92 per cent. of the 253 had no rights as North-West half-breeds. Of that 92 per cent., those who were half-breeds had participated in all the rights accorded those people in the Province of Manitoba.

4th. That not one settler in the district had an acre of land sold over his head to which he had any claim, or had even preferred one.

5th. That the timber dues were not onerous, amounting only to five cents per settler per annum.

6th. That the hay permit question never affected them in the remotest degree. All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

WM. PEARCE,

Superintendent.

LIST 1.

List of Claimants to Land West of the South Saskatchewan River, in the vicinity thereof, and in the neighborhood of Duck Lake.

| No. | Claimant. | Land. | | Date Land open for Entry. | Date of Settlement. | Settled before survey. | Date preferred evidence supporting claim. | Participated in Grant in Man. Half-breed North-West | Doubtful. | Entered by Section. | Remarks. |
|-----|-----------------------|-------------|-------|---------------------------|---------------------|------------------------|---|---|-----------|---------------------|---|
| | | Pt. of Sec | Range | | | | | | | | |
| 1 | Paul Schley | N 13 | 43a | 2 | ..... | 1 | ..... | ..... | ..... | ..... | French Canadian; notified that land was open for entry 13th March, '86. Has homestead entry on Sec. 4, Tp. 43, Range 2. |
| 2 | André Sansregret | N 15 | 43a | 2 | ..... | ..... | ..... | ..... | ..... | ..... | do do do do Under arms at Prince Albert. French. |
| 3 | J. Bte. Montour | W 1 | 43 | 2 | Sept, 1881 | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 4 | Chas. Garripie | E 2 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 5 | Louis Garripie | W 2 | 43 | 2 | 14-11, '83 | ..... | ..... | ..... | ..... | ..... | do do do do |
| 6 | Louis Marion | N 3 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 7 | Engène Lemaire | S 4 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 8 | André Sansregret | N 4 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 9 | Cuthbert Ross | N 10 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 10 | John Sansregret | Pt. 10 & 11 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 11 | Jos. Paranteau (dodé) | W 12 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 12 | Bernard Montour | Pt. 13 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 13 | Pierre Falcon | SE 14 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission; may be an American Half-breed. |
| 14 | Gaillaume Lafourmais | SW 14 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 15 | Antoine Gladu | N 14 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 16 | John Ross | S 15 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Absent since autumn, 1883. |
| 17 | Peter Sinclair | N 14 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Purchaser of Gladu's claim. |
| 18 | John Tompkins | N 16 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Canadian, from Ontario. |
| 19 | William Chapin | N 16 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 20 | Ft. Piché | W 20 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 21 | Jas. St. Dennis | E 20 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 22 | Gabriel Lafourmais | SE 21 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Never made application for entry. |
| 23 | Louise Ouillette | W 22 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | Absent from homestead since Sept., 1884. |
| 24 | Pierre Blondin | F 22 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 25 | Bernard Paul | SE 24 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 26 | Wm. Piché | NE 26 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 27 | Eph. R. Webster | NE 28 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 28 | Maxime Colin | Pt. 28 & 33 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 29 | Abram Montour | SW 34 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |
| 30 | John Smith | N 34 | 43 | 2 | do | ..... | ..... | ..... | ..... | ..... | do do do do |

| | | | | | | | | | | | | | | | |
|----|------------------------------|------------------|----|---|----|---------------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| 31 | Louis Paranteau..... | Pts. 1 & 2..... | 44 | 2 | do | 23-10, '82... | 1 | ..... | 1 | ..... | 1 | ..... | 1 | ..... | Did not appear before Commission. |
| 32 | François Arcan..... | NW 2..... | 44 | 2 | do | 3-2, '85... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | French Canadian, under arms at Prince Albert. |
| 33 | Michel Thibault..... | SW 3..... | 44 | 2 | do | 25-10, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | In charge of R. C. Mission. |
| 34 | Rev. A. André..... | Pl. 4..... | 44 | 2 | do | 26-3, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | English, absentee. |
| 35 | Ambrose Fisher..... | Pl. 33..... | 43 | 2 | do | 25-10, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | English. |
| 36 | O. E. Hughes..... | Pl. 4..... | 44 | 2 | do | 25-7, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Upper Canadian. |
| 37 | E. Mitchell..... | Pl. 8..... | 44 | 2 | do | 7-8, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Not a resident on land; living at Lac la Biche. |
| 38 | Henry Kelly..... | Pl. 8..... | 44 | 2 | do | 1877..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Killed at Duck Lake; notified that he could obtain entry Mar. 13, '85. |
| 39 | Alex. Hamlyn..... | Pl. 8..... | 44 | 2 | do | 1877..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent. |
| 40 | Aug. Laframboise..... | Pl. 9..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Canadian; absent since 1882. |
| 41 | Norbert Sauvé..... | Pl. 9..... | 44 | 2 | do | 19-10, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | American citizen, under arms at Prince Albert. |
| 42 | R. K. Matheson..... | Pl. 10..... | 44 | 2 | do | 9-6, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 43 | W. P. Beaupré..... | Pl. 10..... | 44 | 2 | do | 26-9, '81... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent; has preferred claim for 2nd entry to Lot 24; St. Laurent; notified that he could obtain entry in March, 1886. |
| 44 | Raphael Paranteau..... | Pl. 11..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 45 | Widow of Pierre Landrie..... | Pl. 12..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent; has preferred claim for 2nd entry to Lot 24; St. Laurent; notified that he could obtain entry in March, 1886. |
| 46 | Antoine Ferguson..... | NE 12..... | 44 | 2 | do | 3-6, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 47 | Patrice Fleury..... | SW 13..... | 44 | 2 | do | 22-2, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent; has preferred claim for 2nd entry to Lot 24; St. Laurent; notified that he could obtain entry in March, 1886. |
| 48 | Epte. Ouilette..... | SE 14..... | 44 | 2 | do | 22-11, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 49 | Joseph Ouilette..... | NE 14..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent; has preferred claim for 2nd entry to Lot 24; St. Laurent; notified that he could obtain entry in March, 1886. |
| 50 | Cleophas Gervais..... | NW 14..... | 41 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 51 | Ches. Lavoilette..... | SW 22..... | 44 | 2 | do | 21-6, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Received patent; has preferred claim for 2nd entry to Lot 24; St. Laurent; notified that he could obtain entry in March, 1886. |
| 52 | Julien Ouilette..... | SE 22..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 53 | Alex. Cardinal..... | W 23..... | 44 | 2 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Settled on land after 1st June, 1880. |
| 54 | Epte. Ouilette..... | SE 23..... | 44 | 2 | do | 26-10, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Patent applied for, but refused by Commissioner of Dominion Lands; insufficient improvements. |
| 55 | Jonas Moreau..... | Pl. 23 & 24..... | 44 | 2 | do | 3-10, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2nd entry. |
| 56 | Epte. Hamlyn..... | Pl. 24..... | 44 | 2 | do | 20-8, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | French; has sold this claim, and is now living in Tp. 45, R. 1, W. 3. |
| 57 | Louisa Bosquet..... | Pl. 24..... | 44 | 2 | do | 8-4, '84... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | French. |
| 58 | Norbert Sauvé..... | Pl. 20..... | 44 | 2 | do | 15-4, '84... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | English Half-breed now in penitentiary. |
| 59 | Ferdinand Ladret..... | Pl. 26..... | 44 | 2 | do | 7-3, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 60 | Louis Rigodel..... | SE 36..... | 44 | 2 | do | 20-9, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 61 | Epte. Arcan..... | N 16..... | 44 | 3 | do | 20-10, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 62 | Jas. Arcan..... | N 16..... | 44 | 3 | do | 29-9, '82... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 63 | Albert Monkman..... | N 16..... | 44 | 3 | do | 16-6, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 64 | Alex. Arcan..... | Pl. 15 & 22..... | 44 | 3 | do | 2-6, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 65 | J. Epte. Lavarque..... | SW 22..... | 44 | 3 | do | 4-5, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 66 | François Arcan..... | SE 22..... | 44 | 3 | do | 3-10, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 67 | Fr. Primeau, sen..... | SW 21..... | 44 | 3 | do | 4-4, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 68 | Fr. Primeau, jun..... | SE 21..... | 44 | 3 | do | 25-4, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 69 | J. Epte. Primeau, sen..... | NW 21..... | 44 | 3 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 70 | J. Epte. Primeau, jun..... | NE 21..... | 44 | 3 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 71 | Basil Plante..... | N 20..... | 44 | 3 | do | 29-10, '83... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 72 | — Morrissette..... | Pl. 30..... | 44 | 3 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |

List of Claimants to Land West of the South Saskatchewan River, &c.—Continued.

| No. | Claimant. | Land. | | Date Land open for Entry. | Date of Entry. | Date of Settlement. | Settled before survey. | Date preferred evidence supporting claim. | Participated in Half-breed grant in Man. | North-West Half-breed. | Doubtful. | Entered by Section | Remarks. |
|-----|---------------------|------------------|-------|---------------------------|----------------|------------------------------|------------------------|---|--|------------------------|-----------|--------------------|---|
| | | Part of Section. | Range | | | | | | | | | | |
| 73 | Louis Bourassa..... | SW 32..... | 44 | 3 | Sept., 1881... | d. m. year. 29—10, '83... | ..... | ..... | ..... | 1 | ..... | 1 | Old H. B. Co. employee, really forced into rebellion by Monkman and others. |
| 74 | Wm. Dennison..... | NW 32..... | 44 | 3 | do | 17— 6, '84... | ..... | ..... | 1 | ..... | ..... | 1 | Neutral during rebellion. |
| 75 | W. H. McKay..... | NE 32..... | 44 | 3 | do | 17— 6, '84... | ..... | ..... | ..... | ..... | ..... | 1 | do |

LIST 2.

List of Claimants to Land along both banks of the Saskatchewan River, South of Township 45, Range 1, W. 3 M., who had an opportunity of Entry prior to the Half-breed Rebellion.

| No. | Claimant. | Land. | | Date open for Entry. | Date of Entry. | Date of Settlement. | Settled before survey. | Date preferred Evidence in support of Claim. | Participated in Grant in Man. Half-breed. | North-West Half-breeds. | Doubtful. | Entered by Section | Remarks. |
|-----|---------------------------------------|-------------------------|-------|----------------------|----------------|---------------------|------------------------|--|---|-------------------------|-----------|--------------------|--|
| | | Pt. of Section. | Range | | | | | | | | | | |
| 1 | Ambroise Dumont..... | N. 10, ch. 35 & 36... | 44 | d. m. year | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | James Short..... | 35 & 36..... | 44 | 20-9, '81... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 3 | Ferdinand Ladret..... | Pt. N. 35 & 36..... | 44 | do..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | French Canadian. |
| 4 | Henry Smith..... | Pt. S. 35 & 36..... | 44 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | Jean Dumont..... | Pt. N. 25, 26 & 27..... | 44 | do..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | Jean Dumont, jun..... | do..... | 44 | do..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 7 | Pierre Sansregret..... | do..... | 44 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Adopted son of Jean Dumont, sen. |
| 8 | Frederick Fidler..... | ..... | ..... | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9 | Moïse Carrière..... | ..... | ..... | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10 | Isidore Parenteau..... | ..... | ..... | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11 | André Letendre..... | S. 10, ch. 21 & 22..... | 44 | 4-3, '85..... | ..... | 1873 | ..... | May, '84... | 1 | ..... | ..... | ..... | Killed at Batoche; family still living on land. |
| 12 | 'bon Ferguson..... | Lot 1..... | do | do..... | ..... | ..... | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 13 | Ellen Racette..... | Lots 2 & 3..... | do | do..... | ..... | 1879 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 14 | Juste Boyer..... | Lot 5..... | do | do..... | ..... | 1874 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 15 | Gilbert Breland..... | Lots 6 & 7..... | do | do..... | ..... | 1874 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 16 | William Boyer..... | do 7 & 8..... | do | do..... | ..... | 1881 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 17 | Moïse Ouillette..... | Lot 9..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18 | St. Pierre Ouillette..... | Lots 10 & 11..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 19 | Eli Dumont..... | Lot 12..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A Manitoba half-breed; if he did not receive scrip it was because he did not apply for it. |
| 20 | Baptiste Parenteau..... | do 14..... | do | 4-3, '85..... | ..... | 1872 | ..... | May, '84... | 1 | ..... | ..... | ..... | ..... |
| 21 | Pierre Parenteau, dit St. Pierre..... | Lots 16 & 17..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22 | Napoléon Parenteau..... | Lot 20..... | do | 6-3, '85..... | ..... | 1883 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 23 | Damas Carrière..... | do 22..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24 | Joseph Sauvé..... | do 23..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 | Antoine Ferguson..... | do 24..... | do | 6-3, '85..... | ..... | 1884 | ..... | May, '84... | 1 | ..... | ..... | ..... | Homestead patent in Tp. 44, Range 2, W. 3. |
| 26 | André Nault..... | do 25..... | do | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 27 | Napoléon Nault..... | do 26..... | do | 4-3, '85..... | ..... | 1882 | ..... | May, '84... | 1 | ..... | ..... | ..... | ..... |
| 28 | Baptiste Gervais..... | do 27..... | do | 6-3, '85..... | ..... | 1883 | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 29 | Françoise Ledoux..... | do 28..... | do | do..... | ..... | ..... | ..... | do..... | ..... | ..... | ..... | ..... | ..... |
| 30 | Isidore Gervais..... | do 29..... | do | do..... | ..... | 1883 | ..... | do..... | ..... | ..... | ..... | ..... | Widow. |

List of Claimants to Land along both banks of Saskatchewan River, South of Township 45, Range 1, W. 3 M., &c.—Continued.

| No. | Claimant. | Land. | | Date open for Entry. | Date of Entry. | Date of Settlement. | Settled before survey. | Date preferred Evidance in support of Claim. | Participated in Half-breed grant in Man. | North-West Half-breeds. | Doubtful. | Entered by Section. | Remarks. |
|-----|--------------------------|------------------|-------------|----------------------|----------------|---------------------|------------------------|--|--|-------------------------|-----------|---------------------|----------|
| | | Part of Section. | Range. | | | | | | | | | | |
| 31 | J. Baptiste Paranteau... | Lots 31 & 30 | St. Laurent | d. m. year. | 1879 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32 | Frédéric St. Germain. | Lot 32 | do | 4-3, '85 | 1882 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 33 | Daniel Paranteau | do 33 | do | 6-3, '85 | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 34 | Calixte Lafontaine. | do 33 | do | do | 1883 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 35 | Outbert Fagnant. | Lots 34 & 35 | do | 4-3, '85 | 1873 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 36 | Wm Fagnant | Lot 36 | do | 6-3, '85 | 1880 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 37 | Daniel Garrpie..... | do 37 | do | 4-3, '85 | 1877 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 38 | Eduard Dumont | Lots 38 & 39 | do | 6-3, '85 | 1882 | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... |
| 39 | Vaise Paranteau. | Lot 40 | do | ..... | 1882 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 40 | Pierre Paranteau, sen. | Lot 41 | do | 4-3, '85 | 1882 | ..... | ..... | ..... | 1 | ..... | ..... | ..... | ..... |
| 41 | Emmanuel Champagne. | Lots 42, 43 & 44 | do | do | 1877 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 42 | Xavier Letendre. | do 45, 45 & 47 | do | do | 1872 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 43 | Chas Thomas | do 48 & 49 | do | do | 1881 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 44 | Corporation des Oblats. | do 50 & 51 | do | 5-3, '85 | 1881 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 45 | Jean Carron, sen. | Lot 52 | do | 6-3, '85 | 1-81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 46 | Jean Carron, jun | do 53 | do | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 | Barthelmy Pilon | do 54 | do | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 48 | Salomon Venney. | do 55 | do | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 49 | Norbert DeLorme. | do 56 | do | 4-3, '85 | 1880 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 50 | Joseph Flamad. | do 58 | do | 6-3, '85 | 1884 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 51 | Patrice Jervais. | do 59 | do | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 52 | Outbert Jervais | Lots 60 & 61 | do | 4-3, '85 | 1878 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 53 | Geo. Ness | do 62 & 63 | do | 6-3, '85 | 1877 | ..... | 1 | ..... | ..... | ..... | ..... | ..... | ..... |
| 54 | J. Desmarais. | do 64 & 65 | do | 4-3, '85 | 1880 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 55 | François Ladouceur. | do 66 | do | 6-3, '85 | 1880 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 56 | Joseph Pilon | do 67 | do | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 57 | Isidore Dumas | do 69 | do | do | 1882 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58 | Alex Pilon | do 70 | do | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 59 | Pierre Paranteau | do 71 | do | do | 1882 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 60 | Patrice Paranteau. | Pt. 33 & 34 | 42 | 20-9, '81 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 61 | X. Letendre. | do | 42 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 62 | Nap Paranteau. | do | 42 | do | 18-3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 63 | Pierre Ledoux. | do | 42 | do | 1883 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 64 | Maxime Dubois. | Pt. 32, 33 & 34 | 42 | do | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 65 | Ambrose Dubois. | Pt. 28 & 29 | 42 | do | 1879 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Did not appear before Commission.
do

English by birth.

took treaty 4 years.

List of Claimants to Land along both banks of Saskatchewan River, South of Township 46, Range 1, W. 3 M., &c.—Continued.

| No. | Claimant. | Land. | | Date Land open for Entry. | Date of Entry. | Date of Settlement. | Settled before survey. | Date preferred evidence in support of Claim. | Participated in Half-breed Grant in Man. North-West | Doubtful. | Entered by Section. | Remarks. |
|-----|-----------------------------|------------------------|------------------------|---------------------------|-----------------|---------------------|------------------------|--|---|-----------|---------------------|--|
| | | Part of Section. | Range T _p . | | | | | | | | | |
| 113 | Raphael Paranteau..... | Pt. 27 & 28..... | 44 | Sept, 1881..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 114 | Jos. Paranteau, sen..... | do..... | 44 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 115 | Gabriel Paranteau..... | do..... | 44 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 116 | Jos. Paranteau, jun..... | Pt. 21 & 28..... | 44 | do..... | 20—9, '82..... | ..... | ..... | ..... | ..... | ..... | ..... | Patent issued. |
| 117 | Vital Fourmond..... | Pt. 16 & 21..... | 44 | do..... | 26—10, '82..... | ..... | ..... | ..... | ..... | ..... | ..... | Patent applied for. |
| 118 | Margaret Smith..... | Pt. 16 & 17..... | 44 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 119 | Isidore Dumont (ecapo)..... | Pt. 9..... | 44 | do..... | 19—11, '83..... | ..... | ..... | ..... | ..... | ..... | ..... | Patent issued |
| 120 | Isidore Dumont, jun..... | W ¹ 32..... | 43 | do..... | 16—2, '83..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 121 | Pierre Garripie..... | E ¹ 32..... | 43 | do..... | 23—2, '83..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 122 | Jos. Paranteau..... | N ¹ 30..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 123 | Isidore Lafontaine..... | Pt. 30..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Commission. |
| 124 | Hilaire Patnaude..... | do..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 125 | Paschal Montour, sen..... | do..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 126 | Abram Montour..... | do..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Has homestead entry in Tp. 44, Range 2, W. 3; possibly an American Half-breed. |
| 127 | Alex. P. Fisher..... | N ¹ 18..... | 43 | do..... | 22—1, '83..... | ..... | ..... | ..... | ..... | ..... | ..... | Never applied for patent, although advised that he could obtain it. |
| 128 | Paschal Montour, jun..... | S ¹ 18..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Possibly an American Half-breed. |
| 129 | Elzéar Parisien..... | Pt. 7 & 8..... | 43 | do..... | ..... | 1875..... | ..... | ..... | ..... | ..... | ..... | Has received American scrip. |
| 130 | Thomas Lepine..... | do..... | 43 | do..... | ..... | 1884..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 131 | Norbert Belanger..... | Pt. 6 & 7..... | 43 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 132 | Jean Belanger..... | Pt. 31 & 32..... | 42 | do..... | ..... | 1879..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 133 | Abram Belanger, jun..... | do..... | 42 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 134 | Abram Belanger, sen..... | do..... | 42 | do..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 135 | Kavoléon Nault..... | do..... | 42 | do..... | ..... | 1878..... | ..... | ..... | ..... | ..... | ..... | Patent issued. |
| 136 | Daniel Charette..... | do..... | 42 | do..... | ..... | 1882..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 137 | Pierre Touron..... | SE 30..... | 41 | 4—12, '83..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 138 | Patrice Touron..... | N ¹ 18..... | 41 | do..... | 3—3, '84..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

LIST 3.

List of Claimants to Land along the South Side and in the vicinity of the South Saskatchewan, below the South Limit of Township 45, Range 1, W. 3rd M., known as St. Louis de Langevin.

| No. | Claimant. | Land. | | Date Land open for Entry. | Date of Entry. | Date of Settlement. | Settled before survey. | Date preferred Evidence in support of Claim. | Participated in Half-breed Grant in Man. | North-breeders. | Doubtful. | Entered by 1/2 Section. | Remarks. |
|-----|---------------------------|--------------|-------|---------------------------|----------------|---------------------|------------------------|--|--|-----------------|-----------|-------------------------|---|
| | | Pt. of Sec. | Range | | | | | | | | | | |
| 1 | Jno. Wm. Toogood..... | E4 | 2 | ..... | d. m. year. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Under arms at Prince Albert. |
| 2 | Peter F. Gason..... | W4 | 12 | ..... | 9-10, '83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 3 | Geo. A. McLeod..... | W4 | 14 | ..... | 12-8, '85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 4 | Jas. Dufresne..... | SW | 36 | ..... | 1-12, '83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | do |
| 5 | Jno. E. Suteliffe..... | NW | 36 | ..... | 2-10, '83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Did not appear before Half-breed Commission. |
| 6 | Thos. Salter..... | SE | 12 | ..... | 8-12, '86 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Acquired claim by purchase of improvements of John Potter and others. See plan. |
| 7 | Norman McKenzie..... | Pt. 12 & 13. | 45 | ..... | 28-11, '83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | No residence or improvements of any value; preferred claim to lot 1, St. Laurent. |
| 8 | André Letendre..... | do | 45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | No residence or building. |
| 9 | Alex. Lamirande..... | do | 45 | ..... | ..... | 1884 | ..... | July, '85 | ..... | ..... | ..... | ..... | No residence; has lived with father on same sec. |
| 10 | Alex. McDougall..... | do | 45 | ..... | ..... | 1884 | ..... | do | ..... | ..... | ..... | ..... | do |
| 11 | Chas. Eug. Boucher..... | Pt. 11 & 14. | 45 | ..... | ..... | ..... | ..... | do | ..... | ..... | ..... | ..... | do |
| 12 | Salomon Boucher..... | do | 45 | ..... | ..... | ..... | ..... | do | ..... | ..... | ..... | ..... | do |
| 13 | Marie Lavallée..... | do | 45 | ..... | ..... | ..... | ..... | do | ..... | ..... | ..... | ..... | No residence or buildings; has lived with father, J. Bte. Boucher, on same section. |
| 14 | J. Bte. Boucher, sen..... | do | 45 | ..... | ..... | 1882 | ..... | do | ..... | ..... | ..... | ..... | A refugee in United States; claim preferred by wife; settled on the land about 10 days before survey. |
| 15 | J. Bte. Boucher, jun..... | do | 45 | ..... | ..... | 1882 | ..... | do | ..... | ..... | ..... | ..... | Settled on the land about 10 days before survey. |
| 16 | Wm. Bremner, sen..... | Pt. 3 & 10. | 45 | ..... | ..... | 1882 | ..... | do | ..... | ..... | ..... | ..... | Blind man; purchased claim from James Swain, who left for United States in spring of 1885. |
| 17 | Moise Bremner..... | do | 45 | ..... | ..... | 1882 | ..... | do | ..... | ..... | ..... | ..... | Not living in district. |
| 18 | Wm. Bremner, jun..... | do | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... | Deserted from Riel and joined Middleton; an English Half-breed from Kildonan, Man. |
| 19 | Jos. Bremner..... | do | 45 | ..... | ..... | 1882 | ..... | do | ..... | ..... | ..... | ..... |  |
| 20 | Jonas Lavolette..... | do | 45 | ..... | ..... | 1885 | ..... | do | ..... | ..... | ..... | ..... |  |
| 21 | Elzéard Swain..... | do | 45 | ..... | ..... | 1883 | ..... | Dec, '85 | ..... | ..... | ..... | ..... |  |
| 22 | Antoine Richard..... | Pt. 4 & 9. | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 23 | Frederik Fidler..... | do | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 24 | Wm. Bruce..... | do | 45 | ..... | ..... | 1883 | ..... | Dec, '85 | ..... | ..... | ..... | ..... |  |
| 25 | J. Bte. Boyer..... | do | 45 | ..... | ..... | 1885 | ..... | July, '85 | ..... | ..... | ..... | ..... |  |
| 26 | Napoléon Boyer..... | do | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 27 | Marguerite Boyer..... | do | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 28 | Geo. Fidler..... | do | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 29 | Alcide L'égaré..... | Pt. 5 & 8. | 45 | ..... | ..... | 1883 | ..... | do | ..... | ..... | ..... | ..... |  |
| 30 | Modeste Lavolette..... | do | 45 | ..... | ..... | 1883 | ..... | Dec, '85 | ..... | ..... | ..... | ..... | A Lower Canadian. |

List of Claimants to Land along the South Side and in the vicinity of the South Saskatchewan, &c.—*Concluded.*

| No. | Claimant. | Land. | | Date Land open for Entry. | Date of Entry. | Date of settlement. | Settled before survey. | Date preferred Evidence in support of Claim. | Participated in Half-breed Grant in Man. | North-West Half-breeds. | Doubtful. | Entered by Section. | Remarks. |
|-----|-----------------------|---------------|-------|---------------------------|----------------|---------------------|------------------------|--|--|-------------------------|-----------|---------------------|---|
| | | Pt. of Sec. | Range | | | | | | | | | | |
| 31 | Alex. Brenner..... | Pt. 5..... | 45 27 | d. m. year. | ..... | 1884 | ..... | July, '85... | 1 | ..... | ..... | ..... | Have never preferred claim to land; have walls built of a log church. |
| 32 | Roman & Cath. Mission | do | 45 27 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Patent issued. * Prior to 1881, likely in 1879. |
| 33 | Michael Canny..... | Pt. 12..... | 45 28 | Sept., '81. | ..... | * | 1 | ..... | 1 | ..... | ..... | ..... | Purchased claim from Isidore Dumont in 1882. |
| 34 | Norbert Turcotte..... | Pt. 2 & 11... | 45 28 | do | ..... | 1882 | ..... | Sept., '85. | 1 | ..... | ..... | ..... | Purchased claim from Lepine, one of Riel's coun- |
| 35 | Maxime Lepine..... | do | 45 28 | do | ..... | 1883 | ..... | Sept., '85. | 1 | ..... | ..... | ..... | cillors, but came into Prince Albert upon |
| 36 | Chas. Nolin..... | do | 45 28 | do | ..... | 1872 | 1 | ..... | 1 | ..... | ..... | ..... | rebellion breaking out. |
| 37 | Louis Letendre..... | do | 45 28 | do | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | Son of Louis Letendre; left for Dakota in spring |
| 38 | Wm. Batoche..... | do | 45 28 | do | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | of 1885, and sold claim to Octave Regnier. |
| 39 | Michel Dumas..... | do | 45 28 | do | ..... | 1880 | 1 | ..... | 1 | ..... | ..... | ..... | Left for Montana in spring of 1886 with Gabriel |
| 40 | Jérôme Racette..... | Pt. 3 & 10... | 45 28 | do | ..... | 1883 | ..... | Dec., '85... | 1 | ..... | ..... | ..... | Dumont; sold claim in 1882 to T. McKay. |
| 41 | Octave Regnier..... | Pt. 12..... | 45 1 | do | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... | French Canadian; no residence. |
| 42 | Marguerite Ouillette. | do | 45 1 | do | ..... | 1880 | ..... | ..... | 1 | ..... | ..... | ..... | English; purchased claim from P. Garrigue, who |
| 43 | T. J. Agnew..... | Pt. 11 & 12.. | 45 1 | do | ..... | 1872 | ..... | ..... | 1 | ..... | ..... | ..... | lived on land from 1872 to 1882. |
| 44 | Hayter Reed..... | do | 45 1 | do | ..... | 1872 | ..... | ..... | 1 | ..... | ..... | ..... | Upper Canadian; acquired title in same manner |
| 45 | Louis Schmidt..... | do | 45 1 | do | ..... | 1880 | ..... | ..... | 1 | ..... | ..... | ..... | as Agnew. |
| | | | | | | | | | | | | | Claims portion of land claimed by Agnew & Reed. |